

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:

Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan

PRIMARY APPLICANT
JURISDICTION:

Clackamas County

MAILING ADDRESS:

150 Beaver Creek Road

CITY:

Oregon City, OR

ZIP:

97045

CONTACT PERSON:

Karen Buehrig

OTHER JURISDICTIONS
INVOLVED IN THE
PROJECT

- ODOT
- Mt Hood National Forest
- Bureau of Land Management
- Villages at Mt. Hood
-
-

MATCH

Yes	No
<input type="radio"/>	<input checked="" type="radio"/>
<input type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>

TELEPHONE:

(503) 742-4683

FAX:

EMAIL:

karenb@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 Villages at Mt Hood Pedestrian and Bikeway Implementation Plan (VMHPB Implementation Plan) will result in the amendments to Chapter 5: Transportation System Plan of the Clackamas County Comprehensive Plan. It will include identifying and prioritizing needed facilities, designing appropriate crossings of US 26, undertaking a feasibility study of a multi-use trail through the area and completing a Safe Routes to Schools plan for the Welches school. It will be conducted in partnerships with ODOT, representatives from the Villages at Mt Hood and other community stakeholders.



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 503 742-4683
CONTACT PERSON NAME AND TITLE Karen Buehrig, Transportation Planning Supervisor	CONTACT PERSON E-MAIL Karenb@clackamas.us
PROJECT TITLE VILLAGES AT MT HOOD PEDESTRIAN AND BIKEWAY IMPLEMENTATION 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.

The Villages at Mt. Hood Pedestrian and Bikeway Implementation plan has a direct relationship to transportation because it is specifically focusing efforts on updating the comprehensive plan to improve facilities for pedestrians, cyclists and transit users. As described in the project task detail, the project includes research, analysis, evaluation of alternative scenarios, public involvement that will result in updates to the transportation elements in the Mt. Hood Community comprehensive plan.

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 project will include adoption ready products for the Clackamas County Comprehensive Plan.

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.

A letter of support from the Clackamas County Board of County Commissioners is attached.

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 purpose of the Villages at Mt Hood Pedestrian and Bikeway Implementation Plan (VMHPB Implementation Plan) is to increase the use of alternative modes of transportation by identifying and prioritizing needed facilities, designing appropriate crossings of US 26 and studying the feasibility of a multi-use trail through the area. Specifically, the plan will:

- Identify the existing pedestrian and bikeway facilities, and define gaps and deficiencies in the network. This will include developing a Safe Routes to Schools plan for Welches Elementary School.
- Identify the appropriate locations for pedestrian crossings of Hwy 26 within the Villages at Mt Hood and develop appropriate crossing treatments.
- Identify parking issues and recommend solutions for the Sandy Ridge Mountain Bike Trail System and Barlow Trail Park. These are also located in the Sandy area and both have parking challenges

during busy times. This will include coordination between the Bureau of Land Management and the County Parks Department.

- Evaluate the general feasibility of converting the old Mt. Hood Highway / portions of the historic Barlow Trail into a multi use trail.

These elements will be used to update the Mt. Hood Community Plan that is within the Clackamas County Comprehensive Plan. In addition, the plan will include the preferred design elements of the US 26 crossings, a prioritized list of projects and a memo describing the next steps needed to move forward the use of the old Mt. Hood Highway into a multi-use trail.

This project strongly supports all of the TGM objectives.

The intended primary outcome of the project is to provide transportation choices to support the communities along the US 26 corridor within the Villages at Mt. Hood. The communities within the Villages at Mt Hood are densely developed, with a mix of uses serving the recreational users of the area. There are many lodging facilities, restaurants and other services. There is also a strong community of local residents that access the services and travel up and down the US 26 corridor.

This project will promote communities composed of active centers linked by convenient transportation options. Presently, when visitors use the lodging in many of these communities, they are forced to use their cars to access even the most local service because the local roadways are narrow without shoulders or bikeways. This project will help define where shoulders and bikeways are most needed and prioritize the necessary improvements. Work will be done directly with the local school to develop a Safe Routes to Schools plan to insure that facilities needed to support school children are considered. Also, the project will coordinate closely with the recently expanded Mt. Hood Express transit service to making sure appropriate pedestrian and bikeway facilities are identified to support access to that service.

Strengthening the economic vitality of the area is another key goal, and local businesses understand the need for the diversity of travel options.

- Recently a Bicycle Design Studio was conducted in the area and the local businesses have strong interest in capturing the growing bicycle tourism industry.
- Starting last year, the ski resorts and other businesses pooled resources to provide match money to expand the Mt. Hood Express to Government Camp and Timberline Lodge. The expanded transit service allows local residents and visitors the opportunity to walk or bike to the bus, which takes them to key recreation areas on the mountain.
- The Mt. Hood National Forest receives year-round visitors. Many of those visitors stay within communities located in the Villages at Mt. Hood. Part of this project will identify the pedestrian and bikeway facilities needed to access the transit stops and park and ride locations.

This project will help reduce public and private costs by making sure the appropriate planning work is in place as a follow-up to both the Mt Hood Multi Modal Plan and the recent investment in area transit service. Project PB-1 in the Mt Hood Multi Modal Plan specifies the need for "Mt Hood Highway US 26 bike/ped intersection improvements in coordination with potential transit stops."

Finally, this project will promote environmental stewardship in an area most precious to many Oregonians, the Mt. Hood National Forest. It provide improved travel options for people who live and visit in the area. Those who come to experience mountain biking on the Sandy Ridge trails or at other facilities will be more likely to have the option to bike to their destination instead of driving. School children will gain

information and improved safety along their routes to schools. Transit users will have safer places to walk and bike as they get on and off the buses.

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.

This project is extremely timely because it builds upon a variety of efforts recently completed or underway within the communities along US 26. As was noted before, the Mt. Hood Multi Modal Plan that looked at safety and multimodal improvements along US 26 was completed last year. One important implementation project was to improve safety for pedestrians and cyclists who cross US 26. This project will provide funding for ODOT staff to work with local staff and community residents to identify appropriate locations for the crossing and develop design features that will achieve the project goals.

Additionally, the Mt. Hood Multi-Modal Plan called for expansion of transit service in the corridor. The managers of the Mt. Hood Express have been working in partnership with local businesses and received Federal Lands Access funds to expand service and to purchase buses with bike racks and places for people to put their skis. Just recently, the Mt. Hood Express received a planning grant to undertake a project to identify sustainable funding sources for the transit service. This TGM project is timely because the transit stop information is available and the additional transit planning will be underway.

The VMHPB Implementation Plan builds upon the enthusiasm generated from the Bicycle Design Studio conducted a few years ago. Local business owners support bicycle tourism and a local Pedestrian and Bicycle Coalition is very interested in improving facilities in the area. The idea to review the feasibility of converting the old Mt Hood Highway into a multi use trail came directly from the community and its effort to secure funding to have this work done.

There is strong support from surrounding communities for actions that will improve conditions for the bicycle tourism industry. The City of Sandy has been investing in its trail system and access to the communities in the Mt Hood corridor. They have partnered with the County's Tourism Department to acquire trailers that hold bicycles. The Bureau of Land Management recently opened the Sandy Ridge trail system, which has become a favorite spot for the mountain biking community. Local businesses in the area promote cycle-cross and other agri-tourism activities.

With the local demand increasing, the time is right to review the pedestrian and bikeway connections in the area so that the needs of local residents, as well as the thriving tourism industry, are addressed. This project will inventory the connections needed to support access to the local bike trail system and identify the facilities needed to support these businesses.

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.

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.***

The Villages at Mt Hood Pedestrian and Bikeway Implementation Plan will require coordination with a variety of entities and strong project management to facilitate completion of all project elements. The reason for the distinct project elements (updating the needed ped/bike facilities in the Mt. Hood Community element of the Comprehensive Plan, the Safe Routes to Schools plan, the parking analysis regarding the Sandy Ridge Mountain Bike Trail System in coordination with Barlow Trail Park, identification and design of the crossings of US 26 and a feasibility report of the old Mt. Hood Hwy/ Barlow Trail) is that each project element is integral to improving conditions for pedestrians and cyclists in the area. This project will allow these elements to be completed using the economies of scale of a larger project, with one Project Advisory Committee (PAC) and one Technical Advisory Committee (TAC) providing recommendations for all of these issues.

The project include the five following tasks.

1. General project start-up.
 - a. The Stakeholder Involvement Strategy is given shape
 - b. PAC and TAC are formed
 - c. Website is developed
 - d. Project management team meets to kick-off the project.
2. Existing Conditions and Data Collection
 - a. Collection of necessary information on existing needs and gaps in facilities
 - b. Coordinate with Mt. Hood Express, school district and recreation site owners
 - c. Identify potential US 26 pedestrian crossings
 - d. Initial surveys will be conducted with the schools
 - e. Public Outreach touch-point: Project initiation and existing condition verification
 - f. Identify needed Health, Education and Safety needs
 - g. TAC and PAC meetings
3. Project identification and design concept development
 - a. Project identification for needed pedestrian and bikeway facilities
 - b. Coordinate with Mt. Hood Express, school district and recreation site owners
 - c. Primary location selection and design alternative development for the crossings of US 26
 - d. An opportunities and challenges memo will be completed for the historic Mt. Hood Highway conversion to a multi-use trail.
 - e. Public Outreach touch-point: Project identification and design concept review
 - f. TAC and PAC meetings
4. Project prioritization and potential funding opportunities.
 - a. Safe Routes to Schools Plan developed
 - b. Project prioritization and funding needs identified
 - i. Integrate Health Impact Assessment into project prioritization review
 - c. US 26 crossing cost and preferred alternative selected
 - d. Public Outreach touch-point: project prioritization and historic Mt Hood Hwy multi use trail review
 - e. TAC and PAC meetings
5. Develop comprehensive plan language amendments and final report for the project
 - a. Safe Routes to Schools Plan
 - b. Updated needed and prioritized ped/bike facilities in the Mt. Hood Community element of the Comprehensive Plan
 - c. Preferred US 26 pedestrian crossing location and design
 - d. Policy direction for the historic Mt. Hood Highway multi-use trail
 - e. Public Outreach touch-point: Proposed comprehensive plan changes
 - f. TAC and PAC meetings

TASK	LOCAL COSTS	CONSULTANT / ODOT TEAM COSTS
1. Project Start and Stakeholder Involvement Strategy	\$7,000	\$7,000
2. Existing Conditions	\$25,000	\$25,000
3. Project Identification and Design Concepts	\$21,000	\$25,000
4. Project Prioritization and Funding Identification	\$20,000	\$21,000
5. Final Report and Comprehensive Plan language	\$20,000	\$10,000
Totals:	\$93,000	\$88,000

ODOT will be an integral part of the team to identify and design the pedestrian crossings of US 26. It will also be important to work with other project partners, such as the US Forest Service, Bureau of Land Management (BLM), the Mountain Express transit service, the Villages at Mt. Hood, the Tourism Department and other local businesses. A robust public involvement process is written into the project, to ensure that the community has many ways to participate.

The consultant team will be involved in overall project management and detailed work related to the old Mt. Hood Highway / historic Barlow Trail conversion to a multi-use path, and assist in other aspects of the project.

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.

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. Clackamas County Board of Commissioners	X <input type="checkbox"/>	<input type="checkbox"/>
2. Villages at Mt. Hood, Board of Directors	<input type="checkbox"/>	X <input type="checkbox"/>
3. Mt. Hood Pedestrian and Bicycle Coalition	<input type="checkbox"/>	X <input type="checkbox"/>
4. Oregon Trail School District	X <input type="checkbox"/>	<input type="checkbox"/>
5.	<input type="checkbox"/>	<input type="checkbox"/>
6.	<input type="checkbox"/>	<input type="checkbox"/>
7.	<input type="checkbox"/>	<input type="checkbox"/>
8.	<input type="checkbox"/>	<input 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 Clackamas County Active Transportation Plan project is on track. The recently completed Clackamas Regional Center Area Pedestrian/Bicycle Connection Project has led to funding a way-finding signage program and provided inputs into the overall Transportation System Plan update project.

Previous Clackamas County TGM Grants

- 1E-12 Active Transportation Plan
- 1E-10 CRC 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 the project from management to data collection to public involvement. Our direct experience with the Mt. Hood Multi-Modal plan will help focus the project on achievable outcomes. 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. Also, this project will be coordinated with the transit planning project which is anticipated to begin later this year.

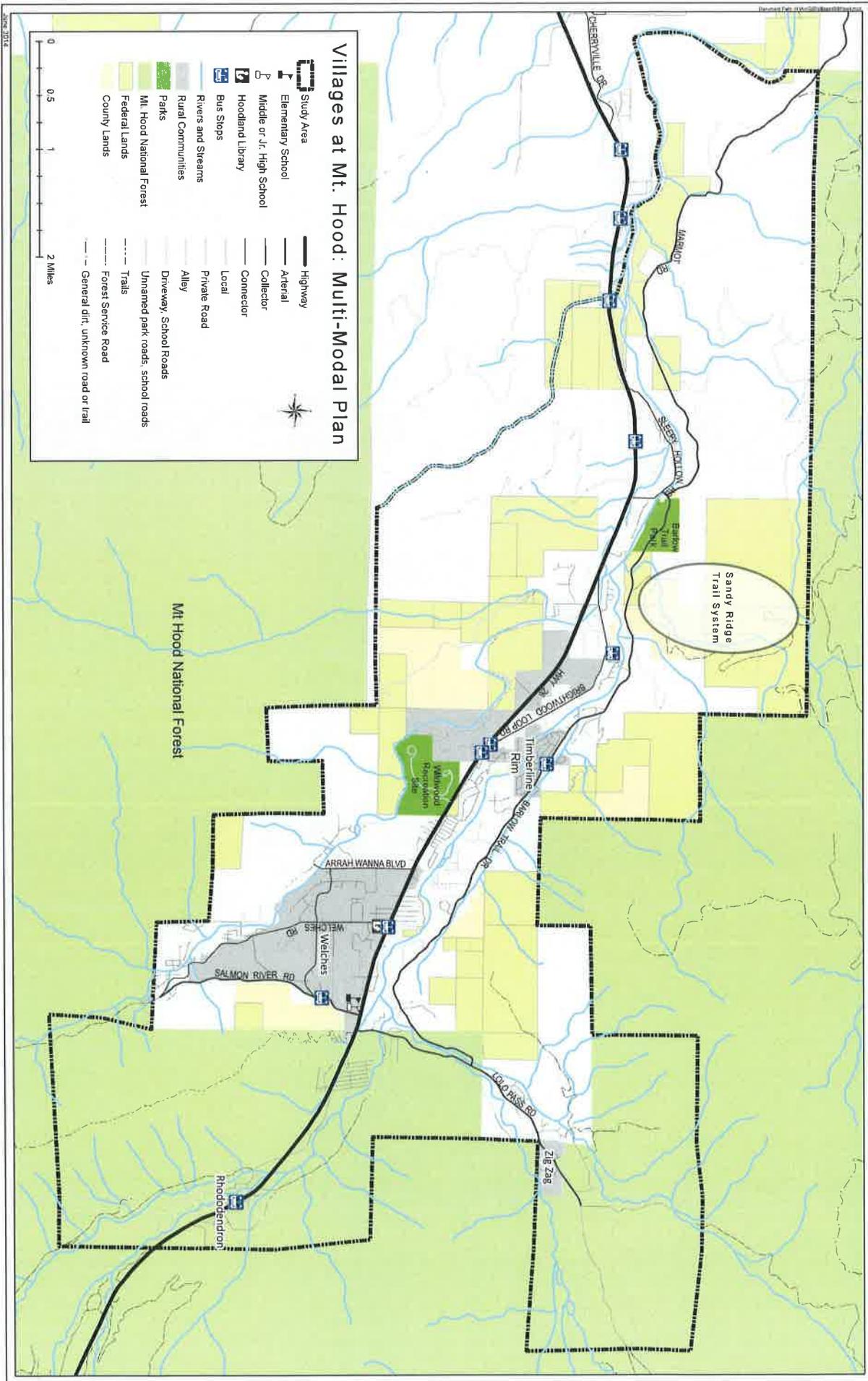
6. Proposed Project is Innovative

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.

Recently the County has been involved in many innovative projects that can be used as templates for outcomes of the Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan. In addition to the Mt. Hood Multi-Modal plan, where we hope to use the concept of identification of near-term implementation projects, the County also recently completed a joint road safety audit / health impact assessment. It is anticipated that the format for a Health Impact Assessment will be integrated into portions of the project focusing on the US 26 crossings design and alternative selection process. It may also be appropriate for overall project prioritization.

Finally, Clackamas County has been a leader in incorporating safety into all aspect of projects. Safety components will be woven throughout the project. Improving safety for all users requires the implementation of all the 5 Es – Evaluation, Education, Engineering, Encouragement and Enforcement. Through the completion of a Safe Routes to Schools Plan, the evaluation and design of pedestrian crossings of US 26 and exploring the opportunity for a separate multi-use path in the area, safety for all users will be improved.



Villages at Mt. Hood: Multi-Modal Plan

- Study Area
- Elementary School
- Middle or Jr. High School
- Hoodland Library
- Bus Stops
- Rivers and Streams
- Rural Communities
- Parks
- Mt. Hood National Forest
- Federal Lands
- County Lands
- Highway
- Arterial
- Collector
- Connector
- Local
- Private Road
- Alley
- Driveway, School Roads
- Unnamed park roads, school roads
- Trails
- Forest Service Road
- General dirt, unknown road or trail



Sandy Ridge Trail System

Mt. Hood National Forest

ARRAH WANNA BLVD

SALMON RIVER RD

Rhoddendron

GOLOS RD

216 298

Timberline Rim

COOLIDGE RD

SEER HOLLOW

HAARLOT RD

CHERRYVILLE RD

YALOWOOD RECREATION STATE

WELCHES RD



Oregon Trail School District No. 46

Aaron C. Bayer, Superintendent
36525 SE Industrial Way, Sandy OR 97055-0457
www.OregonTrailSchools.com

Phone: (503) 668-5541
FAX: (503) 668-7906

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

Dear Cindy,

The Oregon Trail School District strongly supports the Clackamas County Transportation and Growth Management (TGM) grant application for pedestrian and bikeway planning in the unincorporated communities of Welches, Rhododendron and ZigZag.

The identification and designing of appropriate crossings of Hwy 26 will benefit the entire community. In addition, the recently expanded transit service will help pedestrians and cyclists to be able to access the service and facilities that are provided at and to the transit stops.

For the school district, the most helpful part of this project, is that the County will work with the Welches Elementary School to complete a Safe Routes to School Action Plan. By doing this, the suite of issues can be identified and solutions can be developed working in partnership with those who use the system, the school children.

This project will assist the development of a well-connected, multi-modal transportation system in the Mt. Hood corridor area. Planning for efficient transportation systems and land uses will assist in promoting economic vitality in this area as well as providing safer pedestrian and bicycle connections.

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

Sincerely,



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