



Active Transportation & Complete Streets Projects

Name of Project Highway 43 Multimodal Transportation Project

(project name will be adjusted to comply with ODOT naming convention if necessary)

Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at: <http://www.oregonmetro.gov/rffa>. Please complete the following:

Project Definition

Project Description

- **Facility or area: street(s), intersection(s), path or area:** Highway 43 (aka OR 43/Willamette Drive)
- **Beginning facility or milepost:** MP 8.03 (OR 43 at north City limits)
- **Ending facility or milepost:** MP 9.07 (OR 43 at Mary S. Young State Park)
- **Provide a brief description of the project elements:**

This project will greatly enhance bike, pedestrian, transit, and vehicular mobility along State Highway 43 (OR 43) from the southern city limits of the City of Lake Oswego through the City of West Linn south to Mary S. Young State Park. The result will be uninterrupted protected bicycle paths (cycle tracks) and sidewalks in this corridor with a consistent three lane vehicle cross section connecting Mary's Woods retirement community and Marylhurst University to Mary S. Young State Park through the Robinwood commercial area (see attached plans). Included in the project is the removal of the existing traffic signal at Cedaroak Dr./Hwy 43 and installation of innovative protected intersections at Marylhurst Dr./Hwy 43 and Hidden Springs Rd./Hwy 43, including signal improvements such as countdown pedestrian signals and transit prioritization to improve safety and traffic efficiency. Protected intersections will incorporate raised corner bike refuge islands, multiuse marked crossings, and other bicyclist and pedestrian safeguards. The project will infill key missing sidewalk sections between residential, commercial, park, and transit areas, add ADA accessibility, improve transit stops, and improve lighting.

In order to improve problems associated with existing signals being too closely spaced causing traffic issues in the Robinwood commercial area, the existing traffic signal at Cedaroak Drive and Highway 43 is planned to be removed, with Old River Drive realigned to Highway 43 and 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. The planned improvements will improve access to the existing TriMet park and ride facility at this location. This will be a significant improvement for transit users in the area who are often seen walking along the edge of the Highway and crossing dirt and grass areas to get from the bus to the park and ride lot.

As Phase I of the multimodal transportation improvements planned for the entire length of Highway 43 in West Linn, the project provides a complete solution by connecting transit and neighborhood commercial centers with residential areas, a university, and senior facilities. Project funding will complete construction of all Phase I improvements. The City has already been awarded \$1.1M in state Enhance grant funding for design of the project.

- **City(ies):** West Linn (connecting work in Lake Oswego)
- **County(ies):** Clackamas

Base project information

- **Corresponding RTP project number(s) for the nominated project:** #10127
- **Public Engagement and Non-discrimination checklist (Appendix A) — *Checklist Attached***

APPENDIX A, ITEM #2: Summary of non-discriminatory engagement:

Public engagement took place frequently throughout the development of the 2016 Highway 43 Conceptual Design Plan, the guiding document to this proposal. The project team drew first on documented public input from the 2008 Highway 43 Conceptual Design Plan and public involvement for the City Council-adopted 2016 Transportation System Plan Update which included ongoing Technical and Citizen Advisory Committee meetings, community-wide public open houses (including online public open houses), and continuous web-based and email communications with residents. A separate online virtual open house was held for the 2016 Highway 43 plan, engaging over 150 people to provide input. In addition, meetings with the adjacent Robinwood and Bolton neighborhood associations, a joint Planning Commission/City Council public meeting, and regular public meetings of the City's Transportation Advisory Board have been part of the 2016 Highway 43 Conceptual Plan process. Bilingual (Spanish/English) fliers were posted at the local Food Pantry, Adult Community Center, and Library with direct mailings to low income residents in West Linn and to all residents along the Highway 43 Corridor inviting public participation at public meetings to submit input on the plan. Social media (NextDoor community forum, Twitter, Facebook), City newsletter updates, and articles in the local newspaper were provided at key points throughout the development of the 2016 TSP and 2016 Highway 43 Plan to ensure timely public participation. Public input gathered highlighted the importance of creating safe multimodal connections through the Highway 43 Corridor with improved traffic operations at key intersections. Public comments were documented for both the TSP and Highway 43 Plans and were used to finalize the content and design concepts therein.

As the first cycle track design in the state with protected intersections on a regional throughway, it is expected that this project will create a lot of media attention. Public engagement through the City's website, social media, newsletters, newspapers, public meetings, mailers, as well as through ODOT public notice channels will continue during final project design, construction, and completion. Nearing and following completion, it is anticipated that City, ODOT, and Metro staff will meet to discuss and implement further efforts to increase public education and awareness of the project.

- **Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project):**

The goal of multimodal improvements to Highway 43 in West Linn is to improve active transportation options for all types and abilities of users while optimizing traffic flow on a busy regional throughway that is currently deficient in accessible sidewalks, lacks safe bike lanes, and suffers from long traffic congestion delays while addressing safety concerns for all users.

- **Active Transportation Design checklist (Appendix C) – Checklist attached**

- **Description of post implementation measurement of project effectiveness:**

Success of the project can be measured through analysis of various data sources, including improved operational conditions (level of service, volume to capacity ratio, average delay, etc.) from updated traffic studies, reduction in severe crashes (especially pedestrian/bicycle-related), comparing existing to follow-up counts of bicyclist and walker numbers, and comparison of TriMet ridership data before and after the project. This project should also result in the removal of the Hidden Springs Road area from the ODOT-identified Safety Priority Index System (SPIS) list. Improvement in the future Bicycle Level of Traffic Stress (LTS) and the Pedestrian Qualitative Multi-modal Level of Service (QMMLOS), as documented in the City's TSP, would prove progress as would expansion of the population, including the transportation-disadvantaged population, that is within a 20 minute walk, bike, or public transit ride of key destinations based on Metro Transportation Analysis Zone (TAZ), census, and GIS data.

Project Cost and Funding Request Summary

- Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology. Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support.

See cost methodology workbook attached following Metro guidelines.

The need for improvements to Highway 43 has been at the forefront of West Linn's City Council goals and planning efforts for many years and were identified as a highest priority in the recently updated 2016 City Transportation System Plan. The City has all local matching funds in place and is prepared to front load the City match to accelerate the project in advance of the 2019-2021 obligation timeframe, thus ensuring project readiness and adherence to timeline commitments. Project cost estimates were composed using standard Metro pricing/methodology and verified against recently awarded similar projects, with quantities derived from the scaled Highway 43 concept design plans already developed by the City. The project is scheduled to receive \$1.1M in Enhance grant funds as part of the Statewide Transportation Improvement Program (STIP) with the remainder of the local match to RFFA funds from existing City of West Linn System Development Charge (SDC) Funds and local streets funds currently on hand at the City and dedicated to the project.

There is significant positive citizen and political support to improve the Highway 43 Corridor in West Linn and City staff are fully prepared to support design, funding, and construction of the project. As previously

identified, local matching fund reserves are already available for this project and will be budgeted if this project receives RFFA funding, including the ability to advance local funding ahead of the 2019-2021 timeframe. Public support of enhancement in the area is well documented in West Linn's Transportation System Plan and Highway 43 Concept Plan, which guided the development of this proposal.

- Total project cost
(Include and describe any cost elements beyond those funded by the request + match):
\$3,400,000 RFFA grant request
\$1,100,000 State Enhance funding
\$1,310,000 West Linn local SDC & street funding
\$5,810,000 total project cost
- RFFA funding request by project phase:
It is anticipated that all RFFA funds (\$3,400,000) will be used during the construction phase of the project.
- Local match or other funds (minimum match = 10.27% of funds requested + match):
The local match is well beyond the minimum match with State Enhance and local funds accounting for 41.5% of the estimated total project cost.

Map of project area

- Provide a map of the project consistent with GIS shapefile standards found in Appx. B – *Shapefile attached*

Project sponsor agency

- Contact information (phone # & email) for:
- **Application lead staff:** Lance Calvert P.E., 503-722-5516, lcalvert@westlinnoregon.gov;
Dylan Digby, 503-722-5503, ddigby@westlinnoregon.gov
- **Project Manager (or assigning manager):** Lance Calvert P.E., 503-722-5516, lcalvert@westlinnoregon.gov
- **Project Engineer (or assigning manager):** Lance Calvert P.E., 503-722-5516, lcalvert@westlinnoregon.gov
- **Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why.**
This project is on a state facility and thus will require participation from both ODOT and the City of West Linn. West Linn successfully completed its only federal aid transportation project, an ARRA transportation project on Salamo Road in 2010. West Linn has never failed to deliver a federal aid transportation project.
- **Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.**

As a state facility, this project will require participation by both ODOT and the City of West Linn. The City of West Linn Project Manager/Engineer has extensive knowledge of the technical, administrative, and financial requirements to successfully complete a federal aid transportation project. West Linn is not a certified local agency and thus will partner with ODOT and/or a certified local agency to complete the project. West Linn currently has the budgetary reserves to fund the local match.

Highest priority criteria

- 1. What communities will the proposed project serve? What are the estimated totals of low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations that will benefit from this project, and how will they benefit?**

As a regional corridor, this project will serve communities from Oregon City through West Linn and Lake Oswego all the way to Portland. The primary underrepresented populations in directly adjacent communities are those too old or young to drive. The areas around Highway 43 in the project area, in addition to most of West Linn, Oregon City, and Lake Oswego have an above average percentage of seniors as reported in the Regional Equity Atlas. The north side of the Highway directly adjacent to the project in West Linn and just north into Lake Oswego has a high 34.8% elderly population per the 2013 American Community Survey (ACS) US Census data. West Linn's disabled population is also centered in the project area with an estimated 26-30% of the population categorized as such along Hwy 43 in our Transportation System Plan (TSP). West Linn's newly updated TSP shows a 10-15% minority population on the south side of the Highway in the project area and 11-25% of our population in poverty within the project area, the highest level within West Linn.

All transportation-disadvantaged populations will benefit greatly from improved walking, bicycling, and public transit access to key destinations. This is accomplished by sealing gaps in the pedestrian network, improving ADA accessibility (removing barriers, installing curb ramps, etc.), making bicycling safer and more inviting with innovative bike lanes separated from the roadway and safeguarded through intersections, improved transit facilities, and better transit reliability through enhancements such as transit signal prioritization.

- 2. What safety problem does the proposed project address in an area(s) with higher-than-average levels of fatal and severe crashes? How does the proposed project make people feel safer in an area with high walking and bicycling demand by removing vehicle conflicts?**

Overall efficiency and safety of the Highway 43 Corridor transportation system is enhanced by this proposal through both vehicular and active transportation means. This project will improve the cross-modal safety of the transportation system greatly along Highway 43, especially where sidewalk and clear bicycle lanes are currently lacking. Currently pedestrians and bicyclists are sharing the edge of the existing roadway in many places with fast moving vehicles, sidewalks are missing or narrow (3' in some areas), and obstructions exist in sidewalk areas forcing users into the street. New sidewalk and an improved protected design bicycle facility (cycle tracks) will provide a designated family-safe area for both uses where all levels of users will feel secure along this busy highway. Sidewalks and bike lanes will be separated from the high volume (~21,000 vehicle trips/day) roadway by a curb and planter strip, creating a safe and inviting active transportation space. Having the sidewalk and bike path adjacent to each other will create a large clear vision area to ensure walkers and bicyclists are visible to motorists.

Protected intersection designs to be installed on Highway 43 at Marylhurst Drive and at Hidden Springs Drive are intended to extend the safe environment for bicyclists and pedestrians through use of raised corner islands, forward stop bars for bicyclists, and well defined marked crossings. These defenses make it clear to all users where bicyclists are, provide physical protection in the queuing area, and further increase bicyclist visibility by allowing them early entry into the intersection ahead of right turning vehicles.

Pedestrian crossings and sidewalks will be made ADA accessible and improved lighting at key locations will improve night visibility for all users. The implementation of a consistent third center turn lane, added right turn lanes, and improvements to intersection design will further motor vehicle safety as well.

Highway 43 is a hotspot in West Linn for serious “injury A” crashes (ODOT classification for incapacitating/broken bone type incidents), with six of West Linn’s total fifteen incidents classified as such in the five year period of 2009-2014. Seven of nineteen total crashes involving pedestrians and bicyclists in West Linn over the five year period occurred on OR 43 and two of West Linn’s three fatal crashes occurred on OR 43, one involving a bicyclist. Additionally, ODOT identified the segment of OR 43 between Hidden Springs Road and Cedaroak Drive, a congested section of OR 43 with the highest frequency of crashes in West Linn, an area in need of safety improvements based on crash frequency and severity in its 2014 Safety Priority Index System (SPIS) List. OR 43 has three SPIS locations within West Linn. This project would address the SPIS location in its boundary with planned improvements from Cedaroak Drive to Hidden Springs Drive.

Improvements to Highway 43 are planned to reduce severe injury and fatal crashes and reduce the number of high collisions at locations with known safety risks in West Linn’s current 2016 Transportation System Plan.

3. What priority destinations will the proposed project serve? How will the proposed project improve access to these destinations?

Highway 43 is a State facility that connects multiple jurisdictions and communities including Oregon City, West Linn, Lake Oswego, and Portland. The project area alone contains various residential, commercial, healthcare, grocery, retail, park, school, transit centers, and key commercial destinations that will be better connected. Marylhurst University and the Mary’s Woods retirement community in Lake Oswego, are directly adjacent to the northern project boundary and will be linked to services in West Linn. Major public spaces like Mary S. Young State Park and the only park and ride TriMet transit facility in West Linn will be more accessible. This corridor is also a key connection to the Willamette Falls heritage area.

Optimized traffic flow and a greatly improved uninterrupted multimodal transportation network will improve access to essential destinations for all users, especially the transportation-disadvantaged. Obstructions and barriers to accessibility (e.g. lack of ADA curb ramps, insufficient clearance around utility structures, etc.) will be eliminated and lighting will be improved. Pedestrians and bicyclists will be much better served and linked to the transit system for alternate commuting options. Sidewalk will be installed where none currently exists along the TriMet park and ride facility, which is also a key commercial area. Sidewalk and bicycle facilities separated both horizontally and vertically from the roadway, in addition to protected intersection features, will provide a safe and inviting space for all levels of bicyclists and walkers, including families with children, and will create a new environment for transportation access to destinations along the Highway 43 Corridor.

4. How will the proposed project support the existing and planned housing/employment densities in the project area?

The proposed project is outlined in West Linn’s Highway 43 Concept Plan and takes into account 2040 growth projections and future traffic volumes in its design to meet future operational standards. Analyses show that 2040 conditions without proposed improvements will exceed intersection operational standards during one or both of the peak hours. Metro classifies Highway 43 as a regional street that connects Metro-designated Town Centers on OR 43 in Lake Oswego and West Linn and to a Regional Center in Oregon City. According to Metro base year 2010 and forecast year 2040 land use data, population and households in West Linn will see a 23% increase over that 30 year period, whereas employment will see 63% in growth. This significant increase in employment relative to household growth changes land uses in proportion to one another and will shift the overall operation of the transportation system. These changes are anticipated and reflected in our Highway 43 plan and this proposal. Designs increase the demand for active transportation while decreasing motor vehicle use, particularly single occupancy vehicle trips, while reducing delays and optimizing the efficiency of vehicle flow in the corridor through improved signalization, removed access conflicts, and added refuge and turn lanes.

Higher priority criteria

5. How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network? (See Appendix 1 of the Regional ATP: Network Completion, Gaps and Deficiencies).

Highway 43 is classified in Metro’s 2014 Regional Transportation Plan (RTP) and Regional Active Transportation Plan (RATP) as a regional pedestrian parkway and a regional bicycle parkway, both of which are the highest functional class pedestrian and bicycle functional routes in the regional active transportation network, providing the spine of the pedestrian and bicycle networks. Pedestrian and bike facilities in the project area are defined as substandard or incomplete in the ODOT Active Transportation Needs Inventory, the 2014 Metro RTP and RATP, as well as in West Linn’s TSP and Highway 43 Plan. The project is listed on the financially constrained “federal system” project list in the RTP (#10127) and also as a financially constrained project in West Linn’s TSP and Highway 43 Concept Plan as a highest priority project to create a complete and inviting active transportation network. The RTP lists improvements to OR 43 as a corridor strategy that fits the 2040 investment strategy for Mobility Corridor #21 (Portland Central City to Oregon City/West Linn) to complete gaps in pedestrian and bicycle facilities.

Completion of a safe and uninterrupted pedestrian and bicycle path along Highway 43 from Lake Oswego to Mary S. Young Park fills a major gap in the Regional Active Transportation network and, while it is phase one of improvements along Highway 43, still provides a complete solution linking residents to many key destinations.

6. What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort? What barriers will be eliminated or mitigated?

The fundamental objective of this project is to create an inviting and comfortable active transportation environment for users of all abilities, including youth, seniors, and people with disabilities. The Highway 43 Corridor through West Linn is significantly lacking in accessible sidewalks and safe bike lanes. The majority

of the project area does not have sidewalk on both sides of the Highway, one-third of the area has no sidewalk at all, and curb tight sidewalk adjacent to the busy roadway is prevalent. Sidewalk is missing along the only area park and ride transit facility, which is also a key commercial center. Design plans include elimination of these barriers by installation of a cycle track bikeway separated from the high traffic volume on the Highway with a vegetated planter strip, and an uninterrupted, grade-separated pedestrian sidewalk beyond the cycle track. Buffering of walking and bicycling from the roadway and improved connectivity to destinations increases the attractiveness of active transportation, including access to transit facilities. Currently, many transit stops suffer with limited or no sidewalk connectivity.

Bicyclists will benefit from preferential treatments and an innovative protected intersection design that provides raised corner refuge island security, a forward stop bar for increased visibility, early entry into intersections, and free right turns. Bicycle paths and sidewalks will be grade separated and built with different materials and wayfinding signs/stenciling so users stay distinct and clear. Existing limited bike lanes that often share space with the emergency shoulder and/or on-street parking create an ambiguous space subject to conflict with vehicles; this will be replaced with a clear, separated, protected facility for bicycles and users of all abilities.

New opportunities for pedestrian crossing enhancements will be reviewed with ODOT and pedestrian countdown timers will be added to traffic signals to enhance the pedestrian experience. ADA accessibility will be achieved by removal of obstructions in the sidewalk (e.g. utility poles and boxes), installation of curb ramps, and replacement of narrow curb-tight sidewalk (sometimes only 3'). Transit signal prioritization will improve TriMet consistency of service, and bus stop amenities including benches, bike racks, and shelters will add to the appeal of transit use. Lighting and aesthetic improvements, such as introducing landscaping to the streetscape, further enrich the active transportation environment.

7. How does the proposed project complete a so-called 'last-mile' connection between a transit stop/station and an employment area(s)?

The final connection between transit and employment will be enhanced through completion of absent or substandard sidewalk and bicycle lanes surrounding bus stops, as well as by improved transit stop spacing and amenities. Closing gaps in the sidewalk network and creating a safe bicycling environment will allow users safe and comfortable access to transit facilities for residents commuting to work in Lake Oswego, Oregon City, and Portland areas as well as for incoming transit users to reach employment destinations within West Linn. This project creates a complete connection between Lake Oswego, the Marylhurst University area, residential areas in both West Linn and Lake Oswego, numerous business and commercial centers, transit stops, and a TriMet park and ride facility.

Infill of missing sidewalk surrounding the Trimet park and ride facility will be a major improvement to commuting transit users that can often be found walking along the Highway shoulder, as will completion of limited or absent sidewalk surrounding current TriMet transit facilities. Transit amenities such as bicycle parking, benches, and shelters will make linking biking, walking and transit easier for commuters.

Priority criteria

- 8. How will the public be engaged relative to the proposed project? Include description of engagement during project development and construction, as well as demand management efforts to increase public awareness and utilization of the project post-construction. (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination).**

Public engagement with the Highway 43 Project has been ongoing and documented since the Highway 43 Concept Plan in 2008. New public involvement opportunities from virtual open houses, in-person neighborhood meetings, advisory board meetings, publicly noticed Planning Commission/City Council meetings, mailers to low-income and project area residents, fliers posted at community facilities, social media (NextDoor community forum, Twitter Facebook), newsletters/emails, websites, and newspaper articles, played a major role in shaping the updated 2016 Highway 43 Conceptual Design Plan. The proposed project follows the new Highway 43 Plan.

During construction plan design, the City will be working closely with ODOT staff, Metro staff, elected leaders, and City residents to ensure project goals are met and community input continues to be reflected in the final design details for the benefit of the public. Constant feedback from the public has and will continue to influence the project to build a successful final product that has the support and backing of the community-at-large. Public engagement will continue before as well as during active construction with ongoing social media updates, fliers, website information, project updates to a defined email list, detailed mailers sent to those in construction areas, project signage, newspaper articles, doorhangers, and City newsletters, keeping all stakeholders and the public aware of the project progress. As a project on a State-owned Highway, regional and state media agencies and outlets will similarly inform the public of project details. Community kickoff meetings with maps, plans, and other visual aids are also projected to prepare businesses and the public for the project. It is anticipated due to the project scope and multi-jurisdictional nature that regular community meetings may also be held to discuss project progress and resolve issues. These public awareness tools have been used successfully by City citizen-engagement staff for many large City projects.

Traffic studies, baseline and follow-up counts of the number of walkers and bicyclists, as well as review of TriMet data on ridership can be used to evaluate the effectiveness of the project and guide additional public awareness efforts to increase demand and use of the new facilities. Pedestrian and bicycle scale wayfinding signs, pavement markings, and/or path materials will help to guide and entice active transportation in the area. Nearing and following project completion, City, ODOT, and Metro staff will meet to discuss and implement further efforts to increase public education and awareness, including the health and cost benefits of using alternative transportation.

- 9. What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project?**

West Linn is positioned to receive \$1.1M in funding in State Enhance Funds for this phase of Highway 43 improvements. The City of West Linn is fully committed to this project and will provide an additional \$1.31M toward project completion in addition to City staff time and resources.

10. How will the proposed project provide people with improved options to driving in a congested corridor?

Enhanced active transportation mobility is fundamental to this proposal to encourage people to use alternative transportation. Pedestrians and bicyclists will see significant improvements in connectivity to transit, commercial, residential, school, and park facilities along this busy regional corridor (~21,000 ADT) that are expected to increase active transportation use significantly. Large sections of missing sidewalk will be infilled and many areas of non-compliant or obstruction-laden sidewalk (e.g non-ADA curb ramps, insufficient clearance around utility poles/boxes) will be made ADA compliant. Safe, grade-separated, bicycle cycle tracks and protected intersections will further universal access between important residential, commercial, and transit centers in the area. Infill of missing sidewalk surrounding transit stops, including the TriMet park and ride facility will be a major improvement to transit users, as will improved transit stop spacing and accessibility improvements at transit facilities at other locations within the project boundaries.

Creation, through buffering, separation, and landscaping, of this attractive and inviting family-safe active transportation environment provides new transportation opportunities for users of all levels to link to transit, retail, healthcare, restaurants, school, employment, and recreational destinations throughout the area.

Process

- **Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A)**

Planning for improvements to Highway 43 in West Linn has been ongoing for many years, most recently with the 2008 and 2016 Highway 43 Concept Plans, as well as within the 2008 and 2016 Transportation System Plans. The 2016 update to the Highway 43 Plan built upon work done for the 2008 Plan, documenting existing conditions along the corridor, identifying policies that affect the OR 43 Corridor, reviewing comprehensive plan goals for the area, assessing environmental conditions, and evaluating transportation needs, constraints, and adjacent land uses. Traffic volume data was analyzed and forecast to compare expected future traffic conditions with and without improvements. The 2016 Highway 43 Plan update process occurred over the course of a year and engaged stakeholders from ODOT, Metro, Tualatin Valley Fire & Rescue, TriMet, Portland General Electric, Clackamas County, and the cities of Oregon City and Lake Oswego, in addition to the public. Stakeholders held multiple meetings to review and revise the updated Plan in addition to attending a “corridor audit” where project members from the City, ODOT, and Metro walked, bicycled, and drove throughout the corridor to observe morning, afternoon, and night conditions and assess the viability of different design options.

Public involvement plans were created and both the Highway 43 and TSP plans went through considerable public notification and involvement processes to ensure widespread community acceptance of the designs therein. Regular public meetings of the City’s Transportation Advisory Board, an online virtual open house (in which over 150 people provided input), meetings with the adjacent Robinwood and Bolton neighborhood associations, continuous web-based and email communications, and a joint Planning Commission/City Council public meeting have been part of the 2016 Highway 43 Plan public involvement process in addition to bilingual (Spanish/English) informational/notice fliers posted at our Food Pantry,

Adult Community Center, and Library. These fliers were also mailed to low income residents in addition to all residents along the Highway 43 Corridor inviting public input. Fliers included notices of non-discrimination and meeting notices reminded citizens that accessibility accommodations are available. Social media (Twitter, Facebook, NextDoor), City newsletter updates, and articles in the local newspaper were provided at key points throughout the development of the 2016 Highway 43 Plan to ensure full engagement of the community. Comments from the community were documented and summarized and trends were incorporated into the Plan.

Improvements to Highway 43 have long been desired by the City and are always part of ongoing discussions by Council and management. Highway 43 enhancement has been a major objective on the City Council's annual goal list in multiple past years. Pursuing funding for Highway 43 is specifically listed on this year's 2016 City Council goal list, a document that is built by Council, staff, and the community following extensive public meetings that guides the City annually.

- **Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.**

Planning efforts were coordinated with representatives from key stakeholders at ODOT, Metro, TriMet, Clackamas County, Portland General Electric, Tualatin Valley Fire and Rescue, West Linn Police Department, the City of Lake Oswego, and the City of Oregon City, with the support of local transportation experts (Kittelson and Associates) and our local Transportation Advisory Board. Stakeholders met multiple times to review, provide feedback, and refine the community desire for separated bicycle facilities, sidewalks, crossings, transit stop enhancements, traffic control upgrades, and streetscape improvements. Design options were provided and feedback from the stakeholders was incorporated into the final Highway 43 Plan. The project team also conducted a "corridor audit" in which stakeholders from the City, ODOT, and Metro walked, bicycled, and drove throughout the corridor during morning, afternoon, evening, and after dark hours to observe differing peak/off-peak and night/day conditions and assess the viability of different design options. As OR 43 is currently owned and maintained by ODOT, ongoing input from an ODOT project team was invaluable to ensuring plans would meet ODOT standards and goals.

Attachments: (Total pages with application=36, plus Appendix B Shapefiles)

1. Overview Map (1 pg.)
2. Cross section drawings (1 pg.)
3. Protected intersection drawing (1 pg.)
4. Plan detailed drawings (8 pgs., 11x17)
5. West Linn Council letter of support (1 pg.)
6. Appendix A (4 pgs.)
7. Appendix B Shapefiles
8. Appendix C (2 pgs.)
9. Appendix E, Cost Estimate spreadsheets (7 pgs., 11x17)