

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD A PROJECT ON DIVISION STREET BETWEEN THE GRESHAM-FAIRVIEW TRAIL AND WALLULA AVENUE IN GRESHAM) RESOLUTION NO. 11-4315
)
) Introduced by Chief Operating Officer Martha Bennett with the concurrence of Council President Tom Hughes

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the City of Gresham applied for and was awarded federal Transportation, Community, and System Preservation (TCSP) program funding for pedestrian and bicycle facilities on Division Street between the Gresham-Fairview Trail and Wallula Avenue; and

WHEREAS, this project, as described in Exhibit A to this resolution, is included in the current Regional Transportation Plan; and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state's air quality goals; and

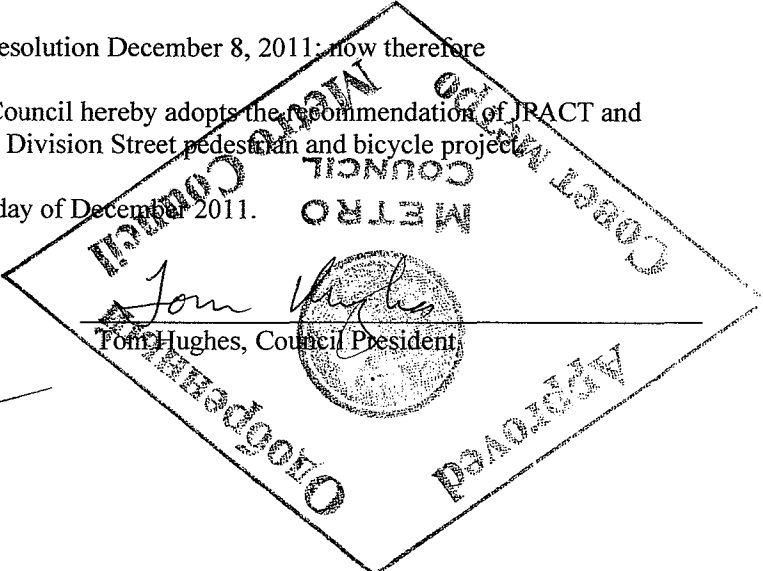
WHEREAS, notwithstanding the Clean Air Act conformity requirement, 40 C.F.R 93.126 exempts this project from the requirement to demonstrate conformity with the state's air quality goals because it is a pedestrian and bicycle project; and

WHEREAS, funding is available for this project within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution December 8, 2011; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and hereby amends the 2010-13 MTIP to add the Division Street pedestrian and bicycle project

ADOPTED by the Metro Council this 15 day of December 2011.



Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 11-4315

2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment

Action: Add federal TCSP funds a new project: Division Street: Gresham-Fairview Trail to Wallula (Gresham).

Existing programming : None

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funding	Total Funding
Division Street: Gresham-Fairview Trail to Wallula (Gresham)	Add sidewalks, ped crossings, multi-use path to Division Street.	TBD	Gresham	PE	TCSP	2012	\$161,500	\$18,484		\$179,984
				Right-of-way	TCSP	2012	\$211,000	\$24,150		\$235,150
				Cons	TCSP	2013	\$460,140	\$52,665	\$382,795	\$895,600
				Total			\$832,640	\$95,299	\$382,795	\$1,310,600

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD A PROJECT ON DIVISION STREET BETWEEN THE GRESHAM-FAIRVIEW TRAIL AND WALLULA AVENUE IN GRESHAM

Date: December 15, 2011

Prepared by: Ted Leybold, 503-797-1759

BACKGROUND

\$832,640 of federal TCSP funds was awarded to the City of Gresham to construct bicycle and pedestrian facilities on Division Street. This is a competitive, discretionary funding program whose award decisions are made by the Federal Highway Administration. To be eligible to receive these funds the project award must be amended into the Metropolitan Transportation Improvement Program (MTIP).

Project Components

1. *New Permeable Multi-Use Path and Permeable Sidewalk:* Construction of a new 790' long and 10' wide permeable asphalt multi-use path on the north side of Division St. between Birdsdale Ave. and the Gresham/Fairview Trail will eliminate a gap for pedestrians and bicyclists traveling on Division St. The existing curb-to-curb roadway in this short segment of the corridor is 55' and not wide enough to accommodate bike lanes. It is also topographically constrained on the south side. A new 5' wide permeable concrete sidewalk will be constructed along this same 790' long segment adjacent to the asphalt multi-use path to provide access to a TriMet bus stop as well as to provide an additional pedestrian facility separate from the multi-use trail that serves bicyclists accessing the Gresham-Fairview Trail from east of Birdsdale Ave.

2. *New Multi-Use Path between Birdsdale and Wallula Avenues:* this 3,800' long segment of Division Street has sporadic and insufficient walk zones that do not meet ADA widths and are obstructed by utility poles, many missing sidewalk links, and is constrained by steep slopes. There is no additional right-of-way to extend the sidewalk other than into the existing roadbed. Improvements in this segment will consist of extending existing curbs to create 10' wide pedestrian/bicycle facilities on both sides of the street. This element of the project will narrow inner travel lanes and create new multi-use paths on both sides of the street, creating physical and visual traffic calming.

Improvements on this segment link to the segment from Birdsdale to the Gresham/Fairview Trail described as project component #1 above, and together they will provide a continuous bicycle system from east to west city limits.

3. *Pedestrian Mid-Block Crossing and Safety Features:* TriMet, the region's transit service provider, recently recognized the Division Corridor as one of ten critical focus areas for pedestrian and transit needs in the greater Portland region. The TriMet Route 4 bus travels between Gresham and Portland along this corridor and is recorded as having the second-highest ridership in the region. One of the critical safety components of this project is a new mid-block crossing near SE 179th Avenue with a pedestrian refuge and rectangular rapid flashing beacons. This section of roadway is currently used as an informal crossing by many students traveling from a Route 4 bus stop to Centennial High School.

The project is in conformity with the State Implementation Plan for air quality. Air quality conformity was completed on the 2035 Regional Transportation Plan financially constrained system that included this project as constructed in the timeframe as funded. Additionally, pedestrian and bicycle projects are exempt from the requirement that a regional air quality conformity determination be made by the code of federal regulations 40 CFR 93.126.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. The amendment will add this project to the 2010-13 MTIP with programming as shown in Exhibit A to Resolution No.11-4315.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2010-13 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows funding to become available to the Division Street project.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 11-4315.