



Transportation Project Sponsors

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

Organization Name: TriMet	
Contact Person Name: Alan Lehto	Title: Dir., Planning & Policy
Street Address: 4012 SE 17th Ave.	Phone: (503) 962-2136
City, State Zip: Portland, OR 97202	
E-mail: Lehtoa@trimet.org	

2. Co-Sponsor(s)

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

Washington County

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Cornell-Evergreen-229th Corridor Safety & Access to Transit

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

	Project Funds	% of Project Costs
Total Costs	\$650,000	100%
Non-Eligible Costs		0%
Total Transportation Project Cost	\$650,000	100%
Matching Funds	\$66,756	10.27%
Requested Funds	\$583,244	89.73%

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

The project would improve safety, active transportation, access to transit and transit operations by improving bus stops, constructing landing pads, enhancing crossings, and installing signal priority on Cornell Rd., Evergreen Pkwy., and 229th Ave. in Beaverton, Hillsboro, and Washington County. Specifically, TriMet intends to install concrete landing pads between the sidewalks and curbs at 50 bus stops, rapid flash beacons (RFB) with striping at 3 non-signalized crossing locations, and transit signal priority at 3 intersections.



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

- Yes No

If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

8. Project Problem Statement–REQUIRED

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

The corridors are 3-5 lanes wide with a maximum speed of 45 mph. TriMet’s lines 47 and 48 serve the corridors with an average of more than 2,500 weekly rides. There are 50 bus stop locations that have landscaping between the sidewalks and the curbs. Customers with mobility devices can’t access the transit service due to this gap in the pedestrian system. Also, able bodied customers must walk through wet grass or mud or enter the street when stepping on and off the bus. Some bus stops on Cornell Rd. are located at unsignalized crossings. Due to high speeds, crossing the corridors to a bus stop can be dangerous. As housing and employment in the area grow, traffic congestion will increase, making transit less attractive by slowing travel times and lowering on-time performance.

9. Transportation Project Location–REQUIRED

City: Hillsboro & Beaverton	County: Washington County
MPO: Metro	Special District: TriMet

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)

Proposed improvements are located at bus stops and intersections along:

Cornell Rd. between Cedar Hills Blvd. and Hillsboro Central TC, served by Line 48-Cornell,

Evergreen Pkwy. between Cornell Rd. and 229th Ave., served by Line 47-Baseline/Evergreen, and

229th Ave. between Evergreen Pkwy. and Cornell Rd., served by Line 47-Baseline/Evergreen.

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

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" 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 checked="" type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

In 2011, TriMet released the Pedestrian Network Analysis, a comprehensive study of pedestrian safety and access needs at TriMet bus stops. Pedestrian infrastructure is key for facilitating transit usage since every transit rider is a pedestrian first. This project would make various pedestrian and signal improvements to safely facilitate access to bus stops along the highway in accordance with the Pedestrian Network Analysis.

*Bus Stop Landing Pads: TriMet proposes to fill the gaps between the sidewalks and the curbs with concrete landing pads at 50 bus stop locations on Cornell Rd., Evergreen Pkwy., and 229th Ave. in Hillsboro, Beaverton, and Washington County. These landing pads would allow people with mobility devices to board and deboard TriMet bus lines 47 & 48 (with more than 2,500 weekly customers) from the sidewalk as well as encourage transit usage by people who can walk or bike to the bus stop. In addition, TriMet customers would not need to enter into the street traffic lane to access the bus nor would they step on wet, muddy and possibly unstable surfaces when boarding



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and deboarding the bus. The concrete pads also provide opportunities to install shelters and bike racks at stops with high ridership. The length of the bus stop landing pads would vary depending on conditions and ridership, however each pad would be a minimum width of 10'. All bus stop pads will mitigate stormwater runoff and some will require grading.

*Crossing Improvements: TriMet also proposes to install RFBs at 3 unsignalized locations with bus stops on Cornell Rd. RFBs will increase safety for customers crossing to the bus stops at unsignalized intersections and midblock locations.

*Signal Priority: TriMet proposes to introduce transit signal priority treatments at 3 intersections along Cornell Rd. Transit signal priority allows roadway signals to communicate with buses as they approach the intersection, and hold the green phase if the bus is behind schedule by a predetermined amount of time. Transit signal priority would make transit service more reliable and attractive, helping to reduce overall congestion on Cornell Rd.

The project conforms with ODOT's Practical Design Values (SCOPE: safety, corridor context, optimize the system, public support, and efficient cost):

Safety - Bus stop landing pads would remove the need for customers to wait, board, or deboard the bus in the street. RFBs would increase safety for customers crossing Cornell to bus stops at midblock locations and at unsignalized crossings.

Corridor Context: These improvements would improve the overall mobility in the Tanasbourne/Amberglen/Orenco employment and residential corridor.

Optimize the System: These improvements would help maximize ridership on the existing transit system. They would also build on recent service improvements in the corridor.

Public Support: Support for access to transit improvements, safety, and signal priority are expressed in all TSPs for the area and in publicly reviewed TriMet documents such as the Transit Investment Plan and the Pedestrian Network Analysis Report.

Efficient Cost - Investing in bus stop landing pads would allow for people in mobility devices to access the fixed route transit system, reducing the demand for paratransit, TriMet's most expensive service. This one-time investment would allow TriMet to redirect potential paratransit costs in the corridor to other service and capital improvements on the system. Also, bus stop landing pads require little to no maintenance, making the investment especially efficient. Finally, RFBs and transit signal priority are modest investments with ongoing safety and travel time returns.

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 type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<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 checked="" 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
FY2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
March 2016	Bid Let Date
May 2016	Construction Contract Award
July 2017	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
Sept. 2017	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 consistent with

- 1) TriMet's 2011 Pedestrian Network Analysis Report, page 48 (trimet.org/pdfs/pednetwork/trimet-pedestrian-network-analysis-report.pdf),
- 2) TriMet's 2011 Transit Investment Plan, page 35 (<http://trimet.org/pdfs/tip/tip.pdf>),
- 3) the Washington County 2020 Transportation Plan, page 48 (<http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/Publications/transportation-plan.cfm>),
- 4) 2004 Hillsboro Transportation System Plan Update, page 4-16, (http://www.ci.hillsboro.or.us/Planning/documents/Transportation_System_Plan_Update.pdf), and
- 5) Beaverton Transportation Plan, page VI-4 (<http://www.beavertonoregon.gov/index.aspx?nid=315>).

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 is consistent with OTP Strategy 1.1 by making transit a more attractive option by increasing mode choices for people living and working in the corridor. The project is fully consistent with OTP Strategy 1.1.4 and 1.2.1 by making transit a feasible option for people with disabilities who would otherwise be required to use paratransit and optimizing existing services. This investment in accessible bus stops, safe crossings, and operational efficiency will help TriMet manage its transit system more efficiently and improve the capacity of the system.

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?

These improvements would improve access, safety, and travel time on TriMet lines 47 and 48, both of which connect with the MAX Blue Line and multiple bus lines. By making access to buses and MAX easier, people are more likely to choose transit, reducing vehicle trips and preserving capacity on the state system such as OR8 and US26.

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?

These improvements would remove barriers and disincentives to riding transit between home, work, school, & recreation. By making it easier and safer to access the bus, and by improving travel times, this project would make transit usage more attractive, reducing the number of vehicles on the road and increasing capacity for other roadway users, particularly freight. Additionally, these transit lines connect with the MAX Blue & Red lines, preserving ODOT's system by allowing customers to transfer to a non-highway based mode.

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?

TriMet has conducted research showing that many people who work in the Cornell/ Evergreen/229th corridor also live along the corridor. These improvements would provide greater safety, accessibility and convenience for people living and working in the area when accessing the regional transit system.

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?

There are many retail (New Seasons, Streets of Tanasbourne, etc.) and large employers (Intel, Columbia Sportswear, Kaiser Permanente, etc.) as well as high density housing units along Cornell Rd., Evergreen Pkwy. and 229th Ave. All are important markets for transit, linking workers to jobs and customers to a variety of educational, health, and retail services. As of September 2012, TriMet consolidated three bus lines on Cornell Rd. and Evergreen Pkwy (lines 47,48, and 89) to offer continuous east-west bus service on these two corridors between downtown Hillsboro and Sunset Transit Center. Additionally, Sunday service was restored on Cornell Rd. These upgrades together with the recent service improvements will help connect workers to jobs in this vital employment corridor.

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?

Increasing transit ridership, service access, and quality will help meet a range of resource conservation and environmental goals. For each mile of travel taken on TriMet, 53% less carbon is emitted compared to driving alone. Increased corridor ridership and connections to light rail translates directly to reduction in GHG's.

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?

These improvements would strengthen the access and transit service components that support community land use and growth management.

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?

For a person with disabilities, the transit system provides more than just access to the region, it provides freedom. Without transit, many people with disabilities would not have access to the employment and social opportunities to achieve long-term economic and health stability. However, without landing pads at bus stops, people with disabilities, especially those in mobility devices, can't access the transit system. Though paratransit options are available, they cost the region significantly more and provide less autonomy for people with disabilities than the fixed route system.

RFBs add to the safety in the corridor for all customers, and transit signal priority increases the convenience of lines 47 and 48.

All the proposed improvements don't just allow for, but encourage active transportation, resulting in healthier lifestyles.

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?

Safety is compromised if customers must enter the street while waiting for the bus or boarding and deboarding the bus. Concrete landing pads would provide greater safety and comfort for all transit customers while they wait for the bus and when boarding and alighting the bus.

RFBs would prevent tragic accidents and near misses by facilitating safe crossings at unsignalized intersections and at midblock locations.

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?

Bus lifts and ramps for people with disabilities can not span the landscaping between the curb and the sidewalk. While customers who are able to walk may sometimes enter the street to board or deboard the bus (obviously problematic for customer and roadway operational safety), many mobility device users can't climb or descend the steeper ramp angle when deployed to street level. As a result, people using mobility devices are prevented from accessing transit at many bus stops along Cornell Rd., Evergreen Pkwy. and 229th Ave. Adding landing pads at these locations would make stops ADA compliant, removing barriers to transit service for the senior and disabled population. These improvements would make transit available to a segment of the population that currently is prevented from using the service.

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?

These improvements (particularly the landing pads) require a minimal amount of maintenance. Signal improvements would require periodic maintenance by ODOT. TriMet maintains a regular cleaning and maintenance schedule for its bus stops and budgets for additional work around stops that receive amenities such as shelters and benches. Together, they will help maximize ridership on lines 47 and 48, reduce the usage of paratranist services, and preserve service capacity by mitigating delays.

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	\$8,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$90,000	
Environmental Work	\$20,000	
Coordination and Outreach	\$7,000	
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment	\$60,000	
Non-Construction Project Costs Total		\$185,000
Utility Relocation	\$15,000	
Construction	\$450,000	
Construction Project Costs Total		\$465,000
Total Eligible Project Cost		\$650,000
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	TriMet	\$33,378	5%
Co-Sponsor	Washington County	\$33,378	5%
Participant	City of Beaverton		0%
Participant	City of Hillsboro		0%
Total		\$66,756	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:

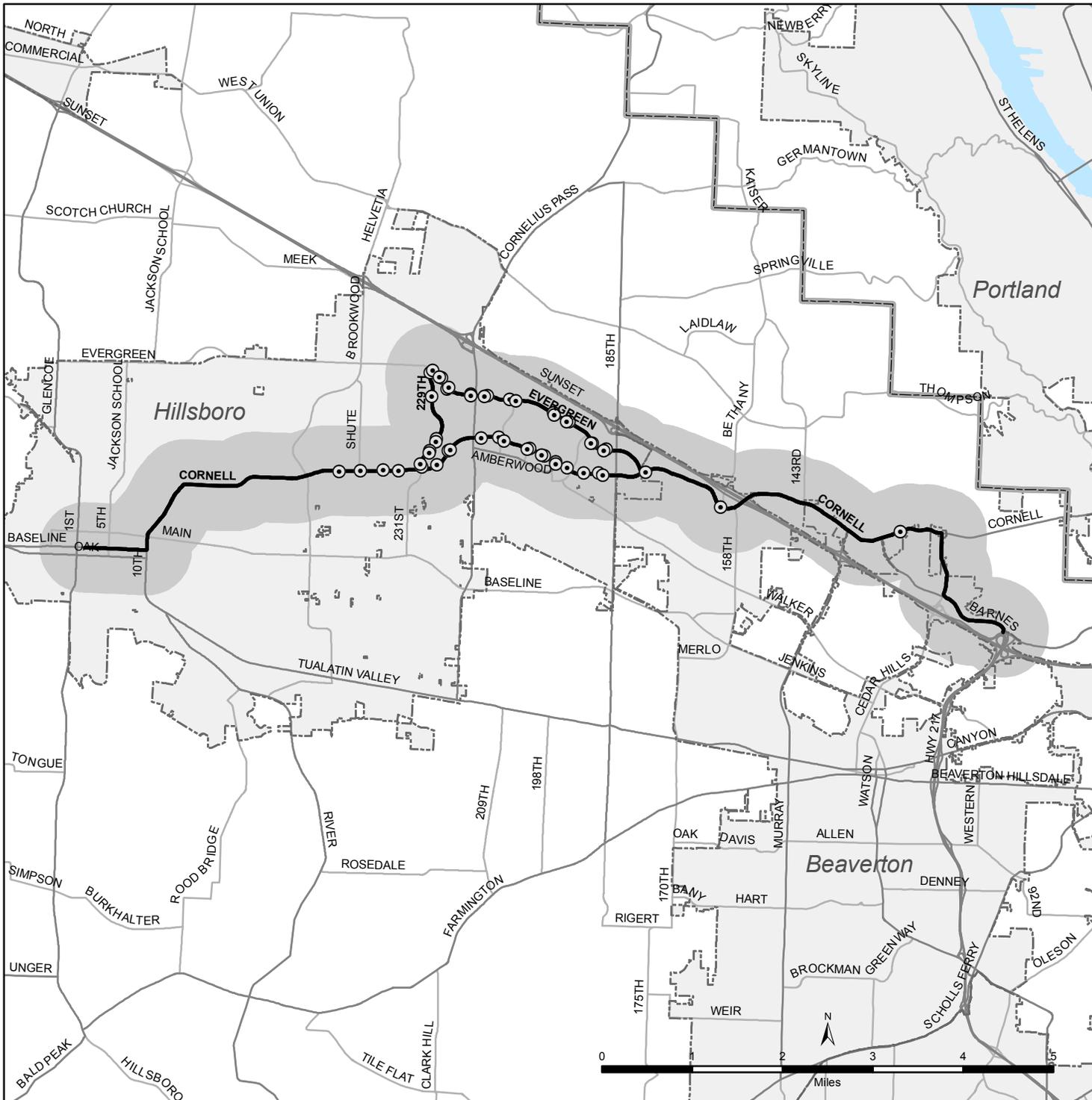
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

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

**TriMet STIP Application Attachment;
Cornell-Evergreen-229th Corridor
Safety & Access to Transit
11.26.2012**

**Vicinity and Site Map;
Cornell-Evergreen-229th Corridor
Safety & Access to Transit**

-  Corridor
-  1/2-mile buffer
- Identified Locations for Improvements**
- 
- County boundary**
- 
- City boundary**
- 
- Major road**
- 



Examples of Bus Stops With/Without Concrete Landing Pads, November 2012

NW Cornell Rd.

Without a concrete pad (Cornell/Stucki)



With a concrete pad (Cornell/Cornelius Pass)



NW Evergreen Pkwy.

Without a concrete pad (Evergreen/Aloclek)



With a concrete pad (Evergreen/194th)



NW 229th Ave.

Without a concrete pad (229th/Evergreen)



With a concrete pad (229th/Intel)



Access to Transit Improvements – Potential Example Photos:

Examples are drawn from around the region, but are illustrative of needs and potential improvements in these corridors.

Deficiencies:



Missing sidewalk links to safe crossing



Shoulder space used by everyone



Crossing mid-block



Portions of missing sidewalk



Use of shoulder by user with mobility device on left, and unprotected crossing on right



Access to Transit Improvements – Potential Example Photos:

Possible treatments:



Mid block crossing with Rapid Flash Beacons



Improved Crosswalks



Pedestrian Median with bus stop



Rapid Flash Beacons at Intersection



Bus Landing Pad



Bus Stop Shelter and Seating

Access to Transit Improvements – Potential Example Photos:

Possible treatments:



Shelter, Bench, and Bike Parking



Sidewalk extension for front and back door



Busy stop with shelter



Clean and safe area to catch the bus



Before and After: City of Cornelius, Adair St. and 17th



November 21, 2012

Mr. Jeff Flowers
Program and Funding Services Manager
ODOT Region 1
123 NW Flanders St.
Portland, OR 97209

Dear STIP Selection Committee Members,

As the Director of Land Use and Transportation for Washington County, I am writing this letter in support of TriMet's STIP applications for pedestrian safety and access improvements on Highway 8, Highway 99W, and Cornell/Evergreen/229th. Washington County is helping to provide matching funds to the Cornell/Evergreen/229th application.

These projects would address many needs identified in TriMet's *Pedestrian Network Analysis* by filling in sidewalk gaps and enhancing crossing safety. Additionally, bus stop and transit signal priority improvements would be made to help make transit a more attractive option for Washington County residents, employees, and visitors. As transit ridership increases, congestion and road maintenance would decrease, benefitting ODOT, TriMet, and Washington County.

Therefore, I request that STIP grant funds be approved for all three of these deserving projects.

Sincerely,

Andrew Singelakis, AICP
Director of Land Use & Transportation



November 26, 2012

Mr. Jeff Flowers
Program and Funding Services Manager
ODOT Region 1
123 NW Flanders St.
Portland, OR 97209

Dear STIP Selection Committee Members:

Please accept this letter in support of TriMet's STIP applications for pedestrian safety and access improvements on Highway 8 and Cornell/Evergreen/229th on behalf of the City of Hillsboro. Every transit rider is a pedestrian first and needs a safe and complete pedestrian environment.

The projects identified for the Highway 8 application directly support the *Tualatin Valley Highway Corridor Plan (TVCP)*, a multi-jurisdictional effort to improve mobility and infrastructure on Tualatin Valley Highway. As one of the active parties in the TVCP project, the city is excited to see an effort to implement some of the recommendations that are just now emerging. The projects identified for the Cornell-Evergreen-229th Avenue application address pedestrian and bus stop improvements listed in TriMet's *Pedestrian Network Analysis*. Both applications support Hillsboro's job creation and access goals.

In summary, the City of Hillsboro requests that STIP grant funds be allocated to TriMet to fulfill these projects.

Sincerely,

A handwritten signature in cursive script that reads 'Aron Carleson'.

Aron Carleson
Council President

Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

November 21, 2012

Dear ODOT Region 1 STIP Project Selection Committee:

As the Executive Director of the Westside Transportation Alliance, I am writing on behalf of my organization to support TriMet's *Cornell Evergreen 229th Pedestrian and Safety Access to Transit Improvements* STIP application.

The Westside Transportation Alliance works with its partners and Washington County employers to reduce single-occupant-vehicle trips, reduce green house gas emissions, foster economic vitality, improve health, and enhance the efficiency of our regional transportation network. As the sole Transportation Management Association in Washington County the WTA has offered workplace services and programs that help employees commute to work by transit, carpool, vanpool, walking and biking since 1997.

The WTA works with major employers located in the Cornell Evergreen transportation corridor that will benefit from these improvements. This project will provide safe access to transit, which in turn will help increase ridership numbers, decrease single occupancy vehicle use and free the highway system for freight movement.

On behalf of the WTA board and membership, I urge you to give this project your highest consideration.

Sincerely,



Heather McCarey
Executive Director



PROTECTING YOUR
RIGHT TO ROAM

November 27, 2012

Board of Directors

Margaret Weddell,
President
Jeanne Harrison,
Vice-President
Kelly Bantle,
Recording Secretary
Jessica Engvall,
Treasurer

Members at Large
Steve Bozzone
TJ Ford
Lidwien Rahman
Suzanne Stahl

Executive Director
Steph Routh

Mr. Jeff Flowers
Program and Funding Services Manager
ODOT Region 1
123 NW Flanders St.
Portland, OR 97209

Dear STIP Selection Committee Members:

I am writing in support of TriMet's Pedestrian and Safety Access to Transit STIP applications. The corridor projects proposed, including TV Hwy, Powell-Division, Barbur-99W, Cornell-Evergreen, and Harrison-King, are worthy of funding and would begin to address the needs of people walking.

Oregon Walks is a non-profit advocacy organization dedicated to promoting walking and making the conditions for walking safe, convenient, and attractive for everyone. Recently we published an action plan for getting around on foot. Within it we document key findings, including:

- Residents want to use transit but can't get safely to the stop;
- Children often have to be driven to school due to unsafe conditions;
- People with disabilities are prevented from fully participating in their communities due to lack of accessible transportation choices.

The type of investments TriMet proposes - sidewalk infill, improved/enhanced crosswalks, bus stop improvements, possible lighting upgrades, potential transit signal priority/timing, and closer integration between bus stops and existing or enhanced crossings - all begin to address these key findings. Transit corridors are often necessarily situated along high volume, high crash corridors; safe pedestrian access to transit is critical in safeguarding transit riders. Likewise, the investments would begin to implement recommendations in TriMet's Pedestrian Network Analysis, a study Oregon Walks was involved in and fully supports.

Everyone in our region needs safe options for getting to the places they need to go without relying on others to drive them or having to forego the activities they would like or need to engage in. On behalf of Oregon Walks, I urge you to give these corridor projects your highest consideration. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Steph Routh".

Steph Routh
Executive Director, Oregon Walks