



Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: Clackamas County	
Contact Person Name: Joel Howie	Title: Engineering Supervisor
Street Address: 150 Beaver Creek Road	Phone: (503) 742-4658
City, State Zip: Oregon City, OR 97045	
E-mail: jhowie@co.clackamas.or.us	

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Clackamas County Development Agency

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Linwood Ave: Monroe St to Johnson Creek Blvd
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4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$3,958,489	
Non-Eligible Costs		
Total Transportation Project Cost	\$3,958,489	100%
Matching Funds	\$989,622	25%
Requested Funds	\$2,968,867	75%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

<p>Clackamas County proposes to make improvements along Linwood Ave from Monroe St to Johnson Creek Blvd as well as replacing the existing bridge over Johnson Creek. The improvements on Linwood include filling in sidewalk gaps and constructing bike lanes on both sides of the road for enhanced pedestrian and bicycle connectivity. The total length of improvements is approximately ¾ of a mile (4050 feet). The proposed bridge replacement will also include full pedestrian facilities and bicycle lanes. Linwood Ave is included in the County's Pedestrian and Bicycle Master plans and is noted as a high priority project in both plans. Linwood Ave is also a Primary Bus Transit Route and the project will provide a critical north-south link for all modes of travel in the North Clackamas area.</p>
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MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

Linwood Ave is a local collector in a densely populated residential area and is a critical high priority infrastructure project in Clackamas County. The existing street lacks contiguous bicycle and pedestrian facilities and the current bridge on Linwood Ave over Johnson Creek is not wide enough to accommodate pedestrian facilities, which are needed to connect local residents to nearby transportation options. The project is a critical infrastructure project needed to enhance an economically distressed area, promote economic development and multi-modal access to Johnson Creek Blvd, King Rd, 82nd Ave (OR213), Fuller Rd, Mill Park and the Springwater Corridor Trail. Without the proposed improvements, the current state of Linwood Ave will not enable it to meet the needs of the community.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text"/>	County: <input style="width: 90%;" type="text" value="Clackamas"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text" value="North Clackamas Revitalization Area"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

SE Linwood Bridge MP .090 and improvements between SE Monroe St (MP .79) and SE Johnson Creek Blvd (MP 0.00)

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

The proposed project includes 58,080 new square feet of road area over the length of 4,050 feet. The proposed new single-span bridge length is estimated to be 90 feet. The roadway typical section will be 49 feet with 6.5 feet for curb and sidewalks, 6 feet for bike lanes and 12 foot travel lanes. Between King Rd and Monroe St approximately 390 feet of sidewalk on the west side and 790 feet on the east side of the street will be constructed to fill in gaps in the sidewalk network. Approximately 10 feet of ROW will need to be purchased between Needham and Overland. The road improvements will require the addition of water quality and detention and storm water collection improvements. The project will also evaluate the feasibility of sustainable practices such as the use of rain gardens, water quality swales and pervious concrete. All improvements will be built to County codes and AASHTO standards, which are in compliance with state and federal requirements.

Practical design considerations include installing pervious concrete to minimize storm water runoff rates and reduce the size of storm water quality and detention facilities. Also, the replacement bridge will be single-span eliminating any bridge infrastructure in the creek and making permitting and construction easier for the project.

Project planning for this road improvement will require the involvement of the community planning organization representing the area, residents along the segment of road and other community stakeholders. Public involvement will meet statewide planning goals and the METRO area guidelines for public involvement. This project meets the standards and goals set for



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transportation in Clackamas County's comprehensive plan to create a multi-modal system through safe, efficient and effective options. While Clackamas County is a certified agency, this project requires ODOT oversight through the transferring of funds. This project will not require significant environmental work as the project qualifies as a categorical exclusion meeting the definitions in 40 CFR 1508.4. The construction of bicycle lanes and modernization of highways for the addition of shoulders have been determined to not yield significant environmental impact. Therefore, neither an environmental assessment nor an environmental impact statement is required. No capital equipment will be purchased with and there are not any expected operations or service deliveries expected with these funds.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Bike	<input checked="" type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input checked="" type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year—REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
February 2018	Bid Let Date
April 2018	Construction Contract Award
2018	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
2018	Project Completion/End of Activities funded through this request - REQUIRED



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15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

This project is highlighted in the Pedestrian Master Plan 2003 (Noted as a High Priority Pedestrian Project - Linwood Ave from Harmony north to the County line) on p. 36 as well as the Bicycle Master Plan as adopted in 2003 (Noted as a High Priority Bicycle Project - Linwood Ave from Harmony north to the County line) on pg. 51. It is also shown on Map V-1a in the Comprehensive Plan as a bridge improvement in chapter five designated for transportation planning. This project is also within the North Clackamas Revitalization Area (NCRA) urban renewal district. The Linwood improvements are listed on pages 12, 13 and 15 of the NCRA Design Plan. Linwood is noted as a Primary Bus Transit Route on the Comp Plan Map V-6 (Chapter 5). The Linwood/Monroe intersection is noted on the County's 20-year Capital Improvement Plan as a project including curbs and sidewalks.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED

- Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

Clackamas County is committed to the enhancement of its transportation systems through the creation and management of multimodal transportation options. Access to options and the improvement of connections between systems is vital to the County's ability to continue meeting the transportation needs of its community. This reflects the Oregon Transportation Plan's Goal 1 for Mobility and Accessibility as well as Strategy 1.1.4 for the development of cost-effective improvements to respond to transportation needs. The proposed project demonstrates this commitment to an integrated transportation system and responds to the transportation needs of the residential community in Clackamas County. In particular, this project uses cost-effective methods to address criteria identified in Strategy 1.1.4 including managing the existing system effectively, adding capacity, and making minor improvements to improve the operational capacity of infrastructure.

The improvement of highway performance and safety needs in the maintenance of the current transportation system is vital. The proposed improvements to build bike lane and pedestrian facilities both protect the existing system by promoting alternative modes of transportation and also improve the efficiency of existing facilities. This reflects the top two priorities of Action 1G.1 for major priorities to first preserve functionality and second to make minor improvements for widening and provide access for alternative modes.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

Linwood Ave is a primary north-south link within the urbanized North Clackamas area, which parallels OR 213 (SE 82nd Avenue). Improvements to Linwood Ave will enhance multi-modal travel and provide an alternate to all modes of travel to SE 82nd Ave. This project will provide a seamless multi-modal transportation system with links to multi-modal streets including King Rd, Johnson Creek Blvd, SE 82nd Ave, Fuller Rd and the Springwater Corridor Trail.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

The project will provide complete connections for bicycle and pedestrian traffic, and also enhances safety and efficiency for all modes by providing complete facilities for bicyclists and pedestrians outside of the vehicular travel lanes. The proposed improvements will allow for enhanced links for pedestrians and bicyclists to transit on Monroe St, King Rd, and Bell Ave, as well as provide a link to transit on SE 82nd Ave and the Fuller Rd light rail station via the Springwater Corridor or SE Johnson Creek Blvd. These critical links on the transportation system for all travelers enhance the multi-modal system.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

Linwood Ave is located in a densely developed residential neighborhood. Filling in gaps in bicycle and pedestrian facilities will improve access not only within the residential area, but also to Mill Park, located at the north end of Linwood Ave, retail services at King Rd and Johnson Creek Blvd, transit stops on Monroe St, King Rd, and family service centers located near the King Rd intersection. The improvements will also enhance opportunities for recreation by increasing access to Mill Park and to regional bicycle and pedestrian facilities on the Springwater Corridor. These improved connections provide residents in the area with a larger variety of transportation options when going to local activity centers, employers, businesses, and nearby schools.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

Linwood Ave is within the North Clackamas Revitalization Area urban renewal district, which was created to eliminate blighting influences within this area of the County. The improvements meet the goals of the urban renewal district which include promoting economic development and improving public infrastructure. This project will enhance other investments in the district and support an economically distressed region.

The multi-modal facility improvements will increase access for residents employed in nearby commercial businesses areas. The proposed project will improve pedestrian and bicycle access to retail businesses and employers located at either end of Linwood Ave on the King Rd and Johnson Creek Blvd corridors. Increased accessibility between residents and employers bolsters the transportation system's ability to move people, goods and services.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

One of the primary issues with the project plan area is a lack of storm water facilities. This creates problems with runoff and contributes to deteriorated water quality in Johnson Creek. The project will provide enhanced storm water facilities to capture and treat runoff. The project will also endeavour to utilize sustainable practices such as the use of water quality swales and pervious concrete. Storm water improvements will aid in reducing untreated runoff within the Johnson Creek watershed and assist in improving water quality within the creek. The project will also replace a two-span bridge with a single-span bridge, eliminating the existing bridge's center column that is currently located in the center of Johnson Creek. By removing the center column, this project will help restore the natural state of the creek.

Further, the completion of the bicycle and pedestrian facilities will encourage the use of alternative modes of transportation, reducing energy usage and emissions by automobiles.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

The improved pedestrian and bike connectivity provided through this project enables the efficient use of this residential area of Clackamas County. While the community is largely built out, land use efficiency would be leveraged by improved bicycle and pedestrian connections to transit and area destinations. These infrastructure improvements enhance community revitalization efforts and promote reinvestment in the neighborhood by residents. The project is located within the North Clackamas Revitalization District and will encourage the community to make walking and biking feasible. Linwood Ave is a primary Bus Transit Route and these improvements will improve access to transit, therefore increasing the efficiency of current residential land use in the area.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

Linwood Ave serves a densely populated residential area and connects to other prominent roads and transportation connections in the vicinity. The addition of pedestrian and bicycle facilities will enhance the neighborhood qualities of the community as well as promote community health as they enable active transportation between locations. Neighborhood sidewalks and bike paths will support the convenience of multi-modal transportation and promote community health.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

The current guardrail ends on the Linwood bridge over Johnson Creek pose moderate safety hazards. The proposed replacement of the bridge would bring these rails up to standard and improve the safety of all travelers on the bridge. Currently, bicyclists and pedestrians must use existing travel lanes or narrow shoulders for traveling on much of Linwood Ave, creating a hazardous situation that discourages travel within the neighborhood. Investments in the pedestrian and bicycle facilities would greatly reduce these hazards and crashes involving vulnerable users.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

According to 2010 Census Data, the residential area surrounding the proposed project along Linwood Ave is considered low income, and meets HUD's criteria for low and moderate income areas. Through Clackamas County's TSP process, this community has also been classified as the most transportation disadvantaged and would greatly benefit from the improvements and enhancements along Linwood Ave. Environmental justice and economic equity will be improved by providing a range of transportation infrastructure and storm water facilities, which this community has historically lacked.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

Linwood Ave is currently part of the County's street maintenance program and will continue to be maintained by the County. The project will support previous investment on Linwood Ave. The direct connection to King Rd and Johnson Creek Blvd also supports recent County improvements to both of the aforementioned streets, including a recent STIP-funded pavement preservation project on King Rd. The combination of these efforts and continued investment in the North Clackamas Revitalization area will sustain the life of this project. This project is a high priority project for the North Clackamas Revitalization Area. As a result, the County's Development Agency is willing to leverage an over match of 25% for this project.

Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$105,198	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$625,260	
Environmental Work	\$157,000	
Coordination and Outreach	\$55,753	
Leased Space		
Building purchase and/or Right of Way	\$273,800	
Capital Equipment		
Non-Construction Project Costs Total		\$1,217,011
Utility Relocation		
Construction	\$2,741,478	
Construction Project Costs Total		\$2,741,478
Total Eligible Project Cost		\$3,958,489
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Clackamas County		0%
Co-Sponsor	Clackamas Cty Development Agency	\$989,622	25%
Participant			0%
Participant			0%
Total		\$989,622	25%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

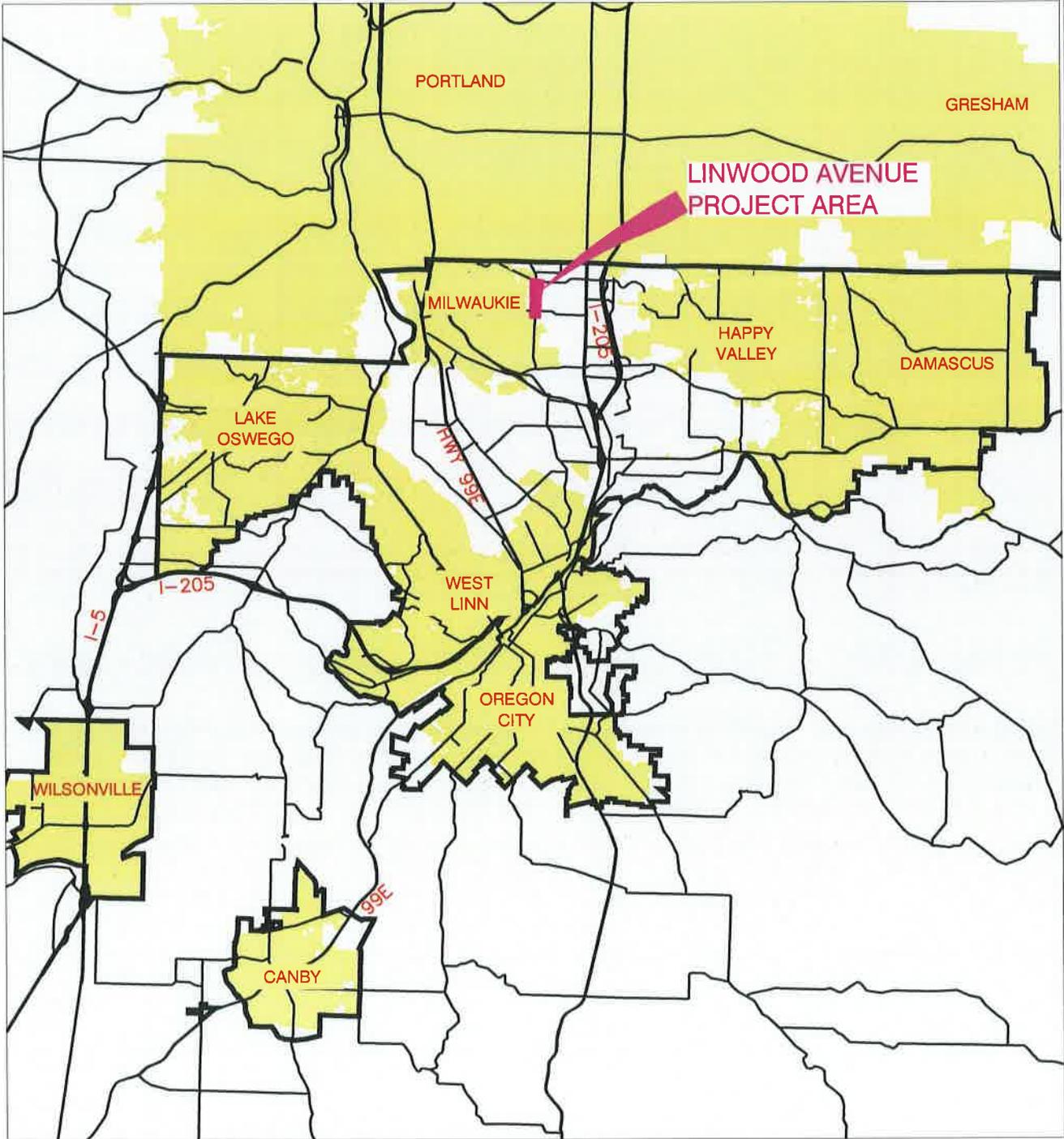
Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.



VICINITY MAP

NOT TO SCALE



SHEET INDEX

1. COVER SHEET/VICINITY MAP
2. PLAN

K:\STIP Drawings 2012\ Linwood Ave Vmap.dwg

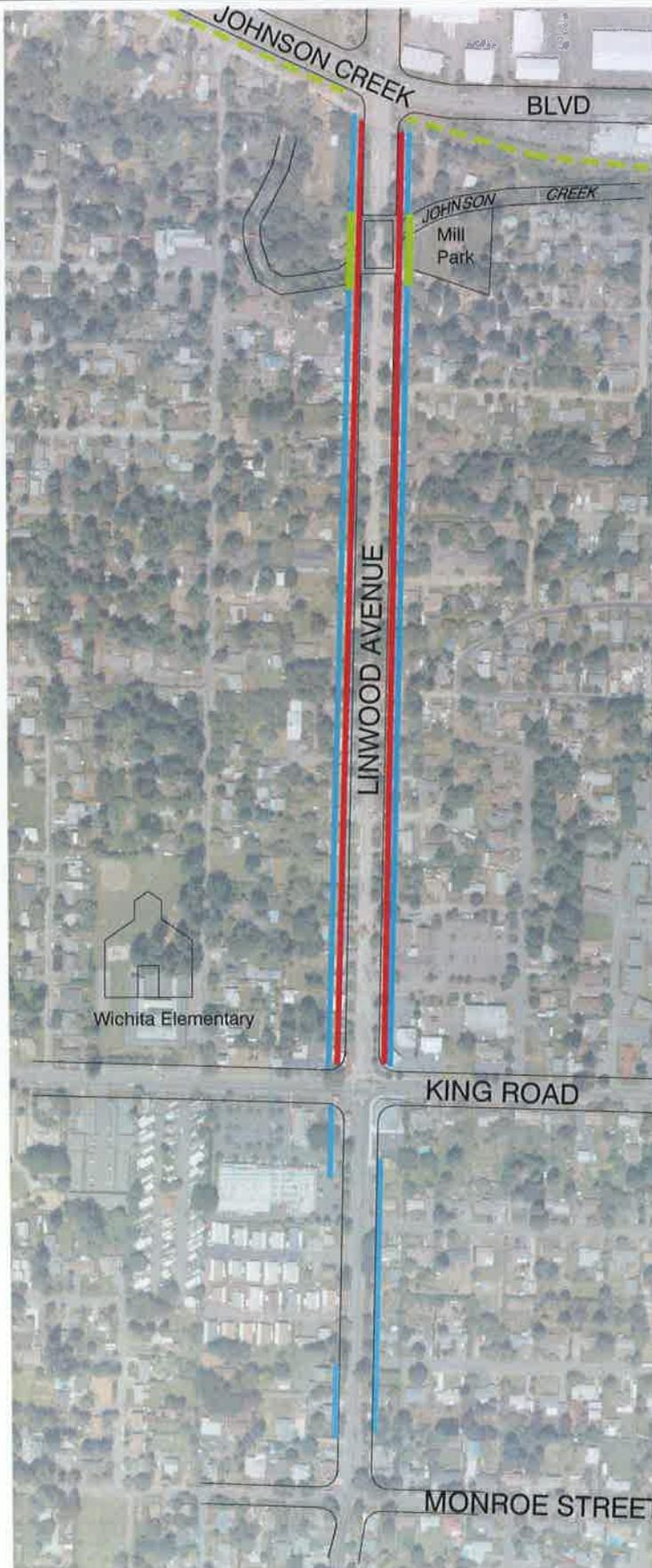
REVISION	DATE	BY

DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
150 BEAVERCREEK ROAD
OREGON CITY, OR 97045



11/14/12 SCALE: N.T.S.
COVER SHEET/VICINITY MAP
LINWOOD AVENUE
SIDEWALK/BIKELANE PROJECT

SHEET
1



--- SPRINGWATER
COORDIOR

— PROPOSED
PEDESTRIAN
FACILITY ON BRIDGE

— PROPOSED
BIKE LANES

— PROPOSED
SIDEWALKS

PLAN
NOT TO SCALE



K:\STIP Drawings 2012\ Linwood Ave Bridge.dwg

REVISION	DATE	BY

DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
150 BEAVERCREEK ROAD
OREGON CITY, OR 97045



11/14/12

SCALE: N.T.S.

SHEET

PLAN VIEW
LINWOOD AVENUE
SIDEWALK/BIKELANE PROJECT

2



BOARD OF COUNTY COMMISSIONERS

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

November 20, 2012

Jeffery Flowers
Transportation and Growth Management Program
Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209-4012

Re: Clackamas County Applications for 2015-18 STIP funding

Dear Mr. Flowers:

On behalf of the Clackamas County Board of Commissioners, I am writing in support of the six applications submitted by the Clackamas County Department of Transportation and Development (DTD) for 2015-18 State Transportation Improvement Program (STIP) "Enhance" funding.

The DTD has reviewed the Enhance application categories and has selected projects that benefit a variety of modes and make improvements throughout the diverse geography of Clackamas County. The six projects that have been submitted include:

1. Union Mills at Hwy 213 Intersection Improvements
2. Otty Street Realignment (at 82nd Ave)
3. I-205 Pedestrian and Bicycle Bridge
4. Linwood Ave. Improvements: Bridge replacement, sidewalks and bike lanes
5. Jennings Ave. Improvements: Sidewalks, bike lanes and storm drainage
6. Beaver Creek Road Improvements: Safety and shoulder bike lanes

All of these projects provide benefits to the State system by improving the transportation network that supports that system. They are located in both the urban and rural areas of Clackamas County.

Please share this information with the STIP selection committee and let them know that these projects have full support of the Clackamas County Board of Commissioners.

Sincerely,

Charlotte Lehan, Chair
Clackamas County Board of Commissioners

CL/kb/kds