Clackamas County Coordinating Committee

Promoting partnership among the County, its Cities and Special Districts

CLACKAMAS COUNTY COORDINATING COMMITTEE (C4)
Agenda

Thursday, January 7, 2016
6:45 PM – 8:30 PM

Development Service Building
Main Floor Auditorium, Room 115
150 Beavercreek Road, Oregon City, OR 97045

1. 6:45 p.m. **Pledge of Allegiance**

   Welcome & Introductions
   Commissioner Paul Savas & Mayor Brian Hodson, Co-Chairs

   Housekeeping
   - Approval of December 3, 2015 C4 Minutes Page 2
   - Recognize C4 Membership Changes for 2016
   - 2016 C4 Retreat Poll

2. 6:50 p.m. **STIP: *Introduction – How can C4 Best Support the Members of the R1ACT?***
   - *Presented by Karen Buehrig*
   - *Includes comments by R1ACT members*

3. 7:00 p.m. **STIP: *Criteria Discussion***
   - Evaluation Criteria Page 05

4. 7:10 p.m. **STIP: Clackamas County Projects**
   - *Presented by staff from submitting agencies*
   - Project Summaries Page 07

5. 8:00 p.m. **STIP: Questions and Discussion**

6. 8:15 p.m. **Monthly Updates**
   - R1ACT
   - Metro Mayors Consortium
   - JPACT/MPAC Update

7. 8:30 p.m. **Adjourn**

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DRAFT MINUTES

Thursday, December 3, 2015
6:45 PM – 8:30 PM

Development Service Building
Main Floor Auditorium, Room 115
150 Beavercreek Road, Oregon City, OR 97045

Attendance –

Members: Clackamas County: Paul Savas (Co-chair); **Canby:** Brian Hodson (Co-Chair); Traci Hensley (Alt.); **CPOs:** Laurie Swanson; Marjorie Stewart (Alt.); **Estacada:** Brent Dodrill; **Fire Districts:** John Blanton; Bob Reeves (Alt.); **Hamlets:** Rick Cook (Alt.); **Happy Valley:** Markley Drake; **Metro:** Carlotta Collette; **Milwaukie:** Mark Gamba; Wilda Parks (Alt.); **Molalla:** Jimmy Thompson; **Oregon City:** Dan Holladay; Renate Mengelberg; **Sandy:** Jeremy Pietzold; Carl Exner (Alt.); **Sanitary:** Terry Gibson; **Transit Agencies:** Julie Wehling (Rural); Andi Howell (Rural Alt.); **Villages:** Joe Mazzara; **West Linn:** Jenni Tan; **Wilsonville:** Tim Knapp; Julie Fitzgerald (Alt.)

Staff: Gary Schmidt (PGA); Trent Wilson (PGA); Chris Lyons (PGA);

Guests: Tootie Smith (Clackamas County); Shirley Craddick (Metro); Nancy Gibson (Clackamas River Water); Mark Ottenad (Wilsonville); Councilor Brenda Perry (West Linn); Councilor-elect Bob Martin (West Linn); Jaimie Lorenzini (Happy Valley); Annette Mattson (PGE); Zoe Monahan (Tualatin); John Lewis (Oregon City); David Barenberg (West Linn Consultant); Seth Atkinson (Sandy); Jaimie Johnk (Clackamas BCS); Michael Walter (Happy Valley)

<<<<<<<< DRAFT MINUTES >>>>>>>>>

Pledge of Allegiance
Welcome & Introductions
Commissioner Paul Savas & Mayor Brian Hodson, Co-Chairs

Housekeeping
November 5, 2015 C4 Minutes approved. Motion by Mayor Holiday and Second by John Blanton

C4 Membership Changes for 2016 (non-city members)
C4 membership changes bi-annually for different groups. Moving into an even-numbered year, membership change includes organization and authority members. Please turn in new or continuing membership names to C4 staff before January meeting.

Economic Development Forum
Guests: Renate Mengelberg (Canby), Michael Walter (Happy Valley), and Jamie Johnk (Clackamas County)

Jamie Johnk's presentation covered information about Corridor Redevelopment, using the McLoughlin Blvd Corridor as an example of project scope, interests, challenges, and partnership.

Specific questions following the presentation:
Terry Gibson (TG): How many brownfields exist in this corridor?
Jamie Johnk (JJ): We are expecting a few, but there is no number that we currently have.

Mayor Tim Knapp (TK): Regarding the North Milwaukie Industrial Site, is Milwaukie planning to make wholesale zoning changes, wait for the private sector to make requests, or start making public improvements to attract business?
Mayor Mark Gamba (MG): We will be looking to open the zoning, with the main goal to attract more jobs.
TK: And what would be the tax implications of all the zoning changes? If the taxes are raising, what will be the incentive for the private industry to take on new, higher taxes?
MG: All good questions, many of which we are still fleshing out.

Commissioner Paul Savas (PS): Thanks to Jamie Johnk, who is moving on from the County after 9 years of service. Jamie will be the new economic development director for the City of Woodburn.

Renate Mengelberg's presentation covered infrastructure challenges with industrial growth, using recent examples of growth and challenges in the City of Canby.

Specific questions following the presentation:
PS: What are some of the transportation challenges Canby faces regarding industrial growth?
Renate Mengelberg (RM): Better access to I-5 would be ideal. Most of the roads to access I-5 are curvy and challenging for trucks to maneuver. Adjustments to Arndt Rd. would be ideal, and that has been a 20 year conversation.

Michael Walter's presentation covered the tools for growth, using Happy Valley as a case study.

Specific questions following the presentation:

Mayor Dan Holladay (DH): How does Happy Valley plan to attract investors to challenged property, like those around Damascus or along 212?
Michael Walter (MW): We have seen a lot of people invest in land way in advance, but not specifically doing anything with the land. They are just waiting. Providence is a good example, they bought the land when it was cheap. If they don't build for another 10 years, their property taxes still won't get close to how much the land would have appreciated. They are waiting for the infrastructure and population to arrive.

Shirley Craddick (SC): What are you doing with Right-of-Way lands along 212? Is that corridor being protected so people don't develop on it, and are there challenges to not holding the land?
MW: Buying the land is expensive, so our best approach for now is just making sure the property owners along the corridor are aware of the plans for the area. It's not ideal.

Lobby Coordination for 2016 Session
Staff explained that one of the C4 Retreat Action Items was to coordinate on lobbying interests in Salem during the legislative session. Staff is seeking direction from C4 about what they envision this effort to look like and whether it should be utilized in 2016 or 2017.

C4 did not reach any conclusions about when to lobby together or how. Instead, several cities mentioned some of their priorities or issues they would like to tackle together in the future.

Happy Valley identified their transportation priorities, and also said they were interested in troubleshooting property annexation challenges. Defense of home rule authority is also a priority.

Oregon City agreed that voter approved annexation needed to be addressed.

Wilsonville expressed that it has a 2 year legislative agenda, 2016 being year two. There are land use issues regarding subregionalization Wilsonville is monitoring, and understands that Wilsonville has differing opinions about the issue than the County. Oregon City and Milwaukie expressed agreement about having a difference of opinion regarding subregionalization.

Clackamas County expressed frustration with the vocalized difference of opinion, noting that the County is charged with taking care of its lands and meet goal 9 requirements.

Metro is still interested in resolving the remand issues, and feels it can be done outside of legislative action.

2015 Retreat Action Items Update
Staff overviewed the completed actions items coming from the C4 Retreat. Several expressed confusion regarding the interest to prioritize transportation projects in advance of funding timelines. C4 agreed to more clearly separate the current conversation regarding STIP funding and the other conversation regarding transportation project prioritization.

STIP: C4 to discuss in January the final submissions and support the Clackamas R1ACT members in making decisions regarding the submissions. Discussion should be developed according to ODOT stipulations.

Transportation Project Prioritization: C4 agreed to hold on this discussion at least on the STIP has moved into a new phase – perhaps reconvening on this topic in March. Group agreed it would like to see a list of Clackamas specific projects from the Regional Transporation System Plan, and for staff to take the lead on organizing a top-tier ranking of the projects, categorized by funding streams. C4 wants to take an active role in prioritizing a list, and talk about the implications of the prioritization at a future meeting.

The Villages rep requested to have more discussion in the future about Marijuana ordinances, that public safety is becoming a big concern along 26 as more marijuana dispensaries are opening. 3 Sheriff Patrol vehicles are now dedicated to the area mentioned, which is unprecedented.

Monthly Updates

- R1ACT – Next R1ACT meeting is on December 7, where the full list of STIP projects will be introduced. 22 projects in total, 7 projects from Clackamas County jurisdictions.
- Metro Mayors Consortium - No update.
- JPACT/MPAC Update:
    - JPACT: Discussions continue regarding the MTIP/RFFA
    - MPAC: Next meeting on December 9, looking at land readiness in Clackamas and Washington Counties
- Extra: Councilor Collette announced that the Willamette Falls Legacy Board is coming together and decisions will be made soon as to who is on the Board. Great candidates have applied.
- Extra: Commissioner Savas made mention of the County Marijuana policy agreed upon by the BCC on 12-02-15. County staff provided a handout with the details and noted they would email an electronic copy of the handout.

Adjourn

Evaluation Criteria

Connectivity

Does the project fill a gap in the bike/ped system? Does it improve a deficiency?

Examples:

- The project crosses a major barrier to bike/ped travel like a highway, water body, or railroad.
- The project creates new bike and/or ped improvements connecting areas with existing of bike/ped improvements.

Access

Does the project improve access to transit? Does the project improve access to employment areas or key destinations?

Examples:

- The project allows bicyclist, pedestrians or the disabled to safely reach a transit station or transit stops.
- The project allows bicyclist, pedestrians or the disabled to safely reach an employment location.

Safety

Does the project separate bicyclist or pedestrians from traffic? Does it increase safety at locations were bike/ped must cross traffic?

Examples:

- The project creates a separated bike/ped path parallel to a busy street.
- The project improves warnings to motorists and/or traffic control at locations where bike/ped users must cross traffic.

Economic Development

Does the project provide direct access to jobs? Does the project reduce travel costs for workers?

Examples:

- The project provides a new, direct connection between a high unemployment neighborhood and an employment center.

Social Benefit/Health Benefit

Does the project increase mobility for transportation disadvantaged populations (low income, seniors, disabled, or children)? Does the project increase physical activity?

Examples:

- The project directly connects low income areas or assisted living centers with key destinations.
- The project helps encourage people to be more physically active.

Environmental Stewardship

Does the result in vehicle emissions reductions? Does the project reduce vehicle miles traveled? Does the project conserve and protect natural resources?

Examples:

- The project provides transit, bike/ped options to replace auto trips.
- The project protects natural resources.

Project Readiness

What will be the result from the award of grant funds?

Examples:

- The grant funds enable construction and completion of a project.
- The grant funds will enable the completion of preparations for the next construction phase of a major bike/ped project?

Leverage

Does the project build on past investments by state, regional or local government? Is the project sponsor proposing a high cash match?

Examples:

- The project will extends or connects to a previous project increasing the value of both investments to users.
- The project sponsor proposes a high cash match signifying a high commitment on the part of the organization to the project.

Summary of FY19 to FY21 STIP Enhance Proposals

Prepared for:

Clackamas County Coordinating Committee

January 7, 2016

Proposals for Projects in Clackamas County

Oregon 211 – Bicycle and Pedestrian Safety Enhancement

Applicant: City of Molalla
Total Project Cost: $1,351,859 **Grant Request: $1,213,023** **Match: $138,836 (10.27%)**

Transportation Needs Statement: OR 211 - Woodburn-Estacada, Hwy 161(Main St.) between MP 11.87 just east of Ona Way to MP 12.61 just west of Kennel Ave. is a two-lane and three-lane roadway with sections of missing sidewalk and insufficient shoulder widths for bike lanes in the westbound lane on the north side. The speed limit through this section reduces from 40 mph to 25 mph as you approach the center of town. The existing conditions include shoulder widths in westbound lane vary that from two to five feet, sections of steep, open ditches, missing sidewalk that consist of gravel or rough AC permanent surface and deficient ADA assessable ramps. There are limited pedestrian and sidewalk facilities along this highway.

Project Description: This project will provide sidewalks for safe pedestrian access and wider shoulders for bicycles along the north side of OR 211/Main Street between Ona Way and Kennal Ave. Project development would include; design to widen for sidewalks and add closed drainage in westbound lane of the highway, coordination with real estate services for property acquisitions, environmental permitting, utility relocates, geotechnical assessment of the subgrade, project advertisement and construction engineering.

(Map on Page 2)

Oregon 213 – Bicycle and Pedestrian Safety Enhancement

Applicant: City of Molalla
Total Project Cost: $914,422 **Grant Request: $820,511** **Match: $93,911 (10.27%)**

Transportation Needs Statement: OR 213 - Cascade Highway South between MP 15.71 to MP 15.88 at Toliver Road is a two-lane roadway without sidewalks or sufficient shoulder widths for bikes. The speed limit through this section increases from 40 mph to 45 mph as the roadway width narrows from 42 feet to 24 feet ahead on station. The existing conditions include shoulder widths in northbound lane that vary from less than half foot to 2 feet, and steep, open ditches. Pedestrians often walk in the deep drainage ditches or travel lane to access a nearby shopping center, which includes the City's only grocery store.

Project Description: This project will provide sidewalks for safe pedestrian access and wider shoulders for bicycles along the northbound lane of OR 213 between Safeway/commercial zone and Toliver Rd. Project development would include; design to widen for sidewalks and add closed drainage in the northbound lane of the highway, coordination with real estate services for property acquisitions, environmental permitting, utility relocates, geotechnical assessment of the subgrade, project advertisement and construction engineering. A future phase would provide widen shoulders and sidewalks in the southbound lane or west side of the road.

(Map on Page 3)

OR 211 BICYCLE & PEDESTRIAN SAFETY ENHANCEMENT

CITY OF MOLALLA

VICINITY MAP

(NOT TO SCALE)

OR 213 BICYCLE & PEDESTRIAN SAFETY ENHANCEMENT

CITY OF MOLALLA
VICINITY MAP
(NOT TO SCALE)

Cazadero State Trail Bridge and Trail Construction

Applicant: Oregon Department of Parks and Recreation
Total Project Cost: $1,967,678 Grant Request: $1,636,578 Match: $331,100 (16.83%)

Transportation Needs Statement: Connectivity challenges exist between Barton and Estacada along the region-wide, multi-use Cazadero State Park Trail (Cazadero). The project proposes construction of one missing creek crossing (Goose) and approximately 3.5 miles of trail, and fund development of a bid packet to construct a second creek crossing (Eagle). The project will expand bicycle commuting and recreational opportunities on a safe, off-roadway, multi-use active transportation corridor. This transportation corridor will extend from downtown Portland to Estacada once completed, and completes one more segment of the "Metro to Mt. Hood" trail. The City of Estacada, an Oregon economically distressed community, will directly benefit from the direct and indirect tourism benefits this project will contribute toward realizing.

Project Description: The Cazadero is a direct fit for the Transportation Alternatives Activity 1, as it develops a transportation asset that makes "non-motorized transport safe, convenient, and appealing". It will also accomplish an identified need in the 2015 Clackamas County Active Transportation Plan and, in turn, "encourage healthful physical activity, keep air clean by decreasing reliance on fossil fuels, and enrich local economies with recreational assets (TA Activity 1 Factsheet)".

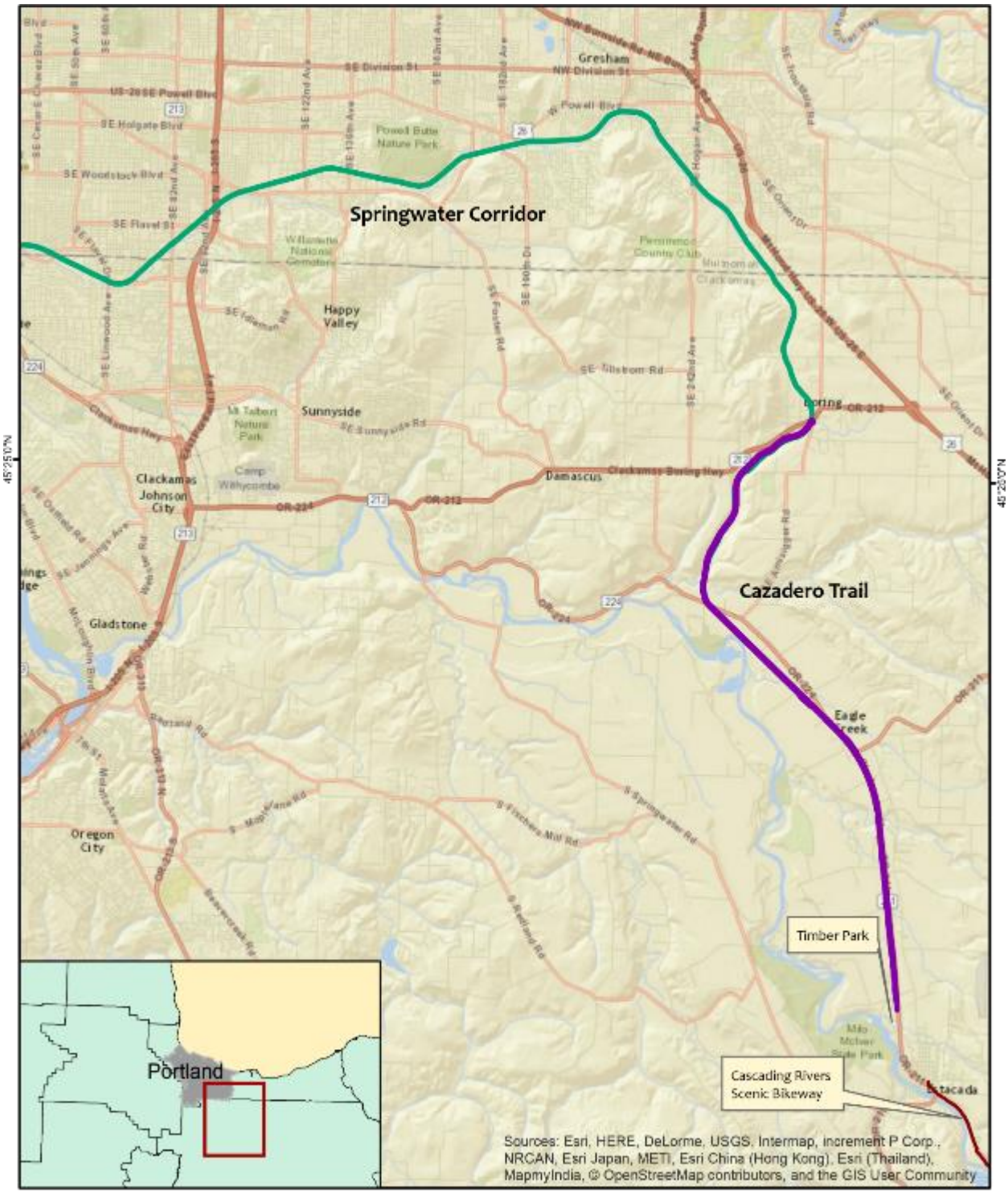
The project will connect two trail segments built in 2014 by constructing a crossing at Goose Creek (~ 110 feet). This bridge will be concrete, have an expected operational life of 50-75 years, and be 14 feet in width. Preliminary surveying and mapping identified the estimated bridge lengths, but construction survey work will be needed to inform the final design. It will also fund development of a bid packet for the Eagle Creek crossing, where a historic steel trestle bridge requires further assessment. Previous trestle assessments indicate it can be re-purposed for bike/pedestrian purposes if it is rehabilitated. In-stream and bank stabilization work will be assessed at both crossings and appropriate treatments designed. The bridges will comply with the standards required by the American Association of State Highway and Transportation Officials (AASHTO), the Americans with Disabilities Act (ADA), Department of State Lands (DSL) / U.S. Army Corps of Engineers (USCOE), and all state and local requirements.

The project will also construct approximately: 1500 feet of trail on either side of the Goose Creek crossing, and 3.5 miles of trail to a compacted gravel standard between Eagle Creek and Timber Park, and through Timber Park to the Lakeshore Path leading to the City of Estacada. An on-site analysis with ODOT has occurred that will allow the trail to use two sections of OR224 right-of-way; an agreement addressing this right-of-way use is in draft form and will be finalized in 2015. An agreement with Portland General Electric (PGE) for extending the trail into its Timber Park has been finalized; this segment will assure a connection to the Lakeshore Path that links to the City of Estacada. PGE will assist with trail costs on the segment of trail through its park (est. $50K).

Fencing will be installed where needed to manage potential trespass issues onto adjoining private properties or to manage minor trail encroachment issues. Five roads will be crossed, requiring use-management infrastructure to manage access, such as boulders, bollards. Signage at road crossings and along the trail will be installed; signs will follow the standards set forth in the Manual on Uniform Traffic Control Devices (MUTCD). Temporary signs, barricades, and erosion control devices will be used as stipulated in the final project design. A kiosk will also be installed near or in Timber Park to provide way-finding information that will connect users to the City of Estacada and other significant trail sites of interest, including the Cascading Rivers Scenic Bikeway. OPRD will consult with the City of Estacada on the connection to its Lakeshore Path, and about a planned connection from Estacada to the Milo McIver State Park.

This project is but one of several phases implemented to-date in the pursuit of trail completion, with over $1.3 million invested. Phasing would raise project costs, delay achievement of this trail segment, and leave the trail in its unconnected state, affecting the usefulness of the multi-modal transportation facility. If this project were to be phased, one or more phases could focus on project engineering activities that result in bid packet(s) for the construction of the Goose Creek crossing and for a preferred alternative crossing at Eagle Creek. Another phase would focus on constructing the approximately 3.5 miles of trail. A final phase or phases would construct the Goose Creek crossing and the approximately 1500 feet of trail on either side of the crossing.

Cazadero State Park Trail



Oregon City Main Street: 10th Street – 15th Street

Applicant: Oregon City
Total Project Cost: $2,474,000 **Grant Request: $1,614,000** **Match: $792,000 (32.01%)**

Transportation Needs Statement: In order to better serve transportation users and improve economic development within Oregon City, connectivity within multi-modal transportation systems must be improved between the City's north end downtown business district to the regional transit center, as well as between our downtown core and future access to the Willamette Falls Riverwalk. Bike & pedestrian routes linking the commercial waterfront, trails and future Riverwalk should be physically linked, safe and accessible to all users. The Transit Center needs improvements to safety and access in order to accommodate increased ridership driven by growing regional and local activity. This will complete the connective corridor stitching together state and regional transit systems that converge in Oregon City's 171 year-old downtown.

Project Description: This project would be the second phase in Oregon City's Main Street Connective Corridor Project. The first phase was completed in 2012, and received design and construction funding under the project name "Main Street: 5th Street to 10th Street (Oregon City)". That project included new curbs, sidewalks, lighting, pedestrian crossings, street trees, rain gardens, bicycle parking, bollards, parking meters, and public art. This phase would build on the successful first phase, with similar design elements and construction. As with the first phase, this project would fill gaps in multi-modal infrastructure - linking modes and nodes to provide a safer and more inviting corridor for all users. This project would accommodate drivers, pedestrians, transit users, and bicyclists in the following ways:

• Pedestrian crossings, curbs, sidewalks, ADA-compliant curb ramps and driveways that are continuous, safe and accessible to all users

• Energy-efficient, pedestrian-level LED lighting along the corridor to create a safe, inviting environment for all users

• Street furnishings to serve all users, including new street trees with tree well pavers, mid-block solar electronic parking meters, bicycle parking racks, refuse containers, benches, public art, and wayfinding pavers

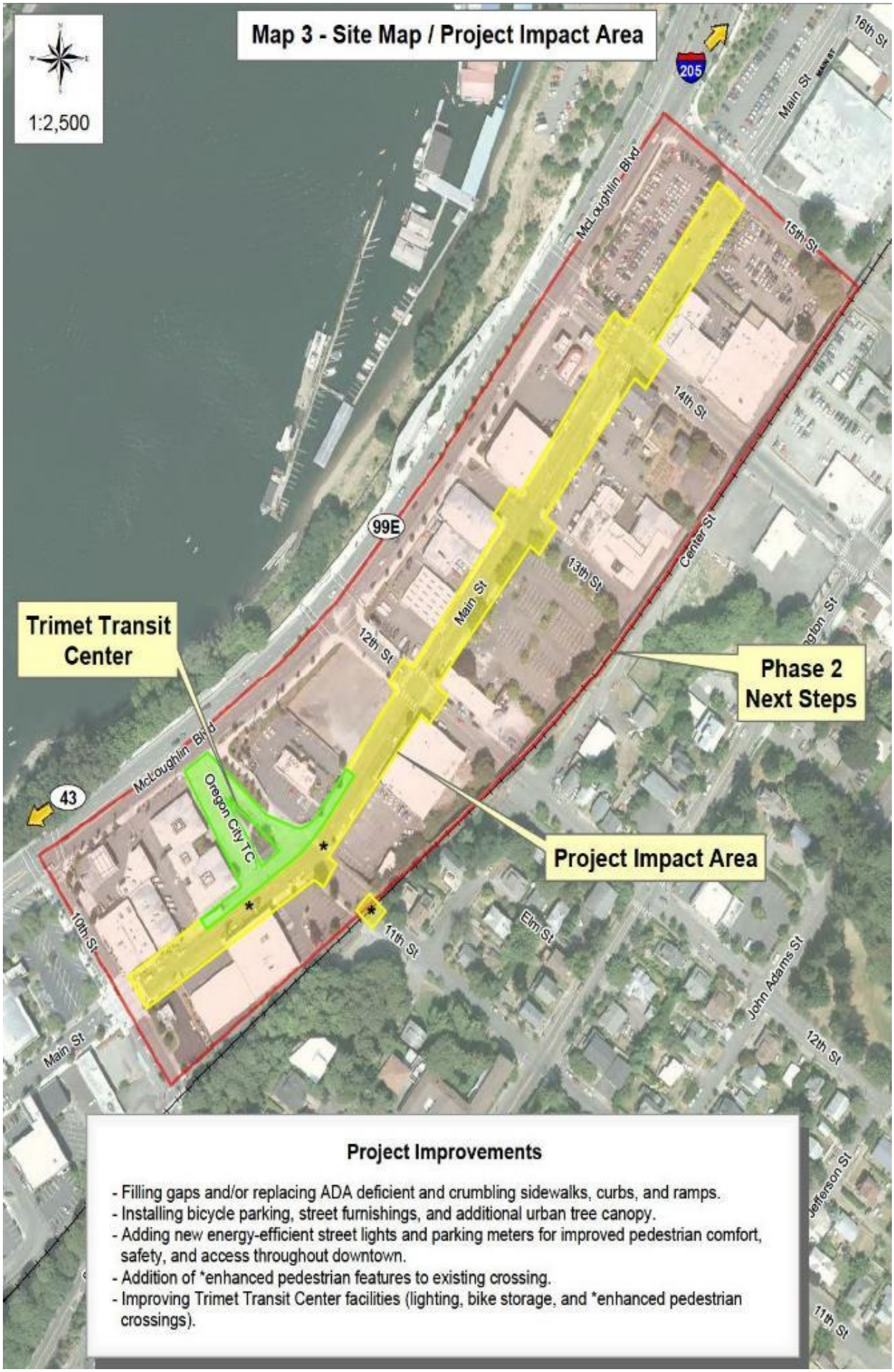
• Safety enhancements to existing pedestrian crossings, new pedestrian crossings, and new bicycle parking facilities near the transit center to improve connectivity and safety for pedestrians, bicycles, transit users, and drivers

• Access and safety improvements at the Oregon City Transit Center in downtown Oregon City, with sidewalk and bus stop improvements for full ADA accessibility, bike parking, illumination, and other safety measures including more open sight lines for vehicles and pedestrians

The improvements included in this project would have an operational life typical of other streetscape improvements of the same nature. Because this project is not a complete replacement project – it will fill gaps and retain existing adequate facilities – new sidewalks and other streetscape elements are expected to last longer than older portions of the streetscape. Materials will be selected according to their proven maintenance and longevity benefits, as well as their compatibility with materials incorporated into the previous phase of the Main Street Connective Corridor.

This project would be designed according to local, state, and federal standards. Design criteria would focus on improvements to the multi-modal transportation system, and would include matching the improvements constructed in the previous phase of work.

This project will build on previous improvements constructed during Phase 1 of the Main Street Connective Corridor. We anticipate an efficient design and construction process with the wide range of knowledge gained during the previous phase of this project. As an additional cost-savings measure, this project will limit the scope of work by recognizing future streetscape improvements to be constructed by adjacent property owners. Stakeholder involvement during design will include an effort to recognize any other opportunities.



Project Improvements

- Filling gaps and/or replacing ADA deficient and crumbling sidewalks, curbs, and ramps.
- Installing bicycle parking, street furnishings, and additional urban tree canopy.
- Adding new energy-efficient street lights and parking meters for improved pedestrian comfort, safety, and access throughout downtown.
- Addition of *enhanced pedestrian features to existing crossing.
- Improving Trimet Transit Center facilities (lighting, bike storage, and *enhanced pedestrian crossings).

I-5 Bike/Ped Bridge – Town Center to Barber St

Applicant: Wilsonville

Total Project Cost: $1,400,000 Grant Request: $1,120,000 Match: $280,000 (20.00%)

Transportation Needs Statement: The City of Wilsonville is bisected by Interstate 5, splitting the City into east and west halves connected by three existing roadway crossings that are primarily designed for high volume, motorized vehicles. Wilsonville's 2013 Bike & Ped. Connectivity Action Plan and 2013 Transportation Systems Plan identify a high priority need to provide a safe pedestrian and bicycle connection between the two sides of Wilsonville, over I-5. In addition, both plans identified a gap in the existing transportation network, citing a need to better connect the Wilsonville Town Center businesses and neighborhoods east of I-5 and TriMet's WES commuter rail line, Wilsonville's SMART Central Station, and the dense Villebois neighborhood on the west side of I-5. The bridge project seeks to address both needs.

Project Description: Funding of the project application will determine the final bridge location, size, and design type and include preparation of preliminary construction, environmental documents and permits, final design, and bid documents for a new pedestrian and bikeway bridge crossing I-5 at Barber Street, connecting Boones Ferry Road with Town Center Loop West. Construction of the bikeway bridge will be completed within ten years of initial grant funding utilizing Transportation SDCs budgeted through the City's Capital Improvement Program. In addition, the City will continue to seek grant funding, such as STIP, MTIP, RFFA, Connect, and other opportunities as they become available, to replace or supplement City funds for bridge construction.

The work tasks to be completed as part of the project include topographic surveying, public involvement, property acquisition, environmental permitting, preliminary (30%) design, advance construction documents (60%), utility coordination and relocation, and final construction documents (90% and 100%). The environmental documentation portion of the work includes cultural resources and hazardous material investigations, Endangered Species Act - No Effect Memorandum, and NEPA Categorical Exclusion (CE) documentation.

The I-5 Pedestrian and Bikeway Bridge project is consistent with the Wilsonville Transportation Plan and is identified as a high priority, pedestrian and bicycle improvement (BW-09). The project is consistent with regional plans and is included in the Metro Regional Transportation Plan fiscally constrained project list (RTP ID No. 11554).

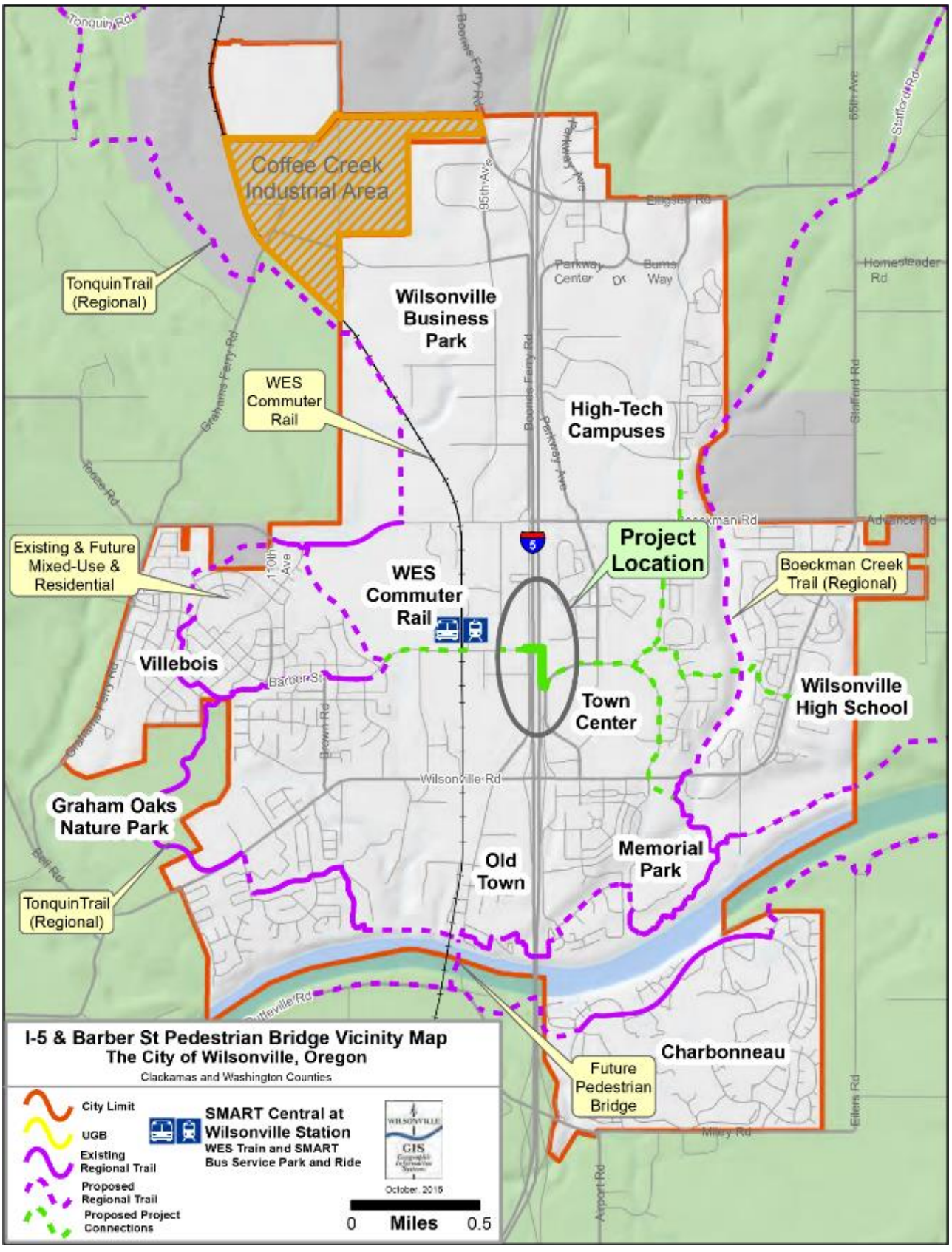
The I-5 Pedestrian and Bikeway Bridge will serve both pedestrian and bike transportation modes by providing a much needed new link in Wilsonville's transportation network, creating a safe, direct connection between the east and west sides of Wilsonville over I-5. While another bridge crossing for all modes would be desirable, it was determined that geometric restrictions and identified priority mode at this location made design for pedestrians and bicycles more practical.

All vehicular modes of travel, including passenger vehicles, transit, and freight, will benefit from the project due to the resulting decrease in local motorized vehicle trips associated with a new pedestrian and bike connection between Town Center businesses and neighborhoods to the WES commuter rail and SMART Central Transit Station. More specifically, the Wilsonville Road interchange provides a key freight connection between I-5 and Wilsonville's industrial and business parks on both sides of I-5. The transition from local vehicle trips on Wilsonville Road to non-motorized trips utilizing the I-5 Pedestrian and Bikeway Bridge will improve the existing roadway capacity and reduce freight transportation delay.

Conceptual level design and cost estimating for the I-5 Pedestrian and Bikeway Bridge was performed by OBEC Consulting Engineers in 2013 and updated in 2015. The conceptual design documented bridge location, span, height, width, ramp slopes, and footprint and included conceptual level cost estimates for design and construction.

Key project stakeholders include ODOT Region 1 and Motor Carrier Transportation. ODOT coordination and agreement is necessary to determine the required bridge clearance and permissible locations for placement of bridge supports within the ODOT right-of-way.

Preliminary engineering would begin in the first quarter of 2019 with construction documents delivered two years from the start date. The project could be broken into a smaller preliminary design phase; however, planning projects have been removed from STIP Enhance consideration, as well as dropping the grant request below the $1,000,000 threshold. Work through final design is the smallest segment of work that can be completed with the requested funds that will result in a useful product, preparing the project for construction utilizing City funds within 10 years of the initial grant funding.



Sunnyside Overcrossing Modifications at I-205

Applicant: Clackamas County
Total Project Cost: $10,000,000 **Grant Request: $3,000,000** **Match: $7,000,000 (70.00%)**

Transportation Need Statement: Sunnyside Road is a key east-west major arterial that provides connections and access to regional destinations such as the Kaiser Medical Center, Clackamas Town Center, City of Happy Valley and the Harmony Community Campus. The existing overcrossing of I-205 along Sunnyside Road has limited bike and pedestrian facilities that create significant safety issues for those accessing the destinations on either side of I-205 and the light rail station at the Town Center. In addition, the existing structure limits the flexiblity to change the lane configuration to address traffic flow at the on and off ramps to I-205. The need for the improvements were identified through planning and development projects in the Clackamas Regional Center area that have occurred over the past 5 years.

Project Description: This project will widen the existing Sunnyside overcrossing on the north side. This will provide area for a shared use path and the ability to integrate one westbound travel lane into the cross section. The project will also include improvements to the pedestrian crossings of the on and off ramps to I-205. The crossing over I-205 is currently a six lane section consisting of two travel lanes in each direction, two northbound turn lanes and one southbound turn lane with narrow sidewalks and no bike lanes. The current configuration creates queuing issues for westbound traffic due to the limited storage of vehicles turning left onto northbound I-205. The existing structure will be reconfigured, primarily through re-striping, to provide an additional westbound left turn lane and bike lane on the south side. This project will tie into other County improvements that will be constructed in 2016 that includes upgrades to Sunnyside Road and the Sunnyside\Stevens intersection, approximately 1,200 east of I-205. All improvements will be contained within existing ODOT or County right of way. A small amount has been budgeted for right of way in the event a minor adjustment is needed.

Vicinity Map

Sunnyside Bridge Widening Over I -205

CLACKAMAS COUNTY

Pedestrian Crossing Safety Project

Applicant: Clackamas County
Total Project Cost: $2,627,520 **Grant Request: $2,357,673** **Match: $269,847 (10.27%)**

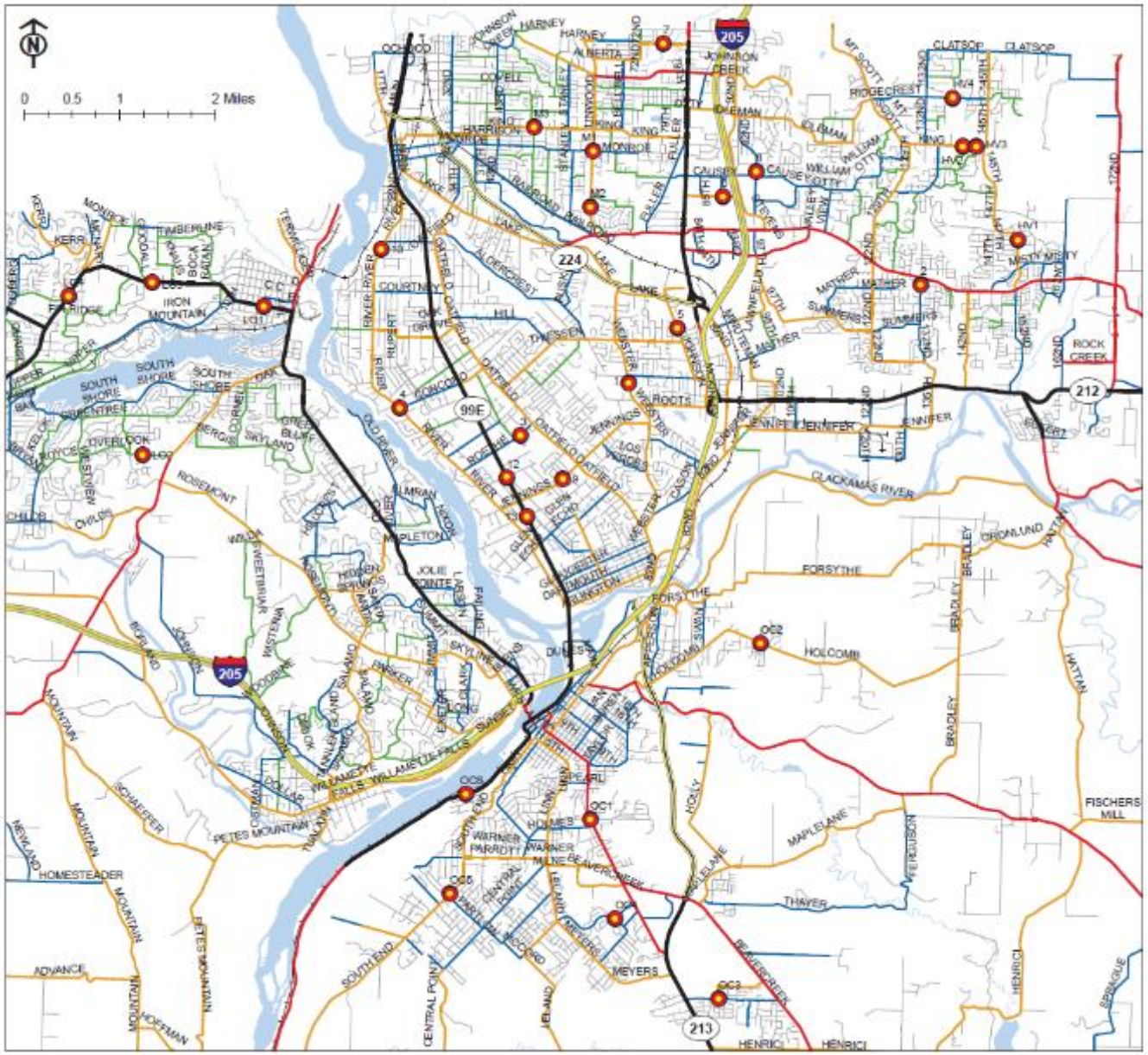
Transportation Needs Statement: A safe and connected pedestrian network requires safe crossings of the street system. The Pedestrian Crossing Safety Project addresses crossing safety and sidewalk connectivity issues for 33 locations within Clackamas County, Happy Valley, Milwaukie, Lake Oswego, Oregon City and Wilsonville. These sites are used by all travel modes, have known safety issues, citizen complaints, and are near transit, trails, schools and other community uses. Several of the crossings do not have Americans with Disabilities Act (ADA) compliant curb ramps or abutting sidewalks. Filling sidewalk gaps and installing rectangular rapid flash beacons at these locations will provide missing sidewalk infrastructure, increase driver yield compliance, improve safety of the system and encourage more pedestrian usage.

Project Description: Improving the safety at 33 pedestrian crossings will include the construction of approximately 5390 square feet of sidewalk, 70 Rectangular Rapid Flash Beacons (RRFB), and 11 school zone flashing beacons. The 2009 MUTCD, FHWA Interim Approval for Optional Use of RRFB (IA-11), ADA guidelines and ODOT & Clackamas design standards will be used. The RRFBs will be placed in existing local jurisdiction ROW and maintained by the same jurisdiction unless and existing IGA between the County and Cities is in place.

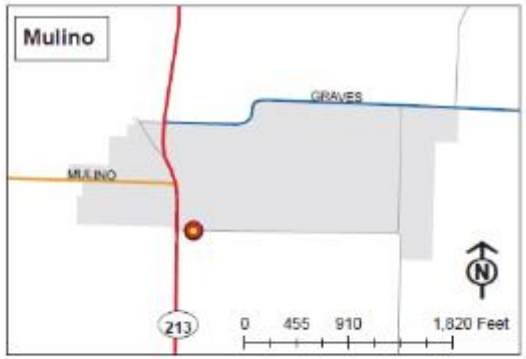
The major stakeholders to be included in the public involvement process are the owners of properties directly affected by construction, the schools affected by construction, Safe Routes to Schools and partner agencies, including cities and TriMet. Applicable statewide planning goals include Goals 1, 8, 11 and 12. Goal 1 includes citizen involvement for planning. Some of the project location are adjacent to the recreational sites, and will provide safe crossings and sidewalks to recreational sites meeting goal 8. The provision for travel options for pedestrians helps to achieve both goals 11 and 12. This project meets the standards and goals set for transportation in Clackamas County's comprehensive plan to create a multi-modal system through safe, efficient and effective options.

While Clackamas County is a certified agency, this project will require ODOT oversight through the transferring of funds. This project will not require significant environmental work as the project qualifies as a categorical exclusion meeting the definitions in 40 CFR 1508.4. The installation of RRFBs and construction of sidewalks have been determined to not yield significant environmental impact. Therefore, neither an environmental assessment nor an environmental impact statement is required. There are not any expected operations or service deliveries expected with these funds. The project will either go through ODOT or County procurement process.

The project costs can be scaled down by removing some of the proposed locations through a prioritization process if necessary.



2018-2021 STIP Proposal - Clackamas County Pedestrian Crossing Safety Project Vicinity Map



- Rectangular Rapid Flash Beacon
- Principal Interstate
- Principal Expressway
- Principal Arterial
- Major Arterial
- Minor Arterial
- Collector
- Connector
- Local
- Railroad

Clackamas County : Transportation Planning : November 10, 2015

Transit Vehicle Replacement

Applicant: Sandy
Total Project Cost: $896,000 **Grant Request: $746,000** **Match: $150,000 (16.74%)**

Transportation Needs Statement: An analysis of the Sandy Transit fleet revealed that 8 of 11 vehicles will exceed their "useful life" by 2021. Three of these are large capacity Class A vehicles. For a Class A vehicle to exceed its "useful life" it is more than 12 years old and/or has surpassed 500,000 miles. Buses in this condition are neither safe, efficient or cost effective. For a small rural transit system such as Sandy, these large capital expenditures are difficult to fund at the local level. Federal earmarks and state grant programs previously utilized are no longer available and the federal replacement program (5339) is under-funded for this category of vehicle.

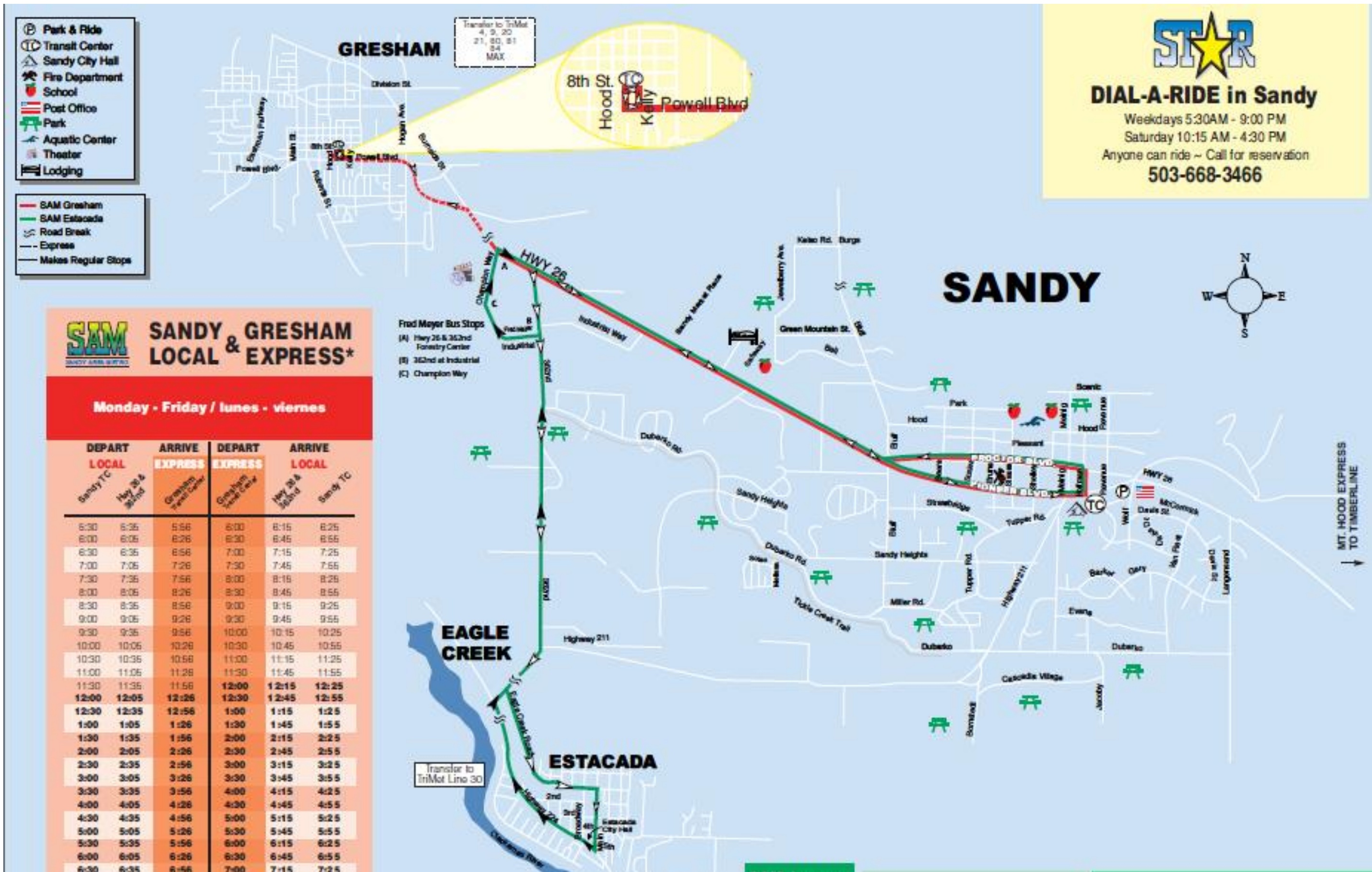
Project Description: Two large, heavy duty transit buses will be purchased to replace current aging vehicles that will have surpassed their "useful life" of over 500,000 miles. These vehicles will preserve a system that is a vital connector in the eastern section of Region 1. Over half of the riders on this route report that they are commuting to work and it is located in the heavily congested US26 corridor.

The city of Sandy will use the Oregon Department of Transportation (ODOT) ADA contract crosswalk to select the vehicles. All industry, safety and quality standards such as Altoona testing, Federal Motor Vehicle Safety Standards and Buy America standards will be used to evaluate the vehicles prior to purchase. The vehicles will be covered by a manufacturer warranty. A vendor will be identified using a request for quotes (RFQ) process. Both vehicles will have a useful life of 12 years and/or 500,000 miles. The equipment will be insured and maintained by the city of Sandy using ODOT guidelines and regulations.

Both buses will be ADA accessible 35-foot low-floor vehicles with approximately 38 passenger seats and two wheelchair stations. Low floor buses allow greater accessibility to public transit clients, reducing the amount of incline and stairs needed to board a bus without deploying a ramp or lift. Due to the many miles put on these commuter and fixed route buses, the large heavy duty engine keeps the maintenance and replacement costs low. The buses will be equipped with bike racks allowing both pedestrians and bicyclists the opportunity to ride. This route is the connector service for access to the mountain communities via Mount Hood Express (MHX). MHX and SAM have seen a significant increase in the use of public transit by the cycling community. Sandy services have seen a 90 percent increase in the number of bicycles on board our services since October 2014. Due to new connectivity between SAM and Mount Hood Express and the lengthened service provided by Mount Hood Express to Mount Hood, cyclist from the metro region are now able to use the two systems to access the mountain communities lessening the need to drive.

These replacement buses operate on the US26 corridor. They connect Sandy with Eagle Creek, Estacada and Oregon City to the South; Mt. Hood Villages to the east; Gresham and Portland to the West. These transit vehicle replacements will improve the operational capacity of the existing transportation infrastructure by further reducing the single occupant vehicles (SOV) traveling on the highly congested US26 corridor. The use of high occupancy vehicles (HOV) conserves fuel and vehicle production resources, reducing emissions while providing safe and efficient mobility options. The newer vehicles preserve the existing transportation system effectively through better fuel efficiency, cleaner emissions and lower maintenance costs than older buses whose maintenance costs increase significantly when the vehicle reaches and exceeds its useful life.

Due to the Sandy replacement schedule, it is possible to break the purchase of this equipment into phases if needed. One vehicle could be purchased in FFY 2019 with the second purchase to follow in FFY 2020.



STAR DIAL-A-RIDE in Sandy

Weekdays 5:30AM - 9:00 PM
Saturday 10:15 AM - 4:30 PM
Anyone can ride ~ Call for reservation
503-668-3466

SAM SANDY LOCAL & GRESHAM EXPRESS*

Monday - Friday / lunes - viernes

DEPART LOCAL Sandy TC	Hwy 26 & 362nd	ARRIVE EXPRESS Gresham Transit Center	DEPART EXPRESS Gresham Transit Center	Hwy 26 & 362nd	ARRIVE LOCAL Sandy TC
5:30	5:35	5:56	6:00	6:15	6:25
6:00	6:05	6:26	6:30	6:45	6:55
6:30	6:35	6:56	7:00	7:15	7:25
7:00	7:05	7:26	7:30	7:45	7:55
7:30	7:35	7:56	8:00	8:15	8:25
8:00	8:05	8:26	8:30	8:45	8:55
8:30	8:35	8:56	9:00	9:15	9:25
9:00	9:05	9:26	9:30	9:45	9:55
9:30	9:35	9:56	10:00	10:15	10:25
10:00	10:05	10:26	10:30	10:45	10:55
10:30	10:35	10:56	11:00	11:15	11:25
11:00	11:05	11:26	11:30	11:45	11:55
11:30	11:35	11:56	**12:00**	**12:15**	**12:25**
12:00	**12:05**	**12:26**	**12:30**	**12:45**	**12:55**
12:30	**12:35**	**12:56**	**1:00**	**1:15**	**1:25**
1:00	**1:05**	**1:26**	**1:30**	**1:45**	**1:55**
1:30	**1:35**	**1:56**	**2:00**	**2:15**	**2:25**
2:00	**2:05**	**2:26**	**2:30**	**2:45**	**2:55**
2:30	**2:35**	**2:56**	**3:00**	**3:15**	**3:25**
3:00	**3:05**	**3:26**	**3:30**	**3:45**	**3:55**
3:30	**3:35**	**3:56**	**4:00**	**4:15**	**4:25**
4:00	**4:05**	**4:26**	**4:30**	**4:45**	**4:55**
4:30	**4:35**	**4:56**	**5:00**	**5:15**	**5:25**
5:00	**5:05**	**5:26**	**5:30**	**5:45**	**5:55**
5:30	**5:35**	**5:56**	**6:00**	**6:15**	**6:25**
6:00	**6:05**	**6:26**	**6:30**	**6:45**	**6:55**
6:30	**6:35**	**6:56**	**7:00**	**7:15**	**7:25**
7:00	**7:05**	**7:26**	**7:30**	**7:45**	**7:55**
7:30	**7:35**	**7:56**	**8:00**	**8:15**	**8:25**
8:00	**8:05**	**8:26**	**8:30**	**8:45**	**8:55**

SAM stops every 2-3 blocks at bus stop locations along route in Sandy.

SAM SANDY LOCAL & GRESHAM EXPRESS*

SATURDAY / sábado

DEPART LOCAL Sandy TC	Hwy 26 & 362nd	ARRIVE EXPRESS Gresham Transit Center	DEPART EXPRESS Gresham Transit Center	Hwy 26 & 362nd	ARRIVE LOCAL Sandy TC
5:30	5:35	5:56	6:00	6:15	6:25
6:30	6:35	6:56	7:00	7:15	7:25
7:30	7:35	7:56	8:00	8:15	8:25
8:30	8:35	8:56	9:00	9:15	9:25
9:30	9:35	9:56	10:00	10:15	10:25
10:30	10:35	10:56	11:00	11:15	11:25
11:30	11:35	11:56	**12:00**	**12:15**	**12:25**
12:30	**12:35**	**12:56**	**1:00**	**1:15**	**1:25**
1:30	**1:35**	**1:56**	**2:00**	**2:15**	**2:25**
2:30	**2:35**	**2:56**	**3:00**	**3:15**	**3:25**
3:30	**3:35**	**3:56**	**4:00**	**4:15**	**4:25**
4:30	**4:35**	**4:56**	**5:00**	**5:15**	**5:25**
5:30	**5:35**	**5:56**	**6:00**	**6:15**	**6:25**
6:30	**6:35**	**6:56**	**7:00**	**7:15**	**7:25**
7:30	**7:35**	**7:56**	**8:00**	**8:15**	**8:25**
8:30	**8:35**	**8:56**	**9:00**	**9:15**	**9:25**
9:30	**9:35**	**9:56**	**10:00**	**10:15**	**10:25**

SAM stops every 2-3 blocks at bus stop locations along route in Sandy.

SAM SANDY LOCAL & GRESHAM EXPRESS*

SUNDAY / domingo

DEPART LOCAL Sandy TC	Hwy 26 & 362nd	ARRIVE EXPRESS Gresham Transit Center	DEPART EXPRESS Gresham Transit Center	Hwy 26 & 362nd	ARRIVE LOCAL Sandy TC
7:00	7:05	7:26	7:30	7:45	7:55
8:00	8:05	8:26	8:30	8:45	8:55
10:30	10:35	10:56	11:00	11:15	11:25
12:30	**12:35**	**12:56**	**1:00**	**1:15**	**1:25**
2:30	**2:35**	**2:56**	**3:00**	**3:15**	**3:25**
4:00	**4:05**	**4:26**	**4:30**	**4:45**	**4:55**
6:00	**6:05**	**6:26**	**6:30**	**6:45**	**6:55**
9:00	**9:05**	**9:26**	**9:30**	**9:45**	**9:55**

SAM stops every 2-3 blocks at bus stop locations along route in Sandy.

SAM SANDY ESTACADA

SAM Monday - Friday Only / lunes - viernes solamente

DEPART Sandy TC	362nd & Industrial Way	Hwy 211 & 362nd	Hwy 211 & Eagle Creek Rd.	ARRIVE Estacada City Hall	DEPART Estacada City Hall	Hwy 211 & Hwy 224	Hwy 211 & Barlow Trail	Hwy 26 & 362nd (Forestry Center)	ARRIVE Sandy TC
7:00	7:05	7:09	7:13	7:23	7:30	7:36	7:40	7:47	7:55
10:30	10:35	10:39	10:43	10:53	11:00	11:06	11:10	11:17	11:25
2:30	**2:35**	**2:39**	**2:43**	**2:53**	**3:00**	**3:06**	**3:10**	**3:17**	**3:25**
4:30	**4:35**	**4:39**	**4:43**	**4:53**	**5:00**	**5:06**	**5:10**	**5:17**	**5:25**
7:00	**7:05**	**7:09**	**7:13**	**7:23**	**7:30**	**7:36**	**7:40**	**7:47**	**7:55**

Request flex stop pick-up at DHS (Estacada); Big Valley Mobile Park or Barlow Trail Mobile Park (northbound only) at least two hours prior.

Le recojan una Parada Flexible con dos horas de anticipación a DHS (Estacada); la Big Valley Mobile Park o Barlow Trail Mobile Park (unicamente en la corrida hacia el norte).

SAM stops every 2-3 blocks at bus stop locations along route in town.

Light print is AM ; **Bold print is PM**

*SAM Express Service in Gresham

No Local traffic. SAM will allow drop-offs along route in Gresham from origins in Sandy or pick-ups along route in Gresham for Sandy destinations only.

Schedule times may vary by as much as five minutes to relieve overcrowding or to adjust to traffic conditions.

SAM Gresham route ONLY; limited service on Sundays and:

New Year's Day, Memorial Day, Independence Day & Labor Day
NO SERVICE on Thanksgiving Day & Christmas
NO other routes SUNDAYS or any of the listed HOLIDAYS

Letra normal indica AM ; **Letra negra indica PM**

SAM Gresham ruta SOLAMENTE; servicio limitado los domingos y:

Día de Año Nuevo, Memorial Day, Día de la Independencia y el Día del Trabajo
No hay servicio de Acción de Gracias y Navidad
NO otra DOMINGOS rutas o cualquiera de los Holidays

Highway 43 Multimodal Transportation Project

Applicant: West Linn
Total Project Cost: $4,300,000 **Grant Request: $3,000,000** **Match: $1,300,000 (30.23%)**

Transportation Needs Statement: The Highway 43 Corridor through West Linn is significantly lacking in accessible sidewalks and safe bike lanes and suffers from traffic congestion delays, inefficiencies, and safety issues that could be greatly improved by targeting key areas for enhancement. The majority of the project area does not have sidewalk on both sides of the Highway and one-third of the area has no sidewalk at all. Sidewalk is missing along the only area park and ride transit facility, which is also a key commercial center. Pedestrian and bike facilities in the project area are defined as substandard or completely lacking in the ODOT Active Transportation Needs Inventory as well as in the 2014 Metro Regional Transportation Plan. Deficiencies along Hwy 43 are identified in the West Linn Transportation System Plan.

Project Description: This project will greatly enhance bike, pedestrian, transit, and vehicular mobility along State Highway 43 (OR 43) from the northern City of West Linn limits south to the northern boundary of Mary S. Young State Park (one mile of improvements). The primary end result will be an uninterrupted protected bicycle and pedestrian path and a consistent three lane cross section from Lake Oswego to Mary S. Young State Park (cross section drawings attached). Removal of the traffic signal at Cedaroak Dr./Hwy 43 and installation of innovative protected intersections at Lazy River Dr./Hwy 43 and Hidden Springs Rd./Hwy 43 and traffic signal upgrades with timing enhancements and transit prioritization will further improve multimodal safety and traffic efficiency. Protected intersections will incorporate raised corner bike refuge islands, multiuse marked crossings, and other bicyclist and pedestrian safeguards and benefits such as free right turns, advanced entry into the intersection ahead of right-turning vehicles, and increased visibility. The project will infill key missing sidewalk sections between residential, commercial, park and transit areas, add ADA accessibility, add improved transit stops, improve intersection lighting, convert roadway sections from two to three vehicle lanes (from Arbor Drive to Shady Hollow Way), provide family-safe bicycle routes, redesign intersections for improved flow and safety, and provide access restrictions and enhanced turn lanes to optimize flow on the Highway. In addition to the sidewalk improvements, a key piece of this project is a cycle track, an exclusive bike facility grade-separated from the roadway and the pedestrian sidewalk. Currently, the City and ODOT are in discussions about jurisdictional transfer of the proposed improvements with maintenance responsibility to transition to the City, pending agreement by both parties.

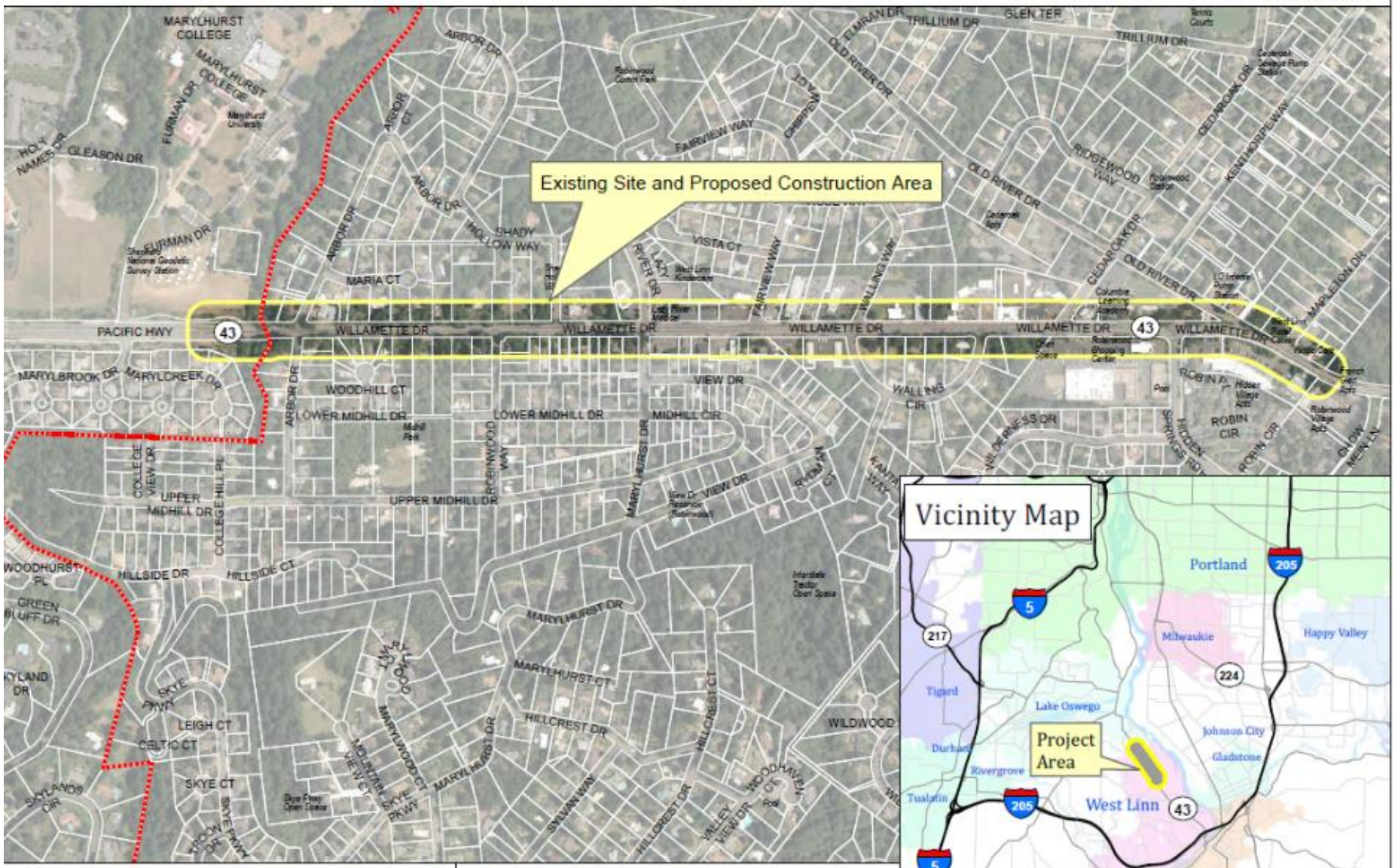
In order to improve problems associated with the existing signals being too closely spaced causing traffic issues in the Robinwood Commercial center area, the existing traffic signal at Cedaroak Drive and Highway 43 is planned to be removed and the southerly terminus of Old River Drive will be realigned and connected to Highway 43 directly across from Hidden Springs Road. This eliminates two poorly functioning signalized three-way intersections and replaces them with an improved single four-way signalized multimodal protected intersection. Conflicts with the nearby Robinwood Commercial Center are eliminated. Key sidewalk installation will be done adjacent to the Trimet park and ride facility. This will be a significant improvement for transit users in the area who are often seen walking along the side of the Highway and crossing dirt and grass areas to get from the bus to their vehicles.

Though this would be Phase I of multimodal transportation improvements planned for all of Highway 43 in West Linn, the project still provides a complete solution, connecting transit and neighborhood commercial centers with residential areas in addition to linking to a solid active transportation network at the City of Lake Oswego border and the adjacent Marylhurst University with direct multimodal access to Mary S. Young State Park. Project funding will cover design, management and complete construction of all improvements. All work is proposed on the State Highway only, with only minor connecting work outside of the Highway 43 right-of-way. Right-of-way acquisition is planned primarily from one private parcel for the realignment of Old River Drive and most utility relocations will be done directly by the utility companies at no cost to the City in accordance with local franchise agreements.

Highway 43 STIP Site Map / Air Photo

NOVEMBER 2015

West Linn GIS



Map & Overlays Provided by West Linn GIS Tax Lot Base Map: Clackamas County

This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

0 175 350 700 Feet

Map Created: 11/19/2015, 9:05 AM

GIS Data Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl

LOC: G:\PROJECTS\GIS\RIGHT_OF_WAY\HWY43_STIP_APP_MAP_SITE_MAP.MXD | KAHA

Proposals for Projects Outside Clackamas County

NE Cleveland Avenue: Burnside to Stark

Applicant: Gresham
Total Project Cost: $3,232,780 **Grant Request: $2,900,774** **Match: $332,006 (10.27%)**

Transportation Needs Statement: Cleveland Ave. was built to a rural standard in the early 1900's. Since then, Gresham's population has grown exponentially and the land along Cleveland has developed with a mix of residential, commercial, school and faith based land uses. Cleveland is an important minor arterial anchored in the south by Gresham's downtown and in the north by Gresham Vista Business Park. It carries an average of 4,500 daily vehicle trips and a substantial volume of bicyclists and pedestrians to key destinations, yet, remains substandard. Through existing MTIP funding, the design to bring continuous bike lanes, sidewalks, curb and gutters to Cleveland is 100% complete, with a portion of the design to be constructed in summer 2016. This application is intended to fund the remainder of the project.

Project Description: The Cleveland Avenue: Burnside to Stark project will complete an MTIP grant funded project to bring Cleveland Avenue to an urban standard. MTIP has funded 100% design of Cleveland from Powell to Stark to include continuous bike lanes, sidewalks, curbs, stormwater management infrastructure and roadway pavement. With the previous MTIP grant, the City of Gresham is able to construct a portion of the design from Powell to Burnside. However, the funding is insufficient to complete the design from Burnside to Stark, leaving significant gaps in the bicycle and pedestrian networks along this section of Cleveland. This request for funding will be used to fully complete the remainder of the design by obtaining environmental clearance for the project area, acquiring right-of-way, coordinating utility relocation, and constructing the project. Construction will include roadway widening to urban street standards with 8" of asphalt over 16" of base rock in the widening areas; curb along the entire section; storm water infrastructure including approximately 800 feet of new storm pipe and rain gardens; 4" asphalt pavement inlay for the entire roadway; striping; approximately 5,500 feet of new of sidewalk and approximately 4,600 feet of bike lanes. This project will also include preliminary and construction engineering and contract administration. Approximately 7,000 SF of ROW for a combination of permanent acquisition and temporary construction easements will be acquired. The expected operation life of the project is the typical 20 years for pavement design life before overlay or inlay is needed. The project is designed to AASHTO Design Standards as well as City Public Works Standards. Innovative elements include potential use of stormwater tree trenches and structural soils as a form of stormwater management and treatment measures. This project is already 100% designed and the first phase of construction is funded and scheduled to begin summer 2016. This is the second phase of an existing project and cannot be phased.

This project is included in Gresham's TSP (#29), the Regional Transportation System Plan (#11096) and the STIP (#14393). As a part of the MTIP grant funded project to design and build this project, the City of Gresham completed preliminary plan development and an IGA and master agreement for initial scoping documentation. Primary deliverable planning products with this project include an IGA and Master Agreement with ODOT. This project will require Environmental Certification, a milestone to be met with requested funds. Major stakeholders in the planning and design of this project include the North Central Neighborhood Association, the City's Transportation Subcommittee, City Council as well as the businesses and residences along Cleveland Avenue. ODOT will provide direct oversight of Environmental Clearance, ROW acquisitions and utility coordination. The project is consistent with Gresham's TSP, the RTP and the STIP. Plans, specifications and estimates will be prepared to AASHTO and City of Gresham standards. The project will be advertised, bid and awarded by the City of Gresham. Upon completion, this project will greatly benefit walking, biking and freight modes of travel by adding continuous sidewalks, bikelanes and improved road section. It will remove modal conflicts, thereby making travel for each of these modes safer, more inviting, and more efficient.

May St. Elevated Sidewalk Replace with ADA

Applicant: Hood River
Total Project Cost: $1,550,000 **Grant Request: $1,390,815** **Match: $159,185 (10.27%)**

Transportation Needs Statement: Problem: Deteriorating elevated sidewalk, subsiding sidewalk and street, lack of ADA compliant intersections and no bike lane.

Identification method: Visual inspection

Project Description: The project will include elevated sidewalk replacement, ADA enhancement of sidewalks, and addition of a bike lane along May Street between State Route 281 (13th Street) and 17th Street. The problem has been identified as a portion of sidewalk that provides a critical link between May Street Elementary School, Hood River Middle School, Hood River Aquatic Center, Jackson Park, Medical Offices, and Providence Hood River Hospital and serves as an extension of the City's recently completed Safe Routes to School project which improved sidewalks and bike lanes between Rand Road and 17th Street. The dilapidated and deteriorating elevated sidewalk is located on the north side of May Street between 13th Street and Katie's Lane. Due to the age and condition of this sidewalk the adjacent roadway and the elevated sidewalk continue to slide and settle, moldering into the ground below. The replacement of the elevated sidewalk involves the reestablishment of the existing grades along the north half of the roadway and failing elevated sidewalk structure. This will be accomplished by installing a new retaining wall on the north side of the existing easement and replacing material that has mass wasted from underneath the sidewalk and roadway with new road fill and surfacing materials. In addition, the existing storm basins and manhole will be replaced and raised to accommodate the restored grades along the sidewalk and replaced road section. The remaining portion of the project involves the replacement of ramps and driveway aprons from Katie's Lane to 17th Street on the north side and from 13th Street to 17th Street on the north side of May Street with ADA compliant ramps and aprons. The project will also include establishing a bike lane along the south side of May Street.

This project would include 6' sidewalk, curb, gutter and drainage, and a 5' bike lane as well as project administration, mobilization, engineering & design and contingency.

The modes of transportation that will be improved are pedestrian but will also positively affect vehicle and bicycling transit.

Rand Road Sidewalk and Bike Lanes

Applicant: Hood River
Total Project Cost: $1,350,000 **Grant Request: $1,211,355** **Match: $138,645 (10.27%)**

Transportation Needs Statement: Problem: Narrow or missing sidewalks, inadequate sidewalk access and no bike lanes along a major collector (Rand Road) linking May Street (major collector) to the business district along Cascade Avenue (Hwy 30, Historic Columbia River Highway) a minor arterial. Deteriorating elevated sidewalk, subsiding sidewalk and street, lack of ADA compliant intersections and no bike lane.

Identification method: Projects SW1 and BL7 listed in the City of Hood River's 2011 Transportation Plan prepared in association with ODOT.

Project Description: The requested funds will provide new and replacement sidewalks that are ADA compliant and bike lanes on both sides of Rand Road from May Street to Cascade Ave. (Hwy 30, Historic Columbia River Highway). Rand Road is a critical link between the northern and southern portion of the City of Hood River on its western side. Few north-south links exist within the City. This project would improve pedestrian and bicycle access, and serve as an extension of the City's recently completed Safe Routes to School project which provided bike lanes and ADA compliant sidewalks along May Street from 17th Street to Rand Road. The project would involve replacing ramps and aprons that do not comply with current ADA requirements, and undersized sidewalks, most of which are located along the southern segment of Rand Road. The project also involves installing new sidewalks on both the west and east sides of Rand Road,

most of which will be located along its northern segment. Construction of new sidewalks would involve installing several retaining walls along the route.

The project includes 6' sidewalk with planter strip, curb, gutter and drainage, as well as project administration, mobilization, engineering and design and contingency. The project will also include bike lane striping removal and re-striping, pavement markings and signs.

The primary mode of transportation that will be improved is pedestrian and bicycling transit, but efficiency of vehicular flow will also occur due to reduced conflict with cyclists and pedestrians.

Country Club Road: MP 1.21 – 3.0 Shoulder Bikeway

Applicant: Hood River County
Total Project Cost: $1,885,000 **Grant Request: $1,691,410** **Match: $193,590 (10.27%)**

Transportation Needs Statement: Most of the bicycle travel in Hood River County occurs on rural roads, typically with two paved travel lanes and little or no paved shoulder. Some of these roads are satisfactory for bicycle use because the low traffic volumes result in few conflicts. However, for the County's major roads (like Country Club Rd) high traffic volumes and speeds can result in conflicts when there is not a paved shoulder where bicyclists can ride out of the main traffic. Since Country Club Rd is the primary truck route to the lands south of Hood River the potential for conflicts is greater.

Project Description: Country Club Road is a rural major collector that is also a popular route for recreational and commuting bicyclist traveling between the City of Hood River and the west side of the Hood River Valley. The proposed project would add four foot to six foot wide paved shoulders along 1.8 miles of Country Club Road between Wooded Acres Drive (MP 1.21) and Barrett Dr (MP 3.0).

The work to be funded would include preliminary engineering, right-of-way purchase, construction engineering, and construction of paved shoulders, stormwater improvements and related work. The typical paved shoulder width would be five feet from the center of the fog line to the new edge of pavement. To accommodate the new shoulder, approximately 6500 feet of ditch would need to be relocated. Approximately 40 driveway approaches would need to be reconstructed and all driveway approaches would be paved at least six feet back from the edge of the new shoulder. Signs and mailboxes in conflict with the proposed improvements would be relocated.

The need for stormwater mitigation is anticipated since the project would add approximately 1.5 acres of impervious surface. The preliminary proposal for stormwater mitigation includes regrading and adding 1-foot check dams to the existing roadside ditches at 100-foot intervals to enhance the detention and infiltration capacity within the ditch. Right-of-way would be purchased for any stormwater improvements needed beyond the existing right-of-way.

North Slough Bridge

Applicant: Metro
Total Project Cost: $2,371,052 **Grant Request: $1,771,052** **Match: $600,000 (25.31%)**

Transportation Needs Statement: The 4,000 acre Rivergate Industrial District, located 9 miles from downtown Portland, is home to over 200 employers and 9,000 jobs. The district is served by an extensive multimodal transportation system that includes rail, marine terminals, truck routes, and several shared use paths. These shared use paths have the potential to alleviate traffic on freight routes by offering employees a safe and attractive alternative to commuting in single occupancy vehicles; however, gaps remain in the path system. This project will address the most critical of these gaps by providing the 51,000 North Portland residents a direct off-street bicycling and walking connection to Rivergate. This need was identified through the extensive public involvement and community engagement conducted over several years.

Project Description: The project will connect the St. Johns neighborhood and the region to the Rivergate Industrial District and will complete a critical gap in three regional trails: the 40-Mile Loop Trail, the Columbia Slough Trail, and the North Portland Willamette Greenway Trail. The project will benefit residents who work in the industrial area and will provide children attending 14 nearby schools a safe way to experience the natural beauty of Smith and Bybee Wetlands Natural Area.

The work to be funded includes engineering, permitting, and construction of a steel truss bicycle and pedestrian bridge across the North Slough. The new bridge will include a 120-foot long, 14 foot wide span and two 12-foot wide approaches, each approximately 160 feet long. The new bridge will close a gap between two existing regional trail segments: the Rivergate segment and the St. Johns Landfill segment. By connecting two existing trail segments, the new bridge will create an unbroken X-mile trail. The project budget is $3 million.

The project will be constructed on land owned by Metro and the Port of Portland. The Port supports the project and right-of-way work will not be necessary. A trail feasibility study was completed in 2009 with an alternatives analysis and public engagement. In 2010, a bridge feasibility study was completed that included a geotechnical assessment, seismic study, and alternatives analysis. In 2013, Portland developed 10% design drawings for the bridge and trail. Land use approval for the trail and bridge was secured in 2013 from the City of Portland. Community support for the project is high.

The project is complemented by two recent STIP-funded projects. In 2014 Metro and the City of Portland completed the first project: a new bicycle and pedestrian bridge across Union Pacific railroad tracks, extending the path from Pier Park to Chimney Park. The second project, expected to be completed in 2018, extends the trail from Chimney Park to the St. Johns Prairie (formerly the St. Johns Landfill), and includes a new bicycle and pedestrian bridge across Columbia Boulevard, a heavily used freight corridor.

Two other trail projects will also complement this project. The existing Rivergate trail segment, built by the Port of Portland in 2004, was damaged in a flood event and is in a state of disrepair. Trail rehabilitation is moving forward as a separately-scoped project. Meanwhile, Metro is moving forward with a project to build 1,800 feet of new trail segment at the St. Johns Prairie, allowing the road at the prairie to be used as part of the trail.

The North Slough Bridge project provides a "last mile" connection to a major part of the Regional Trail System. At less than 500 feet in total length, the impact of this project will be enormous because it will link two existing trail segments into an unbroken, 5-mile-long trail. Using data from annual trail counts, Metro projects that over 250,000 bicyclists and pedestrians can be expected to use this trail each year. Trail counts will be used to measure performance of this project. Metro will install an EcoCounter on the bridge to count the number and mode of trail users on the facility.

The project will represent a partnership between ODOT, Metro, and the Port to invest in access to living wage jobs in a underserved community.

Stark Street Multimodal Connections

Applicant: Multnomah County
Total Project Cost: $3,867,457 **Grant Request: $2,907,457** **Match: $960,000 (24.82%)**

Transportation Needs Statement: A pedestrian and bike gap currently restricts safe movement along the Stark Street corridor. This is a key multimodal corridor for East County. Key civic services, commercial, job and recreation uses serve this area. This project will improve multimodal connections by constructing an east-west gap of sidewalks and bike lanes along the north and south sides of Stark Street. This approximately half mile gap serves high density housing, and provides connection to existing transit. Additionally this project would serve the future Powell Division high capacity

transit project that is currently in the project development phase. This project is identified in the East Metro Connections Plan and is identified in the County's Capital Improvement Plan and Program.

Project Description: This project closes a key multimodal gap along Stark Street between 257th and Troutdale Road by constructing approximately a half-mile of sidewalks and bike lanes on the Stark Street corridor. This project will be built on existing right-of-way and will apply current standards. Unique design elements include enhanced pedestrian crossings to improve access to area destinations that includes Mt. Hood Community College. The project is currently at a 50 to 60% design. This project will serve all modes of traffic once completed. Freight movement will benefit from the project with the removal of conflicts and providing safe and separated infrastructure for bike and pedestrian uses. Separation of modes also benefits the transportation system by providing improved active transportation access to transit stops.

This project also has environmental benefits to the Beaver Creek Greenway, by improving stormwater management. Stormwater is a key reason for the decline of native salmon in the Pacific Northwest, and biological data from Beaver Creek points to impairment from stormwater pollutants. Pre-spawn mortality of Coho is documented in Beaver Creek and macroinvertebarte (aquatic bugs) diversity is greatly reduced. This project addresses stormwater issues which potentially benefit Beaver Creek, a key fish passage.

Additionally, the City of Troutdale is a co-partner of this project.

HCRH State Trail: Hood River to Mitchell Point

Applicant: Oregon Parks and Recreation Department
Total Project Cost: $2,200,000 Grant Request: $1,974,050 Match: $225,950 (10.27%)

Transportation Needs Statement: With STIP Enhance funding the momentum to complete the final five miles of the Historic Columbia River Highway State Trail in Hood River County will be maintained. The STIP Enhance funds will be used to develop a "bid-ready" engineering plan set for a 2.72 mile section of trail that would connect the City of Hood River to Mitchell Point. Coupled with construction of the Historic Highway State Trail that is presently underway, the STIP Enhance funding will complement efforts to reconnect the Historic Columbia River Highway State Trail during a milestone year, 2016, the 100th anniversary of the dedication of America's first scenic highway. This funding brings the State of Oregon one step closer to realizing this ambitious vision.

Project Description: STIP Enhance funding will be used to complete bid ready engineering plans for a 2.72 mile section of Historic Columbia River Highway State Trail. The STIP Enhance funds will be used to design trail segments G & H located between Hood River County's Ruthton Park (eastern trailhead) and Mitchell Point.

The Columbia River Gorge National Scenic Area Act of 1986 directed the State of Oregon to reconnect the abandoned portions of the Historic Columbia River Highway as a pedestrian and bike trail. In 1987 the Oregon Legislature directed the Oregon Department of Transportation to plan for the reconnection on this scenic route as the State Trail. The project has been identified as Project of Statewide Significance and has extensive local and regional support.

The planning and initial engineering is complete (Ch2Mhill, 10%). The Oregon Parks and Recreation Commission approved the Historic Columbia River Highway State Trail Plan in 2011 and reiterated their support this project in their adoption of the Columbia River Gorge Management Unit Plan in 2014.

The centerline of the trail and grade has been established using the existing LIDAR information. Preliminary natural and cultural resource surveys are complete. Type, size and location of proposed retaining walls have been identified. A preliminary geotechnical explorations report is complete (Cornforth Geotechnical Engineers). ODOT geo-technical engineers have prepared a geotechnical report that informs the rock mitigation solutions along the trail corridor (ODOT, 2012). Visual resource impacts have been analyzed to determine cumulative impacts assessment as part the bid –ready package for segments A-D, Wyeth to Starvation Creek. The surrounding property owners have been aware of the project

and their input was incorporated into Historic Highway State Trail Plan in 2011. The proposed trail is located entirely within ODOT right of way.

The bid ready construction package will be developed according to the HCRH State Trail Guidelines (ODOT, 2011) and the design will include the following components: Grading, base, paving and drainage for a 2.72 mile long pedestrian/bicycle path of which 1 mile is located on a shared roadway, a low volume road which follows the original Historic Highway alignment, grades generally up to 5%, incorporation of remnant sections of the HCRH, rock fall protection, retaining walls including soil nail walls adjacent to I-84, traffic barriers to separate the proposed trail from I-84, new trailhead facilities, and landscaping and site amenities.

The bid ready construction package will include trail design including horizontal and vertical alignments, typical trail sections, trailhead design including parking lot layout, geotechnical conditions and assessments, retaining structure design, rock fall protection, landscaping and site amenity design. Development of temporary traffic management plans during construction will be an important component as the trail is located adjacent to I-84. Lane closures will be necessary. The package will also include the necessary documentation for permitting. This includes natural and cultural resource reports and corresponding mitigation plans if necessary. A visual assessment report will also be developed. The permit work will include coordination with the Columbia River Gorge Commission, Hood River County and the USFS Columbia River Gorge Management Unit. Ongoing coordination with the Historic Columbia River Highway Advisory Committee and the I-84 Corridor Design Team will be necessary.

Bid ready plans are an important component as we seeking funding for the final five miles of Historic Columbia River Highway State Trail. It is important to demonstrate readiness when seeking funds for construction. The STIP Enhance funds will help leverage future construction funds.

Seventies Neighborhood Greenway

Applicant: Portland
Total Project Cost: $5,010,706 **Grant Request: $2,500,000** **Match: $2,510,706 (50.11%)**

Transportation Needs Statement: This project would fill in a major gap between safe and comfortable north-south pedestrian and bicycle routes in the City of Portland. Mt Tabor to the west has a steep grade that makes walking or bicycling more difficult, and Rose City Golf Course presents another barrier, with only one street running through it that currently lacks pedestrian or bicycle facilities. 82nd Ave to the east has sub-standard sidewalks and lacks bicycle facilities. Combined with other neighborhood greenways, this project will provide a continuous pedestrian and bicycle alternative to 82nd Ave, but will be close enough to provide access to its many destinations. It will connect people using active transportation to schools, parks, libraries, frequent transit lines, goods and services, and job opportunities.

Project Description: The Seventies Neighborhood Greenway project will create a high-quality, safe, and comfortable north-south walking and bicycling route running parallel to OR213 (82nd Ave) through multiple neighborhoods of NE and SE Portland. The project will include traffic calming and way-finding elements on local streets, some street paving to ensure a smooth riding surface, crossing improvements at busy streets, and a multi-use path adjacent to the roadway through the Rose City Golf Course. The resulting bikeway is also expected to reduce traffic congestion and improve efficiency by removing significant numbers of short vehicle trips from adjacent state highways and freeways, including I-84, I-205, and OR213.

The Seventies Neighborhood Greenway project consists of 3 distinct phases that each provide independent utility:

1. Multi-use Path through Rose City Golf Course from Sacramento to Tillamook.

This phase will build a shared multi-use path along the east side of NE 72nd Drive (within City right-of-way) connecting the NE Sacramento-77th Neighborhood Greenway to the Tillamook Bikeway. Currently NE 72nd Dr provides the only north-south street connection between NE 61st Ave and NE 82nd Ave, but the street lacks bike lanes and sidewalks. A

paved path along the east side of the street was determined to be the most cost-effective way of providing pedestrian and bicycle connectivity through the golf course. Rose City Golf Course and Portland Parks and Recreation have approved this project element, which would run adjacent to their property. The cost estimate for this phase is roughly $1,000,000.

2. Neighborhood Greenway from Tillamook to Flavel.

This phase of the project will implement a neighborhood greenway from NE Tillamook St to SE Flavel St on a varying route through the "70s" Avenues, as well as 80th Ave on some segments. This segment will provide safe routes to four elementary schools, a community college, multiple parks, and a public library. This phase will primarily use improved pedestrian and bicycle crossings of busy streets, way-finding elements, traffic calming treatments like speed bumps, and stop sign modifications to create a safe and comfortable active transportation corridor. Improved crossings include a variety of context-sensitive treatments, including signal modifications, short two-way bikeways, curb extensions, median islands, marked crosswalks, warning signage, and rapid flashing beacons. Where possible, the project will leverage existing or funded crossings to save costs--for example, the project will incorporate existing rapid flashing beacons at NE 78th & Glisan and will leverage a STIP-funded pedestrian crossing of Powell at 79th. The route also takes advantage of the existing 74th Ave overpass of I-84. Depending on final design, the project could also potentially leverage a STIP-funded pedestrian crossing of Division at 79th. The project includes some paving of local streets along the route in segments where the most advantageous route in terms of connectivity and access included unpaved or poor-condition street segments. The cost estimate for this phase is roughly $3,900,000.

3. Neighborhood Greenway connection from 71st & Davis to 78th & Everett.

This phase of the project will implement a neighborhood greenway connection from the existing Davis-Everett Neighborhood Greenway from where it currently ends at NE 71st Ave to NE 78th Ave where it would meet up with the Seventies Neighborhood Greenway alignment. This will serve as a Safe Routes to School link to Vestal Elementary School because it would pave a gravel section of NE Everett St that acts as a barrier to children walking and bicycling to school. It will also connect the Seventies north-south route with the Everett/Davis/Ankeny Neighborhood Greenway going all the way to Portland's Central City, making both routes more useful and attractive to bicyclists and pedestrians. The cost estimate for this phase is roughly $120,000.

Tillamook-Holladay-Oregon-Pacific Bikeway (T-HOP)

Applicant: Portland
Total Project Cost: $5,241,000 **Grant Request: $3,122,600** **Match: $2,118,400 (40.42%)**

Transportation Needs Statement: There are few crossings of the I-205 freeway in Portland and only a subset of those are designed to serve the needs of bicycles and pedestrians. There are two regional attractors in the vicinity of this project with either deficient or non-existent access by active transportation. In addition, the active transportation network in Portland east of I-205 has significant gaps. This project addresses these deficiencies by constructing a critical east-west bicycle and pedestrian connection across the I-205 right of way. The need for this connection was identified in the Portland Bicycle Plan for 2030, which was adopted by the Portland City Council in 2010.

Project Description: The project will serve primarily pedestrian and bicycle travel. It is comprised of two distinct segments, each of which have independent utility. Should the project be funded in phases, the below segments are listed in priority order. The first segment is:

The Tillamook to HOP connecting path, which includes a segment of the Sullivan's Gulch Trail. This segment will include:

- A pathway running in the NE 92nd Avenue right of way connecting between Tillamook Street and the Halsey Street Frontage Road.

- A pathway running adjacent to the roadway on the city-owned NE Halsey Street Frontage Rd right of way. This pathway would then connect to ODOT-owned land west of I-205. It would remain within ODOT right of way and run immediately adjacent to the Union Pacific railway line under I-205.
- A pathway running parallel to the Union Pacific main line under the Halsey Street overcrossing, I-205 and the Halsey Street off-ramp from I-205 southbound
- A pathway from the Union Pacific mainline to connect with the I-205 multi-use pathway.

The second segment is:

- The Holladay-Oregon-Pacific bicycle boulevard (running east-west) between the north-south 130s bikeway and the I-205 regional pathway. This element of the project will include:
- Standard bicycle boulevard elements (speed bumps, pavement markings, rotated stop signs, destination signing)
- Two-way cycle track to facilitate crossing of 122nd Avenue and installation of a pedestrian hybrid beacon or rapid flash beacons
- Construction of two blocks of local street that are currently unpaved
- Improvements on NE 102nd Avenue to facilitate crossing at NE Pacific Street

The project will connect to the existing Tillamook bikeway to the west and the 130s bikeway to the east, which is currently under development.

Highway 99W Sidewalk Improvements

Applicant: Sherwood
Total Project Cost: $2,586,632 **Grant Request: $2,226,632** **Match: $360,000 (13.92%)**

Transportation Needs Statement: The proposed sidewalk improvements project will create a safe pedestrian and bicycle corridor between existing sidewalks on both sides of Hwy99W, providing connectivity for residents to businesses, shopping and medical facilities in Sherwood's Town Center, as well as to schools and transit. Existing high density housing adjacent to Hwy99W is continuing to expand and pedestrian traffic increasing making this improvement a safety imperative. Additionally, the City will be constructing a segment of the Tonquin regional trail system which will connect to these improvements. These improvements will provide pedestrians and bicyclists safe access to a multi-modal commuter system, reducing the need for residents to drive to local destinations, and thereby reducing the number of cars on Hwy99W.

Project Description: The Hwy99W sidewalk improvement project consists of constructing a 10-foot wide facility for pedestrians and bicyclists along the following alignments:

a) The south side of the eastbound lane of Hwy99W from ODOT station 456+10.00 to station 473+70.00, approximately 1,730 lineal feet in length (from the existing sidewalk at SW Meinecke Road to the existing sidewalk at SW 12th Street).

b) The north side of the westbound lane of Hwy99W from ODOT station 447+58.00 to station 465+05.00, approximately 1,747 lineal feet in length (from the existing sidewalk at SW Cedar Brook Way to the end of the existing sidewalk improvements south of SW Edy Road).

It is expected that the project would not be split into separate phases (north side/south side of Hwy99W) as there would be construction cost advantages along with the safety/connectivity issues being solved with retaining the project in a single phase.

Based on initial assessment of the sidewalk alignments, the project may require acquisition of a small amount of right-of-way from private property owners to accommodate the final sidewalk layout. However, it is expected that the

majority of the sidewalk improvements would be constructed within existing State right-of-way limits. Coordination with ODOT will be needed to set a final alignment and identify all mitigations requirements.

The project will construct 3-inch thick concrete sidewalk over 8-inches of ¾-inch minus crushed aggregate rock base. Sections of the sidewalk which cross the Cedar Creek stream corridor crossing of Hwy99W will include modular concrete block retaining walls on the cut and fill slopes, with 5-foot tall chain link fencing mounted behind the retaining walls to impede encroachment into the wetlands and vegetated corridor areas. The sidewalk will be separated from the highway travel lanes by not less than 25 feet in order to provide a safety corridor for pedestrians. This distance will allow the sidewalk to slightly meander to take advantage of land topography and to provide for landscape screening.

Environmental design and permitting for the wetland and vegetated corridor mitigation is an anticipated requirement due to the construction of the sidewalk within these boundaries. Federal environmental requirements may include obtaining; National Pollutant Discharge Elimination System (NPDES) 1200-CN Permit; National Environmental Policy Act (NEPA) Permit, with either or both an Environmental Assessment (AE) or Environmental Impact Statement (EIS) requirements; National Historic Preservation Act (NHPA) review; Oregon Department of Fish and Wildlife (ODFW) review and permit, United States Army Corp of Engineers (USACE) review and approval; Clean Water Services (CWS) permitting; and possibly others.

The improvements will be constructed using standard construction methods and materials as specified in the Oregon Standard Specifications for Construction, 2015 Edition, and to City and ODOT roadway design requirements. The expected operational life of the constructed sidewalk improvements is anticipated to be 75 years or more.

The sidewalks will connect to existing adjacent residential and commercial/businesses within the Town Center and allow residents to walk and bike to schools, businesses, shopping and medical facilities instead of driving. This reduces the volume and traffic impacts on Hwy99W, which is classified by the State as a freight corridor. In addition, the connectivity will allow resident pedestrian and commuter bicyclist access to regional transit systems. Currently, transit users must either walk along Hwy99W without sidewalks, travel significant distances out of their way, or travel by car to the park or ride lot. These improvements will allow safe multi-modal options to the transit facilities, and will reduce vehicular impacts on the greater regional transportation system.

Powell-Division ADA Ramps: Access for All

Applicant: TriMet
Total Project Cost: $1,375,000 **Grant Request: $1,225,000** **Match: $150,000 (10.91%)**

Transportation Needs Statement: This project will add new federal Americans with Disabilities Act (ADA) curb ramps where they do not exist or improve existing ramps where they do not meet current standards, increasing access to transit and mobility throughout the corridor for those walking and rolling. A thorough inventory process identified both missing ADA ramps and existing ramps that do not meet current ADA standards. This project will install and improve up to 80 ADA ramp locations. While the Powell-Division Transit and Development project will include ADA access at stations, this project will focus on making these access improvements outside of the station areas. Access to transit is paramount to the project's success, to safely and comfortably reach the station areas and destinations along the corridor.

Project Description: The Powell-Division ADA Ramps: Access for All project application will fund the design and construction of up to 80 ADA curb ramp additions or improvements to be fully compliant with the ADA. While the Powell-Division Transit and Development project will include ADA access at station locations for the future Bus Rapid Transit (BRT) project, this project application will focus on making these access improvements outside of the station areas. This project will prioritize constructing new ADA curb ramps at approximately 25 locations where they are now missing, and then next focusing on project partners to determine exact locations for constructing updates and improvements to existing ramp locations outside of station areas. The project will be based on a recent Corridor ADA

Field Assessment that includes the most up to date conditions from the field. The field assessment identified 636 ramp locations in the corridor and noted the presence or lack of six primary features: 1) Presence of Detectable Warnings; 2) 4'x4' Minimum Top Ramp Landing; 3) 4'x4' Minimum Bottom Landing; 4) Maximum 8.3% Ramp Running Slope; 5) Maximum 2% Ramp Cross-Slope; 6) Maximum 10% Ramp Flare Slope. Additionally, the presence of utility poles or cabinet obstructions was noted.

Project funds will pay for the design, project planning, and any environmental documentation necessary. This project fundamentally addresses the need to improve ADA curb ramps along the corridor to improve safety, enhance livability, ensure the capability of making local trips, enhancing connections to essential destinations, and access to transit. This project application could be completed in phases if necessary. Design of curb ramps will accommodate and not hinder freight movement. Some locations selected will need small purchase or lease of land or right-of-way, while other locations are fully within the existing right-of-way. Design of these improvements will comply with all necessary codes, standards, and design criteria.

This project application will provide a complete and useful product by increasing local mobility for those people walking and rolling in the project corridor. When viewed in the larger context, this project application will tie into a frequent regional transit network, improving access for those who need it most, to connect to a regional transit system for trip purposes of all types.

Highway 8 Safety & Access to Transit II

Applicant: Washington County
Total Project Cost: $3,000,000 **Grant Request: $2,690,000** **Match: $310,000 (10.33%)**

Transportation Needs Statement: Oregon Highway 8 between Hillsboro and Beaverton continues to experience safety and accessibility challenges, particularly for people walking, biking and accessing transit. Numerous bus stops have no marked or signalized pedestrian crossings to reach them, yet people still do cross the busy highway at these locations. Crossing at night is particularly dangerous due to a lack of street lighting. Existing shoulder bikeways do not provide the level of protection and comfort needed to accommodate and attract different types of cyclists. Walkways are missing on several bridge/fill sections of the highway. These needs along Highway 8 have been documented in the TV Highway Corridor Plan, Aloha-Reedville Study and Livable Community Plan, and Beaverton Creekside District Master Plan.

Project Description: The proposed project would provide a series of pedestrian, bicycle and access-to-transit improvements along Highway 8 in the cities of Hillsboro and Beaverton and in unincorporated Washington County. Project elements, which will require further scoping by ODOT, include:

- Enhanced pedestrian crossings at three to four locations along Highway 8 with evaluation focusing on six intersections: SE Imlay Avenue, SW 214th Avenue, SW 174th Avenue, SW 141st/142nd Avenues, SW Rose Biggi Avenue, and SW East Avenue. These locations were identified collectively through three previous planning efforts: the Tualatin Valley Highway Corridor Plan ("TVCP", ODOT / City of Hillsboro, 2013), Aloha-Reedville Study and Livable Community Plan (Washington County, 2014), and Beaverton Creekside District Master Plan (City of Beaverton, 2014). Priority locations, along with specific crossing facility and signal types, will be determined through future engineering analysis. The applicant's preference is to install full or "half" traffic signals with pedestrian actuation and signal interconnects with existing nearby traffic signals in order to provide greater certainty and confidence for crossing pedestrians and to reduce negative impacts on traffic circulation. Signal interconnects may be provided through the separate TIGER-funded Regional Active Traffic Management project.
- Buffered bike lanes where sufficient space is available within the extent of the proposed ODOT 2018-21 STIP "Fix-It" pavement preservation project on Highway 8 between 182nd and Hocken Avenues. Sufficient space is available between roughly 182nd and 153rd Avenues, a distance of approximately 1.6 miles. Per recent ODOT

practice, a profiled fog line would be installed adjacent to the vehicle lane to provide tactile warning for errant vehicles. Additional, physical separation of the bike lanes is proposed in two locations in concert with the separated walkways described below.

- Physically separated walkways and bike lanes on two bridge/fill segments, including between SE 30th and 40th Avenues where Highway 8 crosses Rock Creek, and between SW 160th and 153rd Avenues where Highway 8 crosses Johnson Creek and a railroad spur line. Each segment is approximately one half mile in length. The space for this physically separated walkway and bike lane would be created (in part) by tapering the center lane from 16 feet to approximately four to six feet and reallocating that pavement space to the walkways and bike lanes (the center lane is not used for vehicle turns in these locations). Physical separation would be provided by concrete traffic separators with flexible reflective delineators and slots to maintain existing stormwater flow and drainage patterns, or by other means approved by ODOT. Other solutions to provide walkway space will need to be explored at the ends of these segments where turn lanes are present.
- Bus stop consolidation and repositioning in concert with the above enhanced pedestrian crossings, including closure of the little-used eastbound stop at SE 40th Avenue. Concrete pads, bus shelters and other transit capital improvements would be provided through separate funding.
- Street lighting in the vicinity of the above enhanced pedestrian crossings.

The proposed project is scalable. The applicant would work with ODOT using “practical design” principles to determine which improvements are most critical and feasible within the proposed $3 million budget. It is anticipated that a large majority of the improvements can be built within the existing footprint of the highway, without need for right-of-way acquisition, easements or environmental review. Potential exceptions include sections of the proposed walkway/sidewalk close to intersections where turn lanes preclude the reallocation of pavement space, as well as potential encroachment into the Portland & Western Railroad right-of-way along the south side of Highway 8 at some of the proposed pedestrian crossings.