Oregon Department of Transportation

MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Transportation Project Sponsors

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

Organization Name:	City of Molalla		
Contact Person Name:	Marc Howatt	Title:	Public Works Director
Street Address:	117 N Molalla Ave	Phone:	(503) 829-6855
City, State Zip:	Molalla, OR 97038		
E-mail:	dp2@molalla.net		

2. Co-Sponsor(s)

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

N/A

Transportation Project Information

3. Project Name–REQUIRED

Project Name: OR Highway 211 Bicycle and Pedestrian Safety Enhancements

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	$378,000	
Non-Eligible Costs	$8,000	
Total Transportation Project Cost	$370,000	100%
Matching Funds	$50,000	13.51%
Requested Funds	$320,000	86.49%

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

Culvert installation and rock backfill to eliminate steep-sided ditches, adding a paved road shoulder and construction multi-use paths and/or sidewalks and bike lanes with landscaping will improve safety and enhance aesthetics along the north side of OR Hwy 211 between OR Hwy 213 and Hart Avenue in Molalla, Oregon.

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.

N/A

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.

ODOT currently is scoping a pavement preservation project along OR Hwy 211 and including the section of highway identified for this project. ODOT intends to begin the preservation project in 2016.

8. Project Problem Statement–REQUIRED

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

This roadway enhancement project primarily addresses safety concerns along a section of OR Hwy 211 in Molalla. This is a constrained, high traffic section of highway between OR Hwy 213 and Hart Avenue. It was designed with steep embankments (averaging 4' deep) along open ditches and no shoulder. There is no pedestrian or bicycle facility along this section of highway. Pedestrians and cyclists, including youth from the nearby Molalla Middle School, residents in a 100 unit apartment complex, and nearby neighborhoods, traverse a very narrow ribbon of pavement between the fog line and the ditch (width typically 4-6 inches) and often travel in the highway travel lanes to access a nearby shopping center, location of the City's only grocery store.

9. Transportation Project Location–REQUIRED

City:	Molalla	County:	Clackamas
MPO:	N/A	Special District:	N/A

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)

North side of OR Hwy 211 between OR 213 and Hart Avenue in Molalla, OR

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

(●) Attached/Upload ( ) Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)

◉ Attached/Upload ○ Not Applicable	Site map/air photo (showing existing site) (8.5x11)
◉ Attached/Upload ○ Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
◉ Attached/Upload ○ 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 City of Molalla, in coordination with the Oregon Department of Transportation (ODOT), proposes to construct a 6-foot wide paved shoulder along the north side of Oregon Hwy 211 (Main Street) in Molalla, Oregon. This project will connect to an existing 6-8 foot wide paved shoulder on the north side of Hwy 211, approximately 130 feet east of Ona Way, and extend to the west for a distance of approximately 1,500 feet, blending in to a separated sidewalk facility along the frontage of the recently constructed "Fountain Valley Dental" clinic. The existing bike lane and separated sidewalk continues to the west a distance of 330 feet, at which point this project will resume with a matching bike lane and curb with separated concrete sidewalk. This will connect the existing bike lanes and sidewalk between the dental clinic and the Safeway complex. In addition, a small 8-foot wide plank bridge will be constructed behind the existing guardrail on the north side of Hwy 211 at the Bear Creek crossing. This will remove pedestrians and bicyclists from a dangerous and very constrained portion of the roadway. Currently there is no pedestrian or bicycle facility along the entire portion of the proposed project. Pedestrians and cyclists, including youth from the nearby Molalla Middle School, an apartment complex, and a residential neighborhood traverse a very narrow ribbon of pavement between the fog line and the ditch. This will function as a multi-purpose pathway for pedestrians and cyclists enhancing public safety while facilitating non-motorized connectivity and improving neighborhood liveability.

12. Primary Project Mode(s)

☐ Passenger Rail	☐ Light Rail	☐ Bus/Transit
☒ Pedestrian	☒ Bike	☒ Highway/Road
☐ Other:		

13. Project Activities

☒ Infrastructure Engineering, Design, or Construction	☐ Project Planning and Development	☐ Operations/Service Delivery
☐ Capital Equipment Purchases	☐ Transportation Demand Management	☐ 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**
	Bid Let Date
	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
November 2017	Project Completion/End of Activities funded through this request - **REQUIRED**

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.

Widening and other safety and pedestrian improvements along this section of OR Hwy 211 in Molalla are identified in the City of Molalla Transportation System Plan, June 2001. Specific references to the need for this project are on pages 69 & 78. The need for the project also is identified in the Molalla Urban Renewal Plan, July 2008. Specific reference to the need is found on page 5 of the plan.

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.

The proposed project is consistent with OHP Action 1G.1, priority 2. The proposed project involves minor improvements, including widening shoulders and providing better access for alternative modes of transportation (sidewalks and bike lanes). A priority 2 measure is warranted in that filling in ditches, widening the shoulder, and providing pedestrian facilities in an area where none are present clearly supports safety improvements and promotes community liveability better than the higher priority measure.

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?

This section of OR Hwy 211 between OR Hwy 213 and Hart Street in Molalla has been identified by Metro as having inadequate shoulder wideth. Since Hwy 211 is classified as an arterial and is expected to continue to be a major east-west travel corridor in the region, these deficiencies present serious safety concerns. filling in ditches and widening the shoulder will create a safer roadway by providing more room for vehicles to maneuver and would provide space for emergency parking. Adding sidewalks and multi-use paths contributes to safety by removing pedestrians from the roadway and contributes to a multi-modal transportation system.

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?

This project will improve multi-modal connectivity along OR Hwy 211 in Molalla by providing a safe pathway for pedestrians and cyclists where none currently exists. Community members will be able to safely link multiple trips and connect to multiple destinations.

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?

Mobility and access to schools and shopping, which is currently constrained for non-motorized highway users on this section of highway, will be enhanced by this off-highway improvement. Bike and pedestrian facilities constructed on the north side of OR Hwy 211 will provide improved access to the Safeway shopping center located at the intersection of OR Hwy 211 and OR Hwy 213. Currently, the Safeway store is the only grocery store in Molalla. At the Safeway shopping center, pedestrians and cyclists can access the local public transit system for transportation throughout Molalla and to nearby cities (Canby and Oregon City) and to Clackamas Community College in Oregon City.

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?

This project is located at the west entrance to the City of Molalla. Constructing multi-use paths and sidewalks and bike lanes and adding landscaping will eliminate identified blighted conditions, helping to attract business to the area. This project is included in the City's urban renewal plan.

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?

This project will reduce motor vehicle trips and emissions, benefitting the environment.

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?

Yes to all of the above.

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?

This project improves community liveability by providing a safe and inviting environment to walk and ride bikes for those living in and near the project area. It encourages a healthy lifestyle by providing an environment that encourages walking/jogging and cycling for recreation and to access shopping, a local dentist office, and a new coffee shop opening in the project area. The project promotes safe routes to school for children living within walking/cycling distance of the middle school. Constructing multi-use paths and/or sidewalks and bike lanes and adding landscaping will eliminate identified blighted conditions, helping attract business to the area. This project is included in the City's urban renewal plan.

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?

Yes to all of the above, and we have letters attached from emergency services.

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?

HUD recognizes Molalla in general and the project area specifically as a low- to moderate income area. Residents of the neighborhoods in and around the project area, including a 100-unit apartment complex, would benefit most from this project. Another 100-unit apartment complex is in development, which will increase the number of residents who will use the facilities to access the City's only grocery store and public transportation options. The project is located adjacent to the City's middle school and will provide a safe route to/from school for neighborhood children.

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?

Yes.

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	$65,000	
Staff Costs (for Service/Educational Projects)	$20,000	
Project development and PE	$212,000	
Environmental Work	$13,000	
Coordination and Outreach	$0	
Leased Space	$0	
Building purchase and/or Right of Way	$0	
Capital Equipment	$45,000	
Non-Construction Project Costs Total		**$355,000**
Utility Relocation	$5,000	
Construction	$10,000	
Construction Project Costs Total		**$15,000**
Total Eligible Project Cost		**$370,000**
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)	$8,000	

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.

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Molalla	$50,000	14%
Co-Sponsor	N/A		0%
Participant	N/A		0%
Participant	N/A		0%
Total		$50,000	14%

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.

N/A

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 then 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: Marc Howatt

Authorizing Authority Title: Director of Public Works

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

Signature: Date: 11/27/2012

30. Co-Sponsor Signature Authority Information

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

Authorizing Authority Name: N/A

Authorizing Authority Title: N/A

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.

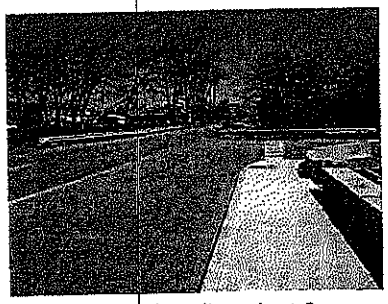
N/A

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

Save Application

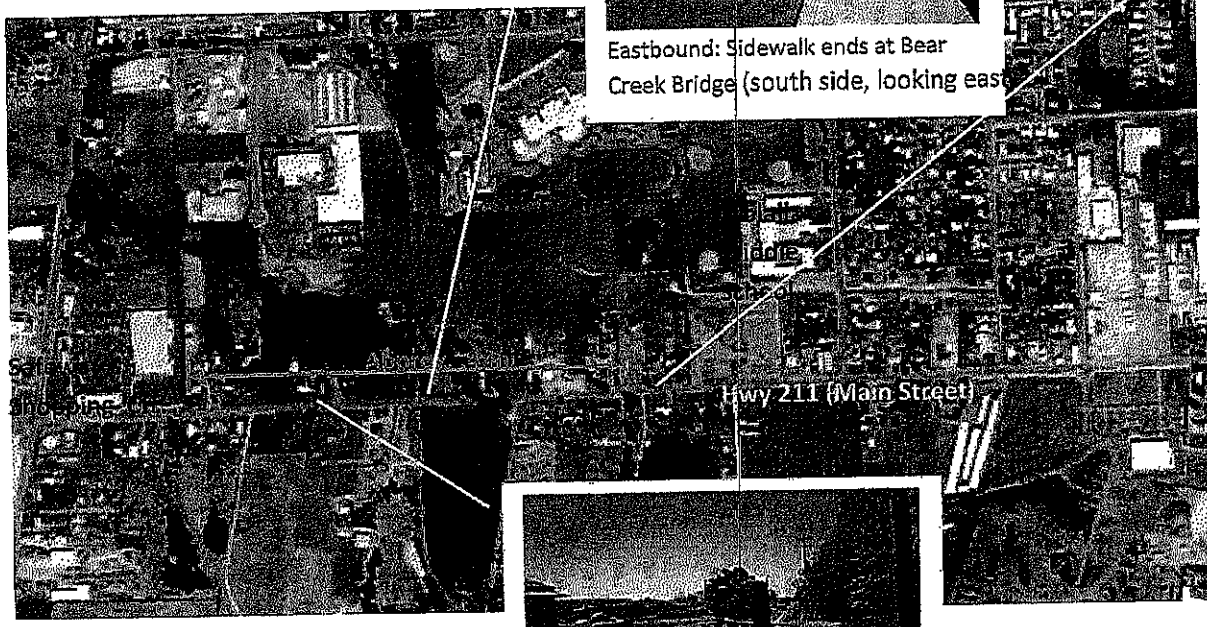
OR Highway 211 (Main Street) Pedestrian Safety Improvements

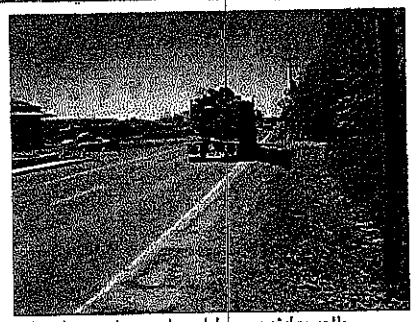
Project: Fill in roadside ditch, install storm drains & culvert, and construct curb and sidewalk, north side of Hwy 211, .4 miles or any portion thereof.



Eastbound: Sidewalk ends at Bear Creek Bridge (south side, looking east

Westbound, no shoulder or sidewalk



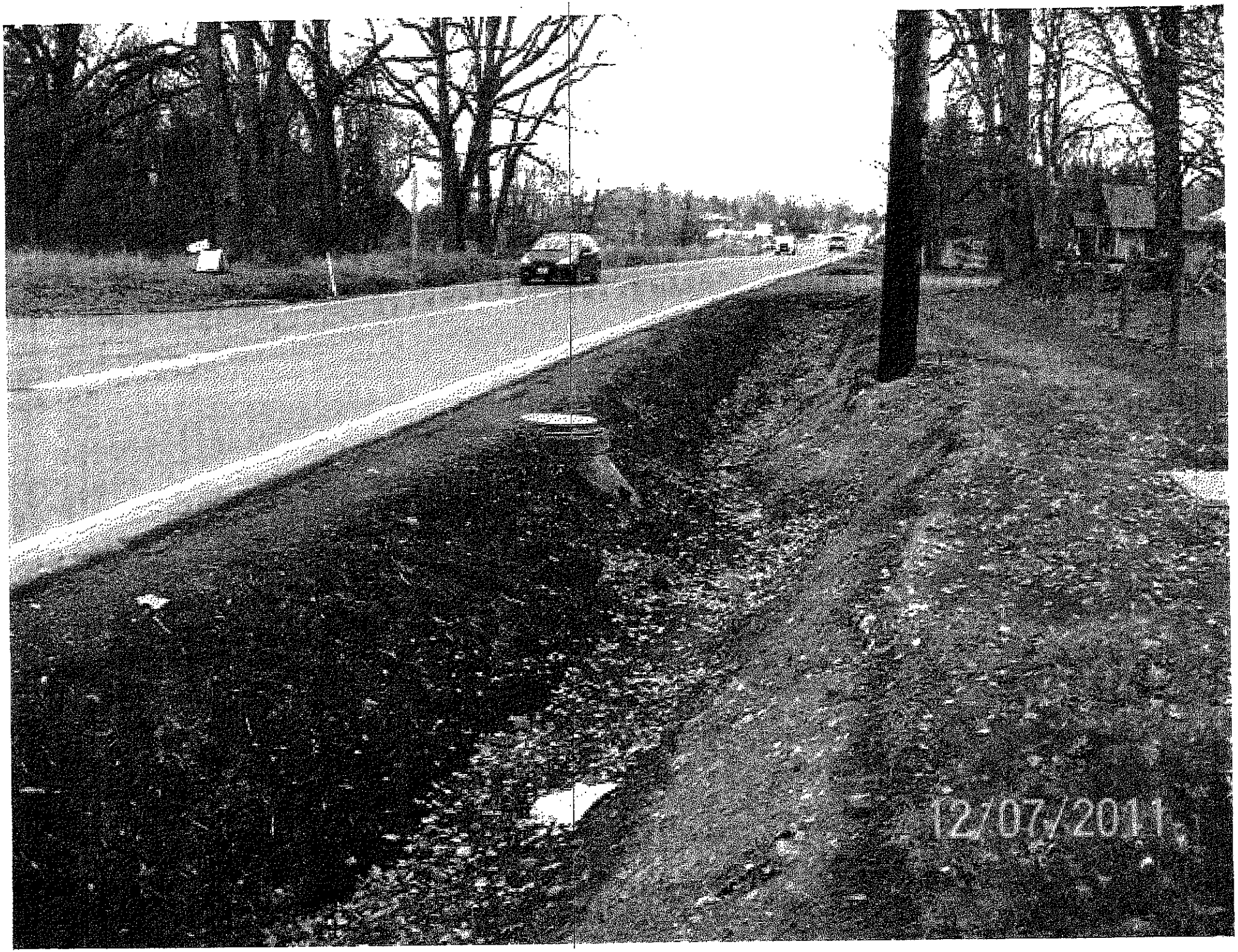


Westbound, no shoulder or sidewalk

Pedestrians attempting to walk to Safeway Shopping Complex from Molalla Middle School and residential areas have no sidewalk and almost no shoulder to walk along for a distance of approximately .4 miles. There is no alternative residential street or path.

Safeway
Mountain View Rental
Woodburn-Estacada Hwy
211
213
Commercial Pkwy
S Molalla Forest Rd
S Main St
St Crompton Ln
© 2009 Google
© 2009 Europa Technologies
Google

12/0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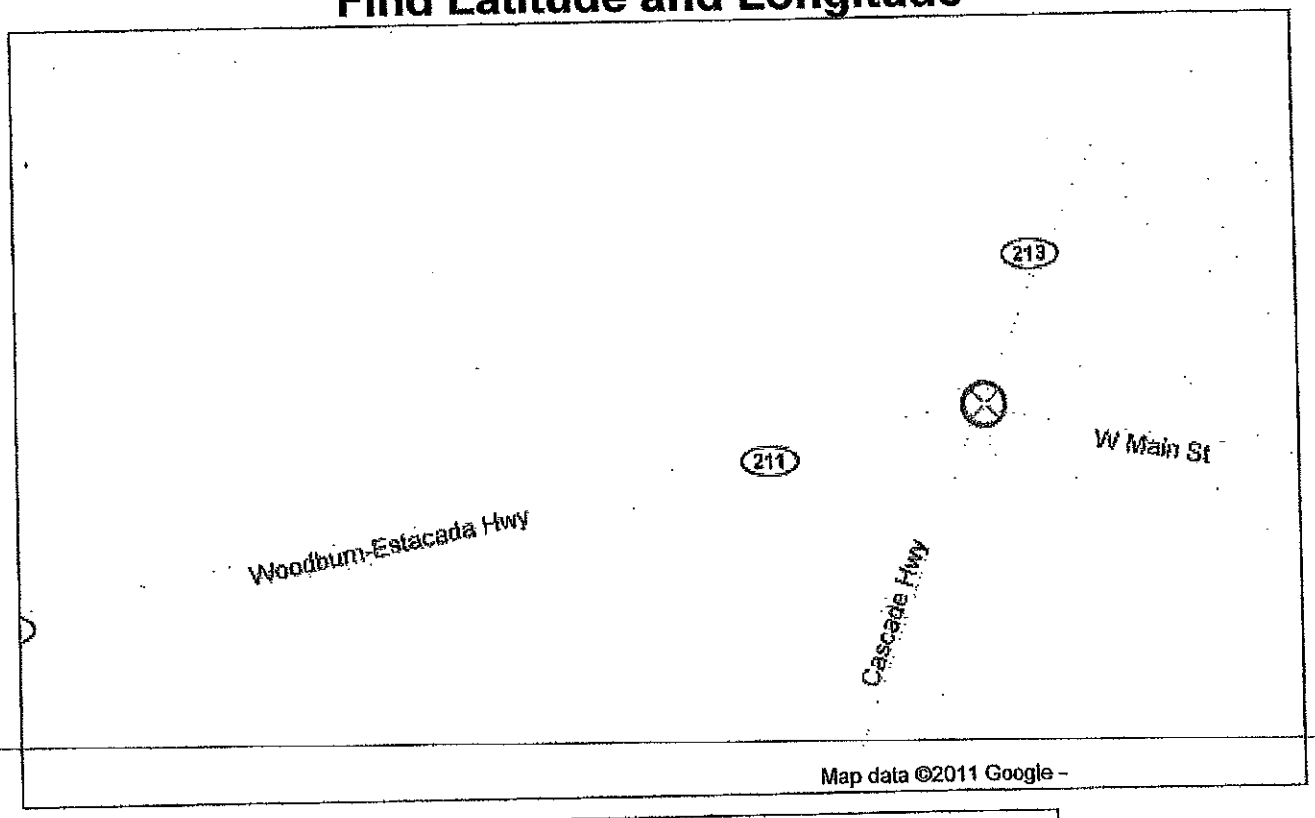
Find Latitude and Longitude



Selected Coordinates
Latitude: N 45° 9' 2.6801"
Longitude: W 122° 36' 22.8346"
Latitude: N 45° 9.044667647663544'
Longitude: W 122° 36.38057738542557'
Latitude: 45.15074446079439°
Longitude: -122.60634295642376°

Selected Location (Approximate)
Address: 31498 Cascade Hwy, Molalla, OR 97038, USA
Latitude: 45.1507396°
Longitude: -122.6063276°
Accuracy: 8: Address level.
Status: 200: Successful geocode.

Mouse Position
Latitude: mouse off map
Longitude: mouse off map
Latitude:
Longitude:
Latitude:
Longitude:

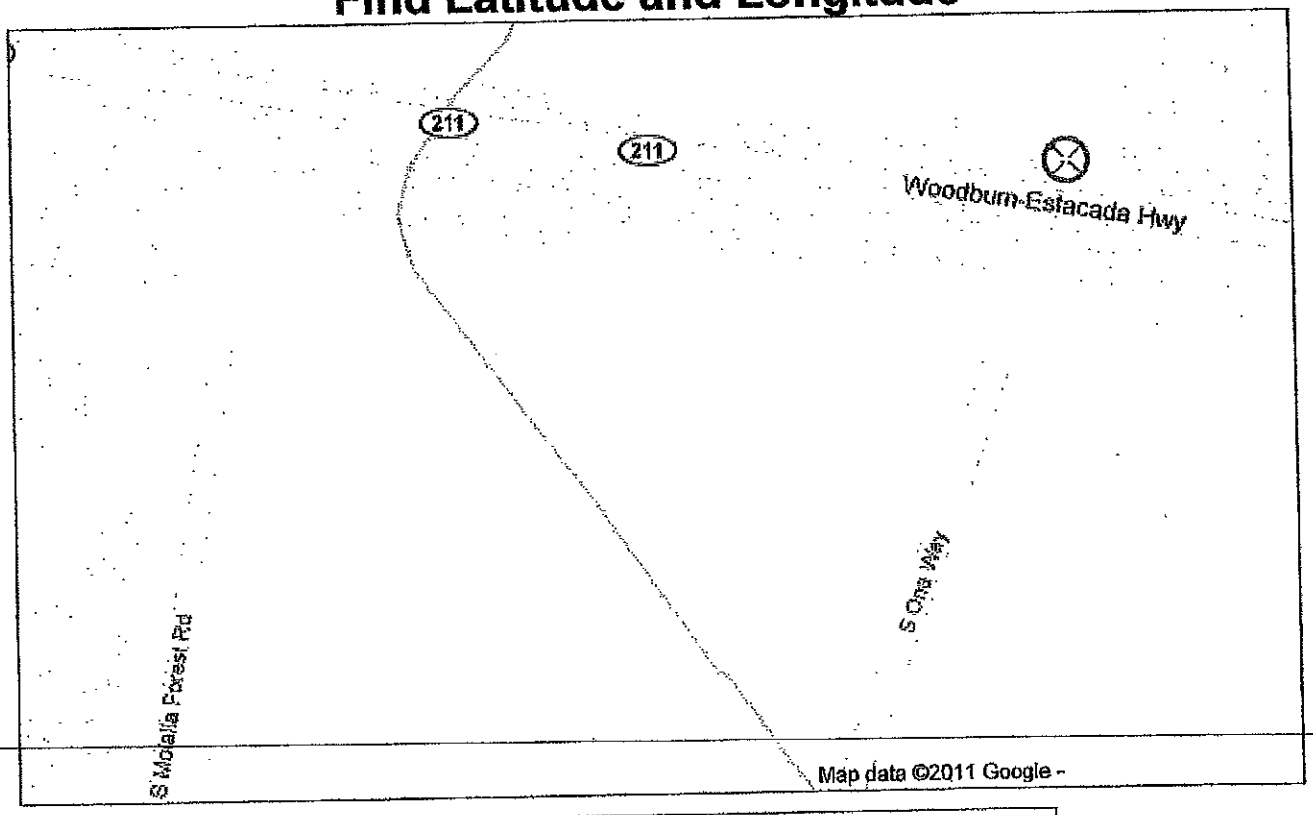
Load Location
Latitude:
Longitude:
Location:
Post Code:
loaded from cache

Map Parameters
Zoom: 21
Type: Map
current link: link

reset map:

Instructions
"Selected Coordinates" displays the latitude and longitude coordinates in degrees, minutes, seconds decimal, degrees minutes decimal and degrees decimal of the current location.

Find Latitude and Longitude



Selected Coordinates
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Longitude: W 122° 35' 45.8354"
Latitude: N 45° 8.978980801473142'
Longitude: W 122° 35.76392412185669'
Latitude: 45.14964968002455°
Longitude: -122.59606540203094°

Selected Location (Approximate)
Address: Woodburn-Estacada Hwy, Molalla, OR 97038, USA
Latitude: 45.1495628°
Longitude: -122.5960752°
Accuracy: 6: Street level.
Status: 200: Successful geocode.

Mouse Position
Latitude: N 45° 8' 59.4879"
Longitude: W 122° 35' 55.9549"
Latitude: N 45° 8.99146565553039'
Longitude: W 122° 35.932581424713135'
Latitude: 45.14985776092551
Longitude: -122.59887635707855

Load Location
Latitude:
Longitude:
Location:
Post Code:
loaded from cache

Map Parameters
Zoom: 18
Type: Map
current link: link

reset map:

Instructions
"Selected Coordinates" displays the latitude and longitude coordinates in degrees, minutes, seconds decimal, degrees minutes decimal and degrees decimal of the current location.

Molalla Shoulder Widening.

Work Item	Gravel Shoulders	Shoulder Paving & R/W
Ditch Fill& Pipe	$138,000	$138,000
Paving	$25,000	$150,000
Bridge/Boardwalk	$55,000	$55,000
Contingencies	$150,000	$200,000
Permittting	$0	$10,000
Right-of-way	$49,000	$49,000
Traffic control	$40,000	$60,000
Geo/Tech	$5,000	$5,000
Utilities	$5,000	$250,000
Construction Mngmnt	$65,000	$75,000
Design	$212,000	$212,000
TOTAL	**$744,000**	**$1,204,000**

PE ESTIMATE

SURVEY	$45,000	Hamilton
PAVEMENT SERVICES	$2,000	Estimate
ROADWAY	$36,000	Krettler
BRIDGE	$49,000	Tovar - but probably will come down
GEO/HYDRO	$15,000	Foltyn
HAZMAT	$5,000	Estimate
ENVIRONMENTAL	$13,000	Young (in-house estimate)
TRAFFIC	$7,000	Estimate
UTILITIES	$5,000	Estimate
COMM AFFAIRS	$3,000	Estimate
PL	$5,000	Keene
R/W	$7,000	Estimate
OPL	$5,000	Estimate
MISC	$15,000	Estimate
TOTAL	$212,000	

Molalla Police Department

Chief Rod Lucich

PO BOX 248/117 N. Molalla Ave, Molalla, OR 97038-0248

May 31, 2012

Mark Howett
Molalla Public Works Director
PO Box 248, 117 N. Molalla, OR 97038

Dear Mr. Howett:

I'm writing this letter to express safety concerns on Highway 211 between Ona Way and Highway 213. This area has been a safety concern of mine since I became Police Chief in Molalla because it does not have sidewalks to accommodate pedestrian traffic. Additionally the ditches along that stretch of roadway are quite deep with little or no shoulder, asphalt and gravel combined.

Recent developments in Molalla have now escalated the risk to motorists and pedestrians in that area, as the pedestrian traffic is increasing out of necessity. As you know, about a week ago, the Harvest Market closed its doors for good and there is no longer a full service grocery store in the downtown core area. Local residents, especially the elderly and handicapped who shopped at that market have no other choice but to shop at the Safeway store. Unfortunately, the location of the Safeway is at the end of town and there is no other access to this store except by State Highways 211 or 213. There are no low traffic, residential streets for people without automotive transportation to get to the store. This is going to force the pedestrian and scooter traffic out onto the state highways where it is currently and without question, unsafe.

I would appreciate anything you can do help address this issue and would offer my support in any way I can to support the effort. This is a serious public safety concern, especially for some of Molalla's most vulnerable citizens.

Please feel free to contact me with any questions or concerns.

Respectfully,

Rod Lucich
Chief of Police

Phone: 503-829-8817 Email: molallapolice@co.clackamas.or.us Fax: 503-829-3461

First Student, Inc.
PO Box 269, 1400 Toliver Rd.
Molalla, Oregon 97038
Telephone: (503) 829-2512
Fax: (503) 829-2185

First Student

May 30, 2012

To Whom It May Concern:

I have been asked by the City of Molalla Public Works Director to write up an assessment of the safety of a portion of Hwy 211 in Molalla. He specifically asked about the portion of Hwy 211 between the intersection with Hwy 213 and Molalla Urgent Care.

First Student runs several buses daily through this section of Hwy 211. We consider it dangerous enough to be in need of special routing. We do not allow elementary students to cross that road, and have to make frequent stops, since we are forced to stop at individual driveways when there is not a safe place to walk. Bus drivers frequently report vehicles violating their red lights here as well.

We also see many pedestrians on this section of highway, despite the lack of crosswalks. They are forced to walk uncomfortably close to the lane of traffic, causing traffic to veer close to, if not over the center line. The ditches are deep, and there are few choices for pedestrians.

We at First Student stand firmly behind any attempt to make this section of road safer.

Sincerely,

Tammy J. Clifford

Tammy Clifford
Location Manager