

SUBMITTING AGENCY: CITY OF PORTLAND

PROJECT NAME: MEMORIAL PARKWAY HIKE & BIKE PHASE 1

DESCRIPTION OF PROJECT:

Memorial Parkway Hike and Bike Trail Project is a key component in the City of Portland's efforts to provide safe hike and bike trails throughout the City and in accordance with the MPO's proposed Strategic Plan for Active Mobility Bicycle Infrastructure Network. The trail is designed to provide safe, ADA accessible, and convenient access to Portland's pedestrian and bicycling traffic from Wildcat Drive to Billy G. Webb Drive via Memorial Parkway.

The project's initial estimate was prepared by Coym, Rehemet, & Gutierrez Engineering, LP (CR&G). The design for this project has already been completed. The project will connect Wildcat Drive at its east intersection with Memorial Parkway to Memorial's intersection at Billy G. Webb Drive as Phase 1 of two phases. The future phase 2 (not included in this project) will continue to the existing Buddy Ganem Hike and Bike Trail. The trail proposed is ten feet wide for bi-directional usage and approximately 1,932 linear feet long. The project includes preparation of existing roadway medians, joining with existing ADA compliant sidewalks along the east side of Wildcat Drive, installation of appropriate signage, crosswalks, and sod ; additionally, this project will include the installation of bicycle racks along existing trails at many of the City facilities frequented by the general public.

The Memorial Parkway Hike and Bike Trail will link access for pedestrians and bicyclists from Wildcat Drive to Billy G. Webb Drive and significantly increase safety along this established route. This route is a main thoroughfare for school-age children who walk to and from TM Clark Elementary, Middle, Junior High, and High Schools; this path is used by school aged children over 900 times per day for traversing to and from school, athletics programs, and field trip activities. The current route offers narrow sidewalks on each side; however, the bicyclists must either ride in the street or share the narrow sidewalk with pedestrians. The majority of residents along Memorial Parkway park along the street, further narrowing the bicycling area and adding to safety concerns. This project will decrease demand on the vehicular transportation system while providing enhanced safety, mobility, and connectivity for pedestrians and cyclists.

The trail will complete the pedestrian and bike route within central Portland. The trail will provide continuation of existing pathways to commercial/retail areas, recreation facilities, parks, civic and health institutions, and schools; the bicycle racks will further enhance and encourage use of the trails throughout the City. This trail will provide a safe, sustainable, and aesthetically pleasing route giving citizens a livable community; the inclusion of the bicycle racks at City facilities frequented by the public will add to the usability of the trails, encouraging their use over vehicular travel. Combined these amenities will afford residents the opportunity to alter their mode of transportation for one purpose trips while getting exercise and lessening the environmental impacts, promoting a healthier community.

This project will bid in October, 2016. The Notice to Proceed will be in December, 2016. The City estimates construction will last six months. The project will begin at Wildcat Drive (approximately 27.893495 Lat, -97.322521 Long) and end at Billy G. Webb Drive (approximately 27.897028 Lat, -97.317840 Long). The project will consist of approximately 1,932 linear feet of hike and bike trail.

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TOTAL CONSTRUCTION COST	\$305,080
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SUBMITTING AGENCY: CITY OF PORTLAND

PROJECT NAME: PORTLAND BICYCLE LANES

DESCRIPTION OF PROJECT:

The City of Portland Bicycle Lane Project is a key component in the City's efforts to provide safe bike trails throughout the City and in accordance with the MPO's proposed Strategic Plan for Active Mobility Bicycle Infrastructure Network. The trails are designed to provide safe and convenient access to Portland's bicycling traffic in accordance with AASHTO's Guide for the Development of Bicycle Facilities and NACTO's Urban Bike Design Guide; the Broadway trail will provide access from US 181 to Country Club Boulevard, Northshore will provide access from US 181 to Broadway, Lang will connect Wildcat to Akins, Country Club will connect Broadway with the water overlook, and Long Point will connect Northshore to Olympic.

The project will consist of two one-way cycle tracks (approximately 1, 150 LF) and buffered bicycle lanes. One way cycle tracks will include a raised, five-foot wide, striped bicycle track on each side of the roadway working in conjunction with the existing walking trails along Broadway; extending from US 181 to south of California. The remaining routes will consist of striped buffered bike lanes, both directions along the entire route. The project includes preparation of existing roadway, striping, concrete cycle track with curb ramps, signage, symbols, sod, safety implements, and dedicated crosswalks. The buffered bicycle lane at Broadway is approximately 5,550 LF, Northshore is approximately 2,800 LF, Lang is approximately 3,900 LF, Country Club is approximately 4,400 LF, and Long Point is approximately 1,000 LF.

The trails will link access for pedestrians and bicyclists and significantly increase safety along these established routes. The Broadway Boulevard route is a main thoroughfare for school-age children who walk to and from East Cliff Elementary and four of the City of Portland's most frequented parks, used by approximately 240 school aged children each day. The one-way cycle track will provide safety to users from the highway intersection at Broadway Boulevard/Buddy Ganem Drive at US 181. The Northshore, Country Club, and Long Point routes link the growing retail area with the residential areas of eastern Portland. This area has seen significant development over the past three years with the addition of over 10 new retail facilities. The Lang route is also a frequented pathway for school children from four different schools, used by students approximately 400 times per day. This project will decrease demand on the vehicular transportation system while providing enhanced safety, mobility, and connectivity for pedestrians and cyclists throughout Portland.

The lanes will expand existing pedestrian and bike routes throughout Portland, continuing existing pathways to commercial/retail areas, recreation facilities, parks, civic and health institutions, and schools. These trails will provide safe, sustainable, and aesthetically pleasing routes giving citizens a livable community; affording residents the opportunity to alter their mode of transportation for one purpose trips while getting exercise and lessening the environmental impacts, promoting a healthier community.

This project will bid in December, 2016. The Notice to Proceed will be in February, 2017. The City estimates construction at three months. The project can be broken into segments of approximately \$10.50/LF for the buffered bike lanes and \$178,654 for the one-way cycle track.

The Broadway lane will have one start point at the northern Broadway Boulevard intersection with US 181 (approximately 27.897149 Lat, -97.306915 Long) and end at its intersection with Country Club Drive (approximately 27.880468 Lat, -97.304639 Long). This route will connect Broadway Boulevard (Buddy Ganem Drive) from US 181 to California Drive through a one-way cycle track each side (approximately 1, 150 linear feet) and buffered bicycle lanes from California Drive to Country Club Boulevard (approximately 5,550 linear feet) on each side of the street; this project creates roughly a one mile trail for non-vehicular use. The Northshore lane starts a buffered bicycle lane at the Northshore Boulevard intersection with US

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181 (approximately 27.890824 Lat, -97.309813 Long) and end at its intersection with Broadway Boulevard (approximately 27.887560 Lat, -97.303338 Long). The Country Club lane starts a buffered bicycle lane at the Country Club Boulevard intersection with Broadway Boulevard (approximately 27.880468 Lat, -97.304639 Long) and end at its terminus (approximately 27.880411 Lat, -97.292498 Long). The Lang lane starts a buffered bicycle lane at the Lang Road intersection with Wildcat Drive (approximately 27.887595 Lat, -97.319124 Long) and end at its intersection with Akins Drive (approximately 27.891884 Lat, -97.329669 Long). The Long Point lane starts a buffered bicycle lane at the Long Point Drive intersection with North shore Boulevard (approximately 27.888713 Lat, -97.306977 Long) and end at its intersection with Olympic Drive (approximately 27.885999 Lat, -97.307806 Long).

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TOTAL CONSTRUCTION COST	\$307,142
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SUBMITTING AGENCY: CITY OF CORPUS CHRISTI

PROJECT NAME: REGIONAL BICYCLE BOULEVARD WAYFINDING INITIATIVE

DESCRIPTION OF PROJECT:

The Regionwide (Bike Boulevard) Wayfinding Initiative conceived by the City of Corpus Christi in collaboration with the City of Portland would seek as a fundamental goal to let users know when (and where) they are on the portions the regional bike network known as Bike Boulevards. It is apparent through Strava and other forms of outreach that there are many commonly used alternative mobility pathways that are not supported at this time, as well as many commonly used supported segments of the system. The proposed Regional Wayfinding Initiative would let users and potential users know where Bike Boulevards are on the network, as well as how far to an intersecting link to another part of the network or to a specific destination along a particular Bike Boulevard, such as a school, library, or park. In addition to providing valuable real-time information to users, the Regionwide Wayfinding Initiative would also allow for the cultivation of user-group synergy and ownership to advance the public will toward establishment, maintenance, and expansion of the supported network.

While the City of Corpus Christi and City of Portland are supportive of the establishment of the regional bike network, to effectively attract ridership, it will need to have familiar branding so the public at large will understand they are interacting with the network at crossings and intersections. The recognition by the public of where the network exists will enhance safety and opportunity for users and non-users alike. While the cities have some existing branding on their systems, there is a desire to allow users to develop a deeper connection with the overall regional system to cultivate ridership, ownership, and advocacy, and to that end, the City of Corpus Christi and the City of Portland are committed to branding the Bike Boulevard portion of the proposed network so that the user base will develop a relationship with the regional network they have helped to create. In order to ensure that the non-user public at large will begin to develop a positive relationship with the network, and to protect and inform the non-user and user public relative to intersection and crossing safety, system availability, destination wayfinding, and level of service, the regional branding must be consistently established.

Commensurate with the comprehensive nature of the proposed system and the potential magnitude of its impact on the livability of our region, including the economic multiplier expected from its establishment, the branding must be professionally executed. The City of Corpus Christi proposes to shepherd this branding process by hiring a branding consultant and working toward a branding scheme that has the blessing of the MPO, the City of Portland, and other stakeholders who would be interested in a coordinated outcome that establishes text and graphic standards for branding the system. At its fullest, the effort would result in the installation of Bike Boulevard street signage at the beginning and end of a particular Bike Boulevard, as well as destination wayfinding along the Boulevards (0.9 miles to This School...0.45 miles to That Park), traffic safety and other bike-related safety or directional signage along the route, and longitudinal pavement treatments like bike or road share symbols.

The proposed Bike Boulevard locations include those where the City of Portland has need for a small number of signs to support wayfinding in the vicinity of their primary municipal functions at City Hall, the Library, Rec Center/Pool, and Soccer Park, to include the connections into and out of the adjacent neighborhood. The City of Corpus Christi has an extensive amount of Bike Boulevards with road crossings, intersections, and nearby identified destinations that will require traffic safety and wayfinding signage treatments. Synergistic projects already identified in the City budget include Street Preventative Maintenance Program (SPMP) streets in various locations throughout the City, including the Central, Westside, and Southside that are substantially vetted and slated to move into maintenance construction soon. Rather than identify a specific project limit, the City of Corpus Christi would propose to integrate

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the wayfinding signage provided by this grant with appropriate adjacent SPMP street projects, based on the evolving project timelines, and within the timeframe allotted for this grant to roll out as much of the network signage as they possibly can during the available window (funded projects must bid by August 2017).

The Regionwide Wayfinding Initiative would be a stand-alone project that would follow the construction of maintenance improvements along Bike Boulevards included in Corpus Christi's SPMP in order to then add branding, wayfinding, and traffic safety signage at the ends of the Boulevards and longitudinally as part of these street improvement projects. In Portland, the project would be executed in a similar fashion for one or two miles.

Although there are over 60 miles of Bike Boulevards on the network, this grant may not be able to fund improvements on all 64 miles. Additional information on funding is in another section, however, it should be noted that it is estimated that this grant, including local match, could fund approximately 20 miles of improvements, based on a limited amount of treatments required, on average, with specific project locations requiring more intensive (more expensive) treatments if there are more safety or wayfinding requirements at those locations. More intensive treatments would reduce the total miles treated under this grant.

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TOTAL CONSTRUCTION COST	\$300,000
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SUBMITTING AGENCY: CITY OF CORPUS CHRISTI

PROJECT NAME: SAFE CROSSING AND SHELTER PROGRAM

DESCRIPTION OF PROJECT:

The Safe Crossing and Shelter Program for the City of Corpus Christi is proposed to enhance traffic safety for a key non-motor mobility destination, Cole Park. Cole Park is one of the City's premier parks, primarily for its view of the bay and downtown, but also for its proximity to developed neighborhoods, as well as its amenities, including playgrounds, a skate park, a fishing pier, and amphitheater, and not least of which, miles of hike and bike trails.

According to the plaque at Cole Park, "The land for this park was donated by Mr. and Mrs. E.B. Cole, developers of the Del Mar neighborhood, in 1935, and dedicated by them to the perpetual pleasure and benefit of their fellow citizens of Corpus Christi." 80 years later, Mr. and Mrs. Cole might be surprised by just how many citizens use the park and surrounding facilities on a daily basis. They might be astonished at the sheer number of park users for special events, such as Movie Night and Bark in the Park, which can number in the thousands. A recent pedestrian count by the City of Corpus Christi Traffic Engineering Department on Bark in the Park indicated over 600 people crossing Ocean Drive to get to the park in just 2 hours.

The primary crossing point for folks getting to Cole Park is a non-signalized crosswalk at Del Mar Blvd. The crosswalk does have yellow traffic safety flashers, one on each side, but they do not signal motorists to stop with a red light over the road, and consequently, motorists do not stop. There are many legitimate reasons for motorists not stopping, including the prevailing speed, the sight distance to the crosswalk, and other factors, that discourage and dis-incentivize motorists from stopping, not least of which is the fear of being rear-ended, as well as confusion about whether they are required to stop. Along with a full-depth reconstruction of Ocean Drive, the City is making a variety of improvements to the roadway which give hope that with an up-to-date crosswalk configuration, and with the latest approved traffic control device for this situation, the crossing safety and comfort will increase.

For many decades, the Police Department would always assist with traffic safety during special events. Unfortunately, there are so many special events now, and there are so few policemen to do their regular duties, these services were cut out of the patrol budget over three years ago. During that time, we have been lucky to not have more incidents at the existing location of the crosswalk. The proposed location of the crosswalk, which is moving to the north side of the intersection, will reduce conflicts with drivers turning right off Del Mar Blvd. onto southbound Ocean Drive. In addition, the crosswalk will now feature a shelter area in the bullnose of the median in case one roadway direction is not slowing down. A further enhancement would be the provision of a HAWK signal at this location, to provide a pedestrian-activated red light over the roadway to confirm that drivers do have to stop for folks utilizing the crosswalk to access this popular destination.

Cole Park is ostensibly located between Ayers St. and Louisiana Pkwy., however, an extension for several blocks south called Oleander Point means that the park seems to stretch for at least a mile along Ocean Drive, the premier urban bayfront parkway on the Texas coast, bar none.

Typically, to access Cole Park, a person must use the un-signalized crosswalk at Del Mar Blvd., or use the signalized crosswalk at Ayers St. There are many issues with using the crosswalk at Ayers St., not least of which is the Ayers/Ocean intersection functions as a flying-T intersection under all circumstances other than a pedestrian activated signal. Unfortunately, this signal is rarely activated, and it is hidden behind a tree along a curve, so that by the time a driver sees the signal has been activated, they are already driving through the crosswalk. At the other end of the park, whether at Louisiana Pkwy., or farther down at

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Oleander point, there is no crosswalk or traffic control of the northbound lane, leading many park users running across 6 lanes of traffic with a baby stroller or dog on a leash.

This project would seek at minimum to install a HAWK signal at Del Mar and Ocean, however, with enough funding, or with a delay in funding until the second round of FY 2017 or FY 2018 funding became available, the City would also be interested in the installation of a HAWK signal at the south end of the park at Oleander Point as well, as they may have already installed the one at Del Mar if funding comes in a future allocation.

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TOTAL CONSTRUCTION COST	\$300,000
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