

TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM

2014

APPLICATIONS DUE 4:00 p.m. June 13, 2014

Type of Grant:

Please indicate Category 1
or Category 2

Category 1

PROJECT TITLE: Monroe Neighborhood Street Design Plan

PRIMARY APPLICANT JURISDICTION: Clackamas County

MAILING ADDRESS: 150 Beaver Creek Road
CITY: Oregon City
ZIP: 97045

CONTACT PERSON: Lori Mastrantonio-Meuser

OTHER JURISDICTIONS INVOLVED IN THE PROJECT

	MATCH	
	Yes	No
City of Milwaukie	<input type="radio"/>	<input checked="" type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>

TELEPHONE: (503) 742-4511
FAX: (503) 742-4659
EMAIL: lorim@clackamas.us
ODOT REGION (1 - 5): Region 1

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

The project will result in a street design plan for that portion of Monroe Street in unincorporated Clackamas County with connections to the Clackamas Regional Center area. The plan will be developed in conjunction with ODOT and the City of Milwaukie based on an analysis of needs along with input from community outreach.

SUMMARY OF PROJECT BUDGET

PROJECT TITLE: Monroe Neighborhood Street Design Plan

JURISDICTION: Clackamas County

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]	\$ 40,243.00	\$ 9,757.00	\$ 50,000.00
Consultant Personal Services	\$ 45,000.00		\$ 45,000.00
TOTAL	\$ 85,243.00	\$ 9,757.00	\$ 95,000.00

* This amount should be a minimum of 12 percent of the total project budget.

We will be providing a cash local match Yes No

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO/>

Initial LM-M *JM-M*

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial LM-M *JM-M*

This application was prepared by the following compensated consultant:

Consultant Name _____

Initial _____

M. B. Cartmill 6-12-14
Authorized Signature

Director of Transportation and Development

Title

M. Barbara Cartmill

Printed Name



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2014 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

Examples of successful applications are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Please limit application to 10 pages.

The answer fields below will expand as you type.

ORGANIZATION NAME Clackamas County		PHONE 503-742-4511
CONTACT PERSON NAME AND TITLE Lori Mastrantonio – Senior Planner		CONTACT PERSON E-MAIL LorM@Clackamas.us
PROJECT TITLE MONROE NEIGHBORHOOD STREET DESIGN PLAN		

Section One: GRANT ELIGIBILITY REQUIREMENTS

TGM grants are for planning work leading to local policy decisions. Projects should result in the development of an adoption-ready plan or land use regulation amendment. TGM grants also cannot fund preliminary engineering, engineering, or construction work. If in doubt, discuss with your Region TGM planner about whether your proposed work is eligible.

Applications are reviewed on a pass/fail basis on each of the following criteria. Applications found to not meet each of these eligibility requirements will not be scored against the award criteria and will not be awarded a grant. *Provide a brief statement of how you meet each requirement.*

1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail research, analysis, evaluation of alternative scenarios, development of implementation measures, or public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Monroe Street is a key east-west bicycle and pedestrian route across urban unincorporated Clackamas County and the City of Milwaukie. Monroe Street also provides an important connection to the Clackamas Regional Center (CRC) area. Bicycle and pedestrian safety and accessibility enhancements as well as traffic calming on Monroe Street are a high priority in the County’s recently adopted Transportation System Plan (TSP). Milwaukie’s TSP has also identified Monroe Street improvements as a “High Priority Project” and as a leading candidate for “neighborhood greenway” treatments to calm traffic and improve roadway conditions for bicyclists and pedestrians. Neighborhood greenways, also

known as “bike boulevards,” include a range of options for improving pedestrian and bicyclist safety. Possible treatments include signage, speed bumps, refuge islands, crosswalks, pavement markings, intersection signalization, mini traffic circles and curb extensions.

The unincorporated portion of Monroe Street has a number of challenges including an existing gap in roadway improvements at SE 78th Ave. The grant will support the County’s efforts to develop street design options for the various segments of the street. It will incorporate community review and discussion. The County recently asked residents who live adjacent to Monroe Street in the unincorporated area to complete a survey regarding what they like most and least about Monroe Street and what they thought of certain possible upgrades to the street, e.g. adding sidewalks, adding traffic calming, etc. A summary of the survey results is included on pages 7 and 8 of this grant application.

Although the design will be specific to Monroe Street within unincorporated Clackamas County, the County will consider the design treatments that the City of Milwaukie determines as a result of their TGM grant project for the Monroe Street Neighborhood Greenway Design Plan. Making bicycle and pedestrian enhancements on Monroe Street from the Milwaukie city limits at Linwood Avenue east to 72nd Avenue is a high priority in the County’s TSP and for the North Clackamas Revitalization Area (NCRA), the urban renewal area just east of Milwaukie at Monroe Street. In addition, improving the intersection of Linwood Avenue and Monroe Street is a 20-year Capital Improvement project in the County TSP. Finally, in the Clackamas County Comprehensive Plan Monroe Street is identified as a location in need of safety and traffic improvements.

The City of Milwaukie has discussed the Monroe Street project with County staff and County staff has committed to participate as part of the Technical Advisory Group for the City’s project. The County will, in turn, invite City staff to participate in the County’s project. This continued coordination will ensure a smooth transition of the street design from the City to the County.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment or element, land use regulation, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, or compile data are not eligible.

The goal of the proposed project is to develop street designs and connections to the Clackamas Regional Center area for the segment of Monroe Street in unincorporated Clackamas County, ending in the adoption and incorporation of the designs into the County’s road standards. This will ensure that the design for Monroe is implemented as funding is secured and as redevelopment occurs. If the County will be required to acquire additional right-of-way on some sections of Monroe Street, this project will help identify which areas are priorities as well as any changes needed to the right-of-way width standards to implement the approved designs. The Monroe Street project outcomes will enable County staff to pursue funding for right-of-way acquisition and implementation of the neighborhood street design improvements with a full understanding of the priorities and costs for various measures.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the outcomes of the project. A letter or resolution of support from the governing body of the applying jurisdiction is required to be submitted with the application to meet this requirement.

Monroe Street bicycle and pedestrian safety and accessibility enhancements, and traffic calming are a 20-Year Capital Improvement project (high priority) in the County's recently-adopted Transportation System Plan (TSP). A resolution supporting this application was adopted by the Board of County Commissioners (BCC) at its June 11, 2014 meeting. A letter of support from the Clackamas County BCC is included in this grant application.

AWARD CRITERIA

Applications are scored on a range of criteria and receive up to 100 points. Projects are selected primarily based on the points scored; also considered are the grant amounts requested, the estimated amounts TGM believes may be required to complete a project, the amount of grant dollars available for award within a geographic region, and the balance of grant dollars between Category 1 and Category 2 projects.

1. Proposed Project Addresses a Need and Supports TGM Objectives

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity through achieving one or more of the following TGM objectives (as listed on page 11 of the Application Packet).

Up to 40 points: Provide a statement of project purpose and transportation relationships and benefits, and related them to TGM objectives. You must list the specific objective(s) your project supports. Projects that address an issue, problem, need, or opportunity with a clear expected outcome will receive more points. Projects that meet one or several TGM objectives in a substantial, integral way will receive more points than projects that meet one or more TGM objectives superficially. If applying to update your Transportation System Plan and you asked TGM to perform a TSP Assessment, what were the key Assessment recommendations and how do they relate to your proposed project?

The primary goal of the Monroe Street project is to develop designs for the street that calm traffic and improve safety for bicyclists and pedestrians while balancing neighborhood livability and the needs of vehicle traffic. The scope of the project is Monroe Street from the city limits of Milwaukie at Linwood Avenue on the west to the Clackamas Regional Center (CRC) area to the east. The County will also work to identify the principle route and preferred facility treatments to the CRC from the terminus of Monroe Street at Fuller Road. Developing a plan for the "last mile" section between Monroe and the CRC is crucial in order to provide a complete active transportation route between downtown Milwaukie and the CRC.

Monroe Street bicycle and pedestrian safety and accessibility enhancements, and traffic calming are a high priority in the County's recently-adopted Transportation System Plan (TSP). Monroe Street is also designated as a Bicycle Parkway in the Regional Active Transportation Plan in Milwaukie and in

unincorporated Clackamas County east of Linwood Avenue, connecting east of 82nd Avenue to Phillips Creek Trail. It is also designated as a future bikeway in the County's TSP and a 20-Year Capital Improvement project.

The County recently asked residents who live adjacent to Monroe Street in the unincorporated area to complete a survey regarding what they like most and least about Monroe Street and what they thought of certain upgrades to the street, e.g. adding sidewalks, adding traffic calming, etc. A summary of the survey results is included in this application.

The neighborhood greenway concept addresses the aspects of protecting residential neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas and nearby schools. The County has identified projects along Monroe Street that include potential pedestrian, bicycle and street improvements as part of the County's TSP. Monroe Street connects a number of community amenities including parks, schools and access to transit along King Road. Improving non-vehicular circulations within the neighborhoods and between the neighborhoods will support fewer vehicle trips and therefore reduced greenhouse gas emissions, while improving physical activity as more people access the amenities by walking and bicycling.

Neighborhood greenway improvements on Monroe Street will provide options and opportunities for recreational and commute rides for bicyclists. This will be an important link to other recreation and commute trails such as the regionally significant Trolley Trail and Springwater Corridor shared use paths.

2. Proposed Project is Timely and Urgent

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues;
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing other high priority community initiatives, including supporting a Governor's Regional Solutions Team priority; or
- resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.

Up to 25 points: To explain why it is important to do the project at this time, describe what the project will accomplish and how it relates to other initiatives. Projects that match well with the TGM grant timeline will receive more points. Projects or project elements that are not clearly timely or urgent will receive fewer points.

The City of Milwaukie is about to begin working on a project that will result in a Neighborhood Greenway Plan for the portion of Monroe within the Milwaukie city limits. To provide connections east of the city limits and to provide a complete east-west route for bicyclists and pedestrians, a design plan

for the unincorporated segment of Monroe is needed at this time. The project is timely due to the opportunity to build on the momentum generated from Milwaukie's project for Monroe Street.

In addition, in the recent update of the *Blueprint for World-Class Bicycling*, the Bicycle Transportation Alliance (BTA) identifies Monroe Street as an important east-west connection and an opportunity to connect businesses, schools, trails and light rail. However, this opportunity to connect area destinations will be lost if only a portion of Monroe Street improvements are completed.

Specifically, Monroe Street is one of the primary routes linking neighborhoods to the Clackamas Regional Center on the east and downtown Milwaukie on the west. Monroe is an important collector to numerous destinations, and is within two blocks of the new MAX Orange Line and approximately one mile from the MAX Green Line. Since the new downtown Milwaukie station for the Orange Line will not include a park-and-ride, enhancing pedestrian and bicycle connections and improving safety along the east-west corridor will be imperative in the coming years. Enhancing access to both area light rail stations for alternative modes of transportation will enable residents to safely ride or walk to public transit.

This project will outline the costs of various measures for project segments and will identify potential short-term or phased measures that can be implemented while capital funding for full build-out is pursued. Developing costs for the Monroe Street treatments will be valuable to County staff in identifying funding opportunities for implementation.

3. Proposed Project Approach is Reasonable

The application demonstrates a clear approach to achieving the expected outcome and results in consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear.

Up to 15 points: Describe the major project tasks and expected timeline. Consider data and analysis needs and elements of a public involvement process. If a consultant will be used, what are the likely roles of consultant and staff? How will coordination with other initiatives be handled? If TGM funds are proposed to leverage another outside source of funding for the project, identify discrete tasks that TGM will fund that will be completed within the TGM timetable. Project approaches will receive more points if they clearly address the project need, are achievable considering scope, objectives, and benefits of the project, and are at a level of detail appropriate to the community.

The project team, consisting of the County Department of Transportation and Development (Engineering and Planning & Zoning divisions) and the Clackamas County Development Agency, will be responsible for the overall project management and work. County staff will:

- manage the project
- guide community outreach
- help develop the initial and refined design options to be developed by the consultant
- lead adoption and incorporation of the final design into the County's Road Standards and Transportation System Plan (TSP)
- work with TGM grant administrators to develop the RFP

- select a consultant who will lead the needs assessment/analysis, develop initial and refined options, and present these to the advisory groups and larger community.

Phase 1: Project Initiation and Public Outreach

In this phase we will refine the work plan and develop a public and stakeholder participation plan for the project in conjunction with the selected consultant. Community outreach and engagement with Monroe Street residents will play a critical role in developing and evaluating the options with the community. In addition to Monroe Street residents, groups that will likely participate in the planning process include the Southgate Community Planning Organization (CPO); the County's Pedestrian and Bicycle Public Advisory Committee; the County's Traffic Safety Committee and Bike Milwaukie, the area bicycle advocacy group.

The County envisions assembling two advisory groups for the Monroe Street project:

- 1) Public Advisory Committee (PAC): Composed of neighborhood representatives (e.g. residents and business owners); senior and youth representatives; and local public safety, transportation disadvantaged interests, pedestrian and bicycle advocates.
- 2) Technical Advisory Committee (TAC): Composed of representatives from the City of Milwaukie; Oregon Department of Transportation; Clackamas County Fire District #1; and regional pedestrian and bicycle advocacy groups such as the Bicycle Transportation Alliance and the Willamette Pedestrian Coalition, and other identified stakeholders in the field.

Phase 2: Existing Conditions Analysis

The existing conditions along Monroe Street will be documented and analyzed. The study will include traffic counts for vehicles and bicycles, as well as select intersection analysis. We will work with the selected consultant to determine the levels and types of existing traffic counts needed for the project. In addition, county staff will document and summarize current land use patterns as well as research previous studies and planning documents for incorporated and unincorporated sections of Monroe Street. Finally, relevant Comprehensive Plan polices, road standards and neighborhood greenway best practices will be reviewed and summarized.

During Phase 2 the PAC will be instrumental in identifying the community's goals for the Monroe Street Design Project. This analysis and informational gathering phase could include a walking tour with PAC members to identify specific issues with intersections or sections of Monroe Street that are particularly problematic. Discussion and brainstorming at PAC meetings will help staff and the technical experts understand community concerns as well as help to form a vision for how the street will help in maintaining and enhancing vibrant and safe neighborhoods. Best practices from other communities will be documented and presented to the PAC and at a larger community workshop or open house for input on preferences. The County project team will also develop evaluation criteria for use in evaluating the design options presented in Phase 3.

Phase 3: Design Options

After assessing the existing conditions and identifying community goals and problem areas along Monroe Street, County staff will work with the selected consultant to develop options for the unincorporated section of Monroe Street and design and route options to the Clackamas Regional Center (CRC) from the terminus of Monroe Street at Fuller Road. Developing a plan for the "last mile" section between Monroe Street and the CRC is crucial in order to provide a complete active transportation route between downtown Milwaukie and the CRC. Any additional traffic study such as

analysis for potential traffic diversion onto King Road or completion of the “Monroe Gap” at SE 78th Ave. will be performed at this time. Options for pedestrian and bicycle improvements and neighborhood street designs will be reviewed by the TAC for initial feasibility and then presented to the PAC for evaluation before presentation at an open house or community workshop.

Phase 4: Recommended Design Concepts

The preferred design options for Monroe Street project segments will be revised and developed with TAC and PAC input. The refined designs for each section of Monroe Street will be presented back to the TAC for review and comment before finalizing in discussions with the PAC. Funding mechanisms and strategies will be identified during this phase.

Phase 5: Final Design Concepts / Report and Adoption

A final report outlining recommended street designs and treatments will be developed by the project team. County staff will take the lead in getting the report adopted by the Board of County Commissioners and incorporating the new street designs into the County’s Road Standards and Transportation System Plan.

To help us understand your project, provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant. ***This budget breakdown will not be scored.***

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Project Initiation and Public Outreach	\$8,000	\$4,000
2. Existing Conditions Analysis	\$7,000	\$5,000
3. Design Options	\$12,000	\$18,000
4. Recommended Design Concepts	\$10,000	\$16,000
5. Final Design Concepts / Report and Adoption	\$13,000	\$2,000
Totals:	\$50,000	\$45,000

4. Proposed Project has Community Support

The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

Up to 5 points: Projects with written support from stakeholders including partner jurisdictions, community institutions, or businesses will receive more points. Letters of support should demonstrate a clear understanding of the project. A letter of support will score higher if it shows independent understanding of the project by the signer and is not identical in text to others that are submitted for a project.

Bicycle and pedestrian safety and accessibility enhancements as well as traffic calming on Monroe Street are a high priority (20-year Capital Improvement) in the County’s recently adopted Transportation System Plan (TSP). Milwaukie’s TSP also identified Monroe Street improvements as a

“High Priority Project” and as a leading candidate for a “neighborhood greenway.” Both TSP projects included extensive community review and input.

People living on and near Monroe Street – in approximately 120 households – were invited to participate in a short survey about the street in late May 2014. The County received 44 responses, with 73% of those from people who live on Monroe.

- In general, respondents said they like their neighborhood very much, especially the quiet, the rural feel, the neighborliness, low level of traffic and safety.
- What they like the least is people driving too fast and using Monroe as a shortcut, the lack of sidewalks, too much traffic and the lack of traffic calming/speed enforcement.
- In terms of improvements, survey respondents were most supportive of traffic calming, crosswalks and sidewalks on the north side of the street. They did not support the idea of a new turn lane, bike lanes on both sides of the street or sidewalks on both sides of the street.

Letters and resolutions of support may be submitted separately from the application through June 27, 2014. Those submitted after June 13, 2014 must be submitted electronically to the ODOT FTP TGM Applications folder.

SOURCE	ATTACHED	EXPECTED
1. Bicycle Transportation Alliance	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Southgate Community Planning Organization	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Bike Milwaukie	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. City of Milwaukie Planning Department	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Clackamas County Board of County Commissioners	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Clackamas County Pedestrian/Bikeway Advisory Committee	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5. Proposed Project Sponsor Readiness and Capacity

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), all of the partners are ready and able to begin the project within the TGM timetable.

Up to 5 points: Projects with a clear description of the jurisdiction’s capabilities and experience relative to the complexity of the proposed project will receive more points. Projects that lack a clear description of how the projects will be managed will receive fewer points. Applicants with prior TGM grant awards must list previous TGM projects and their performance. [If you are unsure what previous TGM grant awards your jurisdiction has received, contact Cindy Lesmeister at cindy.l.lesmeister@odot.state.or.us]

Clackamas County has a long history of successfully completing TGM-funded projects. Currently, the County is nearing completion and adoption of the Active Transportation Plan. The recently completed

Clackamas Regional Center Area Pedestrian/Bicycle Connection Project has led to funding for a way-finding signage program and identified projects incorporated into the overall Transportation System Plan update.

Previous Clackamas County TGM Grants include:

- 1E-12 Active Transportation Plan
- 1E-10 Clackamas Regional Center Area Pedestrian/Bicycle Connection Project
- 1K-09 Park Ave Light Rail Station Area
- 1D-05 Implementation Tools for the Essential Pedestrian Network
- 1T-03 Carver Community Plan
- 1R-01 Clackamas County Green Corridors Concept Study
- 1Z-97 McLoughlin Corridor Land Use and Transportation
- 1AA-97 Sunnyside Corridor Plan
- 1BB-97 Transportation System Plan
- 1W-95 Local Streets Traffic Calming and Skinny Streets Standards
- 1X-95 North Clackamas County SB 122 Phase 2
- 1Y-95 TRP Design Guidelines
- 1H-93 Sunnyside Village Center Design Plan
- 1I-93 Pedestrian Plan
- 1J-93 Oak Grove Community Plan
- 1K-93 Clackamas County Bicycle Master Plan
- 1UG 40-44 NeoTraditional Demonstration

Clackamas County has a diverse staff base that will be involved in all aspects of the project from management to data collection to public involvement. We have strong ties to the community and connections with the local agencies. The County's Active Transportation Plan project will be completed by the time this project begins, so there will be sufficient staff for the project.

The Monroe Neighborhood Street Design Project will be an inter-departmental project involving the Department of Transportation and Development (Engineering and Planning & Zoning division), the Clackamas County Development Agency, which administers four urban renewal areas, including the North Clackamas Revitalization Area where Monroe Street is located and the Department of Public and Government Affairs. Staff from all three departments will be available to work on this project.

In addition, the City of Milwaukie will initiate a neighborhood greenway plan for the incorporated portion of Monroe Street this summer. We expect that Milwaukie city staff will be involved in the technical review of design options for this project. Valuable insight and experience from the City of Milwaukie project will ensure successful transition of the future Monroe Street design across jurisdictional boundaries.

6. Proposed Project is Innovative

The application demonstrates that the project will be innovative in its subject matter, approach, or expected outcomes. For example, the project will use health impact assessments or economic impact analysis as part of the evaluation of transportation alternatives.

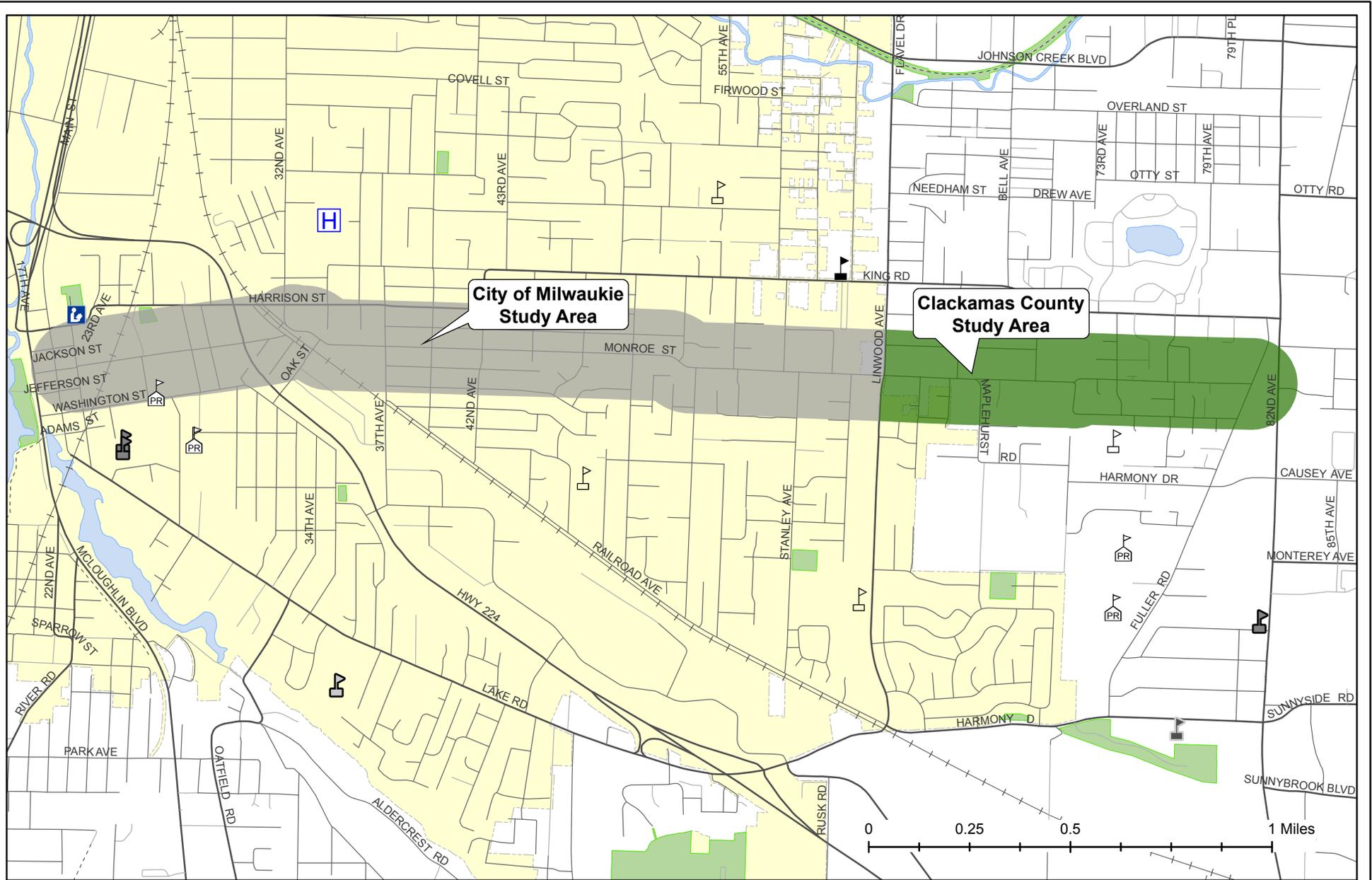
Up to 10 points: By the nature of this criterion, most projects will not receive any points. Projects may receive some points for innovative project elements. Projects with innovative subject matter will receive more points.

This project will develop a new type of street design for Clackamas County that incorporates active transportation improvements along a key neighborhood street in the unincorporated urban area. The design solutions will address several perceived problems with the current street, including unsafe intersection crossings, narrow right-of-way, lack of continuous sidewalks and bicycle facilities, and the need for safe and continuous pedestrian and bicycle routes, especially for less experienced cyclists and youth/families.

Although the focus of this project will be on Monroe, the street treatments identified as part of the overall design will be applicable to other streets in the county. Development of neighborhood greenway design options will be applicable to other areas in Clackamas County and assist future comparable development. As evidenced by the May 2014 survey results, the community supports improvements to augment neighborhood livability, enhance safety and meet the needs of pedestrians and bicyclists. Residents recognize the potential benefits of neighborhood improvements that touch multiple aspects of a community's livability, from reduced vehicular traffic and associated air pollution to increased physical activity. Innovative treatments allow residents direct access to safer routes for bicycling and walking, and support local businesses and the economy through increased connectivity between residents and local shops. Improved connections provided by neighborhood greenway designs will help residents take advantage of recent improvements in the Clackamas Regional Center – retail and amenity expansion; light rail development and I-205 multi-use path upgrades as well as the public improvements on west end of Monroe Street such as the forthcoming MAX Orange Line and various multi-use trails that pass through downtown Milwaukie.

Reduction of dependence on automobiles will also allow residents to spend less money on fuel and potentially reduce the rate and expense of vehicle ownership. This would increase the amount of money available for residents to spend on other things and potentially increase the dollars spent in the local economy. Reducing the burden of transportation costs is especially beneficial to residents in areas with a high percentage of low income families. According to census data from the U.S. Department of Housing and Urban Development (HUD), the census tract (Census Tract 216.02) in which Monroe is located is 52% low and moderate income.

This neighborhood street design project will identify improvements and amenities that facilitate the use of active transportation facilities by all ages and abilities. A more active population improves public health through increased physical activity, with mental benefits that include reduced isolation and increased socialization and community-building opportunities. Finally, neighborhood enhancements will make the area more vibrant by enabling more people to get outside and explore their local community, access parks and meet neighbors in newly enhanced public spaces.



Monroe Neighborhood Street Design Plan



- | | | | | | | | |
|--|---------------------------------|--|------------------|--|-------------|--|-------------------|
| | Private School | | Public College | | Major Roads | | Parks |
| | Public Elementary School | | Public, Other | | Streets | | City of Milwaukie |
| | Public Middle / Jr. High School | | Hospital | | Railroad | | |
| | Public High School | | Library | | Trail | | |
| | | | Lakes and Rivers | | | | |

NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
Data Source: Clackamas County GIS

DISCLAIMER: The information provided was derived from digital databases from Clackamas County's GIS. Although we strive to provide the best data we can, we sometimes use data developed by jurisdictions outside Clackamas County. Therefore, Clackamas County cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are strongly cautioned to verify all information before making any decisions.



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

June 12, 2014

Cindy Lesmeister
Transportation and Growth Management Program
555 13th St. NE, Suite 2
Salem, OR 97301
Re: Clackamas County Transportation Growth Management Grants;

Dear Ms. Lesmeister,

The Clackamas County Board of Commissioners supports the following two applications for 2014 Transportation and Growth Management (TGM) program funds.

- Villages at Mt Hood Pedestrian and Bikeway Implementation Plan. This TGM proposal will identify and prioritize needed pedestrian and bikeway facilities, design appropriate crossings of US 26 and undertake a feasibility study of a multi-use trail through the Villages at Mt. Hood area. These elements will be used to update the Mt. Hood Community Plan that is in the Clackamas County Comprehensive Plan.
- Monroe Neighborhood Street Design Project. This TGM proposal will build upon Milwaukie's Monroe Street greenway project, addressing the portion of Monroe within the unincorporated area of Clackamas County. The design will consider safety and accessibility for pedestrians and cyclists, and traffic calming measures.

These two TGM grant applications will help ensure that our transportation planning work in the County will continue to advance Oregon's land use and transportation goals.

The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan builds off recent efforts completed as a part of the Mt. Hood Multi-Modal Plan and investments in the local transit system within the County. It will prioritize necessary investments and provide direction for innovative, visionary multi-use paths in the area.

The Monroe Neighborhood Street Design project will address an important connection between the city of Milwaukie and the Clackamas Regional Center. It will engage local residents in a discussion on how to maintain the characteristics of the neighborhood that they value and support the safety of all modes of transportation in the area.

Sincerely,

John Ludlow, Chair
On Behalf of the Clackamas County Board of Commissioners

618
NORTHWEST
GLISAN
SUITE 401
PORTLAND
OREGON
97209
BTAOREGON.ORG
T503
226
0676
F503
226
0498

June 11, 2014

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister:

The Bicycle Transportation Alliance (BTA) strongly supports the Clackamas County Transportation and Growth Management (TGM) grant application for the Monroe Neighborhood Street Design Project. Our mission is to create healthy, sustainable communities by making bicycling safe, convenient and accessible. This project furthers our mission by creating a pedestrian and bicycle friendly street on this important east-west route across urban unincorporated Clackamas County and the City of Milwaukie.

An active transportation route along Monroe Street will connect to a number of community amenities including parks and schools and access to transit along King Road, which is located three blocks to the north. A complete Monroe Street neighborhood greenway would connect to the I-205 multi-use path and the Max Green Line on the east end and to the new Orange Line and Downtown Milwaukie on the west.

The BTA's *Blueprint for World-Class Bicycling* specifically identifies Monroe Street in the Neighborhood Greenways section of the report: "With neighborhood greenway treatments, Monroe could become the much needed east-west route for families and less-experienced riders." This project is one of our top priorities.

Thank you for the opportunity to comment. We urge you to fund this project.

Sincerely,



Carl Larson



June 12, 2014

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister:

We are writing in support of the 2014 ODOT Transportation and Growth Management (TGM) grant to fund a design plan for the unincorporated portion of Monroe Street. The Monroe Neighborhood Street Design project would result in a pedestrian and bicycle friendly street design for this important east-west route across urban unincorporated Clackamas County and the City of Milwaukie.

The City of Milwaukie is about to commence work on a project which will result in a Neighborhood Greenway Plan for the portion of Monroe within the Milwaukie city limits. To provide connections east of the city limits and to provide a complete east-west route for bicyclists and pedestrians, a design plan for the unincorporated segment of Monroe is needed at this time. Because active transportation routes should not end at jurisdictional boundaries we hope you fund this project.

Neighborhood greenway improvements on Monroe Street will provide safer infrastructure for bicyclists, pedestrians, adjacent residents, and automobile operators. In addition, the completed neighborhood greenway will connect to light rail stations; regional multi-use trails and employment centers such as the Clackamas Regional Center and Downtown Milwaukie.

Thank you for the opportunity to comment. We urge you to fund this very important project.

Sincerely,



Matt Menely



Greg Baartz-Bowman

Co-Organizers
Bike Milwaukie

www.bikemilwaukie.com

Building community and encouraging advocacy in Milwaukie on self-propelled wheels.



June 13, 2014

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem OR 97301

Dear Cindy:

On behalf of the City of Milwaukie, I am writing in support of Clackamas County's 2014 ODOT Transportation and Growth Management (TGM) grant application to fund a neighborhood greenway design plan for the unincorporated portion of SE Monroe Street. The County's Monroe Neighborhood Street Design project would result in a pedestrian- and bicycle-friendly street design for this important east-west route across urban unincorporated Clackamas County and the City of Milwaukie.

As you may be aware, the City of Milwaukie is about to commence work on a TGM-funded project which will result in a Neighborhood Greenway Plan for the portion of Monroe Street within the Milwaukie city limits. To provide connections east of the city limits and to provide a complete east-west route for bicyclists and pedestrians, a design plan for the unincorporated segment of Monroe Street is needed at this time. Because active transportation routes should not end at jurisdictional boundaries, we hope you fund this project.

Neighborhood greenway improvements on Monroe Street will provide options and opportunities for recreational and commute rides for bicyclists. In addition, the completed neighborhood greenway will connect to light rail stations, regional multi-use trails, and employment centers such as the Clackamas Regional Center and Downtown Milwaukie.

Thank you for the opportunity to comment. I encourage you to fund this very important project.

Sincerely,

Denny Egner
Planning Director
City of Milwaukie



June 12, 2014

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Cindy,

The Clackamas County Pedestrian/Bikeway Advisory Committee (PBAC) is pleased to support two Clackamas County Transportation and Growth Management grant applications.

The first application is the ***Villages at Mt Hood Pedestrian and Bikeway Implementation Plan*** for pedestrian and bikeway planning in the unincorporated communities of Welches, Rhododendron and Zigzag.

Identifying and designing appropriate crossings on Hwy. 26 will benefit the entire community. Also, the Villages project will assist the development of a well-connected, multi-modal transportation system in the Mt. Hood corridor area. The recently expanded transit service will help pedestrians and cyclists to access the facilities and services provided at, and to, the transit stops.

The Villages project also includes working with Welches Elementary School to complete a Safe Routes to School Action Plan. The County will partner with the school and students to identify issues and solutions necessary to provide safer access to and from the school.

The second application is the ***Monroe Neighborhood Street Design Project*** with connections to the Clackamas Regional Center (CRC) area.

The Monroe Neighborhood Street Design Project will result in a pedestrian and bike-friendly street design providing connections to the CRC area, parks, schools and access to transit along King Road.

Bicycle and pedestrian safety and accessibility enhancements, as well as traffic calming on Monroe Street, are a priority in the County's recently adopted



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING

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Transportation System Plan. The PBAC strongly supports the enhancement of alternative modes of travel so that communities like the Monroe neighborhood have travel choices regarding access to and from destinations and amenities in their areas.

Thank you for the opportunity to comment on these important projects. Your support is critical to their success and we urge your funding of these efforts.

Sincerely,

A handwritten signature in black ink, appearing to be "Blane Meier", followed by a horizontal line and a period.

Blane Meier, Chair
Clackamas County Pedestrian/Bikeway Advisory Committee

C: Karen Buehrig, Transportation Planning Supervisor
Lori Mastrantonio-Meuser, Senior Planner