



Transportation Project Sponsors

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

Organization Name: <input type="text" value="Portland Bureau of Transportation"/>	
Contact Person Name: <input type="text" value="Mark Lear"/>	Title: <input type="text" value="Funding / Projects Mgr"/>
Street Address: <input type="text" value="1120 SW Fifth Ave"/>	Phone: <input type="text" value="(503) 823-7604"/>
City, State Zip: <input type="text" value="Portland, OR 97204"/>	
E-mail: <input type="text" value="mark.lear@portlandoregon.org"/>	

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	\$1,500,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$1,500,000	100%
Matching Funds	\$200,000	13.33%
Requested Funds	\$1,300,000	86.67%

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

The project will design and construct traffic calming, pedestrian crossing safety, traffic and bicycle safety improvements along a 2 mile multi-modal neighborhood collector. The major design component of the project is a 'road diet' re-striping of the roadway to create the space for an enhanced bicycle facility. Curb extensions are proposed at 8 locations to improve pedestrian safety and access to transit. A new traffic signal at N Cook will improve traffic safety. A parallel low traffic volume greenway is planned for N Rodney Ave.



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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.

8. Project Problem Statement–REQUIRED

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

N Williams Ave is a major multi-modal link and rapidly developing retail corridor for North Portland. Safety is a key concern for all modes, particularly pedestrian crossings and bicycle-bus conflicts. Because N Williams Ave has one of the highest bicycle volumes in the City, capacity is also a key concern for bicycles. Traffic issues primarily relate to speeding and safety at the N Cook intersection where freeway off ramp traffic enters onto N Williams Ave.

9. Transportation Project Location–REQUIRED

City: <input type="text" value="Portland"/>	County: <input type="text" value="Multnomah"/>
MPO: <input type="text" value="Portland"/>	Special District: <input 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)

N Williams Ave, from N Winning Way to N Killingsworth St

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)
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<input 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)

Funding for the project will be used for all environmental documentation, design engineering, construction easements, and construction expenses related to implementing the N Williams Traffic Safety and Operations Plan. The main design elements on N Williams Ave include re-striping from N Winning Way St to N Killingsworth St to provide a left side buffered bicycle facility, 11 curb extensions at eight different locations, a traffic signal at N Williams at N Cook St, and historical information displays distributed along the entire length of corridor. Other construction elements of the project include left turn boxes for bicycles at 3 locations and a traffic signal queue jump at one location. Between N Cook and N Skidmore, the project includes additional traffic calming elements in form of semi diverters at four locations.

The project also includes greenway improvements to N Rodney Ave between N Broadway and N Killingsworth, which will include 'sharrow' pavement markings, speed bumps, bikeway destination signage and crossing improvements at up to seven locations. Only the N Rodney element of the project will have a planning phase to refine the design of the crossing improvements.

The project was developed over the past 16 months through an extensive plan development phase that employed many of the considerations identified in the Practical Design Strategy. Key among these is the project's central emphasis on multi-modal safety. Most of the project's design elements are specifically directed at addressing significant existing safety issues, for all modes. The corridor context is essential to the project design, given the unique history and circumstances of the community that the corridor travels through. The overall design, which carefully balances the needs of all modes, and the 'Honoring History' element requested by the community directly addresses this value. The public support value is evident through the support of the project's 26 member Stakeholder Advisory Committee.

The project can be implemented in phases, with any one phase having immediate value to the



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safety and function of the transportation system.

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 checked="" type="checkbox"/> Bike	<input checked="" 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
January 2017	Bid Let Date
May 2017	Construction Contract Award
December 2017	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 project is identified in the Portland Bicycle Master Plan for 2030, adopted by City Council in 2010. The project is consistent with the Transportation Element of the Comprehensive Plan.

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 we re-purpose existing unused automobile capacity to increase bicycle capacity on one of the busiest bicycle routes in the State, if not the Country. The project, with very limited investment will significantly increase the carrying capacity of the corridor by providing additional capacity to the mode that is currently experiences the most significant capacity constraints. The project will greatly improve travel conditions for bicycles, pedestrians and transit without any additional pavement.

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?

N Williams Ave. serves the same corridor as Interstate 5, improving bicycle transportation along the corridor offers an alternative choice to the I-5 corridor. North Williams also parallels Martin Luther King Jr. Blvd formerly 99E, transferred to the City of Portland in 1999. Because of Right of Way constraints on Martin Luther King Jr. Blvd the Williams bikeway provides an alternative, the Williams bikeway provides an important function benefitting both Martin Luther King. Jr. Blvd and Interstate 5.

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?

As part of developing a balanced multi-modal transportation system the City of Portland is a leader in providing bicycle and pedestrian facilities. The efficacy of the City's strategy to encourage bicycling is evidenced by the fact that Williams Ave regularly experiences over 4000 daily bicycle trips. The Williams corridor serves as a key connection from the dense well connected neighborhoods in North and Northeast Portland to the Portland Central City. However, the large number of cyclists create increasing conflicts with other modes and reduce the efficacy of the existing infrastructure. This project addresses the mobility of bicycles by providing a buffered bike lane that will not conflict with existing bus service. It addresses mobility for transit by significantly reducing conflict with bicycles by relocating the bicycle facility. The project will also address pedestrian mobility and safety by providing up to eight new pedestrian crossings.

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?

The project enhances the N. Williams corridor's role as a major multi-modal link in the North Portland transportation network. The Williams corridor is a vital link between the large residential areas of North and Northeast Portland and the Central City. The corridor is served by three transit routes, with peak headway of between 10 and 30 minutes. Of the 14 bus stops four exceed 100 ons/off, with one exceeding 200. Accessibility to transit is enhanced by improving pedestrian crossings at eight locations, and by reduced delay associated with moving in and out of transit stop across the existing bicycle facility, by moving the facility to the left side of the roadway.

By improving capacity and safety for bicycles with the left side buffered bicycle lane, the project enhances N Williams Ave function as the main bicycle arterial within North Portland's bicycle network. The project crosses three existing east-west bikeways and nine additional planned east-west bikeways. To provide facilities to serve a broad range of users, the project will also provide greenway improvements to N Rodney St, a parallel designated north-south bikeway, for users who need a low volume alternative.

For motor vehicles, adequate capacity is still provided in the areas with one travel lane. Where capacity is limited, between N Cook St and N Skidmore St, the project preserves two travel lanes.

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 project is located in an urban renewal district and a growing commercial node. The level of bicycle traffic has attracted several bicycle-themed businesses. The increased accessibility in the corridor will enhance business opportunities. Several businesses contacted during the planning for this project identified pedestrian safety as a concern. The project addresses pedestrian safety by improving eight strategically placed pedestrian crossings.

The project will provide a key linkage in the city's bicycle transportation system. Recent surveys by Metro found that over 5% of Portland residents travel to work by bicycle. Providing high quality bicycle facilities will encourage more people to use the bicycle as low cost, low impact form of transportation.

The North Williams corridor serves several major land uses including Portland Community College, Emmanuel Hospital and the Rose Quarter.

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 N Williams Traffic Safety and Operations Project implements a major element of Portland's approach to environmental sustainability through transportation system planning- the Bicycle Master Plan for 2030. The Bicycle Master Plan for 2030 is designed to achieve a significant increase in the bicycle mode share by 2030 by creating an improved bicycle network that emphasizes low stress access to common destinations. The N Williams/Vancouver corridor is designated in the plan as a Major City Bikeway, intended to serve as the 'mobility backbones' of the bicycle network.

The project also promotes improved access to transit and zoned mixed use development through improvements that enhance pedestrian safety and comfort. The crossing improvements noted earlier address significant safety issues, while the traffic calming elements improve the comfort and convenience of walking trips. The project is an excellent example of how a modest investment in an existing corridor can provide a transformative experience for bicycles and pedestrians.

The bicycle is the ultimate sustainable form of transportation, this project will repurpose existing roadway to facilitate sustainable, energy free transportation. The City of Portland's Climate Action Plan, Portland Plan and other strategies rely heavily on encouraging Active Transportation particularly bicycling to reduce travel demand and improve air and water quality.

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 N Williams/Vancouver corridor is within the N Interstate Urban Renewal District, significant portions of the corridor were rezoned in the early 1990's to provide for mixed use and high density development. There has been a significant increase in density along the corridor and policies are in place to continue that growth. The development along the Williams corridor is carefully planned to provide for high densities and neighborhood services while not increasing the impact of cars. Bicycle and pedestrian transportation reduces the impact of the private automobile which improves the overall environment on the street and encourages continued development.

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?

N Williams Ave runs through the heart of the historic main street of Portland's African American community. Impacts related to major infrastructure projects over the past several decades, including the construction of the Memorial Coliseum, Interstate 5 freeway, and Emanuel Hospital expansion left a legacy of distrust that runs deep within the community. Acknowledging this, the plan development process that led to the recommended improvements provided a new opportunity for the City to improve its relationship with the community. The extensive planning process included broad outreach to a diverse community to ensure solutions that addressed community priorities and was sensitive to its history.

An important historical and cultural element of the project's design is the 'Honoring History' element of the project which will work with the community to tell the story of the historical community along Williams Ave.

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?

Improved safety for all modes is the primary objective of the project. The recommended design accomplishes this generally by slowing down traffic speeds, creating better separation between modes and spot improvements that reduce conflicts.

Currently, 31 to 52% of the motor vehicle traffic exceeds the posted speed limit, which is a safety issue for all modes. The design provides significant traffic calming benefits through a 'road diet' approach that eliminates one of the two existing travel lanes

Better separation between modes is achieved through the left side, buffered bicycle lane design. By shifting the bicycle facility from the right side to the left side, conflicts with buses pulling into and away from bus stops is eliminated.

Pedestrian crossings were a major safety concern identified by the public outreach process. The project recommends curb extensions at 8 locations along the corridor to improve sight distances and the number of safe crossing gaps. Reducing the cross-section to one travel lane will eliminate the 'double threat' problem for pedestrians when judging on-coming traffic.

The most significant traffic safety problem is at the intersection N Cook St and Williams Ave, where freeway off-ramp traffic turns onto N Williams Ave. The existing stop controlled turn movements experience a high rate of crashes. Analysis shows that the crash history at this intersection can be reduced through the installation of a traffic signal.

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 N Williams Project enhances mode choice for the surrounding community through improvements on a major north-south transportation corridor that benefits primarily on transit users, pedestrians and bicyclists. The surrounding community has historically been among the most racially diverse in the City. But, more importantly, it is a community that has a long history of being forced to bear the negative burdens of major regional projects that have degraded its livability.

The planning process for this project included an extensive community listening project. The community was significantly impacted by the construction of several regional facilities including I-5 and I-84, Memorial Coliseum and Emmanuel Hospital. While not on the scale of those impacts; this project offers the opportunity to provide high quality bicycle and pedestrian facilities that can be used by all of the community.

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 will complement several investments made by the City of Portland to improve bicycle and pedestrian mobility and safety in this area. The Williams corridor is fed by several Neighborhood Greenway projects developed in the last few years. Neighborhood Greenway projects enhance bicycle travel on local streets by reducing conflict with vehicles, facilitating major street crossings and providing easily understandable guide signing. The Williams Corridor is served by three Neighborhood Greenways, Going, Holman and Tillamook.

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	\$30,000	
Staff Costs (for Service/Educational Projects)	\$10,000	
Project development and PE	\$500,000	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$540,000
Utility Relocation		
Construction	\$960,000	
Construction Project Costs Total		\$960,000
Total Eligible Project Cost		\$1,500,000
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	Portland Bureau of Transportation	\$200,000	13%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$200,000	13%

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.



STIP PROPOSAL:
N Willams Avenue & NE Rodney Avenue Safety Project
PROJECT VICINITY MAP



STIP PROPOSAL: Williams and Rodney Avenues Project Segments Map



Legend

-  Rodney Avenue Project Segment
-  Williams Avenue Project Segment



OFFICE OF MAYOR SAM ADAMS
CITY OF PORTLAND

Date: November 27, 2012
To: STIP Enhance Region 1 Project Selection Committee
From: Sam Adams, Mayor
RE: City of Portland STIP Enhance Grant Applications

Please find the attached applications for State Transportation Improvement Program (STIP) Enhance funding from the City of Portland. Our grant request reflects a balanced approach to addressing basic services like traffic safety, economic vitality and neighborhood livability with low-cost, environmentally responsible solutions.

The projects were developed with assistance from our City Council appointed Freight, Bicycle and Pedestrian Citizen Advisory Committees. In addition to conforming to Oregon Transportation Plan Goals, the City of Portland's project request is informed by local criteria including:

- City Budget Priorities – Developed in cooperation with PBOT Budget Advisory Committee
 - Improves transportation safety
 - Maintains transportation assets
 - Enhances public health and livable communities
 - Supports economic vitality
- Portland Plan Objectives
- Portland Bicycle Plan for 2030 Project Criteria
- Portland Freight Master Plan
- Portland Pedestrian Master Plan objectives as identified in the Transportation System Plan

Similarly, the STIP Enhance request was developed in concert with other State and regional funding opportunities. In addition to our Enhance request we are working with our partners to advance several important projects including:

- Partnership and support for funding on State of Oregon facilities in Portland including SE Powell Blvd, SW Barbur Blvd, and NE/SE 82nd Avenue including the use of both Enhance and Fix-It funds
- Partnerships with ODOT, TriMet and Metro on important East Portland in Motion project to be funded by Metro's Regional Economic Opportunity Fund and regional Enhance project applications on priority transit corridors (Division/Powell and Barbur)

I look forward to working with this committee to identify and fund our community's priority projects.

Sincerely,

Sam Adams
Mayor, City of Portland

Oregon Department of Transportation
Enhance Program
Attn: Jeffrey Flowers, Region 1 Program and Funding Manager
123 NW Flanders
Portland OR, 97209

November 26, 2012

The Bicycle Transportation Alliance would like to thank the Oregon Transportation Commission (OTC) for their efforts in designing a 2015-18 STIP development process that has a goal of ensuring that projects are selected that “address a wide range of issues, from safety, mobility, and accessibility to economic development, sustainability, energy, health and community livability.” (Introduction to Enhance and Fix-It for 2015-18 STIP, September 24, 2012)

In addition, we applaud the direction provided by the Governor in your August 24th, 2011 meeting where he called on the OTC to:

1. Have the right group of people at the table at the beginning of the process to define the problem and solution together
2. Determine who is best positioned to manage/own facilities
3. Create programs that invest in the transportation system AND meet a multitude of community objectives
4. Move us closer to sustainable, safe, lower carbon, multi-modal system
5. Maximize the benefit for the least cost under limited resources
6. Move us closer to a transportation funding mechanism for the future

It is for these reasons, that the BTA strongly encourages you to fund the attached list of projects submitted for Enhance funding by the City of Portland.

1. Portland has developed the list after extensive discussion with neighbors, businesses, other agencies, and multimodal advocates.
2. The Portland Bureau of Transportation has worked closely with ODOT and TriMet to ensure the best projects, regardless of ownership.
3. Across the board, these projects represent what is possible when transportation projects are selected and designed to meet a multitude of community objectives.
4. Projects identified by the City of Portland help build a sustainable, safe, low-carbon multi-modal system
5. Almost every project uses the principles of practical design and least cost to ensure the maximum benefits for the lowest cost.

Thanks for the opportunity to provide feedback on the proposed list of projects. We look forward to working with the City of Portland and OTC to help create healthy, sustainable communities by making bicycling safe, convenient, and accessible.

Sincerely,



Rob Sadowsky
Executive Director



City of Portland Grant Applications - STIP Enhance Grant	
Name (Alphabetical)	Description
Barbur Demonstration Project	Barbur Demonstration Project (SW 19-26th)
Broadway/Wheeler Intersection Safety	Signal at N. Broadway and N. Wheeler
Complete Safe Networks	Eliminate bicycle and pedestrian safety gaps in existing network
Cully Connection	Cully Greenways, Killingsworth Sidewalk Improvements and Buffered Bike Lane (NE 42nd to NE 72nd Ave)
Foster Road Safety Project	Foster Rd Safety Project, Scoping TBD
N Williams Traffic Safety Project	N. Williams Traffic Safety Project
Phase II - St. Johns Truck Strategy Phase 2	A package of safety and freight access improvements
Red Electric	Red Electric Improvements - Alpenrose to School Connections
Safe Routes Safety Education	Safe Routes to School - Education, 3 years
SmartTrips Portland Milwaukie Light Rail	Targeted outreach, encouragement and safety information supporting opening of Portland Milwaukie Light Rail.
South Waterfront Greenway Trail Planning and Design	Provides funding for planning and design of the South Waterfront Greenway Trail.
Sullivan's Gulch Trail Connection	Construct a segment of the Sullivan's gulch trail under I-205
SW Safe Network Access	Multimodal Safety improvements identified in Bike Plan
Washington Park Shuttle Buses	Washington Park TMA - Shuttle Buses
W-Burnside / I-405 Crossing	W Burnside and I-405 Crossing Project/Couch On Ramp:

