



Transportation Project Sponsors

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

Organization Name: City of Sandy	
Contact Person Name: Liz Storn	Title: Engineering Technician
Street Address: 39250 Pioneer Blvd	Phone: (503) 489-2161
City, State Zip: Sandy, OR 97055	
E-mail: LStorn@ci.sandy.or.us	

2. Co-Sponsor(s)

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

Transportation Project Information

3. Project Name–REQUIRED

Project Name: US 26: Ten Eyck Rd/Wolf Dr - Vista Loop Sidewalks (Sandy)

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

	Project Funds	% of Project Costs
Total Costs	\$1,335,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$1,335,000	100%
Matching Funds	\$195,000	14.61%
Requested Funds	\$1,140,000	85.39%

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

The project proposes to construct approximately 2,600 linear feet of a 6 foot wide continuous sidewalk on the north side of US 26 and 2,460 linear feet the sidewalk on the south side of US 26 between Ten Eyck/Wolf Drive and West Vista Loop as shown in the Sandy Transportation System Plan. The project includes pavement widening as necessary for bike lanes, street lighting, and landscaping. Retaining walls for both cut and fill slopes will be necessary.

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

- Yes No



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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:

In 2003, the Sandy Vista Apartments were constructed on Highway 26 to provide housing for agricultural workers. The apartments are located immediately west of the western Vista Loop intersection with Highway 26. No continuous sidewalk exists from downtown Sandy eastward, so residents of Sandy Vista are often seen walking along the highway shoulder, often with small children.

Due to topographic constraints, property redevelopment on the north side of the highway in the project area is expected to be limited. This section of highway also serves as the transition from a rural highway environment to the Sandy downtown Special Transportation Area. As such, additional visual cues are necessary to slow down motorists and increase their awareness of pedestrians, bicyclists, and other vehicles.

9. Transportation Project Location–REQUIRED

City: <input type="text" value="Sandy"/>	County: <input type="text" value="Clackamas"/>
MPO: <input type="text" value="NA"/>	Special District: <input type="text" value="NA"/>

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)

Approximately mileposts 24.63 through 25.55 (Ten Eyck Rd/Wolf Dr to Vista Loop)

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)



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<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input 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 proposes to construct 2,600 linear feet of sidewalk on the north side of Highway 26, 2,460 linear feet of sidewalk on the south side of Highway 26, and widen the existing bike lanes. All highway elements have been designed in accordance with ODOT standards, and have been preliminarily reviewed by ODOT staff through the Sandy Gateway and Transportation System Plan Update projects. The project will enhance pedestrian, bike and vehicle experiences on the highway and improve the roadside environment, as well as create a transition from the rural highway environment to the urban setting in downtown Sandy.

It is anticipated that all improvements can be constructed within the existing US 26 right-of way.

In case of limited grant funds, the City has split the project into 2 components. The highest priority element is to provide continuous sidewalks on the north side of the highway from the western Vista Loop intersection to downtown Sandy. The second priority is continuous sidewalks on the south side of Highway 26. Ideally, the entire project will be funded, leading to significant traffic calming and increasing pedestrian/bicyclist safety.

The proposed design takes into account the unique and challenging topographic constraints in the area, allowing the sidewalk to be above or below the street grade depending on the surroundings. The City will also entertain reducing buffer widths to fit the facilities into the existing right of way.

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 type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road



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

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input 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
	Bid Let Date
	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
2018	Project Completion/End of Activities funded through this request - 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 US 26 sidewalks and bike lanes are identified in the City of Sandy's adopted Transportation System Plan (TSP) as projects P28 and B12 (pages 7, 8, 12 and 13). This proposal is consistent with the proposed projects.

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 US 26 sidewalk complies with OTP Strategy 1.1 and OHP Action 1G.1 by proposing to make improvements to existing highway facilities that will provide safe alternative modes of transportation. Currently, no continuous, safe bicycle or pedestrian facilities exist along US 26 east of downtown. Items suggested to protect the existing system, such as local comprehensive plans and access management are already in place; limited existing pavement eliminates the ability to re-stripe the road to provide bike lanes, and surrounding topography eliminates the potential for alternative pedestrian and bicycle routes.

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 lack of sidewalks on US 26 is a major gap in the City's pedestrian network, and limits the ability of residents of the rapidly developing east side of Sandy to access services and transit options without driving.

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?

Constructing this sidewalk would remove a major gap in the City's pedestrian and bicycle network and expand access to the City's Sandy Area Metro (SAM) transit service which goes to Gresham and Estacada.

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 will provide safe pedestrian facilities for a large concentration of low-income families from the Sandy Vista Housing, and will also connect the eastern portions of Sandy with downtown Sandy. Walking options for transportation disadvantaged residents of Sandy who live east of downtown Sandy are substandard; pedestrians, often with small children, are observed walking on the shoulder of US 26 and on demand paths adjacent to the highway. Constructing this sidewalk would remove a major gap in the City's pedestrian network and expand access to the City's Sandy Area Metro (SAM) transit service which goes to Gresham and Estacada.

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 provision of a sidewalk on US 26 will expand access to services, businesses and transit options in downtown Sandy to transportation disadvantaged residents.

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 proposed project will reduce vehicle miles traveled (VMT) by providing a safe, direct pedestrian route to downtown Sandy for neighborhoods east of downtown. By reducing VMT, the project will also contribute to reducing green house gas emissions.

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 addition of pedestrian facilities on US 26 will support future planned development east of downtown and will provide transportation alternatives to access downtown Sandy.

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 provision of sidewalks on US 26 will enable active transportation by connecting the eastern neighborhoods in Sandy to the businesses, services and transit stops in downtown Sandy. Encouraging walking also reduces congestion on US 26. The project will enhance pedestrian, bike and vehicle experiences on the highway and improve the roadside environment, as well as create a transition from the rural highway environment to the urban setting in downtown Sandy.

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 project will provide safe pedestrian facilities for a large concentration of low-income families from the Sandy Vista Housing apartments. No continuous sidewalk exists from downtown Sandy eastward, so residents of Sandy Vista are often seen walking along the highway shoulder, often with small children. The speed limit in this area is 40 miles per hour, although vehicles routinely exceed the posted speed limit. With the high speeds and lack of safe pedestrian access, it is only a matter of time before a pedestrian/vehicle accident occurs in the area.

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 project will provide safe pedestrian facilities for a large concentration of low-income/ transportation disadvantaged families from the Sandy Vista Housing apartments. No continuous sidewalk exists from downtown Sandy eastward, so residents of Sandy Vista are often seen walking along the highway shoulder, often with small children, to access businesses, services and transit in downtown Sandy.

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 provision of sidewalks on US 26 will help reduce the number of vehicle trips on the highway, reducing the need for future improvements to US 26.



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	\$15,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$70,000	
Environmental Work	\$50,000	
Coordination and Outreach	\$20,000	
Leased Space		
Building purchase and/or Right of Way	\$50,000	
Capital Equipment		
Non-Construction Project Costs Total		\$205,000
Utility Relocation		
Construction	\$1,130,000	
Construction Project Costs Total		\$1,130,000
Total Eligible Project Cost		\$1,335,000
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	City of Sandy	\$195,000	15%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$195,000	15%

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: Digitally signed by Elizabeth F Storn
DN: cn=Elizabeth F Storn, o=City of Sandy, ou=Public Works,
email=lstorn@cityofsandy.or.us, c=US
Date: 2012.11.27 09:57:14 -0800 Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

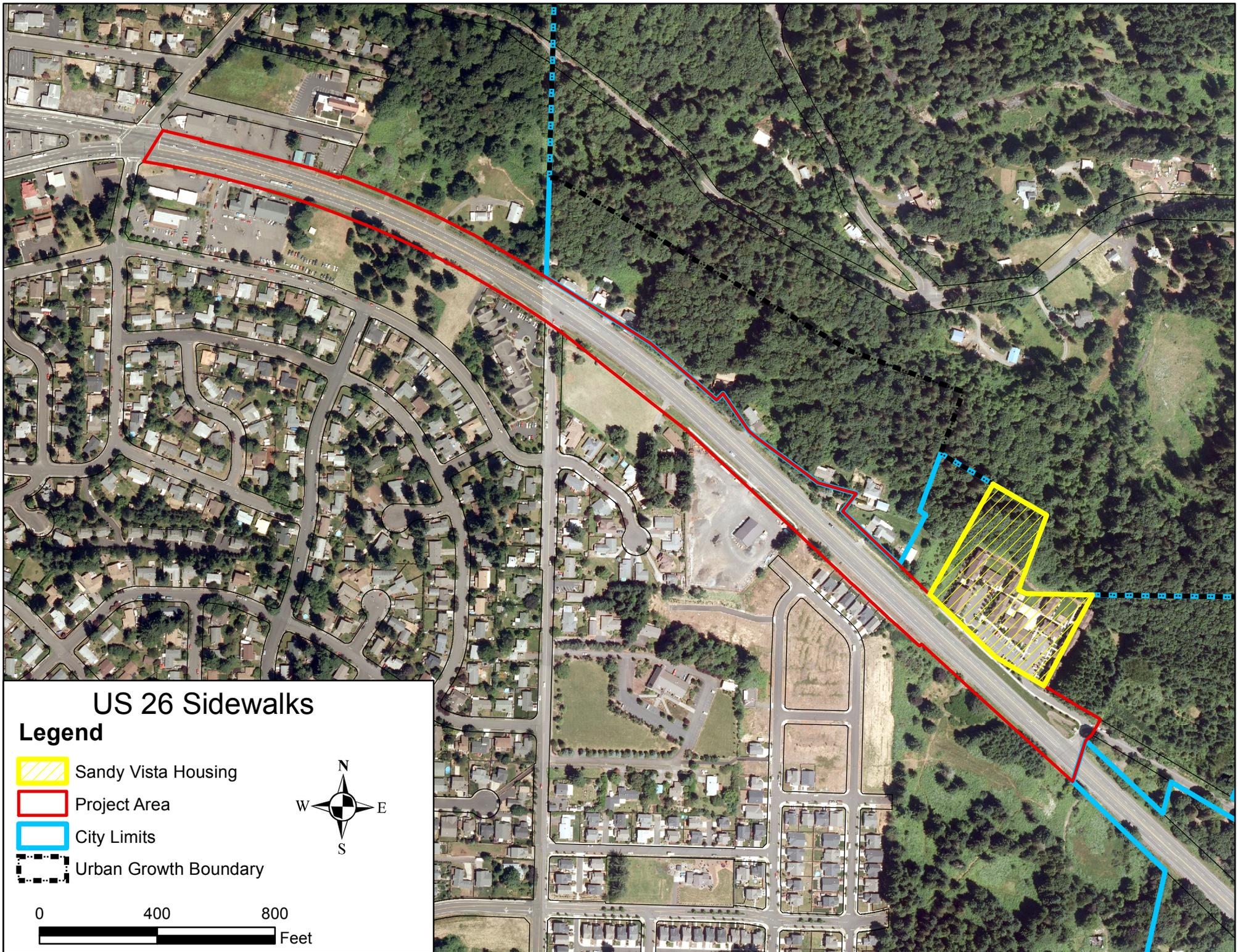
Authorizing Authority Name:

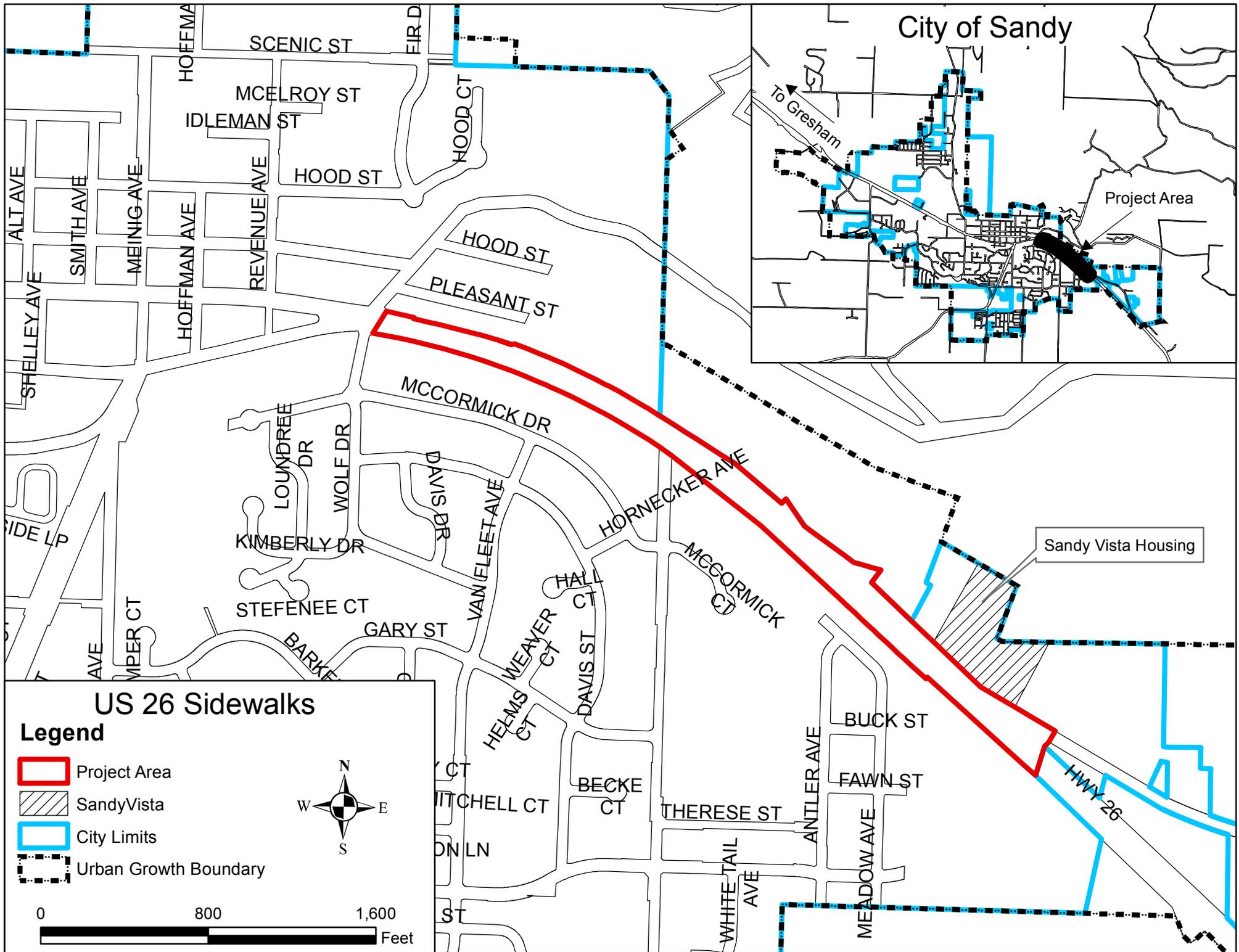
Authorizing Authority Title:

Signature: Date:

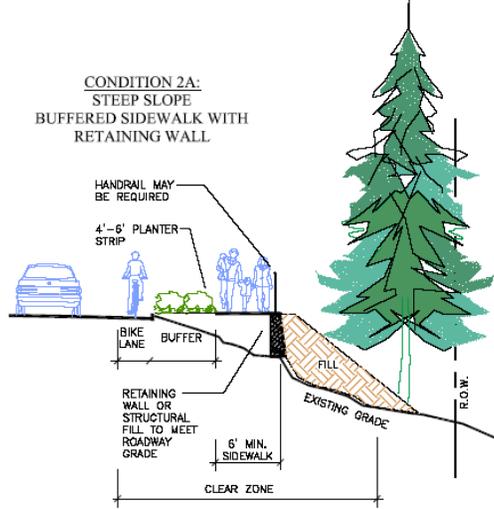
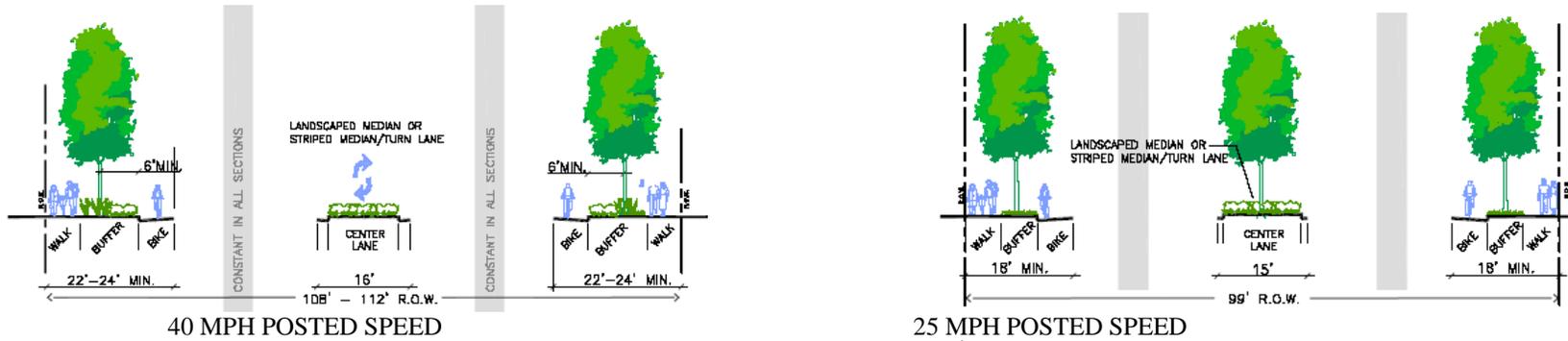
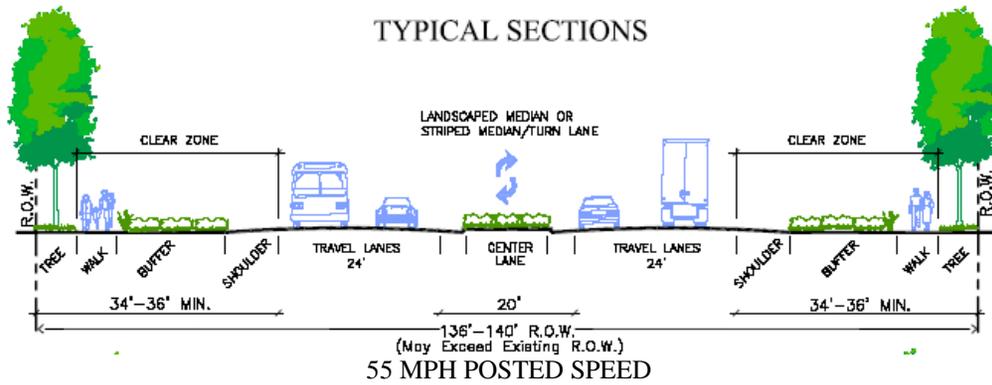
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.





TYPICAL SECTIONS



Typical Cross-sections and dimensions