



FOR COUNCIL MEETING OF:
AGENDA ITEM NO.:
PUBLIC WORKS FILE NO.:

June 28, 2010
4.3 (j)

TO: MAYOR AND CITY COUNCIL
THROUGH:  LINDA NORRIS, CITY MANAGER
FROM: PETER FERNANDEZ, P.E., PUBLIC WORKS DIRECTOR 
SUBJECT: ODOT PEDESTRIAN AND BICYCLE GRANT PROGRAM APPLICATION

ISSUE:

Shall City Council authorize the City Manager to submit an application to the Oregon Department of Transportation Pedestrian and Bicycle Program for construction of pedestrian and bicycle crossing medians on 12th Street SE at Mill Street SE and on 17th Street SE at Mill Street SE, and authorize the City Manager to execute any and all grant documents and accept any and all grant funds for use consistent with the grant application? (See Attachment 1, Vicinity Map.)

RECOMMENDATION:

Staff recommends that City Council authorize the City Manager to submit an application to the Oregon Department of Transportation Pedestrian and Bicycle Program for construction of pedestrian and bicycle crossing medians on 12th Street SE at Mill Street SE and on 17th Street SE at Mill Street SE, and authorize the City Manager to execute any and all grant documents and accept any and all grant funds for use consistent with the grant application.

BACKGROUND:

ODOT's Pedestrian and Bicycle Program periodically offers grants for the construction of bicycle and pedestrian improvement projects on public right-of-way. This competitive grant program is open to cities, counties, and other government agencies. The total amount available statewide for Fiscal Years 2012/2013 (July 2011 - June 2013) is estimated at \$5 million. Due to the competitive nature of this program, only about one out of five applications has received funding in previous grant cycles. In the past, the City has applied for and received grant funds from this program for the construction of the following projects:

1. Mission Street SE median east of 17th Street SE to west of Hines Street SE
2. Cordon Road SE bicycle lanes between Highway 22 bridge and MacLeay Road SE
3. Enhanced pedestrian crossing at the intersection of Marion and Summer Streets NE

4. 12th/13th Streets SE bicycle lanes between McGilchrist and Mission Streets SE
5. Pedestrian crossing improvements at the intersection of Mission Street SE and Church Street SE
6. Safety improvements at the intersection of Commercial Street NE, Front Street NE, and Riviera Street NE

FACTS AND FINDINGS:

The ODOT Pedestrian and Bicycle grant program only accepts one application per city or county. Additional information on the project solicitation is included in the attached letter to Oregon cities and counties (Attachment 2).

To select a project to submit for this grant opportunity, City staff reviewed the list of projects proposed in late 2009 by neighborhood associations and others as part of the Streets and Bridges Bond Measure. This list contains approximately 150 needs relating to bicycle and pedestrian travel in Salem. Staff evaluated this list of projects and other suggestions from the Vision 2020 Bicycle and Pedestrian Working Group against the grant eligibility and scoring criteria. Based on this review, staff recommends that the City submit an application to enhance the bicycle and pedestrian corridor along Mill Street SE with construction of median islands on 12th and 17th Streets SE.

Mill Street SE is a signed bicycle route connecting neighborhoods of east Salem to Willamette University and the downtown core. The route on Mill Street SE extends from 24th Street SE to 12th Street SE. On the eastern end, it connects via Trade Street SE to 25th Street SE and from there to the bike lanes on State Street. On the western end, the route connects to the 12th Street Pedestrian Promenade adjacent to the Union Pacific Railroad and to bike lanes on 12th Street SE, south of Mill Street SE, and on Bellevue Street SE and Pringle Parkway SE. This route also serves Richmond Elementary School and Park and Bush Elementary School and Park.

The scope of the proposed project includes two components:

1. Construct a median island on 17th Street SE at Mill Street SE to facilitate pedestrian and bicycle crossing of this minor arterial. The proposed median island would be installed on the south side of the intersection and would eliminate the northbound left-turn movement from 17th Street SE onto westbound Mill Street SE. Traffic counts conducted in the spring of 2010 reveal that this change would impact approximately 183 vehicles per day (approximately 3.6 percent of the total northbound traffic on 17th Street SE at Mill Street SE). Alternate routes exist via Bellevue and Trade Streets SE. Staff intends to conduct a test of this median and additional public outreach later this summer.
2. Construct a median island on 12th Street SE at Mill Street SE to facilitate pedestrian and bicycle crossing of this major arterial. The median island would be constructed on the south side of the intersection and would have no impact on


turning movements. The project would include removing sidewalk on the north side of Mill Street between the railroad tracks and 12th Street SE since this sidewalk does not connect to any pedestrian facilities. While there is a pedestrian over-crossing of 12th Street SE near this intersection, it is a private crossing owned by Willamette University with the eastern end terminating on the secure grounds of Tokyo International University. There is evidence of existing demand for pedestrian crossing on 12th Street SE at this uncontrolled intersection.

This project will compliment the Railroad Safety Improvement Project planned for the intersection of Mill Street SE and the Union Pacific Railroad. This Streets and Bridges Bond project will complete the southern end of the 12th Street Pedestrian Promenade and enhance the connection of this facility to Mill Street SE. While this is a separate project, taken together, these two projects will significantly enhance the Mill Street SE bike route.

This project is located within the boundaries of the Southeast Salem Neighborhood Association (SESNA) and on the eastern edge of the Central Area Neighborhood Development Organization (CAN-DO). Both elements of the proposed project were included in the top four priorities for pedestrian and bicycle safety projects recommended by SESNA in December 2009. Staff will coordinate project details with both neighborhood associations.

The total cost of the project is estimated to be \$202,000. This grant program requires a minimum match of 10 percent, with bonus points added for voluntary overmatch. Staff recommends that the City request \$170,000 in grant funds and provide the remaining \$32,000 from City Bicycle and Pedestrian Funds (one percent gas tax set-aside).

The applications for this grant program are due on July 9, 2010. Projects will be selected by the Oregon Bicycle and Pedestrian Advisory Committee at their meeting in October 2010. Applicants will be notified of awards by January 2011. The first half of the requested funds will be available July 1, 2011. Projects should be completed by October 2013.



Mark Bechtel, AICP
Parks and Transportation Services Manager

Attachments:

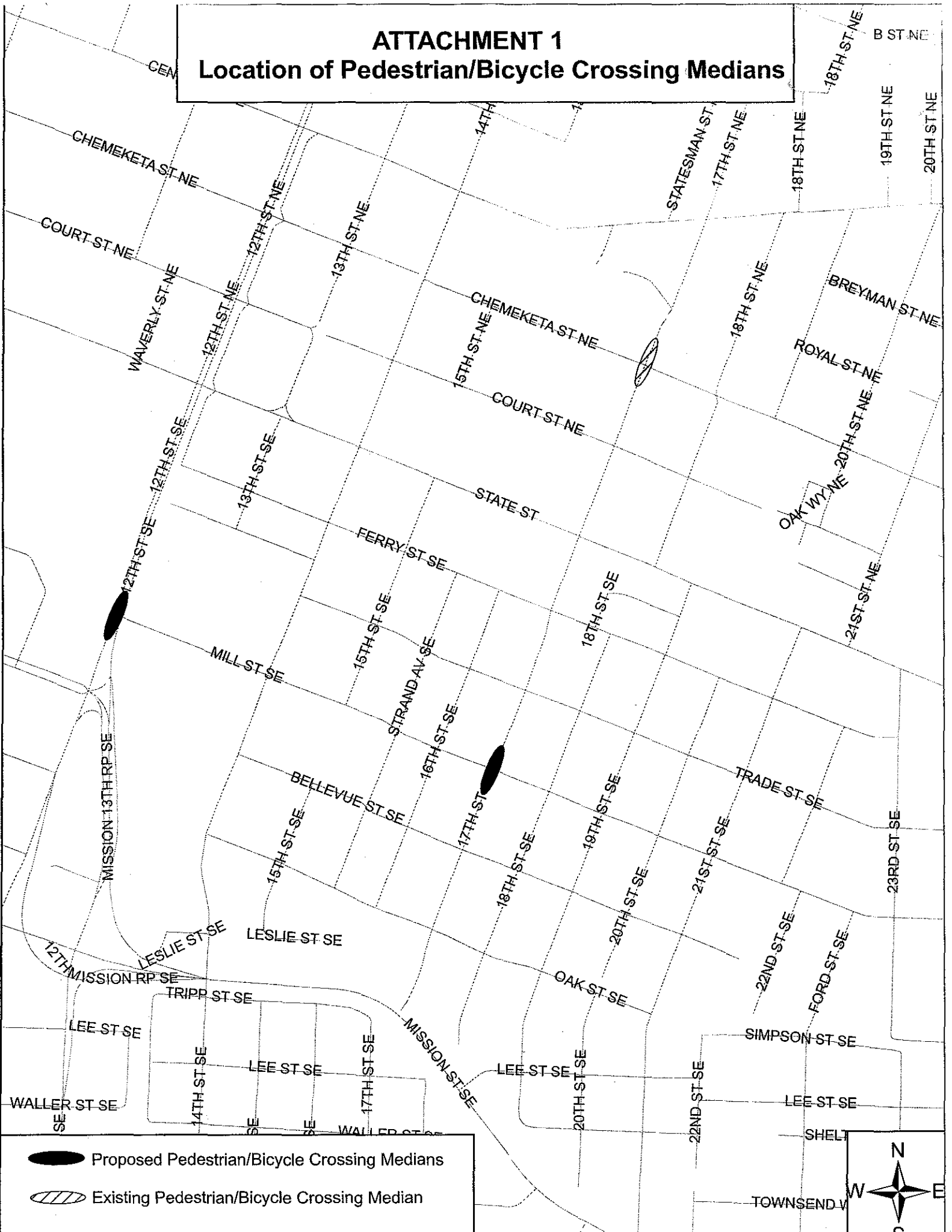
1. Vicinity Map
2. Letter to Oregon Cities and Counties, April 20, 2010

Ward 2

June 17, 2010

ATTACHMENT 1

Location of Pedestrian/Bicycle Crossing Medians





Theodore R. Kulongoski, Governor

Department of Transportation
Bicycle & Pedestrian Program
355 Capitol Street NE
Room 222 Transportation Building
Salem, OR 97301-3871
Telephone (503) 986-3555
FAX (503) 986-3749

DATE: April 20, 2010
TO: OREGON CITIES AND COUNTIES
FROM: Sheila Lyons, P.E.
Bicycle and Pedestrian Program Manager
SUBJECT: Pedestrian and Bicycle Grants

The Oregon Bicycle and Pedestrian Program is accepting grant applications for pedestrian and/or bicycle projects for Fiscal Years 2012/2013. The total amount available is approximately \$5,000,000. Past grant cycles have been very competitive; about one out of five projects typically gets funded. All the materials needed to apply are available online at <http://www.oregon.gov/ODOT/HWY/BIKEPED/grants1.shtml>.

Paper copies of the application materials can be obtained by contacting this office. **ALL PROJECT ELEMENTS MUST BE WITHIN A STREET RIGHT OF WAY.** Please contact our office if you have questions about your project's eligibility (Sheila Lyons (503) 986-3555 or Rodger Gutierrez (503) 986-3554.)

Please read the following information carefully before applying;

Think BIG

The Oregon Bicycle and Pedestrian Advisory Committee invites you to think big, think bold, think comprehensive, when developing your proposed projects. OBPAC is interested in funding a limited number of large projects that fully meet the grant program goals (enclosed.) The Committee is interested in show case projects that demonstrate the significant role walking and bicycling can play in the transportation network. To encourage high quality projects with community wide impacts OBPAC is increasing the maximum amount that can be awarded on any one project to \$1 million.

ALL PROJECT SIZES ARE STILL ELIGIBLE and the majority of awards will be in the \$25,000 to \$500,000 range. However, the Committee will consider awarding a limited number of large projects – up to one million dollars each. These signature projects must meet the program goals, provide community wide impacts, demonstrate that walking and bicycling can make significant contributions to our transportation needs and must include the highest quality design elements. Show case projects should:

- Be supported by local planning documents: Transportation System Plans, Master Plans, Comprehensive Plans, etc.
- Give walking and bicycling parity with motor vehicle travel
- Demonstrate innovation
- Demonstrate community commitment to walking and bicycling

Show case projects proposals will be strengthened by leveraging Oregon Pedestrian and Bicycle Program grants with other funding sources; serving regional needs or reflecting regional cooperation and

including before and after studies to demonstrate the projects impact on mode splits, facility use or other metrics that document the contribution walking and bicycling make to the transportation system.

General provisions:

1. Only one application per city or county will be accepted.
2. Jurisdictions with a current grant must complete the project before October 1, 2010 in order to be considered for a 12/13 grant.
3. **Projects must be situated within the public right-of-way of a state highway, county road or local street.** Minor right-of-way purchasing for widening is allowable. Points can be awarded for adjacent, related improvements made outside the ROW at the agency's cost.
4. There must be support for the project from local elected officials; someone with budget authority must sign the appropriate box on the signature page.
5. There is no maximum grant amount per project;
6. There is a **minimum 10% match** required. A voluntary match over 10% will be accepted and will receive bonus points. In-house engineering and design can be considered as match.

Project information:

1. Eligible projects include, but are not limited to: sidewalk infill, pedestrian crossings, intersection improvements, critical gap infill, streetscapes, bike boulevards, and minor roadway widening for bikeways. Projects should include features that enhance walking and bicycling, such as: landscaping, lighting, bicycle parking and other features.
2. Projects that include automobile capacity improvements are **not eligible**.
3. New road construction or road reconstruction projects are **not eligible**, as walkways and bikeways must be provided on these projects by law (ORS 366.514);
 - However, projects that add walkways or bikeways to road resurfacing or other maintenance projects are **encouraged**, as efficiencies and cost savings can be gained with this approach.
4. If your proposal adds sidewalks to a state highway, check with the local ODOT District office to see if another project is scheduled there, as sidewalks may be eligible for other ODOT funding sources.
5. Environmental, right-of-way or railroad impacts should be minimal, or have been resolved prior to applying.
6. **Design standards count heavily in project scoring.** 5' curbside sidewalks or projects that do not adequately enhance the walking or bicycling environment do not fare well in the competitive process.
7. Special consideration will be given to projects that:
 - Show a high level of design and a significant number of preferred design elements (see criteria).
 - Show innovation in design.
 - Are located on significant routes.
8. Please refer to the scoring criteria ODOT uses for technical screening to understand the factors ODOT and the Oregon Bicycle and Pedestrian Advisory Committee will consider in project selection. The scoring criteria are available online: <http://www.oregon.gov/ODOT/HWY/BIKEPED/grants1.shtml>.

Timeline:

1. **All Applications must be postmarked by JULY 9, 2010.**
2. Projects on state highways must be pre-approved by local ODOT staff before submission; **applications must first be turned into the local ODOT District Office by June 1, 2010** to give ODOT staff time to review or suggest modifications to your proposal and reply to you before the July 9th deadline.
3. Final project selection will be made by the Oregon Bicycle and Pedestrian Advisory Committee (OBPAC) at their October '10 meeting; applicants will be notified by January 2011.
4. If your project is selected:
 - The first half of the requested funding will be available July 1, 2011.
 - It is the applicant's responsibility to develop construction plans, advertise for bids, hire a contractor, administer the project and inspect the work.
 - Projects should be completed by October 2013.

To obtain an electronic application:

The application form has changed. You must submit your application on the current form. Download it at <http://www.oregon.gov/ODOT/HWY/BIKEPED/grants1.shtml>.

If you have trouble downloading the forms, we will email them to you (Jaime.m.patzer@odot.state.or.us or peter.v.ignatovitch@odot.state.or.us). The application form is designed to be downloaded then filled in on your computer, then printed and mailed to us. **We will reject applications that do not follow the directions or that are not submitted on the form provided.** Please contact our office well before the deadline if you need help filling out the application or need a paper copy.

GOOD QUALITY MAPS and drawings help sell your project and convey a lot of information to reviewers. Please see application instructions for information on providing the required maps. A hand drawn map is OK if it clearly provides the information needed. Color maps are allowed, but not required.

A maximum of four, one page, letters of endorsement will be accepted. Cover letters may be provided, but are not forwarded to the committee for review. A good project speaks for itself, clarity and brevity will help reviewers better understand your project.

Please reference the following attachments:

Pedestrian and Bicycle Grant Program Goals
2012-2013 Grant Program Goals

cc: ODOT District, Area & Region Managers & ODOT Planners
League of Oregon Cities
Association of Oregon Counties
DLCD TGM Program
ACTS Oregon
Local COG's & MPO's
Governor's Economic Revitalization Team
Oregon Downtown Development Association
OBPAC

**PEDESTRIAN & BICYCLE GRANT GOALS
2012-2013 ODOT Pedestrian and Bicycle Program**

The Oregon Bicycle and Pedestrian Advisory Committee has established these Goals to guide them in review and award of the 2012-2013 Grants

Legacy

- Is this a key project of lasting value to the local, region, statewide community?

Quality

- Will this project make a qualitative difference in the bicycling or walking experience?

Need

- Is this the highest priority project for the community? Does it benefit the WHOLE community?

System

- Is this project an important link, addition, extension or beginning to a comprehensive bicycling or walking network? Is it on a major bicycling or walking network?

Community Building

- Does this project enhance the livability of the community or contribute to economic stability or development?

PEDESTRIAN & BICYCLE GRANT RATING CRITERIA
2012 – 2013 ODOT Pedestrian and Bicycle Program

ODOT staff will look at the following factors when determining if a project should be advanced on to the Oregon Bicycle and Pedestrian Advisory Committee for consideration.

1. Will the project be an important part of a bikeway or walkway system? (15 Points)

- *Projects should provide a direct route, link or complete a system, or be an essential core route that serves many users. Projects that extend an existing facility rank well. Isolated projects with no linkage are not well received.*

2. What are the types of land uses served by the project? (15 Points)

- *Projects that serve multiple land uses fare well: residential; commercial; school; institutional; employment; scenic/park/recreation/tourism. Projects in mixed-use neighborhoods receive high consideration.*

3. What is the potential daily usage (relative to projects in similar locations)? (15 Points)

- *Projects with very high or high potential use fare better than projects with low use.*

4. Current conditions: is the existing roadway a deterrent to bicycling or walking? (15 Points)

- *For projects that provide sidewalks or bikeways along a roadway, the following factors are considered: narrow roadway with high traffic volumes, curves, other safety factors such as truck volumes, motor vehicle speeds etc.*
- *For projects that provide a pedestrian crossing or improve an intersection, the following factors are considered: high traffic volumes, motor vehicle speeds, excessive width, numerous driveways, skew, sight distance, type of traffic control etc.*

5. What is the level of community support? (5 Points)

- *Do the support letters indicate that this is the highest priority project for the community? Projects that benefit the whole community fare better than projects that benefit a single neighborhood.*

6. Does the project provide for both bicyclists and pedestrians? (5 Points)

- *Not every project need provide for both modes but projects that will serve both modes get a small boost.*

7. What project design features enhance the walking or bicycling experience? (30 Points)

- *Projects that incorporate high quality design elements fare well. Examples of design elements and their level of quality are listed below for REFERENCE ONLY. This is not a complete list All designs should be appropriate to their context. For examples, see the grant page website: <http://www.oregon.gov/ODOT/HWY/BIKEPED/grants1.shtml>*
- *Is everything included that should be to mitigate the project's need? Are design elements, quantities and widths appropriate? Is this the right solution to the problem?*

Do these design elements align the project with the goals of the grant program? (LEGACY – Is it a key project of lasting value to the community? QUALITY – Will this project make a qualitative difference in the bicycling or walking experience? NEED – Is this the highest priority project for the WHOLE community? SYSTEM – Is this project an important link, addition, extension or beginning of a comprehensive bicycling or walking network? COMMUNITY BUILDING– How much does the project enhance livability and economic stability? See enclosed program goals)

Good	Better	Best
Separated Sidewalks	Wide Sidewalks	Projects that provide a superior bicycling or walking experience; that model best design practices and that will provide excellent access to bicycling and walking modes
Bio-swales	Road Diets	Context Appropriate Design
Shoulder Widening	Median Islands	Complete Streets
Bike Lanes	Traffic Calming	Bicycle Boulevards
Audible Pedestrian Signals	Pedestrian or Bicycle Route Signing	In ROW Bike Parking
Pedestrian Countdown Signal Heads	Bicycle Signal Activation Buttons	Curb Extensions
	Pedestrian/Bicycle Bridges	Pedestrian Scale Street Name Signs
	Bike Signal Detector Loops	Covered Bike Parking
	Storm Water Gardens	Buffered bike lanes
	Landscaping	Pedestrian Crossings
	Pedestrian Scale Lighting	On-site Storm Water Treatment
	Transit Stop Enhancements	

Bonus points are assigned to projects that:

- *Provide a connection to another mode (transit, car pool) (5 Points)*
- *Provide a match over and above the minimum 10%. (1 Point per 5% over, up to 5 Points)*
- *Are located on or connected to an officially designated scenic bikeway, Oregon Coast Bike Route or Historic Columbia River Highway (5 Points)*