



## Active Transportation & Complete Streets Projects

### **Name of Project** West Linn I-205 Bike/ Pedestrian Trail

*(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. Phase One Bike/Pedestrian Trail along West Linn portion of Interstate 205
- Beginning facility or milepost. M.P.6.4
- Ending facility or milepost. M.P. 7.6
- Provide a brief description of the project elements. To construct 1.2 miles of 12' wide bike/pedestrian trail on ODOT ROW in West Linn.
- City (ies). West Linn
- County(ies). Clackamas

#### **Base project information**

- Corresponding RTP project number(s) for the nominated project.
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).
- Purpose and need statement: To provide safe bike/pedestrian connections to Willamette Neighborhood and Commercial area to the Barrington Heights, Sunset and Bolton Neighborhoods, that are otherwise none existent due to topography and adequate lane width on other routes.
- Attach a completed Active Transportation Design checklist (Appendix C).
- Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). Annual Trail Counts.

#### **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: The PE phase of this project was an ARRA project coordinated through ODOT. As such it already has complied with the federal aid requirements. Funding will also come from the West Linn Park SDC fund (Regional Trails Project).

- Total project cost: \$3,431,3741
- RFFA funding request by project phase: Construction \$2,778,873
- Local match or other funds: \$652,501

### **Map of project area**

- Provide a map of the project consistent with GIS shapefile standards found in Appendix B

### **Project sponsor agency**

- Contact information (phone # & email) for: [kworcester@westlinnoregon.gov](mailto:kworcester@westlinnoregon.gov) 503-557-4700
- Application lead staff: Ken Worcester, Parks and Recreation Director
- Project Manager: Ken Worcester
- Project Engineer: OTAK
- 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. The several Transportation Projects West Linn has received federal aid for have been completed on time.
- 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. The City's Finance Department is very familiar with the federal aid projects and has the capacity to respond as needed or required.

### **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? When all phases are completed, this trail will be a continuation of the regional I-205 trail connecting Vancouver WA, South to all communities along the I-205 corridor.
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? This trail is off of the road grade and the road and trail are separated by a significant embankment.
3. What priority destinations will the proposed project will serve? How will the proposed project improve access to these destinations? I-205 has divided West Linn since it was built. This trail re-establishes connections from neighborhood to neighborhood and connections from neighborhoods to a commercial area.
4. How will the proposed project support the existing and planned housing/employment densities in the project area? By providing a direct bike/pedestrian link from neighborhoods to commercial and office business commercial zones.

### **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). This trail eventually becomes a continuation of the I-205 bike/ped trail to the West Side of the Willamette River and Portland Metro area.
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? Here currently is no connection at a grade that can actually be utilized. The proposed alignment is well off the road grade, and also takes advantage of fantastic views of Mt. Hood, Canemah Bluffs and the Willamette River Narrows.
7. How does the proposed project complete a so-called 'last-mile' connection between a transit stop/station and an employment area(s)? When the future phase of this pathway is completed, it will provide bike/ped connections to five different neighborhoods to the Oregon City Transit Center.

### **Priority criteria**

8. How the public will 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). What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project? The final design will go through the City's Design Review process, which is a land use process with required public hearings. We will also work with the adjacent neighborhoods as we finalize the construction documents. City Park SDC funds will be leveraged as part of this project..
9. How will the proposed project provide people with improved options to driving in a congested corridor? There currently no bike path on I-205 West of the Willamette River.

### **Process**

10. 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) This route is identified in the City's 2013 Trails Plan. Prior to adoption, the Trails Plan itself went through a significant public comment/involvement process, and we spent several years vetting this specific trail and alignment through a public process which resulted in the final alignment.
- 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. The original lay-out was vetted through ODOT Region 1 and was a federally funded ARRA project.

