



Transportation Project Sponsors

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

Organization Name:	The City of Milwaukie		
Contact Person Name:	Jason Rice	Title:	Civil Engineer
Street Address:	6101 SE Johnson Creek Blvd.	Phone:	(503) 786-7605
City, State Zip:	Milwaukie, Oregon 97206		
E-mail:	ricej@ci.milwaukie.or.us		

2. Co-Sponsor(s)

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

TriMet, Clackamas County, Clackamas Community College

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Transit Corridor Pedestrian Improvements (Harrison St. and King Rd.)

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

	Project Funds	% of Project Costs
Total Costs	\$5,565,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$5,565,000	100%
Matching Funds	\$586,972	10.55%
Requested Funds	\$4,978,028	89.45%

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

This Project will make ADA upgrades to sidewalks, ramps and crosswalks along the Harrison-King corridor to create a safe and continuous network from McLoughlin Blvd and downtown Milwaukie to the east edge of the city. Current sidewalks and bus stops do not meet ADA standards and there is a need for additional safe crossings. ADA upgrades in the pedestrian network, and bus stop improvements will complement increased bus service levels and connections to the new light rail service in downtown Milwaukie. Bus service improvements envisioned with addition of Light Rail service in 2015 include frequent service (operating every 15 minutes or more seven days a week) on the McLoughlin/King Rd corridor between Clackamas Community College, downtown Milwaukie, and Clackamas Town Center.



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:

With the completion of Light Rail transit in Milwaukie, use of the Harrison-King corridor is expected to intensify. Currently, sidewalks exist between McLoughlin and 42nd Ave, but the ramps do not meet current ADA standards. East of 42nd Ave, along King Road, sidewalks are made of asphalt, are curb tight, and do not meet ADA all together as there are no ramped curb cuts. Pedestrian crossings are lacking throughout the entire stretch of this corridor, the City's primary cross-city corridor. Revitalization of the city's neighborhood commercial areas also relies on pedestrian connections along this corridor (this corridor connects three neighborhood commercial centers to four neighborhoods). Improving pedestrian access from neighborhoods is one of the main needs found in a recent study.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Milwaukie"/>	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"/>

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)

Harrison Street (HWY 99E to SE 42nd Ave), SE 42nd Ave (Harrison Street to King Road) and King Road (42nd Ave to Linwood Avenue). This includes TriMet Bus Line 31-King Rd, which runs the entire length of the corridor, connecting McLoughlin Blvd to Clackamas Town Center and, during rush hour, extends service up to Portland City Center.

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 checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input 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)

Description of work: Ramp improvements, sidewalk replacement, increase in pedestrian crossings, increase buffers for pedestrians between sidewalk area and street. The project is to complete a fragmented pedestrian network along Harrison-42nd Ave-King Rd in the City of Milwaukie. Scope includes: ADA pedestrian ramps and pedestrian crossings along Harrison St, purchase of ROW along King Road for new sidewalks, and construction of new concrete sidewalks, ADA ramps, and pedestrian crossings along King Rd. Project includes demolition of existing asphalt sidewalk and landscaping of new sidewalk buffer as well. There are also a number of areas in the four neighborhoods near the corridor that have sidewalk fragments missing connections to King Rd. These connections could also be finished with full award of this application.

Practical design is included via coordination with TriMet, Clackamas County, and Clackamas Community College (CC). These groups together with the city provided identification of, and will benefit from, pedestrian needs along entire corridor. This coordination included consideration of links to PMLR stations (Tacoma, downtown Milwaukie/Main St, and SE Park Ave stations), Clackamas CC, Clackamas Town Center, Safeway and other retail/job sites, assisted living facilities, schools (Lewelling), and North Clackamas School District's Wichita Center for Family & Community (former Wichita Elementary).

Phases: The project could be completed in phases. Phases could include: sidewalks only, ramps only, or pedestrian crossings only. Sidewalks will be the most expensive because they require purchasing of ROW along King Rd. Each of these components would provide benefit if done as an individual phase, but would not provide the complete pedestrian network across the City.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

12. Primary Project Mode(s)

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

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input 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
2/1/2018	Bid Let Date
4/1/2018	Construction Contract Award
11/1/2018	Construction Complete
NA	Capital Equipment Purchase
12/1/2018	Operations/Service Begin
10/15/2016	Other Major Milestone: Contract Award for Engineering/ROW Services
2/1/2019	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



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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.

The propose project is consistent with the City of Milwaukie's highest priorities as outlined in its Transportation System Plan (TSP). These priorities are: improve pedestrian and bicycle facilities throughout the city; enhance public transit service; improve safety and accessibility of crossings over major corridors; maintain existing facilities; and manage traffic in neighborhoods. The project will directly address the first three of these priorities and, by improving the ability of residents to walk and bicycle to the commercial centers located along Harrison and King, will also help reduce the number of trips generated within the neighborhoods.

More specifically, the City of Milwaukie's TSP classifies the Harrison-King corridor as one of two arterials that cross the city from east to west (Lake Rd is the other E/W arterial). While both arterials cross the city, the Harrison-King corridor is the better pedestrian and bicycle corridor (due to road speed, topographic changes, and intersection crossings along Lake Rd) for a cross-town connection.

TriMet Transit Investment Plan FY2012, pages 62-63, 76-78, 83; PMLR and improvement to Frequent Service on Harrison-King, and TriMet Pedestrian Network Analysis identifies deficiencies.

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.

This project is consistent with OTP Strategy 1.1 by making transit a safer and more convenient option, increasing mode choice for people living and working in the corridor. The project is fully consistent with OTP Strategy 1.1.4 and 1.2.1 by making transit available for people with disabilities who would otherwise be prevented from accessing bus stops and increasing transit use by all persons. This investment in accessible bus stops and safe crossings will leverage TriMet's investment in more frequent bus service in the corridor and connections with new light rail.

This project is also consistent with OHP Action 1G.1 as it directly addresses Priority 1 and Priority 2 by improving pedestrian and bicycle access to alternative modes of transportation (bus and light rail) from the residential neighborhoods in the City. The Harrison-King corridor connects four of the City's seven residential neighborhoods with downtown and light rail.

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?

The Harrison-King connection will be the first/only complete east-west pedestrian/bicycle facility in the City. Not only that, it will link several neighborhoods to the larger trail network in the region, including Riverfront Park, the Trolley Trail, and, via the recently funded 17th Ave multi-use trail connector, the Springwater Corridor/40 Mile Loop. Improved pedestrian/bicycle crossings and refuges at King will help connect several north-south pedestrian/bicycle facilities within the city as well.

Improved access to transit project supports the expansion of TriMet's Frequent Service network, with the restoration of full Frequent bus service levels in the McLoughlin/99E corridor and a new Frequent Service bus line operating on McLoughlin-Harrison-King Rd. between Clackamas Community College and Clackamas Town Center. This expanded Frequent Service line will provide key connections to new light rail at Milwaukie/Main St. and SE Park Ave. stations. By 2030, this light rail line will carry up to an average of 26,000 weekday rides.

A more accessible, more heavily used light rail and bus system will reduce the number of people commuting via private automobile and thus the demand on the state's freeway and highway 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 by the City of Milwaukie would complete the pedestrian corridor from the Willamette River in downtown Milwaukie to Linwood Ave at the eastern edge of the City. Clackamas County recognizes that there are similar upgrades needed from Linwood Ave east to 82nd Ave in order to provide a complete link from the Willamette River to 205. The County is exploring funding options outside of the STIP grant program to address these improvements. The completion of this link will provide a pedestrian/bicycle connection not only for Milwaukie but regionally from PMLR to Clackamas Community College and Clackamas Town Center and other retail and jobs near I-205.

The Harrison-King portion of the corridor presently serves more than 6,500 transit trips weekly and is expected to serve 30-40% more trips with improved frequency, access, and connections with Light Rail.

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?

One of the main features of this project is an upgrade to the existing sidewalk system to meet current ADA standards through the provision of ramps instead of curbs. Another accessibility upgrade is the connection of existing sidewalk fragments within residential areas to the Harrison-King corridor.

ADA upgrades in the pedestrian network, added safe crossings, and bus stop improvements will complement increased bus service levels and connections to the new light rail service in downtown Milwaukie. The Harrison-King portion of the corridor presently serves more than 6,500 transit trips weekly and is expected to serve some 8,500-9,000 weekly trips with improved frequency, access, and connections to light rail. This bus line will serve as the principal line connecting to new light rail at the Milwaukie/Main St. and SE Park Ave. stations. By 2030, the light rail line will carry up to an average of 26,000 weekday rides, with 3 out of 4 riders at Milwaukie/Main St station expected to use connecting bus service.

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?

Improved access to the transit system and expands vital connections to jobs and education. Among current TriMet ridership in the full McLoughlin-Harrison-King corridor (71,000 weekly trips) some (47%) of trips are for work and (14%) are for education. Improved access and increased service levels will directly support jobs, education, and service activities .

At a local level, PSU recently completed a Neighborhood Main Street study for the City of Milwaukie, which found that pedestrian connections from the neighborhoods to the City's neighborhood commercial centers was one of the impediments to the revitalization of these areas. There are three commercial centers (42nd/King, Linwood/King, and Harrison/Railroad) outside of downtown Milwaukie along the Harrison-King corridor. Connecting these commercial centers to the neighborhoods that support them with safe, accessible streets was identified as one of three primary goals for achieving this economic revitalization.

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?

For each mile of travel taken on TriMet, 53% less carbon is emitted compared to driving alone. Increased ridership translates directly to reduction in GHG's.

The City will not increase impervious surface with this project.

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?

There are three commercial centers along the corridor in addition to downtown Milwaukie: 32nd/Harrison, Linwood/King and 42nd/King. Improvements along this corridor will help connect residents to these commercial areas for both jobs and utilization of businesses, helping to increase patronage of these commercial centers by local residents.

The commercial center at 42nd and King is one of two areas in the City identified as an important local area of commerce in the recently completed Neighborhood Main Streets Study. A major recommendation of this report, which looked at ways to improve the economic viability of these commercial areas, was to 'improve walking and biking connections to surrounding neighborhoods,' the exact goal of this sidewalk project.

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?

The existing pedestrian environment along King Rd is curb-tight asphalt which is interrupted by obstacles throughout (light poles, mailboxes, etc) and lacks ramps. All of this results in an uninviting pedestrian environment. Replacement of outdated, broken and uneven curb-tight asphalt sidewalks along King Rd with new, ADA compliant concrete sidewalks will not only improve the connections in this area, they will greatly enhance the aesthetics.

The usability of compliant sidewalks goes beyond access for the physically disabled. Continuous and compliant sidewalks allow for easy and safe use by residents with strollers and carts, and make walking an easier and more attractive option for all residents.

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 City's TSP specifically calls out the need for pedestrian crossing improvements along King Rd (see Figure 5-1) as one of eleven areas in the city needing pedestrian safety improvements. The improvements proposed for King Rd go beyond basic crosswalks to include rapid flashing beacons, curb projections, and, where mid-block crossings are needed, pedestrian refuges such as islands within the turn lane. For example, a pedestrian refuge at the intersection of King and Stanley, which has a 50 foot offset, would provide a safer connection for the Stanley Ave bicycle facility. This level of design is proven to reduce accidents involving pedestrians.

Replacement of curb-tight sidewalks with sidewalks set back from the street will improve pedestrian safety. Currently the "sidewalk" path is impeded by sporadic mailboxes, non-compliant approaches, and lack of ramps along King Rd - so much so that the public walks in the bike lanes on King Rd's newly paved surface. These improvements will provide a safe accessible path for pedestrians away from traffic, and will provide a safer route for cyclists by eliminating the conflict with pedestrians in the bicycle lanes.

This will become even more important when TriMet increases service along this line. Every transit rider is a pedestrian first, including persons who use mobility devices. TriMet's Pedestrian Network Analysis highlights the importance of a safe and complete pedestrian network, including sidewalks, crossings, and bus stops.

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?

Improved access and transit service directly benefits transportation disadvantaged populations in the McLoughlin-Harrison-King corridor, and similarly benefits such persons traveling to/from destinations in the corridor. Overall, about 40% of TriMet rides are by persons who are transit dependent (no car available for the trip or don't drive).

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?

Improvements will not require City maintenance. By our Municipal Code, this will be required of adjacent property owners (as is currently the case).

In addition, this project will help to enhance the use of PMLR and the project investments currently being made in that project by increasing access to the light rail stations and increasing ridership. Increasing access to PMLR stations via TriMet bus may reduce parking demand and potential need for additional parking at the stations.

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	\$30,000	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$1,000,000	
Environmental Work	\$30,000	
Coordination and Outreach	\$5,000	
Leased Space	\$0	
Building purchase and/or Right of Way	\$1,000,000	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$2,065,000
Utility Relocation	\$0	
Construction	\$3,500,000	
Construction Project Costs Total		\$3,500,000
Total Eligible Project Cost		\$5,565,000
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.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Milwaukie	\$500,000	9%
Co-Sponsor	TriMet	\$36,972	1%
Participant	Clackamas County Dev. Agency	\$50,000	1%
Participant	Clackamas Community College	\$0	0%
Total		\$586,972	11%

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:

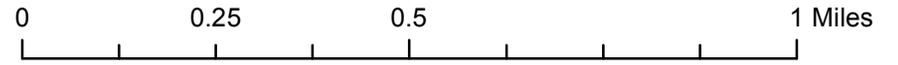
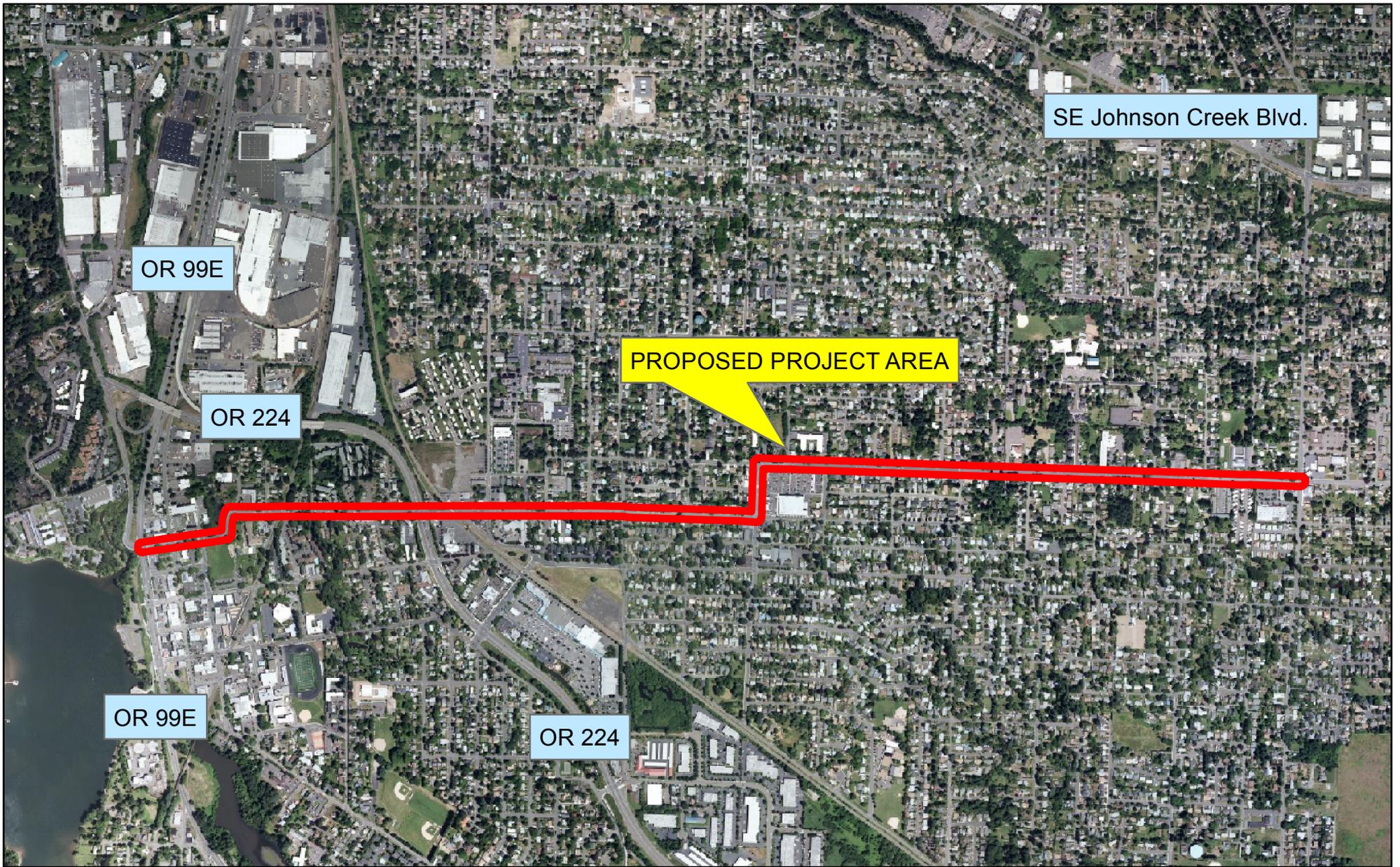
Authorizing Authority Name:

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.

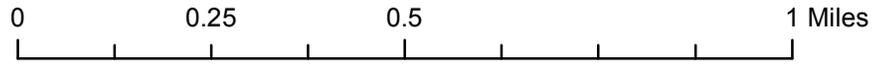
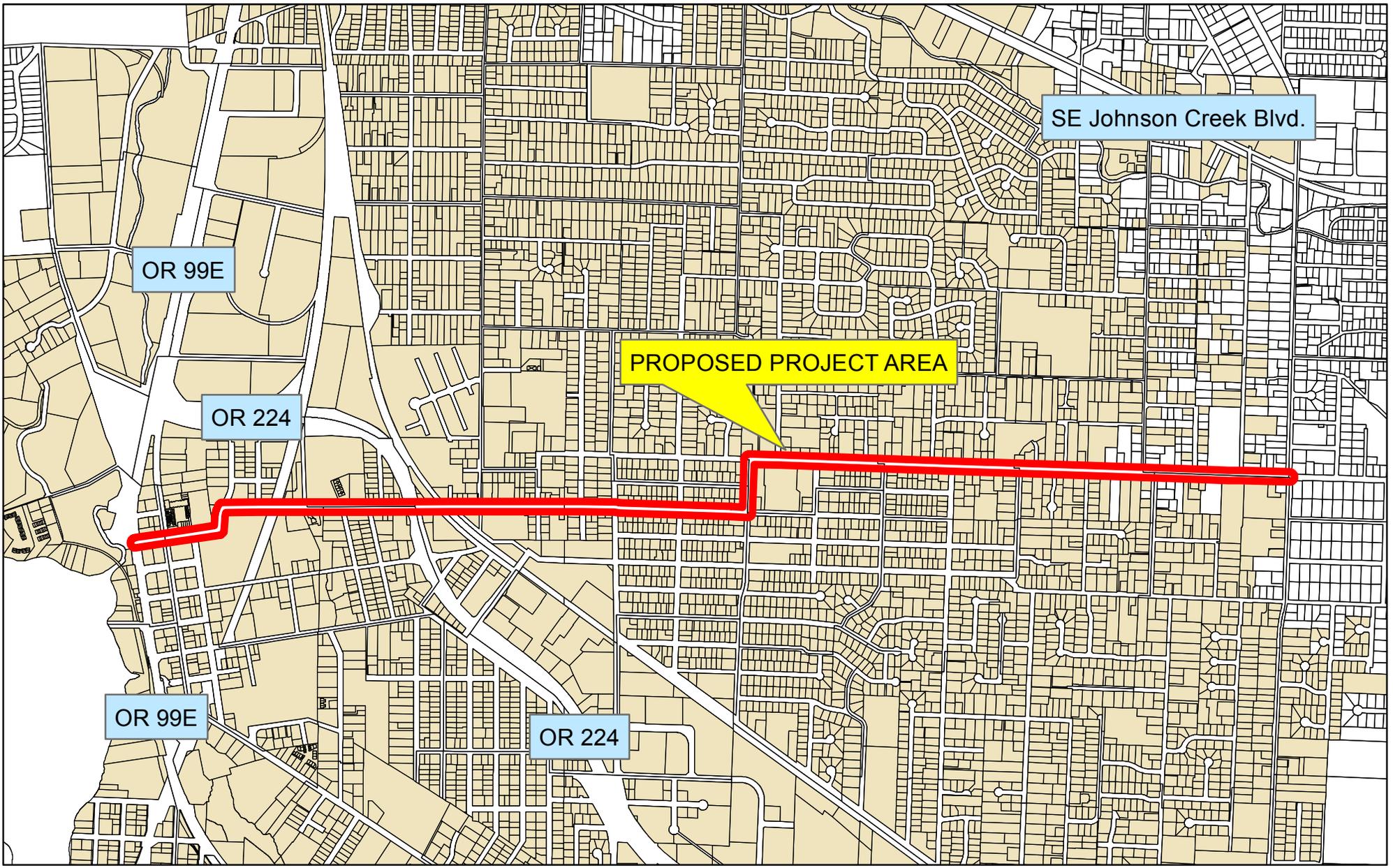
Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.



TRANSIT CORRIDOR PEDESTRIAN IMPROVEMENTS (HARRISON ST. AND KING RD.)

AERIAL MAP



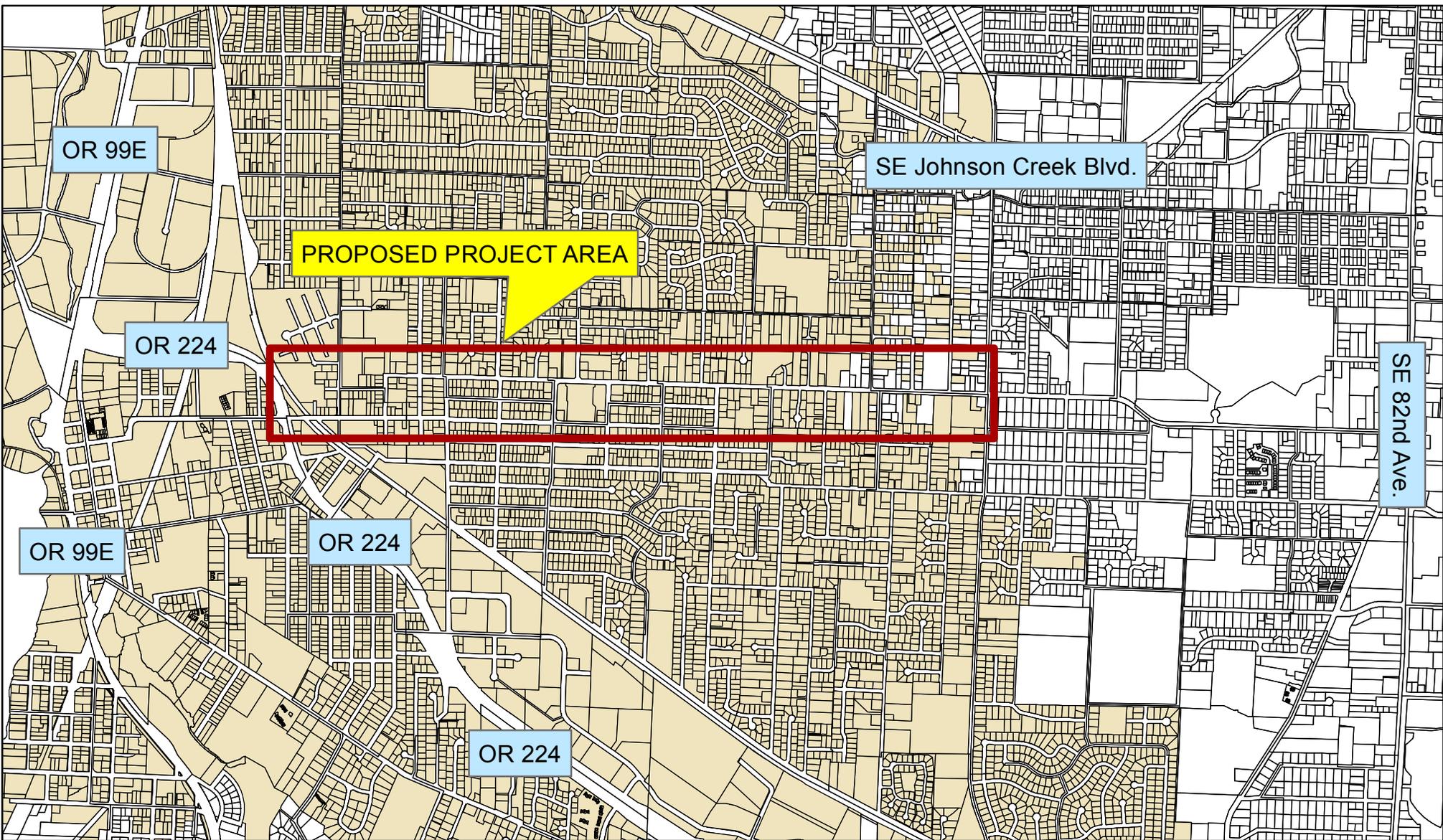


TRANSIT CORRIDOR PEDESTRIAN IMPROVEMENTS

(HARRISON ST. AND KING RD.)

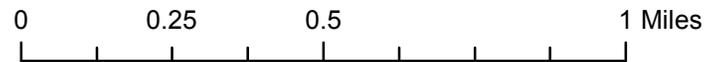
SITE MAP





 City of Milwaukie

 Clackamas County



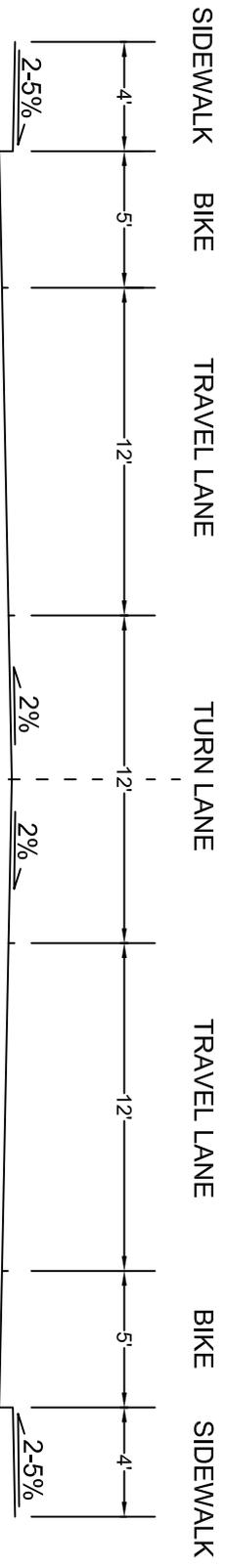
TRANSIT CORRIDOR PEDESTRIAN IMPROVEMENTS

(HARRISON ST. AND KING RD.)

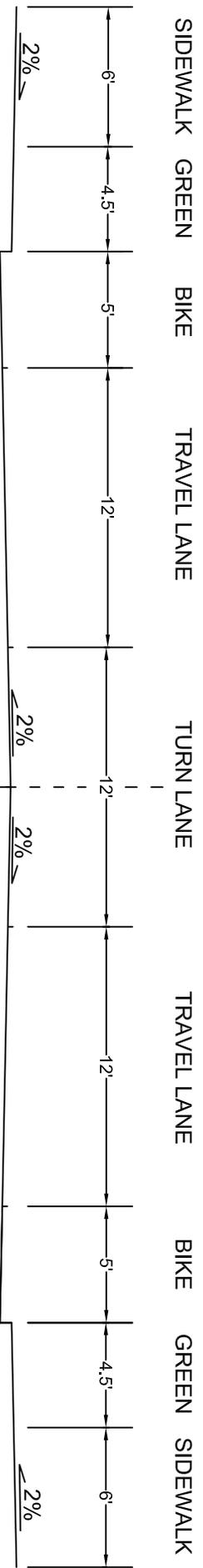
VICINITY MAP



EXISTING



PROPOSED



CITY OF
MILWAUKIE, OREGON
ENGINEERING DEPT.

SE KING ROAD CROSS-SECTIONS

APPROVED		REVISIONS		DATE	BY
CITY ENGINEER		NO.			



November 21, 2012

RE: Letter of support for City of Milwaukie's transportation project funding application.

The transportation project, which is designed to improve connectivity between the new light rail line and points east as far as Clackamas Community College's Harmony Community Campus, supports the college's vision to have its North Clackamas campus be a regional model for sustainability and smart growth.

The site, located on Harmony Road and just west of 82nd Avenue, is home to the North Clackamas Chamber of Commerce, Clackamas Community College (CCC), Easter Oregon State University Center, North Clackamas Aquatic Center and a 90 acre open space. The site is home to CCC's Health Science programs and Small Business Development Center – along with numerous other general education and adult basic skills offerings.

In 2007, CCC partnered with citizens and business leaders, Clackamas County's Department of Transportation and Development, Business and Community Services, Water Environmental Services, North Clackamas Parks and Recreation District, the Oregon Institute of Technology, North Clackamas School District, and the North Clackamas Chamber of Commerce to develop a vision, mission, and set of guiding principles to shape future activities on the Harmony Community Campus. A driving element of the Harmony Community Campus mission is to encourage people to use public transportation, bicycles, walk or carpool to the area.

Improving public transportation options, such as those noted in the City's transportation project plan, are critical to helping the partners ensure this vision comes to fruition. Improving the pedestrian improvements to the Harrison Street/King Road corridor would not only help CCC students, staff, and visitors, but all of the partners and community members who worked so hard to create the shared vision for the Harmony Community Campus.

Aside from sustainability and smart growth, the City's transportation project improvements would also go a long way in making the corridor safer and more accessible for people with disabilities. Providing safe and efficient travel options for all of our students and community members is important to CCC and its regional partners.

Connectivity to regional systems, such as the Milwaukie light rail line, is what the Harmony Community Campus vision is all about. With rising gas prices, increased road congestion, and diminishing resources for road improvements, projects like this are critical to the long-term vitality of the campus and the region as a whole.

Dr. Joanne Truesdell, President
Clackamas Community College