



Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

| | |
|------------------------------------|-------------------------------|
| Organization Name: City of Sandy | |
| Contact Person Name: Liz Storn | Title: Engineering Technician |
| Street Address: 39250 Pioneer Blvd | Phone: (503) 489-2161 |
| City, State Zip: Sandy, OR 97055 | |
| E-mail: LStorn@ci.sandy.or.us | |

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Transportation Project Information

3. Project Name–REQUIRED

Project Name:

4. Project Budget Summary - This table will automatically fill in.

| | Project Funds | % of Project Costs |
|-----------------------------------|---------------|--------------------|
| Total Costs | 14250000 | |
| Non-Eligible Costs | | |
| Total Transportation Project Cost | 14,250,000 | 100% |
| Matching Funds | \$1,525,095 | 10.7% |
| Requested Funds | 12,724,905 | 89.3% |

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

This proposed project will construct a 6 foot wide sidewalk on the east side of OR 211 from Bornstedt Rd north to US 26 and bike lanes on both sides of the road. The total length of the project will be approximately 4,000 feet. The project includes pavement widening as necessary, a planter strip/swale for stormwater quality treatment, street lighting, 6 foot wide bike lanes on both sides of the road, and a 6 foot wide sidewalk on the east side of OR 211, with street trees behind the sidewalk. Retaining walls for both cut and fill slopes will be necessary. The OR 211 sidewalk project will tie in with the improvements proposed in the OR 211: Eagle Creek-Sandy Hwy @Dubarko Road safety project, enhancing and expanding upon this safety project.



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6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

The OR 211: Eagle Creek-Sandy Hwy @ Dubarko Road safety project proposes to realign Dubarko Rd to improve sight distance and safety at the intersection. The funding available for the safety project is not sufficient to add sidewalks on OR 211, although ODOT has agreed that any proposed widening in the safety project area will not preclude the addition of future sidewalks. ODOT anticipates a late fall 2013 construction bid let date for the safety project; this project will occur after the safety project work is complete or nearly complete.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

The lack of sidewalks and bike lanes on OR 211 are major gaps in the City’s pedestrian and bicycle networks. Currently, residents in the Cascadia Village and Bornstedt area neighborhoods (consisting of more than 450 single and multi-family dwellings) must either drive to downtown Sandy to access services or walk out of direction on streets with grades that are steeper than OR 211. Additionally, the City recently completed construction of a gravel pedestrian trail along Tickle Creek, west of OR 211, with a trail head approximately one quarter mile from OR 211. Providing safe pedestrian access on OR 211 would allow pedestrians from downtown Sandy to safely access the trailhead on Dubarko Rd and walk the Tickle Creek Trail all the way to its terminus at 362nd Ave.

9. Transportation Project Location–REQUIRED

| | |
|--|--|
| City: <input style="width: 90%;" type="text" value="Sandy"/> | County: <input style="width: 90%;" type="text" value="Clackamas"/> |
| MPO: <input style="width: 90%;" type="text" value="NA"/> | Special District: <input style="width: 90%;" type="text"/> |

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

OR 211 approximately milepost 5.24 - 5.94 (Bornstedt Rd to US 26)

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

| | |
|--|--|
| <input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable | Vicinity Map (8.5x11) (may be inset on site map page) |
| <input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable | Site map/air photo (showing existing site) (8.5x11) |
| <input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable | Site map (showing proposed construction area clearly marked) (8.5x11) |
| <input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable | Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11) |

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

OR 211 is a district-level state highway, with an intended function of providing a link between small urban areas and serving local traffic. Existing conditions consist of narrow travel lanes with non-recoverable slopes in some areas and a lack of shoulders. In addition, some sections have a drop-off from the pavement edge. ODOT performed a Road Safety Audit (RSA) in October 2011 to further study safety issues at the OR 211/Dubarko Rd intersection. During the RSA, pedestrians and bicyclists were observed crossing OR 211 at Dubarko Rd and also walking along OR 211 in the ditch adjacent to the roadway. Crest and sag vertical curves and lack of illumination limit sight distance and conceal pedestrians and cyclists using the narrow or non-existent shoulders. Interviews with pedestrians indicated that alternate routes, while equipped with sidewalks, were out of direction and too steep. A May 2011 Injury A pedestrian/vehicle accident demonstrates that pedestrians are using OR 211 despite the lack of amenities.

There are more than 450 single and multi-family dwellings located south of the project area in the Cascadia Village/Bornstedt Village neighborhood and in unincorporated Clackamas County that would use OR 211 for bicycle and pedestrian access to downtown Sandy if sidewalks and wider shoulders were available. Services available in downtown Sandy include government, grocery, retail, restaurant, transit and financial, in addition to elementary, middle and high schools. Currently, residents in the Cascadia Village and Bornstedt neighborhoods must either walk out of direction or drive to access these services. Reducing VMT is a goal of the City's Transportation



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System Plan, and would be accomplished with this project.

This proposed project will construct a 6 foot wide sidewalk on the east side of OR 211 from Bornstedt Rd north to US 26 and bike lanes on both sides of the road. The total length of the project will be approximately 4,000 feet. The project includes pavement widening as necessary, a planter strip/swale for stormwater quality treatment, street lighting, 6 foot wide bike lanes on both sides of the road, and a 6 foot wide sidewalk on the east side of OR 211, with street trees behind the sidewalk. Retaining walls for both cut and fill slopes will be necessary. The OR 211 sidewalk project will tie in with the improvements proposed in the OR 211: Eagle Creek-Sandy Hwy @Dubarko Road safety project, enhancing and expanding upon this safety project.

To minimize impacts to Tickle Creek, No-Name Creek, and adjacent wetlands, as well as minimize costs associated with constructing walls, sidewalks are only proposed on the east side of OR 211, although bike lanes are proposed on both sides of the highway. An Environmental Assessment will be required due to proposed impacts to Tickle Creek, and culvert extensions for both No-Name Creek and Tickle Creek will be required. The current Tickle Creek culvert under 362nd Ave is a known barrier to fish passage.

As most existing residential development is located on the east side of OR 211, this will adequately serve the current population, providing safe pedestrian and bicycle access to downtown Sandy.

12. Primary Project Mode(s)

| | | |
|--|--|---------------------------------------|
| <input type="checkbox"/> Passenger Rail | <input type="checkbox"/> Light Rail | <input type="checkbox"/> Bus/Transit |
| <input checked="" type="checkbox"/> Pedestrian | <input checked="" type="checkbox"/> Bike | <input type="checkbox"/> Highway/Road |
| <input type="checkbox"/> Other: | | |

13. Project Activities

| | | |
|---|---|--|
| <input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction | <input type="checkbox"/> Project Planning and Development | <input type="checkbox"/> Operations/Service Delivery |
| <input type="checkbox"/> Capital Equipment Purchases | <input type="checkbox"/> Transportation Demand Management | <input type="checkbox"/> Other |

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

| Anticipated Dates | Activity |
|-------------------|--|
| 2016 | Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED |
| | Bid Let Date |
| | Construction Contract Award |
| | Construction Complete |
| | Capital Equipment Purchase |
| | Operations/Service Begin |
| | Other Major Milestone: |
| 2018 | Project Completion/End of Activities funded through this request - REQUIRED |

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

The OR 211 sidewalks and bike lanes are identified in the City of Sandy’s adopted Transportation System Plan (TSP) as projects P24 and B11 (pages 7, 8, 12 and 13). While the TSP anticipates sidewalks on both sides of OR 211, the City understands that funding is limited, and that providing sidewalks on only one side of OR 211 will be a major improvement over not having sidewalks. Continuous sidewalks on the east side of OR 211 and bike lanes on both sides of OR 211 will provide safe pedestrian and bicycle access to and from downtown Sandy for residents of the Bornstedt Village area as intended by the projects listed in the TSP.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED

- Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

The OR 211 sidewalk and bicycle lane project complies with OTP Strategy 1.1 and OHP Action 1G.1 by proposing to make improvements to existing highway facilities that will provide safe alternative modes of transportation. Currently, no direct, safe bicycle or pedestrian facilities exist between the approximately 450 houses in the Bornstedt Village area and downtown Sandy. Items suggested to protect the existing system, such as local comprehensive plans and access management are already in place; limited existing pavement eliminates the ability to re-stripe the road to provide bike lanes, and alternative pedestrian and bicycle routes have steeper grades and in some cases involve out of direction travel.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

The lack of sidewalks and bike lanes on OR 211 is a major gap in the City's pedestrian network, and limits the ability of residents from neighborhoods south of downtown Sandy to access services and transit options without driving.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

Constructing this sidewalk would remove a major gap in the City's pedestrian and bicycle network, expand access to the City's Sandy Area Metro (SAM) transit service which goes to Gresham and Estacada, and expand access to the Mountain Express transit service, providing access to the Villages of Mt Hood. Additionally, pedestrians will have safe access to the City's new Tickle Creek Trail, which eventually will connect to the Springwater Corridor trail.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

Walking options for transportation disadvantaged residents of Sandy who live in neighborhoods south and east of downtown Sandy are currently limited; alternative routes involve steep grades and/or out of direction travel. Constructing this sidewalk would remove a major gap in the City's pedestrian network, expand access to the City's Sandy Area Metro (SAM) transit service which goes to Gresham and Estacada, and expand access to the Mountain Express transit service, providing access to the Villages of Mt Hood. Additionally, pedestrians will have safe access to the City's new Tickle Creek Trail, which eventually will connect to the Springwater Corridor trail.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

The provision of a sidewalk and bike lanes on OR 211 will expand access to services, businesses and transit options in downtown Sandy to transportation disadvantaged residents and provide safe access to the City's new Tickle Creek Trail, a 1.7 mile packed gravel trail that will eventually connect to the Springwater Corridor Trail.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The proposed project will reduce vehicle miles traveled (VMT) by providing a safe, direct pedestrian route to downtown Sandy for neighborhoods south and east of downtown. By reducing VMT, the project will also contribute to reducing green house gas emissions.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

The City of Sandy Comprehensive Plan anticipates that the Bornstedt and Cascadia Village neighborhoods located south of downtown Sandy will consist of up to 2000 homes. There are currently approximately 450 housing units. The addition of pedestrian and bicycle facilities on OR 211 will support this planned community and will provide transportation alternatives to access downtown Sandy.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

The provision of bicycle lanes and a sidewalk on OR 211 will enable active transportation by connecting the southern neighborhoods in Sandy to the businesses, services and transit stops in downtown Sandy. Encouraging walking also reduces congestion on US 26 and on OR 211, and provides access to a bicycle and pedestrian trail along Tickle Creek. Existing conditions consist of narrow travel lanes (measured at 10 foot 4 inches in some areas) with non-recoverable slopes in some areas and a lack of shoulders. In addition, some sections have a drop-off from the pavement edge. Pedestrians and bicyclists have been observed crossing OR 211 at Dubarko Rd and also walking along OR 211 in the ditch adjacent to the roadway. Crest and sag vertical curves and lack of illumination limit sight distance and conceal pedestrians and cyclists using the narrow or non-existent shoulders. These improvements will remedy many of those issues, providing a safe, enjoyable and convenient facility for bicyclists and pedestrians.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

Existing conditions on OR 211 consist of narrow travel lanes with non-recoverable slopes in some areas and a lack of shoulders. In spite of the lack of facilities, pedestrians and bicyclists have been observed crossing OR 211 at Dubarko Rd and also walking along OR 211 in the ditch adjacent to the roadway. Crest and sag vertical curves and lack of illumination limit sight distance and conceal pedestrians and cyclists using the narrow or non-existent shoulders. A May 2011 Injury A pedestrian/vehicle accident demonstrates that pedestrians are using OR 211 despite the lack of amenities. The proposed bicycle and sidewalk facility improvements will remedy many of those issues, providing a safe, enjoyable and convenient facility for bicyclists and pedestrians. Additionally, widening the roadway will allow disabled vehicles and emergency services to pull out of the travel lanes.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

The proposed bicycle lanes and sidewalk will fill gaps in the City's bicycle and pedestrian networks, will provide residents in neighborhoods south of downtown Sandy multiple transportation options for accessing services and businesses in Sandy, and will benefit current and future residents approximately 230 acres of developed and developable land located south of downtown Sandy.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

The provision of bicycle and pedestrian facilities on OR 211 will help reduce the number of vehicle trips on the highway, reducing the need for future widening or other improvements to OR 211. The work will also tie in with work proposed for the OR 211: Eagle Creek-Sandy Hwy @ Dubarko Road safety project, which proposes to cut back slopes along a section of the eastern portion of OR 211 north of Dubarko Rd.

Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

| | Enter Values in this Column | Total Column |
|--|-----------------------------------|--------------------|
| Project Administration | \$100,000 | |
| Staff Costs (for Service/Educational Projects) | | |
| Project development and PE | \$1,500,000 | |
| Environmental Work | \$100,000 | |
| Coordination and Outreach | \$500,000 | |
| Leased Space | | |
| Building purchase and/or Right of Way | \$300,000 | |
| Capital Equipment | | |
| Non-Construction Project Costs Total | | \$2,500,000 |
| Utility Relocation | \$750,000 | |
| Construction | 11,000,000 | |
| Construction Project Costs Total | | 11,750,000 |
| Total Eligible Project Cost | | 14,250,000 |
| Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities) | | |

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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| Participant Role | Participant Name | Project Funds Contribution | Percent of Transportation Project Total Cost |
|------------------|------------------|----------------------------|--|
| Sponsor | City of Sandy | \$1,525,095 | 11% |
| Co-Sponsor | | | 0% |
| Participant | | | 0% |
| Participant | | | 0% |
| Total | | \$1,525,095 | 11% |

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Digitally signed by Elizabeth F Storn
DN: cn=Elizabeth F Storn, o=City of Sandy, ou=Public Works,
email=lstorn@ci.sandy.or.us, c=US
Date: 2012.11.27 09:59:38 -0800 Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

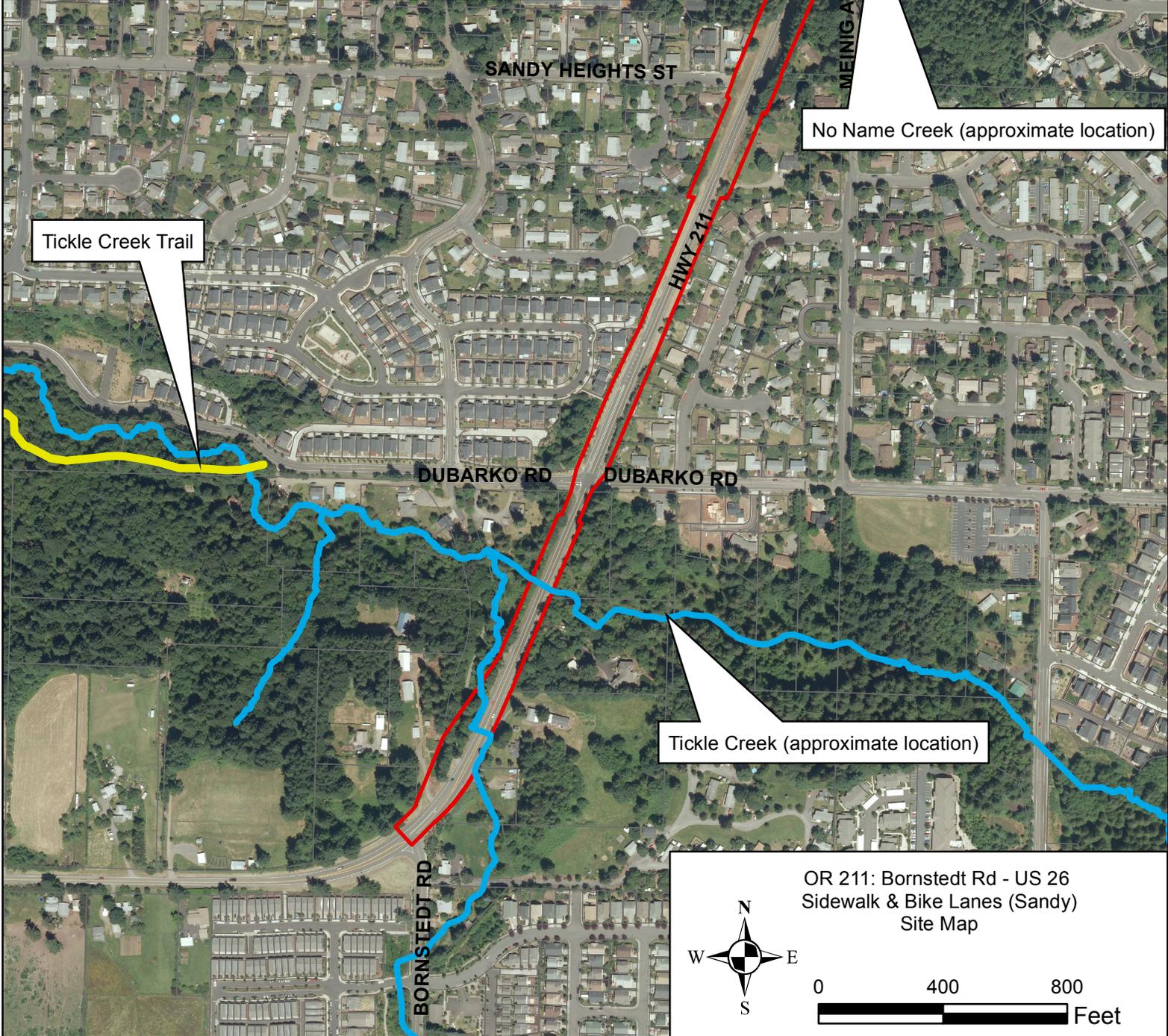
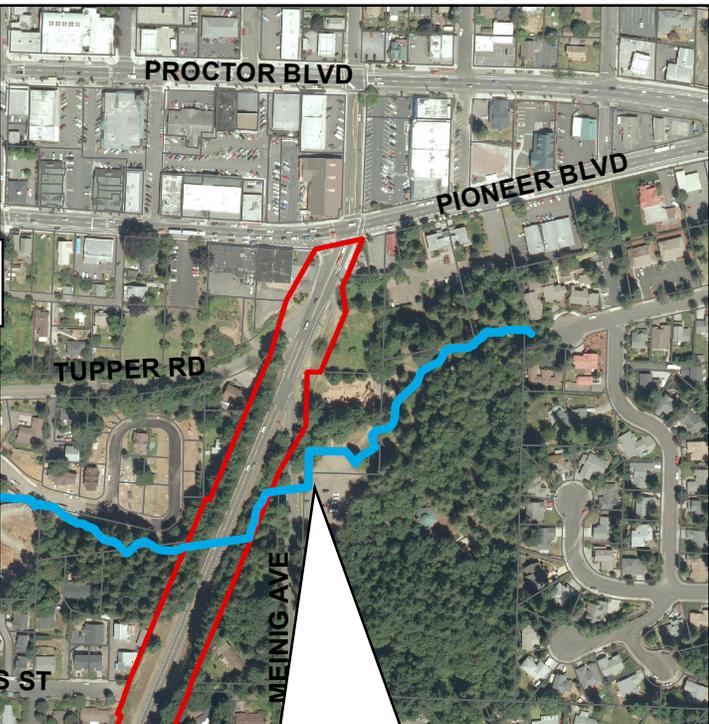
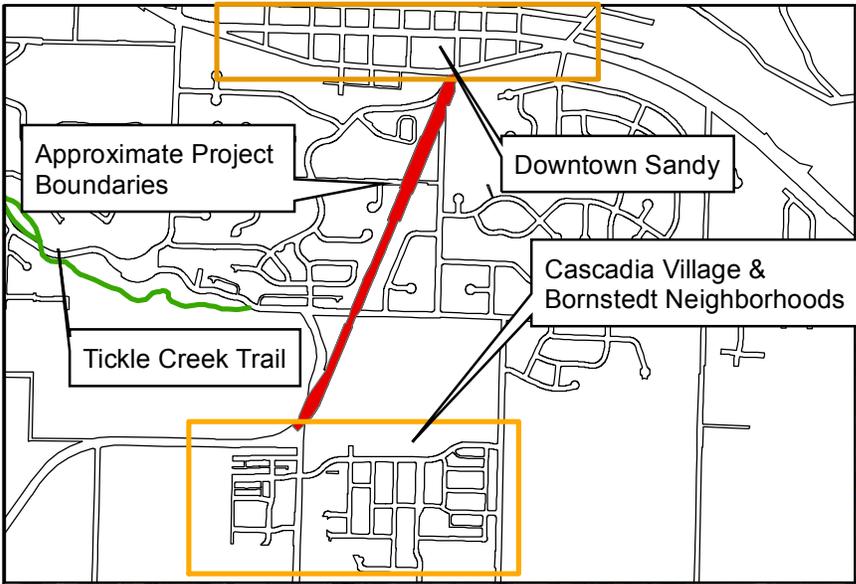
Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

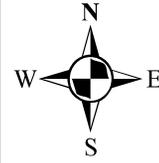
Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.



OR 211: Bornstedt Rd - US 26
Sidewalk & Bike Lanes (Sandy)
Site Map

0 400 800 Feet

OR 211: Bornstedt Rd - US 26
Sidewalk & Bike Lanes (Sandy)
Vicinity Map



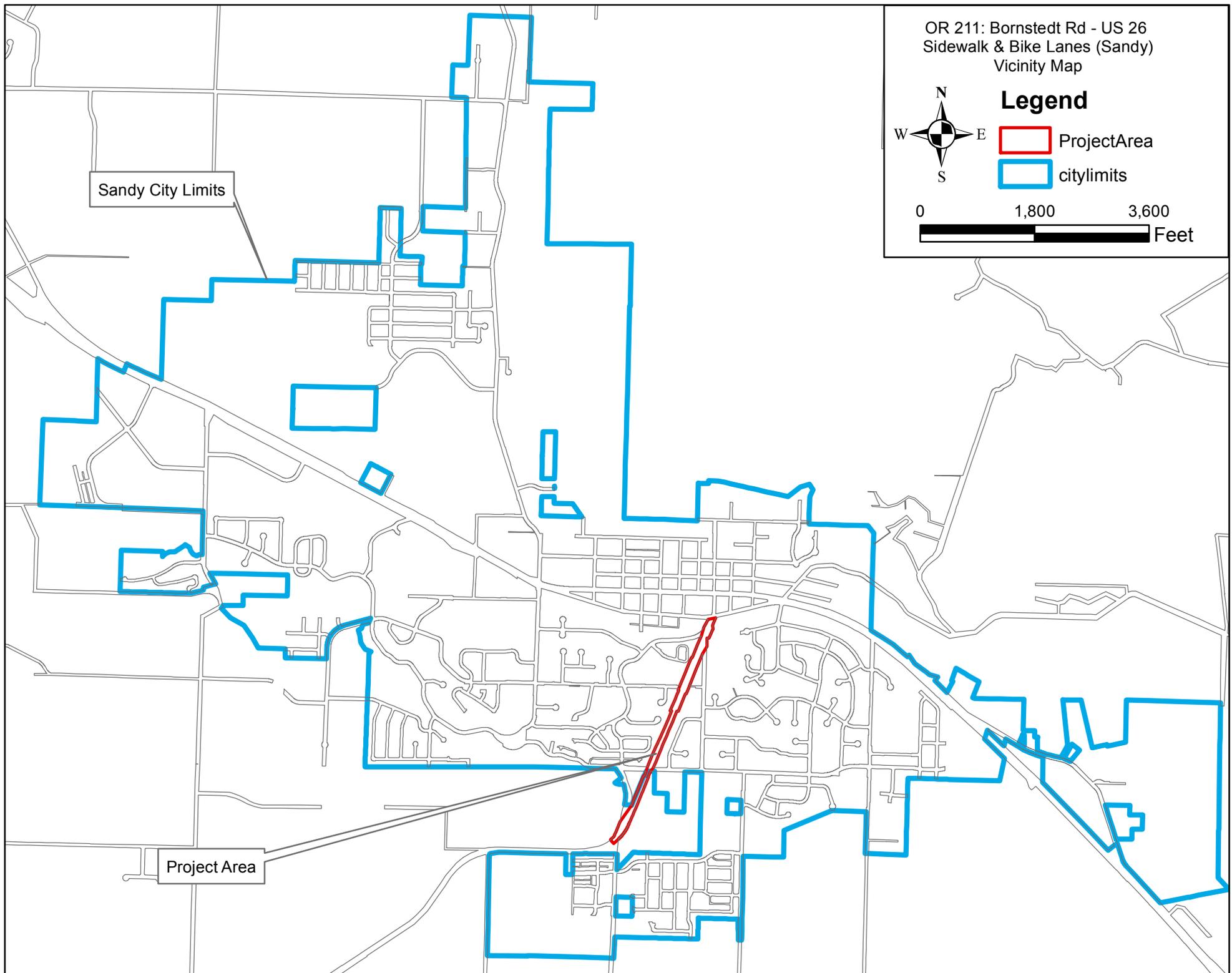
Legend

-  ProjectArea
-  citylimits

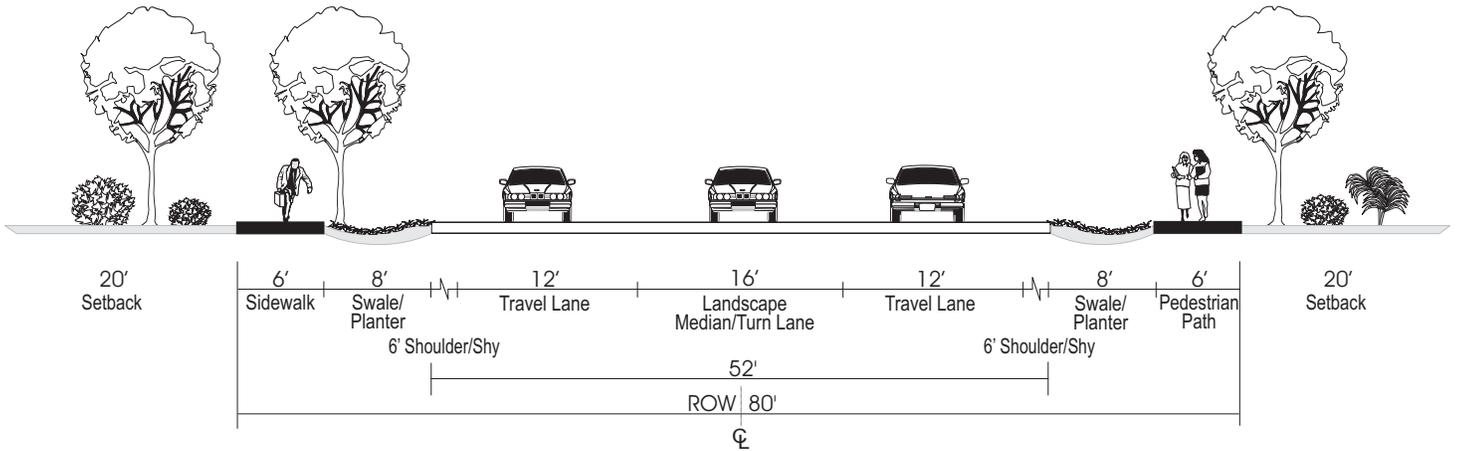


Sandy City Limits

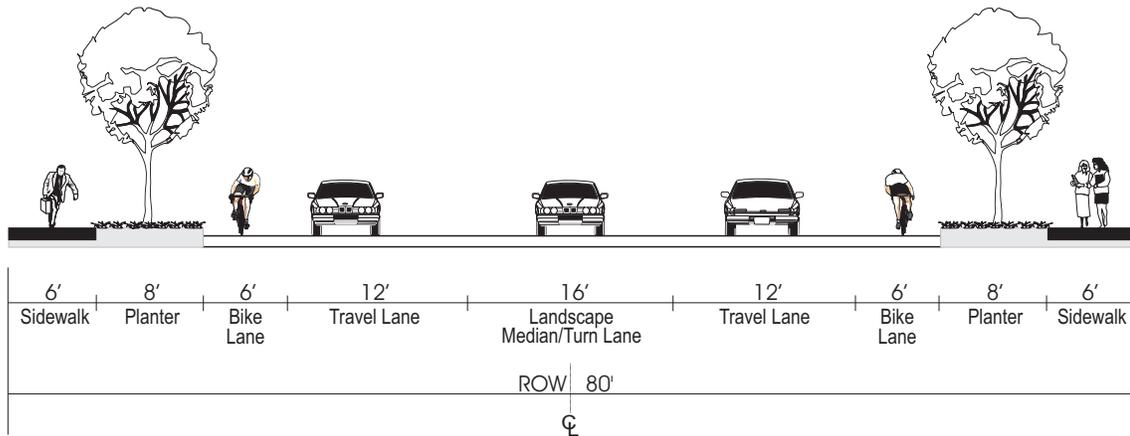
Project Area



OR 211 - Between Arletha Ct. and Dubarko Rd.



OR 211 - Between Dubarko Rd. and US 26



Source: City of Sandy Bornsted Village Plan

Figure 8

OR 211 ROADWAY STANDARDS