



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 172nd 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.*
- *190th 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 (190th 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 181st 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/242nd and Eastman/223rd carry increasing traffic volumes. Both Hogan/242nd and Eastman/223rd 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.