



Active Transportation & Complete Streets Projects

Name of Project US 30/Sandy Boulevard Improvements from 181st Avenue to Gresham East City Limit
(project name will be adjusted to comply with ODOT naming convention if necessary)

Project nomination narrative

Project nomination narratives provide in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project narratives should be kept to 12 pages total per project.** The narrative form is available electronically at: <http://www.oregonmetro.gov/regionalflexiblefund>. Please complete the following:

Project Definition

Base project information

1. Corresponding RTP project number(s) for the nominated project (if applicable).
This project is listed in the Regional Transportation Plan as project #10443.
2. Project extent or area description.
This US 30/Sandy Boulevard project extends from 181st Avenue approximately 1.1 miles to the east Gresham city limit and encompasses both the north and south sides of this arterial roadway.
3. Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area).
The purpose of this project is to improve multimodal access and mobility in a regionally significant industrial employment area. This project will enhance safety and provide new multimodal facilities along US 30/Sandy Boulevard (hereafter referred to as "Sandy Boulevard"), a regionally significant active transportation and freight route.

Demographic data show that Sandy Boulevard directly serves "above average" concentrations of EJ and underserved persons. It also falls within the Rockwood Urban Renewal Area (URA) which includes a "significantly above average" concentration of EJ and underserved persons. This project will provide those communities more attractive, direct, non-auto travel options to access transit, employment, and social services.
4. Description of project design elements.

This project consists of preliminary engineering and design, right-of-way acquisition, and construction along Sandy Boulevard between 181st Avenue and east city limits. The following are project design elements:

- *A second left turn lane from Sandy Boulevard to southbound 181st Avenue to address capacity needs.*
 - *New ADA ramps on the southeast corner of 181st Avenue to accommodate better pedestrian access.*
 - *Approximately 3,000' of new multi-use path on the north side of Sandy Boulevard between 185th Drive and 201st Avenues linking directly to the existing Gresham-Fairview Trail. The remaining 750 feet of unimproved frontage on the north side of Sandy Boulevard from 185th Drive westward to 181st Avenue will be built to Gresham major arterial standards with bike lanes, sidewalks, and planter strips to match existing construction.*
 - *Approximately 1,250' of new multi-use path on the south side of Sandy Boulevard between 181st Avenue and the Boeing Company driveway. From that driveway eastward to city limits (on the south side of Sandy Boulevard) the existing bicycle lane and sidewalk will be retained.*
 - *A new traffic signal at 185th Drive. This signal will improve access to Southshore commercial properties to the north and will allow bicyclists and pedestrians wanting to remain on the new multi-use path to cross with it at this intersection from the north and south sides of Sandy Boulevard.*
 - *Restriping of existing travel lane to provide a five-lane major arterial cross-section .*
 - *Replacement of the traffic signal at 181st Avenue.*
 - *New street trees, stormwater mitigation via rain gardens and planter strips, and street lights.*
5. Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance).

Post implementation performance measures to determine the effectiveness of this project include the following:

- *Comparison of pre- and post-construction pedestrian and bicyclist counts to determine mode shift changes and the relative effectiveness of new multi-use facilities.*
- *To determine how this project will enhance access for EJ and underserved communities, calculation of the number of people in neighborhoods identified as having above average concentrations of disabled, low-income, non-white, young, and elderly with direct access to this employment area via new bicycle and pedestrian facilities compared with existing access routes . GIS Network Analyst software and census data could be tools to evaluate these measures.*
- *Concentrations of LIFT paratransit events in the Rockwood Urban Renewal and Town Center/Sandy Boulevard area will be monitored as well to determine changes in access to this area for disabled populations.*
- *To evaluate how this project impacts social and economic changes for EJ/underserved communities, performance measures include monitoring changes in employment trends in the Rockwood Urban Renewal Area over time and relative to demographics such as income levels and concentrations of non-white and/or low income communities.*
- *Job creation is a goal of this project. Short-term jobs created will be measured by the number of construction jobs created to build the project. Long-term jobs created can be measured by*

monitoring changes in vacancy rates of industrial and commercial properties along Sandy Boulevard.

- *A performance measure is to monitor and compare pre- and post-implementation crash rates along Sandy Boulevard to determine safety ratings of this corridor.*
- *Mobility measures will be measured by monitoring concentrations of LIFT paratransit events in the Rockwood Urban Renewal/ Sandy Boulevard area and multimodal travel times between the residential and employment lands in the project area.*

Map of project area

1. Provide a map of the project consistent with instruction in Exhibit B

Project sponsor agency

1. Contact information for:
 - Application lead staff
Katherine Kelly, Transportation Planning Manager
(email: Katherine.Kelly@GreshamOregon.gov, Tel: 503-618-2110)
 - Project Manager (or assigning manager)
Jeff Shelley, Transportation Engineering Manager
(email: Jeff.Shelley@GreshamOregon.gov, Tel: 503-618-2550)
 - Project Engineer (or assigning manager)
Jeff Shelley, Transportation Engineering Manager
(email: Jeff.Shelley@GreshamOregon.gov, Tel: 503-618-2550)
2. Describe whether the lead agency has recently led or failed to deliver a federal aid transportation project, and how the agency currently has the technical, administrative and budget capacity to deliver the project.

The City of Gresham has recently completed federal aid transportation projects such as the Gresham/Fairview Trail (Phase II and III), Hogan Drive ARRA project between Stark and Glisan Streets, Stark Street boulevard improvements, Kane Drive widening and multimodal improvements between Division St. and Powell Valley Rd., and Hood Avenue improvements (sidewalk, rain gardens, street lighting). All of these projects have been delivered on time and within budget.

Gresham is currently staffed at an adequate level to ensure delivery of this project on time and within budget. Staffing levels are not anticipated to change within the current five-year budget timeframe. Staff has proven technical and administrative skills to deliver this project.

Location

1. Describe how you identified the travel corridor/area for the project and how regional and local data relevant to the project criteria support this location as your top priority(s). (See page 11 for criteria relevant to prioritizing project location)

The Sandy Boulevard corridor was identified as the location for this project due to its adjacency

to regionally significant active transportation corridors, regionally significant industrial employment land, and because it falls within the Rockwood Urban Renewal Area which supports the Rockwood Town Center. It is bounded by “above average” concentrations of disabled, non-white, and young persons. Additionally, the Rockwood Town Center which is less than one mile from Sandy Boulevard, has “significantly above average” concentrations of non-white, low-income, low English proficiency, and young persons. Linking the Rockwood Town Center residential population to the Sandy Boulevard employment corridor in a multimodal fashion is important to achieving the region’s goals to provide more equitable access and opportunity for all populations, effectively addressing the region’s imbalance in the location of jobs and housing.

The active transportation and employment transportation facilities are currently sub-par and this project aims to improve the current conditions. Sub-par conditions include inadequate or non-existent pavement shoulders, missing bicycle facilities and basic infrastructure such as sidewalks, curbs, planter strips, rain gardens, and storm drainage. This project will complete those amenities. New pedestrian and bicycle facilities that link directly to the Gresham-Fairview and I-84 multi-use trails will effectively complete a major section of the region’s trail system.

Safety is another primary reason this corridor was selected as the city's top priority project; separation of bicycles and pedestrians along this regional freight corridor is critical. Providing safe facilities will enhance access to jobs and other key destinations in an area with an above average concentration of EJ and underserved communities, as identified in GIS data provided by Metro.

The project will also manage traffic mobility for existing and projected traffic demands that will not be met under current conditions, thereby alleviating excessive motorist delays as employment densities continue to increase in this industrial area. These improvements will create efficiencies in freight transportation and thereby help alleviate greenhouse gas emissions.

Highest priority criteria

1. Describe how the project improves access to priority destinations mixed-use centers, large employment areas, schools, and essential services for EJ/underserved communities. (See maps/data on Metro FTP site).

This project enhances access to both active transportation and freight facilities that serve priority destinations. On the north side of Sandy Boulevard a small portion (~970') of the Gresham-Fairview Trail has been constructed on the frontage of the Gresham wastewater treatment plan. This project will construct an additional ~3,000' of that multi-use path on the north side to provide a direct and continuous connection to 185th Drive, where cyclists can travel north to the Marine Drive regional trail.

On the south side of Sandy Boulevard ~1,200' of new multi-use path will be constructed between 181st Avenue and 185th Drive to provide a direct connection to a new signal at 185th Drive, where bicyclists and pedestrians will have a signalized intersection to cross to a new multi-use path on

the north side of Sandy Boulevard. This new segment on the south side of Sandy Boulevard will allow users to connect with the I-84 Trail via a bicycle lane on 181st Avenue.

Improvements at the intersection of 181st Avenue and Sandy Boulevard will enhance access to large industrial employment sites by providing capacity improvements via dual left turns for those heading south on 181st Avenue toward I-84. This enhances mobility at that intersection by reducing the projected year 2030 substandard volume/capacity ratio of 1.00 to 0.82.

Essential services in the Rockwood Town Center are concentrated at “above average” rates within the Portland Metro region. Those services are located primarily along 181st Avenue. Enhancing access from the Sandy Boulevard employment area to these services through this project can directly link workers to necessary services. It could also provide opportunity for health care and other social service companies to locate along Sandy Boulevard in current vacant space, to serve employees in the area.

2. Identify the safety issues in the project area. How does the project design address safety in the area? (See bicycle/pedestrian crash map/data on Metro FTP site).

Based on Metro’s “2007-2011 Fatal/near fatal crash hotspots” GIS data, this portion of the Sandy Boulevard corridor has a “mid-range” rate of crashes. State data shows three pedestrian crashes on this segment of Sandy Boulevard, two of those with injuries and one fatal. The most impactful safety improvement will be the provision of new bicycle/pedestrian multi-use paths on both the north and south sides of Sandy Boulevard to separate those modes from freight vehicles accessing this primarily industrial area.

3. How does the project serve traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities? Explain how your project responds to data identifying concentrations of underserved communities and what project elements address the transportation needs of these communities. (See Transportation Equity maps/data on Metro FTP site for help identifying concentrations of EJ and underserved communities and how well they are served/not served).

This project serves a large population of EJ and underserved populations in Gresham and in East Multnomah County. The industrial area of Rockwood along Sandy Boulevard is one of the most significant concentrations of employment (current and potential) in East County, and is especially significant to the underserved Rockwood Town Center community directly to the south. The Rockwood Town Center neighborhood exemplifies Metro criteria for “underserved” communities: a predominantly non-white, low-income, low English proficiency, young, and high concentration of disabled persons neighborhood dominated by older multifamily housing developments. Low rents in Rockwood have attracted an ethnically diverse population, many of which experience multiple barriers to employment. Improving access and mobility opportunities in the closest significant employment area to Rockwood will directly benefit Rockwood residents.

The proposed improvements also hold a significant potential to indirectly improve the

underserved Rockwood neighborhood, which is why this Sandy Boulevard project is identified as one of the Gresham Redevelopment Commission's two highest priority industrial-area projects; investment along the Sandy Boulevard corridor will generate tax increment revenue in this urban renewal area, which in turn will benefit a range of improvements to the Rockwood Town Center and surrounding neighborhood, including investments in housing, public infrastructure, neighborhood amenities and livability and parks.

It is worth noting too, that the proposed improvements will enhance the connection between the Rockwood neighborhood (particularly for bicyclists, but also for transit riders disembarking on Sandy Boulevard) and the developed industrial neighborhood to the north. TriMet's #21 Sandy Boulevard bus directly connects workers who don't drive to critical employment opportunities along Sandy Boulevard. Completing the sidewalk and multi-use path network and creating safe, inviting routes from bus stops to businesses makes transit a more viable option for workers at all income levels, but is especially important for those who don't have the option to drive to work. The bicycle and pedestrian facilities likewise will only become more important as gas prices rise in connecting less affluent workers to employment opportunities along Sandy Boulevard and beyond.

High priority criteria

1. Describe any outreach that has been conducted with EJ/underserved communities to date. (Targeted outreach to these communities may be facilitated by Metro during the regional public comment period for comments on project scope. Additional outreach during project development phases (final design, preliminary engineering, etc.) may be a condition of funding approval.

Identification of this project as a priority project has been determined through a variety of outreach efforts that have included outreach to EJ/underserved communities in Gresham. The most relevant and recent, large-scale outreach effort was the East Metro Connections Plan (EMCP) process in 2011-2012, which entailed outreach to all neighborhood associations in Gresham including the Wilkes East, North Gresham, and Rockwood communities near Sandy Boulevard to identify high priority transportation projects. Presentations at those neighborhood association meetings included discussion of the Sandy Boulevard project.

In addition to the neighborhood association meetings and meetings with other jurisdictions and transportation service agencies, Metro and Gresham staff conducted outreach to several organizations that work with or provide services to underrepresented populations. Through one-on-one meetings, group meetings, open houses, website postings, telephone calls and emails, staff discussed potential projects in East Multnomah County including the Sandy Boulevard project. The following are the organizations contacted: Asian Pacific American Network of Oregon, Center for Diversity and the Environment, El Programa Hispanio (we engaged participants of a parenting class sponsored by El Programa Hispanio to identify transportation challenges they face. Their input was shared technical with decision makers early on in the project process), residents involved in the City of Gresham's "Healthy Eating, Active Living" project (a meeting in Spanish was conducted), City of Portland Disability Services, Coalition for a Livable Future, Coalition of Gresham Neighborhoods, Eastside United FC Youth Soccer Club, Gresham Downtown Develop-

ment Association, Gresham Downtown and Rockwood libraries staff, Habitat for Humanity, Home Forward – Housing Authority of Portland, Human Solutions, Immigrant & Refugee Community Organization (staff and community liaisons at IRCO identified transportation challenges faced by recent immigrants. Their input was shared with technical staff and decision makers early on in the project process) , Multnomah County Health Department, Oregon Opportunity Network, People for Parks, Upstream Public Health, Worksource -East County Latino Service Providers, AARP, African American Health Coalition, Clear Creek Community Church - Compassion Rockwood and Compassion Connect Program, Coalition of Communities of Color, Community Alliance of Tenants, East County Caring Community, East Portland Neighborhood Office and FooDiversity, Native American Youth & Family Center, Oregon Child Development Coalition, Organizing People Activating Leaders, Police Activities League, Portland Community Reinvestment Initiative, Proud Ground -formerly Portland Community Land Trust, Rockwood Community Action Team, Russian Speaking Network, TriMet - Disability Outreach Coordinator, Urban League of Portland, Elders in Action, and Latino Network.

The following questions were asked when meeting with the representatives:

- Populations served*
- Geography served*
- Where do your community members live, work, shop, and obtain other services?*
- How does your organization/agency interact with these populations?*
- What are some recommendations on how your community prefers to be engaged?*
- What are some recommendations on how to best communicate public involvement opportunities or information about projects in their neighborhood?*
- What are specific examples/locations where your communities experience challenges with the urban environment?*

Metro and City of Gresham also hosted a survey targeted to East Multnomah County multimodal travelers in order to understand the opportunities and barriers to travel in East Multnomah County. The survey was promoted to EJ communities through the Multnomah County Health Department's Communities Putting Prevention to Work, El Programa Hispano, Gresham's Healthy Eating Active Living project, the Bicycle Transportation Alliance, along with the City of Gresham and Metro's social media outlets. Safety rose as a major concern individuals have in traveling. Creating safe multimodal roads, as this project will do, will work to address these concerns.

2. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design address or provide mitigation to these conflicts?

Currently on Sandy Boulevard, there is a small segment, approximately 970', of multi-use path that provides separation of bicyclists and pedestrians from freight vehicles. This project adds an additional ~4,200' of multi-use path so that a bicyclist or pedestrian has the option to travel off-street for the entire segment of Sandy Boulevard from 181st Avenue to the eastern city limits.

Boeing employees have contacted the City of Gresham requesting bicycle facilities from 181st Avenue to their facility. There is conflict accessing their facility because currently there are not

bicycle lanes or a multi-use path. This project alone would provide enhanced multimodal access for Boeing's 1,800 employees at this site.

3. Does the project design include "last mile" connections? Please explain. (Last mile connections create safe and comfortable biking and walking routes that directly connect transit stops to nearby origins and destinations, and can include the provision of secure and convenient bicycle parking at stations).

This project creates new "last mile" connections directly to employment sites. A new multi-use path on the south side of Sandy Boulevard between 181st Avenue and 185th Drive will greatly enhance connections from the I-84 and Marine Drive trails; we have received several requests from Boeing employees to make this connection for cyclists.

There are 13 transit stops along this segment of Sandy Boulevard. Five of these stops currently do not have sidewalk or multi-use path connections. This project will provide those facilities at the stops, thereby enhancing access to employment sites.

4. Describe how the project will lead to an increase in non-auto trips through improvements in the user experience. (See Appendix C for design elements that improve the user experience).

Design elements for this project will improve user experience. These include new street trees and plant gardens or landscaping in planter strips on both sides of Sandy Boulevard. This will minimize bicycle and pedestrian traffic interaction with vehicular traffic in addition to the new multi-use paths that provide more direct routes to employment locations and transit stops.

5. Does the project serve a high density or projected high growth area? Please explain. (For high growth areas, explain how the project is coordinated with growth plans to focus or orient future development to maximize use of the project).

This project serves a high density industrial employment area with much growth potential. It includes improvements fronting approximately 19 acres of vacant, state-certified industrial land will support economic development by attracting employers and new jobs to a ready-made site. The site is strategically located with easy access to I-84, marine, and rail facilities.

This project will provide capacity for the development of several full time permanent and 35 short-term engineering and construction jobs along Sandy Boulevard between 185th and 201st Avenues.

Priority criteria

1. Please describe the outreach/education/engagement element of the project nomination (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination).

The process to nominate this project for advancement to receive Regional Flexible Funds (RFF) most recently culminated in the East Multnomah County Transportation Committee's vote on

November 5, 2012 to advance this as the top priority project. Prior to that this project was presented to the community in 2011 during that round of RFF project solicitation. Also, as described in detail in response to question #1 under the "Highest Priority" section above, there has been extensive outreach to the Gresham community through multiple media and venues over the past 18 months.

2. Are there opportunities to leverage other funds or investments with this project? Describe any opportunities you have identified and how you plan to coordinate with other project(s) or leverage other funds.

This project will leverage both public and private investments. It was identified as a priority project by the City of Gresham because it will leverage public investments to attract private industrial development and new jobs, support livability in the Gresham Urban Renewal Area, and provide new active transportation travel options. One of the primary goals achieved by this project is construction of improvements to serve 650 acres of occupied and vacant industrial employment land including frontage improvements along a vacant 21.71 acre state-certified industrial site. The state-certified site alone is projected to provide 225 family wage jobs.

Implementation of this project will tie to a Multnomah County project on Sandy Boulevard from 230th to 238th Avenues that was funded through the most recent round of RFF (2014-2015). Together these projects complete improvements along this corridor in the east Portland Metro region, creating a "complete" corridor. It also implements the City of Gresham's adopted Transportation System Plan project #114 to improve Sandy Boulevard to arterial standards which are not met with the current configuration.

The Gresham Redevelopment Commission has included matching funds for these improvements in its Capital Improvement Plan for three consecutive years now, highlighting the project as a high priority Urban Renewal project to assist industrial development, job creation and economic opportunity for Rockwood residents.

3. Describe how the project may help reduce the need for road and highway expansion.

This project is necessary to implement a balanced transportation system for Sandy Boulevard, a critical, multimodal east-west arterial link between Gresham and the City of Portland and cities in East Multnomah County. Elements of the project reduce the need for road and highway expansion through the following criteria:

Improving the efficiency of the transportation system:

1) New westbound left turn lane to 181st Ave.: Forecasts show a need at the Sandy/181st intersection for additional westbound left-turn capacity. A new dual left-turn lane will reduce the projected year 2030 substandard volume/capacity ratio of 1.00 to 0.82, and all turn movements will meet City performance standards. All wheelchair ramps will be brought into compliance with current City and ADA standards.

2) Realignment of existing travel lanes: Restriping travel lanes and constructing curbs to match existing curb sections is the completion of constructing Sandy Boulevard to a continuous, standard arterial cross section.

3) New pedestrian and bicycle facilities: On the north side of Sandy from 185th Drive to 201st Avenue a new multi-use path will provide direct access to the regional Gresham-Fairview Trail and link to the I-84 and Marine Drive Trails. On the south side of Sandy Boulevard from 181st Avenue to 185th Drive a new multi-use path will be constructed. These improvements will effectively complete a major section of the region's trail system and provide added capacity for active modes of transportation. In addition, access to transit will be enhanced and new bus pads will be installed at all stops.

4) Reduce the impacts of transportation on the environment: Capacity and multimodal needs addressed by this project will alleviate excessive motorist delays as employment densities continue to increase in this industrial area. The improvements will reduce freight and auto delay, eliminating the need for roadway expansion and thereby reduce greenhouse gas emissions.

5) Reduce the need for costly future investments in public infrastructure: The existing traffic signal at Sandy Boulevard/181st Avenue is part of the SCATS traffic adaptive signal system, which has been shown in independent studies to provide a minimum 10% increase in corridor throughput compared to conventional signal systems. An upgrade to that signal and a new signal at Sandy Boulevard/185th Drive will be incorporated into the SCATS system to ensure efficient movement along the corridor, particularly for freight and commuter traffic.

Process

1. Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A)

This segment of Sandy Boulevard in Gresham was identified as a priority location due to its regional significance for both active transportation and freight. The process to identify this project has included significant outreach with the Gresham community as well as other East Multnomah county jurisdictions, TriMet, the East Metro Economic Alliance, Columbia Corridor River District (CCRD), Port of Portland, ODOT Region 1 staff and the Metro Freight Subcommittee. As an outcome of those processes this project was identified as a top priority project in the CCRD Strategic Plan, is referred to as such in the East Metro Connections Plan, and has been identified by the Gresham Redevelopment Commission as a top priority project. It is listed in the Gresham Redevelopment Commission's Capital Improvement Program and Work Plan for a third year in a row this year.

On November 5, 2012, the project was presented to members of the East Multnomah County Transportation Committee (EMCTC) as one project proposed for RFF funding. The committee voted at that time to endorse submittal of an application, noting that it is that group's top

priority project for this round of MTIP funds, pending additional public outreach to happen after March 15, 2013.

2. Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.

All impacted transportation agencies have been made aware of this project. To our knowledge there is no opposition from those agencies to construct this project. ODOT Region 1, the Port of Portland, TriMet, freight operators, Metro staff and jurisdictional partners who have participated in the Regional TSMO and Safety workgroups have been made aware of this project through the following venues:

- East Metro Connections Plan process*
- Columbia Cascade River District meetings*
- East Multnomah County Transportation Committee meetings*
- Metro Regional Safety Workgroup meetings*
- City of Gresham Transportation System Plan outreach workshops for Active Transportation and Freight.*

Supplemental Freight & Green Economy questions for joint Active Transportation & Complete Streets and Freight & Green Economy project applications

Highest priority criteria

1. Describe how the project will reduce freight delay.

Sandy Boulevard is a critical part of the north and east Portland region freight transportation network in two primary ways: 1) it diverts traffic off of I-84, an already congested corridor, and 2) it allows access to business and industry in the north industrial sector of the region, as eastbound I-84 has no access or egress to these areas between 181st Avenue and 42nd Avenue in Portland, a distance of approximately 7 miles.

2. Describe how the project increases freight access to industrial lands, employment centers & local businesses, and/or rail facilities for regional shippers.

This project is located in a regionally significant industrial district with a high concentration of industrial-sector opportunity in the region.

3. Describe how the project contributes to “greening the economy” and how the project helps expand economic opportunities to Environmental Justice/underserved communities. (For the purposes of this allocation we are defining “greening the economy” to be initiatives that contribute to creating a low carbon, resource efficient, and socially inclusive economy)

Constructing improvements fronting approximately 19 acres of vacant, state certified industrial land will support environmentally-conscious economic development by attracting employers and new jobs to a shovel-ready industrial site. The site is strategically located with easy access to I-84 and marine, rail, and air freight facilities.

Enhancing site frontages and completing the auto, bicycle, and pedestrian network along this corridor will attract new businesses and therefore new employment opportunities. Due to the corridor’s proximity to “above average” concentrations of EJ/underserved populations it will greatly enhance connections from those communities to jobs.

High priority criteria

1. Does the project help reduce air toxics or particulate matter? Please explain.

The project will manage traffic mobility for existing and projected traffic demands

that will not be met under current conditions, thereby alleviating excessive motorist delays as employment densities continue to increase in this industrial area. These improvements will create efficiencies in the reduction of freight delay and thereby help alleviate greenhouse gas and particulate emissions.

2. Does the project help reduce impacts, such as noise, land use conflicts, emissions, etc. to Environmental Justice communities? Please explain.

Land uses in the project area are primarily industrial. Residential populations that would be impacted by noise, land use conflicts, or emissions are geographically removed so that this project does not negatively impact them.

3. Describe how the project increases freight reliability.

Existing conditions of the roadway are such that it is not built to full arterial standards and left-turn lanes are not provided along its entire length. Some widening of US 30/Sandy Boulevard has been accomplished through private development, with widening of site frontages. However, this is not consistent throughout the corridor and thus there is a patchwork of lane additions and lane drops. This project will align curbs and restripe travel lanes to eliminate any minor delay experienced by freight vehicles along the corridor due to these inconsistencies.

Priority criteria

1. Is the project of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources such as state trust fund pass through to local agencies, local bridge program, or large state funding programs or have any other significant sources of funds? Please explain.

The project would not be funded by the mechanisms noted in this question. It is too expensive for the City to construct using a share of state trust fund pass through and would not be eligible for local bridge funding.

2. Will this nomination leverage other funds or prepare a project to compete for discretionary funding that may otherwise not come to the region? Describe any opportunities you have identified.

This nomination will leverage existing private and public investments along Sandy Boulevard as described in the project narrative (see response to question #2 under "Priority Criteria" in the project narrative).