



Transportation Project Sponsors

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

Organization Name: TriMet	
Contact Person Name: Alan Lehto	Title: Dir., Planning & Policy
Street Address: 4012 SE 17th Ave.	Phone: (503) 962-2136
City, State Zip: Portland, OR 97202	
E-mail: lehto@trimet.org	

2. Co-Sponsor(s)

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

ODOT Region 1, City of Portland, City of Tigard, City of Tualatin

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Barbur-99W Corridor Safety & Access to Transit

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

	Project Funds	% of Project Costs
Total Costs	\$3,504,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$3,504,000	100%
Matching Funds	\$359,860	10.27%
Requested Funds	\$3,144,140	89.73%

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

The project would improve safety, access to transit, active transportation and transit operations by improving bus stops, constructing sidewalks, enhancing crossings, installing signal priority and transit operations improvements on and connecting to Barbur-99W between Portland and Sherwood. Specifically, the project would build bus stop landing pads and shelters and connect bus stops to sidewalks. Rapid flash beacons would be installed to improve safety at non-signalized crossings near bus stops and signal and striping improvements would be made to help protect transit customers at signalized crossings. Signal priority and operational treatments would decrease travel times. Pedestrian network and connections to transit and regional trails would be improved in Tigard and Tualatin.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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.

Links to and/or extends safety and pedestrian access improvements that have been completed through other STIP projects in the Barbur-99W corridor such as #15600, #16968, #18026, #17701

8. Project Problem Statement–REQUIRED

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

Barbur-Highway 99 is 4-6 lanes with a maximum speed of 45 mph. TriMet lines 12, 64 and 94 serve the corridor with more than 35,000 weekly rides. Sidewalk and basic bus stop amenities are lacking on much of the corridor. Because of high speeds, crossing the corridor to a bus stop can be dangerous and safe bicycle access is limited. As employment and housing in the area grow, traffic congestion will increase, making transit less attractive by slowing travel times and lowering on-time performance.

9. Transportation Project Location–REQUIRED

City: <input type="text" value="Portland, Tigard, Tualatin, Sherwo"/>	County: <input type="text" value="Multnomah, Washington"/>
MPO: <input type="text" value="Metro"/>	Special District: <input type="text" value="TriMet"/>

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)



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

OR99W 1.97 to 16.67

Sidewalk construction in areas including SW Barbur & 19th, 53rd in Portland; Commercial St. from Main to Lincoln under 99W and on Pacific Hwy. and from Naeve to Beef Bend in Tigard, and; from Cipole Rd. to Hazelbrook Rd. with Tonquin trail connections in Sherwood.

Crossing treatments on Barbur, and signal and intersection treatments generally between I-5 and Durham Rd.

Transit Signal Priority on Pacific Highway from SW 68th Pkwy. to SW Durham Rd.

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 type="radio"/> Attached/Upload <input checked="" 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)

In 2011, TriMet released the Pedestrian Network Analysis, a comprehensive study of pedestrian safety and access needs to TriMet stops and stations. Pedestrian infrastructure is key for facilitating transit usage since every transit rider is a pedestrian first. In addition, jurisdictions have developed pedestrian network plans, and ODOT and jurisdictions have identified critical safety and access deficiencies in the corridor. Basic pedestrian access, safety and accessibility features are missing in many parts of this corridor, especially near many bus stops.

This project would make various improvements to facilitate safer walking in the area and better access to bus stops in accordance with these plans and reviews. Signal priority and transit operational improvements at key locations will improve transit reliability and travel times. Some



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

bus stops are located at unsignalized intersections where there is demand for transit service. The project would build/install rapid flash beacons (RFBs), with a median refuge and painted crosswalk adjacent to these bus stops. In addition, the project would enhance signals and crosswalk striping at existing signalized crossings near bus stops on the highway. These may include leading pedestrian phases, automated recall for pedestrian actuated signals, and countdown pedestrian signals where they don't already exist.

The project would also take advantage of signal capabilities to provide transit priority. Transit priority signals do not change red lights to green lights, but rather hold green lights a bit longer until a bus passes through an intersection when it is running behind schedule. This keeps the bus on time, but also helps the bus clear congestion at the approach to a signal before stopping to serve passengers. Some bus stops may need to be shifted to the far side of an intersection to take advantage of the signal improvements. The project would fund the adjustment to the signals as well as construct the necessary bus stop improvements at any new bus stop location to allow for transit signal priority.

*Barbur: The City of Portland has identified priority sidewalk, pedestrian and crossing improvements. This project would fund these improvements and associated bus stop improvements including bus stop relocations, bus stop landing pads, and shelters. RFBs would be installed at three or more locations in this portion of the corridor.

*Pacific Highway/99W: The City of Tigard will fill key gaps in the pedestrian network, with sidewalk infill and connections to Tigard Main St. including the Tigard Transit Center and WES commuter rail station. Tigard will also fill a sidewalk gap on Pacific Hwy (Naeve St. to Beef Bend Rd.) for pedestrian safety and bus stop access.

The City of Tualatin will construct sidewalk on a segment of Pacific Hwy. (Hazelbrook Rd. to Cipole Rd.) with access to bus stops and linking to the Tonquin Trail.

TriMet will make bus stop improvements including bus stop relocations, bus stop landing pads, and shelters at Pacific Hwy & Bull Mtn. Rd.

The projects listed above represent a set of small improvements that would have a significant impact on the Highway 99W corridor by increasing pedestrian safety and making transit more attractive, increasing the total person mobility in the corridor while reducing the need for maintenance on the highway. This project would conform to ODOT's Practical Design Values (SCOPE: safety, corridor context, optimize the system, public support, and efficient cost). Transit priority designs would follow standard practices with proven success.

The project can be completed in phases providing immediate benefit as each phase is completed.

12. Primary Project Mode(s)

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



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<input type="checkbox"/> Other:	
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13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input checked="" type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input checked="" 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
FY 16/17	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
June 2016	Bid Let Date
August 2016	Construction Contract Award
Sept 2017	Construction Complete
June 2017	Capital Equipment Purchase
Sept 2017	Operations/Service Begin
N/A	Other Major Milestone:
Sept 2017	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.

- 1) The project is also consistent with TriMet's 2011 Pedestrian Network Analysis, pages 73-78 which identifies pedestrian improvements for Highway 99W and the Tigard Transit Center (<http://trimet.org/projects/pednetwork/index.htm>).
- 2) The project is consistent with TriMet's FY2011 Transit Investment Plan, page 35 (<http://trimet.org/pdfs/tip/tip.pdf>).
- 3) The project is consistent with the City of Portland's Barbur Concept Plan, which is still in development (<http://www.portlandoregon.gov/bps/55269>).
- 4) The project is consistent with the Tigard TSP, pages 62-87 (http://www.tigard-or.gov/city_hall/departments/cd/transportation_plan/docs/tsp.pdf).

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.

This project is consistent with OTP Strategy 1.1 by making transit a more attractive option, increasing mode choices for people living and working in the corridor. The project is also consistent with OHP Action 1G.1, particularly in regards to transportation demand management and alternative transportation modes. These improvements will increase capacity on the highway by removing disincentives to riding transit.

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?

These improvements would improve access, safety, and travel time on TriMet lines 12, 64, and 94 and any future bus service enhancements. By improving access, people are more likely to choose transit, reducing vehicle trips and preserving capacity in the corridor.

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?

These improvements would remove barriers and disincentives to riding transit between home, work, school, & recreation. By making it easier and safer to access the bus, and by improving travel times, this project would make transit usage more attractive, reducing the number of vehicles on the road and increasing capacity for other roadway users, particularly freight. Additionally, these transit lines connect with the WES commuter rail in Tigard, preserving ODOT's system by allowing customers to transfer to a non-highway based mode.

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?

Lines 12 and 94 connect the regional centers of downtown Portland, and town centers of Tigard, King City, and Sherwood as well as the Tigard triangle and Tualatin employment areas. These improvements would provide greater safety, accessibility and convenience for people living and working in the area when using the regional transit system to travel between these centers.

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?

TriMet lines 12, 64 and 94 link employees to office, retail, and service sector jobs in corridor town centers, regional Washington Square, and downtown Portland. Also, the lines serve low-income communities with a diverse base of jobs between the downtowns and town centers along Barbur and Pacific Hwy./99W. Among current TriMet ridership in the corridor (35,000 weekly boardings) some 47% of all trips are for work and 14% are for education. This project is critical for safely connecting residents and employees in the corridor to employment and services.

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?

Increasing transit ridership, service access, and quality will help meet a range of resource conservation and environmental goals. For each mile of travel taken on TriMet, 53% less carbon is emitted compared to driving alone. Increased corridor ridership and connections to light rail translates directly to reduction in GHG's.

Specifically in Tigard, there is significant environmental opportunity associated with the Commercial Street Stormwater Treatment Facility: Construction of the Commercial Street Improvement Project would provide an opportunity to access two old stormwater lines that currently discharge runoff from 40 acres of land in and around downtown. These lines could then be re-routed into a stormwater treatment facility, before discharging into Fanno Creek. This would accomplish Tigard's outfall retrofitting goals outlined in Clean Water Services' Healthy Stream. This project would be subject to identifying additional funding separate from STIP; however the sidewalk construction would create the necessary opportunity for underground work and therefore elevate this stormwater project for additional funding.

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?

These improvements would strengthen the access and transit service components that support community land use and growth management.

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?

These improvements will improve livability by encouraging people to walk, bicycle and ride transit. Where currently there is little, if any, comfort and aesthetics for transit customers, these improvements will significantly advance the state of infrastructure on Barbur-Pacific Hwy/99W.

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?

Safety is compromised if customers must stand on the highway shoulder while waiting for the bus or boarding and deboarding the bus. Sidewalk connections to the surrounding pedestrian network and to signalized intersections would also provide a safe passage for customers walking to and from the bus stop.

RFBs with median refuges would prevent tragic crashes and near misses by facilitating safe crossings at non-signalized intersections and at mid-block locations. Signal and striping improvements would also help customers safely cross the highway.

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?

Barbur-Pacific Hwy. serves a racially and ethnically diverse population. Much of this population rides lines 12 and 94. As a result, they must use inadequate pedestrian and bike facilities to reach bus stops that lack the most basic amenities. Furthermore, people with disabilities living and working in the corridor are not able to use all the bus stops due to a lack of ramps, concrete landing pads, sidewalks, and safe crossings. This project would raise the pedestrian and transit infrastructure in the corridor to the same level seen in other areas in the region by increasing the safety, comfort, and accessibility to transit for all users living and working in the project area. Overall, about 40% of TriMet rides are by persons who are transit dependent (no car available for the trip or don't drive).

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?

This project builds off prior and programmed pedestrian access and safety improvement in the corridor by ODOT and the respective cities.

Concrete sidewalks and bus landing pads have minimal maintenance needs. Signal improvements would require periodic maintenance by ODOT. TriMet maintains a regular cleaning and maintenance schedule for its bus stops and budgets for additional work around stops that receive amenities such as shelters and benches.

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	\$204,400	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$456,800	
Environmental Work	\$81,000	
Coordination and Outreach	\$39,400	
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment	\$531,000	
Non-Construction Project Costs Total		\$1,312,600
Utility Relocation	\$73,800	
Construction	\$2,117,600	
Construction Project Costs Total		\$2,191,400
Total Eligible Project Cost		\$3,504,000
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.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	TriMet	\$145,423	4%
Co-Sponsor	City of Portland	\$91,197	3%
Participant	City of Tigard	\$102,700	3%
Participant	City of Tualatin	\$20,540	1%
Total		\$359,860	10%

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: 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.

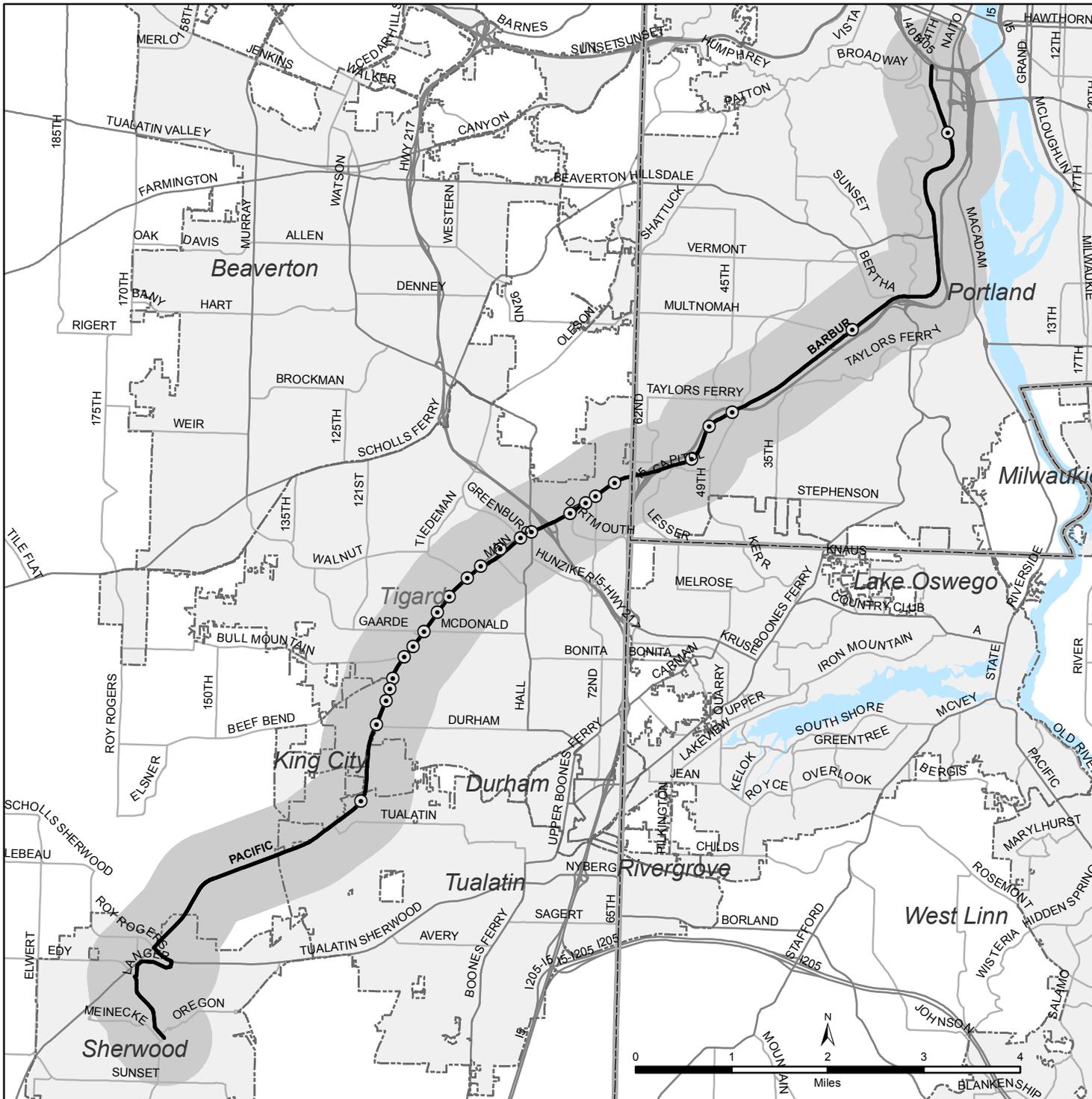
**TriMet STIP Application Attachment;
Barbur-99W Corridor Safety &
Access to Transit
11.26.2012**

**Vicinity and Site Map;
Barbur-99W Corridor Safety &
Access to Transit**

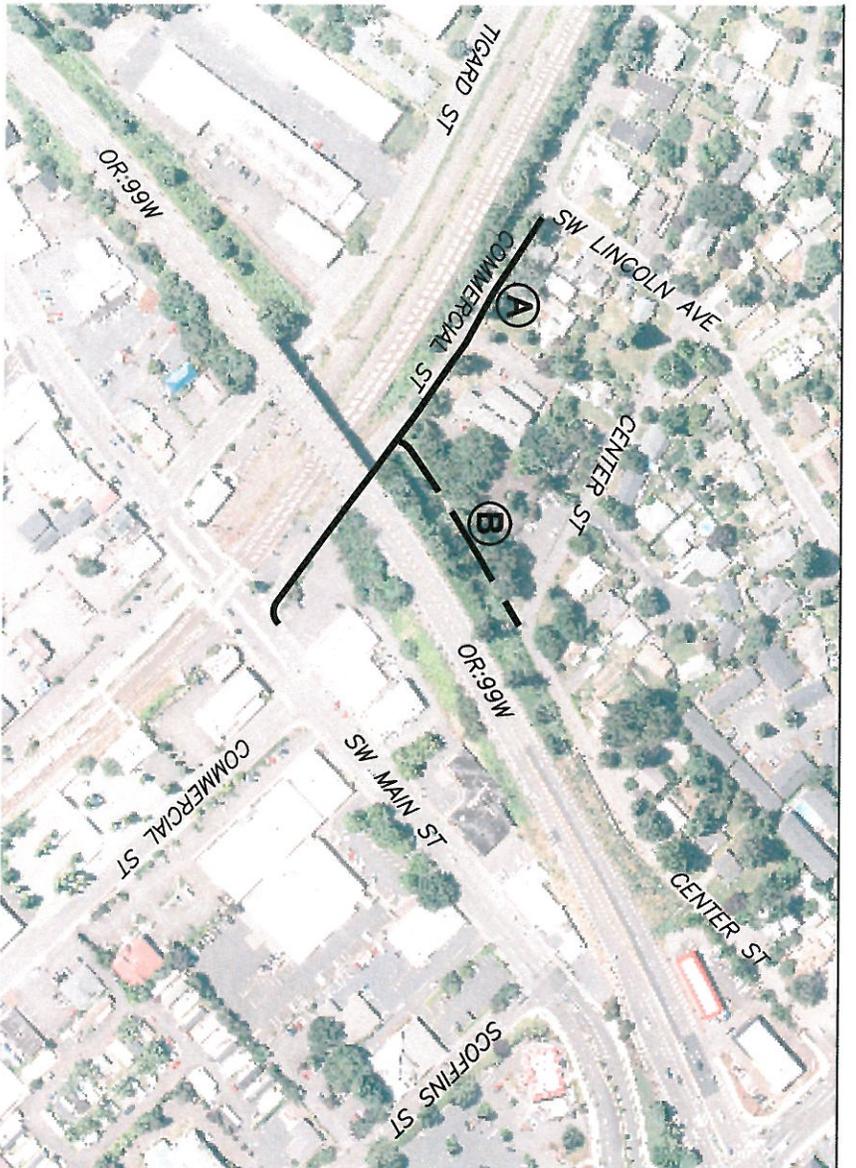
-  Corridor
-  1/2-mile buffer

Identified Locations for Improvements

-  Identified Locations for Improvements
-  County boundary
-  City boundary
-  Major road



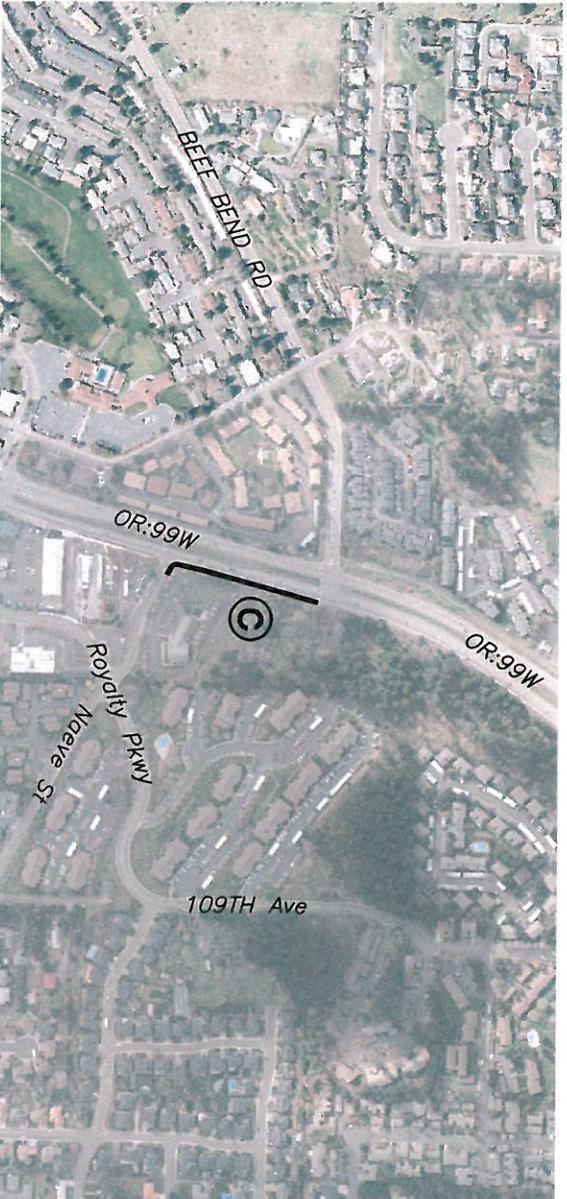
**TriMet STIP Application Attachment:
Barbur-99w Corridor Safety &
Access to Transit
Tigard Project & Vicinity Map**



Commercial Street



Commercial Street



OR:99W

- A** Commercial Street Sidewalk
Install a sidewalk on the north side of Commercial Street between Main Street and Lincoln Street
- B** Commercial-Center Pedestrian Path
Formalize the pedestrian path connection between Commercial Street and Center Street
- C** OR99W: Sidewalk Infill
Construct sidewalk on northbound Pacific Highway from Naeve St. to Beef Bend Rd

Sidewalks

Existing

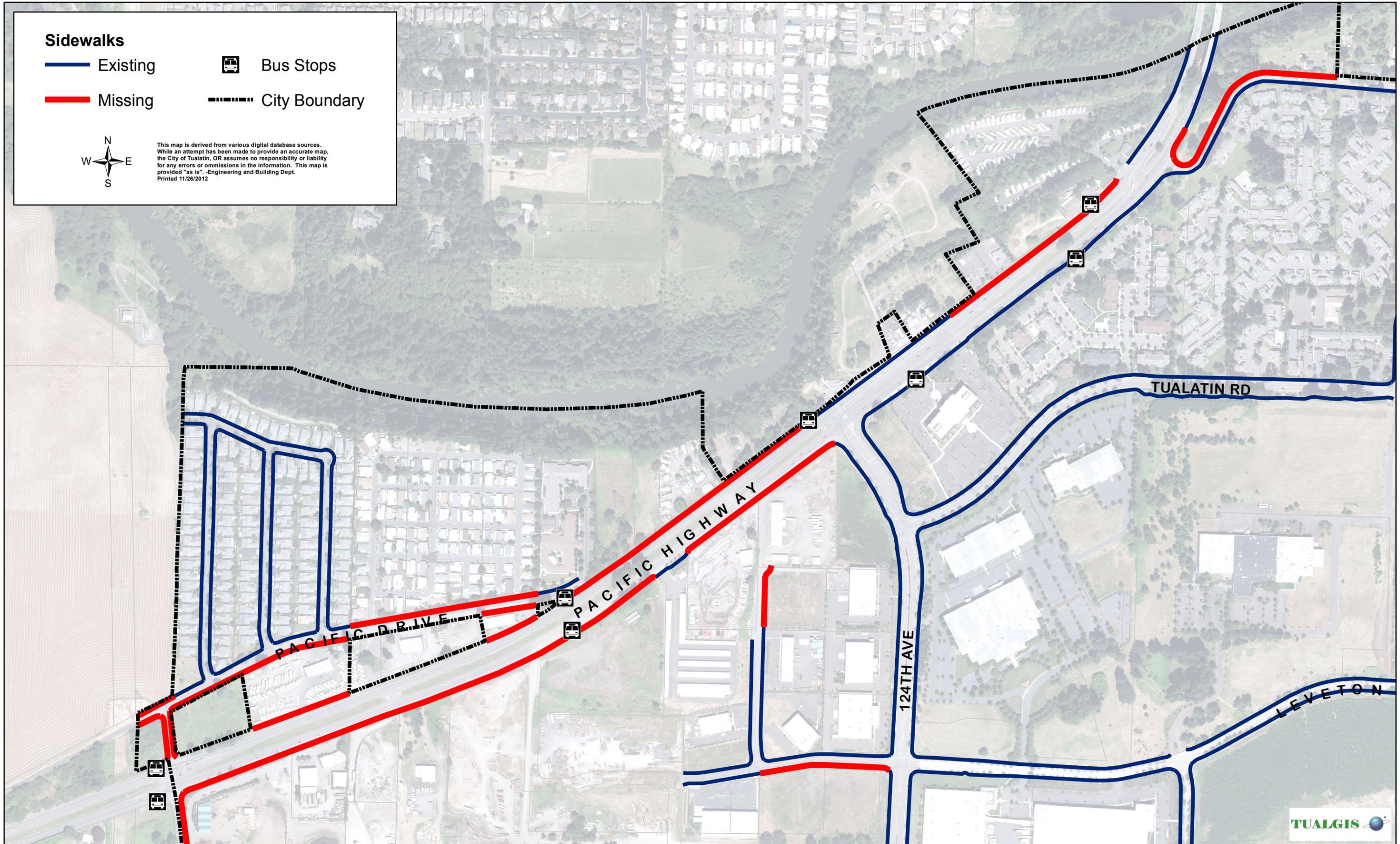
Missing

Bus Stops

City Boundary



This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -Engineering and Building Dept. Printed 11/26/2012



Access to Transit Improvements – Potential Example Photos:

Examples are drawn from around the region, but are illustrative of needs and potential improvements in these corridors.

Deficiencies:



Missing sidewalk links to safe crossing



Shoulder space used by everyone



Crossing mid-block



Portions of missing sidewalk



Use of shoulder by user with mobility device on left, and unprotected crossing on right



Access to Transit Improvements – Potential Example Photos:

Possible treatments:



Mid block crossing with Rapid Flash Beacons



Improved Crosswalks



Pedestrian Median with bus stop



Rapid Flash Beacons at Intersection



Bus Landing Pad



Bus Stop Shelter and Seating

Access to Transit Improvements – Potential Example Photos:

Possible treatments:



Shelter, Bench, and Bike Parking



Sidewalk extension for front and back door



Busy stop with shelter



Clean and safe area to catch the bus



Before and After: City of Cornelius, Adair St. and 17th

**ODOT Region 1 Approval to Submit STIP Enhance Applications on OR99W, US26, and OR8
2012.11.26**

From: FLOWERS Jeffrey A [mailto:Jeffrey.A.FLOWERS@odot.state.or.us]

Sent: Monday, November 26, 2012 7:08 AM

To: Kautz, Steve; WINDSHEIMER Rian M

Cc: JOHNSON Andrew * Andy; ROMERO Shelli; BROOKS Kelly S; Lehto, Alan; Owen, Jeffrey; Mills, Tom

Subject: RE: Advance Work on TriMet-R1 Partnership STIP Enhance Applications and your related guidance

ODOT Region 1 approves your request to submit this application on the following state facilities; OR99W, US26 and OR8 as you have listed below in your email.

Should your project be selected for the 150% list, ODOT will work with you to refine individual project elements and cost estimates.

Thank you

From: Kautz, Steve [<mailto:KAUTZS@trimet.org>]

Sent: Wednesday, November 21, 2012 4:04 PM

To: FLOWERS Jeffrey A; WINDSHEIMER Rian M

Cc: JOHNSON Andrew * Andy; ROMERO Shelli; BROOKS Kelly S; Lehto, Alan; Owen, Jeffrey; Mills, Tom

Subject: Advance Work on TriMet-R1 Partnership STIP Enhance Applications and your related guidance

Hello Jeff,

To confirm that TriMet will be submitting four (4) STIP applications in partnership with ODOT Region 1 and jurisdiction partners. Three of the projects on are on State system corridors, with ODOT as a co-sponsor on each (overviews attached):

1. Barbur-Pacific Hwy/99 from 5th & Broadway in Portland to Sherwood
2. Hwy 8 (segments on Canyon Rd. and TV Hwy) from 110th to 209th
3. Powell, from Powell & Milwaukie Ave. in Portland to Powell & Hood Ave in Gresham (project scope also includes the Division corridor in Portland and Gresham)

The fourth TriMet project is in the Cornell-Evergreen-229th corridor in partnership with Washington County, Beaverton and Hillsboro.

TriMet is also a co-sponsor and participant on three projects in relation to the McLoughlin corridor:

- 1) Harrison-King with City of Milwaukie;
- 2) N. Main and Transit Center Improvements with the City of Oregon City, and;
- 3) Mollala Ave. improvements with the City of Oregon City.

These three projects will support and complement TriMet service improvements in the McLoughlin corridor with PMLR opening fall 2015.

TriMet will also be sponsoring a project application for a community transportation service partner, Ride Connection (I understand Cora Potter at RC has spoken with you re: intentions).

**ODOT Region 1 Approval to Submit STIP Enhance Applications on OR99W, US26, and OR8
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- 3) Mollala Ave. improvements with the City of Oregon City.

These three projects will support and complement TriMet service improvements in the McLoughlin corridor with PMLR opening fall 2015.

TriMet will also be sponsoring a project application for a community transportation service partner, Ride Connection (I understand Cora Potter at RC has spoken with you re: intentions).

I have attached overviews and maps for each of the projects with ODOT participation. Scoping discussions with Region 1 staff and city partners have highlighted opportunities for ODOT Region 1 participation in project scope, and in those cases TriMet is prepared to provide corresponding match for ODOT elements of scope, as needed. The scope/budget figures in these overviews are illustrative, as they preceded our most recent partner scoping mtgs. at Region 1 on 11/13, 11/19 and 11/20. The applications and project budgets will reflect all of the input we have received

Specific questions/confirmations:

- I understand that the project location detail for projects on the State system should include references to road/milepost ranges. What guidance can you offer on how we describe the corridor endpoints?
- Rian mentioned we should request a letter from Region 1 re: each application on State system - can you provide those letters and should those be attached in the apps?

We expect to have complete application docs available by midday on 11/26. Is there any other information you need in advance of our submittal?

I will be in the office 8-5 on Friday 11/23.

Thanks,
Steve

Manager, Service Programs
TriMet Planning & Policy Development
503-962-5859
kautzs@trimet.org



City of Tigard

November 26, 2012

Neil McFarlane
General Manager, TriMet
4012 SE 17th Ave.
Portland, OR 97202

Jason Tell
Region 1 Manager, ODOT
123 NW Flanders
Portland, OR 97209

Re: *Improvements to Transit Access on Pacific Highway (Hwy 99W) in Tigard*

Dear Neil and Jason,

Thank you for including the City of Tigard in this coordinated effort to improve access to transit on Pacific Highway-99W in the Southwest Corridor.

The Tigard improvements included in this application will help to overcome some of the barriers to transit access that identified through the Southwest Corridor Plan, including the component Tigard High Capacity Transit Land Use Plan. Residents and businesses frequently report that an inhospitable pedestrian environment is an impediment to transit use due to the negative impacts on safety and comfort.

The projects identified within Tigard have been selected to improved access to transit. In particular, the Commercial Street sidewalk under the Pacific Highway-99W viaduct will provide a much needed alternative to crossing the highway, and connecting a residential neighborhood to the Tigard Transit Center. Sidewalk infill improvements on the highway have been identified to connect residential neighborhoods to existing transit stops.

The City of Tigard supports the proposed projects and agrees to commit \$102,700 (10.27% of the \$1,000,000 budget). We look forward to working with you as this application and the project move forward.

Sincerely,

Marty Wine
Tigard City Manager



November 21, 2012

Mr. Jeff Flowers
Program and Funding Services Manager
ODOT Region 1
123 NW Flanders St.
Portland, OR 97209

Dear STIP Selection Committee Members,

As the Director of Land Use and Transportation for Washington County, I am writing this letter in support of TriMet's STIP applications for pedestrian safety and access improvements on Highway 8, Highway 99W, and Cornell/Evergreen/229th. Washington County is helping to provide matching funds to the Cornell/Evergreen/229th application.

These projects would address many needs identified in TriMet's *Pedestrian Network Analysis* by filling in sidewalk gaps and enhancing crossing safety. Additionally, bus stop and transit signal priority improvements would be made to help make transit a more attractive option for Washington County residents, employees, and visitors. As transit ridership increases, congestion and road maintenance would decrease, benefitting ODOT, TriMet, and Washington County.

Therefore, I request that STIP grant funds be approved for all three of these deserving projects.

Sincerely,

Andrew Singelakis, AICP
Director of Land Use & Transportation

Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

November 21, 2012

Dear ODOT Region 1 STIP Project Selection Committee:

As the Executive Director of the Westside Transportation Alliance, I am writing on behalf of my organization to support TriMet's *Barbur/99W Pedestrian and Safety Access to Transit Improvements* STIP application.

The Westside Transportation Alliance works with its partners and Washington County employers to reduce single-occupant-vehicle trips, reduce green house gas emissions, foster economic vitality, improve health, and enhance the efficiency of our regional transportation network. As the sole Transportation Management Association in Washington County the WTA has offered workplace services and programs that help employees commute to work by transit, carpool, vanpool, walking and biking since 1997.

The WTA works with major employers located in the Barbur/99W transportation corridor that will benefit from these improvements. This project will provide safe access to transit, which in turn will help increase ridership numbers, decrease single occupancy vehicle use and free the highway system for freight movement.

On behalf of the WTA board and membership, I urge you to give this project your highest consideration.

Sincerely,



Heather McCarey
Executive Director



PROTECTING YOUR
RIGHT TO ROAM

November 27, 2012

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Suzanne Stahl

Executive Director
Steph Routh

Mr. Jeff Flowers
Program and Funding Services Manager
ODOT Region 1
123 NW Flanders St.
Portland, OR 97209

Dear STIP Selection Committee Members:

I am writing in support of TriMet's Pedestrian and Safety Access to Transit STIP applications. The corridor projects proposed, including TV Hwy, Powell-Division, Barbur-99W, Cornell-Evergreen, and Harrison-King, are worthy of funding and would begin to address the needs of people walking.

Oregon Walks is a non-profit advocacy organization dedicated to promoting walking and making the conditions for walking safe, convenient, and attractive for everyone. Recently we published an action plan for getting around on foot. Within it we document key findings, including:

- Residents want to use transit but can't get safely to the stop;
- Children often have to be driven to school due to unsafe conditions;
- People with disabilities are prevented from fully participating in their communities due to lack of accessible transportation choices.

The type of investments TriMet proposes - sidewalk infill, improved/enhanced crosswalks, bus stop improvements, possible lighting upgrades, potential transit signal priority/timing, and closer integration between bus stops and existing or enhanced crossings - all begin to address these key findings. Transit corridors are often necessarily situated along high volume, high crash corridors; safe pedestrian access to transit is critical in safeguarding transit riders. Likewise, the investments would begin to implement recommendations in TriMet's Pedestrian Network Analysis, a study Oregon Walks was involved in and fully supports.

Everyone in our region needs safe options for getting to the places they need to go without relying on others to drive them or having to forego the activities they would like or need to engage in. On behalf of Oregon Walks, I urge you to give these corridor projects your highest consideration. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Steph Routh".

Steph Routh
Executive Director, Oregon Walks