



## Active Transportation & Complete Streets Projects

**Name of Project:** Monroe Street Active Transportation Project

### Project Application

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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

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#### Project Description

**Facility or area: street(s), intersection(s), path or area:** Monroe Street between Linwood Avenue and Fuller Road, Boyer Drive between Fuller Road and 85<sup>th</sup> Avenue, 85<sup>th</sup> Avenue and Spencer Drive to the intersection with the I-205 Multiuse Path.

**Beginning facility or milestone:** Intersection of Monroe Street and Linwood Avenue

**Ending facility or milestone.** Intersection of Spencer Drive with the I-205 Multiuse Path

**City:** Unincorporated area

**County:** Clackamas County

#### Provide a brief description of the project elements:

Located in northern Clackamas County, Monroe Street has been envisioned by local and regional governments as a primary active transportation route stretching west from the I-205 Multiuse Path in the unincorporated area to the Trolley Trail in Milwaukie. This connection will improve local access to two lines on the MAX regional light rail system – the Green Line along I-205 and the Orange Line in Milwaukie and provide safer bicycling and walking to and within the Clackamas Regional Center (see Figure 1 in Maps, attached).

The need for this connection is a result of the street grid as developed in this portion of unincorporated Clackamas County and City of Milwaukie. In the area, there are only two continuous streets connecting the east and west sides of the area - Monroe Street and King Road, which is between 2 and 3 blocks north of Monroe Street. King Road is the main connection for vehicular traffic. The most recent data for King Road shows a daily traffic volume of 12,635 ADT. As such it is a very uncomfortable and unsafe choice for children, teens and inexperienced adult cyclists. Local and regional governments have determined that the second continuous east-west route, Monroe Street, is the better choice for the creation of an east-west active transportation connection. Completion of this project and the companion project in Milwaukie on the west end of the corridor will link downtown Milwaukie and the Clackamas Town Center, connecting local neighborhoods to jobs, schools and essential services along the way. Recognizing this, Clackamas County and the City of Milwaukie have been working in tandem using ODOT TGM funds to plan the redevelopment of the corridor as an active transportation corridor incorporating Complete Streets principles. The Clackamas County section of this corridor, the subject of this application, was planned in the Monroe Neighborhood Street Design Plan, which was funded with a TGM grant from the Oregon Department of Transportation.

Addressing the identified regional need while being sensitive to the neighborhood context required a great deal of effort in planning for this corridor. Existing cross-sections, available right-of-way and overall street character vary throughout the length of the project. As a result, the proposed design treatments vary throughout the project to address different contexts and needs. Nonetheless, there are common elements across the entire proposed project include the following:

**Continuous Pedestrian and Bicycle Connection** – The proposed project will provide a continuous pedestrian and bicycle connection across facilities that are appropriate to the neighborhood context – “cycle track” and “bike boxes” in the highest traffic locations, multiuse paths in moderate traffic areas, “sharrow” pavement markings in locations with low traffic and sufficient pavement width.

**Gateway and Wayfinding Signage** – A gateway sign is proposed to be placed on the I-205 Multiuse Path at the intersection with Spencer Drive with wayfinding signage the entire length of the Monroe Street Active Transportation Corridor.

**Improved Safety** – The Monroe Street project will improve safety for all users by incorporating traffic calming design features to decrease traffic speed and increase driver attention to their surroundings including raised intersections, raised crosswalks, curb “chicanes,” speed cushions, and a mini-roundabout.

**Access for those with Disabilities** – The project area has a high incidence of persons with disabilities but no ADA compliant facilities. This project will greatly improve ADA accessibility through the provision of the multiuse path and sidewalks as well as 33 ADA compliant curb ramps.

In total there are 7 segments with various cross-sections that make up this project running from the intersection of Monroe Street and Linwood Avenue east to the intersection of Spencer Drive and the I-205 Multiuse Path (see Figure 2 in [Maps](#), attached). Six of the segments are proposed for funding through this RFFA proposal (segments 1 to 4, 6 and 7 in Figure 2). The portion shown as Segment #5 on Figure 2 is already underway and will be constructed by the North Clackamas Revitalization Area during 2017. Although not proposed for funding in this project, it is included on the map and in this discussion since it is a critical link connecting the west and east portions of the project and creates a complete corridor. The following describes all the segments of the proposed project from west to east (further information is found in Appendix C including cross sections and illustrations)

1. **Monroe Street from Linwood Avenue to Maplehurst Avenue** (Figure 2 Segment #1) - 12 foot multiuse path.
2. **Monroe Street from Maplehurst Avenue to 72<sup>nd</sup> Avenue** (Figure 2 Segment #2) - 10 foot multiuse path.
3. **Monroe Street from 72<sup>nd</sup> Avenue to 78<sup>th</sup> Avenue** (Figure 2 Segment #3) - 12 foot multiuse path
4. **Monroe Street from 78<sup>th</sup> Avenue to Fuller Road** (Figure 2 Segment #4) – 12 foot wide multiuse path from 78<sup>th</sup> Avenue through the “Gap.” East of the “Gap” to Fuller Road the proposal is for 5-6 foot sidewalks on both sides of Monroe Street and “sharrow” pavement markings due to low traffic volumes.
5. **Boyer Drive between Fuller Road and 82<sup>nd</sup> Avenue** (Figure 2 Segment #5) - will include 12 foot shared use paths on both sides of Boyer Drive with a “bikebox” at both intersections. This segment is funded by the North Clackamas Revitalization Area and will begin construction in spring 2017.
6. **Boyer Drive between 82<sup>nd</sup> Avenue and 85<sup>th</sup> Avenue** (Figure 2 Segment #6) - will include 6 foot sidewalks and 6 foot bike lane on both sides of the road from Boyer Drive to 85<sup>th</sup> Avenue.
7. **85<sup>th</sup> Avenue from Boyer Drive to Spencer Drive and Spencer Drive East of 85<sup>th</sup> Avenue to I-205 Multiuse Path** (Figure 2 Segment #7) – the route will follow Spencer Drive from 85<sup>th</sup> Avenue east to the existing bike and pedestrian access to the I-205 Multiuse Path. Traffic volume in this segment is very low and the improvements proposed will include “sharrow” pavement markings, bicycle wayfinding signage and a gateway sign at the intersection with the I-205 Multiuse Path.

## Base project information

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### Corresponding RTP project number(s) for the nominated project.

Monroe Street from Linwood Avenue to 72<sup>nd</sup> Avenue: [RTP Project Number 11524](#)

Monroe Street from 72<sup>nd</sup> Avenue to Fuller Road: [RTP project Number 11494](#)

**Attach a completed Public Engagement and Non-discrimination checklist** ([see attached in Appendix A](#)).

### Purpose and need statement

The Monroe Street Active Transportation project will address both regional and local needs:

**Regional Needs** – The primary regional need is for an east-west Active Transportation route connecting the I-205 Multiuse Path with the Trolley Trail. The Monroe Street corridor is identified as a Principal Active Transportation route in the Clackamas County Active Transportation Plan and in the Metro Regional Transportation Plan it is designated as “Bicycle Parkway,” the plan’s highest bicycle classification. These designations show that both Metro and Clackamas County have recognized the Monroe Street corridor has the best potential for an east-west active transportation connection between the I-205 Multiuse Trail and the Trolley Trail. This connection will facilitate east-west travel by pedestrians, bicyclist and those using mobility devices, decrease auto-dependence and increase non-auto trip access for regional travel. This project will also meet a need for improved connections to existing high capacity transit investments.

**Local Needs** – The primary local need is a safe, continuous bicycle and pedestrian connection to employment, essential services and regional high capacity transit. The Monroe Street neighborhood suffers from almost a complete lack of active transportation facilities, limiting transportation options to vehicles only. That need is particularly important in the project area due to a much higher than average incidence low income households, minority population, those with Limited English Proficiency, and those with disabilities.

**Attach a completed Active Transportation Design checklist** ([see attached in Appendix C](#)).

### Description of post implementation measurement of project effectiveness

Increase in trips by pedestrians, bicyclists and those using mobility devices in the Monroe Street Corridor which will be documented by counts prior to construction and one year after completion.

## Project Cost and Funding Request Summary

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**Attach a completed Cost Methodology workbook** ([see attached in 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.**

**Total Cost:** Total cost for the project including full design, right-of-way, and construction is estimated to be \$6,073,647. Attached is a completed Cost Methodology workbook in Appendix E. **This application requests \$3,000,000 in RFFA Active Transportation funds. Local funds in the amount of \$3,073,647 will be provided by the Clackamas County Development Agency – North Clackamas Revitalization Area** ([see attached letter from Dan Johnson, Manager, Clackamas County Development Agency](#)).

**Project Readiness:** Clackamas County Department of Transportation and Development staff are confident that all phases of this project can be obligated within the 2019-2021 timeframe. Study during the TGM planning project determined that there are no issues with environment, right-of-way, or utilities that will delay the project. Public involvement during the TGM project showed high levels of community support for the project. This project is identified as a high priority by the Board of County Commissioners. The Monroe Street Corridor is also a high

priority for the adjoining City of Milwaukie (see attached Letter of Support). Other Letters of Support show that the project is supported by local and regional active transportation groups and organizations. There are no complex, untested or unique aspects of the project. An extensive public engagement process took place during planning in which community members participated in the section of the project alignment and improvements. As a result, neighborhood support for the project is very high. Although environmental review has not been completed, and has not been designed, the simplicity of the project and absence of any “show-stopper” issues, Clackamas County is very confident the project will be ready to move forward in 2019 for Preliminary Engineering, 2020 for right-of-way and 2021 for construction.

**Construction Cost:** Total construction cost not including escalation or contingency is anticipated to be \$2,443,989. Inclusion of contingency and escalation results in a total construction cost of \$3,837,415. This cost estimate was developed with the recently completed TGM study as a starting point. That project included improvement recommendations, cross-sections, and right-of-way needs for each of the project segments identified above for funding in this project. Unit costs used were based on actual costs from projects that are now underway within a mile of the proposed project location and escalated to the appropriate construction year. There is a roundabout at the intersection of Monroe Street and 72<sup>nd</sup> Avenue whose cost was estimated from the actual cost of a similar roundabout built by Clackamas County at a nearby location.

**Preliminary Engineering/Environmental:** Total costs for engineering for the project is expected to be \$645,074 including escalation. Although an environmental assessment for this project has not yet been completed, staff believes that environmental compliance for this project will be routine. The field work conducted as part of the TGM funded project did not reveal any environmental issues within the corridor, nor any historic or cultural resources. In addition, the corridor is almost completely developed and the proposed improvements will not result in any new environmental impacts. Clackamas County staff anticipates that the environmental assessment will not reveal any environmental impacts.

Design and engineering work for this project will be undertaken by consulting engineers that will be procured by Clackamas County. Costs for survey, design and coordination add a 20% markup to the construction costs based on recent county experience with projects of similar size. Based on recent experience, construction engineering will add a 10% markup to the project.

**Right-of-way:** Total right-of-way costs for the Monroe Street Active Transportation Project is estimated to be \$1,591,158 including escalation. Clackamas County’s right-of-way cost estimates for the project were developed by the county’s Senior Right-Of-Way Agent working in conjunction with staff engineers. Approximately 71 properties were identified that will be affected by the project. In each case, Clackamas County staff estimated the right-of-way impact on the property and assigned a cost based on recent right-of-way costs for properties in the same area with the same zoning designation. For approximately 67 of the properties the impact was limited to easements. In those cases, the only costs were for permanent and temporary construction easements, payment for some improvements (fences, trees, landscaping, etc.), right-of-way consultant fees, appraisal fee and consultant appraisal review fee. Approximately three properties were identified as requiring some property acquisition without a full purchase and one property was identified that will require full acquisition.

**Contingency and Risk:** Total unescalated contingency cost for the project is estimated to be \$886,621. Clackamas County is certified by ODOT for management of federally funded projects and at any time has five or more such projects in the development process. As noted, the entire project area is developed, so no environmental issues have been identified. There are no nearby historical or cultural resources. There are no railroads in the corridor and minimal adjustments to utilities are expected. There are no bridges or culverts. Required infrastructure improvements have been identified and included in the project. There are no complex, untested or unique aspects of the project. Although the project has not completed environmental review, and has not been designed, the project elements have been identified. Due to the simplicity of the project and absence of any “show-stopper”

issues, we are very confident the project will be ready to move forward in 2019 for Preliminary Engineering, 2020 for right-of-way and 2021 for construction.

Given the agency experience in developing federally funded projects and absence of high risk factors in the project area, we believe that contingency and risk for this project will be limited. Given that low level of risk, a contingency markup of only 20% was used for right-of-way rather than the default markup of 40% to 50%.

**Cost Summary:** The summarized cost for the project is 2007 dollars is \$5,637,446. Based on the cost inflation table in the Cost Methodology workbook we have applied the default inflation factors of 1.52% for 2019, a 5.58% escalation factor for 2020 and a 9.80% escalation factor for 2021. Using these escalation factors the total estimated cost for the project is \$6,073,647. We are proposing an RFFA funding request of \$3,000,000 and a local funding contribution from the North Clackamas Revitalization Area of \$3,073,647. This will result in a federal fund share of 49.4% and a local fund share of 50.6%. The North Clackamas Revitalization Area will provide the local funds for the project. Approval to do so was secured from the Board of County Commissioners as part of the approval of this proposal submission. In the Letters of Authorization section (attached) are two letters documenting the above – a Letter of Approval for Submission of the RFFA proposal from Don Krupp, Clackamas County Executive, and a Letter of Commitment for the Local Funds from Dan Johnson, Director of the Clackamas County Development Agency.

It should be noted that the segment of Monroe Street from 72<sup>nd</sup> Avenue to Fuller Road is federally classified as a local road. In consultation on this issue, Metro informed Clackamas County staff that the active transportation components of the project would be eligible for federal funding. In that segment Clackamas County will use only federal funds with local match for the active transportation components including required right-of-way. Other improvements in that segment will be funded using local contributions. Due to the large contribution from North Clackamas Revitalization Area, the project will meet all match requirements despite this unequal allocation of local funds.

**Total project cost:** \$6,073,647.

**RFFA funding request by project phase:**

	Total by Phase	RFFA Request	Local Funds
P.E. and Environmental	\$ 645,074	\$ 318,626	\$ 326,448
ROW acquisition	\$ 1,591,158	\$ 785,932	\$ 805,226
Construction	\$ 3,837,415	\$ 1,895,442	\$ 1,941,973
	<u>\$ 6,073,647</u>	<u>\$ 3,000,000</u>	<u>\$ 3,073,647</u>

**Local match or other funds:** \$3,073,647

**Map of Project Area**

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**Provide a map of the project consistent with GIS shapefile standards found in Appendix B:** Attached

**Project sponsor agency**

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**Contact information (phone # & email) for:**

- **Application Lead Staff:** Stephen Williams, Principal Transportation Planner, (503) 742-4696, [swilliams@clackamas.us](mailto:swilliams@clackamas.us),
- **Project Manager:** Karen Buehrig, Transportation Planning Supervisor, (503) 742-4683, [KarenB@co.clackamas.or.us](mailto:KarenB@co.clackamas.or.us).
- **Project Engineer:** Joel Howie P.E., Civil Engineering Supervisor, (503) 742-4658, [JHowie@co.clackamas.or.us](mailto:JHowie@co.clackamas.or.us).

**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 Clackamas County Department of Transportation and Development (DTD) is certified by ODOT for local administration of most phases of federally funded projects except for environmental review/permitting and right-of-way. At any particular time DTD has about 5 projects moving through the project development process. Over 80% of such projects have been delivered within schedule and budget. Over time, some projects have experienced delays in project delivery. Those delays have been caused by issues that have arisen outside DTD's project development process, but resulted in delays in project delivery. The development of cooperative projects with partners such as ODOT or cities within the county have caused project delays when the partner made decisions that stopped progress. In other cases, environmental and permitting processes have uncovered conditions that couldn't be identified in advance, but which required revisions to the project design or addition of mitigation measures. Projects have also been delayed because it was being developed in very complex land ownership environments and the right-of-way process resulted in unanticipated delays.

This project has been developed by Clackamas County based on lessons learned from previous projects. Staff believes that the risk of delay in the environmental and permitting process for the project is low due to the developed character of the area and previous work with the community in development of the project concepts. Although this project will require right-of-way acquisition from approximately 71 properties, all but one will be acquisition of additional right-of-way along the street frontage and will not impact the residences or businesses. Based on our previous experiences as a certified local governments we are confident that DTD will be able to deliver the proposed project on schedule and within budget.

**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 certified local government, Clackamas County has sufficient technical and administrative capacity to carry out the proposed project, and typically has about 5 projects in some phase of development. The local funding contribution for this project in the amount of \$3,073,647 will come from the North Clackamas Revitalization Area (NCRA). The NCRA has sufficient resources available to commit this funding contribution. A Letter of Funding Commitment is attached to this application from the director of the Clackamas County Development Agency committing the agency to provide these funds.

**Highest priority criteria**

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**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?**

The area served by the proposed Monroe Street Active Transportation project is characterized by significant transportation equity issues. In particular, the area has a much higher than regional average incidence of low income households, much higher than regional average percentage of the population with Limited English Proficiency, much higher than regional average percentage minority population, and a much higher than regional average percentage of persons with disabilities.

To provide the most up to date view of the communities that will be served by the proposed project, Clackamas County staff analyzed the recently released American Community Survey data for the five year, 2010 to 2014 period. Regional data is for the Oregon portion of the Portland – Vancouver Urbanized Area. Data from Clackamas County Census Tracts 216.01, 216.02 and 222.01 was summed and used to represent the area of benefit for the Monroe Street Project. The following summarizes the ACS data for the region and area of project benefit:

**Low Income** – The 2010–2014 ACS data shows that there were 604,304 households within the Portland-Vancouver

urbanized area with a median household income of \$58,474, with 40.5% of households having an income of 80% of median (\$46,779) or less. In the three census tract area of benefit there are 6,451 households with a median household income is \$43,412. In the area of benefit, 4,218 or 65.4% of households are at or below the regional median household income and 3,737 or 57.9% are at or below 80% of the regional median household income. The percentage of households in the area of benefit at or below 80% of regional median household income is 43% higher than it is for the region.

**Low-English Proficiency** – The 2010-2014 ACS data shows that the Oregon portion of the Portland-Vancouver Urbanized Area had 1,460,934 people 5 or more years old of whom 68,839 (4.7%) self-identified as speaking English not well or not at all. For the three census tract area of benefit the population 5 or more years old was 14,952 of whom 881 (5.9%) self-identified as speaking English not well or not at all. The percentage of individuals 5 or more years of age speaking English not well or not at all was 25% higher in the area of benefit than it is in the region.

**Minority** – The minority population in the area of benefit is Hispanic or Latino. The 2010-2014 ACS data shows that the Oregon portion of the Portland-Vancouver Urbanized Area has a total population of 1,536,896 with 190,774 or 12.4% self-identifying as Hispanic or Latino. The area of benefit for the Monroe Street project has a total population of 16,005 with 2,923 or 18.3% self-identifying as Hispanic or Latino. The percentage of the population self-identifying as Hispanic or Latino is 47% higher in the area of benefit than it is in the region.

**Elderly or Young** – There is little variation in the age composition of the population in the Oregon portion of the Portland-Vancouver Urbanized Area and the area of benefit. Young people below the age of 18 make up 24.6% of the regional population and 23.8% of the population in the area of benefit. Those 65 years or more make up 11.6% of the regional population and 13.0% of the population of the area of benefit.

**Persons with Disabilities** – The 2010-2014 ACS data shows that the Oregon portion of the Portland-Vancouver Urbanized Area had 1,526,361 noninstitutionalized persons with 173,796 or 11.4% experiencing a disability. For the three census tract area of benefit the population of noninstitutionalized persons is 15,860 with 2,420 or 15.3% experiencing a disability. The percentage of noninstitutionalized persons in the area of benefit experiencing a disability is 34% higher than it is in the region.

**Summary of Benefits:** As shown in the data above, the area of benefit for this project has a very high percentage of transportation disadvantaged individuals and households. This project will benefit 3,737 households with incomes at 80% of the regional median, 881 individuals who speak English not well or not at all, 2,923 persons who self-identify as Hispanic or Latino and 2,420 experiencing a disability. For these groups this improvement will provide a safe route for access by foot or bike to areas of employment and essential services. The proposed project will also greatly improve access to regional high capacity transit, the MAX Green Line. In addition, completion of the Milwaukie portion of the project will also connect this area to downtown Milwaukie, the Trolley Trail and the MAX Orange Line. These improvements will greatly reduce the auto dependency of the residents of this area and reduce their household transportation cost. The proposed project will be particularly important to those with disabilities due to the fact that the Monroe Street corridor does not currently have a safe, ADA accessible facilities.

**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?**

The safety problem addressed by this project is the lack of safe, continuous east-west bike and pedestrian facilities in Clackamas County and Milwaukie between the I-205 Multiuse Path and the Trolley Trail, forcing those who want or need to use those modes onto heavily traveled streets such as King Road.

Although this corridor has been identified by both Metro and Clackamas County as a high priority Active Transportation Route, use of the corridor by pedestrians and bicyclists has been very low due to lack of facilities and conflicts with vehicles that create safety concerns on the part of potential users. This project combined with the Boyer Drive Extension being undertaken by the North Clackamas Revitalization Area will create a safe, continuous walk and bike corridor from the I-205 Multiuse Path to the City Limits of Milwaukie at Linwood Avenue. The safety issues for pedestrians and bicyclists in the corridor can best be described for the west (Monroe Street), center (Boyer Drive) and east (85<sup>th</sup> Ave and Spencer Drive) sections of the corridor.

The portion of the corridor on Monroe Street between Linwood Avenue and Fuller Road is a moderate to high density area which could be expected to have high walking and biking demand due to low household incomes and low vehicle availability. However, actual walking and biking in the corridor is very low due to conflicts with vehicles and lack of safe facilities. The effective pavement width on Monroe Street is 30 feet, with a relatively high traffic volume – 2,350 vehicles per day on Monroe east of Linwood. Although posted for 25 miles per hour, the 85<sup>th</sup> percentile speed is 34 miles per hour. Facilities for bicyclists, pedestrians and those using mobility devices such as wheelchairs are missing on the Monroe Street corridor. There are no bicycle facilities of any type in the Monroe Street portion of the corridor and only a single 200 foot orphan section of sidewalk. The properties along the corridor have many barriers to pedestrian travel along the frontage including hedge rows, fences, landscaping, trees, and utility poles. Given these obstacles the only choice for bicyclists and pedestrians is to walk or bike on the street in traffic. Development of the proposed multiuse path and sidewalks in this segment of the corridor will allow unimpeded travel along the corridor by those walking, biking and using mobility devices such as wheelchairs.

In the center of the corridor, Boyer Drive between Fuller Road and 85<sup>th</sup> Avenue, the two north-south cross streets, Fuller Road and 82<sup>nd</sup> Avenue, are both very wide, high traffic streets that are unsafe for crossing by pedestrians and bicyclists. Currently, there is no direct connection in the corridor between Fuller Road and 82<sup>nd</sup> Avenue forcing out of direction travel by those on foot or bike. Development of the planned Boyer Drive Extension between Fuller Road and 82<sup>nd</sup> Avenue by the North Clackamas Revitalization Area will provide a direct east-west connection between Fuller Road and 82<sup>nd</sup> Avenue, a multiuse path on both sides of Boyer Drive and safety improvements at both intersections. Although the improvement of this segment will greatly improve safety, full utilization will only come about when it is integrated into the improvements to the east and west proposed in this project.

The east portion of the project corridor is 85<sup>th</sup> Avenue starting at the end of Boyer Drive and then Spencer Drive. Although 85<sup>th</sup> Avenue and Spencer Drive lack sidewalks they are very low traffic, dead end residential streets. “Sharrow” pavement markings and wayfinding signage will be sufficient to alert drivers to the presence of bicyclist and pedestrians and reduce conflicts.

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

The Monroe Street Active Transportation Project will provide access directly to priority employment and essential services in the 82<sup>nd</sup> Avenue corridor, the Clackamas Regional Center, the I-205 Multiuse Path and the MAX Green Line (see Figure 1 in the attached Maps section). As described above, the project area served by the proposed Monroe Street Active Transportation Project fits the typical definition of an EJ area with much higher than average

percentages of minorities, low income households, those with Limited English Proficiency and those experiencing disabilities. This project will benefit these EJ groups by providing a shorter and safer trip for pedestrians, bicyclists and those using mobility devices to high priority destinations for essential services. This can be illustrated by comparing the distance from the mid-point of the west section of the corridor, the intersection of Monroe Street & 72<sup>nd</sup> Avenue, to priority destinations for essential services under current conditions and after completion of the proposed project using the route that would be followed by pedestrians, bicyclists or those on mobility devices.

- **Bus Stop** – The distance from the mid-point of the corridor to the nearest TriMet bus stop on Route #72 that provides service along 82<sup>nd</sup> Avenue will decrease from 2/3<sup>rd</sup> of a mile under current conditions to about ½ mile with the proposed project.
- **Max Light Rail** – The distance from the mid-point of the corridor to the Max Green Line station at Clackamas Town Center will decrease from about 1 ¾ miles to 1 ½ miles.
- **Grocery Store** – The distance from the mid-point of the corridor to the nearest grocery store will decrease from 7/8ths of a mile 5/8ths of a mile.
- **Bank** – The distance from the mid-point of the corridor to the nearest bank will decrease from ¾ of a mile to 2/3 of a mile.
- **Health Clinic/Emergency Medical** – the distance from the mid-point of the corridor to the nearest health clinic will decrease from 7/8ths of a mile to 5/8ths of a mile.
- **Drug Store/Pharmacy** – the distance from the mid-point of the corridor to the nearest drug store/pharmacy will decrease from 7/8ths of a mile to 5/8ths of a mile.

The availability of a safe, continuous route and the decrease in distance to destinations should make biking and walking a much more attractive transportation option for those living in the Monroe Street Corridor.

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

The proposed project supports the existing and expected development in the project area by providing active transportation facilities that connect to high employment areas, essential services and transit. This improvement will serve vital transportation needs and reduce household cost by reducing vehicle dependence.

The project area is currently developed with a mixture of housing types at moderate/high density – small lot single family units, duplexes and townhouse style apartment units, primarily built during the 1960's. The largest employer in the project area is a large greenhouse complex at the intersection of Monroe Street and 72<sup>nd</sup> Avenue with employment of about 35. The greenhouses have been there since before the surrounding residential development and are at least 60 years old at this point. In addition, there are several vacant properties immediately accessed from the Monroe Street corridor via various side streets. The area occupied by the greenhouses and the vacant properties are all zoned R-10 which designates single family units at 10 units per acre. Clackamas County Planning staff estimates that development of existing vacant properties and redevelopment of the greenhouse site would result in 88 new residential units.

#### **Higher priority criteria**

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#### **5. How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network?**

The Monroe Street corridor is identified as a Principal Active Transportation route in the Clackamas County Active Transportation Plan and in the Metro Regional Transportation Plan it is designated as “Bicycle Parkway,” the plan’s highest bicycle classification. As of today, the Monroe Street Active Transportation route does not exist in either Clackamas County or Milwaukie. The lack of the route is a major gap in the regional active transportation network. In addition, this project will push the multiuse path/active transportation facility through the Monroe Street “gap,”

a major barrier. The “gap” is a section of 200 feet of Monroe Street right-of-way without any improvements at all – either street or pedestrian/bicycle improvements. This “gap” prevents continuous travel down the corridor.

The proposed project improves the Regional Active Transportation Network by creating a vital east-west connection that is currently missing. The corridor connects the I-205 Multiuse Path with the Trolley Trail. It also provides an active transportation link between the MAX Green Line at Clackamas Town Center and the MAX Orange Line in downtown Milwaukie. Further improvements proposed within the City of Milwaukie will advance the section of the active transportation route in the city approximately 2 miles further west to downtown Milwaukie, the Trolley Trail, and the MAX Orange Line. When completed, this corridor will serve as a vital active transportation link in northern Clackamas County.

**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 proposed project will provide a good user experience/increased comfort through the development of a multiuse path and sidewalks in an area without any active transportation facilities, and also through traffic calming improvements such as curb chicanes, raised intersections and crosswalks and a roundabout as traffic calming measures. This portion of Monroe Street, from Linwood Avenue to Fuller Street has a daily traffic volume of about 2,400 vpd and relatively high traffic speeds with an 80 percentile speed of 34 miles per hour, 9 miles per hour over the posted speed. As a result, the corridor can't be safely used by pedestrians, those with mobility devices such as wheelchairs, or less experienced bicyclist such as children, teens or inexperienced adult riders. Only experienced, high skill adult cyclists are comfortable on this section of Monroe Street. The proposed project will provide 12 foot wide multiuse path along the entire Monroe Street segment from Linwood Avenue to Fuller Street, creating a continuous active transportation facility across that length and connecting to Boyer Drive, 85<sup>th</sup> Avenue and Spencer Drive, extending the active transportation facility to the I-205 Multiuse Path. The project also will include traffic calming measures to reduce speeds, such as curb chicanes, raised intersections and crosswalks and a roundabout at the intersection of Monroe Street and 72<sup>nd</sup> Avenue. These improvements will provide a comfortable active transportation route for all users and cross a major barrier by connecting into a major active transportation route, the I-205 Multiuse Path.

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

The proposed Monroe Street Active Transportation project creates a ‘last mile’ connection between employment and transit in the 82<sup>nd</sup> Avenue Corridor and Clackamas Regional Center and the MAX Green Line and populations in a transportation disadvantaged residential area. Those two employment areas are the location of transit stops on TriMet route #72 as well as the MAX Green Line station at the Clackamas Regional Center. As such, the project provides the “last mile” connection between a transportation disadvantage population and transit connections to employment in the east section of the region.

**Priority criteria**

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**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.**

**Public Engagement during Planning:** A great deal of public engagement took place over the past year during the ODOT TGM funded planning study that led to this project proposal. Recognizing the high percentage of minority population and those with Limited English Proficiency, Clackamas County DTD staff invested considerable effort in involving those groups. Outreach materials were developed in three languages – English, Spanish and Russian. Project staff members met with leadership from community organizations to recruit local residents to serve on the

project advisory group and gather input from those groups. Neighborhood residents and business owners were strongly represented as was the elementary school parent-teacher organization. That advisory group met 8 times over the course of the project and provided extremely valuable input on neighborhood conditions and issues that informed and shaped the final project recommendations. In conjunction with the advisory group, DTD staff developed outreach materials in three languages – English, Spanish and Russian, and partnered with the Hispanic parent-teacher organization (as well as the English PTO) from the local elementary school to distribute the materials. Meetings were announced and participation invited using “door-hangers” that were put on the front door of every residential unit within the project area. Meetings were held at the elementary school within easy walking distance of the entire neighborhood. Childcare was provided for those meetings. Spanish and Russian interpreters were provided to facilitate participation in the workshops by those with Limited English Proficiency. ADA accessible county buses were provided for door-to-door rides for those with disabilities to attend the meetings. These efforts resulted in participation by over 75 local residents in each of the public workshops and on-going engagement by members of the citizen’s advisory group.

**Public Engagement during Construction:** When this project moves into project development and construction Clackamas County will build on these successful efforts and continue to engage the community. We will continue to reach out to minority and Limited English Proficiency populations through materials in English, Spanish and Russian as well as interpretation for those languages at public meetings. We will also continue to build on the advisory group, adding new members and maintaining a regular meeting schedule. Clackamas County will continue working with community groups, and with both the English and Spanish language Parent Teacher Organizations from the Whitcomb Elementary School. In addition, the county will continue to provide support services to assist those who want to attend public meetings including child-care and door to door transit service for those with disabilities.

**Demand Management Strategies:** Once the project is complete, demand management will be accomplished through several different strategies. Clackamas County staff will continue to reach out to the same groups identified above (Whitcomb Elementary PTO, community groups and businesses, Latino and Russian groups) to provide information about the improvements to encourage use. A grand opening ceremony will be conducted and informational materials will be distributed door to door in the surrounding neighborhoods. Staff will also reach out through regional bicycle and active transportation groups to let them know about the availability of the new route. The county will work to ensure that the route is added to GPS direction apps that support bike and walk modes such as Google Maps, Strava, Map My Ride and Map My Run, as well as locally published bike maps. Clackamas County will work with Oregon DOT to add a gateway sign at the Spencer Drive access to the I-205 Multiuse Path. In addition, the project will include wayfinding signage for the entire length with a design coordinated with the signage that is currently being installed in the Clackamas Regional Center area.

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

Total additional funding leveraged by this project is \$7,936,647. The North Clackamas Revitalization Area (NCRA) is committing \$3,073,647 as local contribution for this project, over 50.6% of project cost. In addition, NCRA will also commit \$4,863,000 to extend Boyer Drive to connect between 82<sup>nd</sup> Avenue and Fuller Road. This project, which will begin construction in Spring 2017, is the most expensive segment of the corridor and a vital connection across an existing gap in the corridor between 82<sup>nd</sup> Avenue and Fuller Road.

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

The proposed project will allow those in the area to use active transportation modes, options that are not currently available. Due to a lack of active transportation facilities, the residents of the Monroe Street neighborhoods have no choice but to drive for all transportation purposes. These trips inevitably use Thompson

Street to connect to Fuller Road and 82<sup>nd</sup> Avenue, or use Linwood Avenue to connect to King Road or Johnson Creek Blvd to access 82<sup>nd</sup> Avenue. These trips impact 82<sup>nd</sup> Avenue, one of the most congested corridors in Clackamas County as well as surrounding collector and minor arterials streets. The proposed Monroe Street active transportation project will provide facilities and cross major barriers to provide direct bike and walk access to the 82<sup>nd</sup> Avenue corridor. This will reduce traffic congestion on 82<sup>nd</sup> Avenue and traffic impacts in the surrounding residential neighborhoods.

## **Process**

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### **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.**

Clackamas County invested considerable effort in the public engagement process used to development this project. Public engagement in the planning process took place at four levels. Questionnaires were distributed on paper and online to secure direct input from residents of the area. County staff meet with local businesses and community organizations to secure further input and encourage participation by representatives of minority and low income groups. A project advisory committee was formed that met 8 times through the course of planning. This group provided in-depth review and input on the alternatives and the specific improvement proposals. Two public workshops were held at the Whitcomb Elementary School to engage as many neighborhood residents as possible in face-to-face dialogue about the project. Materials were distributed in three languages (English, Spanish and Russian) announcing the workshops. "Door hangers" on every residence in the neighborhood were used to announce the workshops as were flyers distributed by the elementary school. Interpreters were provided at the workshops and door-to-door rides were provided by the county using ADA accessible vehicles. These efforts resulted in a very high level of engagement on the project and strong support for the final proposals.

Further information on public engagement for this project is described under Priority Criteria #8 above, as well as in Appendix A the Environmental Justice Checklist.

### **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.**

This project was planned in close coordination with Oregon Department of Transportation and the City of Milwaukie. The planning of the project in the unincorporated county as well as the portion in Milwaukie were both funded through TGM grants from the Oregon Department of Transportation. Throughout the planning process there was cross representation on the project technical committees so that the city, county and ODOT were represented on both. In addition the technical committee for the county project included representation from the North Clackamas School District, Clackamas Fire District #1, and Clackamas County Water Environment Services. Other participants on the technical committee represented Oregon Walks, Bicycle Transportation Alliance, and the Safe Routes to School National Partnership. The participation by these public and private partners helped shape a very high quality product that will provide great benefit in the north Clackamas County area.