



Transportation Project Sponsors

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

Organization Name:	City of Portland		
Contact Person Name:	Mark Lear	Title:	Projects / Funding Mgr
Street Address:	1120 SW 4th Avenue	Phone:	503 823-7604
City, State Zip:	Portland, Oregon 97204		
E-mail:	mark.lear@portlandoregon.gov		

2. Co-Sponsor(s)

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

NA

Transportation Project Information

3. Project Name–REQUIRED

Project Name: St. Johns Truck Strategy Phase II (Portland)

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

	Project Funds	% of Project Costs
Total Costs	\$3,263,000	
Non-Eligible Costs	\$0	
Total Transportation Project Cost	\$3,263,000	100%
Matching Funds	\$335,110	10.27%
Requested Funds	\$2,927,890	89.73%

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

The purpose of this project is threefold: 1) redesign the North Portland Road/Columbia Blvd intersection and connecting ramps to channel non local southbound trucks traveling on North Portland Road onto Columbia Blvd as the preferred route to the Rivergate Industrial District and the St. Johns Bridge; 2) install traffic calming and safety improvements (i.e., median islands, curb extensions, Rapid Flashing Beacons, speed reader boards) along the N. Fessenden-St. Louis corridor to enhance neighborhood safety and livability; and 3) improve overall traffic flow and freight mobility along the N. Lombard Street corridor while also enhancing pedestrian and bicycle safety and mitigating impacts of increased truck traffic along a designated NHS freight route.



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.

8. Project Problem Statement–REQUIRED

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

The St Louis/Fessenden corridor carries high volumes of through traffic which impacts livability to the surrounding neighborhoods. Traffic volumes range from 9,000-15,000 ADT and 27% of the PM peak is through traffic and trucks comprise 9% of total traffic. The high truck volumes are due to a significant time advantage as a cut-through route compared to the designated "around the horn" freight route on Columbia and Lombard. Speeds are also high due to the wide roadway width which creates pedestrian crossing safety concerns. Other safety issues include lack of improved crossing locations and poor sight distances. Lombard has inadequate travel lane widths and substandard roadway geometry to accommodate the high volume of trucks along this designated NHS freight route.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Portland"/>	County: <input style="width: 90%;" type="text" value="Multnomah"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text"/>

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

This project includes the following three segments: 1) North Portland Road/Columbia Boulevard/ Columbia Way Intersection; 2) North Fessenden Street-St. Louis Avenue corridor between N Columbia Way and N. Lombard Street; and 3) North Lombard Street between North St. Louis Avenue and North Bruce Avenue.



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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 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)

The project is broken into three segments: 1) N Lombard Street from St Louis to Bruce Ave, 2) N Fessenden/St Louis corridor from Columbia Way to Lombard, 3) N Portland Rd/Columbia Blvd intersection. Although these improvements could be phased and constructed separately, the main purpose is completing these improvements simultaneously to provide equal benefits to freight mobility and neighborhood livability.

N Lombard Street (St Louis to Bruce Ave)

- Realign 5-legged intersection and smoothing reverse curve
- Curb Extension at Catlin St
- Signal at Reno with loop detectors
- New striping, signs, and breakaway posts
- Construct missing sidewalk segments

N Fessenden/St Louis Corridor

- 2 Speed reader boards
- 4 Rapid flash beacons
- 1 Pedestrian hybrid beacon
- 8 Curb extensions
- 7 Median Islands
- Restripe travel and parking lanes

N Portland Rd/Columbia Blvd Intersection

- Construct median island
- Construct missing sidewalk segments
- Rebuild sections of asphalt
- New traffic signal
- New stormwater inlet

Practical Design considerations:

Safety:

The project's goal is to improve safety for all transportation modes in the project area. The project will improve ped/bike safety by providing median islands with enhanced crosswalks, reducing travel lane widths and widening existing bike lanes, installing Rapid Flashing Beacons, HAWK signal, advanced detection signal and speed reader boards. Vehicular safety is improved by converting a 5-legged intersection to two offset "Ts," realigning cross streets at 90 degree angles, smoothing the reverse curve on Lombard and providing 15-foot travel lanes.

Corridor Context:

This project implements the St Johns Truck Strategy for improving freight mobility and neighborhood livability. Lombard is a critical link on the regional freight network and this project reinforces the function of Lombard as the primary freight corridor serving North Portland. The Fessenden/St Louis corridor is currently used as a cut-through route for regional through traffic which is inconsistent with its functional classification as a neighborhood collector. This project will discourage through traffic from using the Fessenden/St Louis corridor and improve multi-modal access and neighborhood livability which is more compatible with its functional classification.

Optimize the System:

Site distance and travel lane widths are inadequate along the reverse curve at the Lombard/St Johns intersection and there is a history of reported side-swipe vehicular accidents at this location. This project will reconfigure the intersection to improve site distance and smooth the reverse curve and widen travel lanes. The pedestrian crossing signal at N Reno will be upgraded to include advanced vehicular detection to optimize pedestrian safety and traffic flow along Lombard.

Public Support:

This project has undergone extensive public involvement and outreach, beginning with the St. Johns Truck Strategy (2001), St. Johns/Lombard Plan (2004), and Portland Freight Master Plan (2006), all of which have each identified the need for improvements to truck routing in St. Johns as well as the need to reduce non-local truck traffic on local streets. This project has the support of both neighborhood and freight stakeholder groups including the St. Johns Neighborhood Association and the City's modal advocacy committees - bicycle, freight and pedestrian.

Efficient Cost:

The primary goal of this project is to direct non-local through trucks onto the designated "around the horn" freight route while improving the livability of local streets through the use of traffic calming and pedestrian safety improvements. The St Johns Truck Strategy identifies a new North



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Willamette Crossing bridge between Rivergate and US 30 as a long-term solution for separating non local trucks from the St Johns neighborhood. Given the extensive monetary costs and environmental impacts of building a new bridge, this project will provide similar benefits for less cost.

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
2017	Bid Let Date
2017	Construction Contract Award
2018	Construction Complete
N/A	Capital Equipment Purchase
2018	Operations/Service Begin
N/A	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.

This project is identified and consistent with the following adopted City planning documents including the Portland Transportation System Plan (TSP), St. Johns Truck Strategy (2001), St. Johns/Lombard Plan (2004), and Portland Freight Master Plan (2006), all of which have each identified a need for improvements to truck routing in the St. Johns area as well as a need to reduce non-local truck traffic on the local street system. This project is identified as #30070 in the City's TSP and #10229 in the Financially Constrained Regional Transportation Plan. This project was previously awarded \$600,000 in 2008-11 MTIP funding to complete the planning and preliminary design phase for the Portland Rd/Columbia intersection redesign, safety and traffic calming improvements along the Fessenden/St. Louis corridor and the freight mobility improvements along N. Lombard Street from St. Louis to Bruce Avenue. This phase of the project began in April 2011 and will be completed by December 2012.

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 more efficiently manages the existing system and increases operational efficiencies without adding capacity or a new facility. The operational capacity of N Lombard Street and the Fessenden/St Louis corridor will be enhanced with minor improvements to the existing roadway through the removal of on-street parking and re-striping travel lanes which is consistent with Strategy 1.1.4. The existing system will be protected through improved traffic operations and pedestrian and bicycle system improvements that provides better access and connectivity to St. Johns transportation network. Efficiency will be improved by upgrading the pedestrian crossing signal on N Lombard which is consistent with Strategy 1.G.1.

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?

This project will construct freight mobility improvements and pedestrian enhancements along a designated National Highway System Connector Route that serves major freight movements between the Rivergate Industrial District and the state highway system (St. Johns Bridge/US 30). The recommended improvements along N. Lombard Street reinforces this facility as a critical multi-modal link on the designated regional freight network for heavy trucks rather than using the local street system.

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?

This project improves mobility for multiple transportation modes through a balanced system-wide approach that addresses the needs for efficient freight movement while also protecting and enhancing neighborhood livability and access. The Lombard segment improves freight mobility by: 1) removing on-street parking on one side and widening travel lane widths to 12-foot City standards for a Priority Truck Street (south of St Johns), 2) reconfiguring traffic lane widths by striping bike lanes and on-street parking (north of Reno) to provide a more organized and predictable street geometry, 3) Redesigning the Lombard/St Johns intersection by realigning two off-set cross streets and widening the travel lanes along the reverse curve to improve traffic flow and site distance, and 4) installing an improved pedestrian signal at the Lombard/Reno intersection to provide advanced detection of truck traffic. The pedestrian environment will be improved by completing missing sidewalk segments, providing curb extensions and constructing ADA ramps and a safer pedestrian crossing at N Reno.

The Fessenden/St. Louis project segment improves multi-modal access by installing 7 median islands, 8 curb extensions, 4 rapid flashing beacons, 2 speed reader boards and 1 pedestrian hybrid beacon. The Portland Rd/Columbia intersection will be reconfigured to channel non-local through traffic onto Columbia by constructing medians islands and sidewalks and installing an improved traffic signal.

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?

This project improves local access and connectivity along the Fessenden/St. Louis corridor by providing traffic calming and pedestrian improvements to minimize cut-through traffic which currently creates a major barrier between the adjoining residential neighborhoods. Daily traffic volumes range from 9,000-15,000 ADT and over one-quarter of the PM peak volumes are cut-through traffic with trucks accounting for about 9 percent of daily traffic volumes. This creates a challenging environment for pedestrians and bicyclist to access key neighborhood facilities in area. Neighborhood facilities located north of the Fessenden/St Louis corridor include George Middle School, Sitton Elementary School and Pier Park while Roosevelt High School, John Elementary School, Saint Johns Park and George Park are located to the south. The traffic calming and pedestrian improvements will enhance access to these neighborhood facilities while also expanding access to existing transit services along the corridor.

The Lombard segment improves multi-modal access along a designated NHS freight route by improving traffic flow for goods movements between major employment centers in the Rivergate Industrial District and North Portland neighborhoods. Bicycle access and safety will be enhanced by striping bike lanes on Lombard and providing alternative parallel routes on lower volume neighborhood streets. The pedestrian improvements will provide expanded access to existing transit serves on Lombard.

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?

This project is located at the boundary of two major industrial areas - Rivergate and the Columbia Corridor West Industrial Districts - which contains some of the highest concentrations of industrial-sector employment in the Portland region. Rivergate is Oregon's primary gateway for international trade containing about half of the marine terminals and over three fourths of the marine terminal acreage in the Portland Harbor. The Portland Rd/Columbia intersection and the Columbia Blvd/Burgard/Lombard route ("around the horn") provides access to the highest concentration of multimodal freight transportation facilities in the region, including the Port of Portland Terminals 4, 5 and 6, and Union Pacific's Barnes Rail Yard, and is a critical link on the regional freight network. This project also serves the area of North Portland which contains a workforce population with a significantly higher and growing percentage of African-American and Latino populations and lower income households compared with the rest of Multnomah County. This project will include bicycle and pedestrian system improvement which will improve safety, multi-modal connectivity and commuting options for North Portland neighborhoods.

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?

One of the main objectives of this project is to reduce/eliminate non local truck traffic from using the Fessenden/St Louis corridor as a cut-through route to the St. Johns Bridge by implementing traffic calming improvements to direct through trucks away from neighborhood streets while also improving the designated freight route on Lombard. This project will promote greater use of active transportation modes by deemphasizing the Fessenden/St Louis corridor as a through route for trucks by creating a more neighborhood focused street environment and reducing the environmental impacts of heavy truck traffic on a neighborhood street. Concurrently, this project will improve efficiency and safety along the designated freight route while also improving the environment for encouraging greater use of active transportation modes along N. Lombard. These improvements are consistent with the City's adopted land use and transportation policies for supporting a more environmentally responsible and sustainable transportation system serving the residence and businesses in the St. Johns/North Portland area.

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 adjacent land uses along the project corridor within the St. Johns Plan District includes a mix of single and multi-family residential, neighborhood and storefront commercial, mixed residential/commercial, industrial, and open space; each of which is intended to reinforce St. Johns role as the commercial and civic center in the North Peninsula. The district includes the St. Johns town center and the Lombard main street –both of which include regulations for enhancing the pedestrian environment, such as outdoor cafes and exterior displays. This project supports the policy objectives of the adopted Transportation System Plan, Portland Freight Master Plan and the St. Johns Truck Strategy to provide a continuous and improved route from trucks instead of using the neighborhood street network. The recommended transportation improvements for this project supports the adopted land uses within the study area by improving access and connectivity to key neighborhood resources in the St. Johns/N Portland area including the St. Johns Town Center and Pedestrian District as well as public school and park facilities. These improvements will create more cohesive neighborhood districts and augment community revitalization efforts in the St Johns Town Center and Main Street areas.

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?

A key outcome of this project is to change the function and character of the Fessenden/St. Louis corridor and create a more neighborhood focused street by implementing a series of strategic traffic calming treatments to reduce the negative impacts of high volumes of through traffic while enhancing neighborhood livability. This project will enhance neighborhood livability by reducing the travel lane width and widening the existing bike lanes to 7-feet and installing a series of median islands and curb extensions with crosswalks, rapid flashing beacons, speed reader boards and a pedestrian hybrid beacon. These improvements will improve the environment for active transportation modes while providing better access to community resources. Because of the current high volume of trucks and cut-through traffic along the Fessenden/St. Louis corridor, neighborhood livability is directly correlated with pedestrian safety and access to community resources. This project will create a more neighborhood focused and cohesive environment along this corridor that will encourage greater use of active transportation by local residents.

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?

The main goal of this project is to improve safety for all modes in the project area and to reduce conflicts with through traffic (autos and trucks) along the Fessenden/St Louis corridor. Some of the key safety improvements include: 1) Convert the 5-legged N Lombard/St. Johns/N Jersey intersection to two offset "Ts" by realigning the cross streets at 90 degree angles and smoothing the reverse curve on Lombard and providing 15-foot travel lanes in each direction. This will improve sight distance and reduce the number of side-swipe crashes reported at this intersection by channeling traffic in a more predictable manner; 2) Retrofit the existing pedestrian signal at N. Reno to an advanced pedestrian signal that uses advance vehicle detection for approaching cars and trucks on Lombard. This enhances pedestrian crossing safety along a high volume freight route; 3) installing median islands as a traffic calming tools along the Fessenden/St Louis corridor to improve pedestrian crossing safety and to lower the design speed by visually narrowing the roadway to create a chicane effect for drivers; 4) install pedestrian hybrid beacon (HAWK signal), rapid flashing beacons and speed reader boards at key pedestrian crossing locations to improve pedestrian safety along the Fessenden/St Louis corridor; and 5) reduce travel lane widths along Fessenden/St Louis from 12 to 11 feet and increase the bike lane width to narrow the roadway and slow speeds and improve bicycle safety.

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?

This project is located in the St Johns neighborhood which contains a significantly higher percentage of African-American, Latino and lower income households compared with the rest of Multnomah County. This project is one of a series of truck street improvements recommended in the St Johns Truck Strategy for reducing non-local through trucks from using the Fessenden/St. Louis corridor as a short cut to the St. Johns Bridge. Recent traffic counts show this corridor carries about 11,500 vehicles per day and that light and heavy trucks account for about 9 percent of total traffic. The recommended traffic calming improvements for this project will reduce the incentive for using the local street system for non-local freight use. This will reduce emissions and increase safety for the EJ community located along this corridor. This project will also include bicycle and pedestrian system improvement which will improve safety, multi-modal connectivity and commuting options for the St Johns neighborhood.

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 leverages previous and planned transportation investments identified in the St Johns Truck Strategy and the Freight Master Plan, which include: 1) Lombard/St Louis/Ivanhoe and Ivanhoe/Philadelphia intersection improvements (MTIP funded and completed in 2012); 2) Burgard/Lombard "around the horn" street improvements (MTIP funded for construction in 2014); 3) Lombard Street Bridge replacements at the entrance of Terminal 4 and Schnitzer Steel (OTIA funded and scheduled for construction in 2013); and 4) planning and development for the St. Johns Truck Strategy Phase II improvements funded by MTIP.

PBOT will be responsible for maintenance of the traffic and pedestrian crossing signals, speed reader boards and pedestrian beacons. Curb extension and crossing medians will have minimal maintenance needs. Removing on-street parking and restriping are cost-effective ways of improving the operational performance of the roadway.



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	\$199,000	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$840,000	
Environmental Work	\$40,000	
Coordination and Outreach	\$15,000	
Leased Space	\$0	
Building purchase and/or Right of Way	\$0	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$1,094,000
Utility Relocation	\$0	
Construction	\$2,169,000	
Construction Project Costs Total		\$2,169,000
Total Eligible Project Cost		\$3,263,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)	\$0	

28. Project Participants and Contributions–REQUIRED

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



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Portland	\$335,110	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$335,110	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:

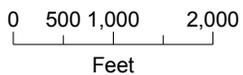
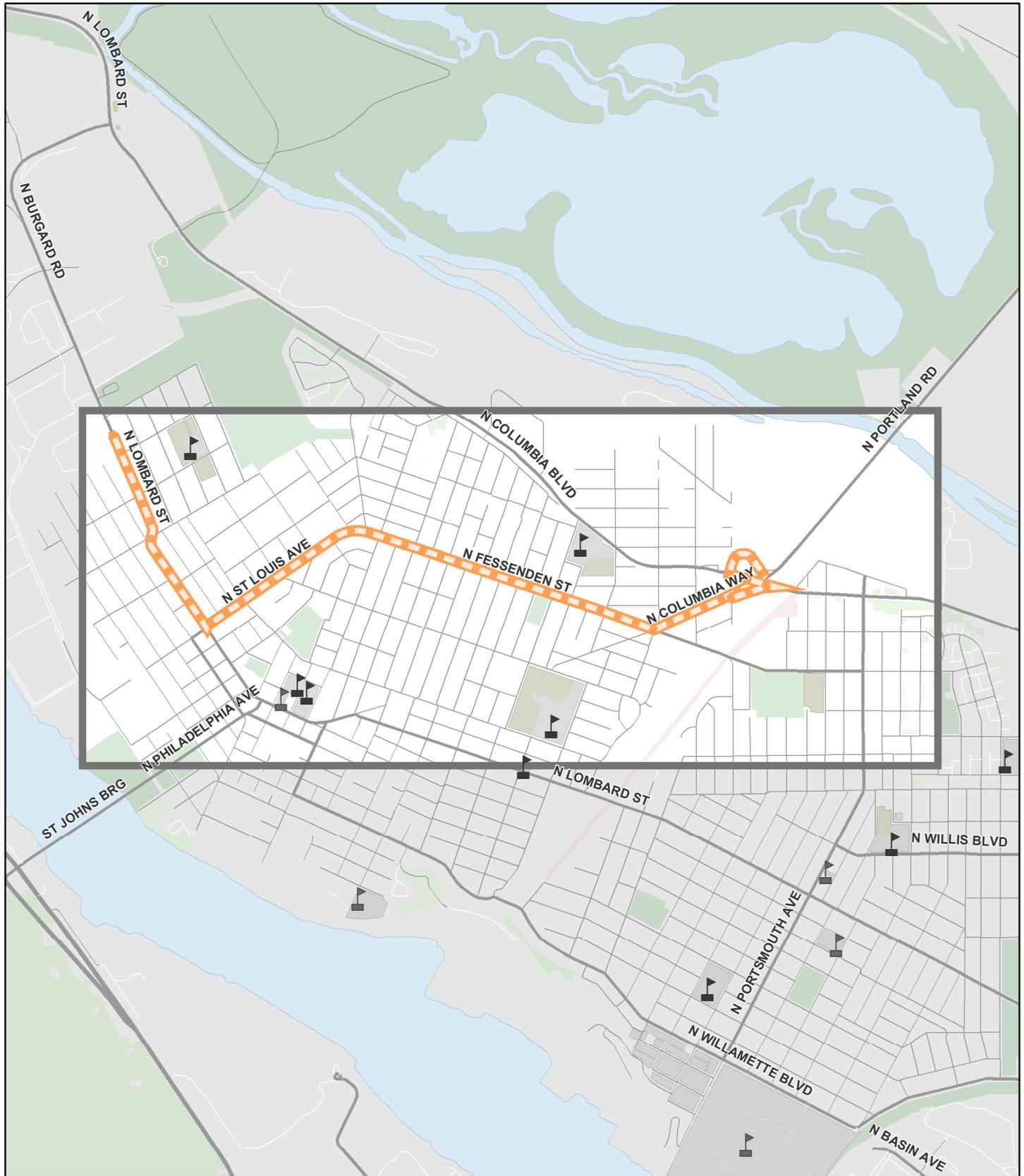
Authorizing Authority Title:

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.

St. Johns Truck Strategy Phase II Project



-  Study Area
-  Proposed Project Streets



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:

