



## Active Transportation & Complete Streets Projects

### **Name of Project** *Complete Cleveland Street: Stark to Burnside*

*(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. *Cleveland Street*
- Beginning facility or milepost. *SE Stark Street*
- Ending facility or milepost. *NE Burnside Road*
- Provide a brief description of the project elements. *This project will bring Cleveland Avenue, a minor arterial in Gresham's center, to urban standards by constructing continuous bike lanes, sidewalks, curbs and gutters between SE Stark Street and NE Burnside Road.*
- City (ies). *City of Gresham*
- County(ies). *Multnomah County*

#### **Base project information**

- **Corresponding RTP project number(s) for the nominated project.**

*RTP Project Number 11096: Cleveland St. Reconstruction from Burnside to Stark within the Gresham Regional Center.*

- **Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).**

*Public Engagement and Non-Discrimination checklist is included as Attachment A.*

- **Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area).**

*This project will complete the second phase of a two phase project by improving a substandard section of Cleveland Avenue between Stark and Burnside to an urban "complete street" standard. The first phase completed the design for phase two and built out a section of the project between Burnside and Powell. This project will finalize the full project vision by filling in a gap in the active transportation network and providing a direct and safer multimodal link between Gresham's Regional Center and the Gresham Vista Business Park. The community served by this project*

*includes higher than average low-income, low-English proficiency, non-white, young and persons with disabilities populations and this project will create for this community safer non-automotive access to schools, parks, transit and regional designations.*

- **Attach a completed Active Transportation Design checklist (Appendix C).**

*Active Transportation Design checklist is included as Attachment B.*

- **Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance).**

*The City of Gresham will monitor bicycle and pedestrian volumes along Cleveland Avenue and pedestrian/bicycle crossing volumes at intersections with local streets to determine anticipated increases in pedestrian and bicycle modes and increased access to local parks and elementary schools. The City will monitor crash events. The City will also work with Highland Elementary School, a Title 1 school, through the City's Safe Routes to Schools Program to encourage walking and biking to school. The City will also coordinate with TriMet to monitor ridership volumes at bus stops on Division and Burnside.*

#### **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**

*Cost Methodology Workbook is included as Attachment C.*

*The project cost estimate was determined utilizing the Cost Methodology workbook. Costs are based on 2016 dollars. The City is ready for obligation of funds and project construction during the 2019-2021 timeframe. Local match funds of 25% will be sourced from City system development charges. Project design is complete. City Council is supportive of this project and advanced it as a priority for the MTIP/Flexible Funds program during its June 7, 2016 Council meeting.*

- **Total project cost**  
\$4,188,181
- **RFFA funding request by project phase:**  
Project Development \$451,491  
Right-of-Way \$376,589  
Construction \$2,313,076
- **Local match or other funds**  
\$1,047,045 City of Gresham Transportation System Development Charges

## Map of project area

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

*A map of the project consistent with the GIS shapefile standards is included as Attachment D.*

## Project sponsor agency

- **Contact information (phone # & email) for:** *Katherine Kelly; 503-618-2110; Katherine.Kelly@GreshamOregon.gov*
- **Application lead staff:** *Katherine Kelly*
- **Project Manager (or assigning manager):** *Jeff Shelley*
- **Project Engineer (or assigning manager):** *Jeff Shelley*
- **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 City of Gresham – Transportation Division has delivered several federal-aid projects in recent years, providing project design, consultant selection, advertisement bid & award, construction surveying, construction inspection, and other construction administration functions. Recently completed projects include:*

- *Hood Ave: This project included construction of curb extensions, stormwater treatment facilities and pedestrian scale lighting in downtown Gresham.*
- *NE 172<sup>nd</sup> Avenue/HB Lee Middle School: This project constructed sidewalk and ADA improvements around HB Lee Middle School as part of the Safe Routes to School program.*
- *190<sup>th</sup> Avenue: This project constructed additional travel lanes, turn lanes and bike lanes, a new traffic signal and storm water pre-treatment facilities on Pleasant View Drive (190<sup>th</sup> Ave) between Highland Drive to Willow Parkway*
- *Wy'East Way Path: This project, constructed a bicycle/pedestrian path parallel to the light rail line between the Ruby Junction Station and Cleveland Station light rail stations.*

*Each of these projects was delivered within their respective budgets.*

*In addition to these projects, the following projects are either upcoming or in various stages of development:*

- *Cleveland Avenue (Powell to Stark) Phase 1: This project including project design from Stark to Powell and complete street construction between Burnside and Powell*
- *East Metro Connections ITS: Update traffic signal hardware and communications; install changeable message sign*
- *Sandy Boulevard Improvement Project: Construction of multimodal, freight access and mobility facilities, NE 181<sup>st</sup> Avenue to East Gresham City Limit*

- *Hogan Road: Operational improvements, signal upgrades, bicycle and pedestrian improvements, NE Burnside to East Powell Boulevard*
- **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.**

*Through the Oregon Department of Transportation, Active Transportation Section, the City of Gresham has received Local Agency Certification in the Advertise, Bid and Award phase of project delivery. Currently, the City is seeking full certification from ODOT in the following additional project delivery areas:*

- *Design*
- *Construction Contract Administration*

*Through this process, the City has developed a detailed set of project delivery guides, QA/QC guidelines, and boilerplate contract documents to ensure effective delivery of federal aid transportation projects. Technically, these documents are intended to guide current staff and educate future staff regarding federal aid project delivery and compliance.*

*In its efforts to become fully certified to own and manage federal projects, the City of Gresham is currently going through a process with ODOT to review City of Gresham's processes and procedures to verify compliance with federal and state laws and rules. Under conditional certification, City of Gresham is operating as a certified agency, but with increased oversight by ODOT to ensure compliance with all agreements and standards. ODOT remains responsible for civils rights program administration, environmental approval, right-of-way certification, utility reimbursement, final project acceptance and other activities involving the use of federal funds.*

*The City has engineering, planning and administrative staff qualified and experienced in delivering federal aid projects including project design, public involvement and contract management. Gresham has a full-service finance department and regularly undergoes both internal and external audits. The City's budget capacity includes all required staff.*

### **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?**

*This project will serve communities with higher than average low-income, low-English proficiency, non-white, young and persons with disabilities populations, as measured by average bus ramp deployment, when compared to the regional population and to the Gresham population citywide. More specifically, per the Regional Equity Atlas and TriMet ridership data, the equity communities this project will serve are:*

	Cleveland Average	Gresham Average	Region Average
Low Income	14.75%	12.96%	8.90%
Low English Proficiency	1.10%	0.80%	0.83%
Non-white	31.10%	27%	15.30%
Elderly	5.76%	6.40%	6.60%
Young	25.40%	23.30%	13%
Persons with Disabilities – Monthly Bus Ramp Deployment Average	250 (excluding the Transit Center)	99	168

*Of the 6 communities identified within the equity criteria, 5 have higher than average numbers when compared to both Gresham and the region. This project will provide enhanced and safer multimodal access and mobility to Highland Elementary, a Title 1 school located just west of Cleveland Avenue.*

*Cleveland Avenue currently acts as a barrier to its surrounding community due to its lack of sidewalks, ADA-compliant curb ramps and bicycle lanes. Within a series of disconnected local streets, it is the area’s only north/south connection between Burnside and Stark. Phase I of this project is completing Cleveland Avenue between Powell and Burnside by building sidewalks, curbs, gutters, bicycle lanes and ADA compliant curb ramps. It also funded design of Phase II which remains a critical network gap because it is a sub-standard roadway lacking a safe and inviting space for pedestrians and bicyclists between Stark and Burnside.*

*This project completes Phase II and addresses barriers to walking, biking, rolling and accessing transit by providing continuous obstruction-free and buffered sidewalks, bike lanes and ADA compliant curb ramps from Stark to Burnside.*

**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?**

*From 2010 to 2014, there were 9 crashes on Cleveland between Burnside and Stark (not including those at the intersections of Cleveland with Burnside and Stark). Cleveland from Burnside to Stark is a substandard street corridor built to a rural standard and lacks sidewalks, bike lanes and curbs. However, it is an important north/south corridor providing access to two regional destinations (the Downtown Regional Center and the Gresham Vista Business Park), transit stops on Stark and Division and access to the Gresham Transit Center. This substandard condition creates a barrier to accessing area homes, regional destinations, parks and schools, particularly Highland Elementary, a Title 1 school.*

*The improvements to Cleveland are of significant importance to the City and its local residents due to the safety concerns this project will address. Currently, pedestrians, bicyclists and automobiles are all occupying the same roadbed. This project will add lighting, sidewalks vertically separated from the road by curbs for pedestrians and bike lanes for bicyclists. It will create a center turn lane and one ten-foot travel lane in each direction for automobile drivers. This definition of space for all*

users reduces conflicts between pedestrian, bicycle and automotive travel modes and is anticipated to increase active travel modes.

*Per the National Complete Streets Coalition, “Pedestrian crashes are more than twice as likely to occur in places without sidewalks; streets with sidewalks on both sides have the fewest crashes.” Furthermore, “A recent review of bicyclist safety studies found that the addition of well-designed bicycle-specific infrastructure tends to reduce injury and crash risk. On-road bicycle lanes reduced these rates by about 50%” (<http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/factsheets/safety>).*

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

*This proposed project will provide a link for all modes between two of Gresham’s priority destinations: Downtown Gresham Regional Center and the Gresham Vista Business Park. The Gresham Downtown vision “includes Downtown that is one of the region’s great urban settings – a lively, diverse and appealing place to live, work, shop and play as the basis for a truly sustainable City.” Consistent with the 2040 Growth Concept, the Downtown Gresham Regional Center serves eastern Multnomah County as a “hub of commerce and local government services.” This hub features the Gresham Transit Center, Multnomah County – East County Health Department, the Center for the Arts Plaza, and public library as well as several shops, restaurants, medical offices and multifamily housing. The Gresham Vista Business Park is located north of Stark Street between Eastman Parkway and Hogan Drive. This employment destination is located in Gresham’s strategic investment zone and enterprise zone. ON Semiconductor and Subaru are currently located at this Business Park and the Port of Portland is actively leasing and selling 10 additional shovel ready general industrial/commercial mixed use/moderate commercially zoned lots covering 180 acres. The East Metro Connections Plan recognizes the Gresham Vista Business Park as the area’s largest shovel-ready employment site and an immediate opportunity to bring jobs and revenue to East Metro communities.*

*To the east and west of Cleveland Avenue between Burnside Road and Stark Street is a well-established mix of residential, commercial and faith based land uses. Red Sunset Park is a 14.2 acre park located ¼ mile east of Cleveland Avenue and Highland Elementary School, a Title 1 School, as well as Aspen Highlands Park are located ¼ mile west of Cleveland Avenue. Cleveland Avenue is an important spine for access and mobility within this core area of Gresham, particularly since Gresham’s local road network between the two north/south arterials of Eastman Parkway and Hogan Drive (spaced one mile apart) is circuitous and disconnected. Cleveland Avenue provides the only mid-way direct and continuous north/south connection between the two important regional destinations anchoring Cleveland Avenue to the north and south. Yet, it acts as a barrier to walking and biking for an area with higher than average environmental justice populations as discussed in Criteria 1 because it lacks sidewalks, bike lanes, curbs and gutters. Walking and biking along and crossing Cleveland Avenue to access destinations to the north, south, east and west leaves bicyclists and pedestrians vulnerable given the road’s current substandard and auto-centric build-*

out and the lack of north-south alternatives in the local street network. This project will bring Cleveland Avenue to an urban standard with continuous bike lanes, sidewalks, curbs, gutters and improved road bed condition. Once operational, this “complete street” will have a dramatic positive impact for its surrounding local community and the regional destinations by providing multi-modal access to Gresham’s Downtown Regional Center, the Gresham Vista Business Park, schools, parks, housing of all types, commercial and medical destinations.

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

This project is Phase II of the City’s effort to bring Cleveland between Stark and Burnside to an urban “complete street” standard. Through Phase I, the City designed the entire project from Stark Street to Powell Boulevard and constructed the portion from Powell Boulevard to Burnside Road. Phase II will complete this project and fully support the Gresham Regional Center which includes Gresham’s Downtown and Civic Neighborhood by completing the multimodal network connection between Gresham Vista Business Park, a well-developed neighborhood with many destinations and the Regional Center. The Gresham Regional Center is an active hub for employment, housing and transit. Per the Metro Community Investment Strategy, State of the Centers: Investing in Our Communities, the Gresham Regional Center “has 4,684 residents, 6,902 employees and 2,098 dwelling units” and contains 692 gross acres.” Furthermore, “Aspirations reflected in adopted plans for development in the downtown portion of the Regional Center include growing from 2,500 jobs to 6,000 jobs and from 1,000 residents to 3,300 residents. In Civic Neighborhood, aspirations reflected in adopted plans call for doubling from 1,000 jobs to 2,000 jobs and increasing residences five-fold from 400 residences to 2,000” (Policy Report Achieving Sustainable, Compact Development in the Portland Metropolitan Area: New Tools and Approaches for Developing Centers and Corridors). The Port of Portland owned Gresham Vista Business Park is a 222-acre site surrounding the existing ON Semiconductor campus, including a newly built Subaru facility along with an additional ten developable lots with a mix of land zoned for commercial, mixed use, residential and industrial. In partnership with the City of Gresham, the Port has created a master plan for this site to attract investment by traded sector companies that sell products and services globally” (Port of Portland Gresham Vista Business Park webpage). The Gresham Vista Business Park is also designated as an Enterprise Zone and as Title 4 Employment Land.

This project will provide a direct multimodal connection between the Gresham Regional Center and Gresham Vista Business Park, two areas with high levels of projected housing and employment.

**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).**

Cleveland Avenue is an important north/south minor arterial street in Gresham’s core. It was built to a rural county standard in the early 1900’s and now acts as a barrier for walking and biking on

*this area's most direct north/south route and for crossing east/west to access the local parks, schools and homes because it lacks sidewalks, bike lanes, curbs and curb ramps, lighting and unprotected crossings.*

*The proposed project fills this gap as recognized by the Metro Active Transportation Plan:*

*Routes with existing facilities and gaps are shown on the Existing Regional Bicycle Network Map at the end of this chapter. However, some existing facilities need to be improved to accommodate higher volumes of bicycle riders or to increase safety and level of comfort to attract more bicycle riders and prevent crashes with autos. (ATP chapter 7)*

*Routes with existing facilities and gaps are shown on the Existing Regional Pedestrian Network Map at the end of this chapter. However, some existing facilities, such as narrow sidewalks, sidewalks without curb ramps, inadequate or missing lighting, or unprotected crossings should be improved to increase safety and level of comfort of pedestrians and prevent crashes with autos. (ATP Chapter 8)*

*This project will complete a link between Stark Street and Burnside Road, two streets on the Regional Bicycle and Pedestrian Network, facilitating mobility of bicyclists and pedestrians to these routes and their eventual destinations. Per the ATP, Stark Street is classified as a Bicycle Parkway and a Pedestrian Parkway. Burnside Road is classified as a Regional Bikeway and a Pedestrian Parkway.*

*The improvements to Cleveland Avenue proposed with this project will create a complete street and connect two routes on the ATP bicycle and pedestrian networks; thereby meeting the vision of the Active Transportation Plan by 1) filling a 4,540 foot gap in the active transportation network, 2) accommodating higher volumes of bicycle riders, 3) increasing the safety and level of comfort to attract more bicycle riders and prevent crashes with autos, and 4) increasing safety and level of comfort of pedestrians and prevents crashes with autos.*

*Furthermore, the Cleveland Avenue project is consistent with local and regional plans. It is identified on Gresham's 2035 Transportation System Plan (TSP) and the Metro Regional Transportation Plan (RTP), which identifies Project #29 as Cleveland Avenue from Stark Street to Division Street: Construct to minor arterial cross section. The RTP identifies Project #11096 as Cleveland Street Reconstruction from Burnside to Stark in support of the Regional Center Employment 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?**

*This proposed complete streets project will add the street elements needed to create a good user experience and increase user comfort and, as a result, encourage active transportation modes. This project eliminates a barrier by completing a nearly one-mile gap in the active transportation network, connecting two important regional destinations at its north and south ends and promotes a healthy community by creating safer and accessible street crossings to access schools and parks.*

More specifically, this project includes five design elements listed in the “Active Transportation Design Guidelines” (checklist is included in this application packet as Attachment B). The design elements featured are:

- Complete the remainder of sidewalks north to Stark Street with 6-foot-wide sidewalks and curbs to both sides of Cleveland Avenue; creating a defined space for pedestrians that is vertically separated from vehicle traffic.
- Create a sidewalk clear zone of at least 6 feet along the entire project length, excepting where utility conflicts occur and the 6-foot clear zone is not possible given existing constraints. In these instances, ADA clearance will be ensured around the utility conflicts.
- Remove obstructions from the primary pedestrian-way by relocating existing utilities and adds missing curb ramps at Division and Burnside and all local street intersections along this section.
- Enhance an existing school crossing with ADA ramps, sidewalks, striping and lighting and potentially an RRFB.
- Fill-in insufficient street lighting. This project includes the addition of street lights along both side(s) of Cleveland Avenue between Stark and Burnside in order to fill in lighting gaps.

The design elements of this project are challenging because Cleveland Avenue was built to a rural standard with a substandard right-of-way in which to build out to Gresham’s adopted minor arterial standard cross-section. The majority of Cleveland’s entire length has been developed, further complicating full minor arterial improvements. The current design accommodates for existing constraints and will make a substantial improvement to the active transportation network for local and regional users and lead to increased use of active transportation modes.

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

This project is Phase II of a project to upgrade Cleveland Avenue to an urban standard with unobstructed sidewalks vertically separated from the street by curbs, as well as bike lanes, gutters and lighting between Powell Boulevard and Stark Street. Phase I included design of the entire project and construction of the project between Burnside Road (including a portion north of Burnside) and Powell Boulevard. Phase II will build the portion between Burnside Road and Stark Street. Upon completion, the project will create a direct “last mile” connection between transit and employment areas. The project’s north and south extents are located in TriMet’s Frequent Transit Service Area and the entire project area is identified by the Metro Atlas of Mobility Corridors as a 5-10 minute walk to a transit stop. The portions of Cleveland Avenue with a 5-minute walk are at the intersections of Stark Street and Burnside Road and Burnside Road south to Powell Boulevard. However, Cleveland lacks the pedestrian facilities to safely provide access for pedestrians to transit and the local street system to the east and west of Cleveland is a looping, discontinuous network.

This project will connect to the Gresham Transit Center which is located within the Gresham Downtown Regional Center and is a hub for light rail and several bus routes. The project also

*connects to bus line 20, which routes on Division and Stark and stops at those streets' intersections with Cleveland. This project will also serve the future Powell-Division high capacity transit project that is currently in the project development phase.*

*The employment areas this project will serve are Gresham's Downtown Regional Center to the south and the Gresham Vista Business Park to the north. The Downtown Regional Center features the Gresham Transit Center, Multnomah County – East County Health Department, the Center for the Arts Plaza, and public library as well as several shops, restaurants, medical offices and multifamily housing. The Gresham Vista Business Park is located north of Stark Street between Eastman Parkway and Hogan Drive. This employment destination is located in Gresham's strategic investment zone and enterprise zone. ON Semiconductor and Subaru are currently located at this Business Park and the Port of Portland is actively leasing and selling 10 additional shovel ready general industrial/commercial mixed use/moderate commercially zoned lots covering 180 acres. The East Metro Connections Plan recognizes the Gresham Vista Business Park as the area's largest shovel-ready employment sites and an immediate opportunity to bring jobs and revenue to East Metro communities. Access to this site is vital to its success.*

#### **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).**

*Throughout the design phase, Gresham staff engaged the public, particularly area residents and businesses to garner feedback on the design and area needs/concerns regarding transportation along the corridor. Engagement has included public meetings, site visits, conversations with business owners and residents and a project webpage. No land use approval processes are required. Some right-of-way acquisition has been complete, though staff has identified additional right-of-way that is still required. The public will continue to be informed of and involved in the project, particularly regarding access concerns through construction.*

*The City of Gresham adheres to the following principles, adopted by City Council, when engaging the public:*

- Value active citizen involvement as essential to the future of our community.*
- Respect and consider all citizen input.*
- Encourage effective outreach efforts that reflect the city's rich diversity.*
- Promote communications and processes that encourage citizen participation and produce results.*
- Involve citizens early in policy development and planning projects.*
- Respond in a timely manner to citizens' input and respect all perspectives and insights.*
- Coordinate City outreach and involvement activities to make the best use of citizens' time and efforts.*

*Gresham is actively engaged in Metro's Regional Travel Options marketing subcommittee and has both proven experience and success in conducting outreach regarding the use of non-auto modes.*

*Gresham will utilize this experience and success to increase public awareness and use of the project post-construction. Monitoring of travel mode change is supported through work with Metro as well as staff-led annual parking volume counts in Downtown Gresham.*

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

*MTIP funded the project "Cleveland St: NE Stark to SE Powell" ODOT Key #: 14393. MTIP Key #: 70086. The project is described in the 2015-2018 Metropolitan Transportation Improvement Program as, "This project will reconstruct and standardize 1.5 miles of Cleveland Avenue through the Gresham Regional Center." With this funding, 100% of the project design is complete. Additionally, right-of-way acquisition and construction between Powell and Burnside is funded. Construction will go out to bid and begin Spring of 2017. The proposed project will leverage the 100% design, survey and identification of right-of-way needs to complete the project build-out. Timing is ideal as the design was recently completed and included a significant amount of public outreach so project area neighbors are aware of and anticipating project completion.*

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

*The Atlas of Mobility Corridors identifies the Fairview/Wood Village/ Troutdale to Damascus mobility corridor (Corridor 24). More specifically, it states:*

*The Fairview/Wood Village/ Troutdale to Damascus mobility corridor encompasses the arterial and collector streets that provide connections to I-84 and US 26, as well as transit service and bicycle routes that support movement in and through the corridor. SE 223rd, SE 238th/242nd/Hogan and SE 257th/Kane provide intra- and interregional travel between Gresham and central Oregon. Although the corridor has a well-connected arterial and collector street grid, the local street network is generally discontinuous with many cul-de-sac and dead-end streets.*

*The East Metro Connections Plan was the first mobility corridor refinement plan to come out of the 2035 Regional Transportation Plan. The intent of EMCP was to study and develop a plan for travel between Highway 26/Powell Boulevard and I-84 in recognition of the importance of this corridor for freight, commercial, commute and recreation travel. It adopted proposed investments that, "emerged through prioritization of over 200 transportation projects evaluated and target enhancements with a focus on: 1. North/south Connections; 2. Downtowns and employment areas; 3. Regional mobility." Cleveland Avenue reconstruction from Powell to Stark is identified as an investment in support of Gresham' Downtown. It will also provide congestion relief as Hogan/242<sup>nd</sup> and Eastman/223<sup>rd</sup> carry increasing traffic volumes. Both Hogan/242<sup>nd</sup> and Eastman/223<sup>rd</sup> experience average daily traffic volumes of over 30,000. These volumes are projected to rise as the 1,272 acre Springwater Plan Area develops and adds a planned 15,330 jobs and 1,609 dwellings and Gresham's downtown build-out is realized. Gresham's TSP also notes increased congestion along Hogan and Eastman and contains intersection and corridor projects along those arterials to relieve congestion. Cleveland Avenue upgrades to an urban minor arterial will alleviate some of*

*that congestion by providing an alternative north/south connection between Powell and Stark and a link between Gresham's Downtown Regional Center and the Gresham Vista Business Park. Furthermore, it will complete gaps in the bicycle and pedestrian networks, creating more travel options to key destinations within this corridor.*

## **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)**

*Lacking a full roadbed, sidewalks, bicycle facilities, curbs, gutters and ADA compliant ramps, the Cleveland Avenue project has been identified as a priority project since Gresham adopted its first Transportation System Plan in 2002; needed for multimodal connectivity, mobility, access and safety within inner Gresham. The 2002 TSP was developed, and then updated in 2014, through a public process that included citizen stakeholder committees, publicly noticed public forums, presentations to Neighborhood Associations and publicly noticed public hearings before the City's Planning Commission and Council. Improving Cleveland Avenue to an urban "complete street" standard was identified as a priority through those efforts. Accordingly, the City of Gresham was awarded MTIP funding to "...reconstruct and standardize 1.5 miles of Cleveland Avenue through the Gresham Regional Center" (ODOT Key #14393 and MTIP Key #70086). The MTIP grant funded 100% project design and public outreach between Stark Street and Powell Boulevard. It also funded right-of-way acquisition and construction between Powell and Burnside as well as construction of the design north of Burnside on the east side of Cleveland. Construction to the project design between Powell and Burnside and along the east side of Cleveland north of Burnside is anticipated for Spring 2017. The proposed project will complete this designed priority project by finalizing right-of-way acquisition and constructing the remainder of the design between Burnside and Stark. Project timing is ideal. Design is complete and the adjacent neighborhoods are informed of and anticipating this project. Furthermore, City Council advanced this project as a priority for the MTIP/Flexible Funds program during its June 7, 2016 Council meeting. That public meeting had public notice and comment opportunities per the requirements of Appendix A. Continued public involvement will meet the requirements of Appendix A.*

- **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.**

*Gresham staff has coordinated with ODOT since originally awarded MTIP funding. ODOT has reviewed, provided comment on and approved the project design. ODOT has been supportive of the design and offered technical feedback that has been incorporated. The ongoing coordination with ODOT and design approval establishes this as a shovel ready project. It is a prime example of a project that, if funded, has the opportunity to be built within the 2019-2021 fund allocation and to provide the multimodal access, mobility and connectivity this important corridor lacks.*

# ATTACHMENT A

## Public Engagement and Non-discrimination checklist

### Public engagement and non-discrimination certification Regional flexible funds 2019 -21

#### Background and purpose

Use of this checklist is intended to ensure project applicants have offered an adequate opportunity for public engagement, including identifying and engaging historically underrepresented populations. Applications for project implementation are expected to have analyzed the distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents.

The completed checklist will aid Metro in its review and evaluation of projects.

#### Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section B), for projects submitted to Metro for consideration for 2019 -21 regional flexible funding.

Project sponsors should keep referenced records on file in case of a dispute. Retained records do not have to be submitted unless requested by Metro.

Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at [daniel.kaempff@oregonmetro.gov](mailto:daniel.kaempff@oregonmetro.gov) or 503-813-559.

#### 1. Checklist

##### Transportation or service plan development

- ✓  At the beginning of the agency's transportation or service plan, a public engagement plan was developed to encourage broad-based, early and continuing for public involvement.

**Retained records:** public engagement plan and/or procedures

**Response:** Gresham staff prepared a public involvement plan at the beginning of its Transportation System Plan (TSP) update in September 2010. The plan was developed in accordance with the City's citizen engagement plan and included a variety of engagement strategies throughout every phase of the TSP update.

- ✓  At the beginning of the agency's transportation or service plan, a jurisdiction-wide demographic analysis was completed to understand the location of communities of color,

limited English proficient and low-income populations, disabled, seniors and youth in order to include them in engagement opportunities.

**Retained records:** summary of or maps illustrating jurisdiction-wide demographic analysis

**Response:** Chapter 2, Section 4 of Gresham's TSP contains the environmental justice analysis done for the TSP update.

- ✓  Public notices included a statement of non-discrimination (Metro can provide a sample).

**Retained records:** public engagement reports including/or dated copies of notices

**Response:** All public notices included a statement of non-discrimination.

- ✓  Throughout the process, timely and accessible forums for public input were provided.

**Retained records:** public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results

**Response:** Each phase of the TSP update included substantial opportunities for public involvement utilizing a variety of involvement strategies.

- ✓  Throughout the process, appropriate interested and affected groups were identified and contact information was maintained in order to share project information, updates were provided for key decision points, and opportunities to engage and comment were provided.

**Retained records:** public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list

**Response:** Staff maintained contact information of interested persons/groups and notified them as key decision points and opportunities to engage/comment arose.

- ✓  Throughout the process, focused efforts were made to engage underrepresented populations such as communities of color, limited English proficient and low-income populations, disabled, seniors and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, which may include translation of key materials, using a telephone language line service to respond to questions or take input in different languages and providing interpretation at meetings or events.

**Retained records:** public engagement reports including/or list of community organizations and/or diverse community members with whom coordination occurred; description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summary of key findings

**Response:** The City was a partner in Multnomah County's "Communities Putting Prevention to Work" grant, awarded by the Center for Disease Control and Prevention, at the same time as the TSP update. This grant provided additional resources and community partners for a more focused effort to engage underrepresented populations.

- ✓  Public comments were considered throughout the process, and comments received on the staff recommendation were compiled, summarized and responded to, as appropriate.

**Retained records:** public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments

**Response:** Staff prioritized responses to public comment throughout the TSP update.

- ✓  Adequate notification was provided regarding final adoption of the plan or program, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included information and instructions for how to testify, if applicable.

**Retained records:** public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list

**Response:** Adequate notification was provided as described.

### **Project development**

This part of the checklist is provided in past tense for applications for project implementation funding. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.

- ✓  At the beginning of project development, a public engagement plan was (is budgeted to be) developed to encourage broad -based, early and continuing opportunity for public involvement.

**Retained records:** public engagement plan and/or procedures

- ✓  At the beginning of project development, a demographic analysis was (is budgeted to be) completed for the area potentially affected by the project to understand the location of RFFA communities of color, limited English proficient and low -income populations, disabled, seniors and youth in order to include them in engagement opportunities.

**Retained records:** summary of or maps illustrating demographic analysis

- ✓  Throughout project development, project initiation and requests for input were (will be) sent at least 15 days in advance of the project start, engagement activity or input opportunity.

**Retained records:** public engagement reports including/or dated copies of notices

- ✓  Throughout project development, public notices included (will include) a statement of non-discrimination.

**Retained records:** public engagement reports including/or dated copies of notices

- ✓  Throughout project development, timely and accessible forums for public input were (will be) provided.

**Retained records:** public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results

- ✓  Throughout project development, appropriate interested and affected groups were (will be) identified and contact information was (will be) maintained in order to share project information, updates were (will be) provided for key decision points, and opportunities to engage and comment were (will be) provided.

**Retained records:** public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list

- ✓  Throughout and with an analysis at the end of project development, consideration was (will be) given to the benefits and burdens of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

**Retained records:** staff reports including/or description of identified populations and information about benefits and burdens of the project for them in relation to other residents;

- There was a finding of inequitable distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income

**Submitted records:** for a finding of inequitable distribution of benefits and burdens, attach analysis, finding and documentation justifying the project and showing there is no less discriminatory alternative.

- ✓  Public comments were (will be) considered throughout project development, and comments received on the staff recommendation were (will be) compiled, summarized and responded to, as appropriate.

**Retained records:** public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments

- ✓  Adequate notification was (will be) provided regarding final adoption of the plan, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included (will include) information and instructions for how to testify, if applicable.

**Retained records:** public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list

## 2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of the public engagement process, including outreach to communities of color, limited English and low-income populations, for this project or transportation or service plan.

*A summary of non-discriminatory engagement is attached.*

## 3. Certification statement

City of Gresham (agency) certifies adherence to engagement and non-discrimination procedures developed to enhance public participation and comply with federal civil rights guidance.

As attested by:

Katherine Kelly  
(signature)

Katherine Kelly, Comprehensive Planning Manager  
(name and title)

8/25/2016  
(date)

## 2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of the public engagement process, including outreach to communities of color, limited English and low-income populations, for this project or transportation or service plan.

*The City adheres to its Title VI program and is committed to assuring no person shall be discriminated against or denied benefits of any program or activity, on the basis of race, color, national origin, limited English proficiency, sex, income, age or disability.*

*All outreach for future projects will be executed in accordance with the City's "Community Engagement Handbook" and its guiding principles:*

- *Value active citizen involvement as essential to the future of our community*
- *Respect and consider all citizen input*
- *Encourage effective outreach efforts that reflect the city's rich diversity*
- *Promote communications and processes that encourage citizen participation and produce results*
- *Involve citizens early in policy development and planning projects*
- *Respond in a timely manner to citizens' input and respect all perspectives and insights*
- *Coordinate City outreach and involvement activities to make the best use of citizens' time and efforts*

*The City of Gresham's 2035 Transportation System Plan was updated through a robust community engagement process. The key elements of the engagement process are listed below. While all outreach events and opportunities were open to everyone, specific outreach to communities of color, limited English and low-income populations was accomplished primarily through coordination with the City's Urban Design and Planning project to implement Healthy Eating Active Living (HEAL) policies. The City was a partner in Multnomah County's "Communities Putting Prevention to Work" grant, awarded by the Center for Disease Control and Prevention, at the same time as the TSP update and HEAL project. This grant provided additional resources and community partners for a more focused effort to engage underrepresented populations. Open houses were held in the Rockwood neighborhood and included translation services.*

- *City Council: 10/14/2010, 6/14/2011, 9/13/2011, 10/4/2011, 09/03/2012, 6/11/2013*
- *Planning Commission: 3/14/2011, 7/11/2011, 8/13/2012, 6/10/2013, 10/28/2013*
- *Transportation Subcommittee: 10/2010 – Current (Monthly)*
- *Neighborhood Coalition: 7/12/2011, 11/9/2011, 3/13/2012, 6/11/2013*
- *Neighborhood Associations:*
  - *Wilkes East NA: 10/24/2011*
  - *Rockwood NA: 11/21/2011*
  - *North Central NA: 9/1/2011, 3/1/2012, 4/5/2012*

- Centennial NA: 11/1/2011
- Northwest NA: 11/29/2010, 2/6/2011
- Gresham Downtown Development Assn.: 10/24/2011
- Historic Gresham Downtown Business Assn.: 11/1/2011
- Powell Valley NA: 10/7/2010, 10/13/2011
- ASERT NA: Roberts Ave. Community Mtg.: 7/18/2011
- Mt. Hood NA: 10/20/2011
- Kelly Creek NA: 10/26/2011, 1/25/2012
- Southwest NA: 1/19/2012, Info Fair: 7/21/2011
- Gresham Butte NA: 3/12/2012, 4/9/2012
- Southeast Gresham NA Information Fair: 5/25/2011, 6/6/2012, 5/22/2013
- Open House with City's Urban Design and Planning project Healthy Eating, Active Living: 4/6/2011, 6/28/2011, 10/3/2011
- TSP Community Forums: 7/26/2011, 7/11/2013
- Persimmon Homeowners Association: 3/14/2011
- Active Transportation Stakeholder Team: 3/31/2011, 5/19/2011, 8/2/2011, 12/5/2011
- Multnomah County Bicycle and Pedestrian Committee: 3/9/2011
- Freight Stakeholders: Oregon Truck Driving Championship: 6/18/2011
- Freight Expert Panel: 8/1/2011
- School Expert Panel: 8/9/2011
- Gresham Transportation Fair: 9/24/2011
- Online Transportation Survey: 7/21/2011 – 9/2012
- TSP Webpage & Neighborhood Connections Announcements: 9/2010 through Adoption

## ATTACHMENT B – ACTIVE TRANSPORTATION DESIGN GUIDELINES CHECKLIST

The following checklist items are street design elements that are appropriate and desirable in regional mobility corridors. Trail projects should use the *Off-Street and Trail Facilities* checklist (item D) at the end of this list. All other projects should use items A – C.

Use of federal transportation funds on separated pathways are intended for projects that primarily serve a transportation function. Pathways for recreation are not eligible for federal transportation funding through the regional flexible fund process. Federal funds are available from other sources for recreational trails. To allow for comfortable mixing of persons on foot, bicycle and mobility devices at volumes expected to be a priority for funding in the metropolitan region, a 12-foot hard surface with shoulders is a base design width acceptable to FHWA Oregon. Exceptions to this width for limited segments is acceptable to respond to surrounding context, with widths less than 10-feet subject to a design exception process. Wider surfaces are desirable in high volume locations.

**A. Pedestrian Project design elements – check all that apply**  
***Design elements emphasize separating pedestrians from auto traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and make it easier and more comfortable for people walking to access destinations.***

For every element checked describe existing conditions and proposed features:

- #1 -  Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
  - Add sidewalk width and/or buffer for a total width of 17 feet (recommended), 10 feet minimum; buffer may be provided by parking on streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000)
  - Add sidewalk width and/or buffer for a total width of 10 feet (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 30 mph or less); Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip
- #2 -  Sidewalk clear zone of 6 feet or more
- #3 -  Remove obstructions from the primary pedestrian-way or add missing curb ramps
- #4 -  Add pedestrian crossing at appropriate location
  - Re-open closed crosswalks
  - Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
  - Reduced pedestrian crossing distance
  - Narrowed travel lanes
  - Reduced corner radii (e.g. truck apron)
  - Curb extensions
  - Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- #5 -  Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
  - Add countdown heads at signals
  - Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
  - Access management: minimize number and spacing of driveways
  - Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
  - Wayfinding
  - Benches

- Transit stop amenities or bus stop pads
- Add crosswalk at transit stop
- Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street

**B. Bicycle Projects design elements**

***Design elements emphasize separating bicycle and auto traffic, increasing visibility of bicyclists, making it easier and more comfortable for people traveling by bicycle to access routes and destinations.***

For every element checked describe existing conditions and proposed features:

- On streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000): Buffered bicycle lane, 6 foot bike lane, 3 foot buffer; Protected bikeway with physical separation (e.g. planters, parking); Raised bikeway
- Separated multi-use trail parallel to roadway
- Bike priority treatments at intersections and crossings (i.e. advance stop lines, bike boxes, signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals)
- Medians and crossing treatments
- Wayfinding, street markings
- Lighting at intersections
- Bicycle boulevard treatment where ADT is less than 3,000 per day: Buffered bicycle lane, 6 foot bike lane, 3 foot buffer

**C. Other Complete Street Features**

For every element checked describe existing conditions and proposed features:

- Turning radius improvements (freight route only)
- Gateway feature
- Street trees
- ITS elements (i.e. signal timing and speed detection)

**D. Off-Street and Trail Facilities**

For every element checked describe existing conditions and proposed features:

- Minimum 12' trail width (plus 2' graded area each side)
- Always maintains minimum 5' separation when adjacent to street **or** never adjacent to street
- All on-street segments include improvements beyond bike lanes (item C, above) **or** no on-street segments
- All street crossings include an appropriate high-visibility crosswalk treatment
- All 4-lane street crossings include appropriate refuge island **or** no 4-lane street crossings
- Frequent access points (generally every ¼-mile)
- All crosswalks and underpasses include lighting
- Trail lighting throughout
- Trailhead improvements
- Rest areas with benches and wheelchair spaces
- Wayfinding or interpretive signage
- Signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians)
- Trail priority at all local street/driveway crossings

Active transportation design checklist for Cleveland

The following Active Transportation Design Checklist is for the Cleveland Avenue project to complete Cleveland Avenue between Stark and Burnside.

The numbers below correspond with the numbers added to the Active Transportation Design Guidelines form.

1. *Cleveland Avenue does not currently have continuous sidewalks between Burnside and Stark. Phase I of this project will construct a portion of the sidewalks north of Burnside. This project will complete the remainder of sidewalks north to Stark Street with 6 foot wide sidewalks and curbs to both sides of Cleveland Avenue; creating a defined space for pedestrians that is vertically separated from vehicle traffic.*
2. *This project creates a sidewalk clear zone of at least 6 feet along the entire project length, excepting where utility conflicts occur and the 6 foot clear zone is not possible given existing constraints. In these instances, ADA clearance will be ensured around the utility conflicts.*
3. *This project removes obstructions from the primary pedestrian-way by relocating existing utilities and adds missing curb ramps at Division and Burnside and all local street intersections along this section.*
4. *This project will enhance an existing school crossing with ADA ramps, sidewalks, striping and lighting and potentially an RRFB.*
5. *This corridor currently has street lighting but it is insufficient. This project includes the addition of street lights along both side(s) of Cleveland Avenue between Stark and Burnside in order to fill in lighting gaps.*

Document1

Last Saved: August 26, 2016

# ATTACHMENT C: COST METHODOLOGY WORKBOOK

**Instructions for Using This Workbook**

Password for locking/unlocking this sheet is 'metro'. All other sheets have no password.

Purpose:

This workbook provides a methodology for planning-level cost estimating for transportation infrastructure projects. Alternative methodology of similar or better detail is acceptable.

Where agencies propose cost methodology significantly different from this methodology, documentation should be provided.

This includes unit costs which vary significantly from that specified here. Consistency of such costs between projects is desirable in that it allows for equitable comparison of projects.

Instructions:

This workbook or a comparable cost estimate must be completed for each project submitted.

Complete the project information below and in Sheets 1 through 5. Worksheets are accessed by tabs at the bottom of the window. Sheet 6 summarizes total estimated cost of the project.

Input cells are shaded light blue, and should be filled in by the user (where applicable). Other cells are locked and should not be changed.

<sample> ← Appearance of input cells used throughout this workbook.

Locked cells can be unlocked by selecting Review > Unprotect Sheet. This is not recommended in most cases. Password is 'metro'.

Questions about completing the workbook should be directed to Anthony Buczek, Transportation Engineer with Metro.

Feedback and comments about this workbook are encouraged, and will help to improve it for future updates.

phone: 503-797-1674

e-mail: [anthony.buczek@oregonmetro.gov](mailto:anthony.buczek@oregonmetro.gov)

These cells are shaded light blue, which means they should be filled in.

Project Information:

Funding year:	PE	2019
	ROW	2020
	Const	2021
Project name:	NE Cleveland (Powell - Stark)	
Corridor and endpoints:	NE Cleveland Avenue between Powell Blvd and Stark St	
Project description:	The project includes construction of bike lanes, sidewalks and drainage infrastrucutre to build the existing roadway to current standards.	
Local plan project #:	29	
RTP project #:	11096	
Submitting agency:	City of Gresham	
Agency contact:	Kate Dreyfus	
Contact phone:	(503) 618-2294	
Contact e-mail:	<a href="mailto:Kate.Dreyfus@greshamoregon.gov">Kate.Dreyfus@greshamoregon.gov</a>	

Proceed to Sheet 1 when the above is completed.

Unit costs year:

2007

Escalation rate	Used in Calculations	Default	Override
2007 - 2008	100.38%	100.38%	
2008 - 2009	84.72%	84.72%	
2009 - 2010	96.78%	96.78%	
2010 - 2011	101.04%	101.04%	
2011 - 2012	105.05%	105.05%	
2012 - 2013	97.86%	97.86%	
2013 - 2014	100.79%	100.79%	
2014 - 2015	100.71%	100.71%	
2015 - 2016	104.00%	104.00%	
2016 - 2017	104.00%	104.00%	
2017 - 2018	104.00%	104.00%	
2018 - 2019	104.00%	104.00%	
2019 - 2020	104.00%	104.00%	
2020 - 2021	104.00%	104.00%	

Do not override these unless better escalation factors are identified.  
 2007 - 2015 based on FHWA NHCCI  
 2016 - 2021 based on ODOT inflation assumptions

Escalation Lookup Table

v From \ To >	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
2007	100.00%	100.38%	85.04%	82.30%	83.16%	87.36%	85.49%	86.16%	86.78%	90.25%	93.86%	97.61%	#####	#####	#####
2008	---	100.00%	84.72%	81.99%	82.84%	87.03%	85.17%	85.84%	86.45%	89.91%	93.50%	97.24%	#####	#####	#####
2009	---	---	100.00%	96.78%	97.79%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
2010	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
2011	---	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
2012	---	---	---	---	---	#####	97.86%	98.63%	99.33%	#####	#####	#####	#####	#####	#####
2013	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####	#####
2014	---	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####
2015	---	---	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####	#####
2016	---	---	---	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####
2017	---	---	---	---	---	---	---	---	---	---	#####	#####	#####	#####	#####
2018	---	---	---	---	---	---	---	---	---	---	---	#####	#####	#####	#####
2019	---	---	---	---	---	---	---	---	---	---	---	---	#####	#####	#####
2020	---	---	---	---	---	---	---	---	---	---	---	---	---	#####	#####
2021	---	---	---	---	---	---	---	---	---	---	---	---	---	---	#####

Workbook revision date: June 27, 2016 (metro)

<p><b>1. Construction</b></p> <p>Sections A through E must be completed. Complete Sections F and/or G if applicable.</p> <p>Projects will not include all elements below, but most will include elements from multiple sections.</p> <p>Enter quantities only for elements actually included in your project.</p>	<p>NE Cleveland (Powell - Stark) NE Cleveland Avenue between Powell Blvd and Stark St City of Gresham</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------

1.A - Road Construction, Reconstruction, or Resurfacing

Item	Unit	Quantity	Unit cost	Total	Description
Road - new/reconstruct (incl. curb, sidewalk, drainage)	SF	0.0	\$15	\$0	Specify SF of pavement, not including sidewalks and curbs (these are assumed in unit cost).
Road - resurface	SF	0.0	\$4	\$0	
◦ Specify length and typical width of project					For documentation of assumptions used.
<b>Section 1.A Subtotal</b>				<b>\$0</b>	

1.B - Addition of Roadway Elements to Existing Roadway

Item	Unit	Quantity	Unit cost	Total	Description
Minor widening, no curbs	SF	55,000.0	\$15	\$825,000	Used for bike lanes, other minor widening. Does not include curbs, sidewalks, or drainage.
Remove pavement	SF	0.0	\$0.75	\$0	
Curb only	LF	5,500.0	\$16	\$88,000	For new curb installation. Does not include drainage.
Remove curb	LF	0.0	\$6	\$0	
Median in existing lane no drainage	LF	0.0	\$86.50	\$0	Includes pavement removal, curbs, landscaping for a 12' median in 14' lane. No drainage included.
Landscaping only - medians and bulbouts	SF	0.0	\$4	\$0	Install 18" topsoil plus plants
Drainage system - both sides	LF	1,900.0	\$115	\$218,500	For new installations. Length is overall project length where drainage is added.
Bridge - new or replace	SF	0.0	\$250	\$0	
◦ Specify length and width of bridge					For documentation of assumptions used.
Street trees with tree grates	LF	0.0	\$40	\$0	Per side.
Irrigation system		Provide estimate →			For irrigation of medians and bulbouts. Specific estimate required if used (describe in Section 1.G).
Signing/markings	LF	5,500.0	\$2	\$11,000	Use when new pavement markings are to be installed (per line).
Clearing	SF	0.0	\$0.06	\$0	Used for new alignments.
Grading	CY	0.0	\$17.50	\$0	Provide an estimate of grading and describe assumptions in Section 1.G.
Retaining walls (by wall area)	SF	0.0	\$55	\$0	Use SF of walls if known. If not, estimate length of walls and describe assumptions in Section 1.G.
Retaining walls (by length)	LF	0.0	\$250	\$0	
<b>Section 1.B Subtotal</b>				<b>\$1,142,500</b>	

1.C - Addition of Pedestrian Elements to Existing Roadway

Item	Unit	Quantity	Unit cost	Total	Description
Sidewalk, no curb	SF	34,000.0	\$10	\$340,000	Includes curb ramps.
Remove sidewalk	SF	0.0	\$1.25	\$0	
Shared-use path	SF	0.0	\$5	\$0	Includes curb ramps.
Street furniture - bench	EA	0	\$2,275	\$0	
Street furniture - bike rack	EA	0	\$330	\$0	
Street furniture - trash can	EA	0	\$1,350	\$0	
<b>Section 1.C Subtotal</b>				<b>\$340,000</b>	

1.D - Utilities

Item	Provide estimate	Total	Description
Utility burial	→	\$0	If utility burial is included, provide a detailed cost from the appropriate utility.
Utility relocation	→	\$0	Describe what utilities will or may be relocated. Provide cost estimate and describe assumptions.
Description: n/a			
Railroad impacts			
Summary:		Summarize impacts Describe potential impacts to railroads in project area.	
n/a			
<b>Section 1.D Subtotal</b>		<b>\$0</b>	

1.E - Traffic Signals and Lighting

Item	Unit	Quantity	Unit cost	Total	Description
Traffic signals (4-lanes or more)	EA	0	\$150,000	\$0	Use where at least one roadway is 4 lanes or more.
Traffic signals (less than 4-lanes)	EA	1	\$105,000	\$105,000	Use where both roadways are 3 lanes or less.
Street lighting - per side	LF	0.0	\$80	\$0	Install street lighting at 100' spacing per side.
<b>Section 1.E Subtotal</b>				<b>\$105,000</b>	

1.F - Associated Costs

Item	Basis	Total	Description
Mobilization, staging, traffic control	15%	\$238,125	
Erosion control - enter value to override fixed 1.5%	1.5%	\$23,813	Use 1.5% of construction costs, or provide a cost estimate and describe assumptions.
No Description Required: n/a			
<b>Section 1.F Subtotal</b>		<b>\$261,938</b>	

1.G - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

Other Expected Costs	Provide estimate →	\$0
<b>Section 1.G Subtotal</b>		<b>\$0</b>

SUMMARY

**Total of sections A through G** **\$1,849,438** Section 1 Total

**2. Environmental Impact and Mitigation** NE Cleveland (Powell - Stark)  
 Sections A and B must be completed. Complete Section C if applicable. Contact Metro if information for 2.B is needed. NE Cleveland Avenue between Powell Blvd and Stark St  
City of Gresham

2.A - Status and Information

Please place an 'X' in the appropriate box.

EA not completed; an EIS IS expected.	<input type="checkbox"/>
EA not completed; an EIS is NOT expected.	<input checked="" type="checkbox"/>
EA not completed; unknown whether EIS is expected.	<input type="checkbox"/>
EA has been completed; an EIS IS required.	<input type="checkbox"/>
EA has been completed; an EIS is NOT required.	<input type="checkbox"/>
Both an EA and an EIS have been completed.	<input type="checkbox"/>

Describe expected environmental impacts, assumptions, and unknowns.

Description: Expected environmental impacts include excavation and removal of contaminated soil from existgin roadside drainage ditches.  
No additional environmental impacts are anticipated.

2.B - Environmental Impacts and Mitigation

Item	Unit	Quantity	Unit cost	Total	Description
Estimate acreage of impact/mitigation	ACRE	0.00	\$150,000	\$0	
<b>Section 2.B Subtotal</b>				<b>\$0</b>	

2.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

Other Expected Costs Provide estimate → \$0

**Section 2.C Subtotal** **\$0**

SUMMARY

**Total estimate for environmental mitigation** **\$0** Section 2 Total

**3. Right-of-Way Cost Estimation** NE Cleveland (Powell - Stark)  
 Use either Method 'A' or Method 'B'. Method 'A' is preferred. Complete Section C if applicable. NE Cleveland Avenue between Powell Blvd and Stark St  
City of Gresham

Where the exact SF of ROW is unknown, an estimate must be made. At the most simplistic level, this estimate can be made by calculating the difference between the proposed cross-section width and the existing ROW width, multiplied by the project length. Where ROW width cannot be determined, it should be assumed to be the width of the existing roadway including sidewalks.

3.A - Method 'A' (moderate confidence)

Item	Unit	Quantity	Unit cost	Total	Description
Estimate area (SF) of ROW taking	SF	0.0			
Describe assumptions used in calculating area: Assumed that 5' of roadway frontage will be required along at least half the project corridor. 5' x 2900' = 14500 sf					
Estimate unit cost (per SF) of taking	\$	\$0.00			
Describe assumptions used in calculating unit cost(s): \$7 per SF based on recent acquisition in the project vicinity.					
Estimated total cost of taking				\$0	Estimated area multiplied by estimated unit cost.
Number of affected parcels:	EA	0	\$10,000	\$0	Reflects administrative costs of property acquisition.
<b>Section 3.A Subtotal</b>				<b>\$0</b>	

3.B - Method 'B' (low confidence)

Item	Unit	Quantity	Unit cost	Total	Description
Estimate square-feet of high-value ROW taking	SF		\$30	\$0	Use in urban areas and moderate to high-priced neighborhoods.
Estimate square-feet of developed ROW taking	SF		\$20	\$0	Use in other established neighborhoods.
Estimate square-feet of undeveloped ROW taking	SF	7000.0	\$15	\$105,000	Use in undeveloped areas.
Describe assumptions used in calculating area:					
Estimated total cost of taking				\$105,000	Estimated area multiplied by estimated unit cost.
Number of affected parcels:	EA	16	\$10,000	\$160,000	Reflects administrative costs of property acquisition.
<b>Section 3.B Subtotal</b>				<b>\$265,000</b>	

3.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

SUMMARY

<b>Method 'A' Right-of-Way estimate (moderate confidence)</b>	<b>\$0</b>	<b>Section 3 Total (moderate confidence)</b>
<b>Method 'B' Right-of-Way estimate (low confidence)</b>	<b>\$265,000</b>	<b>Section 3 Total (low confidence)</b>

**4. Design and Administration Costs** NE Cleveland (Powell - Stark)  
NE Cleveland Avenue between Powell Blvd and Stark St  
City of Gresham  
Complete input cells in Sections A and B if applicable. Default markup values can be overridden.

4.A - Design

Construction Costs (from Section 1):

\$1,849,438
\$0

Environmental Impact Costs (from Section 2):

Item	Base Cost	Markup	Total	Description
Surveying, design, coordination	\$1,849,438	20%	\$369,888	(Default 30%) Typically included in the professional engineering contract
Construction Engineering	\$1,849,438	20%	\$369,888	(Default 20%) Engineering services during construction
Other Expected Costs	Provide estimate <span style="border-bottom: 1px solid black; display: inline-block; width: 100px;"></span> →			

Description of other expected costs:

**Section 4.A Subtotal** **\$739,775**

4.B - Administration

Project Administration will be applied throughout project.

Administration	\$1,849,438	14%	\$258,921	(Default 35%) Project overhead
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**Section 4.B Subtotal** **\$258,921**

4.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

Surveying, design, coordination item was reduced from 30% to 20% to account for the fact that surveying and design for this phase of the project are mostly complete as part of a previous grant. Final design, environmental clearance and ROW clearance are all still remaining to be completed.

SUMMARY

**Total of all above items** **\$998,696** Section 4 Total

**5. Contingency and Risk** NE Cleveland (Powell - Stark)  
NE Cleveland Avenue between Powell Blvd and Stark St  
City of Gresham

Complete input cells in Section A if applicable. Default markups can be overridden. Section B must be completed.

5.A - Contingency

Item	Section Total	Markup	Contingency \$	Description
Section 1 - Construction	\$1,849,438	20%	\$369,888	(Default 20%)
Section 2 - Environmental	\$0	20%	\$0	(Default 20%)
Section 3.A - Right-of-Way (moderate confidence)	\$0	40%	\$0	(Default 40%)
Section 3.B - Right-of-Way (low confidence)	\$265,000	50%	\$132,500	(Default 50%)
Section 4.A - Design	\$739,775	20%	\$147,955	(Default 20%)
Section 4.B - Administration	\$258,921	No contingency on Administration		
Other Expected Costs	Provide estimate	→		
Description of other expected costs:				
<b>Section 5.A Subtotal</b>	<b>\$650,343</b>			

5.B - Risk

Describe project components, impacts, or unknowns that are uncertain in scope at this point. Items might include:

- environmental issues
- nearby historic or cultural resources
- railroad or utility work
- bridge work
- agency approvals
- existing deficient infrastructure
- complex or untested components
- other unique elements

Description of these items is not intended to affect project selection, but rather to identify and document key issues that need refinement.

**6. Project Summary Sheet**

NE Cleveland (Powell - Stark)

NE Cleveland Avenue between Powell Blvd and Stark St

The project includes construction of bike lanes, sidewalks and drainage infrastrucutre to build the existing roadway to current standards.

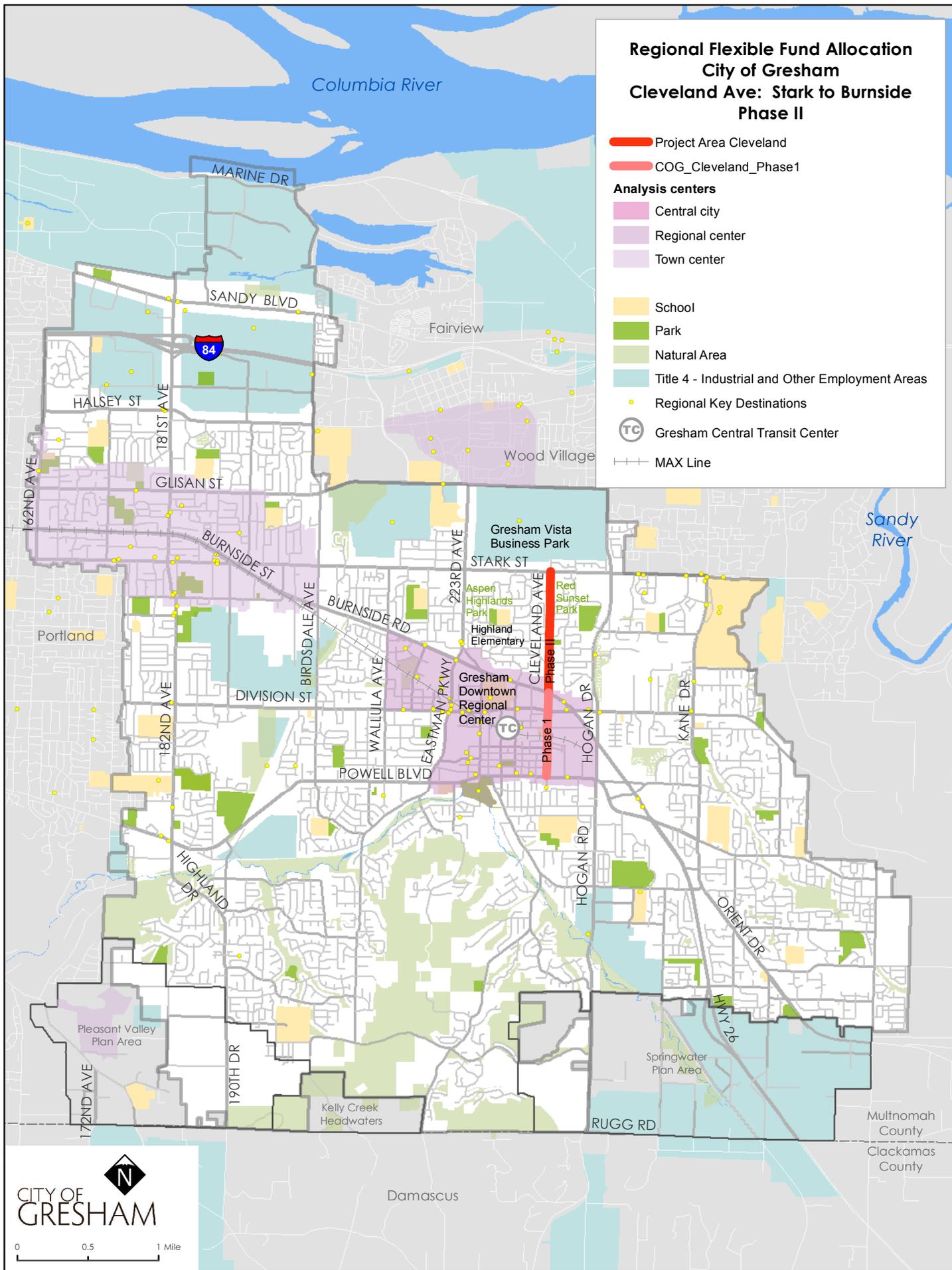
City of Gresham

**6.A - Cost Summary in 2007\$**

	Item Total	Phase Total
<u>Preliminary Engineering (PE)</u>		\$495,649
Surveying, design, coordination	\$369,888	
Contingency at 20%	\$73,978	
Administration at 14%	\$51,784	
<u>Right-of-Way (ROW)</u>		\$397,500
Right-of-Way (moderate confidence)	\$0	
Contingency at 40%	\$0	
Right-of-Way (low confidence)	\$265,000	
Contingency at 50%	\$132,500	
<u>Construction (Const)</u>		\$2,973,896
Construction (Section 1)	\$1,849,438	
Contingency at 20%	\$369,888	
Environmental (Section 2)	\$0	
Contingency at 20%	\$0	
Construction Engineering	\$369,888	
Contingency at 20%	\$73,978	
Administration at 14%	\$310,706	
		<b>Total</b>
		\$3,867,045

**6.B - Funding Summary by Year of Expenditure**

Phase		2007 Dollars	YOE Year	Escalation	YOE Cost
Preliminary Engineering	PE	\$ 495,649	2019	1.52%	\$ 503,166
Right-of-Way	ROW	\$ 397,500	2020	5.58%	\$ 419,669
Construction	Const	\$ 2,973,896	2021	9.80%	\$ 3,265,346
	<b>Total</b>	<b>\$ 3,867,045</b>			<b>\$ 4,188,181</b>



August 22, 2016

Metro  
600 NE Grand Avenue  
Portland, OR 97232

Re: 2019-2021 Regional Flexible Funds Allocation – NE Cleveland Avenue, Burnside to Stark

Dear Selection Committee,

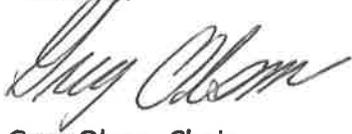
The City of Gresham's Transportation Subcommittee wholeheartedly supports the City's application to fund Phase II of the Cleveland Avenue project: constructing the "complete street" design between Burnside Road and Stark Street.

Cleveland Avenue is currently a two-lane rural road but it is an important connector within Gresham's center. This project will result in a continuous, more inviting and safer collector street between Gresham's Downtown Regional Center and the Gresham Vista Business Park, a regionally important employment area. It will provide area residents with more options to travel as a pedestrian or bicyclist and will greatly enhance access to transit. This project will serve a young and diverse population and enhance multimodal access to area schools and parks.

Timing for this project is ideal since the project design is complete and the portion between Burnside and Powell Boulevard will soon be built.

The Transportation Subcommittee strongly urges the selection committee's support in funding this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Olson". The signature is fluid and cursive, written over a light blue horizontal line.

Greg Olson, Chair  
Gresham Transportation Subcommittee