Metro Transportation Funding Task Force: Tier 2 Questions

Hwy 43 – City of West Linn

Submitted 3/9/2020

What are the risks associated with this project? (Specifically as it relates to design and innovative concepts)

The City has worked with ODOT to minimize risk in design and the innovative concepts associated with the project. The Highway 43 corridor is highlighted in the new ODOT Blueprint for Urban Design Manual which fully accommodates the design approach. Surveying and detailed engineering plan design is already complete. Geotechnical design is underway and the project has broad community support further reducing any risks associated with the proposed project.

What is the length of the project area?

The project area includes the entire corridor of Highway 43 within the City of West Linn limits totaling approximately 3 miles. This estimate does not include intersections at Hidden Springs Rd, Cedaroak Drive, or Marylhurst Drive which have already been funded for improvements with construction of those sections scheduled to begin in 2021.

Can you share how this will impact historically marginalized communities?

The primary underrepresented populations directly adjacent to the project area are seniors and youth who are considered transportation disadvantaged. The areas surrounding Highway 43 within the project area have an above average percentage of seniors per the Regional Equity Atlas. West Linn's highest percentage of disabled population is within the project area with an estimated 26-30% of the population categorized as such per the City's Transportation System Plan (TSP). West Linn's highest minority population area is within the project area. This specific corridor provides a direct transit connection with the Oregon City Transit Center which serves historically underrepresented populations and provides links to Lake Oswego and downtown Portland. Nearly 40% of West Linn residents receiving City low-income utility assistance are located within the project area.

What are the partnership opportunities?

The project partnership opportunities include the City of West Linn, TriMet, Oregon Department of Transportation, and the City of Lake Oswego. This project is on a State owned highway and builds upon an existing intergovernmental agreement between the City of West Linn and ODOT. TriMet is a significant stakeholder as this project enhances transit opportunities and TriMet has been significantly involved in the development and/or adoption of transportation and concept plans for the corridor. The City of Lake Oswego is a partner as it is planning a multimodal transportation study of the OR-43 corridor within its city limits which will have a direct connection with this project.

If there are opportunities to complete this project at a lower cost, what do you think those costs might be?

If it is assumed that the City of West Linn will work with ODOT under current IGA's for the corridor and that future funds are not federalized, the project costs can be reduced. Previously submitted cost estimates are based on ODOT management and federal requirements. If the City of West Linn is

identified as the lead agency we estimate the cost of the project to be significantly reduced from the original cost estimate submitted to Metro. The City is currently working with Metro staff/consultants to provide an updated cost estimate that matches the format of the Tier 1 projects for improved accuracy. Furthermore, City staff could be used for final design and construction administration with this expense absorbed locally by the City and not charged to the regional funds or project. If funded, the City would be committed to exploring further value engineering options within the final design process.

How have you or do you plan on engaging with impacted or potentially impacted communities?

The proposed project utilizes vetted concepts within the City's Transportation System Plan and the City's OR-43 Concept Plans which have had ongoing public involvement opportunities since the City's first OR-43 Concept was developed in 2008. Public Involvement opportunities provided include virtual open houses, in-person neighborhood meetings, bilingual mailers to low-income and project area residents, social media updates, as well as City newsletters/email and website updates. The City updated its TSP and OR-43 Concept Plans most recently in 2016 at which point significant outreach and stakeholder engagement was included during development and adoption of both plans. Most recently, voters approved a General Obligation Bond and initial design of the OR-43 multimodal project was included in the ballot measure which received overwhelming citizen support. The City is committed to continuous outreach to the impacted residents and businesses should it receive funding.

How could the project connect with a potential future Willamette River Crossing and/or other county bike/walk connections?

The planned corridor improvements along with current infrastructure provides multimodal access through Lake Oswego and West Linn creating viable options to connect to any future river crossings. The planned improvements also connect to the existing Arch Bridge crossing to Oregon City and will connect to Willamette Falls Drive which is intended to be a region multimodal corridor paralleling I-205. The planned improvements will also provide a direct connection to the Willamette Falls Legacy Project, the Gladstone Trolley Trail, and the 82nd/I-205 Trail connections to Portland. This project supports the regional area backbone of multimodal transportation on the west side of the Willamette River.

How could this investment leverage other regional or local investments? (Consider transportation as well as housing, parks and nature, and other priorities.)

The planned improvements connect to Metro's regional investment in the Willamette Falls Legacy Project. It provides connectivity to Mary S. Young State Park and builds upon existing regional investments through Metro's RFFA and the ODOT Enhance Funds. The City of West Linn has already allocated nearly two million in local funds to the corridor and requires all local developers to provide adjacent street improvements as redevelopment occurs. The West Linn City Council has prioritized review of zoning along the project corridor in order to enhance opportunities to increase capacity for commercial development and compatible residential development in order to further maximize local contributions.

If you aren't able to get the full amount, are there phasing opportunities?

Yes, the project can be split into multiple sections or phased depending on funding.



telephone: (503) 657 0331

January 23, 2020

To Metro Council President Peterson, District 2 Councilor Lewis, and Metro Council:

We are writing to re-affirm the City of West Linn's strong support for inclusion of the Highway 43 project in Metro's 2020 regional transportation funding measure. With over 21,000 vehicle trips daily, Highway 43 is a major regional corridor connecting Clackamas County residents to jobs, education, and daily needs, but it lacks basic multimodal and safety elements.

Our proposed Highway 43 project will greatly enhance multimodal access and complete urgently needed safety improvements, with a focus on accessibility for bicyclists, pedestrians, and transit users. The project includes an innovative cycle track design, sidewalks, and transit amenities. Roundabout designs at key interchanges will improve traffic flow, safety for all users, and will reduce vehicle emissions. West Linn is committed to a Vision Zero goal and this project is a priority component of that work.

The project has a strong economic development tie as well. The City is working with regional partners on tremendously exciting redevelopment opportunities in the Willamette Falls area at the south end of Highway 43, and we are kicking off a project to evaluate increased opportunities for commercial and residential redevelopment along the entire Highway 43 commercial corridor.

Unlike many projects being submitted for your review, the Highway 43 project is nearly shovelready and offers a very high local match. Our citizens funded the design work through approval of a General Obligation Bond in May 2018 and we have been working with ODOT, the facility owner since that time, on design. Also the project will leverage RFFA funds allocated to Highway 43's Phase 1 which is approaching the construction phase already.

The Highway 43 multimodal project is a priority for the entire West Linn community and for stakeholders from across the region. It was the highest rated project in the City's 2018 polling prior to passage of our 2018 Bond, and would have broad voter support across Clackamas County. For all of these reasons we urge your inclusion of the Highway 43 multimodal project in Metro's 2020 regional transportation funding measure.

Thank you for your attention to the critical issue of transportation funding across the region. We stand ready to answer any questions you may have.

Sincerely, Russell B. Axelroo

Mayor

Richard Sakelik Councilor

Teri Cummings Council President

William Relyea Councilor

Jules Walters Councilor

Tier 2 Project: OR-43 Multimodal Improvement Project Hidden Springs Road to I-205

1. Description of Project, including purpose and need, location, scope

Need and Purpose:

Highway 43 is a major regional corridor connecting Clackamas County to Portland with over 21,000 vehicle trips daily. The corridor is a significant route for connecting regional transit riders to the Oregon City and Lake Oswego transit centers.

Decades without improvements have taken a toll on this corridor resulting in dangerous conditions for vehicles and unsafe pedestrian and bicycle routes. Investment in this corridor is sorely needed. The proposed improvements to substandard intersections, coordinated with multimodal improvements will significantly reduce existing congestion, provide access to safe alternate modes of transportation and will reduce vehicle emissions.

The existing conditions of the corridor include only intermittent or substandard sidewalks and bike facilities, inadequate pedestrian crossings, missing left turn bays, and a general lack of urban quality streetscape features. Transit stops exist within the corridor but are often isolated and disconnected from the surrounding neighborhoods by a lack of sidewalks.

The need for the proposed improvements were identified and have been prioritized for many years. In 2008, a City of West Linn planning process re-envisioned Oregon Highway 43 as a multimodal corridor that would adequately accommodate bicycles, pedestrians, and vehicles. The West Linn OR43 Conceptual Design Plan (2016 Plan) presents a vision for the OR43 Corridor that represents the goals of the community and is reflective of the public input and desires that was ultimately adopted by the City Council as an amendment to the 2016 City of West Linn Transportation System Plan.

The purpose of this project is to implement the 2016 Plan's proposed connectivity and user safety improvements in this section of the OR43 corridor. This includes improving bike and pedestrian facilities as well as overall safety within the Project area in West Linn by infilling key missing sidewalk sections and improving pedestrian connectivity between residential, commercial, park, and transit areas.

Location:

The proposed project includes the section of the OR43 corridor from the Hidden Springs Road intersection south to the I-205 interchange within the City of West Linn.



Project Scope:

Specifically, the project:

- Infills key missing sidewalk sections between residential, commercial, park, and transit areas.
- Adds ADA accessibility
- Adds improved transit stops
- Improves intersection lighting
- Provides new cycle tracks (grade-separated from the roadway)
- Redesigns intersections for improved flow and safety
- Provides access restrictions and enhanced turn lanes to optimize flow on Highway 43
- Provides improved intersections include better side street alignments and perpendicular approaches
- Provides four protected-signalized intersections

The result will be a continuation of uninterrupted grade-separated protected bicycle paths and sidewalks with a consistent three-lane vehicle cross section for the corridor. The proposed bicycle and pedestrian facilities align with the City's vision of improving safety and accessibility for these users by separating bike and pedestrian traffic from vehicular traffic on roadways with speeds greater than 25 MPH. Protected intersections will incorporate raised corner bike refuge islands, multiuse marked crossings, and other bicyclist and pedestrian safeguards to further improve user safety and reduce potential conflicts.

2. Metro T2020 Desired Outcomes

The following describes the desired outcomes identified by the T2020 Task force and Metro Council and a quantitative analysis of the benefits the project provided for each outcome when possible.

✓ Improves Safety

Safe travel for bicycle users and pedestrians is a key focus for this project. Primary features to improve safety include:

- Separated cycle tracks and sidewalks proposed to reduce crashes by providing more separation from vehicles.
- Consistent three-lane section will provide refuge for turning vehicles and islands for pedestrian crossings.
- These improvements will remove conflicts and will make significant progress toward improving safety and reducing crashes for all modes of transportation.

✓ Supports Clean Air, Clean Water, and Healthy Ecosystems

The proposed improvements are focused on increasing multi-modal accessibility and therefore have a high potential to support clean air, clean water and healthy ecosystems. (This was also described during the June 19 Taskforce meeting where OR43 was shown as one of the corridors with excellent potential to reduce emissions.)

- The addition of safe bicycle and pedestrian facilities will encourage use of these modes in lieu of vehicles and will likely result in a decrease in vehicle miles traveled and associated greenhouse gas emissions.
- Improvements will also require upgrades to existing culvert and stream crossings.
 The culverts will be improved to provide needed capacity during flood events and will remove barriers to re-establish fish passage where possible.
- Providing enhanced transit services with dedicated bus pullouts and shelters may also result in increased ridership, thereby promoting further reduction in greenhouse gas emissions.
- This project will also increase quality of life by supporting healthy lifestyles through active transportation by encouraging walking and biking instead of driving.

✓ Supports Resiliency

This project supports resiliency through:

- A full evaluation of current topographically challenging areas, such as over steepened slopes.
- Construction of engineered walls and retained slopes to strengthen the corridor in vulnerable areas.
- Mode options will provide access to all users in case of natural disaster.

✓ Makes It Easier to Get Around

Several operational improvements will be made to improve accessibility. Key features include:

- Improving roadway reliability and average commute times by reducing pinch points. This includes a consistent center turn lane for left turn movements that would otherwise block through traffic, new signalized intersections optimized for traffic flow, and consideration for additional right turn lanes at intersections.
- Increase in transit service, reliability, and speed through dedicated bus stop pullouts.
- Convert the current dangerous road to a safe, efficient multi-modal corridor. This will be accomplished by providing a consistent separated facility for bicycles and pedestrians.

- Increase multi-modal access to living wage jobs, schools, social services and open spaces throughout the OR43 corridor and to West Linn in general.
- Provide an ADA-compliant corridor usable by people of all abilities in a historically constrained environment with steep slopes.

✓ Supports Economic Growth and system connectivity

This project will support economic growth by:

- Incent development by providing a built out public right-of-way reducing or eliminating frontage improvements that would otherwise be required.
- This project along with the anticipated successive commercial redevelopment would support long-term job growth for both construction and sustained services to users of the corridor.

✓ Is regional in nature

The benefit of the Hwy 43 project is regional in nature. This project converts a heavily used state highway into a safe multimodal corridor that is heavily utilized for commuting. The corridor is a major connection from Clackamas County to Portland and a significant transit route connecting riders to the Oregon City and Lake Oswego Transit Centers.

✓ Leverages housing, open space investments

Bike and pedestrian facilities have been shown to increase the value of homes and increase use of open space areas due to improved access. Opportunities for investment in affordable housing in this area are possible with the passage of Metro's Affordable Housing Bond. The proposed improvements will provide safe multi-modal access to Mary S. Young Park and Maddox Woods that both include investment by Metro's Nature in Neighborhoods grant as well as local share dollars derived from Metro's parks bond.

✓ Increases access, especially for people of color

This project will provide improved access to transit as an equal service to all users. According to the Regional Equity Atlas, the areas around Highway 43 have an above average percentage of senior residents. Many of West Linn's alter abled residents are within the project area as per the city's TSP.

The corridor also connects Metro Equity Areas including communities of color, English language learners and/or lower income communities.

Creation of safe bicycle and pedestrian facilities will similarly serve all users and provide other means of transportation for all people. Increasing safety and improving access to all modes of transportation could support further diversification of the corridor.

3. Support from project partners:

During the preparation of the draft 2016 Conceptual Design Plan, the project team conducted two meetings with key stakeholders. This group included representatives from the City of West Linn Planning Department, City Council, Public Works, Police Department, and Transportation Advisory Board (TAB), along with the Oregon Department of Transportation (ODOT), Tualatin Valley Fire and Rescue (TVF&R), Metro, TriMet, Clackamas County, the City of Oregon City, and the City of Lake Oswego.

At the initial meeting (April 2014), the project team introduced the project and reviewed potential options for addressing the community desire for the incorporation of protected bicycle facilities, in addition to sidewalks, crossings, transit stop enhancements, traffic control upgrades, and streetscape

improvements. At the second stakeholder meeting (June 2014) the project team proposed design options and requested stakeholder feedback on key components of the update. Because OR 43 is currently owned and maintained by ODOT, the project team sought to understand what types of designs would be acceptable to ODOT, what elements would require a design exception, and what elements would not be approved.

The City and ODOT have separate project and maintenance IGAs in place for the project currently being designed directly north of this corridor, OR43: Arbor Drive – Hidden Springs Road. That project is being designed and managed as an ODOT project while incorporating some of the unique design concepts developed by the City, including the separated cycle tracks and sidewalks and protected-signalized intersections. These IGAs will be a roadmap to future similar agreements for the rest of the corridor. The ODOT project team is working with the City to incorporate the elements from the 2016 Plan while meeting ODOT design standards. ODOT has already committed to the concepts in a concurrence letter from December 2, 2016. ODOT is continuing their commitment in the corridor through a pending letter that will be provided to the Metro committee for this project. TriMet was engaged during the initial planning efforts in the corridor and are supportive of the project. Further coordination with TriMet and incorporation of their feedback is planned as part of the current 30% design effort to be concluded in January 2020.

Letters of support will be requested from the City of Lake Oswego & Trimet. ODOT's letter of recommendation is included as part of this submittal.

4. Estimated project costs

The quantities and costs of the major components of the project have been estimated based on the ongoing preliminary design efforts, considered to be at a 20% level of completion.

Current Cost Estimate	
Construction	\$45.5 M
Design Engineering	\$8.3 M
Construction Administration	\$6.3 M
Right of Way	\$5.7 M
Lake Oswego Study	\$300 K *
Total	\$66.1 M

The current cost estimate is based on recent ODOT bid tabs with an assumption of construction in approximately five years. It also assumes work will be managed through the ODOT project delivery process. The construction cost estimate is based on the current roadway model developed during the preliminary design. The primary cost elements include:

- New concrete curbs and sidewalks on each side of OR43
- New cycle tracks on each side of OR43
- A vegetated buffer strip to provide separation between the travel lane and the cycle track where feasible
- A full width grind and inlay of the existing pavement over the length of the corridor
- Cut and fill retaining walls to accommodate the widening
- New traffic signals at four intersections
- Storm water quality treatment, drainage and sewers
- Signing and striping
- New guardrail
- Contaminated soil removal
- Three culvert replacements within the Gans Creek and Trillium Creek basins, including a new fish passage culvert at Trillium Creek
- Temporary protection and direction of traffic

The overall estimate includes 40% contingency given the preliminary nature of designs to date.

The preliminary right-of-way cost estimate has also been developed for the project corresponding to the current needs of the most recent roadway model design. It represents an approximation of the actual number of right-of-way files and area needed. No displacements are currently anticipated.

The preliminary design is on-going and expected to be at a 30% level of completion in January 2020. Updated cost estimates can be provided at that time.

5. Estimated project timeline

The project was part of the 2016 Conceptual Design Plan developed to establish the vision for the corridor within the City of West Linn. Preliminary design of the Project began in May 2019 and is

currently at approximately 20% level of completion. The design will be at a 30% level of completion in January 2020.

After funding has been secured for the project, final design could begin as soon as a design team is selected and contracted to expand upon the preliminary design that is currently being developed to ODOT standards. The project could be delivered as a single project, or split into phases. Assuming it remains a single project, the project team anticipates contracting, final design and right-of-way acquisition would take approximately three years. Once the right-of-way has been acquired, the project will likely be constructed over two construction seasons.

The City is preparing and advancing this project to 30% design so that when funding is made available, this Project will be set-up to proceed through final design and construction in a short amount of time. Therefore, we anticipate this project being one of the first ones funded by the T2020 program to be constructed.

6. Identification of major risks of the project

The on-going ODOT project being designed directly to the north of this project has already been advanced to the point of being able to identify major risks and their potential costs, along with opportunities to mitigate them. We anticipate the risks being much the same for both projects. The 30% design of this project will follow the similar path and build upon the work completed on the adjacent project, streamlining the process and capitalizing on the previous work. Most of the risks identified are related to the design elements. A significant advantage of this project compared to others being considered for T2020 funding is that no political risks are apparent and this project has strong public support.

The following are risks identified as part of the ODOT project that are anticipated to also be of concern for this project. Included next to each risk is a description and a plan to manage the risks.

- a. OR43 North within Lake Oswego: If this project moves forward, additional improvements would be needed within Lake Oswego to provide a full connection to downtown Portland. To manage this risk of follow-on needs, the current request includes a study that would be managed by the City of Lake Oswego to determine needs for completing similar infrastructure improvements within their limits.
- b. *Roadway Elements*:
 - i. Implementing a project with a unique sidewalk and cycle track concept new for ODOT Region 1 This is being mitigated though development of agreed upon standards as part of the current ODOT project.
 - ii. Multiple design exceptions likely required by ODOT Again, this is being mitigated though development of designs on the current ODOT project which should serve as a precedent for future design exceptions.
 - 1. ODOT agreed in writing to the necessary cross-section design exceptions as part of the 2016 plan adoption.
 - iii. As significant amount of retaining walls will be required to complete the improvements and minimize impacts. These walls come with a high degree of cost risk – This is being mitigated through the current 30% design efforts which

have already determined the approximate number and scale of walls required which are reflected in the current cost estimate.

- iv. Driveway grades will be potentially steep to reconnect to OR43 This will be managed through the current 3D modeling being completed as part of the 30% design effort. Solutions are currently being developed.
- v. The designs call for a new style of protected-signalized intersections Details of this design are currently be vetted through the ODOT project which will have at least one of these types of intersections.
- vi. Side slopes will be relatively steep to reconnect after widening work In cases where slopes are too steep, additional walls will be used. For now mostly walls are assumed.
- vii. Deteriorating existing pavement condition A full roadway overlay is assumed as part of the cost estimate.
- c. *Right-of-way:* A significant number of parcels will be affected by the widening work and most parcels will be touched in some way. The current 30% design effort is particularly focused on better defining these impacts and efforts have already determined that full takes can and will be avoided with one possible exception. The anticipated cost has already been included in the cost estimate.
- d. *Environmental:* Potentially triggering fish passage with the culvert crossings at Trillium Creek. The Oregon Department of Fish and Wildlife needs to provide more clarity for final design. Additional culvert crossings could also trigger fish passage requirements, adding permitting and construction costs to the project. These risks are managed by the assumption in the estimated costs for these culverts to be replaced to current standards. Hazardous materials management is also a risk due to the likely presence of contaminated soil on the shoulders of the highway. A cost factor for this has been included in the current cost estimate.
- e. Utility Impacts: Sections of corridor that do not have a landscape buffer strip and may not have appropriate R/W behind the back of walk to fit utility poles could increase the amount of impacts and costs. There are several locations that may require redesign, design exceptions for narrow sidewalks, or additional R/W acquisition to accommodate new utility poles. These constrained locations have already been identified with plans to acquire additional right-of-way as needed. It has also been confirmed that full property takes can and will be avoided to manage this risk.
- f. Drainage Facility Needs: The widening will require new stormwater facilities and trigger stormwater treatment and possibly detention. Anticipated costs have largely been captured in the cost estimate. A capacity and condition assessment of the existing stormwater infrastructure will eventually need to be completed to confirm costs. If the existing infrastructure is undersized or in poor condition, costs may increase. However, the scale of this cost increase can likely be absorbed by the contingency applied at this early stage of design.

7. How the project ties in with Metro's 2040 Plan and the land use implications of the project

West Linn is identified as a focal point for growth in the 2040 Growth Concept, as a town center that provide services to tens of thousands within a two- to three-mile radius. Two policies in the 2040 Growth Concept tie directly to the objectives of this Project. Those two policies encourage safe and

stable neighborhoods for families and balanced transportation system that moves people and goods.

The primary objective of this project is to provide safe walking and biking facilities for users of all ages and abilities, addressing the need of safe and accessible facilities that connect the surrounding neighborhoods to transit stops, commercial areas and other businesses along OR43.

Another objective of this project is to provide adequate vehicle facilities that improve safety for all users of the OR 43 corridor. Currently the corridor does not encourage biking and walking. Adding new ped and bike facilities will encourage these modes of transportation, while upgrading intersections to improve efficiency for vehicles and safety for bicyclists and pedestrians.

This project not only improves the safety and connectivity for the City of West Linn, but also for the surrounding communities of Lake Oswego, Oregon City and the entire metro region.

8. Summary of public engagement including identifying outreach to communities of color

The public engagement work completed to date was part of the original planning and conceptual design of the 2016 Plan. During the preparation of the initial draft Plan, the project team drew on documented public input from the 2008 OR 43 Conceptual Design Plan, the OR 43/Willamette Falls Drive Vision, Phase I, and the West Linn Transportation System Plan update that was recently completed. Multi-language fliers were utilized for public outreach during this process. The City of West Linn as part of their Transportation System Plan update formally adopted the 2016 Plan. A thorough community engagement process was part of the adoption process.

The project team also held an online Virtual Open House, in which over 150 people provided input on the proposed designs. City staff also attended meetings in the surrounding Robin-wood and Bolton neighborhoods to discuss the plan and hear input from community members in addition to the regular Transportation Advisory Board (TAB) meetings, which are publicly noticed and open to the public.

The input gathered in these forums highlighted the importance of creating safe and comfortable multimodal connections for everyone throughout the corridor; providing safe and convenient pedestrian crossings at key locations; improving safety and traffic operations at key intersections along the corridor; and finding ways to ease congestion along the corridor.

The project has strong public and stakeholder support, expressed during the planning process as well as during various city-community interactions since. Additional public engagement with a focus on outreach to communities of color will be part of the final design process for this project.



February 12, 2020

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

RE: Support for West Linn's T2020 Grant Application for Highway 43 Bike/Ped Improvements Project

Dear Metro Councilors,

On behalf of the Lake Oswego's City Council, I'd like to confirm our support of the West Linn Highway 43 Bike/Ped Improvements Project that is being considered for T2020 funding. The City of Lake Oswego's own Transportation System Plan that was adopted in 2014 identified a refinement study for an active transportation project along Hwy 43, consistent with the Connecting Clackamas Plan and the county's own TSP. With this proposed project, the refinement study for the portion within the City of Lake Oswego city limits could begin in earnest.

The City strongly supports improvements along this corridor to eventually provide for improved active transportation modes, and for improved safety for all users. Our staff look forward to working with our local and regional partners on this effort to enhance transportation in this corridor.

Sincerely,

Kent Stuckbark

Kent Studebaker Mayor

cc: Lake Oswego City Council Martha Bennett, Lake Oswego City Manager John Williams, West Linn City Manager



Department of Transportation Matthew L. Garrett Building 123 NW Flanders St Portland, Oregon 97209-4012 Phone: (503) 731-8356 Fax: (503) 986-5780

October 31, 2019

Metro Council Office 600 NE Grand Ave Portland, OR 97232

To the members of the Metro Council and of the Transportation Funding Task Force,

Our partners have nominated the OR 43 corridor for inclusion in the regional funding measure. OR 43 plays an essential role in our regional and state transportation systems. This district highway is on the National Highway System and serves as a critical north-south connection between Portland and Oregon City in Clackamas County. It provides access to the cities of Portland, Lake Oswego, West Linn and Oregon City connecting people to major employment centers, regional services, and housing.

OR 43 has historically accommodated motor vehicles, while bicyclists and pedestrians encounter an incomplete system along the corridor. Design is currently underway to improve safety and bicycle/pedestrian connections on OR 43 between Arbor Drive and Hidden Springs Road with construction planned to begin in 2021. ODOT is working with the City of West Linn to incorporate elements from the 2016 OR 43 Conceptual Design Plan while meeting ODOT design acceptance.

ODOT and our partners recognize the need for additional multimodal safety and connectivity improvements on OR 43, particularly in the area between Hidden Springs Road and I-205. Improved access and connectivity for bicyclists and pedestrians is needed between residential and commercial areas, parks and transit facilities. This section of the corridor contains several 2015 top 10% SPIS sites and growing congestion and fewer gaps in traffic have also contributed to pressure and constraints on turning movements and pedestrian crossing opportunities. In addition, the 2018 Regional Transportation Plan identifies this section of OR 43 (constrained project #10127), acknowledging the need and demonstrating regional support for multimodal improvements in this location. We will work with our partners to refine right of way, design, environmental and cost assumptions.

If this corridor receives funding through the proposed 2020 regional investment measure, ODOT will coordinate with local partners for project development and project delivery (to the extent possible as provided by the funds identified). We thank our partners for their collaboration and efforts to highlight the needs of this important corridor, and we thank the Council and Task Force for considering their nomination.

Sincerely,

Mandy Putney, Folicy and Development Manager ODOT Region 1