



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Transportation Project Sponsors

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

Organization Name: <input type="text" value="Portland Parks & Recreation"/>	
Contact Person Name: <input type="text" value="Brett Horner"/>	Title: <input type="text" value="Planning & Design Mgr."/>
Street Address: <input type="text" value="1120 SW 5th Ave., Ste 1302"/>	Phone: <input type="text" value="(503) 823-1674"/>
City, State Zip: <input type="text" value="Portland, OR 97204"/>	
E-mail: <input type="text" value="brett.horner@portlandoregon.gov"/>	

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	\$325,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$325,000	100%
Matching Funds	\$40,000	12.31%
Requested Funds	\$285,000	87.69%

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

This project will refine the 2004 Greenway Development Plan and create a new design development plan for construction of the Greenway between Marquam Bridge and SW Gibbs Street, along the Willamette in Portland.

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.

8. Project Problem Statement–REQUIRED

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

Development in the north district of South Waterfront is proceeding earlier than anticipated, creating the need to build the Greenway out as development occurs. While the City of Portland does have a Greenway Plan to guide the Greenway construction, it dates back to 2004 and does not address three key changes to the area since 2010: 1) a new light rail line bridge, currently under construction that will transect the Greenway in 2015; 2) a \$20 million remediation, regrading, and planting of the river bank from top of slope downward to the River; and 3) active development on the the two large properties fronting the Greenway. This project will allow the City to proceed with Greenway development that responds to and capitalizes on these three influencing factors.

9. Transportation Project Location–REQUIRED

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

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)

West side of the Willamette River in Portland between the Marquam Bridge and SW Gibbs Street.

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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MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

<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 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)

This project will fund preliminary design work, not construction. It will result in a implementable design development plan that takes the 2004 concept much further to construction-level plans. Project funds will pay for consultant design work, public involvement, and related materials and supplies to produce the plan.

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 checked="" 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
N/A	Bid Let Date
N/A	Construction Contract Award
N/A	Construction Complete
N/A	Capital Equipment Purchase
N/A	Operations/Service Begin
2017	Other Major Milestone: Adopt refinement plan
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.

State Planning Goal 15 (Greenway). South Waterfront Plan, South Waterfront Greenway Development Plan (2004), South Waterfront Design Guidelines, Portland Parks & Recreation's Recreational Trails Strategy (2006) and Parks Vision 2020, Metro Regional Trails, The Intertwine, The Portland Plan, Portland Zoning Code (Greenway Code)

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

- Yes No

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

The Greenway adds capacity to the existing bicycle and pedestrian network. The Greenway is a major new facility and extends the section to the south of this project, which is currently under construction.

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 Greenway will provide an alternative route (on alternative modes) to state owned facilities such as I-5 and Barbur Boulevard which provide access from south Portland to downtown. It will also extend a critical system, the regional trail known as the Willamette Greenway. The project contributes to a seamless multimodal system because it is at the eastern edge of the most transportation rich district in the State, with automobile, bicycle, pedestrian, bus, MAX, tram, and streetcar facilities and service.

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 Greenway will improve and better integrate passenger and multimodal connections, and will provide additional transportation options. The Greenway is a critical link from south Portland to downtown. With the completion of the Sellwood Bridge to the south, over 10,000 daily bicycle trips are expected through the project area beginning in 2016.

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 Greenway project will fill a significant gap in the Willamette Greenway, and will provide excellent connections from residential and employment areas to parks, schools, OHSU hospital, light rail, bus, auto, and streetcar lines. Over 5,000 homes and 10,000 jobs are expected to be created in the South Waterfront district by 2025. Finally, it will expand transportation choices for all Oregonians as it will provide world-class bicycle and pedestrian access.

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 area was formerly a distressed area in that it contained hazardous waste and human health hazards. Most of that has now been remediated and cleaned-up, particularly the waterfront. The Greenway will be an outstanding recreational feature and will increase tourist visitation to the district. It is a key feature in attracting employers and residents to the south Waterfront location.

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 Greenway will be sustainably designed and will enhance natural ecosystems and provide extensive habitat and environmental benefits to a formerly distressed area, the result of decades of industrial activity. It will promote increased bicycle and pedestrian activity, with resultant energy, health, and resource conservation benefits. Planned stormwater conveyance features in the Greenway will assist in meeting water quality goals and in meeting the City's stormwater manual requirements. The south Waterfront area is identified as an Eco District by the City of Portland, and development here will include many green infrastructure facilities, including some, such as stormwater conveyance channels within the 100 foot Greenway zone.

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 Greenway is an integral feature that fulfills local and state planning goals. South Waterfront is developing as a high-density, compact community with transportation rich options, particularly walking and biking opportunities. The Greenway is part of an efficient urban development plan, revitalizing a once-contaminated brownfield zone. The district has a mix of land uses, including residential towers, commercial streets with shops and restaurants, a neighborhood park (Caruthers Park, completed in 2010), a 12-story health center with medical offices, a fitness gym and child care center, affordable housing units for veterans, and many other uses. The Greenway satisfies State Land Use goal 15.

23. Livability

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

For example, will the solution:

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

The Greenway builds community, advances health and recreational goals, and provides scenic, aesthetic, cultural and environmental value. The river is a tremendous local and state resource and the Greenway provides outstanding visual and physical public access to it. The Greenway will include separate bicycle and pedestrian trails, beautiful landscaping, public art, historic and cultural display features, viewpoints and overlooks, possibly a dock, direct access to the water, and other amenities for user comfort and enjoyment. The Greenway promotes healthy active lifestyles as well as a key non-motorized transportation link to and from downtown Portland.

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 Greenway will increase safety by separating bikes and pedestrians from automobile traffic, and by separating cyclists and walkers (due to separate dedicated paths). The bicycle path can accommodate fire trucks and ambulances for even greater safety in emergencies. The Greenway will provide a safe alternative to the path now taken by cyclists and pedestrians through the area, which is along SW Macadam Drive and SW Moody Ave in South Waterfront. Both of these streets have heavy vehicular traffic. SW Bond Ave also has streetcar service and the streetcar tracks can present safety issues for cyclists.

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?

With over 10,000 daily users expected as soon as the Greenway is built, the project will benefit a large segment of the community including commuters to downtown Portland, and the 12,000 projected residents that will eventually reside in the South Waterfront district. The project benefits two primary disadvantaged populations: bicyclists and pedestrians. The south Waterfront district has and will include more affordable housing units. Gray's Landing, which will provide 209 affordable units, including 42 targeted to veterans, will be dedicated December 14, 2012. The Greenway will be utilized by users in all income levels, as it is a regional and statewide trail of significance (The Willamette Greenway) This trail provides critical access from south and southeast Portland to the key employment, human services, and commercial areas of downtown Portland.

26. Funding and Finance

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

For example, will the solution:

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

The City of Portland's Parks & Recreation bureau will secure adequate on-going operations and maintenance for the Greenway. The project continues the prior City investment now being made in the Central district Greenway to the south (SW Gibbs Street southward to SW Lane St.



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	\$25,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$280,000	
Environmental Work	\$8,000	
Coordination and Outreach	\$12,000	
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$325,000
Utility Relocation		
Construction		
Construction Project Costs Total		
Total Eligible Project Cost		\$325,000
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 Parks & Recreation	\$40,000	12%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$40,000	12%

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.



Central Portland

Marquam (I-5) Bridge

Project Location
South Waterfront Greenway
(Regional Trail Gap)

Ross Islandz Bridge

Regional Trails
(Existing Willamette Greenway)

Vicinity Map



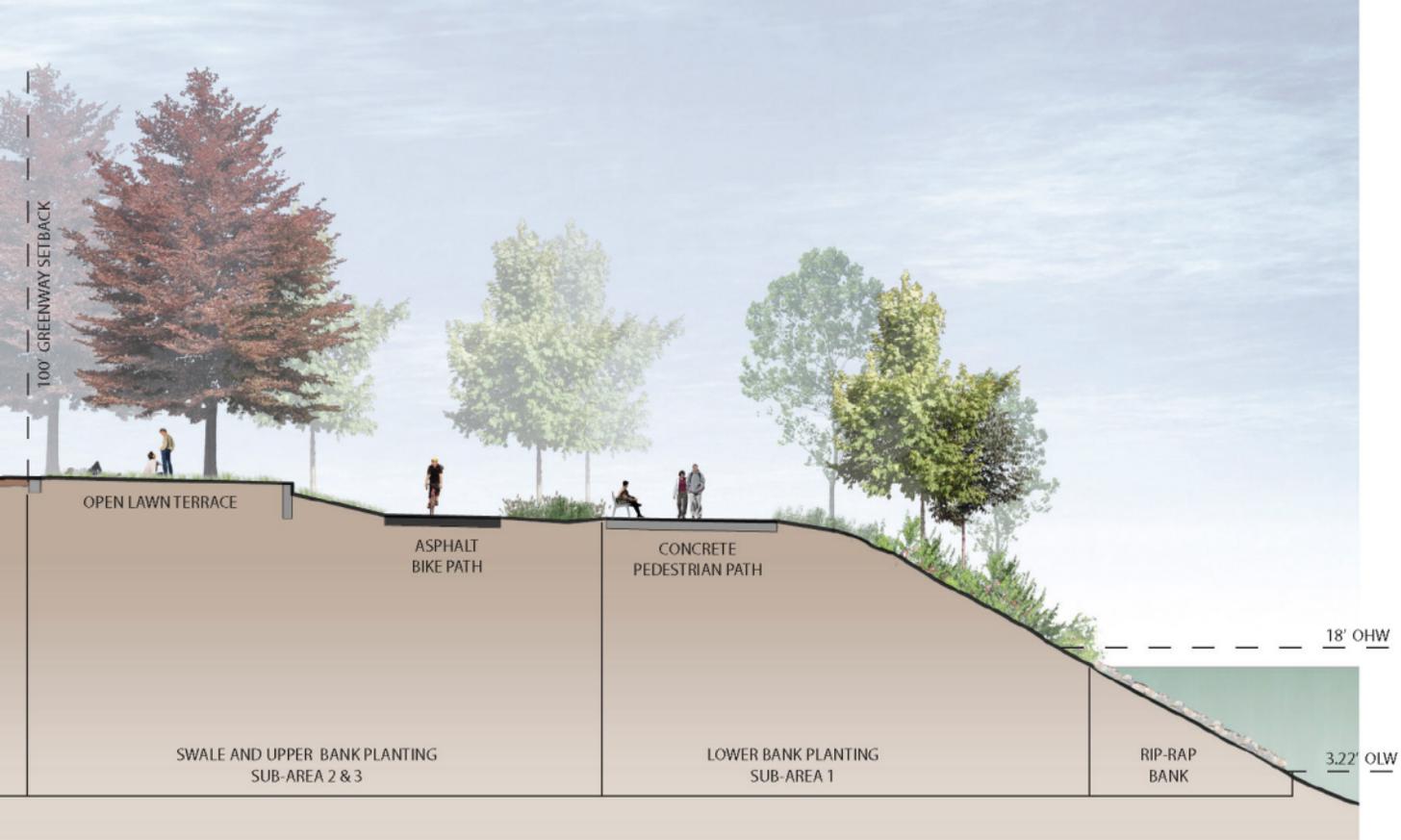
Proposed OHSU Campus

Marquam (I-5) Bridge

New Trimet Light Rail Line

Greenway

north →



ODOT STIP Enhance Application Reviewers
c/o STIPEnhanceAppsRegion1@odot.state.or.us



November 21, 2012

Re: City of Portland grant application to Statewide Transportation Improvement Program for South Waterfront Greenway Trail.

Dear Grant Application Reviewer:

The Intertwine Alliance is a coalition of more than 70 of the most prominent public, private and nonprofit organizations with a stake in parks, trails and natural areas in the Portland – Vancouver region. The Alliance exists to ensure the region's trail network gets completed; that our natural areas get restored, and that people of all ages discover they can enjoy the outdoors near where they live. We exist to make our region more attractive to new businesses and to help our existing companies attract talent. We're here to reduce utility and transportation costs and keep our water clean. Finally, we're here to help our partner organizations build their capacity and become more successful.

The South Waterfront Greenway Trail project proposed by the City of Portland is a key link in the region's urban trail network with significance well beyond the City's borders. The South Waterfront Greenway Trail will increase bicycle and pedestrian access and establish safer and more convenient access to and from south Portland and downtown. The project will advance active transportation function and health outcomes by encouraging bicycle and pedestrian trips in place of automobile trips. It will also provide significant habitat and environmental enhancement as well as stormwater management improvements.

We strongly support this project for funding.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike Wetter', written over a light blue horizontal line.

Mike Wetter
Executive Director





Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

November 26, 2012

Director Tom Miller
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204

Re: 2016-18 ODOT STIP Enhancement Grant Proposals

Dear Director Miller:

The Southwest Neighborhoods, Inc., Transportation Committee met on November 19 and addressed the matter of Portland Bureau of Transportation's applications for the Oregon State Transportation Improvement Program (STIP) enhancement grants. After discussion, the committee voted strongly in favor of supporting PBOT's grant applications for the following projects:

- SW Barbur Boulevard Demonstration Project
- Citywide Bikeway Improvements (existing facilities)
- SW Network Access Improvements (safety improvements identified in the 2030 Bicycle Plan, interim improvements and project development for the intersection of Garden Home Road and Multnomah Blvd, and safety improvements to the intersection of SW 30th and Capitol Highway)
- South Waterfront Greenway Trail (project development)
- Red Electric Trail

We hope ODOT recognizes the value of the projects in your grant applications, which will address long standing safety and accessibility deficiencies in our community. We appreciate the opportunity to express our support for these projects. Thank you for your consideration.

Sincerely,

Marianne Fitzgerald
President, Southwest Neighborhoods

CC: Dan Bower, Mark Lear
Active Transportation Division
Portland Bureau of Transportation



November 26, 2012

Campus Planning,
Development & Real Estate

Mail code PP22E
3181 SW Sam Jackson Park Rd.
Portland, OR 97239-3098
tel: 503 494-2454
fax: 503 494-1073

ODOT STIP Enhance Application Reviewers
c/o STIPEnhanceAppsRegion1@odot.state.or.us

RE: South Waterfront Greenway Refinement Plan

To Whom it May Concern:

On behalf of Oregon Health and Science University, I am writing to offer our support of Portland Parks and Recreation's STIP grant application to fund the South Waterfront Greenway Refinement Plan. This critical link in the regional trail network has significant transportation, habitat and economic development benefits and completing the greenway is a top priority for OHSU.

OHSU owns approximately 30 acres in the South Waterfront District, including the 18 acres that make up the new Schnitzer Campus. Since 2004, OHSU and our institutional partners have invested close to half a billion dollars in new medical, education and research facilities in the district. Currently, we are building the new Collaborative Life Sciences Building, a \$295 million education and research building that represents phase one of the Schnitzer Campus. Over the next 20 years we will be relocating all of educational programs and schools to the new campus.

Completing the Willamette River Greenway through South Waterfront is critically important to the development of our new campus. Students, faculty and visitors will use the greenway to bicycle and walk between downtown Portland, the Schnitzer Campus, the new TriMet bridge and the Portland Aerial Tram station that connects the district to OHSU's Marquam Hill Campus.

For these reasons and more, we are enthusiastic partners with the City of Portland to ensure that this missing gap in the Greenway is completed. We hope that this application receives your support and funding. Please do not hesitate to contact me if you have any questions. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian Newman", is written over a horizontal line.

Brian Newman
Assistant Dean and Director

c.c. Brett Horner



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

November 26, 2012

ODOT STIP Enhance Application Reviewers
c/o STIPEnhanceAppsRegion1@odot.state.or.us

To Whom It May Concern,

We are writing this letter of support for the South Waterfront Greenway Refinement Plan to complete design work for a key in the Willamette Greenway regional trail between the Marquam Bridge and SW Gibbs Street in the South Waterfront district. We want to ensure construction of this significant public amenity that will invigorate and enhance the South Waterfront district, connect people to the waterfront in new ways, and continue to enhance the natural ecosystem of the Willamette River.

We are the landowner of the majority of this section of the greenway and our land – 33 acres – is the largest undeveloped site in Portland. At three thousand lineal feet of riverfront, this section of the greenway will be a major citywide public amenity as well as a significant catalyst for development. It will also further capitalize on the public's investment in the new Portland-Milwaukie Light Rail Bridge. If funded by the STIP grant process for 2015-18 cycle, the South Waterfront Greenway Refinement Plan will help foster economic development in the district by attracting employers, residents, workers, tourists, cyclists, water enthusiasts, and pedestrians to this unique public open space – becoming a city-wide destination.

The completion of the South Waterfront Greenway will increase commuter and recreational bicycle and pedestrian use in the area and establish safer and more convenient access to and from South Portland and downtown. Portland is a true multi-modal city and this gap in the greenway loop makes it more difficult for citizens to get around. The greenway is also not only a means of transportation and recreation, but it also promotes the health and wellbeing of the Willamette River. It provides important habitat and environmental enhancements and creates new opportunities to further Portland's extensive storm water management goals and objectives.

Overall, the South Waterfront Greenway Refinement Plan will benefit the city in all aspects and engage users from all neighborhoods, not just those directly along its path.

Sincerely,



Matthew French
Managing Director
Zidell Yards

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:

