



FLEXIBLE FUNDS PROGRAM

APPLICATION FOR PROJECT FUNDING

Please read [directions](#) before completing this application.

Part 1: Basic Requirements for Project Consideration

Applications will be screened for further consideration based on the requirements below.

1. Project meets FHWA requirements for eligibility and funding requirements for the STP Program.
2. Project is sufficiently developed to be ready for construction or for implementation if a program, service, or planning project and can be obligated by 9/30/11. (Construction projects should be "shovel ready.")
3. Applicant is a governmental entity eligible to receive STP funds.
4. The funding level requested is within the range identified for this program. Minimum project size is \$50,000 (federal share excluding match) maximum size is \$2.1 million (federal share excluding match).
5. Applicant has identified the required minimum 10.27% match for FHWA funding.
6. Project demonstrates local political and financial support.
7. Project clearly and effectively plans for and/or addresses a critical system need or gap.
8. Expected results are achievable and, where appropriate, quantifiable.

OFFICE
USE ONLY

Eligible?
☐ Yes
☐ No

Part 2: Applicant Information

AGENCY NAME

City of Portland Bureau of Transportation

CONTACT PERSON NAME

Dan Bower

PHONE

503-823-5667

MAILING ADDRESS

1120 SW 5th Ave, Suite 800

FAX

503-823-7576

CITY, STATE, ZIP

Portland, OR 97204

E-MAIL

dan.bower@portlandoregon.gov

Part 3: Project Information

The request for funding will be evaluated and scored based on answers in this section; 100 possible points.

PROJECT NAME

Going to the River

SCORE

1. Project description

- a. Indicate the type of work envisioned (i.e., Transit, TDM, Bicycle and Pedestrian) and briefly describe the project. Explain how the project is consistent with the Program Goals and Project Eligibility described in Part E of the Directions. *Please limit your response to 500 words or less:* (10 points)

The *Going to the River* project is a multi-modal project that will bundle investments in bicycle, pedestrian, transit and transportation demand management (TDM) projects to optimize access to one of the state's largest employment centers: Swan Island in North Portland. The project focuses on improving access to Portland's premier Neighborhood Greenway, North and Northeast Going Ave from 72nd Ave to Swan Island. The *Going to the River* project calls for (see attached map):

- A. Expanding Portland's bicycle network 2.8 miles by extending the Going St. Neighborhood Greenway from N. Vancouver Ave to N. Interstate Ave, and on N. Michigan from N. Fremont to N. Rosa Parks Way. These connections provide a vital link from North and Northeast Portland neighborhoods to the thousands of jobs and recreational trails on Swan Island.

¹ - Podobnick, Bruce: 200 5, Pollution in Portland: Toxic Emissions in the Metropolitan Area <http://legacy.lclark.edu/~podobnik/TR105.pdf>

- B. Planning for and building a twelve-foot wide shared-use path from N. Interstate Ave to N. Greeley Avenue on the north side of Going St. The new path will provide signage and connections to the new N. Concord Neighborhood Greenway.
- C. Completing trail work on N. Ballast St., a portion of the Willamette Greenway Trail between N. Channel and Lagoon Avenues, providing a multi-modal connection to Daimler North America.
- D. Building a sidewalk extension of Willamette Greenway Trail at N. Channel Ave. to Shipyard Commerce Center.
- E. Completing sidewalk gap on N. Basin Ave. and Willamette Greenway Trail from N. Lagoon and N. Ballast to the Waud Bluff Trail at the north end of Basin Ave.
- F. Aggressive and expanded TDM programming to residents and businesses in North and Northeast Portland (including Swan Island employers) promoting and encouraging use of the new facilities.

The *Going to the River* project is consistent with the goals of Oregon's Flexible Funds Program as adopted by the fund's steering committee. The project is supported by residents, property owners and large employers in the area. By providing these strategic and focused investments, the project will provide significant and sustained reductions in carbon emissions in North Portland neighborhoods adjacent to the congested I-5 corridor where asthma rates are 57% higher (12.4%) than the national average (7.9%)¹. The project provides multi-modal connections and uses proven TDM strategies to ensure a competitive return on investment at \$0.12 per vehicle mile reduced and keeping \$1.4 million in the local economy each year by reducing demand for foreign oil.

The *Going to the River* project is a model multi-faceted project. Individually, none of the project's components will be the catalyst of change needed to meet the State or City's adopted carbon reduction or health goals. When coordinated, however, the sum of the project's parts make for an attractive and valuable investment in Portland's growing multi-modal transportation system in an area of town rich in diversity, history and jobs.

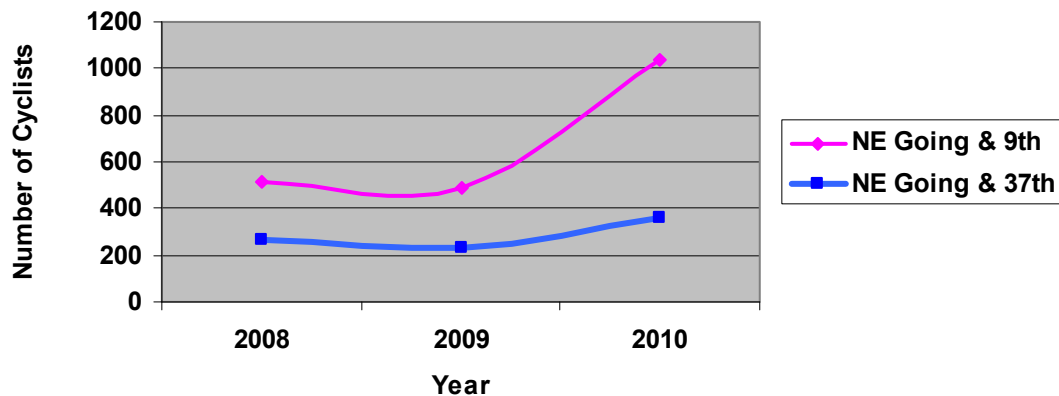
b. Amount of request:.....\$2,093,372

2. Explain how the project meets each of the program criterion categories in Part G of the directions:

- a. Connectivity, integration and overall benefit to the transportation system. (20 points)**
Please limit your response to 500 words or less:

The City of Portland began planning work for the Going Street Neighborhood Greenway in 2006. The first segment, from N. Vancouver to NE 33rd Ave opened in May 2010 and has been an unparalleled success in transforming a city street into an area where people of all ages feel comfortable walking and biking. Bicycling rates doubled on Going St. between 2009 and 2010, with over 1,000 cyclists using the route every day in 2010.

24 Hour Bicycle Counts: NE Going Ave 2008-10



While many cities may be satisfied with a three-fold increase in bike use, the City of Portland has a plan to unlock the full potential of what is quickly becoming one of the country's most outstanding bicycle facilities. By making connections to the greenway throughout the North and Northeast Portland travelshed, projects like *Going to the River* will connect employees and Portland Community College (PCC) students to one of the State's largest employment centers in Swan Island. Once the facilities are in place, the City will launch its award winning SmartTrips Portland program in the neighborhoods surrounding the Going St Neighborhood Greenway and market the connections through a new TDM program tied to the construction of the facilities.

The *Going to the River* project also completes a network of sidewalks and paths on Swan Island that connect to the Willamette Greenway Trail, the Waud Bluff Trail and the future North Portland Greenway - all of which provide safe places for families as well as employees to walk and bike to destinations on the island. Once complete, the *Going to the River* project will provide a seamless route on Going St. from NE 72nd Ave all the way to the Willamette River. Aggressive TDM will ensure all residents within two miles of the facility will have access to and importantly, *knowledge of*, these safe and comfortable routes connecting with the Going St. Neighborhood Greenway.

The *Going to the River* project further enhances Portland's multi-modal network by providing vital bicycle and pedestrian connections between North and Northeast Portland neighborhoods and TriMet's Yellow Line MAX on Interstate Avenue. The Going Street Neighborhood Greenway crosses Interstate at the N. Prescott MAX station. Within 1/8th of mile this location there are bicycle lockers operated by TriMet and a carshare vehicle available for use twenty-four hours a day. The new proposed bikeway connections on N. Michigan and N. Going also provide a direct link from Portland Community College's (PCC) Cascade campus to Swan Island where PCC hosts welding and other manufacturing job training classes.

Bundling the small capital improvements that make up the *Going to the River* project provides clear benefits to the transportation system by investing in multi-modal connections to existing facilities. The project is meant to demonstrate how jurisdictions can make investments that maximize return on investment by getting the most from the system that is in place, and do it in a way that is both fiscally responsible and strategic.

B. Sustainability. Please limit your response to 500 words or less:

(20 points)

Portland became the first local government in the U.S. to adopt a plan to address global warming in

1993. In 2001, Multnomah County joined the City of Portland in adopting a revised plan, the *Local Action Plan on Global Warming*. In late 2009, the City and County adopted the third-generation local strategy on global warming, the *Climate Action Plan*.

Portland and Multnomah County have made substantial progress in carrying out the actions identified in these plans, and local emissions have dropped significantly since 2000, sharply countering the national trend. Despite rapid population and economic growth, local greenhouse gas emissions in 2009 were 2% below 1990 levels. On a per capita basis, emissions have fallen by 20%, an encouraging trend. Vehicle miles traveled (VMT) per capita in Portland have decreased 11% over the same time period

Since the Climate Action Plan was adopted the City has been aggressively investing in projects that reduce both greenhouse gas emissions and vehicle miles traveled. Carbon reduction solutions such as timing signals to reduce vehicle delay or applying warm asphalt provide short term benefits, however they do not provide the significant and sustained reductions in greenhouse gas emissions that investments in a multi-modal system and reductions in VMT provide.

The connections made through the *Going to the River* project complete a network in North and Northeast Portland and provide a safe and convenient corridor for the 45,000 households that live adjacent to Going St. The Bureau of Transportation's traffic model estimates the project will produce a reduction of 22,000 VMT per day in Portland, translating to 11 tons of greenhouse gasses kept out of the atmosphere each day. A reduction of this magnitude translates to 456,000 gallons of gas saved per year keeping \$1.4 million in the local economy. While significant, the model's projected estimate does not factor in further reductions in VMT stemming from aggressive TDM programming. Similar projects that have coupled demand management and capital projects have reduced VMT by as much as 19 million miles per year.

A basic principle of demand management is that customers will only use a transportation facility if they are aware it exists. In anticipation of the *Going to the River* project, the Bureau of Transportation invested in survey work to establish a baseline mode share and levels of awareness for transportation options for the travel shed around North and Northeast Going St. A statistically significant survey performed by Davis, Hibbits, and Midgehall inc showed that 66% of area residents are aware of Neighborhood Greenway elements (broadly) and 34% have bicycled on them at some point. In addition, 30% of the survey respondents said they were more likely to "ride a bicycle for transportation" if they could use Neighborhood Greenways. The goal of this project is to increase Neighborhood Greenway awareness from 66% of residents to 85% and usage from 34% to 50%, while reducing drive alone trips by 10% (not including carpools) from 75% to 67% of all trips.

C. Mobility, access and health. Please limit your response to 500 words or less: (20 points)

Swan Island houses the region's largest cluster of advanced manufacturing and metal fabrication jobs, with over 10,000 employees working for regionally significant employers such as Daimler, Vigor Industrial, Columbia Wire and Iron, UPS, the Port of Portland, Columbia Distributing and the Oregon Coast Guard. Swan Island's location makes it a natural hub for a central city distribution center; maintaining vehicle and freight capacity to and on the island is essential for fostering sustained growth over time.

To that end, the Swan Island Transportation Management Association (TMA) is working with the City, the Portland Development Commission (PDC) and Swan Island employers to improve access and mobility to and on the island. The *Going to the River* project was identified as a top-priority project by the TMA and the PDC, as it offers a seamless multi-modal corridor from the neighborhoods in North

and Northeast Portland to Swan Island.

The *Going to the River* project also provides a much needed link to the future North Portland Greenway and Waud Bluff trails. When completed, both trail links will provide scenic and safe access to Portland's waterfront and Swan Island, as well as a place for families and commuters to engage in healthy habits such as walking and biking.

Also of significance, Portland's Safe Routes to School program helped form several "Bike Trains" in recent months, in which volunteers and parents lead a "train" of students on bikes along a pre-determined route to school. Biking and other active commute modes help fight childhood obesity and provide necessary congestion relief around schools, making Bike Trains a pivotal component of the Safe Routes program. The two most successful bike trains serve Beach and Sabin Elementary schools in North Portland, and both use the existing Going St. Neighborhood Greenway. However the Beach bike train, which averages over ten students each day, lacks a safe and convenient route across I-5 and Interstate Avenue; the *Going to the River* project would provide that link.

The *Going to the River* project provides biking and walking connections to the Going St. Neighborhood Greenway and Swan Island, inviting commuters and families to participate in healthy, active transportation. Included in this application is a letter of support from a consortium of stakeholders that have formed around a Centers for Disease Control project called Communities Putting Prevention to Work (CPPW), spearheaded by the Multnomah County Health Department. The CPPW group is comprised of twenty six agencies whose goal is to change policies and promote projects that provide equitable access to and use of healthy, active transportation. This group identified the *Going to the River* project as a model of what they are trying to achieve because the project reaches the right population in the right location, and does so in a very cost effective manner. Like the CPPW, the goal of the *Going to the River* project is to bundle the collective benefits of smaller projects to achieve greater outcomes, particularly in areas such as North Portland where residents have traditionally been under-served.

3. Identify and quantify project benefits and costs:

(10 points)

The *Going to the River* project provides significant public health and mobility benefits to the most diverse Census Tracts in Oregon. Attached to this application is an "Environmental Justice" (EJ) map which outlines the demographic makeup of the project area with respect to EJ factors such as race and income. A significant concentration with respect to EJ is a census tract in which 2.5 times the regional average or 1000 total persons or more belong to an environmental justice category. All but one of the 37 Census Tracts within ½ mile of the *Going to the River* project has significant concentrations of at least one EJ population.

In addition, however, the project supplies significant benefits to the transportation system by providing connections to Swan Island from the neighborhoods in North and Northeast Portland. The Bureau of Transportation's traffic model estimates a reduction of 22,000 VMT per day from the capital projects associated with *Going to the River*; a reduction of 11 tons of greenhouse gasses per day which translates in to 456,000 gallons of gas saved per year keeping \$1.4 million in the local economy.

Below is summary table output of the traffic model used to estimate the reductions in green house gas emissions stemming from the project.

	Existing	Planning year 2035		
		w/o Project	w/ Project	Reduction
Daily Auto Trips	49,700	62,800	58,100	-4,700
Daily VMT (mi)	474,100	604,400	582,600	-21,800
Daily GHG (ton)	250	312	301	-11

While significant, the model's projected estimate does not factor in further reductions in VMT stemming from aggressive TDM programming.

The *Going to the River* project is unique in that it combines aggressive transportation demand management (TDM) with capital improvements to maximize return on investment for reducing vehicle miles traveled. The key to capturing benefits of bundled projects like *Going to the River* is finding a way to reduce VMT while not negatively impacting mobility. To that end, the City has had great success coupling TDM with capital projects that demonstrate VMT reduction while improving usage of bicycle, pedestrian and transit facilities.

Upon completion of the *Going to the River* capital projects, the City will launch its SmartTrips Portland program and new program aimed at promoting the neighborhood greenways in the neighborhoods surrounding North and Northeast Going St. Flexible funds will allow the Bureau of Transportation to expand its reach from 23,000 households to 45,000 households during the 2011 program year. SmartTrips Portland is a cost effective and results-based TDM program that has reduced drive-alone trips between 8-12% in the neighborhoods reached between 2005 and 2010. In addition to the VMT reduction expected from the capital projects, we expect an additional 11 million VMT to be reduced through the TDM measures for a total of 19 million miles reduced.

Similar projects that have coupled demand management and capital projects have reduced VMT by as much as 19 million miles per year. A total project cost of \$2.33 million yields a return on investment of \$0.12 per VMT reduced during the first year of the project.

4. Provide a timeline for project construction/implementation; can be in phases: (5 points)

The *Going to the River* project is a multi-phase project with a blend of design, construction and TDM. Other efforts began on the *Going to the River* project during the summer of 2010, with several significant contributions being made by the City of Portland's Bureau of Transportation, and Bureau of Environmental Services, the Portland Development Commission and private property owners. By February 2011 over \$177,500 will have been invested in the *Going to the River* project in the form of preliminary engineering and project development, including:

- \$7,500 for developing environmental documentation for segments A, C, D, and E
- \$70,000 for survey and engineering work for A, C, D, and E donated by the Swan Island TMA through the Bureau of Environmental Services, Bureau of Transportation, Portland Development Commission.
- \$20,000 of survey work donated by Vigor Industrial for project segment "D"; (extending sidewalk on N. Channel to the Shipyard Commerce Center)
- \$20,000 for preliminary planning and project development for SmartTrips Portland, targeting residents and businesses in North and Northeast Portland

- \$50,000 for preliminary engineering of project segment 'A', 2.8 miles of neighborhood greenway
- \$10,000 for public outreach prior to project award date.

Upon notification of an award of Flexible Funds, the *Going to the River* project team will initiate a phased project timeline. Phase one has funds obligated for project segments A, C, D, and E, (See project description and map) by August 1, 2011, with construction beginning shortly thereafter. The TDM work (F) can begin immediately and will run from the project outset through 2011. Phase one also includes design work for project segment "B", the shared-use path on N. Going St from N. Interstate Ave. to N. Greeley Ave. Phase two of the project is the construction of the shared-use path, which can occur as soon as April 2012 lasting through June 2012. A timeline for the project is included in the attachments.

5. Identify the amount, source of, and availability of the minimum required 10.27% match: (5 points)

Design, construction and implementation of the Going to the River project is expected to cost \$2.33 million. In the budget attached, the project proposal calls for \$2.09 million in Flexible Funds, with an additional \$240,000 in matching project costs coming from funds budget toward the SmartTrips Portland TDM program being implemented along the Going St. corridor in 2011. The required 10.27% non-federal match will be met through a contribution of the Bureau of Transportation's General Transportation Revenue budget for the SmartTrips program in the amount of \$240,000. Matching funds are available immediately.

6. Describe the local support for the project and efforts to enhance that support: (5 points)

There are nine letters of support from thirteen important organizations and individuals attached to this grant application. Letters of support included:

- Multnomah County Health, The Native American Youth and Family Center, and Oregon Public Health Institute
- Bicycle Transportation Alliance, Community Cycling Center and Upstream Public Health
- City of Portland Pedestrian Advisory Committee
- Swan Island Business Association
- Swan Island TMA
- Swan Island Bicycle Commuter Group
- Bike Train PDX
- Portland Development Commission – Interstate Urban Renewal Advisory Committee
- North Portland Greenway

Going to the River is a collection of small projects that will provide benefits to a wide range of users. The project is supported by a diverse and important collection of community stakeholders. Attached to this application you will find seven letters of support which detail how this project will benefit users from age 5 to age 95; from parents of school age children who are pleased to have a safe place to walk and bike to school, to social workers trying to place clients in jobs on Swan Island but struggle with transportation issues.

As described above, momentum for this project is growing and like never before the community is putting dollars and hours in to making this project a reality. Vigor Industrial recently donated survey work on Swan Island to help with the development of construction plans, saving taxpayers

<p>\$15-20,000 in project development costs. The Portland Development Commission has contributed \$50,000 of tax increment financing dollars to keep the project moving forward, and Swan Island TMA, a business supported venture, contributed through grant writing and outreach to neighbors and landowners.</p>	
<p>7. Identify the Transportation System Plan (TSP) or other planning document in which the project is included: <i>(5 points)</i></p> <p>Elements of the <i>Going to the River</i> project are identified in the City of Portland's Transportation System Plan, Portland Bicycle Plan for 2030, and Portland and Multnomah County Climate Action Plan 2009. Each of these guiding documents has included significant public involvement before being adopted by City Council.</p> <p>The Transportation System Plan (TSP) specifically calls for developing additional east/west bicycle routes to serve commuter and recreational bicyclists and provide connections to Northeast Portland bikeways (Policy 6.35 North Transportation District). The TSP also recommends enhancing pedestrian crossings on streets with high volumes of vehicle traffic. The <i>Going to the River</i> infrastructure improvements will accomplish both of these North Transportation District policy objectives. In addition, the TSP lists two specific bicycle and pedestrian improvement projects that are included in the <i>Going to the River</i> project (Project number's 30012 and 40071).</p> <p>The Portland Bicycle Plan for 2030 specifically calls for a future trail and/or separated in roadway facility for N Going to Swan Island and improvements on several adjacent streets to connect the existing NE Going Bike Boulevard to the proposed <i>Going to the River</i> project. In addition to the infrastructure projects specifically outlined in the TSP and the Portland Bicycle Plan for 2030, the City of Portland and Multnomah County Climate Action Plan 2009 calls for increasing bicycle commute trips from 8% to 25% city wide. While Swan Island has 10,000 employees, bicycle access to such a large employment center is lacking. The <i>Going to the River</i> project will significantly enhance bicycle commute access and meet the policy goals and objectives of Portland's transportation and sustainability plans.</p>	
<i>Points total:</i>	0

Part 4: Attachments

Check to indicate if the following support documents are attached:

- | | | | |
|--|---|-----------------------------|--|
| 1. Letters of Support | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> NA |
| 2. Letter from the Applicant agency Financial Officer identifying match amount/availability..... | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> NA |
| 3. Map(s)..... | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> NA |
| 4. Project Cost Estimate | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> NA |
| 5. Project Conceptual Design | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> NA |
| 6. Copy of the TSP or other planning document (Project applicable page(s) only) | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> NA |
| 7. Calculations, graphs or tables demonstrating project benefits..... | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> NA |
| 8. Other supporting material | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> NA |

DESCRIBE OTHER

Please find 9 letters of support attached to this application, as well as a budget and timeline. The cover/ submission letter serves as evidence of match amount and availability. The Portland TSP is available online at <http://www.portlandonline.com/transportation/index.cfm?c=52495> .

Also, attached is a write up of the transportation modeling process used to determine green house gas emission reductions from the project. There are also two maps attached: a project map and an Environmental Justice Map.

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Health Department

MULTNOMAH COUNTY OREGON

Community Wellness & Prevention Program

Jeff Cogen – County Chair
Deborah Kafoury – District 1 Commissioner
Barbara Willer – District 2 Commissioner
Judy Shiprack – District 3 Commissioner
Diane McKeel – District 4 Commissioner

November 12, 2010

Oregon Transportation Commission
555 13th St. NE, Suite 2
Salem, OR 97301

Re. City of Portland Grant Application – Going to River Project

Dear ODOT Regional Flexible Funds Program Committee:

We are writing to express support for the City of Portland's application to ODOT's Flexible Funds for the *Going to River* project. This project will increase opportunities for North and Northeast Portland residents to engage in physical activity while connecting low income communities in high density residential areas to an existing employment hub. As such, the project should positively impact the health of area residents by providing them with healthy options where they live, work and play.

Residents of North and Northeast Portland exhibit some of the highest rates of overweight and obesity in Multnomah County (ranging from 35% to 55% overweight or obese). In addition, poverty rates are also among the highest in the county, as measured by the percent of Free and Reduced Lunch participation by elementary schools in the area. Lack of access to opportunities for physical activity and healthy foods contribute to high rates of obesity and associated chronic diseases such as diabetes.

Research on public health and transportation has shown that providing increased access to physical activity through changes in the built environment, coupled with promotion strategies through signage and outreach can lead to improved health outcomes. Increased access to active transportation opportunities and public transit has also been shown to reduce levels of air pollutants, which contribute to the high asthma rates among county residents.

The *Going to River* project will expand pedestrian and bicycle trails and pathways through increased connectivity which will link residential areas to employment opportunities and recreational trails on Swan Island. Moreover, the project will improve path signage and the improvements will be aggressively promoted among residents and business to encourage use. The combined effect of these strategies should lead to higher rates of physical activity and contribute to a reduction of air pollutants that affect area residents.

While the *Going to River* project itself is likely to benefit area residents in the ways described above, it is important to note that the selection and prioritization of transportation projects such as this one is mostly based on emerging opportunities and resources, with the result that many low income communities and communities of color have not benefited proportionately from previous projects.

Our organizations favor instead the use of a systematic approach to the selection and prioritization of transportation projects that takes into account the health and equity impacts of a project or plan on the communities where it will be implemented. This approach would look at existing inequities in affected communities and would identify potential benefits and burdens of such a project on the community.

As the body that establishes state transportation policy, we urge you to consider adopting policies that require local transportation agencies to establish clear guidelines for selecting, prioritizing, and funding transportation projects, and which incorporate ways to evaluate the benefits and burdens of such projects on health and equity.

Thank you for your consideration of this project.

Sincerely,

Alejandro Queral
Multnomah County Health Department
Program Supervisor
Healthy Communities By Design

Noelle Dobson
Project Director
Oregon Public Health Institute

Rey España
Director of Employment, Housing
& Community Development
Native American Youth and Family Center



November 12, 2010

Flexible Funds Review Committee
Oregon Department of Transportation
555 13th Street NE, Suite 2
Salem, OR 97301

To whom it may concern;

On behalf of the Bicycle Transportation Alliance, Upstream Public Health and the Community Cycling Center we are writing to express our support for the "Going to the River" project. The proposed project will optimize the existing City of Portland Neighborhood Greenway system and provide critical access to jobs and healthy activities for North and Northeast communities.

The "Going to the River" improvements are particularly vital since Going Street remains the **only** access point onto Swan Island. Without improvements, walking and bicycling safely is not a viable option for thousands of employees and residents in the surrounding community. North and Northeast Portland has four times the resident density of Clark County and west Portland and two times that of southeast and outer southeast Portland. Making the "Going to the River" connection point accessible by both bicycle and by foot will reduce barriers to transportation for many workers while also creating opportunities for physical activity for people moving on and off the island.

Critical Access to Jobs - According to the 2009 Coordinated Human Services Transportation Plan, Swan Island employers provide nearly 6,535 family wage jobs and continue to hire notwithstanding the economic recession. Available jobs include many entry-level and swing shift positions for which there is less frequent TriMet bus service. This off-hour transportation demand presents a significant barrier for workers, which is why equitable access to bicycle and pedestrian alternatives is critical for this employment area.

Physical Activity and River Access - There is an existing mile-long path along the water front on Swan Island which is currently under utilized. This first class facility allows people to access the water while also seeing first-hand the vital industrial activity on the island. Creating opportunities for individuals and families to appreciate the environmental and economic value of this area is a part of what makes our region great. The proposed "Going to the River" project will also provide critical access to the future North Portland Greenway trail planned to connect the esplanade to Kelly Point Park which will further increase access to jobs and physical activity throughout the N/NE corridor.

We appreciate your time and thoughtful consideration of the "Going to the River" project which will be a valuable contribution to ensuring more equitable access to jobs and physical activity in our city.

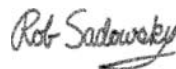
Sincerely,



Alison Graves
Executive Director - Community Cycling Center



Mel Rader
Co-Director Upstream Public Health



Rob Sadowsky
Executive Director - Bicycle Transportation
Alliance



*Swan Island Business Association
P.O. BOX 4773, Portland, OR 97208*

November 5, 2010

Oregon Transportation Commission
Salem, Oregon

Commissioners,

The Swan Island Business Association urges Oregon Transportation Commission to fund the "Going to the River" project as submitted by Portland Bureau of Transportation. The Going Street corridor is the only access point to Swan Island and to the existing one mile of Willamette Greenway Trail in North Portland.

In order to keep freight moving as Swan Island recovers from the 2008 recession and adds even more jobs, it is essential that freight move easily up and down Going Street. Reducing single occupancy vehicles (SOVs) has been the key SIBA strategy thru its TMA project for 10 years.

The improved bike/ped access provided by "Going to the River" will reduce congestion in the peak hours by increasing the number of bicycle commuters to Swan Island. Daimler Trucks NA, the largest industrial employer in Portland, saw almost 100 participants in the recent Bicycle Transportation Alliance's Bike Commute Challenge. SIBA believes that the number of bicycle commuters will grow with safer all weather access that "Going to the River" provides.

In addition, two elements of the project, Ballast Street and Shipyard Spur, will add key pieces of the sidewalk network in the Lagoon/Channel couplet and better link Daimler Trucks NA's corporate HQ to their R&D facilities, including the Wind Tunnel on Lagoon Avenue. Vigor Industrial has already contributed \$30K in kind and is prepared to contribute additional funds for the Shipyard Spur segment along Channel Avenue.

The 10,000 (and growing) jobs on Swan Island are within an easy reach by bike and even on foot from north and northeast Portland neighborhoods. "Going to the River" will offer Swan Island employees a healthier, safer and lower cost commute option and keep freight moving.

Sincerely,

David Panchot, President
Swan Island Business Association

Swan Island Bicycle Commuters Group
4567 N Channel Ave
Portland, OR 97217
November 08, 2010



Oregon Transportation Commission
Salem, Oregon

Commissioners,

The Swan Island Bicycle Commuters Group (SIBCG) heartily endorses the Portland Bureau of Transportation's "Going to the River" project. The Going Street corridor is the only legal all-weather multi-modal access to the Swan Island/Mock's Bottom/Lower Albina industrial district with approximately 10,000 total jobs. There are existing sections of the Willamette Greenway Trail that are currently underused (one might say 'orphaned') due to the poor access down to this section of riverfront.

The improvements in the "Going to the River" project will help local employers such as Daimler Trucks North America and Vigor Industrial Shipyards by creating safer and better access between major facilities and to the major transit stops on Swan Island. It will also entice more SOV's to change over to a different transportation mode thereby freeing up the "Federal Intermodal Transit Corridor" that is N Going Street from Swan Island up to I-5 and Interstate Ave for more efficient freight movement.

The newly completed Concord Neighborhood Greenway that crosses over Going St. by footbridge just west of Interstate Ave. will also tie in nicely with the Going to the River improvements. I personally use the Concord to Going Street connection by bike about four times per week as it feels much safer than Greeley Ave that is shared with fast-moving traffic, double and triple-trailers and difficult and dangerous cross-overs. I believe many others will use this route with its planned improvements that will provide a safer, separated commute for bikes and pedestrians from the nearby neighborhoods to the many jobs in the Swan Island industrial district.

Sincerely,

A handwritten signature in cursive script, reading "James M. Kysele".

Swan Island Bike Commuters Group



November 8, 2010

Oregon Transportation Commission
Salem, Oregon

Commissioners,

The Swan Island Transportation Management Association (or TMA, a project of the Swan Island Business Association) has been keeping freight moving to, from and around Swan Island for over 10 years.

Our key strategy? Reduce single occupancy vehicles (SOVs) in the peak hours by creating and promoting transportation options for Swan Island's 10,000 employees. And it works! As many as 1 in 4 Swan Islanders don't drive alone to work.

The TMA works with TriMet to maximize Swan Island transit service and manages the Swan Island Evening Shuttle. We have registered over 200 carpools and in partnership with C-Tran organized five vanpools from Clark county. Together with Portland Bureau of Transportation and Bureau of Environmental Services, we have filled gaps in the sidewalk and trail network on Swan Island, including the recently completed seismic retrofit of the Going Street Bridge with a wider, safer 10' sidewalk and crash barrier.

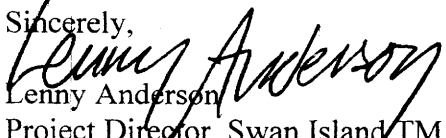
In marketing all these efforts, the Swan Island TMA has learned that you can't ask some one to ride the bus, if there isn't one they can safely walk to! Nor can you ask someone to commute by bike if there is no safe route.

Portland Bureau of Transportation's "Going to the River" proposal will fill gaps and bring safety improvements to key segments of Swan Island's bike/ped infrastructure.

- Widen the existing Going Street sidewalk from a narrow buckled eight feet to a smooth full twelve foot multiuse path.
- Extend the Willamette Greenway Trail along N. Ballast Street between N. Channel and N. Lagoon Avenues where now no sidewalk exists at all.
- Add an eight foot sidewalk from the WGT at Channel Avenue to the gate of Vigor Industrial's Portland Shipyard, where now there is just uneven gravel and a cross marking the place where a visiting ship captain was killed while walking.

The Swan Island TMA is committed to working with PBOT to maximize the use of this investment in bicycle and pedestrian infrastructure through expanded and aggressive demand management programs. During September's BTA Bike Commute Challenge, Daimler Trucks North America had almost 100 employees biking to Swan Island. We look forward to doubling that number by 2012...and making even more room for freight.

Sincerely,


Lenny Anderson

Project Director, Swan Island TMA

Swan Island Transportation Management Association

A project of the Swan Island Business Association
4567 N. Channel Avenue, Portland, OR 97217

PHONE 503.745.6563 FAX 503.745.6717 EMAIL sitma@teleport.com WEB www.swanislandtma.org



Portland Pedestrian Advisory Committee

1120 SW5th Avenue Suite 800
Portland OR 97204

Members

David Aulwes
Carolyn Briggs
Ali Corbin
Erin Kelley
Doug Klotz
Jess Laventall
Sumi Malik
Rod Merrick
Elizabeth
Mros-O'Hara
Marian Rhys

November 9, 2010
Oregon Transportation Commission
1158 Chemeketa Street NE Salem, OR 97301

Dear Commissioners,

Thank you for the opportunity to express our strong support of the Portland Bureau of Transportation's "Going to the River." The Going Street corridor is a key connector to one of the region's most densely populated employment centers and offers a unique opportunity to connect people, jobs, and sustainable transportation.

The Portland Pedestrian Advisory Committee (PAC) advises the City of Portland and the Bureau of Transportation on matters that encourage and enhance walking as a means of transportation, recreation, wellness and environmental enhancement. The PAC is currently made up of ten citizens, representing a cross-section of Portlanders, including walking and mobility advocates, neighborhood activists, environmental design professionals and citizens-at-large.

The Going to the River project will transform the pedestrian environment for thousands of Portland residents and employees and offer pedestrian access that currently does not exist. North Going Street is a main gateway to thousands of jobs in Swan Island, recreational opportunities on the Willamette River, and future trails, such as the North Portland Willamette Greenway Trail. Going to the River's proposed trail and sidewalk enhancements will better connect residents of North and Northeast Portland to Swan Island's jobs and recreational opportunities by providing safer and more direct routes for pedestrians and people riding bicycles.

On behalf of the Portland Pedestrian Advisory committee we urge you to approve the City of Portland Bureau of Transportation's proposed "Going to the River Project."

David Aulwes
Chair, Portland Pedestrian Advisory Committee

INTERSTATE CORRIDOR

Urban Renewal Area

November 4, 2010

Oregon Transportation Commission
ODOT Flexible Funds Program
555 13th Street NE, Suite 2
Salem, OR 97301

RE: Going to the River Project

To Whom It May Concern:

The Interstate Corridor Urban Renewal Area (ICURA) Transportation Subcommittee would like to express its support for the Going to the River Project request for flexible funds to design, engineer and construct this important transportation link.

The ICURA Transportation Subcommittee believes that safe access to a variety of transportation options is a key component of healthy neighborhoods and equitable job access. The Going to the River Project will better connect Portland residents and visitors to jobs and recreation on Swan Island—one of Oregon's largest employment centers, and a critical link to greenway trails and recreation on the Willamette River.

The Going to the River Project will enhance the pedestrian and bicycle infrastructure along Going Street to Swan Island, while still keeping freight moving along the corridor. The Project will leverage other public and private investments in the area, including the MAX Yellow Line, the N Concord Neighborhood Greenway, the Pittman Addition Hydro-Park, and business expansion on Swan Island. It helps achieve multiple objectives of the Interstate Corridor Urban Renewal Area Plan (2000), including:

- optimize access to key employment areas;
- assure residents and workers have access to a variety of transportation options;
- create pleasant and safe pedestrian environments;
- encourage alternatives to auto travel, while still accommodating autos and freight;
- enhance community livability through better access to recreation and open space; and
- extend pedestrian and bicycle linkages between area residents, jobs, light rail and open spaces.

The ICURA Transportation Subcommittee is charged with identifying and prioritizing transportation projects and making recommendations for urban renewal funding to the Portland Development Commission (PDC). In 2010, the ICURAC subcommittee studied the Going to the River Project and deemed it important enough to have PDC commit \$50,000 of Interstate Corridor urban renewal funds to the project. This is designated for conceptual design of the section between N Interstate Avenue and N Greeley Avenue; conceptual design has already been completed on other sections of the Project.

However there are many demands on urban renewal funds and urban renewal funds alone cannot make this project happen. For the Going to the River Project to succeed, it will require other resources to build on the work that has been done.

We look forward to your support and partnership in this project through funding this grant request.

Sincerely,



Brad Halverson, Chair
ICURA Transportation Subcommittee

November 8th 2010

To Whom It May Concern,

It is with great enthusiasm that I write this letter of support for the expansion of the Going St. Neighborhood Greenway.

This Greenway has been instrumental in providing a welcoming and safe place for families to bike to school together. As the founder of Bike Train PDX, which organizes students and their families into groups that bike to school on planned routes, I have been very pleased with how the Going Greenway has established a place for bike trains to exist. Two schools, Beach and Sabin, have formed bike trains that take advantage of the Going Greenway. These two schools have been the most successful at increasing participation, in no small part because of the comfortability of the Going Greenway. Bike trains only run one morning every week, and there have been seven weeks of school so far, but already the Beach and Sabin Bike Train have had 514 riders biking to school together. The availability of the Going Greenway has created an opportunity for families to choose to safely bike to school. This expansion would provide that opportunity to more people.

By combining bikeway projects with programs like Bike Trains PDX, we can maximize our return on these capital projects. This expansion would be a huge benefit to our existing bike train routes as well as open the door to new areas and schools. Currently, the Going Bike Train at Beach has to navigate across I-5 on Alberta. This crossing is less than ideal and many people refuse to bike to school on their own because of the safety concerns of this intersection. By extending the bikeway across I-5 this project would be meeting the demand of those families crossing I-5 to get to Beach. The extension would also expand the reach of the Sabin Bike Train so it could include families in North Portland. There are also three other targeted elementary schools near Going that this project would help, Humboldt, Trillium, and King. Building this expansion would make having bike trains at these schools much more attractive.

I strongly support this expansion. It would create new opportunities for families to connect to their schools. Combined with the outreach and education that bike trains are able to provide we could greatly increase the number of families using this important bikeway and help meet the demand for safe bikeways around Going.

Thank you for your consideration,



Kiel Johnson
Founder – Bike Train PDX

Cosignatories:

Laurie Paulsen
Beach Walk and Bike Coordinator

Bill Griesar
Sabin Walk and Bike Coordinator

November 9, 2010

Oregon Transportation Commission
1158 Chemeketa Street NE
Salem, OR 97301

Dear Commissioners,

This letter is to express strong endorsement of the Portland Bureau of Transportation's "Going to the River" project by npGREENWAY (Friends of North Portland Willamette Greenway Trail.) The Going Street corridor is the *only* access to Swan Island's 10,000 jobs and one mile of completed Willamette Greenway Trail. Once the Regional significant North Portland Willamette Greenway Trail is completed it will be well served by "Going to the River."

npGREENWAY envisions a world class bike/pedestrian trail along the east bank of the Willamette River from the Esplanade to Kelly Point Park with safe, paved connections with neighborhoods and employment centers. The trail will provide safe, bike and pedestrian with transit connection access to Rivergate, Swan Island and Lower Albina jobs. It will be a recreational center piece for this stretch of the Willamette River with its diverse mix of industry, wildlife and recreation.

North Going Street is the central gateway to North Portland Willamette Greenway Trail. "Going to the River's proposed trail/sidewalk enhancements along N. Going Street, N. Basin Avenue, N. Ballast Street and N. Channel Avenue will better connect residents of north and northeast Portland to Swan Island's jobs and recreational opportunities by providing safer and more direct routes for bicycles and pedestrians.

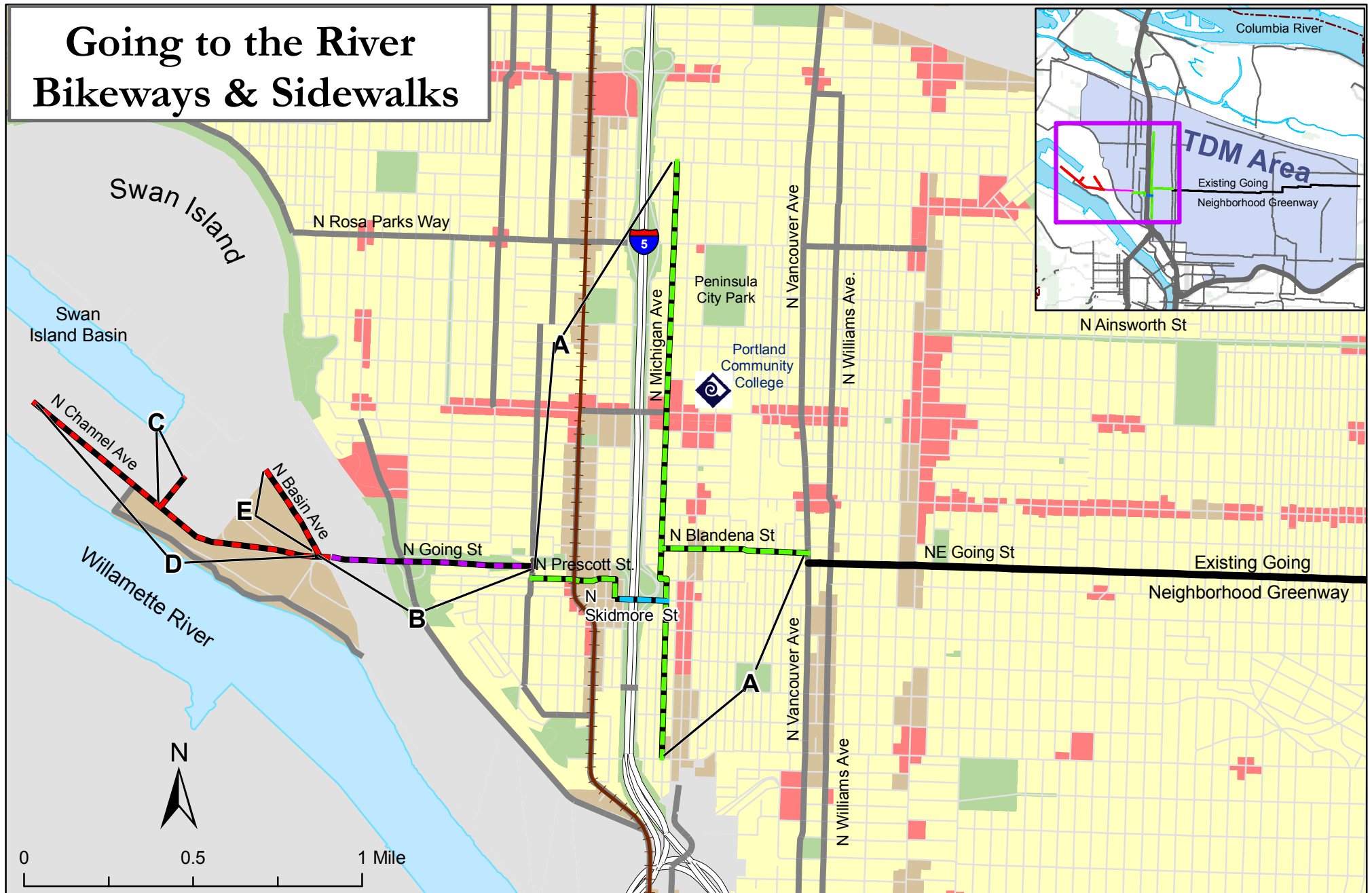
On behalf of npGREENWAY we urge you to approve the City of Portland Bureau of Transportation's proposed "Going to the River Project."

Sincerely,

Francie Royce & Scott Mizze

npGREENWAY co-chairs
www.npgreenway.org

Going to the River Bikeways & Sidewalks



Proposed Bikeways & Sidewalks

- Neighborhood Greenway
- Bike Lane
- Multi-use Path
- Sidewalks

- Existing Bikeways
- Streets
- Interstate MAX
- Major Waterbodies

Land Use


- Commercial
- General & Central Employment
- Industrial
- Open Space
- Residential

Going 2 the River ODOT Flex Funds

Environmental Justice
Analysis (Census 2000)

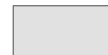
LEGEND


 Block Groups w/in a half mile


 Going 2 the River Project


EJ Groups by Block Group

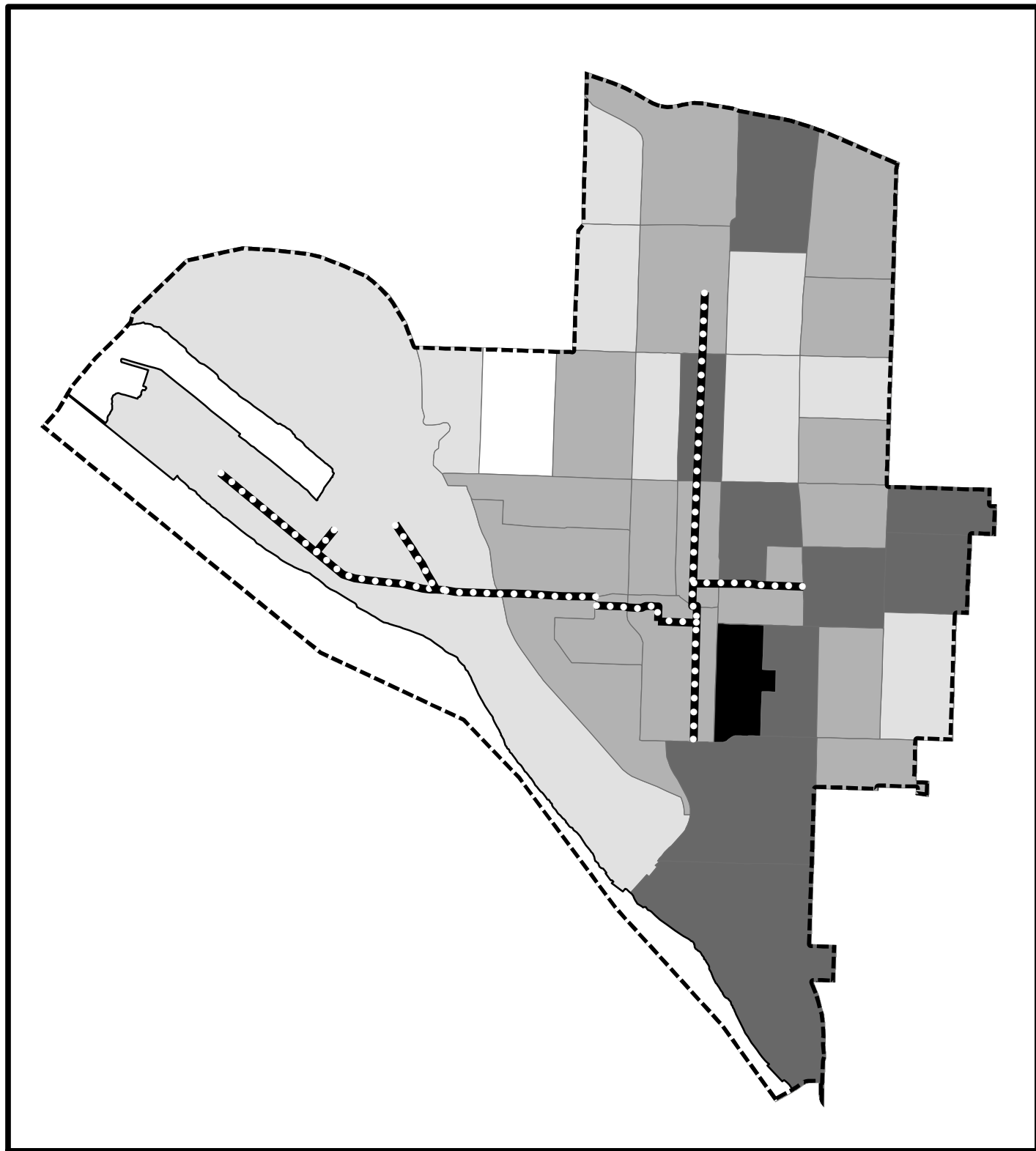
 None

 1 EJ group

 2 EJ groups

 3 EJ groups

 4 EJ groups



Going to the River - Project Budget			
PBOT / PDC ADVANCED WORK			
ENVIRONMENTAL DOCUMENTS			
SEGMENTS A, C, D, E		\$7,500.00	
PUBLIC OUTREACH			
SEGMENTS A, C, D, E		\$10,000.00	
SURVEY AND ENGINEERING			
SEGMENT 'A' - NEIGHBORHOOD GREENWAY		\$50,000.00	
SEGMENTS C,D, AND E'		\$90,000.00	
TDM			
PROJECT PLANNING		\$20,000	
TOTAL ADVANCED WORK		<u>\$177,500.00</u>	
Going to the River - Anticipated Project Costs, Post Award			
PHASE 1			
CONSTRUCTION - Segments - A, C, D, E			
	SUBTOTAL	<u>\$620,000.00</u>	
		W/ 8% INFLATION	\$644,800.00
DESIGN - Segment B			
	SUBTOTAL	<u>\$150,000.00</u>	
		W/ 4% INFLATION	\$156,000.00
SURVEY - Segments - A, B			
	SUBTOTAL	<u>\$60,000.00</u>	
		W/ 4% INFLATION	\$62,400.00
TRANSPORTATION DEMAND MANAGEMENT			
PROGRAM / EDUCATION / OUTREACH		\$175,000.00	\$175,000.00
STAFF			
PROJECT MANAGEMENT (10% Const / Design)		\$79,480.00	
CONST. MANAGEMENT (12% CONST)		\$77,376.00	
ENVIRO DOCS - SEGMENTS 'B' - Lump sum		\$45,000.00	
TDM STAFF		\$50,000.00	
OVERHEAD (70%) STAFF		\$176,299.20	
SUBTOTAL		\$428,155.20	
		W/ 4% INFLATION	\$445,281.41
	PHASE 1 Total		<u>\$1,483,481.41</u>
PHASE 2			
CONSTRUCTION - Segment 'B'			
		<u>W/ 8% INFLATION</u>	\$353,600.00
STAFF			
PROJECT MANAGEMENT (10% Const.)		\$35,360.00	
CONST MANAGEMENT (15% CONST)		\$53,040.00	
OVERHEAD (70%) STAFF		\$61,880.00	
SUBTOTAL		<u>\$150,280.00</u>	
		W/ 4% INFLATION	\$156,291.20
	PHASE 2 Total		<u>\$509,891.20</u>
CONTINGENCY			\$100,000.00
	TOTAL		<u>\$2,093,372.61</u>
MATCH	TDM PROGRAM	\$240,000	\$240,000.00
	PROJECT TOTAL		<u>\$2,333,372.61</u>

GOING TO THE RIVER SCHEDULE	Nov. '10	Dec. '10	Jan. '11	Feb. '11	March. '11	April. 2011	May. '11	June. '11	July. 2011	Aug. '11	Sept. '11	Oct. '11	Nov. '11	Dec. '11	Jan. '12	Feb. '12	March. '12	April. '12	May. '12	June '12.	
Public Outreach - Phase 1 portions																					
Engineering - Phase 1 portion																					
Environmental Documentation																					
Grant Acceptance / IGA processing																					
PHASE 1																					
Design Consultant Procurement																					
Contractor Advertisment and Award																					
Construction - Segments 'A,B,E,F'																					
Survey /Engineering - Segment 'B'																					
Transportation Demand - 'H'																					
PHASE 2																					
Environmental Documentation																					
Construction Advertising and Award																					
Construction - Segment 'B'																					

Grant Award

Grant Construction
Obligation

- Legend
- Pre Project Advance Work
 - Phase one
 - Phase one construction
 - Phase two
 - Phase two construction

Nov. 9, 2010

To: Dan Bower, Policy Program Manager, Transportation Options

From: Ning Zhou, P.E., Senior Transportation Planner

Re: Estimated VMT and GHG emission reductions associated with Going to the River project (draft)

A transportation modeling exercise is conducted in calculating the VMT (Vehicle Miles Traveled) and GHG (Greenhouse Gas) emission reductions resulting from the proposed Going to the River project (Project). The analysis is to support Project's application for ODOT Flexible Funds.

The analysis concludes that the construction of the Project will result in a reduction of 7.5% of daily auto vehicle trips and 3.6% of daily VMT/GHG in project impact area, which is about 4,700 daily auto trips and 21,800 daily VMT in planning year 2035. The table below summarizes the analyzing results for project impact area.

	existing	Planning year 2035		
		w/o Project	w/ Project	Reduction
Daily Auto Trips	49,700	62,800	58,100	-4,700
Daily VMT (mi)	474,100	604,400	582,600	-21,800
Daily GHG (ton)	250	312	301	-11

The Project is a multifaceted project with designing and constructing both pedestrian and bike facilities, and it will also introduce a Transportation Demand Management (TDM) program into the area transportation system. The major elements of the Project include pedestrian improvements on Swan Island, pedestrian and bicycle facility improvements on N Going St between Swan Island to N Interstate Ave., and bicycle facility improvement on Skidmore St between Interstate and William St, on Michigan/ Mississippi Ave. between Fremont St to Kilpatrick St. A total of seven Tri-Met bus / MAX lines run through part of the project area.

The analysis is based on City of Portland's RTP 2005/2035 transportation demand model. Plot 1 shows the ½ mile buffer sub area of the Project, which defines the Project impact sub area. The Plot 2 shows the traffic traces (users) of the Project street segments during PM peak 2-hours. About half of the sub area auto traffic use full or part of the Project segments. The combination of the impact area and the user distributions forms the base for the analysis. Three major elements of the analysis are demands, trip length/speed distribution, and potential mode shift rate.

The analysis assumes that not all trips that run on the Project segments would have the potentials to shift to non-auto modes resulting from the Project, the only trips that have

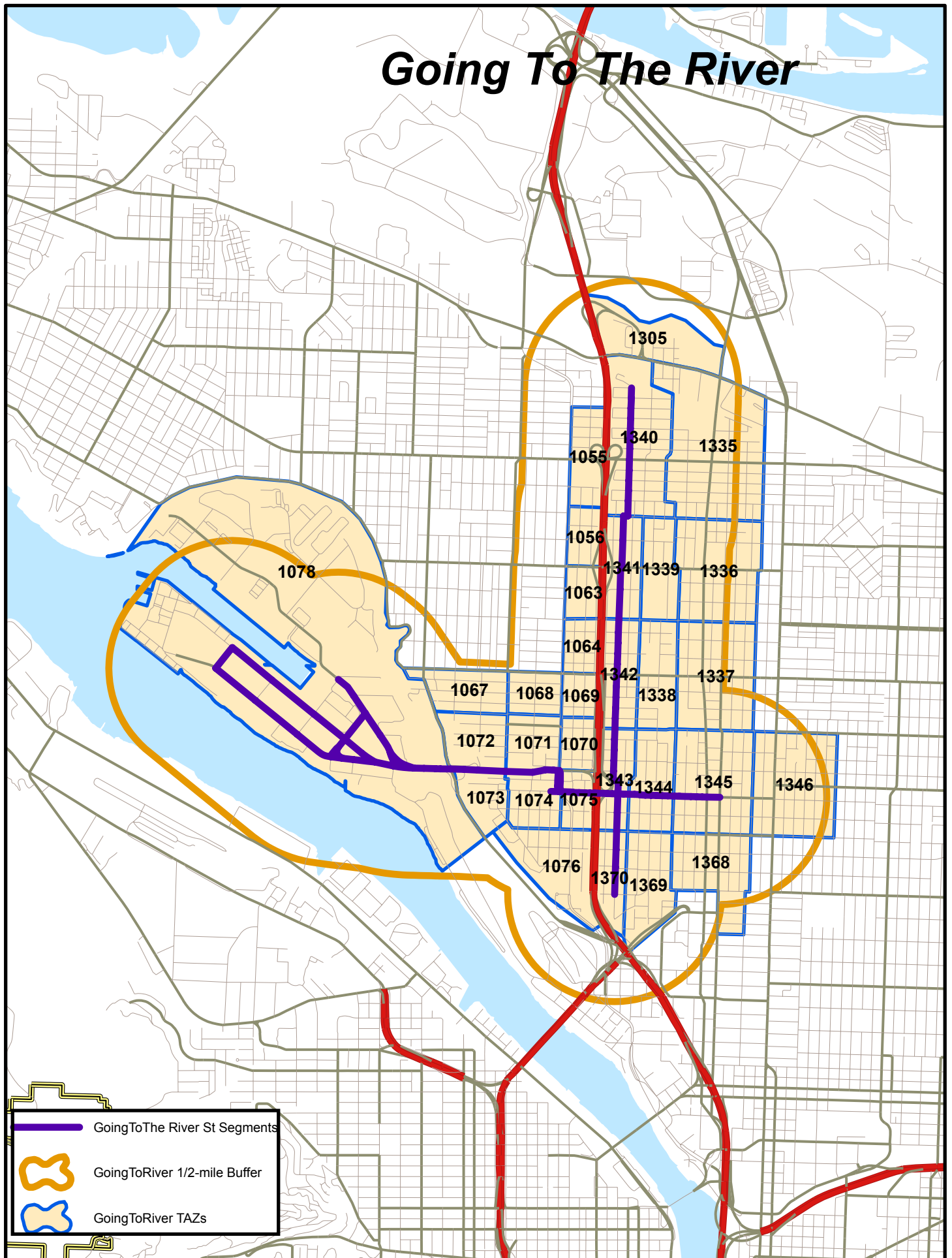
the shift potentials are the trips that either start or end within the project impact area. Due to the unique location of N Going St, the majority, about 90% (8,700/9,800), of the total traffic running on the Project segments during PM peak 2-hours are indeed local traffic. This traffic pattern is applying to the total daily auto vehicle demands to obtain the applicable daily traffic demands for estimating the VMT reduction.

The model data discovers that the average trip length of the Project area traffic is 9.5 miles. The estimation of potential shift from auto mode to non-auto mode from the Project is based on the Mode Shift Lookup Table of City of Portland. The shift rates in the Table are classified by trip length. The analysis used the adjustment factors of 1, 1, and 1.32 in applying the pedestrian, bike and transit shift rates from the table, respectively. The transit factor of 1.32 is from the ratio of the total buffer areas of the seven site bus/max lines to the total size the impact area.

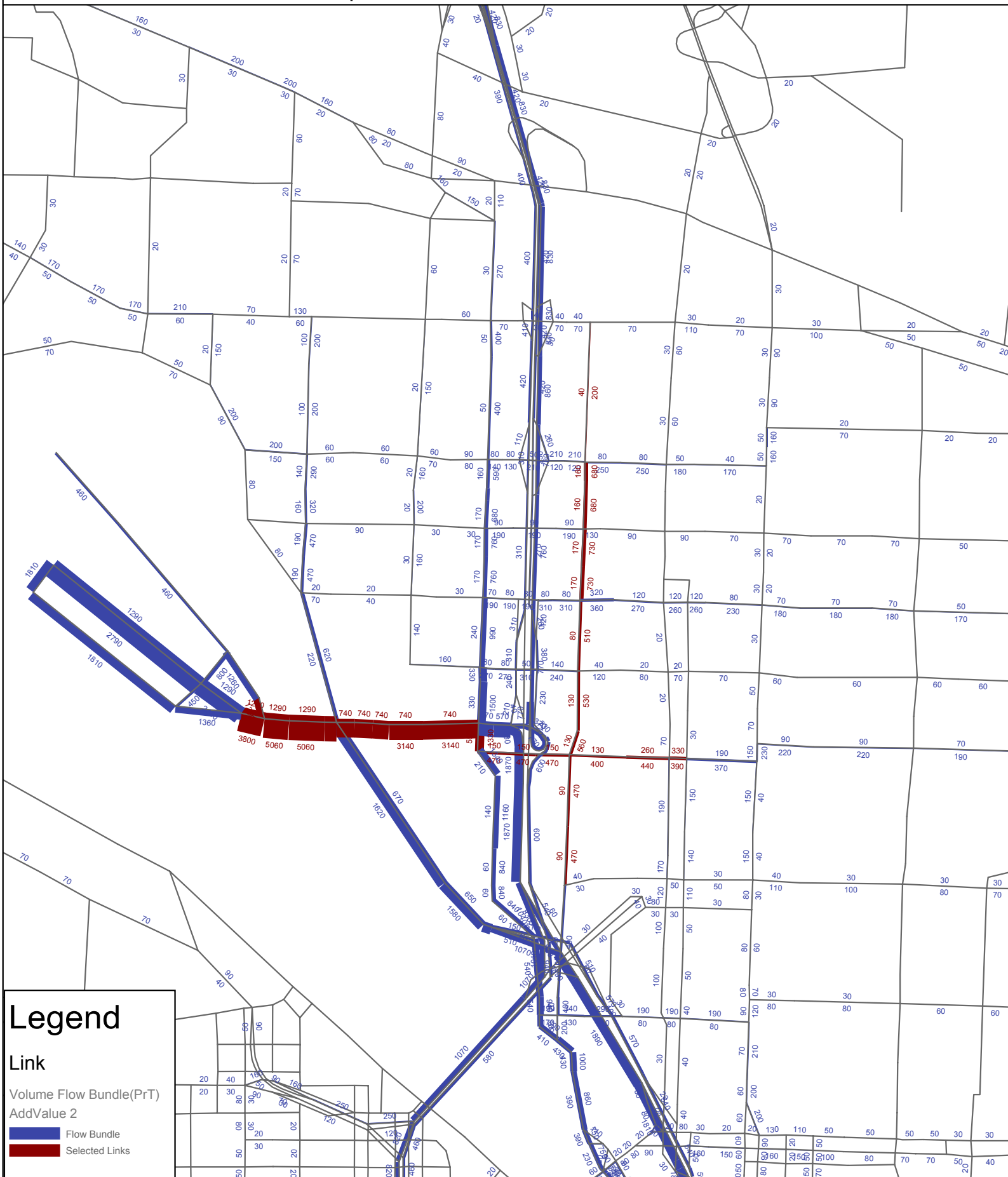
The GHG emission total is the product of VMT and GHG rate¹. Applying City of Portland's simplified GHG model, the GHG rate is a function of traffic speed on the streets. The average speed of the impact area traffic during PM peak 2-hours is modeled at 29.8 mph, which refers to the rate of 468.3 (gram/mile for year 2035). The analysis assumes that the variations of GHG reductions from the future traffic operational changes could be ignored at this stage, therefore the GHG reduction is projected at the similar rate of the VMT reduction.

¹ The GHG rate used in the calculation is from the City of Portland GHG calculation model, which is a simplified version modified from MOVES (Motor Vehicle Emission Simulator 2009 draft version from EPA). The GHG rate is the total of CO₂ (carbon dioxide), CH₄ (methane) and H₂O (nitrous oxide) in the CO₂ equivalency form.

Going To The River



2008 Transportation Network - Flow Bundle Volumes



FLEX Fund ProjectApplication Modeling

2008PM2_RTP_City_Base_060710 FLEX.ver

Created on: 03.11.2010

Bureau of Transportation, City of Portland

t:\.....\2008PM2 FB Going To The River.pdf

Ning Zhou