



**DAN JOHNSON**  
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING

150 BEAVERCREEK ROAD OREGON CITY, OR 97045

July 9, 2020

Board of Commissioners  
Clackamas County

Members of the Board:

Approval of a Memorandum of Understanding and Letter of Commitment for the  
Get Moving Transportation Measure

<b>Purpose/Outcomes</b>	Signature of the Get Moving 2020 Letter of Commitment, McLoughlin Memorandum of Understanding and 82 <sup>nd</sup> Avenue Memorandum of Understanding.
<b>Dollar Amount and Fiscal Impact</b>	None
<b>Funding Source</b>	N/A
<b>Duration</b>	Upon execution; permanent
<b>Previous Board Action</b>	N/A
<b>Strategic Plan Alignment</b>	This aligns with the Board's Strategic Goal to find funding for the next Phase (from 122nd-172nd) of the Sunrise Gateway multimodal corridor improvements by 2024. It also aligns with DTD's mission to provide services so that future generations can experience and invest in a healthy, safe and livable community and with the long-range planning goals of securing outside funding for projects and adding projects to the 5-year Capital Improvement Plan.
<b>Counsel Review</b>	Reviewed and approved by Counsel on 07/01/20
<b>Procurement Review</b>	1. Was this item processed through Procurement? NO 2. If no, provide brief explanation: Not applicable.
<b>Contact Person</b>	Mike Bezner, Assistant - Director; 503-742-4651

The Metro Council is preparing to consider referral of the Get Moving 2020 Transportation Measure at their July 16<sup>th</sup> meeting. Metro has asked that jurisdictions with projects in the measure sign non-binding agreements in the form of a Letter of Commitment and Memorandums of Understanding (MOU) to express their intent to support implementation upon passage. Upon referral and passage of the measure, Metro will establish binding IGA's with all partner jurisdictions prior to implementation.

**RECOMMENDATION:**

Staff respectfully requests that the Board approves and authorizes signature of the Get Moving 2020 Letter of Commitment and 82<sup>nd</sup> Avenue & McLoughlin MOU's.

Respectfully submitted,

*Mike Bezner*

Mike Bezner, Assistant-Director DTD

Attachments: Letter of Commitment, McLoughlin MOU, 82<sup>nd</sup> MOU, Project Description Sheets

Dear President Peterson & Metro Councilors,

Clackamas County is committed to doing our part for Get Moving 2020. As an agency that owns, maintains and operates pieces of the regional transportation system, we appreciate the importance of working together with our regional partners to build a complete system that serves our collective community.

The context for each project is unique. Upon voter passage of the measure, we commit to working with you to further document project delivery roles and responsibilities through intergovernmental agreements that will provide more detail regarding agency roles, risks and oversight, as well as the community engagement, planning, design and construction needs for the projects within available budget allocations.

Through this non-binding letter of commitment\*, we also express our intent to operate within the project delivery guidelines Metro establishes for:

- Participation in program oversight structures and procedures
- Adherence to conditions on project delivery for funding eligibility
- Following the process for managing project changes during project development
- Fostering inclusive public engagement in project planning, design and construction.

Clackamas County will work with Metro and other project delivery agencies to support delivery of projects within the corridors listed below and described in the proposed project definition sheets (attached).

- **82<sup>nd</sup> Avenue**
- **Sunrise & Hwy 212 Complete Streets & Local Connections Project Planning & Design**
- **Hwy 212 Complete Streets & Local Connections Project**
- **Clackamas to Columbia Corridor (C2C)**
- **McLoughlin Blvd**

Pending Metro Council action on the package, the final project definition sheets will be included as an Exhibit to the Metro resolution that will refer the funding measure to the region's voters.

Clackamas County continues to be committed to working with Metro and the region to identify transportation solutions that serve all of the citizens of our county and our region.

Thank you for leadership in this effort.

Sincerely,

Chair Jim Bernard

*\*Metro and Clackamas County acknowledge that this letter shall be non-binding and that no party will be bound to an agreement unless and until they review, approve, execute and deliver a final and definitive written agreement related to Get Moving 2020. Until such time that a final and definitive written agreement has been executed, any party may terminate further negotiation and participation at their sole discretion.*

# MEMORANDUM OF UNDERSTANDING FOR DELIVERY OF PROJECTS ON MCLOUGHLIN CORRIDOR

This memorandum of understanding (MOU) between Clackamas County, ODOT, TriMet, and Metro demonstrates project partner support for delivering projects within the McLoughlin Corridor and outlines the preliminarily agreed to conditions of investment upon passage of Get Moving 2020, which will be finalized in binding intergovernmental agreements following passage of the measure.

## Background

The Metro Council and regional partners are seeking to make travel in the Portland metropolitan region safer and easier for everyone. The Metro Council is considering whether to ask voters to approve a bold plan of regional transportation investments in 2020 (Regional Funding Measure). Built on a solid foundation of community and stakeholder engagement and partnership, the plan would invest to improve safety, reliability and transportation options on many of the busiest travel corridors in the region, making the transportation system work more equitably for everyone. The plan also advances key regional policies and goals for transportation, land use, racial equity, climate and job creation.

This plan calls for many of the solutions to be delivered by partner agencies who own, maintain and operate portions of the transportation system within the region. To help ensure transparency and accountability to the region's voters, Metro is working with these agencies to commit to delivering key elements and outcomes of investments proposed in the plan.

This MOU documents and describes the steps that each agency would take for successful development and delivery of investments on the McLoughlin Corridor. The current Get Moving 2020 Funding Measure proposal for the McLoughlin Corridor could make significant improvements for safety, transit and travel for all modes.

In 2019, Metro and TriMet identified key locations along the McLoughlin Corridor to prioritize transit investments to solve key transit delay and reliability concerns for the Line 33 and 99. The current Get Moving 2020 proposal for McLoughlin Boulevard builds off of this work and would make significant improvements for safety and transit.

The McLoughlin Corridor refers to the geographic area from Milwaukie to Oregon City within Clackamas County. The transit service and investments extend further south to Clackamas Community College.

McLoughlin enhanced transit and corridor planning refers to transit investments that may be funded through a combination of resources from the Get Moving 2020 Regional Investment Measure, Federal Transit Administration (FTA) competitive grant funds, and local sources.

McLoughlin safety and multimodal improvements include a set of comprehensive street upgrades that are defined in the project descriptions for the Get Moving 2020 Regional Investment Measure.

### Agency Roles

- ODOT is the owner of Hwy 99E (McLoughlin Boulevard).
- Metro is the Agency referring the funding measure and will be responsible for disbursing funds. Metro leads planning until the selection of the Preferred Alternative and is responsible for the federal environmental review under the National Environmental Policy Act (NEPA) phase for transit projects funded through FTA. Metro generally leads planning for transit corridors in investment areas that require coordination with multiple agencies and community groups.
- TriMet is the region's transit agency and is responsible for operating light rail, buses and maintaining light rail stations and park and ride facilities, bus stops and shelters on McLoughlin Boulevard and is the grantee for funds received from the FTA for the construction of Capital Investment Grant (CIG) New and Small Start projects.
- Clackamas County has road authority for many major and minor arterials crossing McLoughlin and has land use authority for the unincorporated areas along McLoughlin, between Milwaukie and Gladstone.

Clackamas County agrees to:

- Support ODOT in the design and construction of road elements, including sidewalks, illumination, pedestrian crossings, bike lanes, water quality.
- Support TriMet in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations, facility improvements and the Park Ave Park and Ride expansion.
- Coordinate related County construction projects with a coordinated delivery plan for McLoughlin and, if needed, coordinate with TriMet on roadway improvements to Park Ave between SE Oatfield and SE McLoughlin Blvd.
- Make best efforts to streamline design, land use and permitting approvals for project development.

ODOT agrees to:

- Lead in design, permitting and delivery of road elements for the McLoughlin Corridor.
- Coordinate with TriMet in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Deliver the transit investments, in coordination with TriMet, unless partners agree to pursue FTA CIG funding, then TriMet would deliver transit project as defined by the project descriptions in the Get Moving 2020 Regional Investment Measure.
- Make best efforts to streamline design, land use and permitting approvals for project development.

- Coordinate currently funded STIP project designs in the corridor to align with projects included in the funding measure.
- Plan and develop conceptual design through a master designer that coordinates roadway and transit conceptual designs to 15%.

TriMet agrees to:

- Lead in the design, permitting and delivery of the Park Avenue Park & Ride expansion.
- Coordinate and support ODOT and regional partners on the design and construction of transit elements on McLoughlin. If the project is funded in part by competitive Capital Investment Grant funding through FTA, TriMet would lead the design and construction of the transit project subject to FTA approval.
- Purchase alternative fuel buses for operation on McLoughlin Blvd.
- Support Metro in the transit corridor planning.

Metro agrees to:

- Lead transit corridor planning.
- If the enhanced transit improvements are partially funded through the FTA CIG program, Metro will lead planning to a Preferred Alternative and complete environmental review.
- Fund and coordinate community strengthening elements to reduce potential for displacement and increase equitable economic growth.
- Coordinate and support local jurisdiction public engagement efforts during the design and construction to establish a consistent message framework.
- Facilitate timely review for any oversight needed for the regional funding measure process.

Partners agree to coordinate with jurisdictions with land use and stormwater management authority in the McLoughlin Corridor, including the following:

- Coordinated public and stakeholder engagement process through the design and construction and the associated Corridor Planning effort.
- Work with TriMet, as needed, and in compliance with FTA requirements, in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Consider potential amendments to local plans, including Transportation System Plans (TSPs) to seek dedication of right of way needed to implement the plan and transit supportive policy changes
- Consider expedited design review, land use review and permitting approval process
- Facilitate stormwater management mitigation associated with McLoughlin Corridor projects

## Investment Package Funding and Project Description

Agency partners agree to work together to deliver the McLoughlin Corridor projects as described in the Get Moving 2020 Investment Package to be adopted by the Metro Council

prior to the measure's referral. The investment package recommendation for the McLoughlin Corridor covered in this MOU includes:

- Enhanced Transit
- Safety improvements (Harrison St in Milwaukie to Clackamas Community College)
- Alternative fuel buses for operations on McLoughlin
- I-205 Ramp Improvements at McLoughlin
- Park Ave Park & Ride Expansion
- Corridor planning

The investment package also includes the following projects that are not part of this MOU:

- Trolley Trail Bridge
- Willamette Falls Bike/Ped Plan
- Portland Ave Streetscape improvements in Gladstone

### Project Delivery with Passage of Get Moving 2020 (Regional Funding Measure)

Further project delivery coordination is needed on the corridor. The parties have agreed to move forward to coordinate the project delivery, guided by shared principles that include:

- Support the project descriptions developed for the McLoughlin Corridor as attached and included in the Get Moving 2020 transportation funding measure.
- Project delivery partners will consider using a master designer, under one contract, that will include the scope of work for both the safety and transit projects' design to get to at least 15% design and a cost-to-complete, to ensure that the scope of the improvements can be constructed within available funding, before entering agreements for further design and project delivery, designs are coordinated and maximize benefits in keeping with the guiding principles of safety, transit reliability and transit travel time improvements.
- Work together to develop a delivery package that maximizes public resources and minimizes impacts to the community.
- A commitment to community outreach and engagement.
- Agencies responsible for planning or designing an improvement that will be delivered, owned, or operated by another agency shall seek the approval of the other agency with regard before starting, advancing, or changing a plan or design for the improvement or seeking public input on proposed improvements.

Partners will continue to refine some project elements to determine the scope of work that can be accomplished with the available funding from the investment package and the terms and conditions of any FTA grant agreement. Some of the elements that require better definition include:

- Coordinated designs to improve transit travel times and safety
- Stormwater management, including coordination with all water districts

- Right-of-Way needs
- Paving/resurfacing needs
- Roadway widening
- Pedestrian crossings
- Intersection design and signal operation for safe and efficient use by multiple modes
- Access management
- Extent and nature of transit improvements, including the number and locations of stations.
- Maintenance bus facility improvements, layover and transit center functions

#### *Cost risks*

- TriMet will be responsible for managing the project budget for delivery of the Park Avenue Park and Ride Expansion and alternative fuel vehicles. If projected project costs exceed the project budget, TriMet will work with regional partners to identify and implement changes to the scope or to leverage other funding.
- TriMet will be responsible for managing the design, budget and delivery of the enhanced transit along McLoughlin Boulevard if the improvements are partially funded through the Federal CIG program. If the transit improvements are funded in part with a federal grant having project management oversight by FTA, the Expenditure Plan for the transit improvements, including any betterments, will be conformed to the scope, budget, and change management procedures under the federal grant agreement. If projected project costs exceed the project budget, TriMet will work with regional partners to identify and implement changes to the scope or to leverage other funding.
- ODOT will deliver the transit investments, in coordination with TriMet, unless partners agree to pursue FTA CIG funding, then TriMet would deliver transit project as defined by the project descriptions of the Get Moving 2020 Regional Investment Measure.
- ODOT will be responsible for managing the project budget for projects the agency has agreed to deliver within the funds allocated by Metro for the project. If those funds are exceeded, ODOT would work with partners to identify and implement changes to the scope or to leverage other funding.
- Clackamas County will work with partners to make best efforts to manage project scope and community engagement.
- A coordinated conceptual design (15%), potentially delivered through a master design process, will be approved by the project steering committee and will serve as the basis for further design and project delivery agreements including cost of project elements. The estimated cost of any plan or design for an improvement will not exceed the budget for the improvement without the approval of the agency responsible for managing the project delivery budget for the improvement. Project development and delivery of the transit improvements, if funded in part with federal grant funds, will be performed in compliance with FTA requirements; the transit improvements will be scoped to be competitive for CIG funding.



# MEMORANDUM OF UNDERSTANDING FOR COORDINATED DELIVERY OF PROJECTS ON 82<sup>ND</sup> AVENUE IN CLACKAMAS COUNTY

This memorandum of understanding (MOU) between Clackamas County, ODOT, TriMet, and Metro demonstrates project partner support for delivering projects within the 82<sup>nd</sup> Avenue Corridor in Clackamas County and outlines the agreed to conditions of investment upon passage of Get Moving 2020, which will be finalized in binding intergovernmental agreements following passage of the measure.

## Background

The Metro Council and regional partners are seeking to make travel in the Portland metropolitan region safer and easier for everyone. The Metro Council is considering whether to ask voters to approve a bold plan of regional transportation investments in 2020 (Get Moving 2020 Funding Measure). Built on a solid foundation of community and stakeholder engagement and partnership, the plan would invest to improve safety, reliability and transportation options on many of the busiest travel corridors in the region, making the transportation system work more equitably for everyone. The plan also advances key regional policies and goals for transportation, land use, racial equity, climate and job creation.

This plan calls for many of the solutions to be delivered by partner agencies who own, maintain and operate portions of the transportation system within the region. To help ensure transparency and accountability to the region's voters, Metro is working with these agencies to commit to delivering key elements and outcomes of investments proposed in the plan.

This MOU documents and describes the steps that each agency would take for successful development and delivery of investments on the 82<sup>nd</sup> Avenue Corridor in Clackamas County. The current Get Moving 2020 Funding Measure proposal could make significant improvements for safety, transit and travel for all modes.

There is a separate MOU focused on project delivery for the projects in the section of the 82<sup>nd</sup> Avenue Corridor within the City of Portland jurisdictional boundary.

## Agency Roles

- ODOT is the current owner and responsible for the operations and maintenance of the 82<sup>nd</sup> Avenue roadway.
- Metro is the Agency referring the funding measure and will be responsible for disbursing funds. Metro leads planning until the selection of the Preferred Alternative and is responsible for the federal environmental review under the National Environmental Policy Act (NEPA) phase for transit projects funded through the Federal Transit

Administration (FTA). Metro generally leads planning for transit corridors in investment areas that require coordination with multiple agencies and community groups.

- TriMet is the region's transit agency and is responsible for operating buses on 82<sup>nd</sup> Avenue and is the grantee for funds received from the FTA for the construction of Capital Investment Grant (CIG) New and Small Start projects.
- The segment of 82<sup>nd</sup> Avenue from SE Clatsop to Sunnybrook is in Clackamas County. The county has road authority for many major arterials crossing 82<sup>nd</sup> Ave and has land use authority for the unincorporated areas along 82<sup>nd</sup> Ave. There is different MOU with PBOT, Metro, ODOT and TriMet for the extent of project improvements from north of SE Clatsop to Killingsworth.

Clackamas County agrees to:

- Support ODOT in the design and construction of road elements, including sidewalks, illumination, pedestrian crossings, bike lanes, water quality subject to risk and liability agreements with ODOT for specific segments within available funding.
- Support TriMet in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Align related construction projects with a coordinated delivery plan for 82<sup>nd</sup> Ave, if needed.
- Make best efforts to streamline design, land use and permitting approvals for project development.

ODOT agrees to:

- Lead in design, permitting and delivery of road elements for the 82<sup>nd</sup> Ave Corridor in Clackamas County.
- Coordinate with TriMet in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Make best efforts to streamline design, land use and permitting approvals for project development.
- Coordinate currently funded STIP project designs in the corridor to align with projects included in the funding measure.
- Plan and develop conceptual design through a master designer that coordinates roadway and transit conceptual designs to at least 15%.

TriMet agrees to:

- Coordinate design and construction of transit elements, for a coordinated single project from Killingsworth to Clackamas Transit Center.

- Seek FTA federal Small Start funds for the transit improvements. If funded in part by competitive Capital Investment Grant funds awarded by the Federal Transit Administration (FTA), deliver the transit elements of projects in segments subject to FTA approval after completion of the master design.
- If federal Small Starts funds are not secured, the parties will work to revise designs to fit with the funds available from the Regional Funding Measure proceeds for 82<sup>nd</sup> Avenue.

Metro agrees to:

- Lead environmental review for the transit project in coordination with ODOT, Clackamas County and TriMet.
- Fund and coordinate community strengthening elements to reduce potential for displacement and increase economic growth.
- Coordinate and support local jurisdiction public engagement efforts to establish a consistent message framework.
- Facilitate timely review for any oversight needed for the regional funding measure process.

### Investment Package Funding and Project Description

Agency partners agree to work together to deliver the 82nd Ave Corridor project as described in the Get Moving 2020 Investment Package, to be adopted by the Metro Council prior to the measure's referral. The investment package recommendation for 82<sup>nd</sup> Avenue covered in this MOU includes:

- Transit improvements (NE Cully/Killingsworth to Clackamas Transit Center)
- Safety improvements (Clatsop to Sunnybrook)

The investment package also includes the following projects that are not part of this MOU:

- State of good repair in Portland (Killingsworth to Clatsop)
- Safety in Portland (Killingsworth to Clatsop)
- MAX Station Access Planning – 82<sup>nd</sup> Ave Station
- Airport Way intersection with 82<sup>nd</sup> Avenue
- Alderwood-Killingsworth Path Planning

### Project Delivery with Passage of Get Moving 2020

Further project delivery coordination is needed on the corridor. The parties have agreed to move forward to coordinate the project delivery, guided by shared principles that include:

- Support the project descriptions developed for the 82nd Avenue Corridor as attached and included in Get Moving 2020.

- Project delivery partners will aim to use one design contract that will include the scope of work for both the safety and transit projects' design to get to at least 15% design cost-to-complete, to ensure that the scope of the improvements can be constructed within available funding before entering agreements for further design and project delivery, the designs are coordinated and maximize benefits in keeping with the guiding principles of safety, transit reliability and transit travel time improvements.
- All partners intend to work together to determine the improvement alternatives, options, and designs in NEPA documents and concept plans.
- Work together to develop a delivery package that maximizes public resources and minimizes impacts to the community.
- Agencies responsible for planning or designing an improvement that will be delivered, owned, or operated by another agency shall seek the approval of the other agency with regard before starting, advancing, or changing a plan or design for the improvement or seeking public input on proposed improvements.
- A commitment to community outreach and engagement.

Partners will continue to refine some project elements to determine the scope of work that can be accomplished with the funding from the investment package. Some of the elements that require better definition include:

- Amount of sidewalk rebuild and widening (including right-of-way)
- Amount of full reconstruction of outer lane and material used
- Addressing the bike bill requirements, if needed
- Extent of changes to stormwater system
- Reallocation of existing roadway space rather than widening
- Transit priority improvements
- NextGen transit signal priority (TSP)
- Extent and nature of transit improvements, including the number and locations of stations
- Service Frequency
- Vehicle procurement (number of buses, technology and other requirements)
- Transit Center/Layover space and on route charging infrastructure
- Maintenance facility improvements
- Other improvements not currently identified
- Terms and conditions of any federal grant

#### *Cost risks*

- TriMet will be responsible for managing the project budget for delivery of the transit project elements. If projected project costs exceed the project budget, TriMet will work with regional partners to identify and implement changes to the scope or to leverage other funding.

- If a Small Start grant is received, the Expenditure Plan for the transit improvements, including any betterments, will be conformed to match the scope, budget, and change management procedures under the federal grant agreement.
- Project elements that may be funded in part by a Small Starts grant will be developed in compliance with FTA requirements and will be designed to be competitive for a grant award.
- ODOT will be responsible for managing the project budget for delivery of the safety and roadway elements within the funds allocated by Metro for the project. If those funds are exceeded, ODOT would work with partners to identify and implement changes to the scope or to leverage other funding.
- Clackamas County will work with partners to make best efforts to manage project scope and community engagement.
- A coordinated conceptual design (15%), potentially delivered through a master design process, will be approved by the project steering committee and will serve as the basis for project delivery agreements including cost of project elements. The estimated cost of any plan or design for an improvement will not exceed the budget for the improvement without the approval of the agency responsible for managing the project delivery budget for the improvement. Project development and delivery of the transit improvements, if funded in part with federal grant funds, will be performed in compliance with FTA requirements; the transit improvements will be scoped to be competitive for CIG funding

### Agreed Next Steps

The partners acknowledge that an MOU describes the broad outlines of agreement, communicates mutually accepted expectations and intent, and is non-binding. The partners agree to work on the following next steps in advance of November 2020. If the ballot measure passes, the partners would undertake additional steps to develop and deliver a project or series of projects as defined in a final and definitive written agreement as described in the steps below.

<b>Step</b>	<b>Lead/partner agencies</b>	<b>Due Date</b>
Refine project elements and project delivery approach	Metro/Clackamas County/TriMet/ODOT	December 2020
Consider Small Start project strategy and concept	Metro/TriMet	January 2021
Coordinated Conceptual Design (15%) IGA	Metro/ODOT/TriMet	July 2021
Project delivery IGA (s)	Metro/ODOT/TriMet	December 2023

## Agreed Next Steps

The partners acknowledge that an MOU describes the broad outlines of agreement, communicates mutually accepted expectations and intent, and is non-binding. The partners agree to work on the following next steps in advance of November 2020. If the ballot measure passes, the partners would undertake additional steps to develop and deliver a project or series of projects as defined in a final and definitive written agreement as described in the steps below.

<b>Step</b>	<b>Lead/partner agencies</b>	<b>Due Date</b>
Refine project elements and project delivery approach	Metro/Clackamas County/TriMet/ODOT	December 2020
Consider Small Start project strategy and concept	Metro/TriMet	January 2021
Coordinated Conceptual Design (15%) IGA	Metro/TriMet/ODOT	July 2021
Project delivery IGA(s)	Metro/TriMet/ODOT	December 2023

**CORRIDOR: McLoughlin Blvd**

**1. Enhanced Transit** (RTP 11937)

PROJECT EXTENTS: Clackamas Town Center to Clackamas Community College via Milwaukie, 15 miles

DELIVERY AGENCIES: Metro (Planning phase), TriMet

BUDGET (YOES): \$92.5M (Includes \$5M for planning phase, assumes \$87.5M additional federal match)

PROJECT TIMEFRAME: 2022-2027 (Planning through Construction)

**Project Intent and Context:**

- Enhancements to Lines 33 and 99 to improve speed and reliability, station access and amenities throughout the corridor. These improvements will be implemented in coordination with other improvements along McLoughlin that will be undertaken by ODOT.
- The project will be delivered consistent with ODOT’s Blueprint for Urban Design (BUD) on McLoughlin and 82nd. The Corridor Contexts for this corridor are Commercial Corridor and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.
- Design parameters and target speed on non-ODOT facilities will be consistent with Metro’s Designing Livable Streets and Trails Guidelines.
- Reduction Review Route clear width dimensions will be maintained on McLoughlin per ORS 366.215.

**Project Expectations:**

- Intent is to deliver 6 or more new safe, marked crossings of McLoughlin with refuge islands. Strive to deliver safe, marked pedestrian crossings of McLoughlin at all transit stops. Refuge island may not apply at intersections where left-turn lanes are in conflict and will comply with ORS 366.215.
- Provide enhancements to approximately 90 transit stations, such as wider station platforms, bus pads, improved shelters, real time travel information displays and lighting.
- Provide 1 mile or more of new bus priority (BAT) lanes on McLoughlin. Consider enhanced pavement and pavement markings in new lane areas. Consider curb-protected bikeways adjacent to BAT lanes and bus stop treatments.
- 12 or more signals upgraded with transit signal priority along McLoughlin.
- Fiber optic communication added for length of project along McLoughlin.
- Approximately 16 new electric buses and associated charging infrastructure.





**CORRIDOR: McLoughlin Blvd****2. Safety** (RTP 10024, 10098)

PROJECT EXTENTS: Milwaukie to Oregon City, 6.5 miles  
 DELIVERY AGENCY: Oregon Department of Transportation  
 BUDGET (2019\$/YOE\$): \$70M/\$92.6M  
 PROJECT TIMEFRAME: 2022-2027 (Planning through Construction)

**Project Intent and Context:**

- Add/improve sidewalks, crossings, lighting, and other safety features to reduce severe injury and fatal crashes. Sidewalk and bike facility design will be based on recommendations of McLoughlin Corridor Design Plan where appropriate. These improvements will be implemented in coordination with other improvements along McLoughlin that will be undertaken by TriMet.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.
- Reduction Review Route clear width dimensions will be maintained per ORS 366.215.
- Memorandum of understanding outlines additional commitments related to project delivery and refers to a refined scope, schedule and budget to be developed at 15% design. If budget limitations occur, safety scope elements including crossings, lighting, sidewalk gap filling, and access management will be prioritized for delivery.

**Project Expectations:**

- Project to strive to deliver 6 new enhanced marked pedestrian crossings on McLoughlin to provide more crossing frequency in the corridor. Transit project is also expected to deliver crossings in this corridor. Strive to provide safe, marked crossings at all transit stops.
- Consider at-grade crossing improvements for the Trolley Trail (Jennings) and Kronberg Park Trail (Bluebird).
- Project to deliver pedestrian refuge islands to prevent illegal use of center lane at marked pedestrian crossings consistent with ORS 366.215. May not apply where intersection turn lane is in conflict.
- Project to consider medians and driveway modifications for access management.
- Provide pedestrian scale street lighting at intersections, crosswalks, transit stops and trail crossings to enhance pedestrian safety.
- Provide Americans with Disabilities Act (ADA) accessible sidewalks where sidewalk infill and sidewalk widening occurs. Intent is for minimum typical sidewalk width of 8 feet which includes buffer.
- Minimize curb radii where possible where corners are modified to provide a pedestrian friendly design.
- Provide separated, buffered bikeways with consideration for curb protected bikeways adjacent to bus priority (BAT) lanes and bus stop treatments. Intent is for minimum typical bikeway width of 8 feet which includes buffer.
- Provide stormwater management facilities as required.
- Include pavement and resurfacing as required.
- Consider enhanced pavement and pavement markings where lanes are substantially shifted (more than 2 feet) or as required by pavement design.



**CORRIDOR: McLoughlin Blvd**

## 5. Trolley Trail (RTP 10151)

PROJECT EXTENTS: Arlington (Gladstone) to Main Street (Oregon City)

DELIVERY AGENCIES: Clackamas County, City of Oregon City

BUDGET (2019\$/YOES): \$12.2M/\$14.4M (11.5% Oregon City and 88.5% Clackamas County)

PROJECT TIMEFRAME: 2022-2024 (Design through Construction)

**Project Intent:**

Design and construction to extend Trolley Trail over Clackamas River to create a more direct trail connection between Gladstone and Oregon City.

**Project Expectations:**

- Bicycle and pedestrian bridge following regional trail design guidelines and guidance from the Trolley Trail Bridge: Gladstone to Oregon City Feasibility Study.
- Consideration of wildlife crossing elements along riverbank.
- Consider interaction with Gladstone main street plan.
- Wayfinding signage in Gladstone and Oregon City.
- Trail lighting from Main Street to new bridge.
- Construction of the missing sidewalk sections on Main Street between I-205 underpass and 17th Street.



**CORRIDOR: C2C/181<sup>st</sup> Ave**

## 5. New Connector Road (RTP 10033, 12071)

PROJECT EXTENTS: 172nd to 190th, 1.25 miles

DELIVERY AGENCY: Clackamas County

BUDGET (2019\$/YOE\$): \$48.5M/\$61.5M

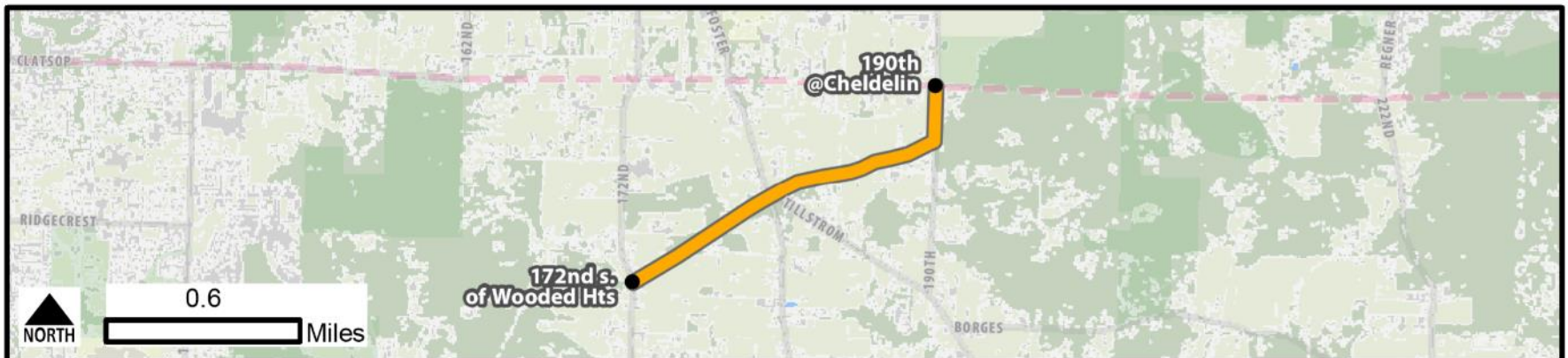
PROJECT TIMEFRAME: 2023-2027 (Design through Construction)

### Project Intent and Context:

- Construct new roadway with sidewalks, bike facilities, and roundabouts to create a continuous Clackamas to Columbia corridor.
- Design parameters and target speed in accordance with Metro’s Designing Livable Streets and Trails Guidelines as a Regional Street.

### Project Expectations:

- New 2-lane road, with right-of-way acquired for 4-lane cross-section.
- Design will be based on Chapter 7 of the 172nd Ave – 190th Drive Corridor Management Plan.
- Design for full build out of roadway should consider future bus stop locations. Intent is no added right-of-way would be needed.
- Americans with Disabilities Act accessible sidewalks and buffer from street, minimum 10-foot total width of sidewalk including buffer.
- Continuous separated bikeways, minimum 8-foot total width of facility including buffer (at buildout; interim bikeway design for 2-lane first phase may be narrower). Consider protected bike intersection and bus stop treatments.
- Auto lane width selection will maintain preferred design widths for bike facilities and sidewalks.
- Pedestrian scale street lighting at intersections and crosswalks.
- Safe, marked pedestrian crossings will be included at all intersections and roundabouts. Additional crossings will be considered in full build out. Pedestrian refuge islands will be included at roundabouts and considered at other crossings.
- Design will include street trees.
- Consider adding signage and markings to warn drivers of wildlife at Foster/Tillstrom.
- Consider wildlife culvert with fencing under road at Foster/Tillstrom.



**CORRIDOR: Hwy 212/Sunrise Corridor**

### 3. Hwy 212 & Sunrise Planning and Design (RTP 10890, 11301, 11668)

PROJECT EXTENTS: 122nd to 172nd, 3 miles

DELIVERY AGENCIES: Clackamas County, Oregon Department of Transportation

BUDGET (2019\$/YOES): \$28M/\$34M

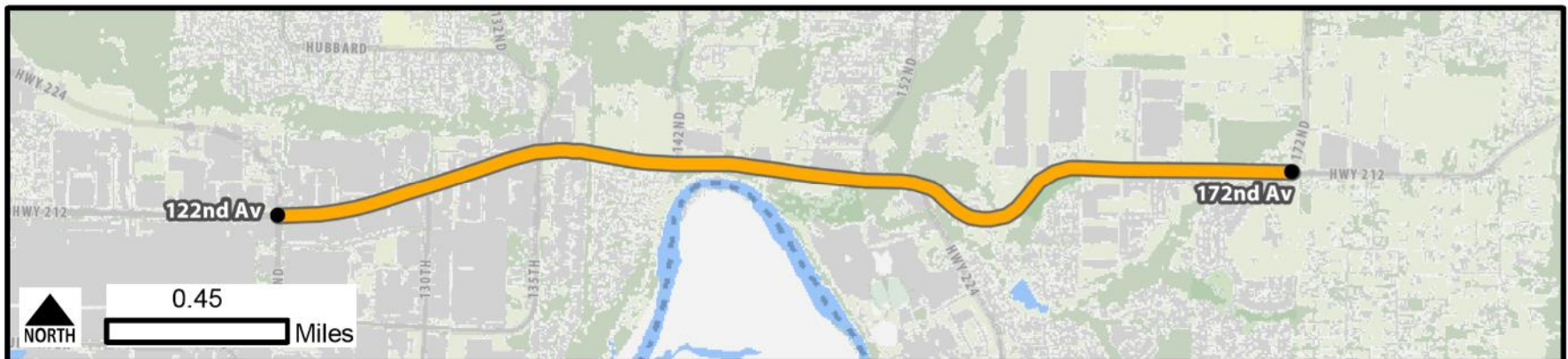
PROJECT TIMEFRAME: 2022-2025 (Planning through Design)

#### Project Intent and Context:

- Design for Hwy 212 Complete Street Local Connections project and Sunrise limited access roadway with parallel multi-use path to serve future development.
- The project will be designed consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for Hwy 212 are Commercial Corridor and/or Residential Corridor. The target speed will be consistent with the Blueprint for Urban Design.
- Reduction Review Route clear width dimensions will be maintained in design for Hwy 212 per ORS 366.215.

#### Project Expectations:

- Updated Environmental Impact Statement, design and engineering for Hwy 212 complete street, local connections, and new east-west roadway connection between 122nd and 172nd comprised of a 2 or 4 lane section with limited access and opportunity for bus on shoulder or dedicated bus lanes.
- Design for full build out will include Americans with Disabilities Act (ADA) accessible sidewalks and/or path(s) along Hwy 212.
- Design for full build out will include continuous parallel multi-use path from 122nd to 172nd following regional trail design guidelines including landscaped buffer (where feasible) from roadway.
- Follow best practices for natural resource protection, including consideration of opportunities for wildlife passage.
- Consider the possibility of improving natural resource connection between Forest Creek Natural Area and Clackamas River, adding a vegetated corridor for wildlife connectivity on the south side of Hwy 212 near 142nd, and enhancing wildlife connectivity with vegetation enhancements at Rock Creek crossing.



**CORRIDOR: Hwy 212/Sunrise Corridor**

## **4. Hwy 212 Complete Street & Right-of-Way** (RTP 10890, 11301, 11668)

PROJECT EXTENTS: 122nd to 172nd, 3 miles

DELIVERY AGENCIES: Oregon Department of Transportation, Clackamas County

BUDGET (2019\$/YOE\$): \$152M/\$204.1M

PROJECT TIMEFRAME: 2025-2028 (Right-of-way through Construction)

### **Project Intent and Context:**

- Reconstruct portions of Highway 212 roadway including sidewalks, bicycle facilities and crossings to improve access and safety. Grade-separate intersection with 142nd and realign 135th to build local connections. Acquire right-of-way per revised corridor concept.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and/or Residential Corridor. The target speed will be consistent with the Blueprint for Urban Design.
- Reduction Review Route clear width dimensions will be maintained per ORS 366.215.
- Project will be further developed in planning and design phase and may include refinement of these project expectations.

### **Project Expectations:**

- Intent is to deliver safe, marked pedestrian crossings of Highway 212 (likely beacon or signal) with pedestrian refuge islands near transit stops at 142nd and 152nd. Consider crossings at other transit stops.
- Continuous Americans with Disabilities Act accessible sidewalks from 135th to 152nd, intent to provide minimum 12-foot total width including sidewalk and buffer from street.
- Provide separated bikeways from 122nd to 152nd, minimum 8-foot total width including buffer, with consideration for protected treatments at bus stops and intersection.
- Auto lane width selection will maintain preferred design widths for bike facilities and sidewalks.
- Realigned street connections with sidewalks and bicycle facilities.
- Pedestrian scale street lighting at intersections, crosswalks and transit stops from 122nd to 172nd.
- Addition of shelters at all transit stops between 122nd and 152nd where right-of-way is not needed to accomplish.
- Stormwater management as required.
- Provide medians for access management where possible.
- Project to consider driveway modifications for access management.
- Consider environmental connectivity and enhancements to vegetation where possible.

**CORRIDOR: 82nd Ave**

**1. Enhanced Transit/Bus Rapid Transit** (RTP 11863, 12029)

PROJECT EXTENTS: Killingsworth to Clackamas Town Center (Monterrey), 9 miles

DELIVERY AGENCIES: Metro (Planning phase), TriMet

BUDGET (YOES): \$205M (Includes \$5M for planning phase. Assumes additional federal match of \$100M.)

PROJECT TIMEFRAME: 2022-2028 (Planning through Construction)

**Project Intent and Context:**

- Improvements along 82<sup>nd</sup> Avenue to improve transit (Line 72) speed, reliability, station access, amenities, and rider experience; including bus priority/queue bypass lanes, enhancements to transit stops, and upgraded transit signal priority systems. These improvements will be implemented in coordination with other improvements along 82nd that will be undertaken by PBOT and ODOT.
- In Multnomah County, design parameters and target speed in accordance with Metro’s Designing Livable Streets and Trails Guidelines as a Regional Boulevard from Sandy to Clinton and Raymond to Martins; Regional Street otherwise.
- In Clackamas County, the project will be delivered consistent with ODOT’s Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and / or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.

**Project Expectations:**

- 2 or more miles of bus priority (BAT) lanes/queue bypass lanes added.
- 20 or more traffic signals upgraded with NextGen transit signal priority.
- Approximately 35 major stations and approximately 30 minor stations, with enhancements such as wider platforms, bus pads, improved shelters, real time traveler information displays and lighting.
- 20 or more new enhanced, marked pedestrian crossings of 82nd at transit stations (beacon or signal).
- Approximately 32 new electric articulated buses and associated charging infrastructure.
- Fiber optic communications added along 82nd Avenue for transit signal priority and to support station amenities.
- Improvements to bus layover facilities at both ends of the corridor.







**CORRIDOR: 82nd Ave**

## **6. Safety (Clackamas)** (RTP 10014, 10018)

PROJECT EXTENTS: Clatsop to Sunnybrook, 2 miles

DELIVERY AGENCY: Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$53M/\$70.1M

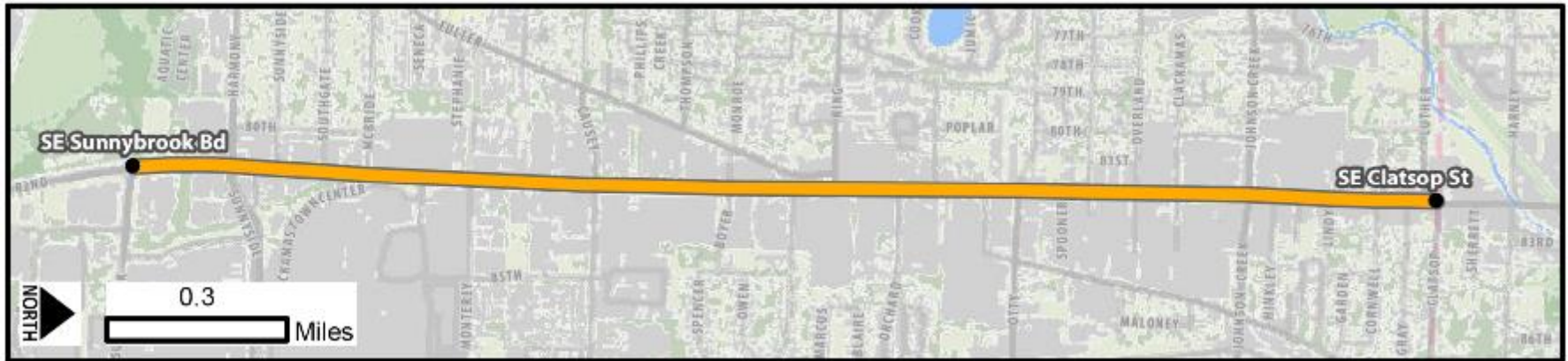
PROJECT TIMEFRAME: 2024-2027 (Design through Construction)

### **Project Intent and Context:**

- Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes. These improvements will be implemented in coordination with other improvements along 82nd that will be undertaken by TriMet.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and / or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.
- Memorandum of understanding outlines additional commitments related to project delivery and refers to a refined scope, schedule and budget to be developed at 15% design. Expectations may be refined at that milestone. If budget limitations occur, safety scope elements including crossings, lighting, sidewalk/bikeway gap filling, and access management will be prioritized for delivery.

### **Project Expectations:**

- Project to deliver 2 new safe, marked pedestrian crossings of 82nd to provide more crossing frequency in the corridor. Together the safety and transit project strive to provide marked crossings at all transit stops.
- Provide Americans with Disabilities Act (ADA) accessible sidewalks where sidewalk infill and sidewalk widening occurs. Project includes widening very narrow walkways between Cornwell and Clatsop.
- Provide pedestrian scale street lighting to enhance pedestrian safety at intersections, crosswalks and transit stops.
- Provide bikeways south of Johnson Creek Boulevard, with consideration for curb protected bikeways adjacent to bus priority/BAT lanes and bus stop treatments. Strive for 7-foot minimum typical bikeway width, with minimum width of 5 feet in constrained locations.
- Project to consider median islands and driveway modifications for access management where feasible.
- Minimize curb radii where possible where corners are modified to provide a pedestrian friendly design.
- Provide stormwater management facilities as required.



**CORRIDOR: Highway 43**

**1. Highway 43 Multimodal Improvements** (RTP 10127)

PROJECT EXTENTS: Arbor Drive to I-205, 3.1 miles  
 DELIVERY AGENCY: City of West Linn  
 BUDGET (2019\$/YOE\$): \$54M/\$66M  
 PROJECT TIMEFRAME: 2022-2025 (Design through Construction)

**Project Intent and Context:**

- Sidewalk and bicycle facility completion, improved transit stops, add crossings, lighting, redesigned intersections. Coordination with TriMet for transit stop feature design.
- The project will be delivered consistent with ODOT’s Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.

**Project Expectations:**

- 5 or more added safe, marked pedestrian crossings with pedestrian refuge island at transit stops. Strive to provide marked crossings at all transit stops. Refuge islands may not apply where in conflict with turn lane.
- Protected new traffic signal installations at McKillican, A Street and Pimlico. Pedestrian scale street lighting at intersections and crosswalks.
- Continuous Americans with Disabilities Act accessible sidewalks, standard 10-foot wide (including buffer).
- Pedestrian friendly design treatments including corner radii.
- Continuous grade separated bikeways (cycle track), minimum 6 ft. wide. Protected bike intersection and bus stop treatments.
- Stormwater treatments, such as bioswales and pervious pavement. Placemaking elements like planted medians and street trees as appropriate.
- Protect or enhance wildlife connectivity, such as culvert improvements and/or riparian enhancement, at culverts just north of State Park entrance (Gans Creek) and near Pimlico Drive (Mary S Young Creek).
- Protect or enhance wildlife connectivity, including tree canopy, along roadway adjacent to Hammerle Park.
- Retain and install as many Oregon white oak trees and native plantings as possible along the corridor to preserve rare, high priority habitat connectivity.



**CORRIDOR: McLoughlin Blvd**

## 9. Portland Avenue Streetscape (RTP new)

PROJECT EXTENTS: Abernethy to Arlington, 0.5 miles

DELIVERY AGENCY: City of Gladstone

BUDGET (2019\$/YOE\$): \$6M/\$8.2M

PROJECT TIMEFRAME: 2025-2028 (Design through Construction)

### Project Intent:

Redesign Gladstone main street to improve walking, biking, and downtown revitalization.

### Project Expectations:

- Dedicated bicycle facilities such as bicycle lanes or buffered/protected facilities.
- Pedestrian features like reduced corner radii, curb extensions, and/or raised crosswalks and intersections.
- Pedestrian scale street lighting at intersections, crosswalks, and trail crossings.
- Continuous Americans with Disabilities Act accessible sidewalks, minimum 8-foot wide (including buffer) where new or widened.
- Wayfinding for Trolley Trail.

