



Transportation Project Sponsors

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

Organization Name: Washington County	
Contact Person Name: Shelley Oylear	Title: Bike/Ped Coordinator
Street Address: 1400 SW Walnut Street, MS18	Phone: (503) 846-7819
City, State Zip: Hillsboro, OR 97123-5625	
E-mail: shelley_oylear@co.washington.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:

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

	Project Funds	% of Project Costs
Total Costs	\$2,000,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$2,000,000	100%
Matching Funds	\$400,000	20%
Requested Funds	\$1,600,000	80%

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

Significant gaps exist in the urban arterial/collector roadway bicycle network in Washington County. The County acknowledges the need to increase bicycle safety, connectivity, and accommodate a wider range of ages and abilities. Existing local and neighborhood streets present an opportunity to meet these needs quickly and at a relative low cost. Enhancements to a network of low speed, low-traffic streets will offer alternatives to incomplete bike lanes on major streets and a more visible, safe, efficient, and comfortable experience for people who live, walk, and bike on them. The County is seeking funding to design and construct improvements of up to 10 miles of neighborhood streets, implementing current TGM-funded planning work to develop a Neighborhood Bikeway Plan.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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

- Yes No

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

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

- Yes No

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

8. Project Problem Statement–REQUIRED

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

As of 2011, there were approximately 200 miles of urban collector and arterial roadways in Washington County, half of which lack bike lanes. Filling the gaps on these roadways will take substantial investments and many years to complete. Even with completed bicycle lanes on high volume, high speed urban roadways, many bicyclists or potential bicyclists are not comfortable riding on these facilities. How does the County efficiently and cost effectively improve connectivity to encourage travel by bicycle and accommodates a wider range of bicyclists of all ages and abilities?

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text"/>	County: <input style="width: 90%; border: none;" type="text" value="Washington County"/>
MPO: <input style="width: 90%; border: none;" type="text" value="METRO"/>	Special District: <input style="width: 90%;" type="text"/>

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

Urban unincorporated area of Washington County, adjacent/parallel to major state and county roadways -designated Neighborhood Bikeway routes

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



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

<input type="radio"/> Attached/Upload <input checked="" 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 type="radio"/> Attached/Upload <input checked="" 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)

Washington County is seeking funding to design and construct improvements to implement several neighborhood bikeway projects. Regional goals aim at increasing the commuting mode share of bicycling and walking by nearly three-fold over the next 25 years. This is complicated by the fact that a recent inventory of bicycle and pedestrian facilities on urban arterials and collector roadways in Washington County indicate a lack of network connectivity. Research indicates that there is a strong preference by cyclists for streets with bicycle boulevard features, which suggests that they may be a key tool for attracting new cyclists who are typically less comfortable riding in traffic or along major roadways.

According to a recent survey of over 1,000 Washington County residents there is a strong desire for improved walking and bicycle opportunities that provide a safe, efficient, and comfortable experience. The County acknowledges the need to increase safety and accommodate bicyclist and walkers with a range of abilities. This has resulted in a new mid-block crosswalk policy and bicycle facility design toolkit. In this time of constrained resources, we need ensure that we are utilizing our existing system to meet our community needs. Existing local and neighborhood streets present an opportunity meet these needs quickly and at a relative low cost. Enhancements to a network of low speed, low-traffic streets offer alternatives to incomplete bike lanes on major streets and provide a more visible, safe, efficient, and comfortable experience for people who live, walk, and bike on them.

Many of the trips we take as Americans are short. According to the 2009 National Household Travel Survey 41% of our trips are 3 miles or shorter and 67% of those trips are made by automobile. Many of these trips could easily be made by bicycle rather than with a vehicle with a connected bicycle network that is comfortable for bicyclists from 8 to 80 years old. Washington County's



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

neighborhood bikeways will serve all users for local trips, but will also facilitate longer regional trips where there link to trails and other bicycle facilities.

Neighborhood bikeways offer multiple benefits to the State, County, neighborhoods, and people, such as: more efficient traffic flow, fewer collisions, increase in local economic activity and real estate values, more opportunities for physical activity leading to better public health, reductions in auto emissions, and more pleasant streets.

Washington County's Department of Land Use and Transportation division received a Transportation and Growth Management (TGM) grant in 2012 from the State of Oregon to identify a network of neighborhood greenway streets and enhancement strategies. This grant would implement projects that build on this planning document and tools.

The proposed projects would design and construct miles of neighborhood bikeways on low speed and low traffic streets by applying the neighborhood bikeway treatments and design elements developed through the TGM grant. Enhancements may include: way finding signage, traffic calming treatments, and improved intersection or roadway crossing treatments. The costs of enhancements are estimated at an average cost of \$200,000 per 1 mile. The County request for \$2 million would complete up to 10 miles of neighborhood bikeways.

Project development will involve close collaboration with neighboring residents and bicyclists in a way that responds to specific issues along the route. Our desire is to complete enhancements on as many miles of neighborhood bikeways as possible with available funds.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input 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
Spring 2017	Bid Let Date
Spring 2017	Construction Contract Award
Fall of 2017	Construction Complete
0	Capital Equipment Purchase
Fall 2017	Operations/Service Begin
	Other Major Milestone:
End of 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.

The current 2020 Transportation System Plan includes elements that support the development of low traffic and neighborhood/local streets for bikeways.

Bicycle Element Policy 15.6 - Coordinate with cities to identify wide streets with low traffic volume that are appropriate for signing as bicycle routes to enhance safety and connectivity and to supplement the system of bicycle lanes and paved shoulders found on the major street system. Bicycle Element Policy 15.7-Consider improvements to enhance bicycle safety on a case by case basis on minor roads (Neighborhood Routes and lower classifications) where factors such as traffic volume, terrain, road conditions and/or intensity/frequency of use warrant such improvements. In such instances, the design and type of improvements shall be determined through the project development process.

Bicycle Element Policy 15.9-Construct interim bicycle facilities, as appropriate, on existing streets that are not built to ultimate standards where the construction of full street improvements is not practicable or imminent.

A TSP update is scheduled to be completed in 2013. The update will likely include adoption of designated Neighborhood Bikeways and additional descriptions-guidelines of this type of bikeway that will be informed by the TGM grant.

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 project is consistent with OTP Strategy 1.1. The project improves the efficiency and operation of the existing transportation for multi-modal users with minor improvements for long term system benefits. Neighborhood bikeways utilizes existing low traffic, low speed streets and adds enhancements to create a safe and efficient network of bicycling routes for people of all bicycling abilities.

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?

To complete gaps in bicycle facilities on many major streets and state routes would be costly and take many years to construct, neighborhood bikeways would leverage existing local streets to bridge these gaps. The project would increase bicycling connectivity for local trips and potentially reduce the number of vehicle trips using major streets/state facilities such as TV Highway for these trips. In a less dense, suburban environment neighborhood bikeways facilitate first mile/last mile connections to transit lines/stations and destinations. Increasing trips by other modes such bicycling and transit has the potential to delay the need for some vehicle capacity improvements on major roadways.

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?

Neighborhood Bikeway Projects will:

- Improve bicycle network connectivity by completing gaps in bicycle system
- Increase travel options and opportunities for local trips and connections to transit in the area for a more integrated transportation system
- Attract a wider range of users by creating a bicycling environment for people of all bicycling abilities that is safe, convenient and easily understood
- Improve efficiency for bicyclists while increasing safety for all users

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?

Neighborhood bikeways:

- Complete gaps in the bicycle network by utilizing existing low traffic, and low speed streets that the urban population has easy access to.
- Project would increase options for residents to bike to local businesses, and access transit instead of driving outside of the area resulting in lower traffic, improved air quality, support of local businesses, and healthy active transportation.
- The network of bikeways provide connectivity to local businesses as well as links to jobs and employment areas including facilitating first mile/last mile connections to transit lines and stations.
- Vulnerable road users and will greatly benefit from neighborhood bikeways improvements that reduce the number of potential conflicts with vehicles and improve connectivity and safety

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?

Neighborhood bikeways provide:

- increased options for residents to bike to local businesses, and access transit instead of driving outside of the area resulting in lower traffic, improved air quality, support of local businesses, and healthy active transportation.
- connectivity to local businesses as well as links to jobs and employment areas including facilitating first mile/last mile connections to transit lines and stations.
- more options for recreational rides and opportunities for bicyclists, especially those that are less experienced.

Way finding signage is one enhancement to neighborhood bikeways that support a variety of of trips and destinations.

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?

Neighborhood bikeways

- Supports a transportation system and land use patterns that reduce transportation-related emissions that contribute to climate change
- Encourages use of bicycle for transportation as an alternative to motor vehicle or to connect to transit, contributing to reductions in air pollution caused by fossil fuels.
- Utilize and enhances existing facilities rather than creating new facilities.
- Make bicycle facilities more accessible for all abilities and encourages physical activity, supports healthy lifestyles.

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?

Neighborhood bikeways

- Support a transportation system and land use patterns that reduce trip length and encourages local trips
- Increase convenience and availability of healthy, active and affordable travel options
- Include design elements for safe and convenient bicycling that could encourage county residents to bicycle as a means of transportation and recreation. Bicycle facilities that are more inclusive of all abilities by design could also impact health outcomes for county residents across the lifespan
- Create livable places where traffic does not detract from enjoyment and social interactions of neighborhoods.

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?

-Neighborhood bikeway projects will encourage walking, and bicycling by increasing safe and convenient connections to transit, as well as shops, schools, and parks in the area.

-Improving bicycle and pedestrian facilities increase opportunities for physical activity and encourage recreational cyclists, non-cyclists and pedestrians to be more physically active. This could eventually reduce chronic disease rates, decrease traffic fatalities, and improve air quality in Washington County

-Involving residents in the development of the neighborhood bikeways will develop a sense of ownership and connection to the community.

-Neighborhood bikeway elements can make a neighborhood more aesthetically pleasing and interesting place to live, play and explore.

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?

-Providing alternatives to major streets for bicyclists is expected to reduce frequency and severity of bicycle-vehicle collisions.
-Improve safety for vulnerable road users such as disabled, students, and seniors, to reach necessary services, shopping, parks, schools and transit.
-Neighborhood bikeways will have distinctive elements or treatments such that bicyclists are aware of the facility and motorists are alerted to the presence of bicyclists.
-Routes will concentrate bicycles on routes where frequency of riders and treatments increase safety and visibility of a street as a bicycle route.
-Treatments along the neighborhood bikeways will benefit motorists as well as walkers by maintaining low travel speeds and volumes, increasing safety.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

The projects will provide a safe connection and expand travel opportunity for those who have difficulty obtaining transportation because of age, income, or mental or physical disability, including students to safely travel to school. The enhanced facilities can be a family's gateway to transportation choice, reducing the burden of transportation costs, which would be important to many in areas with a high percentage of low income families. The neighborhood bikeway projects can be implemented equally in all areas of the urban County and supports existing safe routes to school efforts as well.

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?

In this time of constrained resources, we need to ensure that we are utilizing our existing system to meet our community needs. Existing local and neighborhood streets present an opportunity to meet these needs quickly and at a relative low cost. Neighborhood bikeways are a strategy to leverage the existing transportation system to support transportation alternatives that results in a balanced, multi-modal transportation system. Enhancements to local and neighborhood streets can be built at a much lower cost and implemented more rapidly while substantially increasing network connectivity, safety, and convenience. An existing Urban Road Maintenance District collects property taxes for maintenance of local and neighborhood streets in the urban unincorporated areas of Washington County. This district already maintains traffic calming features and would maintain other neighborhood bikeway treatments.

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	\$80,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$170,000	
Environmental Work	\$0	
Coordination and Outreach	\$50,000	
Leased Space	\$0	
Building purchase and/or Right of Way	\$0	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$300,000
Utility Relocation	\$0	
Construction	\$1,700,000	
Construction Project Costs Total		\$1,700,000
Total Eligible Project Cost		\$2,000,000
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	Washington County	\$400,000	20%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$400,000	20%

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.