

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM  
2016 GRANT APPLICATION COVER SHEET**

**APPLICATIONS DUE 4:00 PM, June 10, 2016**

|  |                                 |                           |          |
|--|---------------------------------|---------------------------|----------|
| <b>Type of Grant:</b>                  | Category 2                      | <b>ODOT Region (1-5):</b> | Region 2 |
| <b>Primary Applicant Jurisdiction:</b> | City of St. Helens              |                           |          |
| <b>Project Title:</b>                  | St. Helens Riverfront Connector |                           |          |
| <b>Mailing Address:</b>                | PO Box 278                      |                           |          |
|  |                                 |                           |          |
| <b>City/Zip:</b>                       | St. Helens                      |                           | 97051    |
| <b>Contact Person:</b>                 | Jacob Graichen                  |                           |          |
| <b>Telephone/Email:</b>                | 503-366-8204                    | jacob@ci.st-helens.or.us  |          |

|   | MATCH                 |                                  |
|---|-----------------------|----------------------------------|
|   | YES                   | NO                               |
| <b>Other Local Jurisdictions involved in the project:</b> |                       |                                  |
| Columbia County   | <input type="radio"/> | <input checked="" type="radio"/> |
|   | <input type="radio"/> | <input type="radio"/>            |
|   | <input type="radio"/> | <input type="radio"/>            |

**Summary Description of Project:** This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

The proposed TGM project would result in a detailed Refinement Plan for the transportation route from US 30 to the Waterfront Redevelopment Project as identified in the attached map. The St. Helens Riverfront Connector Refinement Plan will complement the US 30 & Columbia Blvd./St. Helens St. Corridor Master Plan (TGM 13/14) by creating a cohesive, multi-modal, inviting loop through the downtown, the waterfront, and US 30. This Refinement Plan will complete the City's "business loop" planning concept, by building off the adopted Corridor Plan (2015) as well as the City's Transportation Systems Plan (TGM 10/11). The City is going through a waterfront planning process with funds from the EPA Brownfield Area-Wide Planning (AWP) Program, and the Refinement Plan will consider the proposed new waterfront uses from the AWP to ensure intersection and streetscape recommendations will accommodate the anticipated demands, include safe multi-modal options, and improve sense of place.

**2016 TGM Grant Application Cover Sheet**

**Jurisdiction:** City of St. Helens

**Project Title:** St. Helens Riverfront Connector

**Budget Breakdown** (Based on your response to Award Criterion 3)

| TASK   | TGM FUNDS REQUESTED |              |
|--|---------------------|--------------|
|  | GRANTEE             | CONSULTANT   |
| Consultant/Personal Services: St. Helens Riverfront Connector Plan | \$0.00              | \$175,000.00 |
|  |                     |              |
|  |                     |              |
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|  |                     |              |
|  |                     |              |
|  |                     |              |
| Total TGM Funds Requested:   | \$0.00              | \$175,000.00 |
|  |                     | \$175,000.00 |

|  |             |
|--|-------------|
| Minimum Match Requirement - 12% of the Total Project Budget: | \$23,863.64 |
| Match to be Provided:  | \$0.00      |

**Type of Match to be Provided:**

## 2016 TGM Grant Application Cover Sheet

**Jurisdiction:** City of St. Helens

**Project Title:** St. Helens Riverfront Connector

### Eligibility Requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

#### 1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation of alternative scenarios, development of implementation measures, and 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. 1000 character limit.

The project outcome will be to develop and adopt the St. Helens Riverfront Connector Plan. The process to create the Plan will include extensive public outreach to property owners along the corridor, public agencies, and the general public. In 2015, the City purchased over 230 acres of underutilized waterfront property with the goal of improving public access to the Columbia River and redeveloping the former industrial property with a mix of commercial, industrial, and residential uses. In August 2015, the City was awarded an EPA Brownfields Area-Wide Planning (AWP) Grant for \$200,000 to develop a framework plan for the waterfront. Initial work on this project resulted in a transportation analysis that identified deficiencies along key intersections leading to the Waterfront Redevelopment Project area. The proposed TGM project will address these deficiencies with detailed streetscape recommendations, intersection improvements, and pedestrian enhancements along this key corridor.

#### 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, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, compile data, or prepare maps are not eligible. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

The proposed project will create a Riverfront Connector Refinement Plan which will be an adoption-ready product to be adopted as an addendum to our Comprehensive Plan and TSP, just as the US 30 & Columbia Blvd./St. Helens St. Corridor Master Plan (TGM 13/14) was. Adoption hearings will be included in the scope of work for the proposed project. Project objectives include but are not limited to, an existing conditions, opportunities, and constraints summary, riverfront connector design options evaluation, a refined riverfront connector design report, an implementation strategy report, and code amendment/policy recommendations. The planning process will include extensive community outreach through planning, with special attention to property owners along the corridor.

#### 3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners) must be submitted with the application to meet this requirement. 500 character limit.

St. Helens City Council is supportive of staff's efforts to obtain this grant and develop the Riverfront Connector Refinement Plan. Redevelopment the St. Helens waterfront with a mix of uses is the priority economic strategy for the community and Council. It is understood that the success of the project relies on the ability for visitors and residents to navigate safely and easily to the site. A resolution of support from the St. Helens City Council has been submitted with the application.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of St. Helens

Project Title: St. Helens Riverfront Connector

**Certifications**

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions.

This application was prepared by the following compensated consultant:

Consultant Name:

*Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact [Cindy Lesmeister](#) at 503-986-4349 if you have questions.*

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>

**Applicant Title:**

**Printed Name:**

**Authorized Signature\*:**

\*Please only include the authorized signature on the mailed hard copy. **DO NOT submit a printed, signed, and scanned version electronically.**

I have mailed in a hard copy of my application with authorized signature.



# TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2016 GRANT APPLICATION FORM

**Instructions:** See the [Grant Application Packet](#) for how to respond to each of the Award Criteria

**Completed Grant Application Form must not exceed 8 pages, less attachments. Excess pages will be discarded.**

Examples of successful applications and help to develop a project approach and budget estimate are available on the TGM Grants page: <http://www.oregon.gov/LCD/TGM/Pages/grants.aspx>.

**The answer fields below will expand as you type.**

|  |   |
|--|---|
| ORGANIZATION NAME<br>City of St. Helens                          | PHONE<br>(503) 366-8204                           |
| CONTACT PERSON NAME AND TITLE<br>Jacob Graichen, City Planner    | CONTACT PERSON E-MAIL<br>jacob@ci.st-helens.or.us |
| PROJECT TITLE<br>St. Helens Riverfront Connector Refinement Plan |   |

## Award Criteria

Applications may receive a total of 110 points.

- Up to 100 points are based on an applicant’s written responses to five award criteria.
- Up to 10 bonus points may be awarded for **Project Innovation**: *the application must demonstrate that the project will be innovative in subject matter, approach, or expected outcomes.* Do not write a separate response about how your project meets this criterion; scorers will award points based on the entirety of the application. By the nature of the criterion, most projects will not receive any points.

Projects are selected primarily based on scores for the TGM award criteria; also considered are the grant amounts requested, the estimated amounts TGM believes may be required for a project, the amount of grant dollars available for award within an ODOT region, and the balance of grant dollars between Category 1 and Category 2 projects. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

### 1. Proposed Project Addresses a Need and Supports TGM Objectives Up to 40 points

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives (as listed on pages 3-4 of the Application Packet).

In 2015, the City purchased over 230 acres of underutilized waterfront property with the goal of improving multi-modal public access to and along the Columbia River and redeveloping the currently vacant, largely industrial property with a mix of public, commercial, and residential uses. Redeveloping the waterfront is and has been the primary economic development strategy for the St.

Helens City Council, the community at large, and the region for decades. Over the last year and a half, the City hosted a number of Waterfront Redevelopment Open Houses and received overwhelming interest and support from the community, further elevating the significance of this project. In August 2015, the City was awarded an Environmental Protection Agency (EPA) Brownfield Area-Wide Planning (AWP) Grant to develop a framework plan for the Waterfront Redevelopment Project. Initial work on this project resulted in a transportation analysis that identified deficiencies creating opportunities for pedestrian and vehicle conflicts along key intersections leading to the Waterfront Redevelopment Project area from US 30. Please see Attachment A for the preliminary transportation analysis conducted with EPA AWP funds. In order for the Waterfront Redevelopment Project to be a successful redevelopment project and improve economic vitality locally and throughout the region, transportation improvements that support the proposed new waterfront land uses must be further planned, funded, and implemented with the support of the community and surrounding property owners.

The TGM program is necessary for St. Helens to address the needed intersection improvements along the corridor that connects US 30 to the waterfront project area in order to meet the increased vehicular and pedestrian demand that the new uses on the waterfront will create. In particular, the Plymouth Street and Old Portland Road intersection creates a high probability for vehicle and pedestrian conflict. There are a number of deficient intersections along the Riverfront Connector that have low visibility for vehicles pulling onto Old Portland Road and have high probability for pedestrian conflicts. Not only are there intersection deficiencies along the corridor, but there is a need for a safe, cohesive, and inviting corridor leading from US 30 to the waterfront that offers visitors a feeling of arrival. In addition, the Waterfront Redevelopment Project will create an increased demand for safe bicycle and pedestrian access to the site from US 30. In order to address these issues, project objectives for the Riverfront Connector Refinement Plan will include an existing conditions, opportunities, and constraints summary, riverfront connector design options evaluation, a refined riverfront connector design report, an implementation strategy report, a TSP update, and code amendment/policy recommendations. It will also include extensive community outreach to gather support for the recommended improvements, particularly to residents along the corridor.

Not only is the Riverfront Connector Refinement Plan crucial to the success of the Waterfront Redevelopment Project, but the proposed Plan will also meet many of the expressed TGM objectives. The proposed project will support the surrounding land uses along the corridor, create safe and convenient walking and biking to support a healthy active lifestyle, and help create a safe and appealing physical environment supportive of the social, cultural, and health needs of all residents. This project will also allow the City to plan accordingly for the new growth along the waterfront that will accommodate existing and future residents, businesses, and services. Because this project is a redevelopment project within our existing system, it also supports compact development and delays the need for a UGB expansion by accommodating transportation and economic growth needs within the existing system.

## **2. Proposed Project is Timely and Urgent**

**Up to 25 points**

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 or lack of growth, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing or implementing 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.

Redeveloping the St. Helens waterfront is identified as a high priority in numerous adopted City documents, including the Comprehensive Plan, the St. Helens Economic Development Plan (2007), the St. Helens Strategic Plan (2005), and the Waterfront Prioritization Plan (2011). The St. Helens Riverfront Connector Refinement Plan is timely and urgent because the success of the Waterfront Redevelopment Project hinges on implementing multi-modal transportation enhancements and intersection safety improvements along the corridor that connect the waterfront to US 30.

The transportation deficiencies along the Riverfront Connector are also partially identified in the adopted Transportation Systems Plan (2011) and improvements along the riverfront connector corridor will complement the US 30 & Columbia Blvd./St. Helens St. Corridor Master Plan (2015) by creating a complete and cohesive business loop through our commercial areas to US 30.

The Governor’s Regional Solutions Team (North Coast region) is supportive of the Waterfront Redevelopment Project and has expressed interest in including the redevelopment of the waterfront on their work plan. The Regional Solutions Team recognizes that the success of this redevelopment project will advance rural community initiatives, creating local tourism, small manufacturing jobs, and the ability to improve the regional economy.

**3. Proposed Project Approach is Reasonable**

**Up to 20 points**

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.

**Task 1: Project Management & Startup (Month 1)**

Assemble project management team (PMT) (City); Compile applicable background documents, data, and resources for consultant (City); Project area GIS (Consultant); PMT meets to discuss initial strategy (Consultant); Project schedule developed (Consultant); Project area map/extent (Consultant); Project web page developed (Consultant).

**Task 2: Citizen, Public, & Agency Involvement and Project Kickoff (Month 1-3)**

Stakeholder mailing list/contacts (City); Assemble Citizen Advisory Committee (CAC) (City); Assemble Technical Advisory Committee (TAC) (City & Consultant); Prepare technical memo summarizing background documents and applicable policies, standards and practices for access management, street design, signal location, crosswalks, street lighting, landscaping, etc. for review by TAC (Consultant); Property owner meeting (Consultant); CAC meeting to provide background information,

process, etc. (Consultant); Project area tour with CAC & TAC (City & Consultant); Project web page updated (Consultant).

*The City will specifically reach out to owners along the potentially property affected Riverfront Connector to ensure that they are aware of the project and participate in the CAC as desired.*

**Task 3: Develop Vision, Project Goals, & Guiding Principles (Month 2-4)**

City Council vision meeting to discuss elected official goals/objectives (Consultant); Draft vision, goals, and guiding principles document for review and feedback from PMT, TAC, CAC, the City Planning Commission and general public (Consultant); Revised vision, goals, and guiding principles document based on input (Consultant); Project web page updated (Consultant).

**Task 4: Existing Conditions, Opportunities, & Constraints (Month 5-6)**

Review current City codes and Waterfront Redevelopment Framework Plan to identify opportunities and constraints for Riverfront connector planning, and develop a toolbox of technical and planning design solutions to include access information, zoning information, other information (City & Consultant); Document existing and future transportation conditions and analysis results including traffic counts along Old Portland Road to examine planned improvements and their relationship with the future of the St. Helens waterfront (Consultant); Meetings with TAC, CAC, business/property owners, City Council, and Planning Commission to discuss these issues (Consultant); Project web page updated (Consultant).

**Task 5: Draft Riverfront Connector Refinement Designs & Implementation Strategy (Month 7-9)**

Draft Riverfront Connector Refinement design (Consultant); Review of Draft Riverfront Connector design by ODOT, TAC, CAC, property/business owners, Planning Commission, and City Council through memos and meetings as appropriate for input and consensus (City & Consultant); Project web page updated (Consultant).

**Task 6: Riverfront Connector Design Option Evaluation (Month 10-12)**

PMT to meet to discuss draft Riverfront Connector design and approach to next steps (Consultant); Draft Riverfront Connector design and evaluation report to include traffic analysis to assess traffic conditions as needed, considering expected development and impacts of various alternatives (Consultant); Vet document with the TAC, CAC, City Council, and Planning Commission (City & Consultant); Final Riverfront Connector Plan design and evaluation report based on input received (Consultant); Visual simulations of proposed Riverfront Connector Plan concepts for future public vetting (Consultant); Project web page updated (Consultant).

**Task 7: Refinement of Riverfront Connector Design & Implementation Report (Month 13-15)**

PMT to meet to discuss direction for draft Riverfront Connector Plan (Consultant); Draft implementation report to include proposed amendments and streetscape design elements to be reviewed by PMT, TAC, and CAC (Consultant and City); Draft Plan revised as necessary (Consultant); Project web page updated (Consultant).

**Task 8: Final Riverfront Connector Plan, Amendments, & Adoption Process (Month 16-18)**

Vet draft Riverfront Connector Refinement Plan with City Council and Planning Commission showing key findings and recommendations (City & Consultant); Riverfront Connector Refinement Plan revised as/if necessary and any adoption implementation policies, ordinances, and TSP updates created (Consultant); Public hearing for adoption with the Planning Commission and City Council (City); Final Riverfront Connector Refinement Plan, implementing policies, and ordinances prepared following

adoption hearings and acceptance by the City Council (Consultant); Project web page updated (Consultant).

**Task 9: Contingency Tasks (As needed)**

As needed, additional meetings with the public or staff to resolve issues or receive feedback (Consultant)

**4. Proposed Project has Community Support**

**Up to 5 points**

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

There is widespread community support of the Waterfront Redevelopment Project because of its ability to drastically improve local and regional economic conditions. The success of the Waterfront Redevelopment Project hinges on creating a viable, multi-modal transportation connection from US 30 to the riverfront properties. The TGM grant will fund the needed planning work for this crucial connection to the waterfront. Letters of support have been received from the non-profit St. Helens Economic Development Corporation (SHEDCO) and the Columbia County Board of Commissioners. The St. Helens City Council is highly engaged in the Waterfront Redevelopment Project and desires to adopt the St. Helens Riverfront Connector Refinement Plan when completed, and to implement the recommended intersection and streetscape improvements that will be included in the Plan. A resolution to apply is included in this application.

| LIST ATTACHED LETTERS OF SUPPORT                        |
|---|
| 1. Columbia County Board of Commissioners               |
| 2. St. Helens Economic Development Corporation (SHEDCO) |
| 3. <a href="#">Click here to enter text.</a>            |
| 4. <a href="#">Click here to enter text.</a>            |
| 5. <a href="#">Click here to enter text.</a>            |
| 6. <a href="#">Click here to enter text.</a>            |
| 7. <a href="#">Click here to enter text.</a>            |
| 8. <a href="#">Click here to enter text.</a>            |

**5. Proposed Project Sponsor Readiness and Capacity**

**10 Points**

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 will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

The City of St. Helens is committed to a successful TGM grant program and has demonstrated through past projects our staff capability to do so.

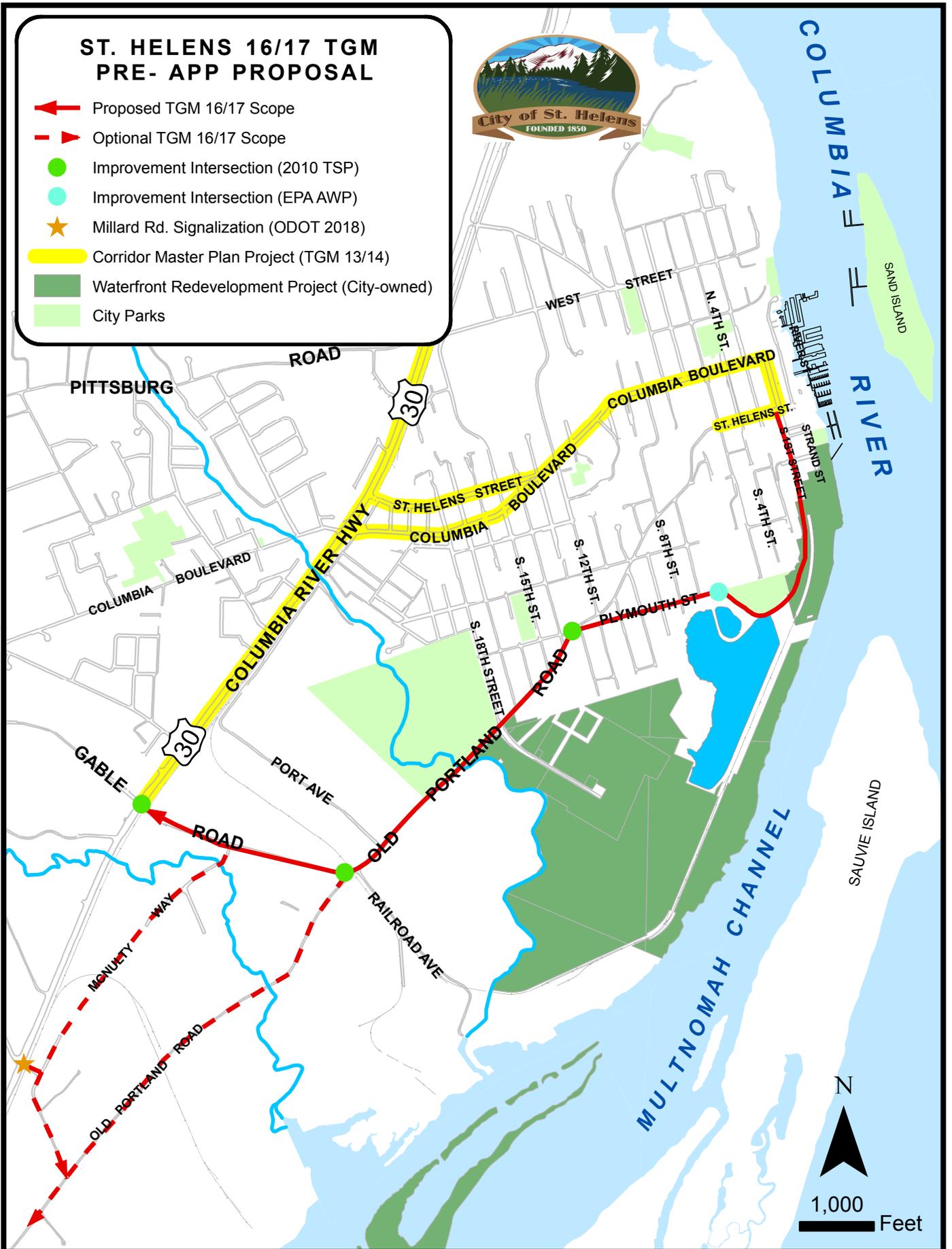
The project manager will be City Planner Jacob Graichen, AICP. He has been a planner for cities and counties in Oregon since 2001. He has been with the City of St. Helens for nine years and has a working knowledge of the City's goals, plans, and other contextual aspect helpful for this effort. He also worked for Columbia County (2006-2007) as a planner, grew up and currently resides in the county, providing greater local knowledge and insight.

Jacob was the project manager for two successful TGM-funded planning efforts. First, he managed the TGM 2010-2011 TSP Update, which originated from 1997. The revised TSP was successfully adopted in September 2011. He was also the project manager for the TGM 2013-2014 US 30 & Columbia Blvd./St. Helens St. Corridor Master Plan. The Master Plan was successfully adopted in January 2015. Both projects were praised for their timely submission of accurate, detailed match reports.

The project will be also be supported by Assistant Planner Jennifer Dimsho who will offer public outreach support and project management support as needed.

# ST. HELENS 16/17 TGM PRE- APP PROPOSAL

-  Proposed TGM 16/17 Scope
-  Optional TGM 16/17 Scope
-  Improvement Intersection (2010 TSP)
-  Improvement Intersection (EPA AWP)
-  Millard Rd. Signalization (ODOT 2018)
-  Corridor Master Plan Project (TGM 13/14)
-  Waterfront Redevelopment Project (City-owned)
-  City Parks



City of St. Helens  
**RESOLUTION NO. 1743**

A RESOLUTION AUTHORIZING SUBMITTAL OF A 2016 TRANSPORTATION  
GROWTH MANAGEMENT PROGRAM GRANT APPLICATION

**WHEREAS**, the Oregon Transportation and Growth Management (TGM) Program is accepting applications for funding of integrated land use and transportation projects; and

**WHEREAS**, the City of St. Helens desires to participate in this grant program to the greatest extent possible to create detailed Riverfront Connector Refinement Plan for the transportation route from US 30 to the Waterfront Redevelopment Project; and

**WHEREAS**, work on the EPA Area-Wide Planning Program resulted in transportation analyses that identified deficiencies along key intersections leading to the Waterfront Redevelopment Project area. The Riverfront Connector Refinement Plan will address these deficiencies with detailed streetscape recommendations, intersection improvements, and pedestrian enhancements along this key corridor; and

**WHEREAS**, the Riverfront Connector Refinement Plan complete the City's "business loop" planning concept by building off the adopted US 30 & Columbia Blvd./St. Helens St. Corridor Master Plan (TGM 13/14) as well as the City's Transportation Systems Plan (TGM 10/11); and

**WHEREAS**, the Riverfront Connector Refinement Plan will address goals identified in the City's Economic Development Plan (adopted in 2007 via Resolution No. 1452), Strategic Plan (adopted in 2005 via Resolution No. 1417) and the document titled A Vision for St. Helens in the Year 2020 (adopted in 1997 via Resolution No. 1238). The Riverfront Connector Refinement Plan will also help promote multi-modal transportation options and overall transportation function; and

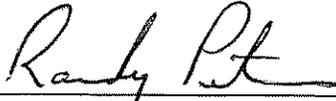
**WHEREAS**, the City of St. Helens hereby certifies that the matching funds for its share of this application is readily available.

**NOW, THEREFORE, THE CITY OF ST. HELENS RESOLVES**, that the St. Helens City Council authorizes the city to apply for an Oregon Transportation Growth Management Program Grant for funding assistance of the above-mentioned planning project.

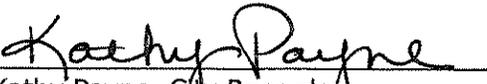
**APPROVED AND ADOPTED** by the Council on May 18, 2016, by the following vote:

Ayes: Locke, Carlson, Conn, Mörten, Peterson

Nays: None

  
\_\_\_\_\_  
Randy Peterson, Mayor

ATTEST:

  
\_\_\_\_\_  
Kathy Payne, City Recorder



**St Helens Economic Development Corporation**

May 18, 2016

Transportation & Growth Management Program  
ODOT Mill Creek Building  
555 13<sup>th</sup> Street NE, Suite 2  
Salmon, OR 97301

Dear Cindy Lesmeister:

On behalf of St. Helens Economic Development Corporation (SHEDCO), please accept this letter in support of the City of St. Helens application to 2016 Transportation & Growth Management (TGM) Program.

SHEDCO's mission is to support economic development and support a diversified, viable economy within the St. Helens downtown and historic waterfront district. Redevelopment of the waterfront property adjacent to our downtown offers an exciting opportunity to expand local employment opportunities and increase the viability of existing local businesses.

It is our understanding that the TGM program will fund identified deficiencies along key intersections leading to the Waterfront Redevelopment Project area. The proposed TGM project will address these deficiencies with recommended intersection improvements and pedestrian enhancements along this key corridor.

Our strong partnership with the City will continue throughout this assessment process and we are excited to be involved in this planning process as a partner. Improved multi-modal connection to and through the waterfront is vital to the success of the Waterfront Redevelopment Project. Successful redevelopment of our waterfront will create a more vibrant, thriving main street, downtown, and ultimately, community.

SHEDCO applauds the City's efforts to bring the TGM program to the St. Helens community and make the St. Helens Waterfront Redevelopment Project a success.

Sincerely,

A handwritten signature in black ink, appearing to read 'Al Petersen', with a long, sweeping underline.

Al Petersen, Chair

alpetersen@akaandesign.com

Columbia County



# Board of Commissioners

230 Strand Street, Rm 331, St. Helens, Oregon 97051-2096  
\*Ph: 503-397-4322 \*Fax 503-397-7243

Commissioner Anthony Hyde  
Commissioner Henry Heimuller  
Commissioner Earl Fisher  
Jan Greenhalgh, Board Office Administrator

[tony.hyde@co.columbia.or.us](mailto:tony.hyde@co.columbia.or.us)  
[henry.heimuller@co.columbia.or.us](mailto:henry.heimuller@co.columbia.or.us)  
[earl.fisher@co.columbia.or.us](mailto:earl.fisher@co.columbia.or.us)  
[jan.greenhalgh@co.columbia.or.us](mailto:jan.greenhalgh@co.columbia.or.us)

May 18, 2016

Transportation & Growth Management Program  
ODOT Mill Creek Building  
555 13<sup>th</sup> Street NE, Suite 2  
Salmon, OR 97301

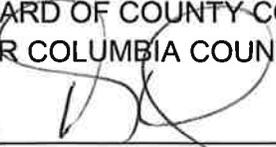
Dear Cindy Lesmeister:

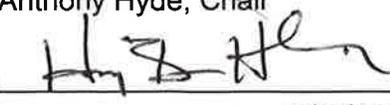
The Columbia County Board of Commissioners would like to formally express our support for the City of St. Helens' application to the 2016 TGM Program. As the county seat, Columbia County has a long history of partnership with the City of St. Helens.

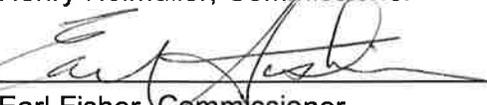
It is our understanding the TGM funds will fund the creation of a Riverfront Connector Refinement Plan for the transportation corridor from US 30 to the St. Helens Waterfront Redevelopment Project. The St. Helens Waterfront Redevelopment Project has the potential to transform the overall economic condition of the City and County. Redeveloping the waterfront provides ample opportunity for job growth and revenue generation. These goals align with the County's mission to support the growth of our regional economy.

A detailed plan which recommends solutions for the intersection and multi-modal deficiencies from US 30 to the riverfront is vital to the success of the Waterfront Redevelopment Project. The County recognizes the impact the TGM program could have for the City and would like to encourage ODOT and DLCD to also see the local and regional significance of this project.

BOARD OF COUNTY COMMISSIONERS  
FOR COLUMBIA COUNTY, OREGON

By:   
Anthony Hyde, Chair

By:   
Henry Heimuller, Commissioner

By:   
Earl Fisher, Commissioner

# ST. HELENS 16/17 TGM PRE- APP PROPOSAL

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-  Improvement Intersection (EPA AWP)
-  Millard Rd. Signalization (ODOT 2018)
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-  Waterfront Redevelopment Project (City-owned)
-  City Parks



**RACIAL AND ETHNIC IMPACT STATEMENT**

This form is used for informational purposes only and must be included with the grant application.

Chapter 600 of the 2013 Oregon Laws require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons<sup>1</sup> in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1.  The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- Women
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

2.  The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

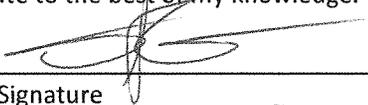
Indicate all that apply:

- Women
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

3.  The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, on a separate sheet of paper, provide the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

I HEREBY CERTIFY on this 20<sup>th</sup> day of MAY, 2016, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

  
\_\_\_\_\_  
Signature

Printed Name: JACOB GRAICHEN

Title: CITY PLANNER

<sup>1</sup> "Minority persons" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African-Americans, Hispanics, Asians or Pacific Islanders, American Indians and Alaskan Natives.

## Plymouth Street/6<sup>th</sup> Street

6<sup>th</sup> Street intersects with Plymouth Street at the crest of a vertical curve and on the outside of a horizontal curve along Plymouth Street. There is currently no stop sign at the southbound approach to the intersection or warning signs at the eastbound approach to alert motorists of the horizontal/vertical curve. The following provides a summary of potential modifications at the intersection and the associated costs:

- Install a STOP sign at the southbound approach to the intersection.
- Install a Curve Symbol sign with Speed Rider sign at the eastbound approach to the intersection.
- Estimated order-of-magnitude improvement cost: \$1,200
  - Assumes contractor mobilization costs shared in conjunction with adjacent improvements

### Exhibit 1: Plymouth Street/6<sup>th</sup> Street Intersection



Image Source: Google Earth

## Plymouth Street/Old Portland Road

Plymouth Street intersects with Old Portland Road at a skewed angle, at the crest of a vertical curve, and on the inside of a horizontal curve along Old Portland Road. Further, S 13<sup>th</sup> Street and S 14<sup>th</sup> Street intersect Plymouth Street and Old Portland Road in close proximity to the intersection. Sight distance is limited at the westbound approach to the intersection due to the horizontal/vertical curve as well as the closely spaced intersections. Several alternatives were developed to address the issues at the intersection as well as provide a gateway into the redevelopment area. Each of the alternatives has been designed to accommodate heavy vehicles. The following provides a summary of potential modifications at the intersection and the associated costs.

### ***Realign Plymouth Street***

This alternative involves realigning Plymouth Street to intersect with Old Portland Road at 13<sup>th</sup> Street. The following provides a summary of the key features associated with this alternative.

- Realign Plymouth Street (east) to intersect with Old Portland Road at 13<sup>th</sup> Street (north).
- Realign 13<sup>th</sup> Street (south) to intersect with Plymouth Street, east of Old Portland Road.
- Optional – Cul-de-sac 14<sup>th</sup> Street (north) at Old Portland Road.
- Estimated order-of-magnitude improvement cost: \$320,000
  - Assumes mobilization costs shared with adjacent improvements
  - Does not include right-of-way acquisition
  - Does not include potential utility relocation (if any)

### **Exhibit 2: Plymouth Street/Old Portland Road Intersection**



**Image Source: Google Earth**

### ***Realign Old Portland Road***

This alternative involves realigning Old Portland Road to provide continuous flow to Plymouth Street. The following provides a summary of the key features associated with this alternative.

- Realign the south leg of Old Portland Road to provide continuous flow to Plymouth Street.
- Realign the north leg of Old Portland Road to intersect with Plymouth Street at 12<sup>th</sup> Street.
- Abandon the segment of Old Portland Road between Plymouth Street and 12<sup>th</sup> Street.
- Realign 12<sup>th</sup> Street to intersect with Old Portland Road north of Plymouth Street.
- Optional - disconnect the north leg of 14<sup>th</sup> Street and realign the south leg to intersect with Old Portland Road at a “T”.
- Estimated order-of-magnitude improvement cost: \$560,000
  - Assumes mobilization costs are shared with adjacent improvements
  - Does not include right-of-way acquisition
  - Does not include potential utility relocation (if any)

### **Exhibit 3: Plymouth Street/Old Portland Road Intersection**



**Image Source: Google Earth**

### ***Install a 3-leg Roundabout***

This alternative involves the installation of a 3-leg roundabout as well as realigning Plymouth Street to intersect with Old Portland Road at 13<sup>th</sup> Street. The following provides a summary of the key features associated with this alternative.

- Install a 3-lane roundabout that connects the north and south legs of Old Portland Road with the west leg of Plymouth Street.
- Realign the east leg of Plymouth Street to intersect with Old Portland Road at 13<sup>th</sup> Street.
- Abandon the segment of Plymouth Street between 13<sup>th</sup> Street and Old Portland Road.
- Realign the south leg of 13<sup>th</sup> Street to intersect with Plymouth Street south of Old Portland Road.
- Estimated order-of-magnitude improvement cost: \$1,200,000
  - Assumes mobilization costs are shared with adjacent improvements
  - Does not include right-of-way acquisition
  - Does not include potential utility relocation (if any)

#### **Exhibit 4: Plymouth Street/Old Portland Road Intersection**



**Image Source: Google Earth**

### ***Install a 4-leg Roundabout***

This alternative involves the installation of a 3-leg and 4-leg roundabout along Old Portland Road as well as realigning 12<sup>th</sup> Street to intersect with Old Portland Road further to the west. The following provides a summary of the key features associated with this alternative.

- Install a 3-lane roundabout along Old Portland Road that connects with the west leg of Plymouth Street.
- Install a 4-lane roundabout along Old Portland Road that connects the north leg of 12<sup>th</sup> Street with the east leg of Plymouth Street.
- Realign 12<sup>th</sup> Street to intersect with Old Portland Road further to the west.
- Abandon the segment of Plymouth Street between 12<sup>th</sup> Street and Old Portland Road.
- Estimated order-of-magnitude improvement cost: \$2,400,000
  - Assumes mobilization costs are shared with adjacent improvements
  - Does not include right-of-way acquisition
  - Does not include potential utility relocation (if any)

#### **Exhibit 5: Plymouth Street/Old Portland Road Intersection**



**Image Source: Google Earth**

### ***Install a 5-leg Roundabout***

This alternative involves the installation of a 5-leg roundabout along Old Portland Road at 12<sup>th</sup> Street. This alternative could be combined with the previous alternative to provide a 3-leg and 5-leg roundabout along Old Portland Road. The following provides a summary of the key features associated with this alternative.

- Install a 5-lane roundabout along Old Portland Road that connects the north and south legs of 12<sup>th</sup> Street and the east leg of Plymouth Street.
- Abandon the segment of Plymouth Street between 12<sup>th</sup> Street and Old Portland Road.
- Optional - disconnect the north leg of 14<sup>th</sup> Street and realign the south leg to intersect with Old Portland Road at a “T”.
- Estimated order-of-magnitude improvement cost: \$1,800,000
  - Assumes mobilization costs are shared with adjacent improvements
  - Does not include right-of-way acquisition
  - Does not include potential utility relocation (if any)

### **Exhibit 6: Plymouth Street/Old Portland Road Intersection**



**Image Source: Google Earth**

## Old Portland Road/Millard Road

Old Portland Road intersects with Millard Road at a 60 degree angle. The northeast corner of the intersection currently has insufficient radius to allow large vehicles to complete a southbound right-turn movement. The following provides a summary of potential modifications at the intersection and the associated costs:

- Increase the turning radius in the northeast corner of the intersection to accommodate large vehicle turning movements.
- Estimated order-of-magnitude improvement cost: \$60,375
  - Assumes contractor mobilization costs shared in conjunction with adjacent improvements
  - Does not include right-of-way acquisition

### Exhibit 7: Old Portland Road/Millard Road Intersection



Image Source: Google Earth

## Old Portland Road/Gable Road

Gable Road intersects with Old Portland Road at an unsignalized intersection in close proximity to an at-grade railroad crossing of Old Portland Road and Railroad Avenue to the east. The placement of the intersection with respect to the at-grade railroad crossing limits available westbound left-turn storage from Old Portland Road. The TSP identifies the potential need to reconstruct the Old Portland Road/Gable Road intersection to emphasize through movements on Old Portland Road. The following provides a summary of potential modifications at the intersection and the associated costs:

- Realign Old Portland Road to emphasize through movements on Old Portland Road.
- Realign Gable Road to intersect with Old Portland Road further west of the at-grade rail crossing.
- Install a traffic signal at the new Old Portland Road/Gable Road intersection with railroad intertie.
- Install new replacement railroad crossing for re-aligned intersection.
- Estimated order-of-magnitude improvement cost: \$1,590,000
  - Does not include right-of-way acquisition
  - Does not include potential utility relocation (if any)

### Exhibit 8: Old Portland Road/Gable Road Intersection

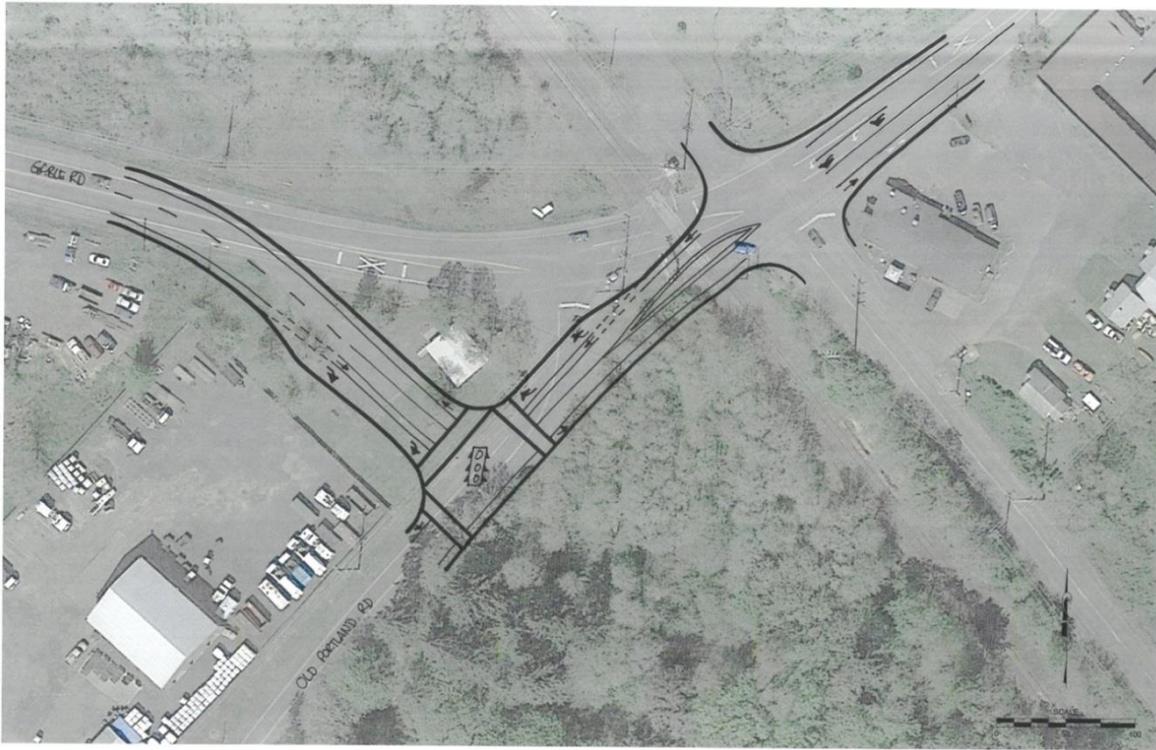


Image Source: Google Earth

Given the relatively high costs associated with the Old Portland Road/Gable Road intersection modifications described above, an alternative set of modifications was developed at the Old Portland Road/Gable Road intersection and the McNulty Way/Gable Road intersection to encourage motorists to use McNulty Way rather than Old Portland Road to connect US 30 with the St. Helens Waterfront redevelopment area. These improvements would facilitate traffic flow to the planned signalization improvements at the US 30/Millard Road intersection. In reviewing the alternatives below, it should be noted that increasing traffic volumes on McNulty Way may or may not be desirable to the Port and could someday trigger the need to provide active traffic control devices (gates, lights, and audio equipment) at the existing railroad crossing of McNulty Way).

### ***Old Portland Road/Gable Road***

As indicated previously, the placement of the intersection with respect to the at-grade railroad crossing limits available westbound left-turn storage from Old Portland Road. The following provides a summary of potential modifications at the intersection and the associated costs:

- Realign Old Portland Road to intersect with Gable Road further west of the at-grade rail crossing.
- Estimated order-of-magnitude improvement cost: \$220,000
  - Does not include right-of-way acquisition
  - Does not include potential utility relocation (if any)

### **Exhibit 9: Old Portland Road/Gable Road**



**Image Source: Google Earth**

### **McNulty Way/Gable Road**

The McNulty Way/Gable Road intersection is a stop-controlled “T” intersection with no turn lanes provided. Construction of a left turn lane on the westbound approach to separate slowed or stopped vehicles turning left onto McNulty Way from through vehicles on Gable Road would be desirable to encourage use of the route. The following provides a summary of potential modifications at the intersection and the associated costs:

- Install a separate left-turn lane at the westbound approach to the intersection.
- Estimated order-of-magnitude improvement cost: \$367,000
  - Does not include right-of-way acquisition
  - Does not include potential utility relocation (if any)

### **Exhibit 10: Old Portland Road/Gable Road**



**Image Source: Google Earth**

Note: Provision of a separate right-turn lane from McNulty Way to Gable Road would further enhance intersection operations and may be desirable as either the travel route is emphasized or the McNulty Way Business Park grows.