



## Active Transportation & Complete Streets Projects

**Name of Project** Completing the Sandy Boulevard Active Transportation Gap: Sandy Boulevard Improvements from Fairview Parkway to NE 223<sup>rd</sup> Avenue

*(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. 0.8 mile of NE Sandy Boulevard
- Beginning facility or milepost. Fairview Parkway
- Ending facility or milepost. NE 223<sup>rd</sup> Avenue
- Provide a brief description of the project elements. The project will fill gaps in the bicycle and pedestrian network including constructing sidewalks with bioswale buffers, bicycle lanes, street lighting, bus stop enhancements, and crosswalks to better connect underserved and underrepresented residents to regional and town centers as well as enhancing the area for local commercial and industrial businesses. The project will also include the construction of a center turning lane and bus pull outs to reduce congestion, remove conflicts, and increase safety on this regional freight route. The project will reduce multi-modal conflicts by providing bicyclists and pedestrians with separated, full-standard facilities from the travelling motor-vehicle and freight traffic.
- City (ies). Fairview
- County(ies). Multnomah

### Base project information

- Corresponding RTP project number(s) for the nominated project. A portion of Project # 10399
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A). See attached
- 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). The primary purpose of this project is to close an important east-west gap in the regional active transportation network in order to increase safe, non-auto trips, especially for underserved populations in Fairview and surrounding East County communities. The project has a dual purpose of improving the reliability of Sandy Boulevard as a regional freight route by reducing congestion and conflicts, thereby attracting more business to this major employment center.

- Attach a completed Active Transportation Design checklist (Appendix C). See attached
- Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). Measurement of project effectiveness will occur through such methods as:
  - conducting before and after bicycle and pedestrian counts to measure use of the facilities;
  - tracking traffic incidents for the project area to measure changes in safety; and
  - interactive public outreach or surveys to identify issues and evaluate perceived relief resulting from the project (i.e. safety improvements, user experience, and access improvements).
 Partnerships with area housing development managers, local businesses, City of Fairview, and other partners will be utilized to maximize outreach efforts for the project.

### Project Cost and Funding Request Summary

- Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology. Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support. The attached cost estimate uses the County’s detailed methodology as an alternative to the Appendix E Cost Methodology workbook. This project is currently at a high level of readiness and will be able to have funds obligated in the 2019-2021 timeframe. The entire project area has been surveyed and plans are at the 20% design phase. This has been the primary basis of our cost estimate process. We also organized a site visit with County engineering, planning, and survey staff to identify and ground truth issues that could impact the cost estimate. In addition, the County has current experience with improvement projects on this corridor. The project we are conducting on Sandy Boulevard between 230<sup>th</sup> and 238<sup>th</sup> has been a guide in determining cost estimates as well as political and community support. During the application development, we also had conversations with our partners, such as Metro, Fairview, and TriMet, on what other elements to consider in the design and cost estimate for this proposal and these are reflected in the added elements of enhanced crossings and bus stops. This project is currently included as a priority project in the County’s Capital Improvements Plan and Program (CIPP). Match will be included in the County’s CIPP and departmental budgets for FY 19-21. This project is a continuation of improvements to Sandy Boulevard being conducted throughout this regional corridor and the projects have been met with broad political and community support. It is listed as a project in the Regional Transportation Plan, the CIPP, and the City of Fairview has included reconstruction of Sandy Boulevard as a high priority in their current draft Transportation System Plan. This grant proposal is being presented to the Board of County Commissioners as well as to the East Multnomah County Transportation Committee to gain their approval and support.
- Total project cost (Include and describe any cost elements beyond those funded by the request + match): \$5,928,486. The total cost does not reflect survey and 20% design work already conducted estimated at \$75,000.

- RFFA funding request by project phase:  
(e.g. Project Development, P.E., Environmental, ROW acquisition, Construction)  
Preliminary Engineering: \$701,999  
Public Engagement and Post Evaluation: \$13,460  
Construction Engineering: \$421,200  
ROW Acquisition: \$672,975  
Construction Bid Items: \$3,509,997
- Local match or other funds (minimum match = 10.27% of funds requested + match): \$608,856

### Map of project area

- Provide a map of the project consistent with GIS shapefile standards found in Appendix B Two maps and shapefile attached.

### Project sponsor agency

- Contact information (phone # & email) for:
- Application lead staff Joanna Valencia, joanna.valencia@multco.us, 503-988-0219
- Project Manager (or assigning manager) Joanna Valencia
- Project Engineer (or assigning manager) Riad Alharithi, riad.alharithi@multco.us, 503-988-0181
- 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. Multnomah County has been the recipient of and has led delivery of a number of federal aid transportation projects. Recent projects include ARRA funded improvement on Halsey and the TIGER funding received for the Sellwood Bridge Project. The County is currently delivering three large federal aid projects in 2017: Arata Road, Sandy Boulevard between 230<sup>th</sup> and 238<sup>th</sup>, and Beaver Creek. These projects were delayed due to staff turnover; however, County engineers and technical staff have brought the projects back on track.
- 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. Engineering, transportation planning, finance, and administrative staff time will be available to support delivery of the project. Match requirements are and will be programmed in the budget. All staff is familiar with local project delivery and has been involved in numerous projects from application funding, development of the Intergovernmental Agreement, and design and construction processes. Multnomah County is in the process of pursuing ODOT certification to deliver federal aid projects. This process insures that the agency has the management, staff, procedures, accounting, and quality control elements in place to deliver projects.

### 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 is located in the City of Fairview, but will also serve residents of Gresham, Wood Village, Troutdale and Portland who are traveling the Sandy Boulevard Corridor, a key regional east-west corridor. The east county cities

are listed as economically distressed in 2016 by Business Oregon. Metro's Equity Analysis shows the south side of Sandy Boulevard in the project area as above average on their composite score as well as on the non-white map. It shows the area as significantly above average for the concentration of young persons (Metro 2016-28 RFFA Equity Analysis – Demographics). Fairview Elementary and Reynolds Middle School that serve the project area are designated as Title 1 schools and scored 14 and 15, respectively, out of a highest possible score of 15 in the region for equity based needs.

Seventeen percent of Fairview's population is below the poverty level and 13.8% of families are below poverty. The surrounding areas of Gresham and Wood Village also have higher than average poverty rates. Approximately 17% of persons 5 years and older in Fairview speak a language other than English at home. Twenty-one percent of Fairview residents are non-white and 17.7% are Hispanic or Latino. Fairview has a large population of children under 18 (2,033 or 22.4% of the total population) and 1,140 elders 65 and older (12.5% of total population). In comparison, Multnomah County has only 20.1% of its total population under 18 years and 11.2% 65 years and older. Fairview has 1,457 people with a disability (16.2% of the non-institutionalized population) and 51.3% of those are persons 65 years and older. This is a much higher percentage than is average in the region – Multnomah County has 12.2% of the population with a disability. (Census, 2014)

The high concentration of historically underserved and underrepresented populations will benefit from the completion of the pedestrian and bicycling network along Sandy Boulevard which will more safely connect them with regional and city parks, employment centers, and retail centers in the area. Current conditions in this section of the Sandy Boulevard corridor are unsafe without separated pedestrian and bicycle infrastructure, inadequate lighting, and lack of crosswalks for bus stops creating inequitable conditions for persons who do not have access to a personal vehicle. This project will provide safer access to transit through sidewalks, crosswalks with rapid flashing beacons, widened bus pads, and improved lighting at and leading to bus stops. This will be especially beneficial for the bus stops located in front of Quail Hollow, a 55+ mobile home community. The project will also bring existing sidewalk ramps up to ADA standards (14 out of the 15 existing ramps in the project area are outdated and fail current ADA standards).

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? According to ODOT crash data, Sandy Boulevard within the City of Fairview limits has seen 4 crashes involving pedestrians and 8 turning crashes in the past 5 years. There have been no fatal crashes, however, there was 1 major injury involving a turning vehicle, 11 moderate injuries, and 31 minor injuries from all vehicle crashes recorded during the 5 years on the Fairview section of Sandy Boulevard. Metro's Crashmap shows a motor vehicle crash with a pedestrian from 2007 at the intersection of Fairview Parkway and Sandy Boulevard that resulted in moderate injuries. Just east of this intersection there was a car crash with severe injuries in 2008. The intersection of Arborcrest Drive and Sandy Boulevard had a car crash with moderate injuries in 2007. The intersection of NE 223<sup>rd</sup>

and Sandy Boulevard had a crash with a pedestrian in 2013 with moderate injuries and a car crash in 2007 with moderate injuries.

This project will substantially improve pedestrian and bicycle safety and user experience in this area with the addition of separated multimodal facilities, enhanced street lighting, bus stop improvements, and mid-block crosswalks with rapid flashing beacons. The bus stop improvements will include ADA compliant landing pad for safe on/off of disabled riders and a pull out for the bus to be clear of the auto travel lane during stops. The project will also reduce incidents involving turning vehicles by providing a continuous center lane to complete safer left turns along this corridor while also relieving congestion.

While there are no current pedestrian or bicycle counts for this section of Sandy Boulevard, this area has dense residential developments (Quail Hollow mobile home park, Portland Fairview RV park, Fairview Terrace townhouse subdivision, King's Garden and adjacent apartment complexes, Sandy Mobile Villa, Fairview Crossing subdivision) with the potential for more residential and commercial redevelopment in the future. The area also houses a high concentration of low-income, elderly, and children. TriMet Bus Line #21 provides frequent transit service and several long-distance multi-use paths are in the vicinity (I-84 trail, 40 Mile Loop trail, and Gresham-Fairview Trail). The Regional Transportation Plan (RTP) and Active Transportation Plan (ATP) have also identified Sandy Boulevard as a regional Bicycle and Pedestrian Parkway and significant regional investment is being directed at making improvements. In addition, the ATP evaluation found that Sandy Boulevard, being a diagonal route, showed a high level of demand for bicycle trips and the potential to increase bicycle travel if improved. The current lack of continuous sidewalks and bike lanes may be deterring some potential users of Sandy Boulevard that with improvements may feel more comfortable engaging in pedestrian and bicycling activities along this corridor. These factors provide some indication that this corridor, with active transportation and safety improvements, will have a high demand and see increases in active transportation usage.

3. What priority destinations will the proposed project will serve? How will the proposed project improve access to these destinations? The proposed project improves active transportation and transit facilities as well as reduces congestion by providing a separate turning lane and bus pull outs, thereby improving access to many destinations via this regionally designated Pedestrian and Bicycle Parkway and Freight Route.
  - Recreation and Active Transportation Destinations: By closing a gap in the sidewalk and bicycle lanes on Sandy Boulevard this will allow easier access to a number of regional and city parks as well as long-distance multi-use paths, including: Blue Lake and Chinook Landing Regional Parks (visitors who walk or bike don't have to pay fee); Lakeshore, Pelfrey, and Hockaday Parks near Fairview Lake; Handy-Nechocockee, Fairview Woods Wetland, Park Cleone, Fairview City Pocket Parks, Fairview Community Park, and Salish Ponds in Fairview south of I-84; and the 40 Mile Loop Trail, I-84 Trail, and Gresham-Fairview Trail.
  - Community Services and Transit Centers: Improved safety of active transportation and transit facilities will allow for more access to regional centers, including: Fairview Village (Fairview City

Hall, Fairview-Columbia Library, Post Office); and Parkrose/Sumner Transit Center, Multnomah County East County Health Center, and Gresham Central Transit (all via Bus Line 21). The East County Health Center provides care to underserved, low-income and uninsured county residents and includes a primary care clinic; pharmacy; Women, Infants, and Children services; and Aging, Disability, and Veterans services.

- **Schools:** Students in the project area attend Fairview Elementary , Reynolds Middle School, and Reynolds High School. Both Fairview Elementary and Reynolds Middle School are Title 1 schools with high equity-based needs. Multnomah County has been actively working with the Reynolds School District to build a Safe Routes to School Program and this project would provide some of the underlying infrastructure necessary to allow students to safely travel from and through this section of Sandy Boulevard to their neighborhood school. The project would also improve safety for students who catch their school bus at the two stops on this section of Sandy Boulevard (21401 NE Sandy Blvd. and 21800 NE Sandy Blvd.).
  - **Industrial Employment Centers:** Sandy Boulevard is a major connecting freight route for industry in the Columbia Cascade River District and the Columbia Cascade Enterprise Zone borders the east end of this project area. Hyster-Yale (formerly NACCO) is one of the major employers in this district with over 400 workers. The Townsend Business Park at the corner of Sandy and 223rd is another major employment center with General Pacific, Knight Transportation, and ThermoKing. On the Gresham side of the project area, Boeing’s 1,800 employees are less than a mile west on Sandy Boulevard. Surrounding the project area, there is a potential for development or redevelopment of many more industrial properties that will bring thousands of family-wage jobs to this area.
  - **Retail and Commercial Employment Centers:** Access to several shopping centers, particularly via bike or bus will be enhanced by this project and will especially benefit low-income and underserved populations. Major sites include: Walmart Supercenter at Sandy and 238<sup>th</sup> Avenue, Wood Village Town Center (Fred Meyer, Lowes, and restaurants), and Target at Fairview Village.
4. How will the proposed project support the existing and planned housing/employment densities in the project area? The lands adjacent to this section of Sandy Boulevard are developed and zoned as multi-family residential, manufactured homes, and commercial corridor. The manufactured housing and apartments in the project area provide much needed affordable housing near employment centers. Quail Hollow, located within the project area, is a mobile home community for seniors 55 years and older. Across the street, the Portland Fairview RV Park provides 407 sites for short or long-term residency. The Fairview Terrace subdivision, located toward the eastern side of the project area, provides mid-priced townhomes on 142 lots. On the west side of Fairview Parkway, the King’s Garden Apartments, Courtyards at Fairview Apartments, and Cedar Grove complexes are a dense cluster of affordable housing. Adjacent to these apartment complexes are the Silent Creek manufactured homes and the Sandy Mobile Villa which provides month to month leases. Across the street, the Fairview Crossing single-family home subdivision provides an

additional 47 homes in the area. All of these residential properties must access Sandy Boulevard and will benefit from continuous sidewalks, bike lanes, and other improvements of this project.

The majority of the land near this segment of Sandy Boulevard is designated as employment or industrial lands on the Metro Title 4 Map, demonstrating that this area has been identified as an industrial and employment center for the Portland metro region in the Urban Growth Management Plan. There are many small businesses within the 0.8 mile segment of this project, including a gas station, auto repair business, Celebrities Parkway Grill, U-Haul, a trailer business, storage facility, marine supply, and furniture business. An additional commercial anchor is planned for a vacant lot at the corner of 223<sup>rd</sup> and Sandy. Major industrial employment properties lie just outside this section of the Sandy Boulevard corridor within a 1 mile radius. This includes Hyster-Yale, Townsend Business Park, and Boeing. Additional vacant industrial parks in the area are being prepared for development in the East County cities. The regional investment to Sandy Boulevard is assisting these enterprise zones and state-certified industrial properties to attract businesses and bring additional family-wage jobs to the area. The lack of improvements along Sandy Boulevard has been cited by prospective businesses as an impediment to locating in this area, in spite of other offered incentives.

This mix of high-density residential and employment would greatly benefit from multimodal improvements that provide a safer experience for all users. Sidewalks, bike lanes, crosswalks, lighting, and bus stop improvements in this section of Sandy Boulevard are much needed to provide safe options for active transportation along a frequent bus route, TriMet Line 21, and regional freight corridor. In addition, the ability to attract redevelopment and new businesses depends on bringing Sandy Boulevard up to arterial standards, filling the gaps in the active transportation network, and increasing the comfort-level of accessing transit.

#### **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). Sandy Boulevard is classified in the ATP as a Bicycle Parkway and a Pedestrian Parkway. Sandy Boulevard is one of very few east-west routes that can support active transportation in the Columbia Corridor district. It is a mile north to access Marine Drive and I-84 must be crossed to reach the nearest east-west route to the south. The ATP maps show this segment of Sandy Boulevard between Fairview Parkway and NE 223<sup>rd</sup> as a Regional Bikeway Gap and a Regional Pedestrian Network Gap. The ATP Appendix 1 includes this section of Sandy Boulevard in its list of Network Completion, Gaps, and Deficiencies (ATP ID # P52 and #B29). In addition, the ATP shows that this Bicycle/Pedestrian Parkway overlaps with Sandy Boulevard's designation as a Regional Freight Route. The ATP Pedestrian Corridor and Cycle Zone analyses both found that the district this project is located within have low connectivity therefore this project would be a step toward improving regional connectivity of the active transportation network. The ATP evaluation also found that Sandy Boulevard, being a diagonal route, showed a high level of demand for bicycle trips and the potential to increase bicycle travel if improved.

This project would leverage other ongoing projects on Sandy Boulevard and connecting roads to continue filling the gaps in the regional pedestrian and bicycle network. This project would complete active transportation facilities between Fairview Parkway and NE 223<sup>rd</sup> where pedestrians and cyclists could connect with existing facilities on Fairview Parkway and NE 223<sup>rd</sup> Avenue that provide access to the Fairview-Wood Village Pedestrian District and several schools as well as longer distance travel along the I-84 Trail and 40 Mile Loop Trail. This would also complement a project being funded by 2014-2015 Regional Flexible Fund Allocation that will fill a gap in sidewalks and bike lanes between 230<sup>th</sup> and 238<sup>th</sup> Drive on Sandy Boulevard providing easier access to several employers and Walmart. On the west end of the project area, sidewalk gaps will be filled this year through County funding between the Gresham city limits and Fairview Parkway on Sandy Boulevard. The City of Gresham is implementing extensive active transportation improvements to Sandy Boulevard from 181<sup>st</sup> Ave to the Gresham City limits under the 2016-2018 RFFA.

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 design has many elements that will greatly increase user experience when traveling on Sandy Boulevard. For motorists, the addition of a center turning lane and bus pull outs will decrease congestion and sudden stops along this corridor. The addition of the center lane will also provide a more comfortable buffer of space as this is an important regional freight corridor connecting local industrial businesses with I-84, the airport, and other industrial parks in the Columbia Corridor region. This section of Sandy Boulevard is 30% truck traffic out of a total 9,902 vehicles in average daily traffic.

Bicyclists will benefit by construction of 6 foot bike lanes that will connect with the bike lanes at the Sandy Boulevard intersections with Fairview Parkway and NE 223<sup>rd</sup>. NE 223<sup>rd</sup> provides a connection to Blue Lake and Chinook Landing Regional Parks, the 40 Mile Loop Trail along Marine Drive, major employers such as Hyster-Yale, and Fairview Elementary to name a few. Fairview Parkway connects cyclists with the I-84 Trail, city parks, Target, and Reynolds Middle School. This will be a major improvement from the current unsafe experience of riding on a gravel shoulder or sharing the busy freight road and will increase ridership in the area.

Pedestrians will also see major improvements over current conditions. Currently there are only small sections of sidewalks at the two major intersections on either end and in front of the Fairview Terrace subdivision. With many older residents at the 55+ community, children in the subdivisions and apartments, and perhaps temporary residents at the RV Park who are not familiar with the area, the comfort-level to walk on this street with no separation from traffic and limited lighting is most likely a major deterrent. These sidewalks have no buffer and all but one of the 15 ramps do not meet current ADA standards. The newly constructed sidewalks will be 6-foot without obstructions and include 4-foot vegetated buffers physically separating them from traffic. All ramps will be ADA compliant and the 5 bus stops will also have widened 8-foot pads to allow for easier egress for disable transit riders. In addition to the bus pad improvements, up to 3 crosswalks with rapid flashing beacons will be included to allow for easier mid-block crossings at

bus stop locations. One of the locations for these crosswalks will be in front of a 55+ mobile home community and an RV Park.

Finally, all modes will benefit from improved street lighting which will provide for pedestrian-scale, decorative poles well-spaced along the sidewalks and at bus stops. Current lighting on this section of Sandy is scarce and mostly provided by street lights attached to utility poles which are designed for vehicle traffic and not spaced to optimize safe lighting for pedestrians.

7. How does the proposed project complete a so-called 'last-mile' connection between a transit stop/station and an employment area(s)? TriMet Bus Line 21 is a frequent service bus route and has 5 stops in this project corridor without complete sidewalk connections. These stops have a weekday average of approximately 9 on/off's. Weekend usage of these 5 stops drops by a few riders from the weekday travel levels. The stops at NE Sandy and 223<sup>rd</sup> (9776) and NE Sandy and Arborcrest Drive (11772) on the north side of the street receive more usage with 13 and 10 weekday on/off's respectively. The stop at NE Sandy and Arborcrest Drive also has the most use by disabled riders with 5 deployments of the ramp per month. This is most likely due to this being the only stop on this segment of Sandy Boulevard that has a sidewalk; however, users of this stop are only able to access the Fairview Terrace Subdivision before the sidewalk ends. Use of four of these bus stops is not a comfortable experience for riders who must wait or disembark onto a gravel shoulder just feet from 40 mph traffic, 30% of which are trucks. With improved pedestrian access and amenities at these stops, there may be an increase in transit usage by local residents and employees in this area.

Bus Line 21 connects residents in this area to major commercial and industrial employment centers in the region as well as to two major transit centers, Parkrose/Sumner and Gresham Central Transit Center. This provides access to multiple other bus lines, MAX, C-TRAN, and Sandy Area Metro (SAM). Line 21 also connects low-income and underserved residents with essential services at the East County Health Center. Boeing, the Columbia Cascade Industrial District including many large industrial employers, Walmart Supercenter, Wood Village Town Center, and businesses in central Gresham can all be accessed via Line 21.

#### **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). Public engagement has started with the proposal development and will continue to be a component as the project moves forward. Staff has engaged with stakeholders, including the Quail Hollow and Portland Fairview RV Park, to gauge support for the project and let them know that there will be additional opportunities for input if the project is funded. Education and outreach will continue with stakeholders as the project moves into the construction phase by continuing to build on established relationships with stakeholders and coordinating with our agency partners who also have relationships with the

project area stakeholders. Pre-construction, staff will work with managers of the residential complexes and business and civic leaders to inform them of design and construction schedules and opportunities to provide input. Input will be gathered as particular components of the project are planned in conjunction with our partners, particularly related to designing the crosswalks. During the construction phase, outreach will occur in an effort to reduce impacts and make sure residents, schools, and others are notified of potential construction impacts. Once the project is completed, education and demand management will include activities such as bike and pedestrian safety education for local residents, providing information on our website and to the large employers in the area of destinations that can be reached by bike or walking via the improved Sandy Boulevard, and installing way-finding signage. Post-construction engagement will be coordinated with our post-implementation evaluation so that as we conduct interactive polling to evaluate the results of the project, we are also providing active transportation education and awareness. Another focus of our post-construction demand management will be to continue advancing the Safe Routes to School work that the County and Reynolds School District have been actively engaged in.

9. What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project? Multnomah County has invested approximately \$75,000 to bring the project to 20% design and will be investing an additional 10.27% of the project cost as match. There has been considerable investment regionally into the Sandy Boulevard corridor to bring it up to arterial standards and transform it into a regional asset for the pedestrian and bicycle network. Metro, Multnomah County, and the East County cities have also been investing in adjacent roadways and trails to enhance the active transportation connectivity of the East County region, especially benefitting the high concentration of environmental justice populations in East County. Specific projects that directly provide leverage to the proposed improvements to Sandy Boulevard include:

- Regional Flexible Funds from the 2014-2015 allocation in the amount of \$659,000 and Multnomah County funds in the amount of \$1.68 million are being used to implement similar improvements to a nearby section of Sandy Boulevard between 230<sup>th</sup> and 238<sup>th</sup> Drive .
- This year Multnomah County will construct sidewalks to fill gaps on Sandy Boulevard between the Gresham east city limit and Fairview Parkway which will be funded by the County in the amount of \$100,000. This will directly connect with the project area to provide continuous sidewalks.
- Regional Flexible Funds from the 2016-2018 allocation in the amount of \$4 million and City of Gresham funds are being used to improve Sandy Boulevard between 181<sup>st</sup> Avenue to the Gresham east city limit. The project includes filling the gaps in the active transportation network with sidewalks, bike lanes, and a multi-use path for a portion of the project.
- An \$8 million railroad undercrossing project on NE 223<sup>rd</sup> Avenue at Sandy Boulevard that widened travel lanes to accommodate freight traffic and constructed bike lanes and sidewalks. The project improved safety, helped meet growing traffic demand, and improved access to developable lands and recreation areas north of Sandy Boulevard, such as Blue Lake Park.

In addition, the County has been investing in providing improved multi-modal connections that connect to the Fairview-Wood Village pedestrian district. For instance, improvements to Arata Road to include sidewalk and bike lane infrastructure contribute to increasing the comfort-level of active transportation in the cities of Fairview and Wood Village which residents and employees traveling along Sandy Boulevard are also accessing. The Arata Road project is funded with \$3.4 million in 2014-2015 Regional Flexible Funds and \$1.25 in Multnomah County funds. Additionally, upcoming STIP funding will improve connections at NE 238th and will improve bike and pedestrian connections to the east of this project.

10. How will the proposed project provide people with improved options to driving in a congested corridor? This section of Sandy Boulevard has an annual average daily traffic of 9,902. It is served by a frequent service bus line with ridership that averages about 9 on/offers per day for 5 stops within this project area. There are currently no counts for pedestrian and bicyclists but due to the fact that there are not continuous facilities in this area, it is expected that pedestrian/bicyclist usage is lower than average and most likely only attempted by those without other travel options.

The addition of active transportation facilities will give residents and employees in this area of Fairview the option to walk, roll, or ride their bicycles safely to connect with the frequent service bus line or regional trails including the I-84 Trail or 40 Mile Loop Trail as well as reach area destinations such as employment, parks, or the Fairview-Wood Village pedestrian district. These options can contribute to decreasing congestion as well as providing improved travel options to communities who may have limited access to a personal vehicle. The active transportation facilities will also make this community more age-friendly for the high concentrations of young and old residents along this section of Sandy Boulevard.

The project will also include a center turning lane and bus pull outs which will decrease congestion and increase safety. This will allow for more reliable freight and bus travel in addition to providing safer connections to the residential and commercial driveways and neighborhood entrances along this segment of Sandy Boulevard.

Traffic volumes, particularly freight traffic, are expected to increase as more of the industrial parks in this major employment area are built out. This area also has capacity for redevelopment of more high-density residential as well as commercial properties. The number of people choosing active transportation and transit is expected to increase with the closing of gaps in the regional active transportation network. Closing this gap on Sandy Boulevard would be a major step in making active transportation easier, safer, and a more enjoyable experience for residents and employees in East County.

#### **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) The project was vetted through a robust planning process that included public outreach and participation. This planning process is rooted in the development of the County's Capital

Improvement Plan and Program (CIPP). This project is ranked high and is a priority project in the CIPP. The CIPP is updated every 2 years and is reviewed annually as part of the budget adoption process. The engagement plan of the CIPP includes a public process in which the county works with internal and external stakeholders to identify projects. Sources include: public recommendations, recommendations from the County Bicycle and Pedestrian Citizen Advisory Committee, projects identified through Transportation System Plans in the East County cities, input from County maintenance and engineering staff, safety audit reports, etc. Components of the engagement plan of the CIPP includes an online website and comment form, outreach via countywide open houses, direct outreach to community groups and attendance at community meetings, and direct mailings and notices. Multnomah County works to identify impacted groups by looking at the community it serves and focuses outreach accordingly. This includes translation of outreach materials and focused community outreach in the community where projects are proposed. Additionally, Multnomah County's Title VI Program Plan contains County policies around the key elements of the public engagement process, including outreach to communities of color, limited English and low-income populations. Compliance with the Title VI plan includes requirements to provide non-discrimination statements, as well as requirements to conduct analysis of impacted populations and to adjust the County's outreach accordingly ensuring that impacted populations are able to participate and comment. Comments received are considered in the CIPP process and are addressed and applied. This includes addressing needs of the community and informing the project description. Projects are added to the CIPP per the comments received. Project prioritization criteria also include consideration of community support. The adoption of the CIPP includes a hearing before the Board of County Commissioners that is noticed prior to formal action and adoption.

- 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 is part of a larger initiative to improve Sandy Boulevard for active transportation and freight movement. The overall initiative has been vetted with many regional and local stakeholders and the public through its inclusion in several planning efforts. It is identified in the Regional Transportation Plan, Regional Active Transportation Plan, Multnomah County Capital Improvement Plan and Program, and the City of Fairview Transportation System Plan. All of these plans have guided the location and design for this segment of the project. In developing this specific grant application, County Transportation staff coordinated with Metro, TriMet, and City of Fairview to ensure the project met their planning goals and to gather data to support the project application. The project was also presented to the East Multnomah County Transportation Committee prior to submitting the application. Further coordination will occur with each of these entities during engineering, construction, and post-construction phases. Coordination with utilities and local land owners will also be pursued early in the project to coordinate utilities within the right of way and acquisition of right of way where necessary.

## APPENDIX A – ENVIRONMENTAL JUSTICE COMPLIANCE

### 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 503-813-7559.

#### 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*
- 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*
- Public notices included a statement of non-discrimination (Metro can provide a sample).  
**Retained records:** *public engagement reports including/or dated copies of notices*
- 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*

- ☑ 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*

- ☑ 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*

- ☑ 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*

- ☑ 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*

### **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

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.

## 3. Certification statement

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

As attested by:

  
(signature)

8/26/16  
(date)

Joanna Valencia, Transportation Planning and Development Manager  
(name and title)  
Multnomah County  
Transportation Division  
Title VI Coordinator.

## Summary of Non-Discriminatory Engagement

Multnomah County's Title VI Program Plan contains County policies around the key elements of the public engagement process, including outreach to communities of color, limited English and low-income populations. The following are excerpts from the County Transportation Division's Title VI Program Plan.

### A. Planning

#### Public Involvement in Planning Activities & Title VI

1. County Transportation will invite participation of the populace of Multnomah County, including all social, economic, and ethnic groups, in the planning process, by disseminating written program information to minority media and ethnic organizations, and providing public service announcements for all local media, when forming citizen advisory committees or planning boards, and requesting involvement.
2. County Transportation staff will obtain demographic statistics at applicable community meetings and public hearings involving transportation planning sessions. Data will be gathered through use of a voluntary self-reporting form that includes race, gender, and national origin. Copies of the completed forms will be provided to the Title VI Coordinator after each meeting.
3. To ensure access to public meetings, evening meetings will be conducted in a variety of community buildings throughout the County that are served by County Transportation right of way and infrastructure, including those along transit routes; ensure translation services are available, if anticipated; and ensure sufficient public meetings are held in predominantly minority communities when County Transportation projects will specifically impact those communities.

### B. Design & Engineering / Environmental Activities

1. The County Transportation Division is responsible for transportation improvement projects and environmental permitting for projects. Studies are performed to assess various environmental factors evaluating demographic data.
2. Authorities. Title 23, USC 109(d), 14(a), 217, 315, and 402(a); 23 CFR 1204.4; 23 CFR 771; EO 12898; 49 CFR 1.48(b)(33) and 1.48(c)(2); National Environmental Policy Act of 1969, 42 USC 4321; 40 CFR Part 1500; 49 CFR Part 622.
3. Design/Environmental Review Process and Title VI
  - a) Depending on the scope, complexity, and impacts of a project, a National Environmental Policy Act (NEPA) Categorical Exclusion, NEPA Environmental Assessment, State Environmental Policy Act (SEPA) checklist, SEPA Determination of Non Significance, or NEPA and/or SEPA Environmental Impact Statement will be completed.
  - b) Monitor compliance with Title VI requirements in all aspects of conducting Environmental Impact Statements or Assessments. Provide a comprehensive summary of the demographic and environmental data elements to be considered by the EIS/EIA process to the Coordinator, including updated summary lists as applicable. Incorporate into the review process adequate time for the Coordinator to review and comment, as applicable, on the draft EIS/EIA to ensure there are no violations of the Federal Civil Rights Act, as amended, as a result of the County's Federal-aid highway activities.
  - c) In order to ensure dissemination of information and foster participation from affected populations, County Transportation staff will place public notices in applicable general and minority media; select accessible locations and times for public hearings or meetings; and arrange for translation services as

needed, particularly in projects impacting predominantly minority communities. Ensure the public has information pertaining to their rights to call or write the department to view plans and discuss environmental problems.

- d) County Transportation staff will obtain demographic data at community meetings and public hearings pertaining to the transportation design phase. Data will be gathered through use of a voluntary sign-up form that includes race, gender, and national origin. Copies of the voluntary self-reporting forms will be provided to the Coordinator after each meeting.
- e) The County Transportation staff shall provide a copy of the Capital Improvement Plan and Program to the Title VI Coordinator in or around April of each year. The Coordinator shall work with the County Transportation Division to generate a map of the Federally funded transportation projects to include demographic data of the neighborhoods affected by the projects.

#### **Exhibit 4: Public Involvement Policies**

The County makes an effort to inform and include the public, including Title VI protected populations, through a variety of different media.

**Website-** The County maintains an extensive website, which is updated regularly. The Transportation Program sites may be accessed from the County site. The site contains information on the County's responsibilities, programs, meeting calendars, agendas, and minutes; contact information for staff; complaint procedures and complaint forms; bidding and contract information; and project information. The website is designed to be ADA compliant.

**Press Releases-** Press releases are routinely sent to different media- daily and weekly newspapers, TV stations, and radio stations, including Non-English language outlets.

**Meetings open to the public-** Meetings and work sessions of the County Board and commissions are open to the public. Time for citizen comments is reserved at Board meetings. Meeting dates, times, and agendas are posted in advance on the County's website. Board meetings are televised and webcast by local public access channels. Live broadcasts and replays are available on the County website.

**Opportunities for Public Comment-** The County and the Transportation Program provide opportunities for comment on a range of plans, programs, and projects. Public comment periods are typically advertised through email notices, and web and newspaper advertisements. Comments are accepted by phone, fax, email, U.S. mail, and in person at meetings.

**Staff Contact-** Staff is accessible and contact information for staff is generally provided on the County's website and specifically provided on project fact sheets, brochures, and postcards, as well as on meeting agendas. Staff attends public meetings and is available to answer questions and take comments.

**Events-** Events such as workshops, open houses, and forums are held regularly, as needed. Depending on the event, notices of these events may be made by email, postcard, letter, newspaper advertisements, and on the County's website. Meeting locations are ADA accessible and interpretation or listening devices can be provided by request.

Complaints of discrimination will follow the complaint process outlined in the Plan. The Title VI Coordinator will track any complaints, forward Title VI complaints to ODOT, and monitor or assist in resolution of any complaints.

## APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

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:

- 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
- Sidewalk clear zone of 6 feet or more
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
- 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
- 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

## Appendix C Descriptions of Elements Checked

- *Add sidewalks or improve vertical delineation of pedestrian right of way*

Currently sidewalks only exist in the project area at the intersections with Fairview Parkway and NE 223<sup>rd</sup> and in front of the Fairview Terrace development on one side of the street. Fourteen of the 15 ramps on the current section of sidewalk do not meet ADA standards. This project will construct new 6-foot sidewalks on both sides of Sandy Boulevard from Fairview Parkway to NE 223<sup>rd</sup>. All ramps will be ADA compliant.

- *Add sidewalk width and/or buffer for a total width of 17 feet (recommended), 10 feet minimum...*

The current sidewalks are not buffered from the street. The newly constructed 6-foot sidewalks will have 4-foot buffers that also provide stormwater drainage through bioswales. In addition, the sidewalks at bus stops will be widened to 8 feet to provide an ADA compliant bus pad per TriMet standards and comment. This will provide a 10-foot minimum sidewalk/buffer with 12-foot width in bus stop locations.

- *Sidewalk clear zone of 6 feet or more*

The new sidewalks will have a clear zone of 6 feet with 8 feet at bus pads. The sidewalks will be free of obstructions, such as utility poles.

- *Remove obstructions from the primary pedestrian-way or add missing curb ramps*

Existing sidewalks are lacking in ramps that meet current ADA standards and one section of sidewalk in front of the Fairview Terrace subdivision dead ends into vegetation on the side of the road. This will be remedied as part of this project. Additionally, this project will construct a 6-foot wide sidewalk that will be clear of obstructions.

- *Add pedestrian crossing at appropriate location*

Currently there are no crosswalks on this section of Sandy Boulevard except at the intersections with Fairview Parkway and NE 223<sup>rd</sup> Avenue (0.8 mile distance). There are 5 TriMet and 2 school bus stops spread out in this crosswalk-less section that forces transit riders and students to cross a busy freight corridor unprotected and stand on a gravel shoulder to wait for the bus. One of the sets of bus stops is in front of a 55+ mobile home community on one side of the street and an RV Park on the other side, both of which most likely house environmental justice populations.

This project will add up to 3 crosswalks (to be determined in design stage with input from TriMet, Reynolds School District, and the community) with rapid flashing beacons to provide for safe crossings at bus stops and to provide a more comfortable pedestrian environment where crossing does not require 0.8 mile walk. The enhanced crosswalks will also improve user comfort and visibility along the busy Sandy Boulevard corridor.

- *Reduced pedestrian crossing distance*

During the design phase, the project team will determine if there are any opportunities to reduce crossing distance at the newly constructed crosswalks.

- *Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal*

There are currently pedestrian signals at the intersections with Fairview Parkway and NE 223<sup>rd</sup> Avenue. This project will include RRFB at newly constructed mid-block crossings to be determined at the design phase in coordination with TriMet and the community.

- *Lighting , especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk*

Current street lighting is designed for vehicle traffic and is connected to utility poles on the southern side of Sandy Boulevard in the area in front of Quail Hollow and the Portland Fairview RV Park. In front of the Fairview Terrace subdivision there is decorative, pedestrian scale street lights. The intersections on either end of the project area have lighting on the corners associated with the signals.

This project will provide decorative, pedestrian-scale street lights along both sides of the street for the full project area. The lighting will be designed to provide a safe and comfortable pedestrian environment and will be poised over the sidewalks.

- *Access management: minimize number and spacing of driveways*

Currently, most driveways in the project area are open gravel. As the roadbed is reconstructed, driveways will be managed and brought up to current standards potentially reducing the number and width.

- *Transit stop amenities or bus stop pads*

There are currently no amenities at the 5 bus stops in the project area. This project is planning to build bus stop pull outs so that the bus can be out of the travel lane as well as 8-foot bus pads. The County, as part of the development of the grant application, coordinated with TriMet to include design elements in this proposal. The County will continue to work with TriMet as part of the design phase to explore implementation of transit improvements.

- *Add crosswalk at transit stop*

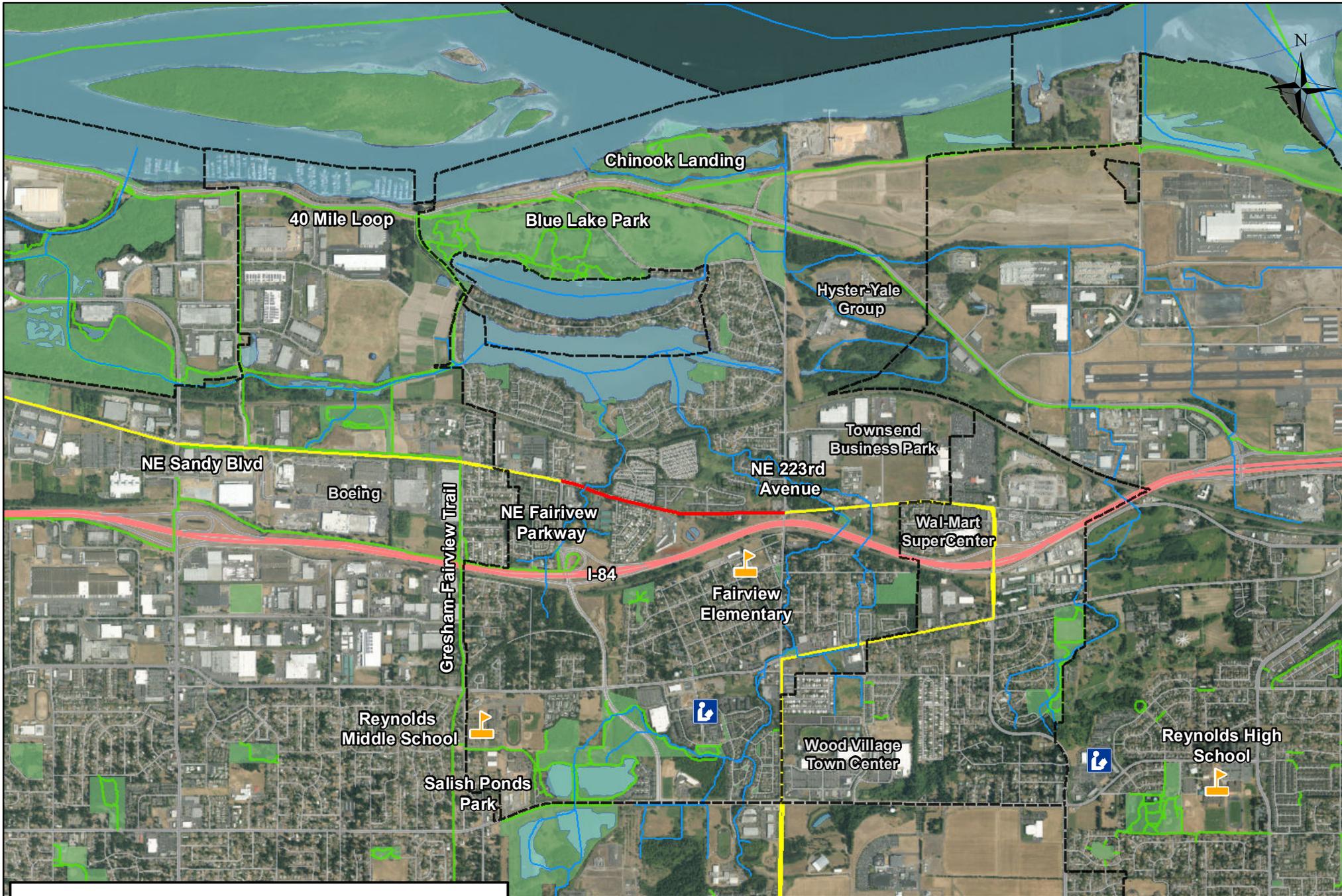
There are currently no crosswalks at four of the five bus stops in the project area. One set of bus stops on either side of Sandy Boulevard (#9722, 9717) is 0.3 mile from the nearest crosswalk and the other North-South side set (#11772, 11773) is 0.5 mile from a crosswalk. The 5<sup>th</sup> bus stop (#9776) is 300 feet from the existing signalized crosswalk at the intersection of NE 223<sup>rd</sup> Avenue.

The project has budgeted for up to 3 crosswalks with rapid flashing beacons to allow for safe crossings at these bus stop locations. The number and locations of the crosswalks will be determined during the design phase with input from TriMet, the Reynolds School District, and the community.

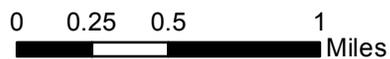
DATE: August 26, 2016

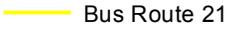
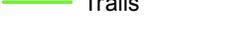
NE Sandy Blvd. From NE 207th/Fairview Ave. to NE 223rd

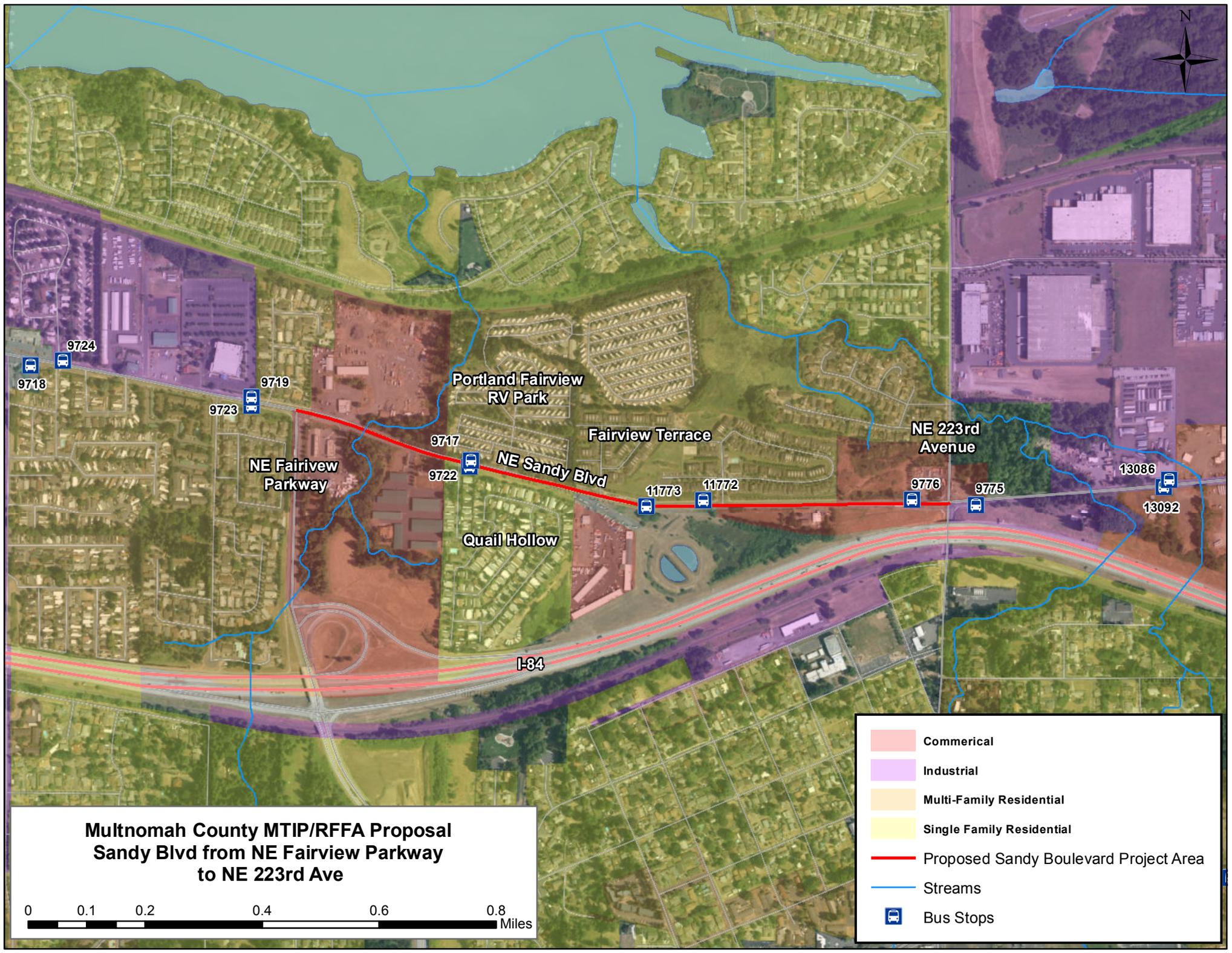
PROJECT ENGINEER ESTIMATES (PSE)						
SPEC	IMPROVEMENT CODE 14: ITEMS OF WORK AND MATERIALS	UNIT	QUANTITY	UNIT PRICE	TOTAL	CATEGORY TOTAL
<b>200 MOBILIZATION AND TRAFFIC CONTROL</b>						
200	MOBILIZATION	LS	1.00	\$ 284,000.00	\$ 284,000.00	
225	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS	1.00	\$ 38,000.00	\$ 38,000.00	
225	TEMPORARY SIGNS	SF	215.00	\$ 13.10	\$ 2,816.50	
225	SURFACE MOUNTED TUBULAR DEVICES	EA	250.00	\$ 35.00	\$ 8,750.00	
225	REPLACE SURFACE MOUNTED TUBULAR MARKERS	EA	100.00	\$ 42.00	\$ 4,200.00	
280	FLAGGERS	HR	90.00	\$ 45.50	\$ 4,095.00	
280	EROSION CONTROL	LS	1.00	\$ 39,000.00	\$ 39,000.00	
280	INLET PROTECTION, TYPE 2	EACH	40.00	\$ 100.00	\$ 4,000.00	
280	INLET PROTECTION, TYPE 2	LS	105.00	\$ 116.00	\$ 12,180.00	
280	SEDIMENT FENCE, UNSUPPORTED	LF	1,500.00	\$ 2.50	\$ 3,750.00	
1040	SOD LAWN	SY	780.00	\$ 19.25	\$ 15,015.00	
290	POLLUTION CONTROL PLAN	LS	1	\$ 1,000.00	\$ 1,000.00	\$ 416,806.50
<b>300 ROADWORK</b>						
305	CONSTRUCTION SURVEYING	LS	1.00	\$ 10,000.00	\$ 10,000.00	
310	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1.00	\$ 50,000.00	\$ 50,000.00	
310	ASPHALT PAVEMENT SAW CUTTING	LF	6,710.00	\$ 1.50	\$ 10,065.00	
320	CLEARING AND GRUBBING	LS	1.00	\$ 35,000.00	\$ 35,000.00	
330	GENERAL EXCAVATION	CY	6,625.00	\$ 14.00	\$ 92,750.00	
510	STRUCTURE EXCAVATION	CY	2,511.00	\$ 28.00	\$ 70,308.00	
405	BOULDER EXCAVATION	CY	40.00	\$ 30.00	\$ 1,200.00	
340	WATERING	MGAL	500.00	\$ 15.00	\$ 7,500.00	\$ 276,823.00
<b>400 DRAINAGE</b>						
390	RIPRAP BASIN	EACH	11.00	\$ 670.00	\$ 7,370.00	
445	6 INCH SANITARY SEWER PIPE, 5 FT DEPTH	LF	28.00	\$ 61.00	\$ 1,708.00	
445	12 INCH STORM SEWER PIPE, 5 FT DEPTH	LF	1,500.00	\$ 51.50	\$ 77,250.00	
445	15 INCH STORM SEWER PIPE, 5 FT DEPTH	LF	920.00	\$ 55.00	\$ 50,600.00	
445	18 INCH STORM SEWER PIPE, 5 FT DEPTH	LF	102.00	\$ 67.00	\$ 6,834.00	
415	MAINLINE VIDEO INSPECTION	FT	2,352.00	\$ 2.50	\$ 5,880.00	
470	CONCRETE STORM SEWER MANHOLES	EACH	2.00	\$ 3,725.00	\$ 7,450.00	
470	CONCRETE MANHOLES, SHALLOW	EACH	5.00	\$ 3,275.00	\$ 16,375.00	
490	MAJOR ADJUSTMENT OF MANHOLES	EACH	3.00	\$ 1,500.00	\$ 4,500.00	
490	MINOR ADJUSTMENT OF MANHOLES	EACH	10.00	\$ 1,000.00	\$ 10,000.00	
470	CONCRETE INLETS, TYPE D	EA	2.00	\$ 1,675.00	\$ 3,350.00	
470	CONCRETE INLETS, TYPE CG-3	EACH	21.00	\$ 1,730.00	\$ 36,330.00	\$ 227,647.00
510	GRANULAR WALL BACKFILL	CY	2,282.00	\$ 91.00	\$ 207,662.00	
1050	6 FT DOUBLE GATES	EACH	2.00	\$ 1,000.00	\$ 2,000.00	
1050	CL-6 CL FNC W/ VINYL FABRIC	LF	1,186.00	\$ 18.00	\$ 21,348.00	
1050	CL-4 CL FNC W/WOOD SLATS	LF	14.00	\$ 20.00	\$ 280.00	
596	RETAINING WALL, PREFABRICATED MODULAR GRAVITY	SF	6,750.00	\$ 82.00	\$ 553,500.00	
1040	WETLAND PLANTS, #1 CONTAINER	EA	4500	\$ 15.00	\$ 67,500.00	\$ 1,079,937.00
<b>600 BASES</b>						
620	COLD PLANE PAVEMENT REMOVAL, 0 - 2 INCHES DEEP	SY	1,425.00	\$ 2.50	\$ 3,562.50	
640	AGGREGATE BASE	TON	6,067.00	\$ 27.00	\$ 163,809.00	\$ 167,371.50
<b>700 WEARING SURFACES</b>						
745	LEVEL 3, 1/2 INCH ACP	TON	4,800.00	\$ 80.00	\$ 384,000.00	
755	REINFORCED CONCRETE PAVEMENT, 9 INCH THICK	SY	700.00	\$ 178.00	\$ 124,600.00	
759	CONCRETE CURBS	LF	6,150.00	\$ 18.00	\$ 110,700.00	
759	CONCRETE WALKS	SF	60,147.00	\$ 6.50	\$ 390,955.50	
759	CONCRETE DRIVEWAYS	SF	2,765.00	\$ 7.50	\$ 20,737.50	\$ 1,030,993.00
<b>800 PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES</b>						
867	PAVEMENT LEGEND, TYPE B: ARROWS	EA	26.00	\$ 176.50	\$ 4,589.00	
867	PAVEMENT LEGEND, TYPE B-HS: BICYCLE LANE STENCIL	EA	12.00	\$ 262.00	\$ 3,144.00	
867	PAVEMENT LEGEND, TYPE B: "ONLY"	EA	3.00	\$ 200.00	\$ 600.00	
860	LONGITUDINAL PAVEMENT MARKINGS - PAINT	FT	26,100.00	\$ 0.14	\$ 3,654.00	\$ 11,987.00
<b>900 PERMANENT TRAFFIC CONTROL</b>						
905	REMOVE & REINSTALL EXTG SIGNS	LS	1.00	\$ 700.00	\$ 700.00	
910	WOOD SIGN POSTS	FBM	864.00	\$ 5.75	\$ 4,968.00	
940	TYPE "R" SIGNS IN PLACE	SF	145.00	\$ 13.15	\$ 1,906.75	
990	LOOP DETECTORS INSTALLATION	LS	1.00	\$ 1,050.00	\$ 1,050.00	
	STRIPING - CROSSWALKS AND STOP BARS	SF	450	\$ 7.50	\$ 3,375.00	
	SIGNS & SUPPORTS	EA	12	\$ 450.00	\$ 5,400.00	
	SIGN SUPPORTS - RRFB	EA	6	\$ 600.00	\$ 3,600.00	
	SIGN SUPPORT FOOTINGS - RRFB	EA	6	\$ 750.00	\$ 4,500.00	
	RRFB EQUIPMENT AND SOLAR PANEL	EA	6	\$ 4,000.00	\$ 24,000.00	\$ 49,499.75
<b>OTHER</b>						
1030	SINGLE MAILBOX SUPPORTS / EACH	EA	3.00	\$ 221.00	\$ 663.00	
1030	PERMANENT SEEDING, MIX NO. 1	ACRE	0.70	\$ 2,800.00	\$ 1,960.00	
1030	WETLAND SEEDING	ACRE	0.20	\$ 10,000.00	\$ 2,000.00	
970	STREET LIGHTING	EA	82.00	\$ 2,500.00	\$ 205,000.00	
1140	8 IN P WAT WITH RESTRAINED JOINTS & CLASS 'B' BACKFILL	LF	90.00	\$ 50.00	\$ 4,500.00	
1140	BLOWOFF ASSEMBLY 4"	EA	1.00	\$ 700.00	\$ 700.00	
1150	8 INCH GATE VALVE	EA	1.00	\$ 700.00	\$ 700.00	
445	10"X8"X10" TEE	EA	1.00	\$ 300.00	\$ 300.00	
1160	HYDRANT ASSEMBLIES	EA	2.00	\$ 4,000.00	\$ 8,000.00	
1170	1-INCH WATER SERVICE CONN	EA	1.00	\$ 1,000.00	\$ 1,000.00	\$ 224,823.00
CONSTRUCTION CONTINGENCY - ( 30% of BID ITEMS)					\$ 653,491.13	
TOTAL CONSTRUCTION COST					\$ 3,911,731.88	
PRELIMINARY ENGINEERING				20%	\$ 782,346.38	
PUBLIC ENGAGEMENT/POST EVALUATION					\$ 15,000.00	
CONSTRUCTION ENGINEERING				12%	\$ 469,407.83	
ROW					\$ 750,000.00	
TOTAL PROJECT CONSTRUCTION ESTIMATE:					\$ 5,928,486.08	
10.27% County Match					\$ 608,855.52	
RFFA Funding Request					\$ 5,319,630.56	



**Multnomah County MTIP/RFFA Proposal  
Sandy Blvd from NE Fairview Parkway  
to NE 223rd Ave**



- |   |                            |   |                                       |   |              |
|---|----------------------------|---|---------------------------------------|---|--------------|
|  | Library                    |  | City limits                           |  | Bus Route 21 |
|  | Schools                    |  | Streams                               |  | Trails       |
|  | Parks and/or Natural Areas |  | Proposed Sandy Boulevard Project Area |   |              |



**Multnomah County MTIP/RFFA Proposal  
Sandy Blvd from NE Fairview Parkway  
to NE 223rd Ave**



-  Commercial
-  Industrial
-  Multi-Family Residential
-  Single Family Residential
-  Proposed Sandy Boulevard Project Area
-  Streams
-  Bus Stops

**Example Photos of Current Conditions on Sandy Boulevard between Fairview Parkway and NE 223<sup>rd</sup> Avenue**



Car exiting Quail Hollow, a 55+ mobile home community



TriMet Line 21 Bus Stops 9722 and 9717 near Quail Hollow and Portland Fairview RV Park



Sandy Boulevard at Osborne Creek.



Many areas currently have limited space for pedestrians to be clear of traffic.



**98% PLAN SUBMITTAL**  
**MULTNOMAH COUNTY**  
 DEPARTMENT OF COMMUNITY SERVICES  
 LAND USE AND TRANSPORTATION PROGRAM

**NE SANDY BOULEVARD**  
**FROM NE 207TH AVENUE TO NE 223RD AVENUE**  
**GRADING, DRAINAGE, STRUCTURES, PAVING & ROADSIDE DEVELOPMENT**

JANUARY 2012

**INDEX OF SHEETS**

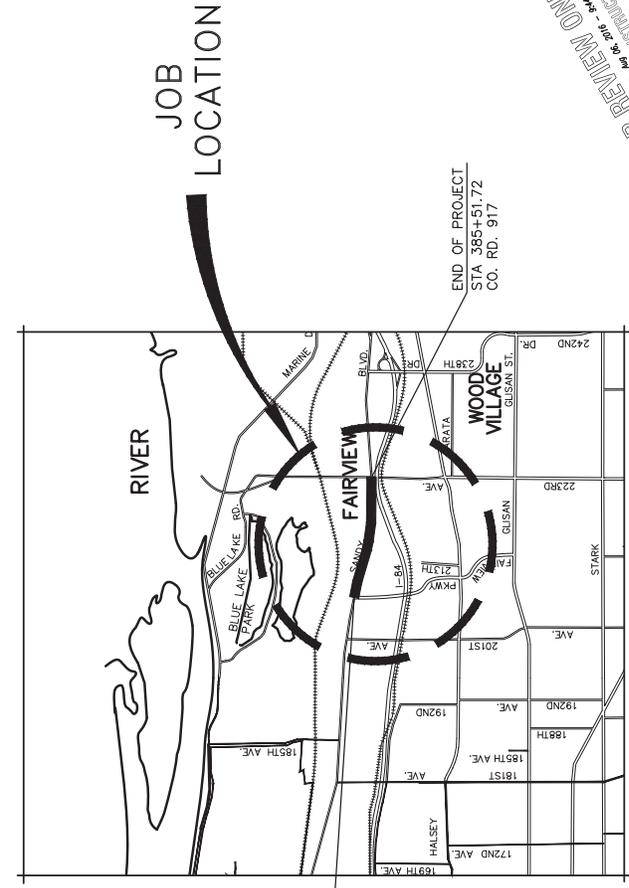
No.	DESCRIPTION
1	TITLE SHEET
2	SUMMARY OF QUANTITIES
3	LEGEND SHEET
4	ROADWAY TYPICAL SECTIONS
5	DEMOLITION PLAN
8	STREET PLAN AND PROFILE SHEETS
16 & 17	INTERSECTION DETAIL SHEETS
18	DEFENTION MAHNOLE DETAILS
19	KEYSTONE WALL 'A', 'B', & 'C' PLAN & DETAILS
22	DEFENTION POND AND WALL 'D' PLAN SHEET
23	UNDERGROUND UTILITY PLAN (TO BE ADDED LATER)
24	GRADING & EROSION CONTROL PLAN & DETAIL SHEETS
27 & 28	TRAFFIC CONTROL PLAN
29	STRIPING, SIGNING AND SIGNAL LOOP PLAN
32	STRIPING AND SIGNING LEGEND & NOTES
33	SIGNING DETAILS
D1	GENERAL DETAILS
D2	INLET DETAILS
D3	TYPE CG-3 INLET DETAILS
D4	TYPE A-P PRECAST MAHNOLE DETAILS
D5	TYPE B-P SHALLOW PRECAST MAHNOLE DETAILS
D6	MISCELLANEOUS MAHNOLE DETAILS
D7	SEWER AND WATER DETAILS

**NOTICE TO EXCAVATORS:**  
 ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS 503-232-1987)

POTENTIAL UNDERGROUND FACILITY OWNERS  
**Dig Safely**  
 CALL THE OREGON ONE-CALL CENTER  
 1-800-332-2344

EMERGENCY TELEPHONE NUMBERS

NW NATURAL GAS	503-226-4211 Ext. 4313
M-F 7am-6pm	503-226-4211
AFTER HOURS	503-464-7777
PGE	1-800-573-1511
QUEST	503-823-4970
CITY WATER	503-243-1604
VERTIZON	1-800-243-1600
MULTNOMAH COUNTY	503-988-5050



**GENERAL NOTES:**

- SURVEY MONUMENTS OF RECORD IN THE OFFICE OF THE COUNTY SURVEYOR OR THE COUNTY CLERK THAT ARE REMOVED, DESTROYED OR DISTURBED MUST COMPLY WITH ORS 309.150 AND ORS 209.155 IF APPLICABLE.
- GRADE, SEED AND MULCH ALL DISTURBED SLOPES.

FOR REVIEW ONLY  
 NOT FOR CONSTRUCTION  
 DATE: 01/16/12  
 BY: [Signature]

<p><b>MULTNOMAH COUNTY</b>                  DEPARTMENT OF COMMUNITY SERVICES                  LAND USE AND TRANSPORTATION PROGRAM                  1620 S.E. 190th AVE. PORTLAND, ORE. 97233-5999</p>		<p><b>NE SANDY BOULEVARD</b>  <b>FROM NE 207th AVE TO NE 223rd AVE</b>  <b>STREET IMPROVEMENTS</b></p>	
<p>DESIGNED BY: [Signature]</p>		<p>DATE: JANUARY 2012 SCALE: NONE</p>	
<p>DRAFTED BY: [Signature]</p>		<p>SHEET NO. 1</p>	
<p>CHECKED BY: [Signature]</p>		<p>COUNTY ENGINEER</p>	
<p>DATE: 12/12/11</p>		<p>BRIAN S. VINCENT P.E.</p>	
<p>PROJECT DELIVERY MANAGER</p>		<p>COUNTY ENGINEER</p>	
<p>TRAFFIC SUPPORT MANAGER</p>		<p>COUNTY ENGINEER</p>	
<p>DESIGN SUPPORT MANAGER</p>		<p>COUNTY ENGINEER</p>	
<p>MAINTENANCE MANAGER</p>		<p>COUNTY ENGINEER</p>	



August 24, 2016

Regional Flexible Funds Program  
Attn: Dan Kaempff  
Metro  
600 NE Grand Avenue  
Portland, Oregon 97232

Re: Regional Flexible Funds Active Transportation Project on Sandy Boulevard: Fairview Parkway to N.E. 223<sup>rd</sup> Avenue

Dear Mr. Kaempff,

The City of Fairview strongly supports the improvements proposed for Sandy Boulevard from Fairview Parkway to N.E. 223<sup>rd</sup> Avenue as part of Multnomah County's Active Transportation and Complete Streets application for 2019-2021 Regional Flexible Fund Allocation (RFFA). This section of Sandy Boulevard connects affordable housing with commercial and industrial properties and is currently unsafe without adequate pedestrian and bicycling facilities. This project will benefit residents and businesses in Fairview by providing regional multi-modal connections through our city and improving safety in the Sandy Boulevard corridor.

The City of Fairview is currently in the process of updating its Transportation System Plan. The draft plan includes reconstruction of Sandy Boulevard (Project #R7) as a high-priority, short-term project on its list of financially constrained solutions. The plan also includes pedestrian crossings in this corridor as a high priority on its illustrative solutions list. This project would leverage other improvements in progress on Sandy Boulevard within the City of Fairview including the RFFA project between 230<sup>th</sup> and 238<sup>th</sup> Avenues and the County-funded improvements from the western city limits to Fairview Parkway. The combination of these projects will close a major gap in the active transportation network of East County as well as improve travel efficiencies for this important freight corridor.

We strongly urge the funding of this project to support travel options and safety for residents and employees of the City of Fairview and to consistently bring the Sandy Boulevard corridor up to arterial standards consistent with the development in this area.

Sincerely,

Nolan K Young  
City Administrator

August 26, 2016

Metro Council and JPACT Members  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear Selection Committee,

I am writing this letter to offer TriMet's support for Multnomah County's Regional Flexible Funds Active Transportation Project on Sandy Boulevard between Fairview Parkway and NE 223rd Avenue. This project will enhance safety in the corridor by constructing sidewalks, access for those who rely on mobility devices such as wheelchairs, bike lanes, and a center turning lane in addition to improving street lighting.

This project will improve access to transit for both current bus service and future improvements in bus service. TriMet operates Line 21 on this stretch of Sandy Boulevard. Multnomah County is coordinating with us to add access improvements to five TriMet bus stops within the scope of this project. Funding this project will add sidewalk infrastructure improvements, safe crossings, and ADA-compliant landing pads to improve bike and pedestrian safety and access to Line 21.

TriMet supports this opportunity and we look forward to working in coordination with Multnomah County on this project. Thank you for your consideration.

Sincerely,  


Alan Lehto  
TriMet Director Planning and Policy



August 25, 2016

Dan Kaempff  
Principal Transportation Planner  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

Dear Mr. Kaempff:

The commitment of the Reynolds School District to student safety extends beyond our 21 school campuses and into our community at large. We are privileged to maintain current and ongoing partnership with the Multnomah County Transportation Division (MCTD) to extend Safe Routes to School staffing, curriculum development and project management in the Reynolds School District. Through our partnership, all elementary age children from Kindergarten through 2<sup>nd</sup> grade receive safety instruction through literacy programming funded by MCTD. In addition, we are an active partner with the Bicycle Transportation Alliance in their advocacy and education of children's safe passage to and from school.

Despite our shared mission, significant dangers remain throughout our community due to the infrastructure limitations and increased population density in East Multnomah County. Every day, our parents and guardians hold their collective breathes as they send their sons and daughters across busy avenues and dangerous intersections on their way to school.

It is for these reasons that the Reynolds School District offers its full support for the Multnomah County's *Active Transportation and Complete Streets* application to Metro's 2019-2021 Regional Flexible Fund Allocation. Multnomah County's proposal to construct sidewalks, bike lanes, a center turning lane and improved street lighting on the section of Sandy Boulevard between Fairview Parkway and NE 223rd Avenue will enhance safe student passage through this busy corridor that feeds 2 elementary schools, 1 middle school and Reynolds High School, each of which are already impacted by high poverty and diversity. This is truly an issue of student access to education.

As a career educator, parent and resident of the Reynolds community, I have a personal as well as professional stake in the safe and sustainable transport of students and families within our community. I offer the full weight of the Reynolds School District in support of these necessary and potentially life-saving enhancements along a very busy corridor that is home to hundreds of Reynolds students, families, concerned citizens and other stakeholders. Thank you for your consideration of this worthwhile grant application.

Sincerely,

A handwritten signature in blue ink that reads "Linda Florence".

Dr. Linda Florence  
Superintendent  
Reynolds School District



Allison BOYD &lt;allison.boyd@multco.us&gt;

---

**RE:Sandy Blvd Improvement Project**

---

**Quail Hollow Manager** <quailhollow\_mgr@equitylifestyle.com>  
To: allison.boyd@multco.us

Wed, Aug 24, 2016 at 5:08 PM

Hello Allison,

I am very happy to hear that Multnomah County is considering improvements to Sandy Blvd, in Fairview. As you are aware, I am the manager at Quail Hollow, an age qualified community, for persons 55 years of age and over. I must admit, on a great many occasions I have witnessed many of the residents coming close to getting struck by a vehicle, when crossing the street in front of our community to get to the bus stop on the other side. I have also witnessed 3 accidents in 4 years due to the lack of a turning lane into our community. In order for people to walk along Sandy, they must walk partially on the roadway, sidewalks and crosswalks that lit up would be beneficial for the lively hood of the residents that live in our community.

With more industries and businesses coming to Fairview the traffic congestion is getting thicker. I look forward to the improvements as I know many of the folks that reside within Quail Hollow will as well.

*Sincerely,  
Rose Hansen  
Manager*

Quail Hollow  
21100 NE Sandy Blvd  
Fairview, OR 97024  
Phone: (503)667-1167  
Fax: (503)674-9507  
Cell: (503)752-9825  
[quailhollow\\_mgr@equitylifestyle.com](mailto:quailhollow_mgr@equitylifestyle.com)