



## Transportation Project Sponsors

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

Organization Name: Oregon Department of Transportation	
Contact Person Name: Shelli Romero	Title: Community Affairs Mgr.
Street Address: 123 NW Flanders	Phone: 503-731-8231
City, State Zip: Portland, OR 97209	
E-mail:	

### 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	\$950,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$950,000	100%
Matching Funds	\$97,565	10.27%
Requested Funds	\$852,435	89.73%

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

Design and construct approximately 1,000 linear feet of 10' curb tight sidewalk, bike lanes, add pedestrian lighting, ADA improvements, improve access management (where applicable), provide roadway drainage improvements as needed, and street trees (pending ODOT approval).

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

- Yes       No



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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 proposed enhance project would be coupled with an ODOT state highway preservation project. The preservation project calls for repaving this section of the highway, curb to curb. Adding the enhance project or funding leverages ODOT engineering staff and their help with design, bid, and construction oversight of the proposed enhance improvements.

**8. Project Problem Statement–REQUIRED**

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

This section of highway OR 213 (or SE 82nd Avenue) has significant gaps in the pedestrian and bicycle network along the highway and the area serves a transit-dependent population. Fuller Road Lightrail Station is within the project area and there is moderate to high bus-transit use along 82nd but access by foot or bike is poor due to gaps in the sidewalk and bike networks. The project area has many walk-able destinations for obtaining day to day needs including a grocery store (Trader Joe's), other shopping plus access to jobs and entertainment. Adding project improvements will also help support active transportation for area residents and workers helping to increase physical health through walking and biking options and may serve to help stimulate area redevelopment.

**9. Transportation Project Location–REQUIRED**

City: <input style="width: 90%;" type="text" value="Unincorporated Clackamas Co."/>	County: <input style="width: 90%;" type="text" value="Clackamas"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text" value="Clackamas Regional Town Center"/>

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)

Oregon 213 (SE 82nd Avenue) - MP 7.41 to MP 8.23: TriMet bus line 72 on 82nd Ave., TriMet LRT Green Line to the east (2 blocks), I-205 Share Use Path (2 blocks), and close proximity to Clackamas Town Center (designated 2040 Regional Center) and project location spans two urban renewal districts including Clackamas Regional Center urban renewal.

**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 type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" 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)

The proposed project will be coupled with an ODOT state preservation project that shown in the draft 2016-2018 STIP. The enhance funds would be used to add sidewalk infill, bike lanes, street lighting, landscape, and access management for effect driveways.

\*\* NOTE: As the preservation project STIP year is still unknown, it is also unknown where a proposed Enhance project would bid. This would also affect potential completion year.

**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) - <b>REQUIRED</b>
	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 - <b>REQUIRED</b>

**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.

Locally adopted (Clackamas Co.) cross-section (Figure X-CRC-2) calls for 14-foot wide pedestrian area. Grant proposal is for 10' to 12' wide sidewalks. Lesser width will allow 12' travel lane versus 11' in local plan; plus reduce right-of-way purchase cost to make project more feasible. See County's support letter (Mike Bezner, 11/16/12) supporting 10' sidewalks in lieu of locally adopted cross-section.

**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.

Adding sidewalks and bicycle lanes improves access to nearby Fuller Road Station light rail and bus transit serving 82nd avenue effectively reducing need for vehicle capacity expansion.

## 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 project will improve access to Fuller Road Station allowing area residents and workers access to the Metro region via lightrail. In addition the project will improve access to bus-transit serving 82nd Avenue and area businesses and services effectively reducing reliance on driving. Allowing people to get around other than by car will help reduce congestion on both I-205, a parallel facility to 82nd and on 82nd, both state facilities.

### 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?

The project will enhance multi-modal connections by filling in sidewalk gaps and adding bike lanes along the highway and provide access to lightrail effectively giving area residents access to the Metro region. The bike lane would also serve as a sidewalk buffer (from traffic), provide increased access for freight (wider loads when needed).

### 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?

SE 82nd is a primary destination for residence living to the east and west of the highway. Population densities along the highway are moderate to heavy and there are many goods and services locations that are with walking and biking distance. To this there is also access to transit, lightrail, and a regional share-use path.

## 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?

With an enhance project the local pedestrian and bicycle network is expanded and improved. As mentioned, the I-205 shared-use path is close, where infrastructure would have a net benefit of helping link streets to shared path facilities, creates connectivity to the broader network of regional paths. With the improvement, local residents have a greater opportunity to access the regional paths both inside and outside their immediate community. They would be able to take advantage of the ability to bike to other communities within the greater metro area.

## 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?

A key project goal is to offer area residents, workers and visitors the opportunity to travel or commute by bus-transit, lightrail, or by bicycle. These alternate modes to driving help improve air quality, save energy, and help reduce greenhouse gases. The improvements will add to a future, sustainable transportation system.

## 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?

Key planning and transportation improvements have been accomplished in the Project area including:

- Fuller Road Station light rail station (key transportation improvement; see maps)
- Fuller Road Community Plan; subject to the polices and standards of the plan which include transit-oriented development standards for compact, urban development;
- Area is primarily zoned "Corridor Commercial" but has nearby "Medium High Density Residential" in the design plan area; and
- Total area is within one of two Clackamas County urban renewal areas (North Clackamas Urban Renewal District and Clackamas Regional Center Urban Renewal District) created to implement the area, adopted plans.\*

\* The adopted 82nd Avenue street cross-section calls for 14-foot wide pedestrian area (with street trees). The slightly narrower proposed, 12-foot wide sidewalks will reduce the amount of right-of-way needed effectively, reducing the project cost.

### 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?

This sidewalk infill project will in the most fundamental way improve livability by providing sidewalks where none exists today.

### 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?

This sidewalk infill project will increase pedestrian safety and security by providing sidewalks where none exists today helping area transit-dependent residents and people doing business in the corridor more safely walk and access transit.

## 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 residents to be served are characteristically economically-disadvantaged and transit-dependent. The project area has a cluster of "Very low income" citizens meaning 24% or more residents within the cluster are at or below the "very low income" standard. This cluster within the project area is part of the nine percent Portland Metro area population within this category. Source: Environmental Justice in Metro's Transportation Planning Process background paper, Sept. 2006.

## 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?

Project will be constructed as a part of a paving project currently being programmed for 2016-18 STIP effectively leverage public funds and increasing efficiencies. If funded, ongoing maintenance will be provided by ODOT with the goal of maintenance eventually becoming the responsibility of Clackamas County.



**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.

	<b>Enter Values in this Column</b>	<b>Total Column</b>
Project Administration		
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$100,000	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way	\$200,000	
Capital Equipment		
<b>Non-Construction Project Costs Total</b>		<b>\$300,000</b>
Utility Relocation		
Construction	\$650,000	
<b>Construction Project Costs Total</b>		<b>\$650,000</b>
<b>Total Eligible Project Cost</b>		<b>\$950,000</b>
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	ODOT	\$97,565	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
<b>Total</b>		\$97,565	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:

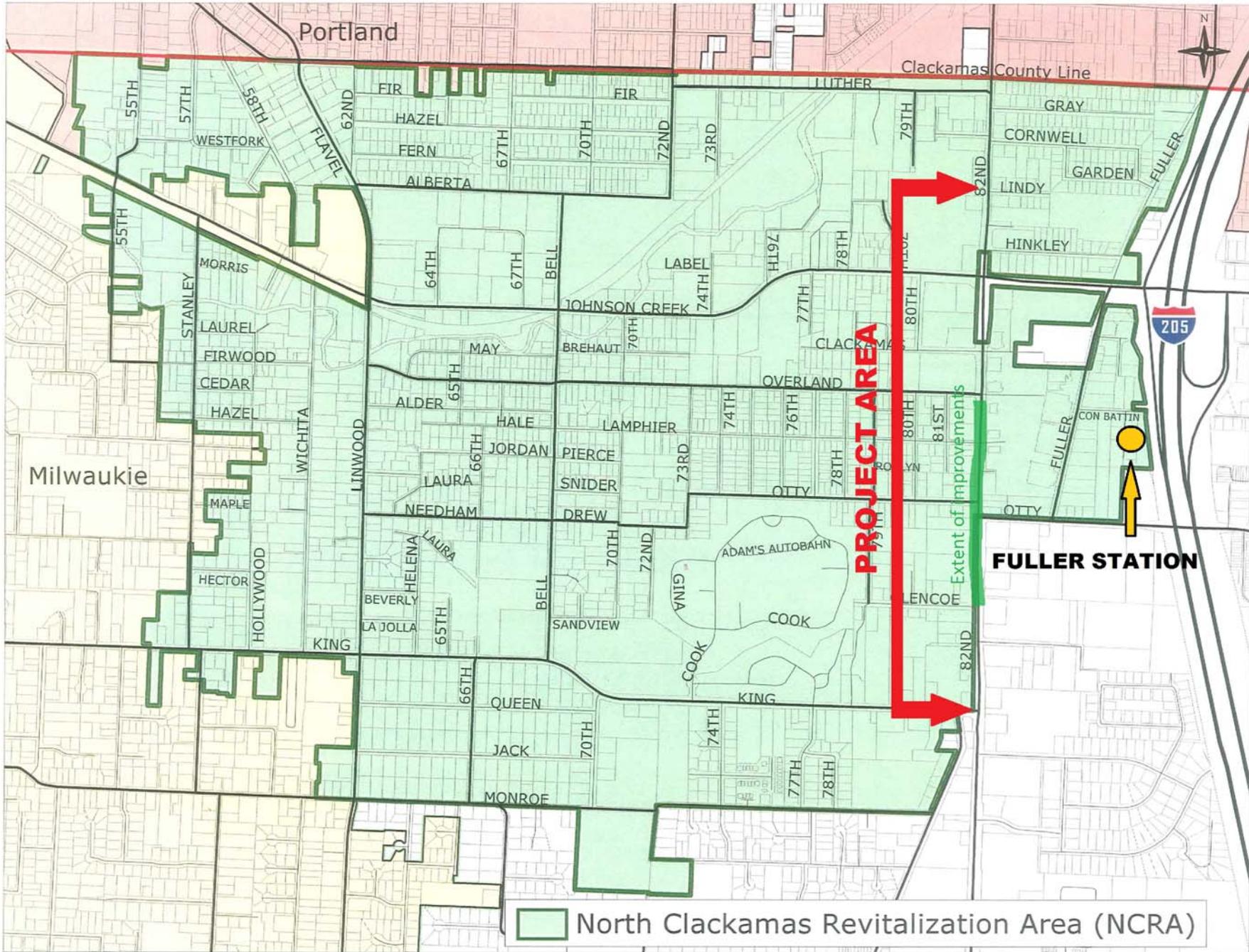
Authorizing Authority Name:

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.





CAMPBELL M. GILMOUR  
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

November 26, 2012

DEVELOPMENT SERVICES BUILDING  
150 BEAVERCREEK ROAD | OREGON CITY, OR 97045

Basil Christopher, Bicycle & Pedestrian Coordinator  
ODOT Region 1  
123 NW Flanders  
Portland, OR 97209

RE: Letter of Support for ODOT's STIP grant application for a pedestrian/bicycle facilities project along sections of SE 82<sup>nd</sup> Avenue

Dear Mr. Christopher:

Thank you for this opportunity to voice support for the *Enhance It* application being submitted by ODOT for improvements to SE 82<sup>nd</sup> Avenue between SE Lindy Street and SE King Road. The project is to fill in significant gaps in the sidewalk system on the west side of the highway and improve access for bicycles along the route. The general description is for 10-ft. wide sidewalks, 6-ft. wide bike lanes, lighting, and additional street trees as approved by ODOT.

This section of SE 82<sup>nd</sup> Avenue is in the Clackamas Regional Center Area (CRCA), a plan adopted by Clackamas County. The highway is subject to the CRCA's Special Street Standards that provide for an enhanced pedestrian environment including a landscaped planting strip to separate the sidewalk from the curb. The highway cross-section illustrates an 8-ft. wide pedestrian zone plus a 6-ft. wide furniture zone, so the pedestrian elements differ somewhat from those described in the grant proposal.

We recognize that there will be challenges to improving the pedestrian and bicycle networks given existing right of way and development. Our preference is that the pedestrian and bicycle facilities meet standards adopted in the CRCA plan; if the grant is approved, we would like to meet with ODOT to work out how to achieve these standards wherever possible.

Clackamas County is pleased to support ODOT's application for the *Enhance It* grant which will add essential pedestrian and bicycle facilities to SE 82<sup>nd</sup> Avenue, and we look forward to working with ODOT on the project.

Sincerely,

Mike Bezner

Transportation Engineering Manager