



Transportation Project Sponsors

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

Organization Name:	City of Lake Oswego		
Contact Person Name:	Anthony Hooper	Title:	Management Analyst
Street Address:	380 A Avenue, P.O. Box 369	Phone:	(503) 697-7422
City, State Zip:	Lake Oswego, OR 97034		
E-mail:	ahoop@ci.oswego.or.us		

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

N/A

Transportation Project Information

3. Project Name–REQUIRED

Project Name:

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

	Project Funds	% of Project Costs
Total Costs	\$1,900,162	
Non-Eligible Costs	\$207,687	
Total Transportation Project Cost	\$1,692,475	100%
Matching Funds	\$173,817	10.27%
Requested Funds	\$1,518,658	89.73%

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

Laurel Street is a Neighborhood Collector with very limited pedestrian facilities. This project builds new sidewalks and ADA curb ramps to fill in existing gaps on the south side of Laurel from Cornell to Hallinan. In addition, the project widens the cross-section area between Dyer and Hallinan by nearly 15-ft to provide for a uniform 21-ft of pavement, 6-ft of sidewalk, and approximately 8-ft of shoulder area. In order to accommodate this widening, a 30-ft mechanically stabilized earth (MSE) retaining wall system is necessary to build any width through the "narrows" area which is an extremely steep area between two neighborhoods. Most important, the project will provide a safe route to school for the children walking from adjacent neighborhoods to Hallinan Elementary School.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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

- Yes No

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

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

- Yes No

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

8. Project Problem Statement–REQUIRED

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

It is dangerous for pedestrians/bicyclists to travel along Laurel from Dyer to Hallinan (the "narrows"), because the roadway ranges from 15.4 to 20 feet in width and lacks embankments. There is a 30-foot drop onto public greenway space on one side and a steep hillside on the other. When a pedestrian/bicyclist is on the roadway and vehicles come from both directions, one vehicle must slow down to let the other pass or risk injuring the pedestrian/bicyclist. In addition, this is the only west to east connecting roadway to Hallinan Street in the neighborhoods between McVey and Pacific Highway. There are 400 neighboring properties that are west of the "narrows." Some children use the "narrows" despite the risk because it is the most direct route to Hallinan Elementary School.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Lake Oswego"/>	County: <input style="width: 90%;" type="text" value="Clackamas"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text"/>

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

The project installs new American Disability Act compliant ramps at the following locations:

- 1 ramp on the southeast corner of the intersection of Cornell and Laurel.
- 2 ramps located about 300 feet east of Cornell on the south side of Laurel.
- 2 ramps on the south side of the intersection of Erickson and Laurel.

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

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

The improvements are proposed to be made to the south side of Laurel Street from Cornell Street to Hallinan Street. The project will install 5 ADA ramps and build a 6-foot wide sidewalk to fill in existing gaps. Along the “narrows,” from Dyer to Hallinan, the road will be widened by up to 15 feet and will require building a Mechanically Stabilized Earth (MSE) retaining wall. The existing pavement width varies from 15.4 feet to 20 feet along the “narrows” and the roadway will become a uniform 21 feet in width in order to meet the minimum requirement of 20-foot wide roadways. The widening will also accommodate the installation of a 6-foot wide sidewalk with a curb and 8-foot shoulder area adjacent to the retaining wall.

On the south side of Laurel Street, between Hallinan and Dyer, the proposed sidewalk will be constructed at the existing south edge of the roadway to avoid impacts to the existing hillside. The 30-foot Mechanically Stabilized Earth retaining wall must be built to retain the fill for the roadway widening. Because of the wall’s 30-foot height, tiebacks will be required. These tiebacks will extend underneath the existing roadway width. Sidewalk handrails and a 4-foot fence will be built along the top of the retaining wall. A 3:1 maximum slope for the roadway shoulder will be built between the back of roadway guard rail to the top of MSE retaining wall. Landscape planting with bushes and small trees is also proposed for the shoulder area. This project would require coldplanning the existing roadway to remove 2 inches of existing asphalt pavement and adding 4 inches of new asphalt concrete for the section of Laurel Street, between Hallinan Street and Dyer Street.



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From Dyer Street to Erickson Street, there is an existing 5-foot wide sidewalk on the south side of Laurel Street. The proposed new 6-foot concrete sidewalk and curb that is east of Dyer Street will match the existing 5-foot curb tight sidewalk that runs parallel on the south side of Laurel Street. The pathway will continue along the existing 5-foot concrete sidewalk to Erickson Street. A new 6-foot concrete sidewalk and curb will be constructed from the existing sidewalk near Bickner Street to Cornell Street. In addition, existing driveway connection accessing Laurel Street along this segment of new improvements will be reconstructed as part of this work.

The non-eligible portion of this project builds drainage improvements along Laurel Street between Hallinan and Dyer Street.

The project does not include Practical Design Considerations. The project will provide a complete, useful, and safe sidewalk to allow pedestrians and bicyclists to travel along Laurel from Cornell to Hallinan, which connects to existing sidewalks that allow pedestrians to walk or bike to Hallinan Elementary School.

12. Primary Project Mode(s)

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

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
2015	Bid Let Date
2016	Construction Contract Award
2017	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
2017	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

The project is listed in the City's FY 2012-13 to FY 2015-16 Capital Improvement Plan on page 74. The project is also listed in the 2003 Lake Oswego Trails and Pathways Master Plan on page 55. In addition, the sidewalk project is consistent with the goals and policies of the City's Comprehensive Plan and Transportation Plan, which call for "Safe Routes to Schools" projects to be implemented.

In 2002, the City's Transportation Advisory Board listed Laurel as the fourth highest priority pathway/sidewalk project, which was subsequently approved by the Engineering Division. Since 2002, the three projects that were ranked ahead of Laurel had been completed.

A preliminary design, the Pedestrian Connectivity Feasibility Study for Laurel Street, was completed by WHPacific in December 2008.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED

- Yes No



Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

The project adds capacity to the existing transportation system by widening the roadway from a minimum of 15.4 feet to a minimum of 21 feet. The project also adds the new facilities of sidewalks and ADA ramps to Laurel road. Lastly, the project adds the facility of a shoulder to the roadway to create an additional buffer between the roadway and the vertical drop-off that exists along Laurel between Dyer and Hallinan.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

N/A

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

N/A

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

This project will significantly improve the connection between the residential area and Hallinan Elementary School by making it safe to use the only roadway with a west to east connection to Hallinan Street. There are over 400 residences in the area between McVey and Pacific Highway, who live on the west side of the "narrows" and would be directly affected by this project. The project will make the "narrows" walkable, bikable, and drivable. This project will allow children and parents to safely walk or bike from those 400 properties to Hallinan Elementary School.

In addition, this project would allow those on the east side of the "narrows" to safely walk, bike, or drive along Laurel, which is a key connector to streets that lead to the Ellen R Burgess Nature Preserve, Freepons Park, and the commercial node of Palisades Town Center.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

N/A

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

N/A

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

Statewide Planning Goal 12 of the City's Comprehensive Plan recommends that the City consider projects that "provide and encourage a safe, convenient, and economic transportation system." The Comprehensive Plan also specifically encourages local connectivity and pedestrian and bicycle connection projects. This project will allow residents to safely and conveniently walk to existing resources, such as parks and schools. This project does this by using publicly owned land to expand the roadway and build a sidewalk along one of the city's narrowest roads.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

This project encourages a healthy lifestyle and enables active transportation by enhancing biking and walking networks and connections to community destinations, such as Hallinan Elementary School, Freepons Park, Ellen R Burgess Nature Preserve, and Palisades Town Center. In addition, this project allows residents from the west side of the "narrows" to use Laurel Street to get to Pacific Highway, which has a Bus Stop for the 35 route near the intersection of Laurel and Pacific Highway. The 35 route allows residents to travel from Lake Oswego to Oregon City or all the way to the University of Portland. The project will also make walking along Laurel more attractive and convenient given that the sidewalk will be 6 feet wide and will have landscaping adjacent to the Mechanically Stabilized Earth retaining wall.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

This project will reduce the potential for crashes involving bicyclists and pedestrians. In addition, this project will make it safer for vehicles to use Laurel Street by increasing the minimum width of 15.4 feet to 21 feet. Having a roadway that surpasses the minimum requirement for roadways with a width of 20 feet will make it safer for emergency vehicles to navigate through this area.

Children use the "narrows" regardless of the danger because it is the most direct way to get to Hallinan Elementary School and this project is critical in ensuring that a safe route is taken to school. In addition, school buses do not travel through the "narrows" because of the width of the roadway.

25. Equity

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

For example, will the solution:

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

This project promotes a transportation system with multiple travel choices for potential users by opening up the option to walk and bike safely in the neighborhood. Currently, neighborhood residents are discouraged to walk or bike because of the lack of safe routes in the immediate area.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

The project will have ongoing funding available for operations and maintenance through the City's Street Fund. The Street Fund has revenue available through PGE Franchise Fees, Vehicle Licence Fee/Gas Tax disbursements, and the local Lake Oswego Street Maintenance Fees.

Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$126,936	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$190,403	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$317,339
Utility Relocation		
Construction	\$1,375,136	
Construction Project Costs Total		\$1,375,136
Total Eligible Project Cost		\$1,692,475
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)	\$207,687	

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Lake Oswego	\$173,817	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$173,817	10%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

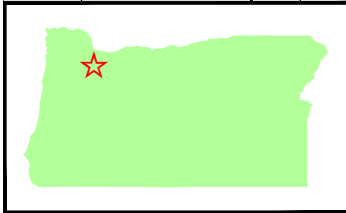
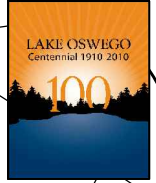
Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

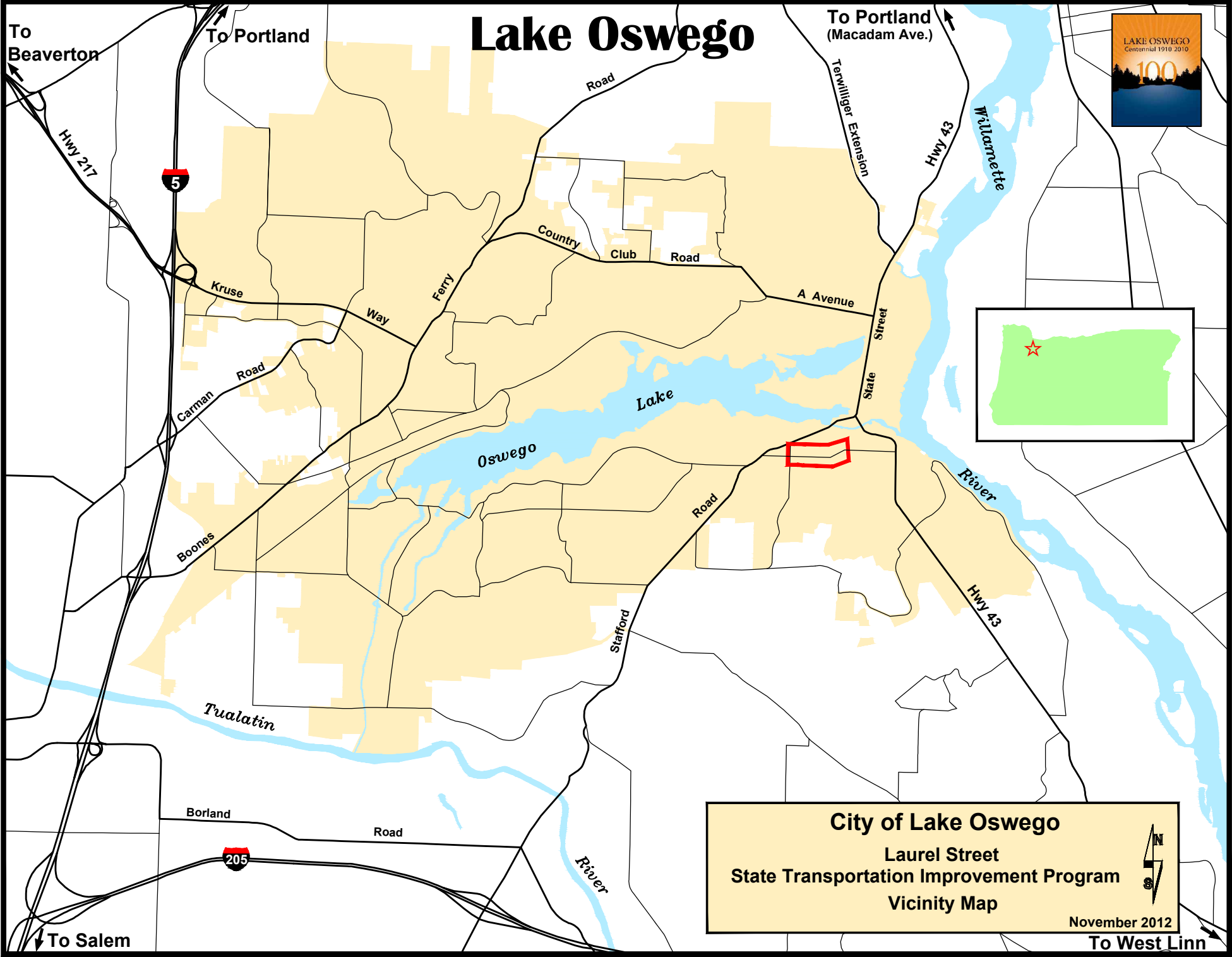
Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

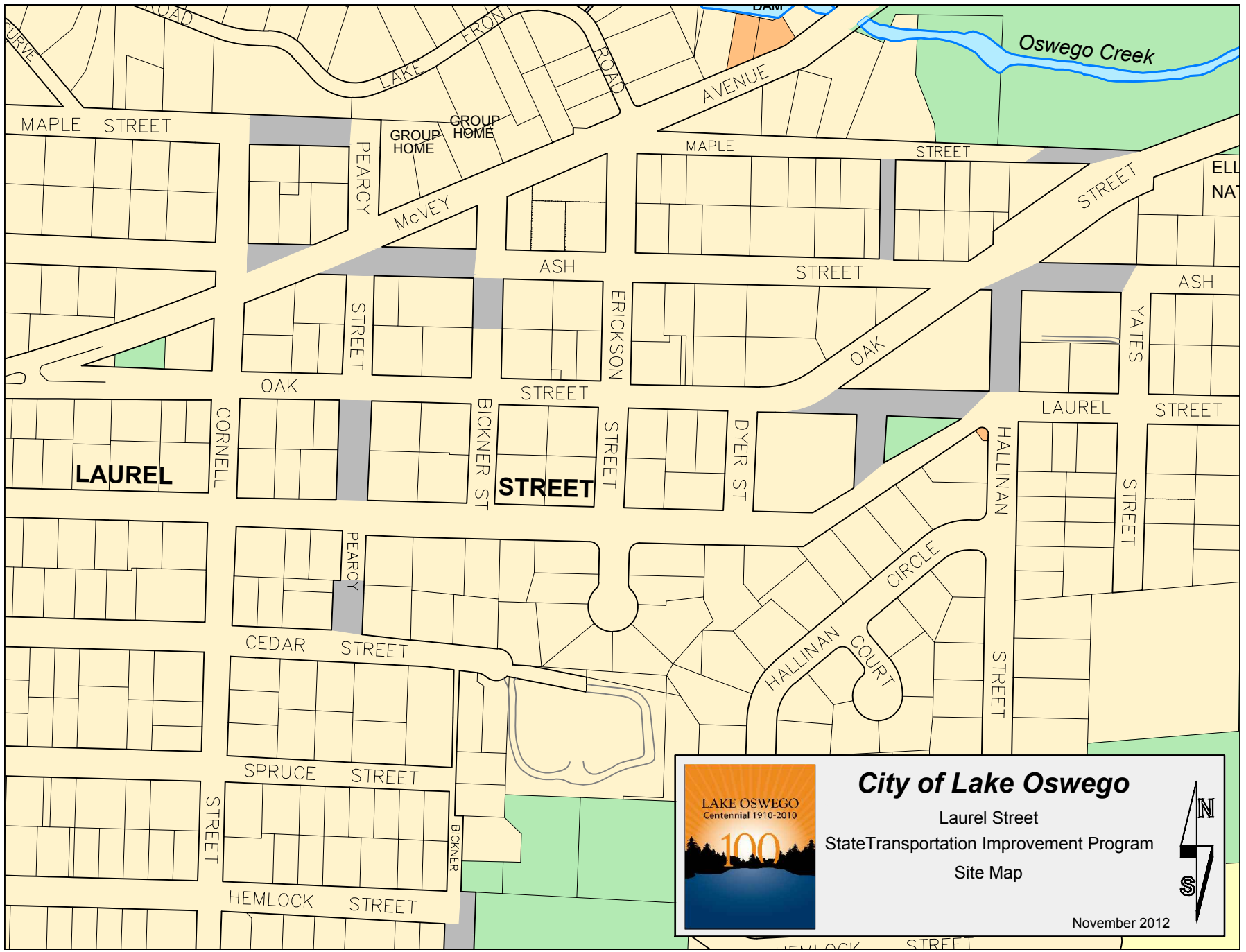
Lake Oswego



City of Lake Oswego
Laurel Street
State Transportation Improvement Program
Vicinity Map

November 2012

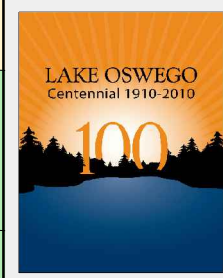
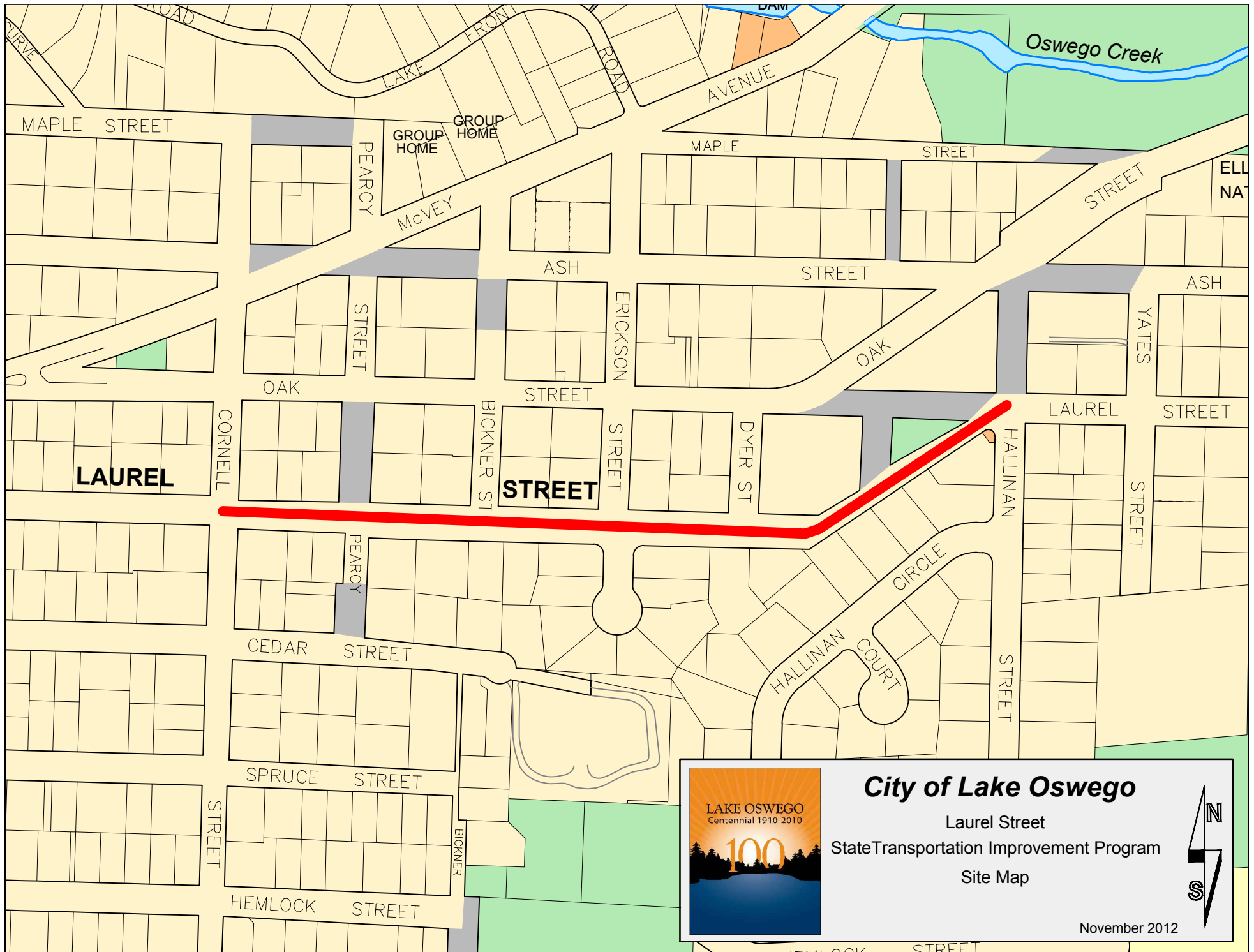




City of Lake Oswego

Laurel Street
State Transportation Improvement Program
Site Map

November 2012

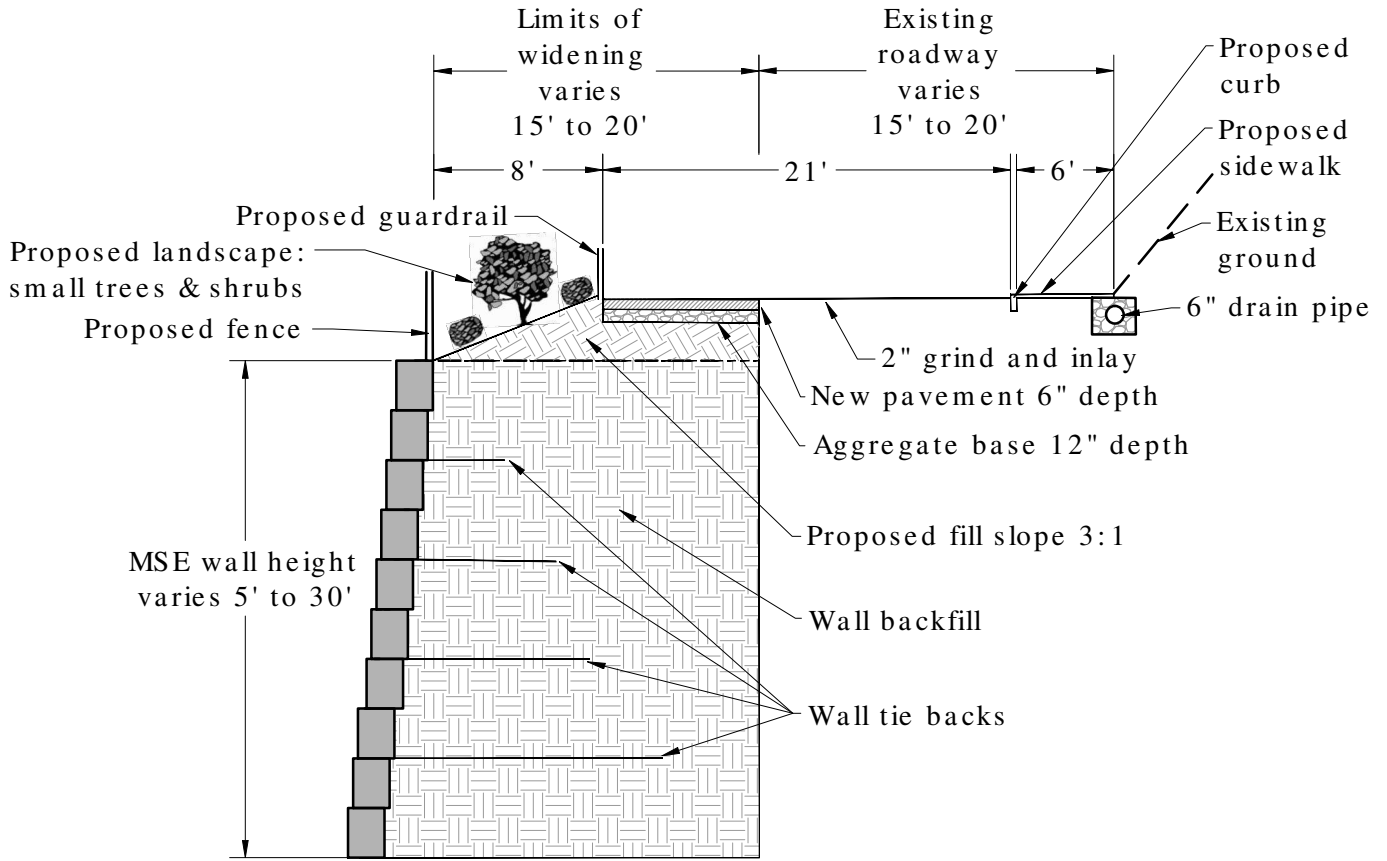


City of Lake Oswego

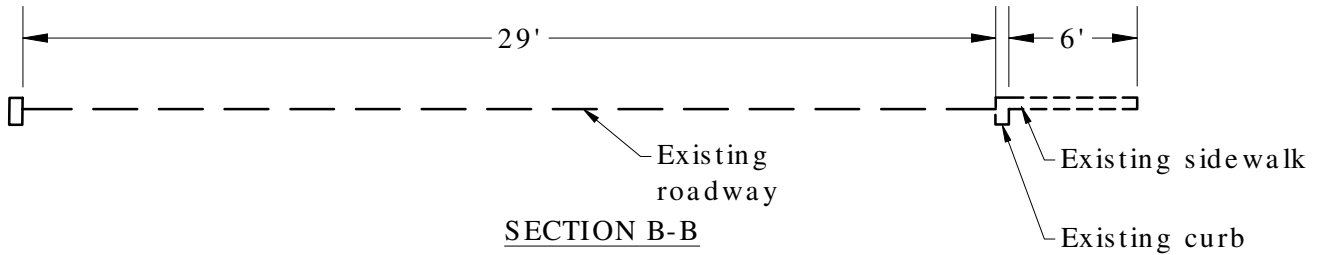
Laurel Street
State Transportation Improvement Program
Site Map



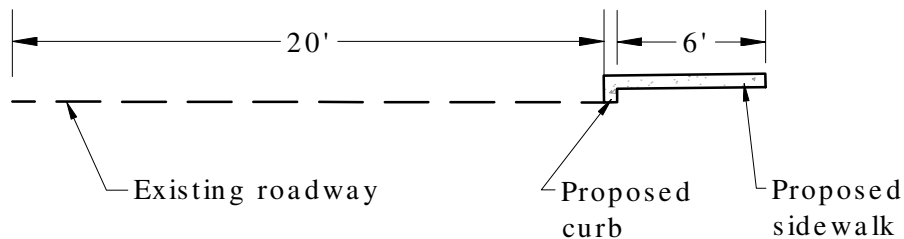
November 2012



SECTION A-A
HALINAN STREET TO DYER STREET



SECTION B-B
DYER STREET TO BICKNER STREET



SECTION C-C
BICKNER STREET TO CORNELL STREET



City of Lake Oswego
Engineering Division
Guy Graham, P.E. Public Works Director
City Engineer

LAUREL STREET CROSS SECTIONS

Date: 11/26/12 Scale: N.T.S.