



2022-2024 Regional Flexible Funds Project Application

INTRODUCTION

This application is organized to consider, assess, screen, and select Regional Flexible Fund Allocation (RFFA) projects. The assessment is focused on first determining a candidate project's applicability to the RFFA program and their technical feasibility. Upon that assessment, promising projects will be assessed on the merits of their intended project outcomes that will be used for project scoring.

To be applicable to the RFFA program, a project must be at least one of the following project types:

- **Active Transportation and Complete Streets**, or
- **Freight and Economic Development Initiatives**

Each project should demonstrably support the four 2018 Regional Transportation Plan (RTP) investment priorities:

- Advancing **Equity**
- Improving **Safety**
- Implementing the region's **Climate Smart Strategy**
- Managing **Congestion**

Although information from the entire application may be used to inform project scoring, the questions presented in the section, "Project Outcomes" are directly related to scoring and evaluation criteria and the answers to these questions will directly inform the project scoring.

After all relevant questions are completed, please secure the required signatures as indicated at the end of this application form, and email it, along with other required information and supporting documentation to rffa@oregonmetro.gov. Applications MUST be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.

APPLICANT INFORMATION

1. Jurisdiction name: City of Milwaukie
2. Contact info: Name, phone #, email: Stephen McWilliams, project manager, 503.786.7541, McWilliamsS@milwaukieoregon.gov
3. Funding category (check one): Active Transportation Freight Both
4. Project name: Monroe Street Neighborhood Greenway
5. Describe the project purpose. What problems or issues is the project intended to address?

Since 2007, the City of Milwaukie has planned for a neighborhood greenway on the Monroe Street corridor to connect neighborhoods and regional destinations. There are few connecting east-west streets in Milwaukie, so creating a corridor for active travel by people of all ages and abilities will fill a significant gap in the network. The project extends through equity lens tract areas for people of color/limited English proficiency/low income.

The Milwaukie Transportation System Plan (TSP) identifies neighborhood greenways as low-speed and low-traffic routes for walking and biking. The Monroe Street Neighborhood Greenway will connect Milwaukie's central neighborhoods with downtown, the Trolley Trail, the 17th Avenue bikeway to the west, and the Clackamas Regional Center to the east. Currently, people use portions of the street, but crossings are deficient, traffic speeds and volumes are not adequately controlled, and the corridor is not continuous. This project will create a continuous low-stress bikeway that features traffic calming measures, wayfinding signage and signalization at OR-224. Additionally, this project will feature upgrades to existing pedestrian facilities along Monroe Street, including ADA curb ramp construction, sidewalk gap infill, sidewalk widening, wayfinding signage, and Rectangular Rapid Flashing Beacon (RRFB) crossing installation.

PROJECT READINESS

The following questions intend to gather information about how developed the project is and the steps that will still be required to complete the project. This section will be used for screening project feasibility.

Project Detail

6. Is this project on the 2018 RTP Constrained list? ¹ Yes No
7. What is the RTP Project ID #? 10099
8. In which RTP network and policy map(s) is the project included? Check all that apply, indicate specific functional classification.
 - High Injury Corridor (or ODOT ARTS Hotspot map): N/A
 - Bicycle: Bicycle Parkway
 - Pedestrian: Pedestrian Parkway
 - Freight: N/A
 - Transit: N/A
9. List the project beginning and ending points. What specific streets/intersections are included in the project area?
 - o Beginning point: Trolley Trail (McLaughlin Blvd)

¹ Project must be on the 2018 RTP Constrained list, available for download at: oregonmetro.gov/RTP or oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Master-Project-List-All-Projects-20190315.xls

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- Ending point: Linwood Avenue
- See Attachment Q9 - SegmentMapMilwaukie

Intersections within the project area include:

Segment A:

- SE Monroe and 21st
- SE Monroe and 25th
- SE Monroe and 28th
- SE Monroe and 29th
- SE Monroe and OR 224

Segment B:

- SE Monroe and SE Penzance
- SE Monroe and SE Campbell

Segment C:

- SE Campbell and SE Myrtle
- SE Campbell and SE Oak

Segment D:

- SE Railroad and SE 37th
- SE Washington and SE 37th
- SE Washington and SE 40th
- SE Washington and SE 42nd
- SE Washington and SE Garrett
- SE Washington and SE Ada
- SE Ada and SE Home

Segment E:

- SE Home and SE Monroe
- SE Monroe and SE 52nd
- SE Monroe and SE Wood
- SE Monroe and SE 55th
- SE Monroe and SE Stanley
- SE Monroe and SE 59th
- SE Monroe and SE 60th
- SE Monroe and SE Linwood

10. Is the project included in an adopted local transportation safety plan or audit? Yes No
Please describe.

The 2013 Milwaukie TSP identifies Monroe Street as the city's first Neighborhood Greenway. Its primary objective is to create shared travel space that is safe for people walking and biking by reducing motor vehicle speeds and volumes, and creating safe crossings. Additionally, Monroe Street is identified as a principal active transportation route in Clackamas County's Active Transportation Plan.

11. Describe the non-RFFA funding sources available and amounts necessary for the project to be completed. How secured is the funding for each funding source (Certain, Probable, or Competitive?)

The city has identified several sources of funding for the Monroe Street Neighborhood Greenway corridor (see Table 1). The city has committed local Capital Improvement Plan funding

for the Monroe Greenway project, as well as the traffic diverter and HAWK signal at Monroe and Linwood Avenue. The funding for both the greenway and bike signal at OR-224 are identified in ODOT’s 2021-2024 Draft STIP. While the draft STIP still awaits final approval by the Oregon Transportation Commission and Federal Highways Administration, inclusion on the 100% list of funded projects recommended by Region 1 is a strong indication that funding is probable. Cost savings related to the path on the [McFarland site](#) (see Figure 1) is certain as it will be completed with a pending development. The developer of the site has purchased the lots and submitted a development permit; the city will include a condition of approval requiring dedication of the right-of-way and construction of the path along the property line.

Figure 1: McFarland Draft Site Design



Table 1: Funding Sources

Source	Amount	Status
Capital Improvement Plan Funding	\$321,900	Certain (already secured)
ODOT STIP Greenway	\$3,100,000	Probable
ODOT STIP Monroe Street Bike	\$2,500,000*	Probable

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Signal		
McFarland shared path savings	\$400,000	Certain
Total:	\$6,321,900	

*The amount is limited to the actual costs of improvements. Any costs above the estimate will be paid by ODOT. Any savings under the estimate will not be available for other phases of the project

12. Which Project Development Stages are to be considered for RFFA funding?²

The city will use the RFFA funding for the construction phase for Segments D and E of the project.

13. If your project is found to not be as far along as indicated or has specific challenges that need to be (re)addressed to improved technical feasibility, are you interested in RFFA funding for project development activities? Yes No

14. Attach or describe the project schedule and include information about important schedule considerations or drivers.

The project schedule is outlined in Table 2, with phasing associated with five sections of the Monroe St. Neighborhood Greenway. The sections are listed below and illustrated in Figure 2:

- Section A - SE 21st Avenue to OR-224
- Section B – OR-224 to SE Campbell Street
- Section C - SE Campbell Street to Oak Street
- Section D - Washington Street Bike Route (SE Oak to Home Avenue)
- Section E - SE Home Avenue to Linwood Avenue

The recommended phasing will allow for the RFFA grant to fund the construction of Sections D & E, leveraging the final design of the entire greenway and construction of Sections A, B, C, the OR-224 and Monroe signal, and the McFarland path—all of which accounts for 62% of the total project costs. The project schedule anticipates the RFFA funding would be used for construction of Section D and E between 2022-2024. RFFA funding would account for 38% of the total project costs.

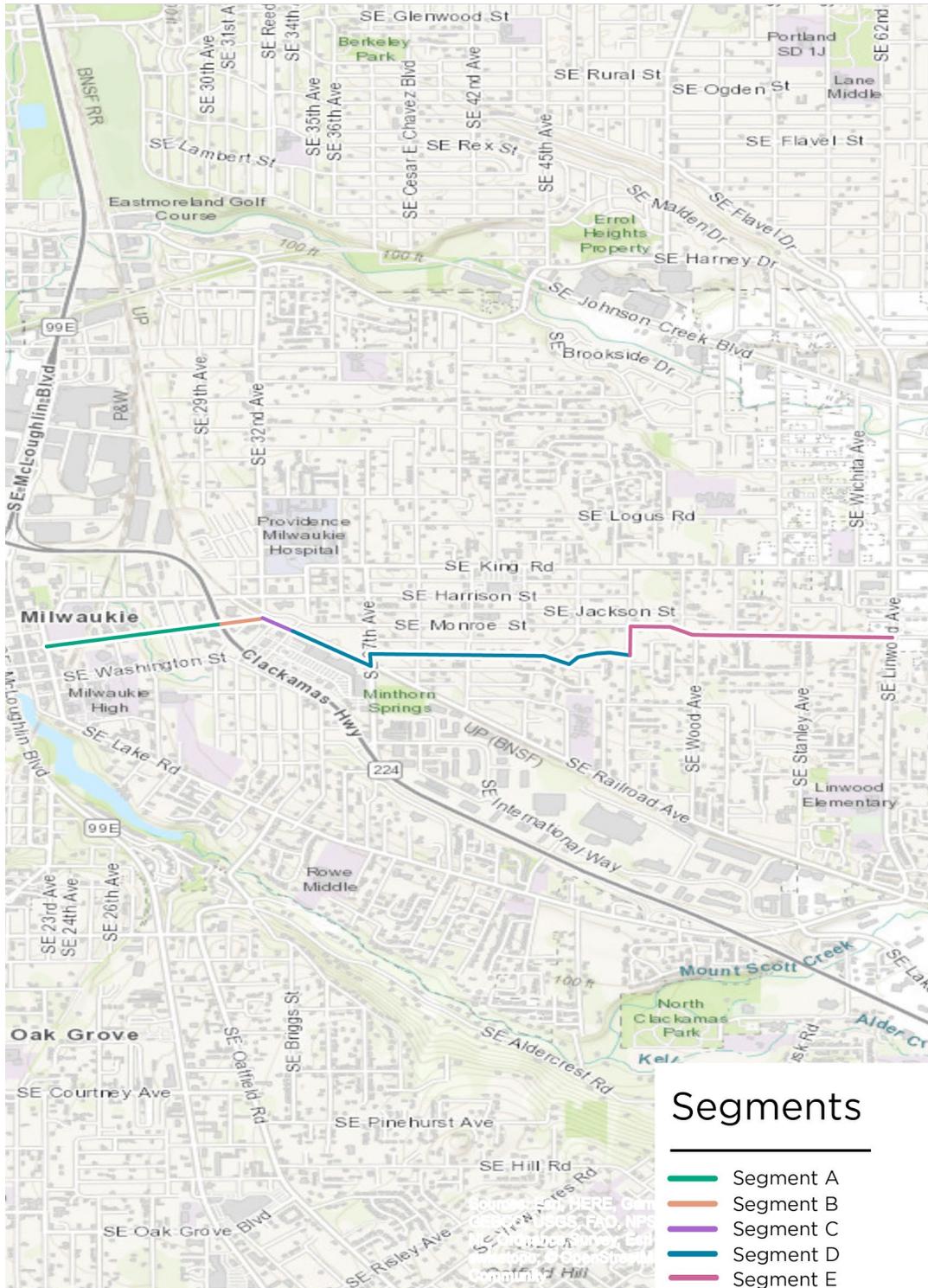
Table 2: Segment Design, Construction, and Funding

Task	Segments	Schedule	Funding
Preliminary Design (30%)	A-E	2020-2021	CIP
Final Design (100%)	A-E	2021-2022	ODOT STIP
Construction	A-C	2022-2024	ODOT STIP
Construction	D-E	2022-2024	RFFA

² Please refer to guidance found in the RFFA nomination process handbook.

Figure 2. Segment Map

Monroe Street Neighborhood Greenway



Project Completeness

15. At what stage of the project development process is the project, and what is the status of each project stage (refer to Defining Project Development Stages above)?

Table 3: Project Development Process

Project Development Stage	Status	Notes
Planning	Complete	The city adopted the Monroe Street Neighborhood Greenway Plan in 2015 and updated it in 2018 (see below).
Alternatives Analysis	Complete	City Council adopted the Washington Street alignment in June 2018.
Preliminary Design	In-process; Funding secured	Local CIP funds have been secured to complete preliminary (30%) design of the entire greenway.
Final Design	Not started; Funding probable	It is probable that ODOT STIP funds will be allocated for construction documents for all segments of the project
Construction	Not started; Funding probable for Sections A-C	It is probably that ODOT STIP funds will be allocated for the construction of sections A through C. RFFA funding would be used for construction of sections D and E of the project.

16. Is right of way (ROW) acquisition likely? Will the project need any unique ROW requirements such as temporary easements, special coordination with other agencies? What is the status of the ROW acquisition task of the project?

Yes, in limited amounts. The project is designed to be implemented within the existing public right-of-way, except in Section D where the right-of-way required for the pathway will be dedicated by the property owner as part of the land development process (as a condition of development approval).

The city may need to acquire Temporary Construction Easements and Right of Entry permits to construct certain elements of the project.

17. What project development (project study reports, transportation safety plan, safety audit, feasibility studies) has been completed? How recent are these reports or this project development, and are they still relevant? Are they in digital format for possible transfer?

The city has conducted several studies since the project was first identified in the 2007 TSP.

Specific sources, including hyperlinks to the source documents, are listed below:

- [Needs and Opportunities Memorandum, November 2014](#): this memo provides relevant corridor-wide and section by section narratives highlighting disparities between existing conditions and the community vision for Monroe Street (as outlined in the TSP).
 - [Monroe Street Neighborhood Greenway Concept Plan, June 2015](#): the exact alignment of the Greenway has been updated since 2015, however, the original concept plan still speaks to the variety of improvements that will be incorporated into each segment.
 - [Traffic Analysis Report, March 2018](#): provides up-to-date travel demand modeling analysis of 28 intersections to evaluate the extent of anticipated volume shifts and associated neighborhood impacts. Findings from the report generally support the recommendations of city and county concept plans, though it also identified demand for two additional signals.
 - [Council Resolution No. 36-2018](#): provides instruction from City Council to modify the concept plan to include the Washington Street alignment option to mitigate impacts of added bicycle traffic, eliminate the planned diverters at both the intersections of 42nd at Monroe and 37th at Monroe, and add an additional traffic signal at 42nd and Harrison.
 - [Revised Project Cost Estimates, June 2019](#): independent review of 2015 Monroe Street Neighborhood Greenway Concept Plan 2015 and project assumptions to derive a revised cost estimate in 2019 dollars (Revised Cost Estimate Attachment).
18. Does the project area intersect with Title 13 resource areas³, wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting?
- The project intersects with a narrow band of mapped **Title 13 resources** near the intersection of Monroe Street and Spring Creek. This Title 13 area is predominantly categorized as Class I (areas supporting 3 or more riparian functions) and Class II (areas supporting 1 or 2 primary riparian functions). City natural resource land use review and permitting would not be triggered given the project is public ROW.
 - The alignment intersects with a **heavy rail corridor** near the intersection of SE Oak Street and SE Campbell Street. Union Pacific Railroad (UPRR) approval of 100% drawings is required. Once UPRR approves, an amendment to the existing rail order will be submitted for the specific crossing with ODOT Rail Division.
19. To what extent has environmental permitting been scoped or completed?

³ Available for download at: oregonmetro.gov/urban-growth-management-functional-plan

The project does not individually or cumulatively have a significant effect on the human environment, therefore, neither an environmental assessment nor an environmental impact statement is required. Areas of disturbance exceeding 5 acres will require a 1200-C Construction Stormwater General Permit to be administered by the Oregon DEQ. The extents of the Monroe Street Greenway project will disturb 1-5 acres, requiring a 1200-CN Construction Stormwater General Permit to be administered by the city.

Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address?

Table 4: Community Needs

Community Concerns Heard	Strategy	Improvements
Lack of safe bikeways in the city	Continuous bikeway connecting neighborhoods from east to west	Fill gaps in the network, improve safety of crossings, provide wayfinding signs
Pedestrian safety and connectivity	Sidewalk and pathway improvements	Improve existing walkways to 6-foot sidewalks, construct 7-foot pervious pedestrian path along eastern portion of project area, buffer sidewalks with landscape strips, street trees, bioswales, and parking
High Traffic Speed/Volumes	Traffic calming and diversion	Speed cushion, chicanes, curb extensions, traffic circles, turn-control diverter medians
Unsafe/Uncomfortable Crossings	Traffic calming and crossing enhancements	Marked crossings, ADA curb ramps, stop controlled intersections, RRFB crossings
Insufficient drainage	Green stormwater infrastructure	Bioswales (to be installed with new curb extensions/chicanes), landscaped medians and traffic circles, sections of permeable walkway
Character/Placemaking	Green Street Improvements	Addition of landscaping and decrease in cut-through traffic will enhance neighborhood character of Monroe

21. Which community partners are involved?

- The city has engaged representatives from a diverse group of organizations, including:
 - i. Historic Milwaukie Neighborhood District Association
 - ii. Ardenwald Neighborhood District Association
 - iii. Hector Campbell Neighborhood District Association
 - iv. Linwood Neighborhood District Association
 - v. Bike Milwaukie
 - vi. Public Safety Advisory Committee
 - vii. Clackamas County Pedestrian/Bikeway Advisory Committee
 - viii. Clackamas County Planning Department
 - ix. Clackamas Fire District
 - x. ODOT

22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process.

- **TSP Outreach Process:** Public and interagency engagement/support for an enhanced bike corridor on Monroe Street can be traced back to the city's 2007 TSP development process, during which an advisory committee of residents, business representatives, and agency representatives (including participants from ODOT, Clackamas County, TriMet, and Metro) collaborated on bicycle and pedestrian topics. The TSP ultimately identified Monroe Street (between downtown and Linwood Ave) as a vital connection. This committee envisioned neighborhood greenways as optimal for traffic calming, intersection improvements, pavement marking treatments, and additional wayfinding signage. The TSP outreach process also included a total of seven public workshops, two of which centered on pedestrians and three of which centered on bicyclists.
- **Monroe Street Greenway PAC:** The project's public advisory committee is a two-part committee that included eight community representatives (including participants from Neighborhood District Associations, non-profits, and members of the county-wide Pedestrian and Bikeway Advisory Committee) and six technical advisors (including representatives from ODOT and Clackamas County) tasked to guide the planning process and review draft concepts. This committee met for five PAC-wide sessions between the Fall of 2014 and the Spring of 2015 to discuss a range of topics, including:
 - i. Existing conditions and challenges
 - ii. The Needs and Opportunities Memo
 - iii. Concept Design
 - iv. Member Concerns
 - v. Public Workshop Outcomes
- **Public Workshops:** The city held three public workshops during the course of project planning to provide residents with the opportunity to see and comment on drafts of the concept design and discuss trade-offs. These workshops were attended by community members with a diversity of perspectives. While many attendees supported traffic calming improvements for their bicycle/pedestrian safety benefits, some also expressed concern about impacts to emergency response time, parking availability, and traffic volumes/speeds on surrounding streets.
- **City Council Resolution 36-2018:** City Council directed staff to pursue grants, design, and construction for the Concept Plan, with modifications including the Washington Street alignment options with added pedestrian elements along the Washington Street corridor. (See attachment Q22 - City Council Resolution 36-2018)

- **2019 Letters of Support:** The City received 6 letters of support from stakeholder, community members, and active transportation advocates. (See attachment Q22 – 2019 Letters of Support. Letters of support received are from:
 - i. Milwaukie City Council
 - ii. Bike Milwaukie
 - iii. Oregon Walks
 - iv. The Street Trust
 - v. Linwood Neighborhood Association
 - vi. Jason Start, Community Member

Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project?

The City of Milwaukie and Clackamas County are intergovernmental partners in delivering a Neighborhood Greenway along Monroe St from I-205 through downtown Milwaukie. The county has lead planning and development of [the segment from I-205 to Linwood Ave.](https://www.clackamas.us/engineering/monroestreetplan.html) (<https://www.clackamas.us/engineering/monroestreetplan.html>)

Other partner agencies (including TriMet, ODOT, Clackamas County, and Metro) participated in the TSP process that identified Monroe Street as a Neighborhood Greenway and the development of the Monroe Street Neighborhood Greenway Concept Plan.

ODOT's support of the project has included 2015 TGM grant funding of the concept plan.

24. Is the project on or does it connect with a separate agency facility? Indicate all potentially involved agencies' awareness of and cooperation with the project. Potential agencies include Oregon Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland.

The Monroe Street Neighborhood Greenway provides an important regional active transportation connection in Milwaukie and northwest Clackamas County. Together with the Clackamas County portion of the Greenway, the combined project would link the I-205 multi-use path in the east with the Trolley Trail in the west. The Monroe Street Neighborhood Greenway also provides an important connection between TriMet's MAX Orange Line light rail in downtown Milwaukie with the Green Line light rail along I-205. Involved agencies would include Union Pacific Railroad and ODOT Rail Division to modify the existing crossing rail order at the crossing at SE Campbell and Oak streets.

25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation?

The need for utility relocations will be determined during the final design phase of the project. The anticipated cost of utility relocations is included in the contingency costs. Minor drainage infrastructure is anticipated to be relocated in order to install stormwater planter facilities. Relocation of private utilities that are in the public right of way will be paid for by the private business.

26. Do you have design control consistently across the project area? If other agencies are affected by this project, do you have the necessary documentation of agreement regarding design

elements reflected within this project? (Please obtain signatures as indicated on the Signature Page of this application.)

Yes, the City of Milwaukie has control over the section of the project that would be funded by the RFFA grant (Section D & E). City staff has informed Union Pacific Railroad (UPRR) and ODOT Rail of the project's proximity to the railroad and will work to receive UPRR approval of 100% design plans once that stage of the project is reached. The City of Milwaukie has a long-standing relationship with the UPRR as their rail line runs through the downtown corridor. The city attests to follow all avenues of coordination and procedures that are required by both UPRR and ODOT Rail to modify the pedestrian rail crossing.

PROJECT RISKS

The following questions intend to identify potential risks to project completion.

27. Has a person(s) with the proper authority reviewed and agreed to the project design, and signed off on this application?⁴ Yes No
28. Are there any anticipated risks for the following:
- a. Right of way (ROW)
 - i. Are ROW acquisition costs included in the cost estimate?
Yes, temporary construction easement and right of entry costs are included in the cost estimate. Minor ROW acquisition is included within the contingency per the attached cost estimate.
 - ii. Were the federal Right of Way Uniform Act's acquisition and negotiation processes performed during the ROW acquisition stage or considered in the schedule and budget, for those projects which have not yet performed ROW acquisition?
Right of Way Uniform Act has been taken into account in the schedule and budget.
 - b. Utility Relocation
 - i. Are utility relocation costs included in the cost estimate?
The cost of public utility relocations is included in the contingency costs of the project.
 - c. Stormwater considerations
 - i. **Water quantity:** Regular flooding occurred frequently after heavy rainfalls, particularly around SE Home and 55th avenues, until the city installed five drywells in recent years. These have eased, but not eliminated the problem; flooded basements are still relatively common in conjunction with major storm events. Green street treatments in this project (including permeable pavement and curb extensions and chicanes that feature bioswales to hold runoff) have the potential to reduce flooding even further.
 - ii. **Water quality:** At present, stormwater runoff within the project area picks up chemical and particulate contaminants associated with on-street and rail corridor conditions. The addition of bioswales throughout Monroe Street will aid in the filtration of stormwater that is detained before permeating to the

⁴ As indicated on final page of application.

water table, as well as runoff that filters laterally through green stormwater infrastructure before rejoining a surface body of water.

d. **Environmental and Permitting**

i. **Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified?**

No impacts identified. It is anticipated that the project will be categorically excluded from an environmental analysis

e. **Schedule:** Schedule is dependent on STIP and RFFA funding for final design.

f. **Budget:** Construction costs and inflation are all market dependent.

g. **Staff availability:**

i. **Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe.**

The city has, at minimum, five staff members involved in the Monroe Street project, including:

- **Steve Adams - City Engineer and Program Manager**
 - Steve Adams is the City Engineer for the City of Milwaukie, but worked for the City of Wilsonville as the Development Engineering Manager for 17.5 years. The list below is his related experience in capital improvement projects.
 - Tooze Road Improvements – Grahams Ferry Road, \$5.5 M: project manager to upgrade 2,500 feet of a 2-lane rural road to a 3-lane minor arterial, including bike lanes, a cycle track, sidewalks, adding stormwater LIDA facilities, and installing a signalizing intersection. Held public meetings, managed the design consultant team, managed project construction through close-out and acceptance.
 - Canyon Creek Road Extension, \$3.4 M: project manager to widen 1,300 feet of a minor arterial from 2-lanes to 3-lanes, and extend the roadway an additional 1,000 feet, including adding bike lanes, a sidewalk and a multi-use path, adding stormwater LIDA facilities, and installing a signalizing intersection. Held public meetings, managed the design consultant team, managed project construction through close-out and acceptance.
 - 5th Street to Kinsman Road Extension: \$16 M estimate once completed. A combined 2,500-foot extension of a 3-lane minor arterial and a 2-lane collector, reconstruction of 600 feet of an existing collector, and a 1,900-foot extension of a multi-use pathway. Design includes adding stormwater LIDA facilities, combined use off-street bike paths/sidewalks, two bridges over a perennial stream, and adding a boardwalk section for the multi-use path. Project manager through holding public

meetings, siting of the new location of the roadways, hiring design consultant team, and taking the project to 100% design.

- Kelly Brooks - Assistant City Manager and Program Supervisor
 - Prior to joining the City of Milwaukie, Kelly Brooks served as the Policy and Development Manager for ODOT Region 1. In this capacity, she managed the development of the Region's State Transportation Improvement Program (STIP) and served as the Program Manager for the Region 1 Enhance Program during development of the 2019-2021 STIP. Several projects in both the 2015-18 and 2019-21 Enhance Program incorporated Regional Flexible Fund grant dollars. Kelly also has experience with federally funded transportation projects through her work on the Mt. Hood ITS Public Lands Highway Discretionary Project and a TIGER funded US 26 ITS Active Traffic Management Project.

- Jen Garbely - Assistant City Engineer and Project Supervisor
 - Jennifer Garbely is the Project Manager for the Kronberg Park Multi-Use Walkway. This project received \$1.2 M in funding through Oregon Connect. Jennifer secured matching funds to construct the bridge walkway for \$2.4 M. The project is under construction within budget and meeting schedule to be complete by December 2019.

- Stephen McWilliams - Associate Engineer and Project Manager
 - Stephen McWilliams has experience in the private sector designing sidewalks and ramps to meet ADA compliance in constrained corridors, designing stormwater treatment and detention facilities, road reconstruction, and utility relocation. Stephen is managing construction for the city on a \$3 M downtown project that includes full road reconstruction, full utility upgrades, including stormwater facilities, sidewalks, and ramps that are all up to ADA standards.

- Alex Roller - Engineering Technician II and Inspection Coordinator
 - Alex Roller has been working in his current position for approximately four years to provide inspections on capital improvement projects and private development to ensure public infrastructure is being installed to city design standards.

PROJECT DESIGN

Project designs will be scored on the level of safety and environmental improvements they can provide. A project that includes as many safety and environmental mitigation elements as feasible will more completely meet the criteria.

29. Describe the project elements and countermeasures that address safety.

Reducing vehicle speeds and volumes is essential for enhancing the safety and comfort of people walking and biking in the corridor. The design and installation of traffic calming devices including curb extensions and chicanes will both reduce traffic speeds and pedestrian crossing distances in many locations, while diverter medians will reduce overall traffic volumes on Monroe Street. Additional safety improvements will include marking crosswalks, painting sharrows and signalization upgrades.

30. What countermeasures are included that reduce conflicts between modes (vehicles, pedestrians, bicycles, railroad crossings) and improve safety? (Use Appendix C design checklist, check all that apply)

Appendix C Checklist (all that apply are listed below in Table 5 - please note that not every measure applies to the entirety of the corridor, as noted in the Monroe Street Greenway design description):

Table 5: Appendix C Checklist Elements Applicable to Q30

Appendix C - Pedestrian Project Design Elements	Monroe St Greenway Design Description
Add sidewalk width and/or buffer for a total width of 10 feet or more (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 25 mph or less). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.	Existing sidewalks range from 4 to 5 feet and generally do not include buffering from on-street conditions. Improvements will widen existing sidewalks to 6 feet with 5 to 7-foot buffers in the form of landscaped strips, chicanes, curb extensions, and parking lanes. The eastern-most portion of the corridor will feature a 7-foot-wide pervious asphalt walkway with 4 to 8 foot landscaped buffers.
Sidewalk clear zone of 6 feet or more	Existing 4 to 5-foot sidewalks will be widened to 6 feet with 4 to 8-foot buffers from moving traffic in most locations.
Remove obstructions from the primary pedestrian-way or add missing curb ramps	Curb ramps are missing or damaged in many locations throughout the corridor. Deteriorating sidewalks in some locations have cracks and overgrowth that pose obstruction to safe and comfortable pedestrian activity. Areas with damage will be improved during the sidewalk widening process and bi-directional curb ramps are to be installed per current ADA Standards

<p>Add enhanced pedestrian crossing(s) at appropriate locations</p>	<p>Crossings along the corridor are generally not marked. High visibility crosswalks will be added in key locations. Critical crossings outlined in the concept plan will included Rectangular Rapid Flash Beacons (RRFB) for enhanced pedestrian safety.</p>
<p>Reduced pedestrian crossing distance</p>	<p>Existing roadway width ranges from approximately 22 to 40 feet wide along the corridor. The addition of curb extension in key locations will reduce pedestrian crossing distance by (up to) 10 feet in some locations.</p>
<p>Narrowed travel lanes (reduces pedestrian crossing distance)</p>	<p>In addition to travel lane width reduction associated with curb extensions, the addition of landscaped buffers and widened sidewalks will limit travel lane width to as little as 9 feet in some locations (not factoring in the presence of chicanes).</p>
<p>Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)</p>	<p>The addition of curb extensions will reduce corner radii at many locations throughout the corridor, helping enhance pedestrian visibility and slow turning traffic.</p>
<p>Curb extensions and/or in-lane transit boarding</p>	<p>The Monroe Street Concept Plan identified the need for curb extensions at most existing intersections along the corridor</p>
<p>Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal</p>	<p>The Concept Plan identified two potential sites for RRFB treatments to enhance the visibility of cyclists and pedestrians crossing. These locations include: the intersections of Campbell/Oak and Washington/37th.</p>
<p>Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts</p>	<p>While Monroe Street is not an arterial, many of the traffic calming features listed (and more) will be included with the project. Traffic calming improvements from existing conditions will include: curb extensions, chicanes, speed humps, traffic circles, and median diverters.</p>
<p>Wayfinding</p>	<p>The Concept Plan identifies the addition of wayfinding for pedestrians and cyclists as a defining characteristic of neighborhood greenways. The project team will identify the</p>

	location and type of wayfinding enhancements most suitable for the corridor during subsequent levels of design.
Appendix C - Bicycle Project Design Elements	Monroe St. Greenway Design Description
Bicycle boulevard treatment (markings, slowed traffic speeds, wayfinding etc.) where ADT is less than 3,000 per day and speeds are equal to or less than 20 mph	Today the majority of Monroe Street has a posted speed limit of 25 miles per hour, however with traffic calming improvements and diversion of higher speed through traffic, Monroe Street will be a suitable location for Neighborhood Greenway (Bicycle Boulevard) treatments. Improvements over existing conditions will also include the addition of sharrows, and “crossbikes” (green dashed bicycle crossings).
Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts	While Monroe Street is not an arterial, many of the traffic calming features listed (and more) will be included with the project. Traffic calming improvements from existing conditions will include: curb extensions, chicanes, speed humps, traffic circles, and median diverters.
Other bicycle priority design elements	The Concept Plan identifies the addition of bike signals at the intersection of Monroe Street and OR-224.
Appendix C - Other Complete Street Features	Monroe St. Greenway Design Description
Intelligent Transportation System (ITS) Elements	In addition to bike activated signals detailed above, the project will include improvements to pedestrian and vehicle phasing at intersections identified by Clackamas County to be deficient.

31. Duplicate question, please see question 48 per Project Application Errata Sheet instructions.

32. Are there additional design elements or countermeasures not on the checklist that are included in the project design that will improve safety and environmental outcomes?

N/A

PROJECT OUTCOMES

Projects will be scored in terms of their ability to create positive outcomes that align with RFFA priorities and regional goals. The following questions aim to gather details directly related to those potential outcomes. Please provide all relevant data to support your response, using Metro-provided data or additional sources. Metro staff will provide data to the scoring committee to confirm

Affordability/Equity

33. Is the project in an Equity Focus Area? Yes No Please indicate which Focus Area.

The project extends through equity lens tract areas for people of color/limited English proficiency/low income.

34. List the community places⁵, affordable housing, and Title 1 schools within ¼ mile of project.

Community Places:

- Four educational facilities, including:
 - i. Milwaukie Academy of the Arts
 - ii. Milwaukie High School
 - iii. Lot Whitcomb Elementary
 - iv. Portland Waldorf School
- Providence Milwaukie Hospital
- Four parks, including:
 - i. Milwaukie Bay Park
 - ii. Dogwood Park
 - iii. Minthorn North Natural Area
 - iv. Homewood Park
- Campbell community garden

Title 1 Schools:

- Lot Whitcomb Elementary -- 7400 SE Thompson Rd.

Low-Income Tax Credit Housing:

- North Main Village -- 10554 SE Main St.
- Cascade Meadows -- 10005 SE Bell Ave.

Public Housing

- Hillside Park, Housing Authority of Clackamas County

35. What are the estimated totals of low-income, low-English proficiency, non-white, seniors and youth, and persons with disabilities who will benefit from this project?

Tables 6, 7, and 8 show the ethnic origin, age, and income demographics of Milwaukie residents. Nearly all of Milwaukie falls within an approximate bikeshed of 1.5 to 2 miles from the project, so the population will benefit from the project. Figure 3 illustrates the median household income of residents who live adjacent to the Monroe Street Greenway. The project will ultimately be a key east-west connector through the city, serving one of the community's lowest income areas. Additionally, people living and working in Clackamas County near the Monroe corridor will also benefit from the project.

Table 6: Milwaukie Racial and Ethnic Origin Demographics

Racial Demographic	Percentage	Estimated Number
Non-hispanic White	82.5%	16,740
Hispanic/Latino	8.6%	1,745

⁵ Community places are defined as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, parks, greenspaces, and other places that provide key services and/or daily needs.

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Asian	4.1%	832
African American/Black	2.2%	446
American Indian/Alaskan Native	1.6%	325
Native Hawaiian/Pacific Islander	0.1%	20
Two or more races	3.3%	670

Table 7: Milwaukie Age and Health Demographics

Age/Health Demographics	Percentage	Estimated Number
Persons under 5 years of age	5.5%	1,116
Persons under 18 years of age	17.4%	3,531
Persons 65 years of age or greater	16.2%	3,287
Persons under 65 with a disability	8.2%	1,664

Table 8: Milwaukie Household Income Demographics

Household Income Measure	Percentage	Estimated Number
Less than \$10,000	4.6%	933
\$10,000 to \$14,999	4.1%	832
\$15,000 to \$24,999	12%	2,435
\$25,000 to \$34,999	8.9%	1,806

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\$35,000 to \$49,999	13%	2,638
\$50,000 to \$74,999	21.1%	4,281
\$75,000 to \$99,999	14.7%	2,983
\$100,000 to \$149,999	3.7%	751
\$200,000 or more	3.3%	670

Figure 3: Median Income and Alignment Map

Neighborhoods identified as containing higher rates of **low-income residents, residents of color, and/or residents with limited English proficiency** along the eastern and western portions of Monroe Street Neighborhood Greenway experience deterrents and barriers to walking and biking, including: high vehicle speeds, high volume traffic environments, unsafe crossings, and flood risk. The Monroe Street Neighborhood Greenway includes design treatments to address these issues, helping to make active transportation a viable option to residents.

Community members over the age of 65 and community members with disabilities will also benefit from the reduction of traffic speeds/volumes and the installation of marked crossings, in addition to benefiting from the installation/improvement of ADA curb ramps throughout the project area.

Youth will likely find walking and cycling on a Neighborhood Greenway more suitable to their skill level than current conditions on and around Monroe Street. These engineering upgrades will help support Safe Routes to School programs and goals shared by Clackamas County and the City of Milwaukie.

37. What contracting opportunities are available to Office for Business Inclusion and Diversity (COBID) firms through this project? What is your agency's policy, history, or removing barriers to hire and advance COBID firms in infrastructure projects?

The city would be excited to partner with COBID to contract with Disadvantaged Business Enterprises. Milwaukie is committed to being an inclusive community of diverse people from a variety of backgrounds that provides opportunities and support for all of its residents. Per Milwaukie [Public Contracting Rule \(PCR\) 25](#), the city pursues a policy of providing opportunities for available contracts to emerging small businesses and will collaborate with advocate for minority, women, and emerging small business to determine the best means by which to make such opportunities available. In PCR 25, the city reserves the authority to require that services or materials must be provided by a certified emerging small business and/or establish other requirements authorized by [ORS 279A.105](#).

Safety

38. How many fatal or serious injury crashes have occurred in the project area in the last 5 years (or most recent 5 years of available crash data)?

Between 2011 and 2017 the City of Milwaukie recorded two crashes causing major injury and 21 crashes causing moderate injury on Monroe Street. No fatal crashes on Monroe Street were recorded during this time period.

39. How does the project aim to reduce the number of fatal or serious injury crashes?

Future crashes along the corridor may be mitigated through a variety of project improvements, including:

- Reduction of crossing distance/pedestrian exposure via curb extensions
- An increase in time drivers have to react given slower vehicle speeds
- Diversion of through traffic to streets more suitably designed to accommodate the associated vehicle volumes/speeds

In addition to crash mitigation, Neighborhood Greenway improvements on Monroe would likely play a role in reducing the severity of future crashes along the corridor; since speed, one of the primary determinants in degree of injury incurred during crashes, would be reduced through a variety of traffic calming measures.

40. How does the project remove or mitigate conflicts, with (including) active transportation, railroad crossings, turning movements, and others? (Use Appendix C design checklist, indicate all that apply)

The project will ultimately culminate in a shared street that balances the needs of cyclists, pedestrians, and neighborhood motorists. The interaction of these modes will become lower stress for all travelers as speeds decrease with traffic calming infrastructure and pedestrian/cyclist visibility increases with better and clearer active transportation pavement markings and signage. Intersection improvements (including signal upgrades and RRFBs in some locations) will also serve to mitigate turning conflict that may occur between cyclists, pedestrians, and cars. Please see Table 9 for a complete list of Appendix C Checklist items.

Table 9: Appendix C Checklist Elements Relevant to Q. 48

Appendix C - Pedestrian Project Design Elements	Monroe St Greenway Design Description
Add sidewalk width and/or buffer for a total width of 10 feet or more (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 25 mph or less). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.	Existing sidewalks range from 4 to 5 feet and generally do not include buffering from on-street conditions. Improvements will widen existing sidewalks to 6 feet with 5 to 7-foot buffers in the form of landscaped strips, chicanes, curb extensions, and parking lanes. The eastern-most portion of the corridor will feature a 7-foot-wide pervious asphalt walkway with 4 to 8-foot landscaped buffers.
Sidewalk clear zone of 6 feet or more	Existing 4 to 5-foot sidewalks will be widened to 6 feet with 4-8 foot buffers from moving traffic.
Remove obstructions from the primary pedestrian-way or add missing curb ramps	Curb ramps are missing or damaged in many locations throughout the corridor. Deteriorating sidewalks in some locations have cracks and overgrowth that pose obstruction to safe and comfortable pedestrian activity. Areas with damage will be improved during the sidewalk widening process.
Add enhanced pedestrian crossing(s) at appropriate locations	Crossings along the corridor are generally not marked. The addition of high visibility crosswalks in key locations

Reduced pedestrian crossing distance	Existing roadway width ranges from approximately 22 to 40 feet wide along the corridor. The addition of curb extension in key locations will reduce pedestrian crossing distance by (up to) 10 feet in some locations.
Narrowed travel lanes (reduces pedestrian crossing distance)	In addition to travel lane width reduction associated with curb extensions, the addition of landscaped buffers and widened sidewalks will limit travel lane width to as little as 9 feet in some locations (not factoring in the presence of chicanes).
Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)	The addition of curb extensions will reduce corner radii at many locations throughout the corridor, helping enhance pedestrian visibility and slow turning traffic.
Curb extensions and/or in-lane transit boarding	The Monroe Street Concept Plan identified the need for curb extensions at most existing intersections along the corridor
Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal	The Concept Plan identified two potential sites for RRFB treatments to enhance the visibility of cyclists and pedestrians crossing. These locations include: the intersections of Campbell/Oak and Washington/37th.
Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts	While Monroe Street is not an arterial, many of the traffic calming features listed (and more) will be included with the project. Traffic calming improvements from existing conditions will include: curb extensions, chicanes, speed humps, traffic circles, and median diverters.
Wayfinding	The Concept Plan identifies the addition of wayfinding for pedestrians and cyclists as a defining characteristic of neighborhood greenways. The project team will identify the location and type of wayfinding enhancements most suitable for the corridor during subsequent levels of design.
Bicycle Project Design Elements	Description
Bicycle boulevard treatment (markings, slowed traffic speeds, wayfinding etc.) where	Today the majority of Monroe Street has a posted speed limit of 25 miles per hour,

<p>ADT is less than 3,000 per day and speeds are equal to or less than 20 mph</p>	<p>however with traffic calming improvements and diversion of higher speed through traffic, Monroe Street will be a suitable location for Neighborhood Greenway (Bicycle Boulevard) treatments. Improvements over existing conditions will also include the addition of sharrows, and “crossbikes” (green dashed bicycle crossings).</p>
<p>Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts</p>	<p>While Monroe Street is not an arterial, many of the traffic calming features listed (and more) will be included with the project. Traffic calming improvements from existing conditions will include: curb extensions, chicanes, speed humps, traffic circles, and median diverters.</p>
<p>Other bicycle priority design elements</p>	<p>The Concept Plan identifies the addition of bike signals at the intersection of Monroe Street and OR 224.</p>
<p>Wayfinding</p>	<p>The Concept Plan identifies the addition of wayfinding for pedestrians and cyclists as a defining characteristic of neighborhood greenways. The project team will identify the location and type of wayfinding enhancements most suitable for the corridor during subsequent levels of design.</p>
<p>Other Complete Street Features</p>	<p>Description</p>
<p>Intelligent Transportation System (ITS) Elements</p>	<p>In addition to bike activated signals detailed above, the project will include improvements to pedestrian and vehicle phasing at intersections identified by Clackamas County to be deficient.</p>
<p>Street trees and/or landscaping</p>	<p>The addition of landscaped strips and bioswales will coincide with the design and construction of traffic calming infrastructure, including: curb extensions, chicanes, and traffic circles.</p>
<p>Wayfinding</p>	<p>The Concept Plan identifies the addition of wayfinding for pedestrians and cyclists as a defining characteristic of neighborhood greenways. The project team will identify the</p>

location and type of wayfinding enhancements most suitable for the corridor during subsequent levels of design.

System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved?

The Monroe Street Neighborhood Greenway (indicated on Figure 4 as the primary east-west bicycle connection in dashed blue) will provide as the primary continuous east-west cycling connection in Milwaukie. Cyclists who are confident riding on a higher-speed corridor can ride four blocks north to access painted bike lanes on King Road (highlighted in solid green), which will connect to planned bike lanes on Harrison Street into downtown. Monroe Street Greenway will also act as a “greenway collector” by collecting active transportation traffic from 4 additional North-South greenways planned in the City TSP. These are shown as North-South dashed blue lines.

Figure 4: Milwaukie Bicycle Master Plan Map



42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate?

In addition to the role this Neighborhood Greenway will play in expanding local level active transportation network access, the project will also expand regional scale bike access from unincorporated Clackamas (where the route will begin on a coordinated Neighborhood

Greenway project managed by the county), through residential and downtown Milwaukie, and connecting into bike facilities that connect into Portland's Sellwood neighborhood.

Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability? N/A

44. How does the project improve connections to transit and employment or residential sites/areas?

A multitude of transit routes have one or more stops within walking distance of the project alignment, including routes: 29, 30, 32, 33, 34, 70, 75, 99, and 152. Improvements to walking and biking facilities along the corridor will provide safer and more comfortable first and last mile connections for prospective riders.

45. How will the project reduce vehicle trips or VMT (other than freight-related trips)?

Providing a safe, comfortable, and attractive active transportation corridor will expand sustainable transportation access and appeal to a broader portion of the community, including residents whose skill level isn't sufficient for cycling on unimproved auto-oriented roadways.

46. How does the project reduce the need for throughway expansion?

Throughway expansion near the project area is not currently under consideration.

Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact.

The project's environmental impact is minimal, and outweighed by the benefits provided by the project purpose: to provide a safe cross-town connection for people of all ages and abilities to travel by bike or utilizing safe pedestrian facilities. The project will not increase vehicular miles traveled or increase vehicular capacity of the existing system.

48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?

The project concept plan incorporates bioswales and landscaping into most curb extensions, chicanes, traffic circles, and medians planned. Additionally, the concept plan identifies permeable paving as a suitable option for walkway improvements in some locations.

Freight Related Impact

49. How does the project address freight travel time reliability and recurring or nonrecurring congestion affecting freight goods movement?

N/A - Monroe Street does not serve as a high-volume freight corridor.

50. Is this project on a "Reduction Review Route" (defined and stipulated by statute; OAR 731-012 and ORS 366.215) and to what extent has coordination occurred with the freight industry?

No

51. If there is freight delay along the corridor, when does this delay occur, to what extent is there delay, and how does this project address that delay?

N/A

Employment/Economic Development

52. Describe the employment area(s) served by this project. What is the number of current and projected jobs in traded sectors?⁶

According to Metro’s Economic Value Atlas, the project could serve up to 2,663 workers in manufacturing and other traded sectors.

53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.⁷

According to Metro’s Economic Value Atlas, Milwaukie is home to 198 “clean tech jobs” within biking distance of the project. Access to safe and comfortable active transportation facilities will support tech industry workers who are able and interested in walking or biking to work.

Project Leverage

54. How does this project leverage other funding sources?

Awarding an RFFA grant for this project would leverage several other funding sources that are committed or likely to be committed. These include: local CIP funding, ODOT STIP grants, previous TGM grants, and private development funding related to the McFarland site.

55. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain.

Yes, RFFA funding will position the project to receive the probable ODOT STIP Greenway funds.

56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies?

The Neighborhood Greenway project includes the optimization of Monroe Street signalization. The project traffic analysis included recommendations for three new traffic signals and one new pedestrian signal at locations including:

- Harrison Street and 42nd Avenue
- Oak Street/Monroe Street/Railroad Avenue
- 37th Avenue and Harrison Street
- Monroe Street and Linwood Avenue

Additionally, Clackamas County has identified a list of deficient traffic signals, ITS, fiber routes, flashers, and PTRs that the project team will use to upgrade TSMO on Monroe Street.

57. Is this project on the Regional Emergency Transportation Network?⁸ Will this project help improve resiliency of the transportation network? If so, describe how.

This project is not on the Regional Emergency Transportation Network.

PROJECT COST ESTIMATE

58. What is the source of the project cost estimate?

⁶ Traded sector industries as indicated in the Economic Value Atlas, available at: oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas

⁷ Clean Technology industry sectors as defined in the Oregon Business Plan, <https://oregonbusinessplan.org/about-the-plan/industry-clusters/>

⁸ oregonmetro.gov/sites/default/files/2019/04/05/Regional_Emergency_Transportation_Routes_2006.pdf

Conceptual: These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.

Planning level: These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).

Engineering level: These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

59. During what project development stage (refer to page 9 of the RFFA application guidebook) was the cost estimate created?

Planning

Alternatives Identification and Evaluation

Preliminary Design

Final Design

60. What year was the cost estimate created? Does it include any escalation factors and to what year? The planning level cost estimate was created in 2015. An updated cost estimate associated with the alternatives identification and evaluation was completed in 2019.

61. To what extent were the following considered during cost estimating?

- a. Right of way (ROW): Yes, considered in the cost estimate
- b. Utility relocation or underground: N/A
- c. Stormwater considerations: Yes, considered in the contingency
- d. Environmental mitigation strategies: N/A
- e. Bridge, railroad, or major facility impacts: Yes, considered in the cost estimate
- f. Retaining walls: N/A
- g. Clearing and grading: Yes, considered in the cost estimate
- h. Removal of current pavement or facilities: Yes, considered in the cost estimate
- i. Signing and pavement markings: Yes, considered in the cost estimate
- j. Sidewalk and street furniture: Yes, considered in the cost estimate
- k. Street trees, landscaping, irrigation: Yes, considered in the contingency
- l. Mobilization, staging, and traffic control: Yes, considered in the cost estimate
- m. Staff availability or need for outside services: Yes, considered in the cost estimate

62. Please attach your cost estimate. Verify that it includes the following items:

- a. Unit cost assumptions
- b. Contingency assumptions include: public utility improvements, stormwater improvements, landscaping, irrigation, and street trees.

Please see the Revised Cost Estimate Attachment, which includes unit cost assumptions and contingency assumptions.

SIGNATURE PAGE

All relevant applicant agency and other agency staff with authority must attest to the design and cost estimates of the project, and that proper coordination and cooperation exists between all parties. Please attach additional signature pages as warranted.

Applicant agency staff signatures:

Project manager _____

Engineering _____

Right of Way _____

Environmental _____

Other agency signatures (as required):

ODOT Highway _____

ODOT Rail _____

TriMet _____

SMART _____

Utilities _____

Railroads _____

Other (please indicate) _____

2022-2024 RFFA Project Application

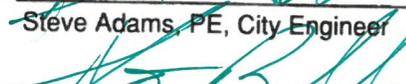
SIGNATURE PAGE

All relevant applicant agency and other agency staff with authority must attest to the design and cost estimates of the project, and that proper coordination and cooperation exists between all parties. Please attach additional signature pages as warranted.

Applicant agency staff signatures:

Project manager  6/21/19
Stephen McWilliams, PE, Associate Engineer

Engineering  6/21/2019
Steve Adams, PE, City Engineer

Right of Way  6/21/2019

Environmental _____

Other agency signatures (as required):

ODOT Highway  6/19/19

ODOT Rail See attachment - "Rail Coordination Memo"

TriMet _____

SMART _____

Utilities _____

Railroads See attachment - "Rail Coordination Memo"

Other (please indicate) _____

2022-2024 RFFA Public Engagement and Non-Discrimination Certification

Submitting agency name City of Milwaukie

Project name Monroe Street Neighborhood Greenway

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 marginalized populations. Applications for project implementation (construction) 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 checklist demonstrates:

- project sponsors have performed plan-level public engagement, including identifying and engaging historically marginalized communities, during development of local transportation system plans, subarea plans or strategies, topical plans or strategies (e.g., safety), modal plans or strategies (e.g., freight) and transit service plans from which the applicant project is drawn.
- if project development is completed, project sponsors have performed project-level public engagement, including identifying and engaging historically marginalized populations, and have analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low incomes compared to those for other residents.
- if project development is not completed, project sponsors attest the intent to perform project-level public engagement, including identifying and engaging historically marginalized populations, and to analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

Metro is required to comply with federal (US. Department of Transportation, Federal Highways Administration and Federal Transit Administration) and state (ODOT) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements. Documentation of the local actions described below may be requested by regulators; if such a request is unable to be met, the allocation may be found to be out of compliance, requiring regional and local corrective action.

The completed checklist will aid Metro in its review and evaluation of projects for the 2022-2024 regional flexible funds allocation.

Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section 2) and certification statement (see Section 3), for projects submitted to Metro for consideration for 2022-2024 regional flexible funding.

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

A public engagement quick guide is available at oregonmetro.gov/rffa. Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at daniel.kaempff@oregonmetro.gov or 503-813-7559.

1. Checklist

Transportation or service plan development (from which the applicant project was drawn)

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

Retained records: public engagement plan and/or procedures

During the development of the agency's transportation system, topical, modal, subarea or transit service plan, a jurisdiction-wide demographic analysis was completed to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults 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 (construction) funding where the project development has been completed. 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 (shall be) developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

During project development, a demographic analysis was (shall be) completed for the area potentially affected by the project to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating demographic analysis

Throughout project development, public notices were (shall be) published and requests for input were (shall be) sent in advance of the project start, engagement activity or input opportunity.

Retained records: dated copies of notices (may be included in retained public engagement reports)

Throughout project development, public documents included (shall include) a statement of non-discrimination (Metro can provide a sample).

Retained records: public documents, including meeting agendas and reports

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

Retained records: descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results (may be included in retained public engagement reports)

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

Retained records: 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 (may be included in retained public engagement reports)

Throughout project development, focused efforts were made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.

Retained records: description of focused engagement efforts, list of community organizations and/or community members representing diverse populations with whom coordination or consultation occurred, description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summaries of key findings (may be included in retained public engagement reports)

Throughout – and with an analysis at the end of – project development, consideration was (shall be) given to potential inequitable impacts 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: description of identified populations and information about and analysis of potential inequitable impacts of the project for them in relation to other residents (may be included in retained public engagement reports)

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

Retained records: summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports)

Adequate notification was (shall be) provided regarding final adoption of the plan, including how to obtain additional detailed information, at least 15 days in advance of adoption. Notice included (shall include) information on providing public testimony.

Retained records: dated copies of the notices; for announcements sent by mail or email, documentation of number of persons/groups on mailing list (may be included in retained public engagement reports or legislative staff reports)

2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of:

- if project development is completed, the public engagement process for this project, including outreach to communities of color, people with limited English proficiency and people with low income
- if project development is not completed, the public engagement plan for this project or agency public engagement practice, including outreach to communities of color, people with limited English proficiency and people with low income.

3. Certification statement

City of Milwaukie (agency) certifies the information provided on this checklist is accurate.

As attested by:

Stephen McWilliams

(signature)

Stephen McWilliams, PE, Associate Engineer

(name and title)

6/21/19

(date)



Regional Flexible Funds Grant Program

Metro

600 NE Grand Ave.

Portland, OR 97232-2736

June 21, 2019

Re: Milwaukie Summary of Non-discriminatory Engagement

Dear Grant Committee Members and Staff,

Milwaukie's adopted community vision states that:

"Milwaukie's government is transparent and accessible and is committed to promoting tolerance and inclusion and eliminating disparities. It strongly encourages engagement and participation by all and nurtures a deep sense of community through celebrations and collective action."

Further in the vision is a detailed quadruple bottom line framework including *People, Place, Planet and Prosperity*. The three *People* goal statements are:

- 1. Milwaukie is an inclusive community of diverse people from a variety of backgrounds that honors our differences and shared similarities. We are engaged and come together in many ways through various events and community gathering places, where we can celebrate our interests and passions;*
- 2. Milwaukie is a diverse community that provides opportunities and support for all of its residents through a variety of resources and enriching activities. We encourage and support a vibrant local economy that contributes to a high quality of life where residents can live, work, learn, and play; and*
- 3. The City of Milwaukie is an open portal where information is readily available, easily exchanged, and responsive. Residents feel empowered and have opportunities to engage and share ideas.*

Additional to the policy framework in place stated above, Milwaukie also applies the International Association for Public Participation's (IAP2) Core Values and best practices for community engagement. We are firmly committed to leading with equity when engaging all members of our community throughout design of the Monroe Street Neighborhood Greenway and will ensure that project information, meetings and other opportunities to learn about and influence project design are fair, accessible and equitable throughout the project timeline.

During the development of the 2015 Concept Plan, Milwaukie concluded that the public engagement was deficient in two parts in reference to Section 1 of the Checklist. A jurisdiction-wide demographic analysis was not completed to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them



in engagement opportunities. Public notices did not contain a statement of non-discrimination. However, Milwaukie strived to provide child care services and ADA access at public meetings and workshops during the concept plan development. Since the 2015 Monroe Street concept plan, Milwaukie has expanded its best practices for non-discriminatory public engagement and this can be seen in the public engagement exercised in the most recent planning efforts.

During Milwaukie's recent planning efforts on affordable housing, climate action plan and comprehensive plan over the last two years, staff across departments have developed a healthy and robust toolbox of engagement tools and community relations (especially with historically marginalized communities) that will be used for effective engagement input at key project design milestones.

Milwaukie's plan during project development is to remove participation barriers by using strategies for public engagement in the Trauma Informed Community Building (TICB) model which includes:

- *Providing monetary compensation for participation*
- *Offer focus groups to provide a safe space for discussion*
- *Host community events in spaces that feel safe to everyone*
- *Require all events to have food, child care and interpreters*
- *Host events in the evenings or weekends and in a central location close to public transportation*
- *Arrange and pay transportation for attendees*

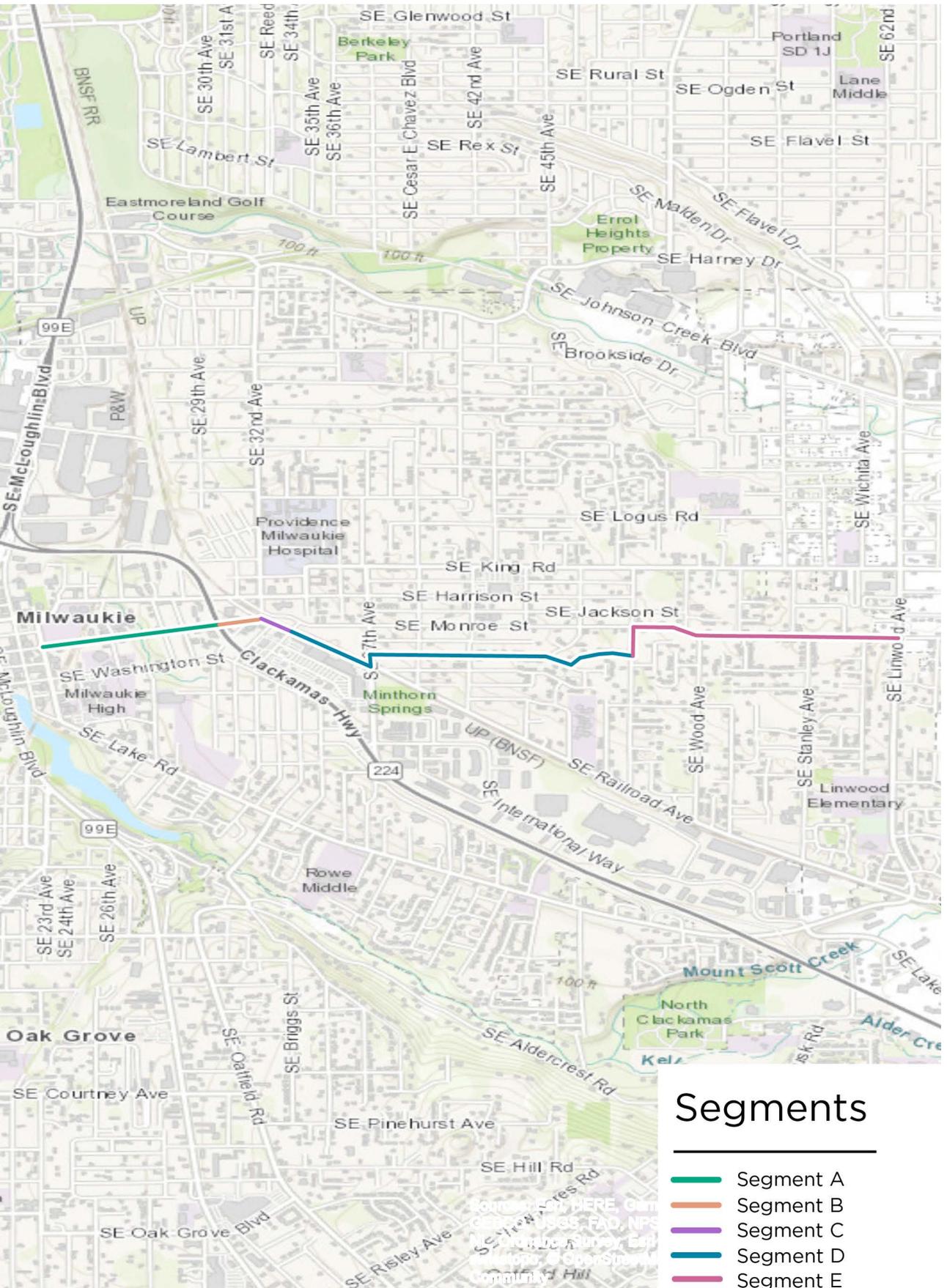
These among many others, are some specific strategies in our toolbox that we would be committed to use to ensure that those most impacted by the project will have various opportunities to shape the final outcome.

The City of Milwaukie is committed to providing equitable, accessible and convenient engagement to the entire community, and intentionally focusing on communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth. During the public engagement of the design development of the Monroe Street Greenway, Milwaukie will attest to utilize the engagement strategies outlined in the checklist of Section 1 and the values and policies described in this summary of non-discriminatory engagement.

Sincerely,

Stephen McWilliams
Project Manager

Monroe Street Neighborhood Greenway



**Monroe Street Greenway Concept Plan
Cost Estimate 2019**

Section	Segment/Item	Length	Cost Per Mile	Estimated Cost (2019)	Notes
A	SE 21st Ave to OR 224	0.42	\$1,900,000	\$798,000	Does not Include OR 224 Intersection
B	OR 224 to SE Campbell St	0.10	\$3,300,000	\$330,000	
C	SE Campbell St to SE Oak St	0.08	\$3,900,000	\$312,000	
D	Washington St Route (SE Oak St to SE Home)	0.95	\$225,000	\$213,750	Preferred Route
E	SE Home to SE Linwood Ave	0.65	\$2,600,000	\$1,690,000	
	Total Miles	2.20	<i>Subtotal</i>	\$3,343,750	
	Mobilization		10%	\$ 334,375	
	Traffic Control & Pedestrian Safety		5%	\$ 167,188	
	Erosion Control		2%	\$ 66,875	
	Construction Engineering		18%	\$ 601,875	ODOT Standards
	Contingency*		30%	\$ 1,003,125	
			<i>Subtotal</i>	\$ 2,173,438	
	Total Construction Cost			\$ 5,517,188	
	Design Engineering		15%	\$ 827,578	
	Agency Management		15%	\$ 827,578	7% City, 8% ODOT
	Easements		2%	\$ 110,344	
	OR 224 @ SE Monroe			\$ 2,500,000	Estimated
	McFarland Site			\$ 400,000	Estimated
	Total Other Costs			\$ 4,665,500	
	Total Project Costs			\$ 10,182,688	

*Contingency includes: stormwater improvements, landscaping, irrigation, and furnishings

Project Funds & Contributions	\$ 6,321,900	62%
RFFA Grant Request	\$ 3,860,788	38%



Regional Flexible Funds Grant Program

Metro

600 NE Grand Ave

Portland, OR 97232-2736

June 20, 2019

Re: Milwaukie grant application for Monroe Street Neighborhood Greenway

Dear Grant Committee Members and Staff,

Monroe Street runs through the City of Milwaukie, connecting downtown at the west end to the eastern city boundary at Linwood Avenue. It further extends to through unincorporated Clackamas County to the I-205 Multi-Use Path. It is one of a few continuous east/west connections through our community. The Monroe Street Greenway Project will transform this essential east/west connection into a safe and comfortable space for people to walk and bike through Milwaukie.

The Monroe Street Greenway Project is a cornerstone of the City's goal to provide a complete and attractive network of sidewalks, bike lanes and paths that enable accessibility, mobility and safety for all. The project will help realize this vision by reducing vehicle speeds and volumes to enhance the safety and comfort of people of walking and biking in the corridor. The design and installation of traffic calming devices including curb extensions and chicanes will both reduce traffic speeds and pedestrian crossing distances in many locations, while diverter medians will reduce overall traffic volumes.

Metro is well positioned to provide the last key portion of funding needed to complete this transformative project thanks to key investments identified in ODOT's draft State Transportation Improvement Program for 2021-2024 and the City's SAFE program. The State plans to replace the traffic signal at OR 224 and Monroe St. with a bike signal (per the adopted 2015 concept plan) and fund a \$3,076,643 Safety Leverage Project for Monroe Street Greenway implementation. Furthermore, the traffic diverter and HAWK signal at Monroe and Linwood, a key safety feature of the greenway project at our city's most dangerous local intersection, will be constructed in 2021 as part of the City's Linwood Safe Routes to Schools project. These three investments will make substantial progress towards designing and constructing some of the more complex elements of the greenway.

Additionally, a multi-use path that will provide an essential component of the greenway is slated to be constructed in the near term through construction of a pending private



CITY OF MILWAUKIE

development. Just beyond our city limits, Clackamas County is actively designing and planning to deliver their Monroe Street Active Transportation project which will further enhance and maximize this important active transportation connection for people in Milwaukie's Urban Management Growth Area.

Please help us bring in the last piece of funding we need to build a long standing priority project for our part of the Metro region. Should you have any questions or need additional information about the project please call Kelly Brooks at (503) 786-7573.

Sincerely,

Mayor Mark Gamba

Council President Angel Falconer

Councilor Lisa Batey

Councilor Wilda Parks

Councilor Kathy Hyzy

6.18.2019

To whom it may concern,

We are writing to express our support for the City of Milwaukie's 2022 - 2024 RFFA grant application for the Monroe Street Neighborhood Greenway project, which proposes implementation of the greenway (engineering design, right-of-way acquisition, and construction) on Monroe Street from The Trolley Trail at McLoughlin Boulevard to Linwood Avenue.

The City completed in 2015 a planning process to develop a concept plan for the Monroe Street Neighborhood Greenway. The goal of the project was to develop a conceptual design that improves conditions and safety for all modes of travel (walking, bicycling, and driving), with a special emphasis on pedestrians and cyclists. This supports the City's goal of creating a healthy, active community. The plan was developed with guidance and input from the neighborhood, general public, direct stakeholders, affected regional jurisdictions, and local businesses.

Monroe Street connects downtown Milwaukie with northwest Clackamas County and the Clackamas Town Center. The street is an important link for all types of users and provides a connection between the Orange light rail line in downtown Milwaukie and Oak Grove, and the MAX Green line at Clackamas Town Center. The Metro, City of Milwaukie, and Clackamas County Active Transportation Plans identify Monroe Street as a key route to connect communities and destinations in the County – and adding bikeways, pedestrian facilities, and traffic calming to Monroe has been a high priority project in Milwaukie's Transportation System Plan (TSP) since 2007.

The main reasons for selecting Monroe Street as a project for the 2022 – 2024 Regional Flexible Fund Allocation include:

- The City project complements a similar adjacent project in the County.
- The Community has been engaged for much of 2015-16 in the development of the Monroe Street Neighborhood Greenway Concept Plan and anticipate implementation of the alignment improvements.
- It is an important regional active transportation / bikeway connection.
- The neighborhood has a very high need for bicycle and pedestrian improvements due to a very high percentage of lower income households, people with disabilities, minority residents, and households with limited vehicle availability.
- Monroe Street Neighborhood greenway connects 5 of the 7 neighborhood districts in Milwaukie.

We hope that you will consider the City's application for the Regional Flexible Fund Allocation.

Sincerely,



Matt Menely



Greg Baartz-Bowman

Bike Milwaukie, Co- Founders and Organizers



**PROTECTING YOUR
RIGHT TO ROAM**

To: Metro Councilors
600 NE Grand Ave
Portland, OR 97232

June 13, 2019

Dear Metro Councilors,

Oregon Walks is the statewide pedestrian advocacy organization working to making walking safe, convenient, and accessible for every community in the state of Oregon. Improving conditions for walking in communities small and large is a remarkably cost-efficient investment that helps address a variety of statewide goals; including improved public health, cleaner air, climate resiliency, local economic development, mitigation of congestion, urban affordability, an aging demographic, and quality of life.

We are writing today to offer our support for the City of Milwaukie's Regional Flexible Fund Allocation proposal for the engineering, construction and ROW acquisition for the Monroe St Greenway project. We strongly support completing this important regional connector in the area, especially given the other efforts to make walking and bicycling and transit more accessible and convenient along the corridor, including Clackamas County's *Monroe Neighborhood Street Design Plan* and the MAX orange line.

This project is sorely needed in an area with very little in the way of pedestrian infrastructure, this is one of the only contiguous streets that connect the City of Milwaukie to the I-205 multi-use path in the area, and this project will be a catalyst in helping people choose walking and transit as a transportation option. This project is also a high priority in the Clackamas County TSP.

By funding this project you are leveraging local funds in helping make this corner of the region and Clackamas County significantly healthier. The neighborhood has a very high need for bicycle and pedestrian improvements due to a very high percentage of lower income households, people with disabilities, minority residents, and households with limited vehicle availability.

Thank you for considering this project in this round of Regional Flexible Fund Allocation, we hope you choose to fund this important project to make our region healthier and safer.

Sincerely,

Oregon Walks Projects and Plans Committee

June 17, 2019

Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232---2736

To whom it may concern,

Please accept this letter in support of The City of Milwaukie's application for Regional Flexible Funds to develop Monroe Street as the city's first Neighborhood Greenway.

The City of Milwaukie's Transportation System Plan (TSP; City of Milwaukie, 2013 and updated 2018) identifies Monroe Street as the city's first Neighborhood Greenway, with the primary objective of creating shared travel space that is safe for pedestrians and bicyclists by reducing motor vehicle speeds and volumes.

Today, Monroe Street is characterized by motor vehicle speeds and volumes that are generally not compatible with the character of a successful neighborhood greenway. Monroe Street is parallel to busy SE King Street in Milwaukie and connects with 82nd Ave, MAX, and the I-205 path. With neighborhood greenway treatments, Monroe could become the much-needed east-west route for families and less-experienced bicycle riders. Connecting residential Milwaukie to the businesses, schools, trails and trains of downtown Milwaukie is a common sense transportation solution for a growing community.

The Street Trust is strongly in support of the City of Milwaukie as they conduct further modeling and analysis of impacts as a result of diverting automobile traffic to make Monroe a safer place to walk and bike. The Street Trust will continue to support Milwaukie as they move forward and we look forward to a fully funded and built project in the next couple years.

We hope you will award the City of Milwaukie with the requested funding to advance this project to its next stage, getting us closer to a new safe place to walk and bike.

Sincerely,

Richa Poudyal
Advocacy Director
The Street Trust
618 NW Glisan St. #401
Portland, OR 97209



Representing the East side of Milwaukie Oregon
10722 SE Main St. Milwaukie, OR 97222



June 17th, 2019

Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232

To Whom It May Concern:

Linwood Neighborhood District Association (NDA) highly supports City of Milwaukie's Monroe Greenway Project and any funding to move the project forward to completion. We, as Linwood NDA, have provided input, feedback, and had representatives from our neighborhood active in the planning process. Linwood NDA is looking forward to seeing the project become a viable, useable path as an alternative to driving for both pedestrians and cyclists.

Linwood NDA is located on the East side of Milwaukie. Our NDA has the lowest score of walkability rating in the City of Milwaukie with the second highest population. The major reason is the lack of infrastructure dedicated to cyclists and pedestrians. We, as an NDA, value our ability to ride and walk one of our arterial streets, not only to visit our neighbors, but to safely access local businesses, schools, and Milwaukie Downtown in a safe and direct route without using a motorized vehicle. The Monroe Greenway Project accomplishes this by connecting the Milwaukie Downtown to our NDA with traffic calming methods, creating sidewalks, creating bicycle lanes, and creating a clear concise path to follow.

Once again, Linwood Neighborhood District Association of Milwaukie is in total support of City of Milwaukie's Monroe Greenway Project as it would improve active transportation within our community and make it a safer place for people of all ages to access essential neighborhood resources by reducing the total vehicle bad and speed along this safety corridor. Please feel free to contact our NDA with any questions at linwoodzp@gmail.com.

Thank you,

A handwritten signature in blue ink, appearing to read "Zac Perry", is written over the typed name.

Zac Perry
Chair - Linwood Neighborhood District Association of Milwaukie

Jason Start
6836 SE Plum DR.
Milwaukie, OR 97222

June 18, 2019

Metro Regional Center
600 NE Grand Ave
Portland, OR 97232-2736

Re: Milwaukie grant application for Monroe Street Neighborhood Greenway

To Whom It May Concern,

I am writing to recommend the City of Milwaukie's grant application for Regional Flexible Funding Allocation, for implementation of its Monroe Street Neighborhood Greenway Concept Plan.

My family has owned property on Monroe Street in Milwaukie, Oregon for approximately 40 years. Milwaukie is a wonderful mid-sized city. Linwood is a wonderful neighborhood. Monroe Street is, and has been for decades, a miserable public street. It has suffered from speeding, flooding, and a lack of maintenance and pedestrian amenities. Many streets in our region fit this profile, but Monroe is unique in that it suffers from an overload of thru-traffic. Neighborhoods in unincorporated Milwaukie, Clackamas, and Happy Valley have turned a street built through small suburban farmland into a commuting artery leading to inner Portland. The result is/was a mess.

When the City initiated a process to develop a concept plan for the Monroe Street Neighborhood Greenway in 2014, I was presented with an opportunity to participate as one of my neighborhood district association's (NDA) representatives for the Project Advisory Committee (PAC) – and I immediately volunteered. Who knew that I'd end up participating in a three-year PAC process, between my role on the Milwaukie PAC for my NDA and on the PAC for Clackamas County's greenway design project as a representative for the Milwaukie neighborhoods? It was a process of compromise, change, and enthusiasm for the rehabilitation of an inadequately designed public asset, and I was pleased to see the City and County coordinate to ensure continuity of the route across the jurisdictional boundary.

The City's greenway concept plan has a number of significant attributes. 1) It provides massive improvements for pedestrians and disabled citizens – transforming a street where children and the disabled would literally be forced into traffic to access their nearest grocery store. 2) It calms traffic and diverts commuters to the high-volume arterials that can accommodate a high number of trips. 3) It seamlessly feeds into pedestrian and cycling multi-use paths leading into commercial and retail areas. 4) It creates a strong template that the City of Milwaukie can use to develop neighborhood-friendly multimodal streets. 5) It wasn't imposed upon the people of Milwaukie; in fact, citizens had as strong a voice in design as any engineer or planner. This results in a plan – while not universally loved in the community (none ever is) – that can have its concept embraced and articulated by members of the community.

I cannot thank project staff, the City Council of Milwaukie, and my fellow Milwaukians enough for their enthusiastic participation in this meaningful project. And I hope that Metro will recognize the regional importance of the Monroe Street Neighborhood Greenway and help fund the City's effort to make it a reality

Thank you,

Jason Start

COUNCIL RESOLUTION No. 36-2018

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON,
ADOPTING MODIFICATIONS TO THE MONROE STREET NEIGHBORHOOD GREENWAY
CONCEPT PLAN AND DIRECTING STAFF TO PROCEED WITH DESIGN DEVELOPMENT.**

WHEREAS, Resolution 107-2015 adopted the Monroe Street Neighborhood Greenway Concept Plan and directing staff to conduct additional work and report back to Council; and

WHEREAS, the City worked with Clackamas County on further evaluating the impacts associated with the options presented in the Concept Plan and reported back to City Council with recommended modifications to the adopted Plan; and

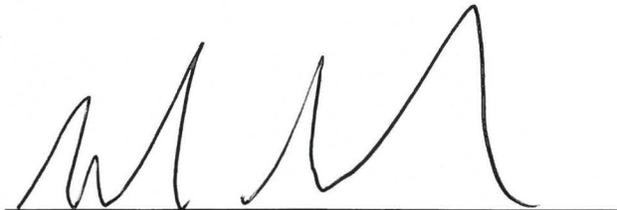
WHEREAS, the adopted Monroe Street Neighborhood Greenway Concept Plan with the proposed modifications would allow the City to pursue design and construction of the project.

Now, Therefore, be it Resolved that:

- 1) The City Council modifies the adopted Concept Plan to include the Washington Street alignment option with added pedestrian elements along the Washington Street corridor to mitigate the added bicycle traffic; eliminate the diverters at 42nd and Monroe and 37th and Monroe; and add a traffic signal at 42nd and Harrison; and
- 2) The City Council directs City staff to implement the modified Concept Plan, including pursue grants, design, and construction.

Introduced and adopted by the City Council on 6/5/18.

This resolution is effective on 6/5/18.



Mark Gamba, Mayor

ATTEST:

APPROVED AS TO FORM:

Jordan Ramis PC

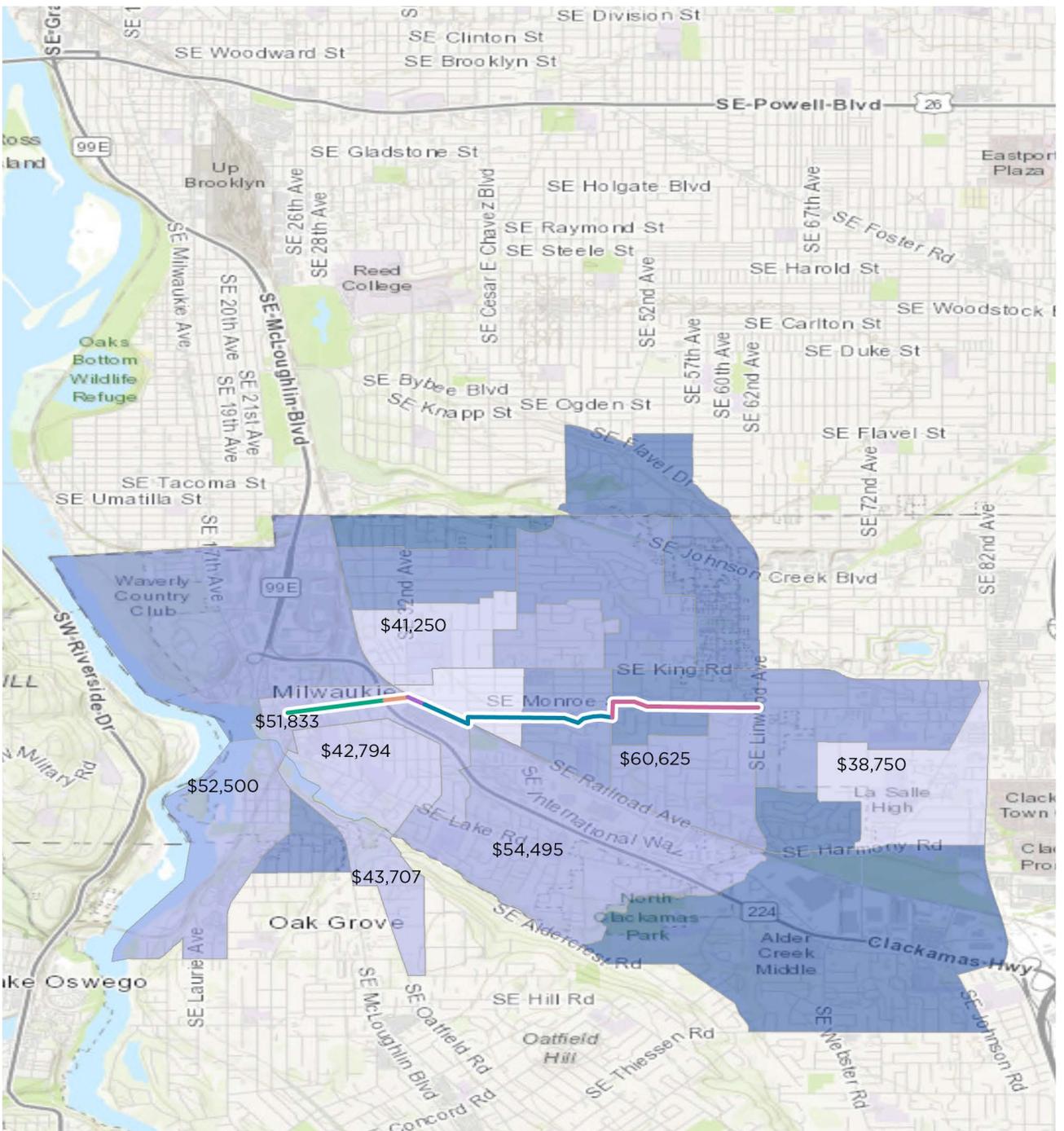


Scott Stauffer, City Recorder



City Attorney

Monroe Street Neighborhood Greenway



Median Household Income

Lowest

Highest

Segment A

Segment B

Segment C

Segment D

Segment E



TO: METRO REGIONAL FLEXIBLE FUND REVIEW COMMITTEE
CC: RICK SHANKLE, ODOT RAIL DIVISION AND AARON HUNT, UNION PACIFIC
FR: KELLY BROOKS, MILWAUKIE ASSISTANT CITY MANAGER
DT: JUNE 21, 2019
RE: MONROE GREENWAY PROJECT RAIL COORDINATION

PURPOSE:

The purpose of this memo is to document the City of Milwaukie's commitment to securing all necessary approvals from ODOT Rail and impacted railroads and rail operators as part of the Monroe Greenway Project.

REGIONAL FLEXIBLE FUND APPLICATION SIGNATURE PAGE:

The city has yet to initiate the design phase of the Monroe Greenway Project and therefore has not submitted any plans to rail operators, owners or regulators. Therefore, it is difficult for our rail partners to endorse or speak to the project at this time. For that reason, the signature page of the application directs you to this document, where we pledge to provide all necessary documents and secure required approvals for project to meet all state and federal requirements.

AREA OF COORDINATION:

The Monroe Street Neighborhood Greenway project is divided into five segments for maximum flexibility in terms of development and delivery. The segment where rail coordination will be needed is in Segment C and the west part of segment D as shown in the figure, next page. Part of the coordination required for the off-street multi-use path as part of Segment D is already underway as part of the development review for the McFarland site referenced on Question 11 of the application. Two pre-application conferences have occurred for the McFarland site development located at approximately the intersection of Monroe Street and SE 37th Avenue in Milwaukie, OR. Both Pre-application conferences provided an opportunity for ODOT Rail Division to submit comments on the development. The pre-application and timeline are as follows:

- January 11, 2018: 1st Pre-application meeting for McFarland Development
- January 18, 2018: ODOT Rail and Public Transit provided comments to the city and developer.
- January 24, 2019: 2nd Pre-application meeting for McFarland Development, scheduled due to the year of lapsed time
- January 29, 2019: ODOT Rail submitted provided comments to the city and developer.
- May 6, 2019: UPRR submitted comments on the McFarland site land-use application

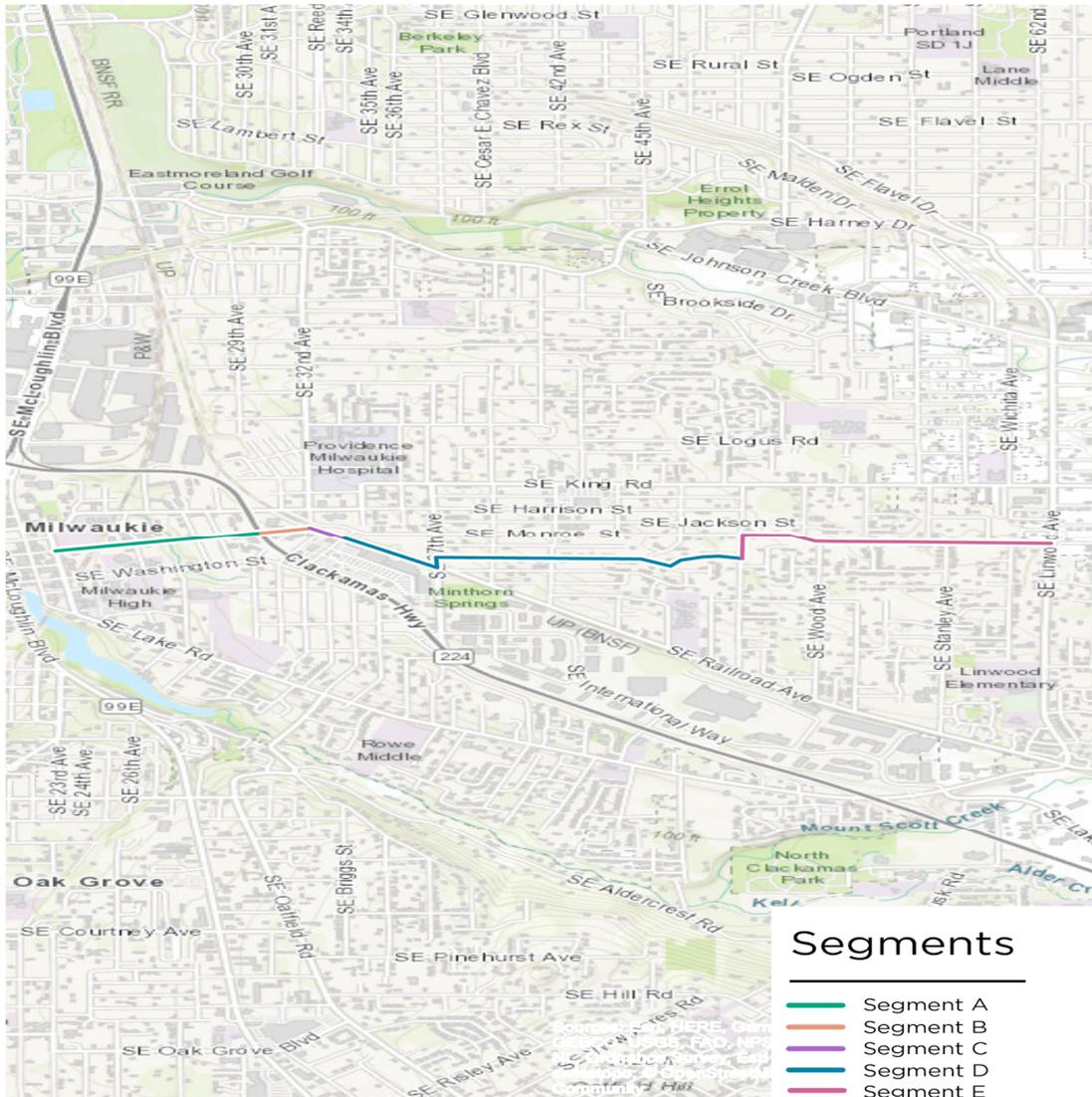
Documentation of these meetings and comments can be provided upon request.



The second element as part of the Monroe Street Greenway project includes striping, sidewalk modifications, and nearby pedestrian signal crossing to the at-grade rail crossing in the direct vicinity of the intersection of SE Campbell Street and SE Oak Street. The project is at a concept level of design. Further coordination is required between the city, UPRR, and ODOT Rail. The City of Milwaukie attests to follow all avenues of coordination and procedures that are required by ODOT Rail Division and UPRR.

Segment Map Figure

Monroe Street Neighborhood Greenway





CITY OF MILWAUKIE

Should you have any questions or need additional information about the project please call Kelly Brooks at (503) 786-7573.

CITY OF MILWAUKIE

10722 SE MAIN ST. MILWAUKIE, OR 97222 • 503.786.7555 • MILWAUKIEOREGON.GOV