RESOLUTION NO. 2022-60

AUTHORIZING THE CITY MANAGER TO APPLY FOR A $18,852,000 "SAFE STREETS FOR ALL" FEDERAL GRANT AND COMMIT $3,770,400 IN TRANSPORTATION DEVELOPMENT TAX FUNDS TO COMPRISE THE 20% MATCHING REQUIREMENT

WHEREAS, the City of Forest Grove approved an Eastside Safety Improvement Plan in February, 2022, that outlined specific capital projects in the TV Highway corridor between Quince Street to the west and the City of Cornelius to the east; and

WHEREAS, the Plan includes improving the Yew Street and Highway 47 intersection, adding three mid-block pedestrian/bicycle crossings, overlaying and restriping the corridor, and filling in all the sidewalk gaps; and

WHEREAS, the cost to fund the improvements is approximately $18.85 million dollars and a federal grant program entitled "Safe Streets for All" was recently passed by Congress to fund these types of improvements provided the applicant matches 20% of the overall project cost; and

WHEREAS, the corridor serves and is accessed by historically marginalized communities, has poor pedestrian and bicycle access, and has experienced amongst the highest accident rates in the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF FOREST GROVE AS FOLLOWS:

Section 1. The City Council authorizes the City Manager apply for a $18,852,000 "Safe Streets for All" federal grant and commit $3,770,400 in Transportation Development Tax funds to comprise the 20% matching requirement.

Section 2. This resolution is effective immediately upon its enactment by the City Council.

PRESENTED AND PASSED this 12th day of September, 2022.

Anna D. Ruggles, City Recorder

APPROVED by the Mayor this 12th day of September, 2022.

Peter B Truax, Mayor

FOREST GROVE OREGON

A place where families and businesses thrive.

CITY RECORDER USE ONLY:	
AGENDA ITEM #:	F. 4.
MEETING DATE:	09/12/2022
FINAL ACTION:	RESO 2022-60

CITY COUNCIL STAFF REPORT

TO: *City Council*

FROM: *Jesse VanderZanden, City Manager*

MEETING DATE: *September 12, 2022*

PROJECT TEAM: *Greg Robertson, Public Works Director*

SUBJECT TITLE: *Safe Streets for All Grant Application*

ACTION REQUESTED:		**Ordinance**		**Order**	X	**Resolution**		**Motion**		**Informational**

X all that apply

BACKGROUND:

The Safe Streets for All grant program was established in the recently passed Bipartisan Infrastructure Bill (BIL) which provides up to $6 billion in grants over the next 5 years. The application period for this year's grants is September 15, 2022, and City staff have been working with our federal grant partners, CFM, to prepare an application for the Eastside Safety Improvement Project (Project).

Please recall the Project was nominated and not selected for an earmark aside 5 other city projects. The Project however is also eligible for a Safe Streets for All grant as it already has an approved Safety Plan with eligible and project-specific transportation projects in the Plan. The specific projects include improving the Yew Street and Highway 47 intersection, adding 3 mid-block pedestrian/bicycle crossings, overlaying and restriping the corridor, and filling in all the sidewalk gaps.

CURRENT STATUS AND RECOMMENDATION:

Staff is proposing to apply for $15,081,600 in federal funding for the above improvements and is requesting Council authorize via resolution $3,770,400 in matching funds to meet the obligatory 20% match for a total grant application and project cost of $18,852,000. The matching funds would come from the Transportation Development Tax (TDT). The TDT is limited to new or expansion projects and this project qualifies. The TDT has a balance of approximately $16 million of which $11 million is unobligated and available for priority projects such as this. If approved, the matching amount will be amended in the TDT budget and the 5-year Capital Improvement Plan.

Staff has reached out to the same community partners who supported the City's earmark request and asked them for a similar letter in support of the grant. This includes Centro Cultural, Adelante Mujeres, City Club, Chamber of Commerce, and ODOT. If approved, staff will work with CFM to assure completion of the grant by September 15, 2022.

FOREST GROVE OREGON

East Forest Grove Safety Improvement Project

Safe Streets and Roads for All Discretionary Grant Program

FOREST GROVE OREGON

East Forest Grove Safety Improvement Project

Safe Streets and Roads for All Discretionary Grant Program

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I. Overview

The City of Forest Grove is requesting $15,081,600 for environmental review, engineering and design, and construction of the highest priority projects and strategies identified in the East Forest Grove Safety Improvement Plan (*Attachment 7: East Forest Grove Safety Improvement Plan*). East Forest Grove has developed around OR-8, also known as Tualatin Valley (TV) Highway or Pacific Avenue. It is a dynamic corridor home to Forest Grove's most racially diverse, low-income, and historically underserved residents, as well as key employment, health care, school, and retail destinations. People use OR-8 to get to and from Forest Grove's city center, and it connects Forest Grove to communities to the east including Cornelius, Hillsboro, Aloha and Beaverton. It's also a heavily utilized public transit route. It's one of TriMet's top 10 busiest routes and is designated as one of TriMet's Frequent Service Corridors.

Unfortunately, this portion of the OR-8 corridor is extremely dangerous. High speeds, multimodal conflict points, and limited visibility contribute to it being in the top 10% of Oregon Department of Transportation's (ODOT) Safety Priority System. Between 2012 and 2017, 244 crashes were reported, higher than similar facilities and the statewide average. Pedestrian crossings are dangerous and sparse, some portions of the highway don't have sidewalks and existing sidewalks are narrow and lacking accessibility features. Pedestrians often must cross five lanes of traffic to catch transit or reach a destination.

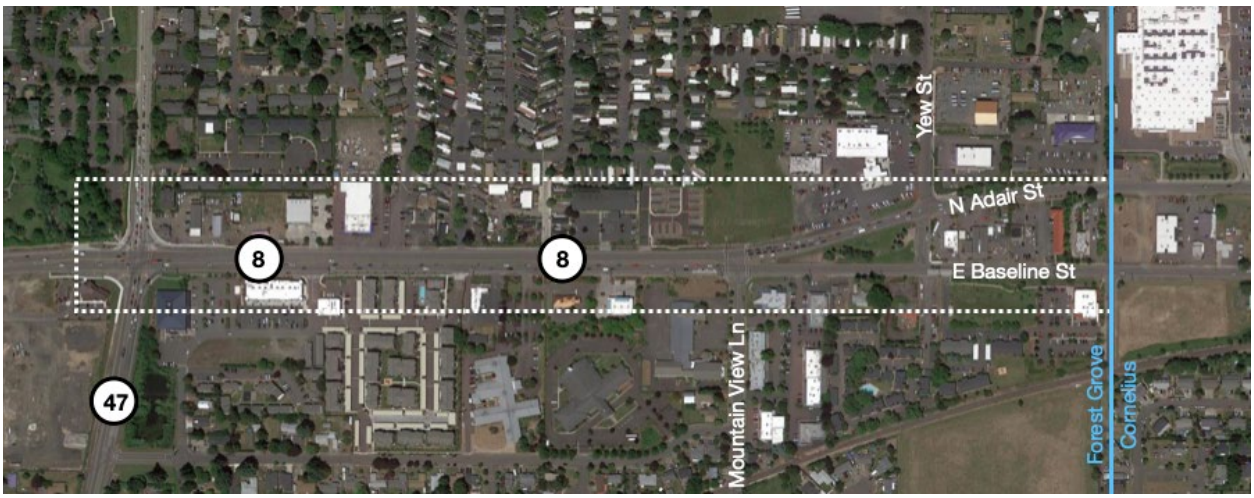
The East Forest Grove Safety Improvement Project will make OR-8 safer for all users. It was developed in partnership with ODOT and guided by the East Forest Grove Safety Improvement Plan. The vision for OR-8 in East Forest Grove is to create a corridor that supports livable and vibrant long-term growth. To realize this vision, the City of Forest Grove, the Oregon Department of Transportation and partner agencies have worked with community members to identify the improvements outlined in this proposal to improve safety, comfort and mobility in this important transportation corridor.

I. Location

Forest Grove is in Washington County, Oregon. Located approximately 26 miles West of the City of Portland, Forest Grove is included in the Portland OR-WA Urbanized Area. Proposed improvements are located entirely within Forest Grove. The project area extends along the OR-8 corridor from the Cornelius/Forest Grove city line (approximately S. 1st Ave) to the intersection with OR-47. This portion of OR-8 is home to Forest Grove's highest percentage of low-income and historically disadvantaged residents. OR-8 in the project area dissects two Historically Disadvantaged and Transportation Disadvantaged Communities (Census Tracts 331.02 and 332) and is used to access a wide variety of important community destinations and amenities, including employment, health, retail, school, and transit connections.

Oregon Metro, the regional MPO, serves more than 1.5 million people in Clackamas, Multnomah, and Washington Counties. The agency's boundary encompasses Portland, Oregon and 23 other cities, including the City of Forest Grove. Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for the three-county area. In

April 2017, Metro released its latest High Injury Corridors & Intersections Report as an appendix to its 2018 Regional Transportation Plan update. Regional High Injury Corridors (HICs) are stretches of roadways where the highest concentrations of serious crashes involving a motor vehicle occur on the regional transportation network. Metro's list of HICs was determined using 2010-2014 ODOT crash data. There are 181 corridors identified, ranked by average annual number of serious crashes per mile. The section of OR-8 to be improved by this proposal ranks number 54 on Metro's regional HICs, with 0.7 annual average serious crashes per mile, and 9 total serious crashes from 2010-2014.



II. Response to Selection Criteria

Selection Criterion #1: Safety Impact

Description of the Safety Problem

The Plan included a Safety Audit and Evaluation and Crash Analysis (*Attachment 8: Plan Appendices - Safety Evaluation TM#3*) which identified safety needs based on historical crash data, community feedback, and a field safety assessment. The findings and needs identified in the memo were then presented and expanded upon at the 2019 Safety Assessment Workshop. The workshop was attended by representatives from the City of Forest Grove planning department, engineering division, police department, and fire department; Forest Grove School District; Centro Cultural; ODOT; TriMet; Ride Connection; City of Cornelius; Washington County; Metro; and the consultant team. The workshop highlighted the need to focus safety strategies on vulnerable users - those who are walking, biking, riding motorcycles, using wheelchairs, etc. Priority locations include those where vulnerable users are likely to travel (schools, commercial zones, and transit and school bus stops) and locations that pose significant risk to vulnerable users (high volume and high-speed roadways with local access but lack of pedestrian facilities like sidewalks or crosswalks).

The analysis confirmed this portion of OR-8 is very dangerous, particularly for vulnerable users. Walking or traveling without a vehicle is challenging, uncomfortable, and unsafe. There are significant gaps in sidewalk network, as well as narrow and obstructed sidewalks, and the corridor lacks ADA accessible facilities (e.g., curb ramps and level surfaces) and pedestrian-oriented

lighting. OR-8 has a posted speed of 40 miles per hour and a cross-sectional width of approximately 84 feet with two through lanes in each direction and a two-way left turn lane in the middle. Marked crossings exist at the intersections of OR-8/OR-47 and OR-8/Mountain View Lane, but there are no marked pedestrian crossings in the more than 2,000 feet between these two intersections. Biking on the existing roadway is almost equally difficult and unsafe. The roadway is too fast and carries too much traffic for the existing bicycle facility. While there are continuous bike lanes on OR-8 on both sides of the roadway, the width of the bike lanes varies from 5 to 8 ft and storm drains, grates, signs, and trash cans present obstacles to bicyclists.

OR-8 in the Project area is a heavily utilized public transit route. It's served by GroveLink which connects to TriMet's line 57 and Ride Connection's West Link. Line 57 is one of TriMet's top 10 busiest routes and is designated as one of TriMet's Frequent Service Corridors. The GroveLink bus serves a greater part of the city to help residents with downtown locales and adjacent transportation services. There are nine transit stops on the corridor, each of which generates pedestrian traffic on OR-8. The incomplete sidewalk network combined with few mid-block crossings forces transit passengers to make dangerous maneuvers, including crossing five lanes of high-speed traffic.

The Audit and Crash Analysis was used to better understand specific roadway and pedestrian infrastructure needs and the types of countermeasures that would best address the safety issues on OR-8. The Crash History Analysis helped identify the types of crashes and any trends that would help understand priority motorist issues that result in conflicts. It focused on risks for bicyclists and pedestrians as they navigate to locations in East Forest Grove. Key findings include:

- Observed crashes in the study area were higher than would be expected on a similar facility (per Highway Safety Manual methodology) and higher than the statewide average.
- Between 2012 and 2017, 244 crashes were reported. One crash resulted in fatal injuries for a person walking; seven crashes caused serious injuries.
- There were five crashes involving someone walking and six crashes involving someone biking in the Project area.
- Crash types vary, but the majority were rear-end, turning movement, or angle crashes.
- All four of the intersections in the Project area (OR-8/OR-47, OR-8/Mountain View Ln, and both OR-8/Yew St intersections) were flagged as safety focus locations and were found to be rated among the top 10% priority safety sites in ODOT's Safety Priority Index System.
- The entirety of the project area ranks number 54 on Metro's regional HICs, as described in the Location section above.

Safety Impact Assessment

Based on the identified needs above and input from the public and stakeholders, ODOT and Forest Grove developed a list of low-cost, high-impact investments that will significantly reduce the risk of roadway fatalities and serious injuries to vulnerable road users and vehicles along approximately 0.75 miles of state highway in East Forest Grove. A full list of safety issues identified and the project strategies that address each issue can be found in *Attachment 8: Plan*

Appendices - Improvements and Design Concepts TM#5. Forest Grove is requesting funding to complete preliminary engineering and design and construction of the following strategies:

Yew Street Intersection Signalization: Stakeholders reported that current conditions make it challenging to cross or drive at the Yew Street intersection with OR-8 where it's split into separate westbound (Adair Avenue) and eastbound (Pacific Avenue) roadways. This was borne out in safety analysis, which revealed a recent spike in crashes and above average crash rates at this location. The westbound intersection in particular experiences more than six crashes per year and an observed crash rate more than triple the statewide critical crash rate for similar intersections.

Yew street is an important connection from OR-8 to points north. The area has bus stops for each direction, and stores and nearby restaurants that generate walking, biking and driving traffic. More than 16 pedestrians per hour cross OR-8 at Adair Avenue and more than 12 per hour at Pacific Avenue. The intersection is controlled by stop signs, and all turning movements are permitted. ODOT's preliminary signal warrant analysis (*Attachment 8: Plan Appendices - Warrant and NCHRP 562 Analysis Memo*) suggested that the area is likely to meet requirements to install traffic signals at both intersections. This Project adds signals at the intersections of Yew Street with N Adair Street and Pacific Avenue.

Signalizing these intersections will help control traffic to provide safe vehicle movement and pedestrian crossings. New signals will include pedestrian facilities, including pedestrian-actuated signals, hybrid beacons, or rapid flash beacons, as well as pedestrian-scale lighting and curb extensions to shorten crossing distances and improve visibility. Signals can be timed with other signals in the corridor to encourage safe travel speeds.

Mid-Block Pedestrian Crossings: A distance of over 2,000 feet separates the two pedestrian crossings at OR-8/OR-47 and OR-8/Mountain View Ln. This project would create three pedestrian crossings in that span, each separated by approximately 500 feet. In project surveys, pedestrian crossings were noted as important more than any other issue. The community reported the need for marked pedestrian crossings, especially near bus stops. These would be protected midblock crossings with pedestrian refuge medians and illumination. This project component will improve safety conditions for pedestrians, bicyclists, and drivers; improve transit access; and improve access and mobility for people walking, biking, riding the bus and driving.

Complete Sidewalk Gaps: Completing the sidewalk network with modern, ADA-accessible pedestrian facilities will allow people of all ages and abilities to move through the corridor safely. It is essential to ensuring all other safety strategies are effective and make measurable difference in people's safety and likelihood to walk and use public transportation. Survey respondents reported insufficient pedestrian facilities, including lack of sidewalk or sidewalk gaps throughout the corridor. People with mobility devices are disproportionately impacted and they will often use the bicycle lanes in areas where sidewalks do not exist or are in poor condition. This will increase safety, and encourage use of sidewalks rather than crossing the street in areas without crossing.

Pedestrian Scale Lighting: Pedestrian-scale lighting (roadway lighting at intersections and along the corridor that also illuminates the pedestrian realm) will be installed approximately 80'-100- apart throughout the corridor. New lighting will reduce dark conditions, making the sidewalk more comfortable for people walking and biking and helps drivers see pedestrians on the sidewalks. Lamps also add aesthetic value to the sidewalk and help to create a sense of place.

Restripe Narrower Lane Widths: The project team heard that travel speeds in East Forest Grove were high and kept people from feeling safe walking near and crossing OR-8. Historical crash data illustrated the danger for drivers, bicyclists, and pedestrians. While speed limits set a policy, this relies on consistent enforcement to ensure drivers maintain safe speeds. People tend to change their behavior and drive slower, however, as lanes become narrower, as they turn more attention to controlling their vehicle and watching for potential conflicts. This strategy proposes narrowing the inner two travel lanes (one in each direction) to 11 feet from 12 feet, would maintain a consistent 9 feet on each side with a 4-foot striped buffer, and parking lane would become a bike lane only. This component will enhance safety for pedestrians and bicyclists by providing more space for people walking, riding or rolling; provide more space for bicyclists to pass one another without drifting into traffic; and encourages bicycling, walking and riding transit by reducing vehicle speeds and creating a safe pedestrian realm.

Crash Modification Factors

To better understand the potential safety effects of the possible strategies, Crash Modification Factors (CMFs) were evaluated in February 2020. CMFs are not applicable to every countermeasure, but completing sidewalk gaps has a 59% Crash Reduction Factor (CRF) pedestrian scale lighting has a 42% CRF. Installing traffic signals at OR-8/Yew Street would result in a 34% CRF.

Selection Criterion #2: Equity, Engagement, and Collaboration

The communities surrounding OR-8 in the Project area are home to Forest Grove's most racially diverse, traditionally underserved, and low-income residents. Census Tract 332 is an Area of Persistent Poverty and both Census Tracts 332 and 331.02 are Historically Disadvantaged Communities. The East Forest Grove Safety Improvement Plan is a direct result of ODOT and Forest Grove's efforts to invest in improving safety and infrastructure historically underserved communities. The proposed strategies were informed by a robust community engagement process which ensured active participation by those affected by this Project, particularly vulnerable users.

The Plan undertook community engagement strategies with a focus on hearing from local residents, business owners, and young individuals. Outreach materials were provided in both English and Spanish, and the engagement team partnered with Centro Cultural, a trusted community-based Latino organization located in neighboring Cornelius, OR. Centro is the oldest culturally-specific Latino organization in Oregon. Engagement was divided into two phases due to the COVID-19 pandemic, with one phase occurring in 2019 and the other in 2021. Please refer to *Attachment 8: Plan Appendices - Outreach Summary 2019 and 2021* for a complete list of survey questions administered and detailed interview responses.

In-Person Events: 2019 Outreach

The Plan kicked off outreach in summer 2019 by participating in a variety of well-attended community events. Between August and September 2019, the project team staffed seven community events in Forest Grove and nearby Cornelius. Over the course of these events a total of 242 people were engaged on the project, and many provided written and verbal feedback on ways to address the project's goals. Event participants could provide feedback in a variety of ways at each event, including comment forms, a pre-stamped postcard, and a comment map. Community members were encouraged to provide comments on the project website if they were unable to speak with staff at the events.

Forest Grove is a diverse community and engaging with Spanish-speaking community members was a crucial step in the outreach process. As part of the summer outreach, staff participated at Taquiza and El Grito which were attended by many Latino and Hispanic community members. Centro Cultural hosted two focus groups with members of the Latino community. The first focus group took place on September 21st, 2019. The second focus group included members of Edad de Oro, the senior program at Centro Cultural, which serves the elderly members of the Latino community. All participants at the second focus group, except one, use bus line 57 to get to Centro. Their primary concern was the lack of pedestrian crossings throughout OR-8.

Needs Survey (2019)

Over 200 people shared their opinions and identified potential needs and opportunities to improve safety within the study area. The three top improvement priorities identified were signals at Yew and Pacific/Adair, filling sidewalk gaps, and better lighting. Other priorities considered were enforcement, median dividers, and a speed limit reduction. The two locations that were identified with the highest need for intervention included Yew Street and OR- 47.

Strategies Survey and Business Canvassing (2021)

In contrast to the 2019 outreach, which assessed the community's safety needs, this process served to seek feedback from the community about 20 specific proposed strategies. Participants were asked to provide feedback on each improvement idea and then select their top three improvement priorities. Between July 31 and September 20, 2021, 362 participants completed the survey. The project recommendations that received the strongest support include adding **signals at Yew Street intersections**, adding **missing sidewalks**, and **better lighting**. There was also strong general support for the Plan as a whole and a strong desire for increased safety in the Project corridor.

The business canvas interview consisted of interviewing 17 businesses along the OR-8 corridor. These surveys were conducted through in-person canvassing with the option of leaving paper surveys to engage in minimal contact with the canvassers if desired. Additionally, online surveys were administered to gain insight into the proposed project improvements and the foreseen impacts on the community. Overall, common traffic problems leading to a dangerous environment for both vehicles and pedestrians were attributed to low signage, poor lighting, and lack of pedestrian infrastructure. Recommended interventions included better pedestrian-scale lighting, completion of the sidewalk network, and an increased number of mid-block crosswalks.

Selection Criterion #3: Effective Practices and Strategies

Create a Safer Community

The proposed strategies outlined in Criterion #1 represent low-cost, evidence-based roadway safety infrastructure improvements among the highest priority items in the East Forest Grove Safety Improvement Plan. They were the most frequent concerns heard through the Project Team's comprehensive public engagement campaign and borne out by safety analysis, CMFs, and sight visits discussed in Criterion #1. Together, all the proposed strategies will significantly improve safety for pedestrians, bicyclists, other vulnerable users, and drivers.

Safety and Behavioral Countermeasures

The proposed strategies will significantly improve existing roadways by implementing the following FHWA Proven Safety Countermeasures Initiative (PSCI):

- *Crosswalk Visibility Enhancements:* The three new mid-block pedestrian crossings and pedestrian lighting will create new crosswalks, enhance existing crosswalk visibility and provide pedestrian-scale illumination to improve pedestrian and driver visibility.
- *Bicycle Lanes:* While bicycle facilities exist throughout the corridor, the restriping strategy will maintain a consistent 9 feet on each side with a 4-foot striped buffer, and parking lane would become a bike lane only.
- *Rectangular Rapid Flashing Beacons:* The proposed mid-block pedestrian crossings and Yew Street intersection signals will include installation of rapid flash beacons.
- *Walkways:* Completing the sidewalk network will provide dedicated, safe pedestrian walkways throughout the entire Project area.

Speed limits are identified as a five-star countermeasure in the National Highway Traffic Safety Administration's *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020*. Throughout public engagement, community members frequently expressed concerns regarding high-speed limits throughout the corridor. The OR-8 speed limit now in East Forest Grove is 40 mph, 10 mph faster than in Cornelius and above the Target Speed ODOT recommends for Commercial Corridors and Urban Mix areas. While it is not included in this proposal due to the low cost of implementation, the East Forest Grove Safety Improvement Plan calls for reducing the speed limit to 30 or 35 mph to create a safer environment for pedestrians and bicyclists who face exponentially increasing chances of serious injury as vehicle speeds increase. In addition, the proposed lane restriping is designed to not only provide space for other modes of travel, but also to slow driving speeds.

PROWAG

The existing sidewalk network is incomplete and lacks ADA-accessibility features. The proposed strategies will follow all relevant Public-Rights-of-Way Accessibility Guidelines, ensuring all newly build or altered infrastructure is accessible to and usable by persons with disabilities.

Selection Criterion #4: Climate Change and Economic Competitiveness

The Project Team for the East Forest Grove Safety Improvement Plan, in coordination with the Technical Advisory Committee (TAC), developed criteria for ODOT and Forest Grove to use to

evaluate and prioritize strategies. The criteria are organized under six categories, organized by project goals and other key themes. Goal 6 aims to reduce the transportation system's contribution to the climate crisis. The proposed strategies will help achieve that commitment by increasing the safety of lower-carbon travel modes, including transit and active transportation. There are nine transit stops on the corridor. Currently, the incomplete sidewalk network and sparse pedestrian crossings limit safe access to transit. The proposed strategies will encourage modal shift by significantly improving the safety of non-vehicular facilities.

The strategies outlined in the Plan and this proposal are a result of a coordinated, multi-agency effort to promote transit and active transportation while reducing transportation-related greenhouse gas emissions in the Portland metropolitan area by significantly increasing safety of lower-carbon travel modes. The City of Forest Grove, recognizing the important role local governments can play in mitigating climate change, created a Sustainability Commission in 2013 focused developing a strategy to reduce carbon emissions and wastes locally and promote a healthy and sustainable lifestyle. The Commission produced the City of Forest Grove's Sustainability Action Plan, which calls for developing a safe, affordable, reliable, sustainable, and connected transportation system that is energy efficient while supporting alternative transportation modes.

A variety of local and state plans and policy documents also helped guide the development of this Plan and the strategies in this proposal, several of which prioritize climate-oriented goals. The City of Forest Grove's Transportation System Plan (TSP) aims to reduce VMT per capita by 10% compared to 2010. The Metro Regional Transportation Plan calls for implementing actions in the adopted Climate Smart Strategy to reduce transportation-related greenhouse gas emissions. Among those actions are making transit, biking, and walking safe and convenient. All of which are a key function of this proposal. A full outline of relevant state and local transportation policies, plans, and laws can be found in *Attachment 8: Plan Appendices - Policy Framework TM#1*.

Increase Economic Activity

Forest Grove anticipates the proposed improvements will lead to increased economic and business activity in the corridor by making it safer to walk, bike, and ride. OR-8 in the Project area is home to key destinations, including dozens of retail businesses and employment opportunities, but they lack safe multimodal access. During the Plan's business canvas survey, businesses repeatedly stated the pedestrian environment was extremely unsafe, largely due to low walkability, poor lighting, and speeding traffic. The West Tuality Habitat for Humanity ReStore facility is located on OR-8 in the project area. In its attached letter of support, its Executive Director states that Habitat staff routinely witnesses people in wheelchairs leaving the sidewalk – entering the bike lane – to avoid obstructions in the incomplete sidewalk network.

Improve Multimodal Transit Options for Underserved Communities

As referenced on Page 1 and Page 3, this section of OR-8 is a heavily utilized public transportation route and located in two Historically Disadvantaged Communities. However, the lack of mid-block crossings and haphazard sidewalk network makes accessing public transportation unsafe and

difficult. The proposed strategies will address those safety issues, providing safe, equitable access to public transportation throughout the corridor in East Forest Grove. Per the attached letter of support from ODOT, this project will also leverage concurrent investments in the Tualatin Valley Highway Bus Rapid Transit regional project, supported by the FTA HOPE program.

Land Use and Transportation Efficient Design

ODOT's Blueprint for Urban Design (BUD) provided guidelines to help support approaches to alternatives development and evaluation that fit the local land use and corridor context. ODOT and City of Forest Grove staff, along with members of the Project Technical Advisory Committee, agreed that that OR-8 in East Forest Grove most closely matches the Commercial Corridor context, with some Urban Mix characteristics, particularly with surrounding homes and schools nearby. The project team's long-term goal was to have OR-8 and land use in East Forest Grove become more like Urban Mix than the Commercial Corridor today. The strategies in this proposal are intended to align the transportation infrastructure with this vision.

III. Project Readiness

The City of Forest Grove is requesting funding for preliminary design and construction of five priority strategies outlined in the Plan. Since the East Forest Grove Safety Improvement Plan was completed in 2022, no funds are requested or necessary for supplemental action plan activities. ODOT and Forest grove has positioned these improvements to make immediate use of SS4A funding and the East Forest Grove Safety Improvement Plan confirms that project's technical feasibility within the proposed budget and timeline. ODOT will collaborate with the City on design and construction of safety strategies in this proposal and has a long history of successfully completing and maintaining federally funded transportation projects. Environmental review and preliminary design and engineering will commence within six months of award and will be completed within one year. Construction will begin by Q3 2024. The full scope of work will be completed before Q3 2026, well in advance of the required five-year timeline and consistent with all applicable local, State, and Federal requirements.

Design and Construction Standards

All design concepts will follow guidelines set forth in the ODOT Traffic Manual and Forest Grove does not intend on seeking permission to use different roadway design standards.

State, Local, and Federal Requirements

The Project Team ensured all potential investments are consistent with local, regional, and state plans and policies. The Plan considered the land use and transportation planning context and the optimal function of the roadway for all users.

NEPA Status and ROW Acquisition

Planning and initial environmental review is complete. The Project will not be constructed in an environmental sensitive area and there are no Federal Emergency Management Agency (FEMA)-mapped floodplains within the Project area. It will require further environmental review to

complete final design, but Forest Grove anticipates a NEPA Categorical Exclusion since the project is located on existing ODOT right-of-way along OR-8 and there is a lack of public controversy.

STIP Status

The Project will be delivered in partnership with ODOT and added to the Oregon Statewide Transportation Improvement Program upon award. The Project is not required to be included in any other State or local planning documents. The proposed project does not require further review by other Federal or State agencies.

Assessment of Project Risks

Based on thorough analysis of each strategy, Forest Grove believes this project to be low risk for any delays during project delivery. *Attachment 8: Plan Appendices - Needs Analysis TM#4* outlines preliminary risks and considerations for each strategy considered in the Plan in Table 3. The highest risk for the strategies identified in this proposal is if signal warrants are not met for the Yew Street intersections. While it is likely both Yew Street intersections will meet signal warrants, it is recommended that additional work be completed to collect a 14-hour midweek day turning movement count and a tube count that measures the 85th percentile speed along OR-08 just east and west of the intersections.

Public Involvement

The robust public engagement strategy and activities to date are detailed in Criterion #2.

Funds to Underserved Communities

OR-8 serves Forest Grove's most racially diverse, lowest income and underserved communities. 100 percent of the investments in this proposal are located in Federally Designated Historically Underserved Communities.

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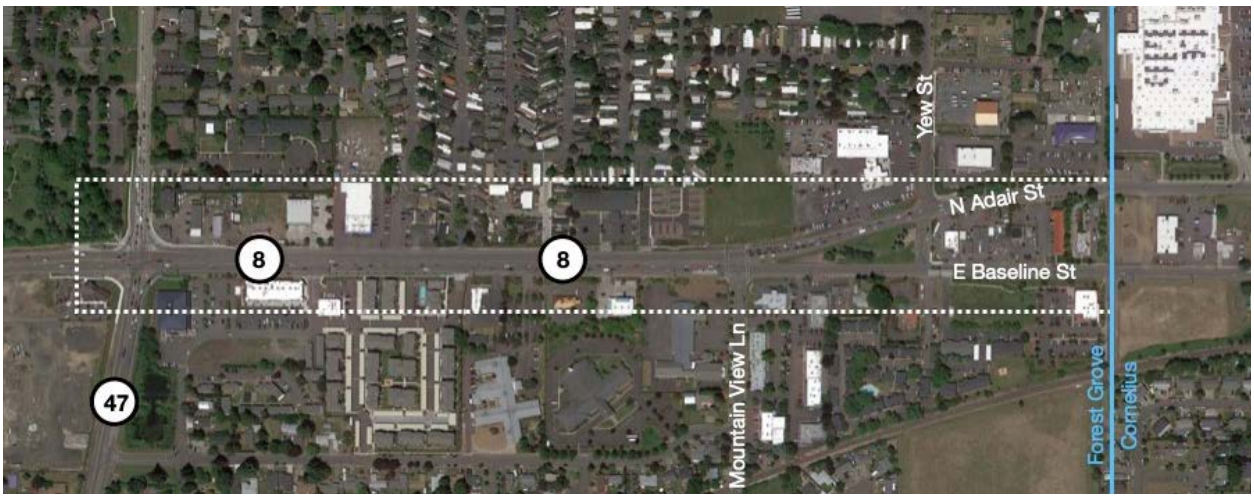

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