



**FY 2010-2011
PEDESTRIAN OR BICYCLE IMPROVEMENT
GRANT APPLICATION**

Applicant information

| | | | |
|---|--|---|-----------------------|
| ORGANIZATION NAME City of Fairview, Oregon | | DATE 7/23/08 | |
| CITY OR COUNTY OF PROJECT Fairview | | ODOT REGION 1 | ODOT DISTRICT 2B |
| CONTACT PERSON NAME John Gessner | | TITLE Community Development Director | |
| ADDRESS 1300 NE Village Street | | PHONE (503) 674-6205 | FAX (503) 667-7866 |
| CITY, STATE, ZIP Fairview, OR 97024 | | E-MAIL gessnerj@ci.fairview.or.us | |

Project information

| | | | |
|---|--|-------------------------|---|
| PROJECT NAME Halsey Street Sidewalk Infill | | | |
| 1. | TYPE OF PROJECT (CHECK ALL THAT APPLY. IF INTERSECTION OR PEDESTRIAN CROSSING IMPROVEMENT, OR OTHER, DESCRIBE) <input checked="" type="checkbox"/> Sidewalks <input type="checkbox"/> Bike-lane striping <input type="checkbox"/> Shoulder widening <input checked="" type="checkbox"/> Streetscape <input type="checkbox"/> Pedestrian crossing improvement <input checked="" type="checkbox"/> Other/describe: storm water treatment swale | | |
| 2. | NAME OF STREET, ROAD, OR HIGHWAY ON WHICH PROJECT IS LOCATED Halsey Street | | CHECK IF APPLICABLE <input type="checkbox"/> State highway |
| | CROSS STREET OR OTHER REFERENCE POINT (STATE HWY MILEPOST BEGIN/END IF APPLICABLE) Starts 660' east of NE 201 Avenue, ends 860 ft. west of 207th Ave | LENGTH IN FEET 1,000 | SIDE(S) OF ST (BOTH, N, S, E, W, ETC.) N |
| 3. | a. Estimated project cost, including engineering and local match | | \$152,690 |
| | b. State's share (grant amount you are seeking) | | \$127,690 |
| | c. Local share (match 5% minimum) | | \$25,000 |
| | IF SOFT MATCH, DESCRIBE | | |
| | d. Other funding source | | \$0 |
| | DESCRIBE OTHER FUNDING SOURCE None | | |
| 4. | Can the project be divided into two phases? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe the two sections, costs, and your priority for completing each. This may affect project selection if there is insufficient funding for your project as submitted. DESCRIBE | | |
| 5. | Briefly describe the problem and the proposed solution. Describe the need, the current conditions, and how the project would improve the situation. Describe how the project would fill gaps or provide connectivity to other facilities. (See instructions for drawing and map requirements.) DESCRIBE There is a 1,000' gap in the existing sidewalk network along the north side of Halsey St. between 201st Ave and 208th Ave. Pedestrians must walk on the dirt shoulder or in the bike lane. Halsey St. is the north boundary of a campus that includes three schools. A marked pedestrian crossing exists at 205th Ave, where no sidewalk exists on the north side. A 6' sidewalk will be installed for pedestrian safety and convenience and to encourage walking. | | |

Continued...

| | | | |
|--|--|--|--|
| 6. | Is the proposed project included in an adopted local transportation system or capital-improvement plan?..... | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| IF YES, IDENTIFY City of Fairview 1999 Transportation System Plan | | | |
| | If no, has the need been identified elsewhere? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| IF YES, WHERE? Multnomah County Capital Improvement Plan | | | |
| 7. | Have local elected officials formally expressed support for this project? * | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| IF YES, HOW? The Fairview City Council expressed support for the project and grant application in a public meeting. | | | |
| 8. | Are there currently accesses, driveways or on-street parking within project limits? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| | a. If yes, have local elected officials expressed support to any proposed changes? * | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 9. | Are you prepared to hold public hearings if required? * | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| 10. | Does the proposed facility lie within road or street rights-of-way? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| (Projects in parks or abandoned railway lines are not eligible.) | | | |
| | a. Will extra right-of-way need to be purchased? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| 11. | Does an agency other than the applicant have jurisdiction over the right-of-way? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| IF YES, WHO? Multnomah County | | | |
| | a. Does the right-of-way holder concur with your project request? * | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| | b. Who will maintain the improvements, including landscaping? * | | |
| NAME OF AGENCY Multnomah County in conjunction with adjacent property owners (as per County policy) | | | |
| 12. | Is the proposed project to be included in a larger project? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| (Projects that add sidewalks or bikeways as part of new road construction or reconstruction are not eligible. Projects that tie into other work such as repaving, utility, or drainage work, are eligible and encouraged.) | | | |
| IF YES, LARGER PROJECT DESCRIPTION, TIMELINE AND OTHER FUNDING SOURCES | | | |
| 13. | Does the proposed facility provide a link to transit or park-and-ride facilities? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| IF YES, DESCRIBE Halsey Street is served by TriMet bus transit (Route 77) | | | |
| 14. | Does the project include a railroad crossing, or is it within 500 feet of one? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| | a. If yes, do the railroad company and the ODOT Rail Crossing Safety Unit concur with the project request? * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| 15. | The project accommodates:..... | <input type="checkbox"/> Both pedestrians and bicyclists <input checked="" type="checkbox"/> Pedestrians only <input type="checkbox"/> Bicyclists only | |

Continued...

* Please fill in appropriate box on signature page.

| | |
|-----|---|
| 16. | <p>Are any bridges, tunnels, retaining walls, or other structures required? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>IF YES, DESCRIBE</p> |
| 17. | <p>Describe project elements and design that enhance the bicycling and/or walking experience, or that create a sense of place. (See Question 7 of grant criteria for elements to consider.)</p> <p>DESCRIBE</p> <p>This project is located on the north side of Halsey St between 201st Ave and 208th Ave and will fill a 1,000 foot gap in the sidewalk network, completing the pedestrian system along this section of Halsey. Three schools are located across the street of the project site: Salish Pond Elementary School, Reynolds Middle School and Reynolds Learning Academy. All of the schools draw from the residential neighborhoods north of Halsey St. and students can cross at a marked crosswalk located at 205th Ave. There is no sidewalk on the north side of Halsey St. near the marked crosswalk. Halsey St. also provides a link to Fairview Village, which includes City Hall, the Post Office and a variety of businesses. The sidewalk serves neighborhood students and the nearby multi- and single family neighborhood by providing access to the nearby Gresham- Fairview Trail, school district sports fields, and Fairview Town Center. The sidewalk will be separated from the roadway by a planted swale. Green Street methods will be employed to treat stormwater using a vegetated swale between the roadway and the sidewalk. The planter strips and stormwater swales will be generously planted with grasses, shrubs and street trees. The design will not only provide effective storm water management, but will offer an aesthetically pleasing walking experience that also creates a sense of safety for sidewalk users. The project will add pedestrian scale ornamental lighting that is consistent with the City of Fairview downtown lighting design, which also contributes to a positive user experience and sense of security and safety. The project is intended to match the highly effective pedestrian streetscape on Halsey between Village Street and NE 223rd Avenue.</p> <p>TriMet Route 77 bus serves Halsey St with approximately 110 buses a day. There is a bus stop in the northeast corner of Halsey St and 105th Ave, however there is no sidewalk in this location for passengers to access the stop or wait for the bus. A sidewalk will allow bus riders to wait in a safe location away from the shoulder of the road and encourage transit use by providing attractive, safe, and convenient access to transit.</p> |
| 18. | <p>What else should we know about your project and grant application?</p> <p>DESCRIBE</p> <p>Halsey St. is within the City of Fairview but under the road authority of Multnomah County. The County's 2005-2009 CIP calls for Halsey St. to be a three-lane minor arterial with bike lanes, sidewalk and lighting in the project area. The Fairview Transportation System Plan calls for completing the sidewalk gap. The existing roadway between 201st Ave and Fairview Parkway (207th) includes three travel lanes, a sidewalk on the south side of the street, and bike lanes. Fairview has no continuous dedicated funding sources for improvements on county roads (apart from the grant match). The Multnomah County CIP program has not funded the project due to resource constraints and other transportation priorities. The completion of the sidewalk network on the north side of Halsey St. will eliminate the need for pedestrians to walk in the bike lane and next to traffic, which both cause safety concerns. This project is located within a School Speed Zone. The 2006 Average Daily Traffic volumes within this section of Halsey St. were 10,700 vehicles per day.</p> <p>The segment of street frontage within the project scope is fully developed. New development can not be relied upon for needed street improvements through conditions of approval, exactions, or developer contributions.</p> <p>The Reynolds School District, City of Fairview, and Multnomah County support the project.</p> |



FY 2010-2011
PEDESTRIAN OR BICYCLE IMPROVEMENT
GRANT APPLICATION
SIGNATURE PAGE

| | |
|---|-------------------------------------|
| PROJECT NAME Halsey Street Sidewalk Infill | |
| ORGANIZATION NAME City of Fairview | CONTACT PERSON NAME John Gessner |

Signatures

Applicant — This section must be completed by all applicants.

| | |
|--|-------------------------------------|
| NAME John Gessner | TITLE Community Development Dir. |
| APPLICANT SIGNATURE X <i>J. Gessner</i> | DATE 7/25/08 |

Lines 7 and 8: Elected official support — This section to be completed by applicants checking Yes on Line 7 or Line 8.

| | |
|--------------------------------------|----------------------------------|
| NAME Mike Weatherly | TITLE Mayor, City of Fairview |
| SIGNATURE X <i>Mike Weatherly</i> | DATE 7/25/08 |

Lines 11 and 11a: Support of right-of-way owner — This section to be completed by applicants checking Yes on Lines 11 and 11a.

| | |
|-------------------------------------|--------------------------|
| NAME BRIAN VINCENT | TITLE COUNTY ENGINEER |
| SIGNATURE X <i>Brian Vincent</i> | DATE 7-23-08 |

Line 11b: Agreement from agency to maintain facility — This section to be completed by all applicants.

| | |
|-------------------------------------|--------------------------|
| NAME BRIAN VINCENT | TITLE COUNTY ENGINEER |
| SIGNATURE X <i>Brian Vincent</i> | DATE 7-22-08 |

Line 14: Support from railroad company and ODOT Rail Crossing Safety Unit — This section to be completed by applicants checking Yes on Line 14.

Railroad company

| | |
|----------------|--|
| NAME N.A. | REPRESENTATIVE TITLE AND NAME OF COMPANY |
| SIGNATURE X | DATE |

ODOT Rail Crossing Safety Unit

| | |
|----------------|-------|
| NAME N.A. | TITLE |
| SIGNATURE X | DATE |



FY 2010-2011
**PEDESTRIAN OR BICYCLE IMPROVEMENT
GRANT APPLICATION
QUESTIONNAIRE**

Worth two bonus points!

ODOT staff and the Oregon Bicycle and Pedestrian Advisory Committee (OBPAAC) would like some feedback about our grant program. Applicants who complete this questionnaire will receive two bonus points. P.S.: There are no wrong answers. Thanks!

1. How did you hear about the ODOT Bicycle and Pedestrian Grant Program? (Announcement, press release, Web site, word of mouth, other)

Received announcement from ODOT

2. If a presentation were required as part of the application process, would you still apply for a grant?

Yes

3. Do you know that the ODOT Bicycle and Pedestrian Grant Program distributes State Highway Funds?

Yes

4. List the other sources of bicycle and pedestrian funding at ODOT of which you are aware.

Transportation Enhancement Program, Safe Routes to School

5. Did you use our Grant Program Web site (www.oregon.gov/ODOT/HWY/BIKEPED/grants1) to help you with the application process?

Yes

- a. What information or features of the Web site were the most helpful?

Sample applications and instructions, Bike & Ped Plan, Previous awards

- b. What information or features did you feel were missing?

Information on cost estimating

6. What other funding sources (other than grant) does your community have for bicycle and pedestrian facilities?

Scarce state gas tax allocations. General fund contributions, when approved by the City Council.

City of Fairview
July 2008 Bicycle - Pedestrian Grant
Halsey Street Sidewalk Cost Estimate

| Bid Item | Bid Unit | Qty | Unit Price | Total |
|------------------------|----------|------|-------------|---------------------|
| Concrete Sidewalk | SF | 6250 | \$ 5.50 | \$ 34,375.00 |
| Excavation | CY | 370 | \$ 16.50 | \$ 6,105.00 |
| Fill | CY | 370 | \$ 16.50 | \$ 6,105.00 |
| Base | CY | 115 | \$ 22.00 | \$ 2,530.00 |
| Ornamental Lighting | EA | 9 | \$ 1,150.00 | \$ 10,350.00 |
| Foundation | EA | 9 | \$ 1,100.00 | \$ 9,900.00 |
| Junction Box | EA | 9 | \$ 94.00 | \$ 846.00 |
| Conduit | LF | 1000 | \$ 0.80 | \$ 800.00 |
| Wire | LF | 1500 | \$ 0.30 | \$ 450.00 |
| Irrigation (as needed) | EA | 1 | \$ 3,500.00 | \$ 3,500.00 |
| Trees | EA | 33 | \$ 165.00 | \$ 5,445.00 |
| Plant Materials | EA | 750 | \$ 16.50 | \$ 12,375.00 |
| Rock Mulch | Ton | 5 | \$ 50.00 | \$ 250.00 |
| Concrete Driveway | SF | 300 | \$ 8.00 | \$ 2,400.00 |
| Subtotal | | | | \$ 95,431.00 |

| | | | | |
|---------------------|-----|---|-----|----------------------|
| Mobilization | 15% | 1 | 15% | \$ 14,314.65 |
| Engineering | 25% | 1 | 25% | \$ 23,857.75 |
| Contingency | 20% | 1 | 20% | \$ 19,086.20 |
| Total | | | | \$ 152,689.60 |

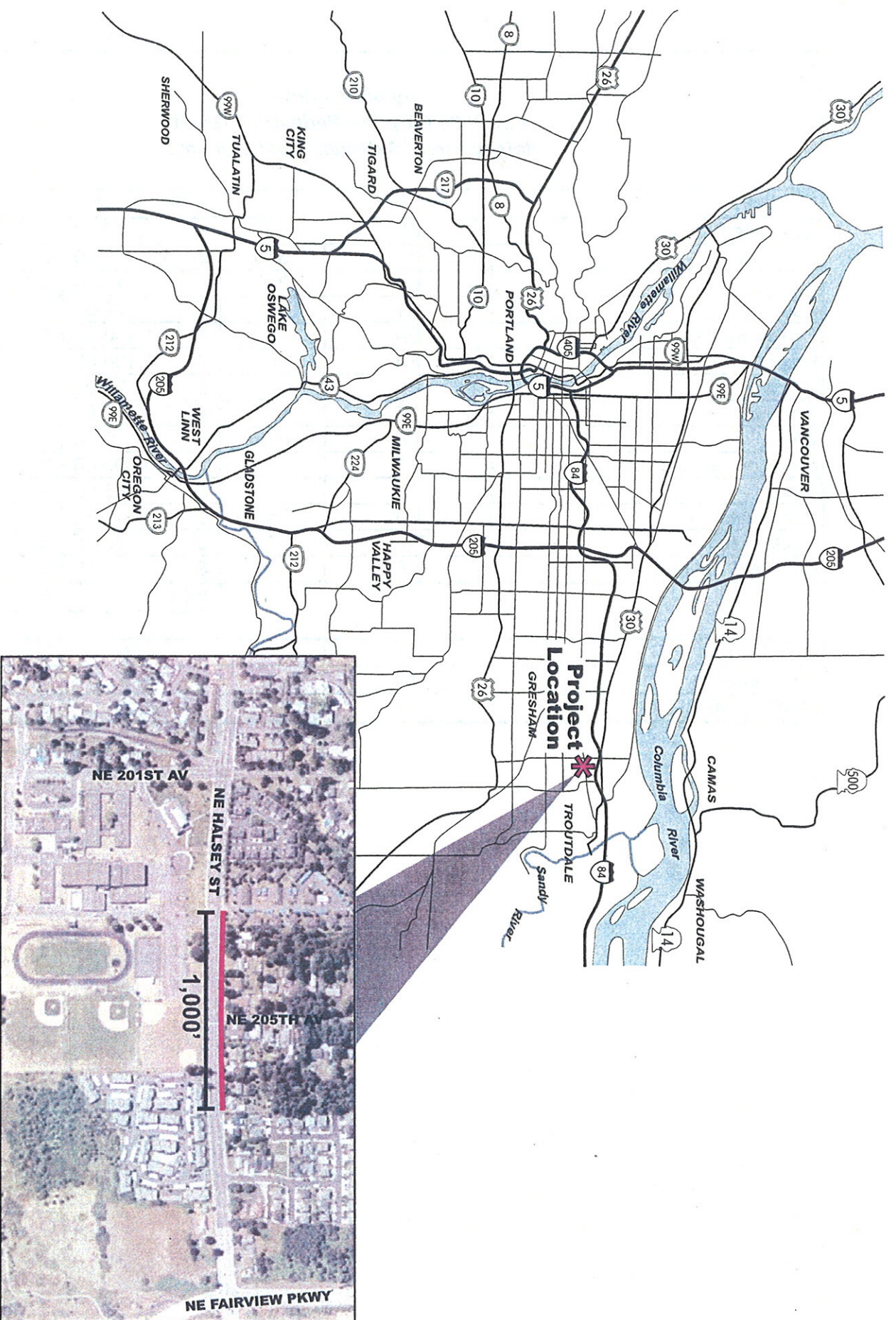
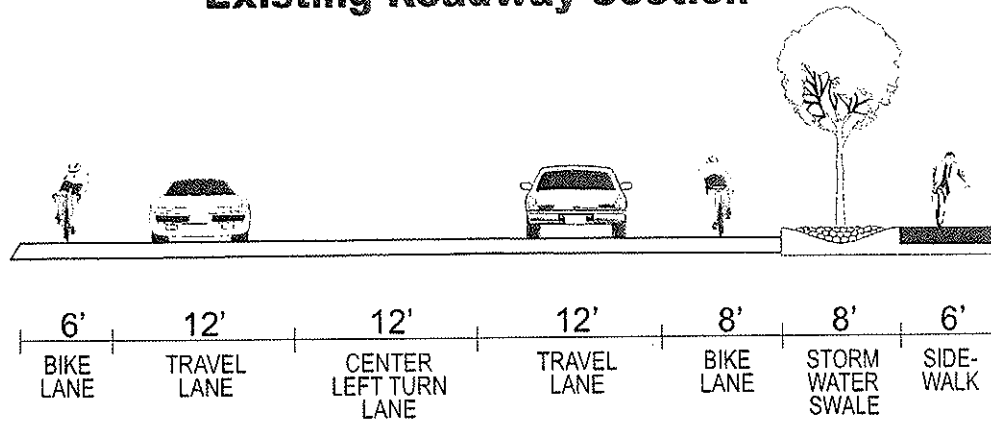


Figure 1
STUDY AREA & PROPOSED
SIDEWALK LOCATION

Existing Roadway Section



Proposed Roadway Section

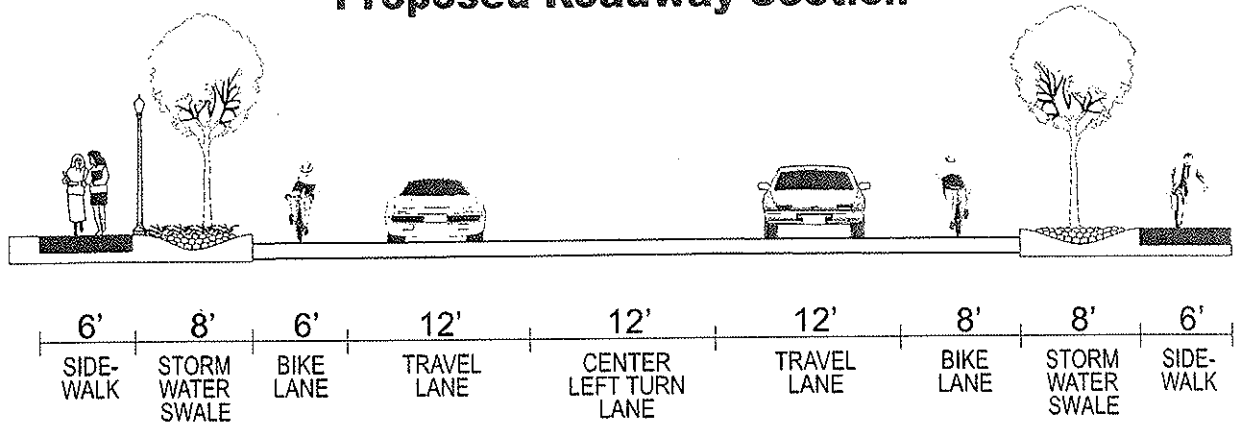


Figure 2

**EXISTING AND PROPOSED
CROSS-SECTIONS**

CITY OF FAIRVIEW - HALSEY STREET INFILL SIDEWALK

North Side of Halsey St. looking west from east end of the project.



Pedestrians in bike lane at NE 205th Avenue and Halsey.

