



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: lehto@trimet.org	

2. Co-Sponsor(s)

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

ODOT Region 1 and City of Beaverton

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Highway 8 Corridor Safety & Access to Transit

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

	Project Funds	% of Project Costs
Total Costs	\$1,746,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$1,746,000	100%
Matching Funds	\$179,314	10.27%
Requested Funds	\$1,566,686	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 sidewalks, enhancing crossings, and installing signal priority on and connecting to Highway 8 between 110th Ave. in Beaverton and SW 209th Ave. in Hillsboro. Specifically, the project would build bus stop landing pads and shelters and connect bus stops to sidewalks. Rapid flash beacons would be installed to improve safety at non-signalized crossings near bus stops and signal and striping improvements would be made to help protect transit customers at signalized crossings. Signal priority and operational treatments at key intersections would decrease travel times.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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

- Yes No

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

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

- Yes No

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

Extends safety and pedestrian improvements similar to other STIP projects on Hwy 8, such as #15592, #15044, #17705, and #17704, to other portions of Hwy 8, to enhance safety along more of the Hwy 8 corridor.

8. Project Problem Statement–REQUIRED

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

Highway 8 is 5-7 lanes with a maximum speed of 45 mph. The project area runs through downtown Beaverton and low-income parts of Aloha, Reedville, and Hillsboro. The future South Hillsboro development will bring more than 10,000 new homes and a new town center to the corridor. TriMet’s lines 57 and 58 serve the project area with an average of more than 10,000 weekly rides. Sidewalk and basic bus stop amenities are lacking on much of the highway, particularly on the south side of TV Hwy (OR-8) due to a railroad right of way. Because of high speeds, crossing the corridor to a bus stop can be dangerous and safe bicycle access is limited. As the area grows, traffic congestion will increase, making transit less attractive by slowing travel times and lowering on-time performance.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Beaverton, Hillsboro"/>	County: <input style="width: 90%;" type="text" value="Washington"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text" value="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)

OR8 - 2.75 (SW 110th) to 7.80 (SW 209th)

Served by TriMet bus lines 57-TV Highway and 58-Canyon Rd. Improvements have been identified on Canyon Rd. at: 110th Ave., 115th Ave., Broadway St., Hall Blvd., Watson Ave., and in the 12900 Block, and; on TV Highway at Hocken St., 141st Ave., 142nd Ave., Murray Blvd., 153rd Ave., 165th Ave. (St. Mary's Home), 170th Ave., 174h Ave., 178th Ave., 182nd Ave. (Aloha Villa), 185th Ave., 187th Ave., 188th Ave., and 204th Ave. (Market Center).

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

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input 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. In addition, Hillsboro, Beaverton, and ODOT are currently completing the TV Highway Corridor Plan and Beaverton is conducting a mobility audit of Canyon Rd. as part of the Creekside District Plan. This project would make various pedestrian and signal improvements to safely facilitate access to bus stops along the highway in accordance with these plans.

Canyon Rd.: The City of Beaverton has identified a variety of streetscape improvements for Canyon Rd. between 110th Ave. and Hocken St. as part of its Creekside District Plan. This project would fund the bus stop improvements associated with the streetscape. Improvements include bus stop relocations, bus stop landing pads, and shelters.



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TV Highway: Basic pedestrian, safety and accessibility amenities are missing at many bus stops along TV Highway. Especially on the south side of the highway where there is a railroad right of way, many bus stops are located on the shoulder of the road without concrete bus stop landing pads, ADA ramps or sidewalk connections. This project would build the concrete landing pads, and ADA ramps at all stops and sidewalk connections near signalized crossings. Fencing at bus stops adjacent to the railroad would be installed to discourage encroachment on the railroad right of way, and bus shelters would be placed where current transit ridership or ridership potential warrants it.

Some bus stops are located at non-signalized intersections where there is demand for transit service. The project would build/install rapid flash beacons (RFBs), with a median refuge and painted crosswalk adjacent to these bus stops. In addition, the project would enhance signals and crosswalk striping at existing signalized crossings near bus stops on the highway. These may include leading pedestrian phases, automated recall for pedestrian actuated signals, and countdown pedestrian signals where they don't already exist.

The project would also upgrade signals to allow for transit priority. Transit priority signals do not change red lights to green lights, but rather hold green lights a bit longer until a bus passes through an intersection when it is running behind schedule. This keeps the bus on time, but also helps the bus clear away from the congestion at the approach to a signal before stopping to serve passengers. Some bus stops may need to be shifted to the farside of an intersection to take advantage of the signal improvements. The project would fund the adjustment to the signals as well as construct the necessary bus stop improvements at any new bus stop location to allow for transit signal priority.

The project elements listed above represent improvements that would have a significant impact on the OR8 corridor by increasing pedestrian safety and making transit more attractive, increasing the total person mobility in the corridor while reducing the need for maintenance on the highway. This project would replicate the designs of recent bus stop and crossing improvements made on the TV Highway portion of Highway 8 at 178th Ave. and 209th Ave. and conform to ODOT's Practical Design Values (SCOPE: safety, corridor context, optimize the system, public support, and efficient cost). Furthermore, the project would leverage prior pedestrian safety improvements on TV Highway completed by TriMet and ODOT in 2009 and a future ODOT safety project planned for TV Highway and 185th Ave. Transit priority designs would follow standard practices with proven success.

The project can be completed in phases providing immediate benefit as each phase is completed.

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:		



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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
FY16/FY17	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
June 2016	Bid Let Date
August 2016	Construction Contract Award
Sept 2017	Construction Complete
June 2017	Capital Equipment Purchase
Sept 2017	Operations/Service Begin
N/A	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.

- 1) The project is also consistent with TriMet's 2011 Pedestrian Network Analysis, pages 25-30 which identifies pedestrian improvements for TV Highway (<http://trimet.org/projects/pednetwork/index.htm>).
- 2) The project is consistent with TriMet's FY2011 Transit Investment Plan in that it builds on previous bus stop and crossing safety work that was coordinated with the elevation of Line 57- TV Hwy. to a Frequent Service bus line, page 35 (<http://trimet.org/pdfs/tip/tip.pdf>).
- 3) The project is consistent with the TV Highway Corridor Plan, which is still in development and calls for a variety of pedestrian, bike and signal improvements along TV Highway between Cedar Hills Blvd. in Beaverton and 13th St. in Hillsboro (<http://www.tvhighway.org/>).
- 4) The project is consistent with the Canyon Rd. Mobility Audit of the Beaverton Creekside District Master Plan, which is still in development. The mobility audit identifies pedestrian and transit access improvements for Canyon Rd. between Highway 217 and Hocken Rd. (http://civicplan.wpengine.com/wp-content/uploads/2011/11/City_of_Beaverton_Exhibit_One.pdf)

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, increasing mode choices for people living and working in the corridor. The project is also consistent with OHP Action 1G.1, particularly in regards to transportation demand management and alternative transportation modes. These improvements will increase capacity on the highway by removing disincentives to riding transit.

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 57 and 58 and any future bus service enhancements. By making access to these bus lines easier, people are more likely to choose transit, reducing vehicle trips and preserving capacity in the corridor.

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?

Lines 57 and 58 connect the regional centers of downtown Hillsboro, Beaverton, & Portland as well as the MAX Blue and Red Lines. These improvements would provide greater safety, accessibility and convenience for people living and working in the area when using the regional transit system to travel between these centers.

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?

TriMet lines 57 and 58 link employees to office, retail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. Also, the lines serve low-income communities with a diverse base of jobs between the downtowns along TV Highway and Canyon Rd. The South Hillsboro development will bring even more jobs to the area. Among current TriMet ridership in the corridor (more than 10,000 weekly boardings) some 47% of all trips are for work and 14% are for education. This project is critical for safely connecting residents and employees in the corridor to employment and services.

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?

These improvements will improve livability by encouraging people to walk and ride transit. Where currently there is little, if any, comfort and aesthetics for transit customers, these improvements will significantly advance the state of infrastructure on Highway 8. Additionally, providing aesthetic and functional fencing between the railroad and the bus stop acknowledges and enhances the important freight and safety context of the corridor.

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 stand on the highway shoulder 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. Sidewalk connections to signalized intersections would also provide a safe refuge for customers walking to and from the bus stop.

RFBs with median refuges would prevent tragic accidents and near misses by facilitating safe crossings at non-signalized intersections and at mid-block locations. Signal and striping improvements would also help customers safely cross the highway.

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?

Highway 8 serves a racially and ethnically diverse population in Hillsboro and Beaverton. Much of this population rides lines 57 and 58. As a result, they must use inadequate pedestrian facilities to reach bus stops that lack the most basic amenities. Furthermore, people with disabilities living and working in the corridor are not able to use all the bus stops due to a lack of ramps, concrete landing pads, sidewalks, and safe crossings. This project would raise the pedestrian and transit infrastructure in the corridor to the same level seen in other areas in the region by increasing the safety, comfort, and accessibility to transit for all users living and working in the project area. Overall, about 40% of TriMet rides are by persons who are transit dependent (no car available for the trip or don't drive).

26. Funding and Finance

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

For example, will the solution:

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

This project builds off prior pedestrian work completed on TV Highway in 2009 as well as a future safety project planned for TV Highway and 185th Ave.

Concrete sidewalks and bus landing pads have minimal maintenance needs. 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.

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	\$174,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$172,800	
Environmental Work	\$30,000	
Coordination and Outreach	\$18,000	
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment	\$708,000	
Non-Construction Project Costs Total		\$1,102,800
Utility Relocation	\$18,000	
Construction	\$625,200	
Construction Project Costs Total		\$643,200
Total Eligible Project Cost		\$1,746,000
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.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	TriMet	\$179,314	10%
Co-Sponsor	ODOT R1		0%
Participant			0%
Participant			0%
Total		\$179,314	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.

City of Beaverton



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:

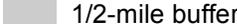
Signature: Date:

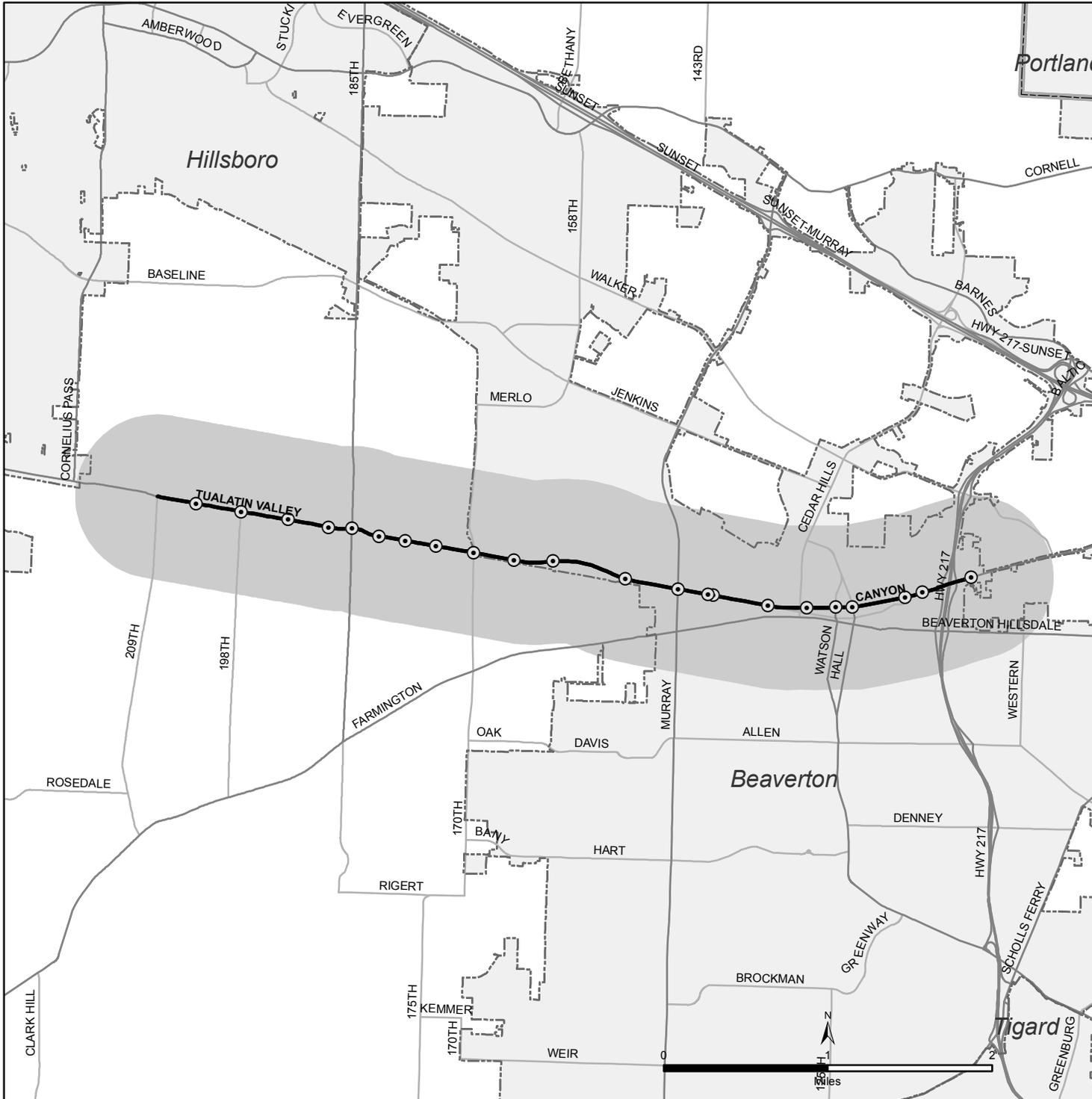
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

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

**TriMet STIP Application Attachment;
Highway 8 Corridor Safety &
Access to Transit
11.26.2012**

**Vicinity and Site Map;
Highway 8 Corridor Safety &
Access to Transit**

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



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

**ODOT Region 1 Approval to Submit STIP Enhance Applications on OR99W, US26, and OR8
2012.11.26**

From: FLOWERS Jeffrey A [mailto:Jeffrey.A.FLOWERS@odot.state.or.us]

Sent: Monday, November 26, 2012 7:08 AM

To: Kautz, Steve; WINDSHEIMER Rian M

Cc: JOHNSON Andrew * Andy; ROMERO Shelli; BROOKS Kelly S; Lehto, Alan; Owen, Jeffrey; Mills, Tom

Subject: RE: Advance Work on TriMet-R1 Partnership STIP Enhance Applications and your related guidance

ODOT Region 1 approves your request to submit this application on the following state facilities; OR99W, US26 and OR8 as you have listed below in your email.

Should your project be selected for the 150% list, ODOT will work with you to refine individual project elements and cost estimates.

Thank you

From: Kautz, Steve [<mailto:KAUTZS@trimet.org>]

Sent: Wednesday, November 21, 2012 4:04 PM

To: FLOWERS Jeffrey A; WINDSHEIMER Rian M

Cc: JOHNSON Andrew * Andy; ROMERO Shelli; BROOKS Kelly S; Lehto, Alan; Owen, Jeffrey; Mills, Tom

Subject: Advance Work on TriMet-R1 Partnership STIP Enhance Applications and your related guidance

Hello Jeff,

To confirm that TriMet will be submitting four (4) STIP applications in partnership with ODOT Region 1 and jurisdiction partners. Three of the projects on are on State system corridors, with ODOT as a co-sponsor on each (overviews attached):

1. Barbur-Pacific Hwy/99 from 5th & Broadway in Portland to Sherwood
2. Hwy 8 (segments on Canyon Rd. and TV Hwy) from 110th to 209th
3. Powell, from Powell & Milwaukie Ave. in Portland to Powell & Hood Ave in Gresham (project scope also includes the Division corridor in Portland and Gresham)

The fourth TriMet project is in the Cornell-Evergreen-229th corridor in partnership with Washington County, Beaverton and Hillsboro.

TriMet is also a co-sponsor and participant on three projects in relation to the McLoughlin corridor:

- 1) Harrison-King with City of Milwaukie;
- 2) N. Main and Transit Center Improvements with the City of Oregon City, and;
- 3) Mollala Ave. improvements with the City of Oregon City.

These three projects will support and complement TriMet service improvements in the McLoughlin corridor with PMLR opening fall 2015.

TriMet will also be sponsoring a project application for a community transportation service partner, Ride Connection (I understand Cora Potter at RC has spoken with you re: intentions).

I have attached overviews and maps for each of the projects with ODOT participation. Scoping discussions with Region 1 staff and city partners have highlighted opportunities for ODOT Region 1 participation in project scope, and in those cases TriMet is prepared to provide corresponding match for ODOT elements of scope, as needed. The scope/budget figures in these overviews are illustrative, as they preceded our most recent partner scoping mtgs. at Region 1 on 11/13, 11/19 and 11/20. The applications and project budgets will reflect all of the input we have received

Specific questions/confirmations:

- I understand that the project location detail for projects on the State system should include references to road/milepost ranges. What guidance can you offer on how we describe the corridor endpoints?
- Rian mentioned we should request a letter from Region 1 re: each application on State system - can you provide those letters and should those be attached in the apps?

We expect to have complete application docs available by midday on 11/26. Is there any other information you need in advance of our submittal?

I will be in the office 8-5 on Friday 11/23.

Thanks,
Steve

Manager, Service Programs
TriMet Planning & Policy Development
503-962-5859
kautzs@trimet.org



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



Denny Doyle, Mayor

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,

The City of Beaverton submits this letter in support of TriMet's Highway 8 STIP application for pedestrian safety and access improvements.

Beaverton is pursuing MTIP funding for streetscape improvements along Highway 8 between 110th Ave. and Hocken Rd. TriMet's Highway 8 STIP application would fund the necessary bus stop improvements associated with the streetscape improvements. Both efforts support Beaverton's *Creekside District Plan* and would improve access and safety along Highway 8. By working together, Beaverton and TriMet are leveraging state and regional funds to enhance the pedestrian experience in Beaverton's downtown.

As a result, I request that TriMet's Highway 8 pedestrian safety & access STIP application be approved for funding.

Sincerely,

A handwritten signature in black ink that reads "Denny Doyle". The signature is written in a cursive, flowing style.

Denny Doyle
Mayor



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 *Highway 8 Pedestrian Safety and Access to 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 has served on the TV Highway Corridor Plan Technical Advisory Committee and supports this project as it achieves many of the goals that have been identified through this planning process. 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 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,
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Jeanne Harrison,
Vice-President
Kelly Bantle,
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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

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November 27, 2012

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



Dear ODOT Region 1 STIP Project Selection Committee:

The Bicycle Transportation Alliance (BTA) would like to thank the STIP Selection Committee in supporting multi-modal transportation initiatives. We believe that our state deserves a transportation system that supports a healthier, more prosperous, and sustainable Oregon for everyone.

On behalf of the BTA, I am writing in support of the Highway 8 Safety and Access to Transit Improvements for the STIP program. While Oregon has made many smart transportation investments, there is still a long way to go to rebalance the system. Our over-invests in road expansions fails to require an adequate investment in bicycle, pedestrian, and transit systems, address safety throughout the state, or address disparities in transportation access for low income and diverse communities that have poor infrastructure and growing poverty. The Highway 8 Safety and Access to Transit Improvements application is a key example of how we need to invest money to rebalance our system and provide transportation safe and healthy transportation options for those who cannot or choose not to drive.

Projects such as the Highway 8 Safety and Access to Transit have the opportunity to expand the bicycle and pedestrian transportation system, improve financial security, economic development, and public health.

Financial security: Transportation is the second largest cost to most families, after housing. Investing in active transportation infrastructure allows people to reduce their overall transportation costs. Access to transportation choices is increasingly important to **financial security** as gas prices fluctuate. When households reduce their number of single occupancy trips, they are less impacted by volatile gasoline prices and therefore able to reduce their household expenditure on transportation. The result will be more money in the pockets of Oregonians and more **money for the local economy**.

Economic development: Funding complete streets is a wise investment. It allows us to maximize of the amount of mobility per dollar, reduce the number of overall automobile trips, and align multiple active transportation projects to create large-scale complete network.

Because of the Portland region's existing investments in active transportation and transit, citizens of the Portland region spend less than the national average on our transportation costs and realize what economist Joe Cortright refers to as a "Green Dividend." In the Metro region, people drive four miles per day less than the average US citizen; people spend \$1.2 billion less annually on driving related expenses. Of that \$1.2 billion, an estimated \$800 million circulates through the local economy that would have otherwise left the region.

We need increased investments in active transportation to give people the option of driving less. The result will be **increased dollars for Oregon to drive economic development.**

Public Health: The Centers for Disease Control, our nation's leading health agency, has determined that investing in active transportation is key to public health outcomes. Their current recommendations state:

"Expanding the availability of, safety for, and access to a variety of transportation options and integrating health-enhancing choices into transportation policy has the potential to save lives by preventing chronic diseases, reducing and preventing motor-vehicle-related injury and deaths, improving environmental health, while stimulating economic development, and ensuring access for all people."

In order to combat the negative health impacts of inactive lifestyles and auto travel, including obesity and asthma, we need to make walking, biking, and transit safer and more comfortable through investment in active transportation. Making the healthy choice the easy choice will benefit Oregon for generations by **reducing preventable diseases** associated with inactive lifestyles and help address disparities in access.

The BTA has found that public demand for healthy, non-polluting transportation alternatives is growing rapidly. We support the Highway 8 Safety and Access to Transit project for the STIP program.

Sincerely,

Susan Peithman, Statewide Advocate