



**Transportation Project Sponsors**

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

Organization Name: Oregon Dept. of Transportation	
Contact Person Name: Shelli Romero	Title: Community Affairs Mgr.
Street Address: 123 NW Flanders	Phone: 503-731-8231
City, State Zip: Portland, OR 97209	
E-mail:	

**2. Co-Sponsor(s)**

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

**Transportation Project Information**

**3. Project Name–REQUIRED**

Project Name: OR212 at Richey Road: Pedestrian / Bicycle / Trail Improvements

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

	Project Funds	% of Project Costs
Total Costs	\$305,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$305,000	100%
Matching Funds	\$31,324	10.27%
Requested Funds	\$273,677	89.73%

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

Project will add pedestrian, bicycle, ADA, equestrian, and trail or path improvements at the intersection of OR212 (or state highway 174) and along Richey Road in the city of Boring, Oregon. Improvements include 8' wide curb tight sidewalk, curb ramps, driveway reconstruction, trail connect, b/p way finding signs, countdown pedestrian signals, minor paving, and striping.

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

- Yes       No



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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.

The plan is to combine the proposed enhance project with an ODOT state preservation project at the same location. The preservation project is shown in the 2016-2018 Draft STIP. If awarded, ODOT Region 1 would manage the project and be responsible for project design, project bid, and construction over-site.

**8. Project Problem Statement–REQUIRED**

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

The intersection of OR212 and Richey Road connects two regionally significant trails - the Springwater and Cazadero. As trail facilities continue to be developed, usage is expected to grow where greater emphasis will be place on the pedestrian crossing at the intersection as it connects the two trails. The crossing is old and needs to be upgraded, not only to provide a safer crossing but also to enhance this portion of the trails. The proposed project would upgrade the crossing and pedestrian/bicycle facilities at the intersection and along Richey Rd.

North of site, the last few miles of Springwater Trail from Gresham to Boring is being designed. Construction is expected in 2013. When completed the project will bring more users to the intersection and crossing.

**9. Transportation Project Location–REQUIRED**

City: <input style="width: 90%;" type="text" value="Boring"/>	County: <input style="width: 90%;" type="text" value="Clackamas"/>
MPO: <input style="width: 90%;" type="text" value="Clackamas"/>	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)

Clackamas-Boring Hwy, OR212 at Richey Road, Highway Milepost 6.85, Springwater trail head south, Cazadero trail head north. There is sidewalk on the north side of the highway but no bike lanes. On Richey Road, there is no sidewalk or bike lanes, and a very narrow roadway shoulder.



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

**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 type="radio"/> Attached/Upload <input checked="" 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 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)

Project will add 8' wide curb tight sidewalk, standard curb, curb ramps, some paved shoulder (on Richey Road), striping, signing, driveways, illumination (if appropriate), and ped push buttons at signal for equestrian use.

Minor improvements for bicycles or pedestrians that will connect the highway intersection to the Cazadero Trail will be constructed on Richey Rd. A more practical design approach will call for working with the existing road right of way or prism. This may require r/w easements to do the construction work.

**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 type="checkbox"/> Highway/Road
<input checked="" type="checkbox"/> Other:	Equestrian	

**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
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**MULTIMODAL TRANSPORTATION PROGRAM  
PROJECT APPLICATION**

<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other
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**Timetable and Readiness Information**

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

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

**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.

The Clackamas County TSP was adopted in 2001. It includes general policies supporting bicycle, pedestrian and transit accessibility. The update of the County's TSP, now in process, expands goals and prioritization for "active transportation" including bicycle, pedestrian, transit and equestrian modes.

The Clackamas County Bicycle Master Plan (2003), a component of the County TSP, shows OR 212 as part of the primary on-road bike network. It also states:

The extension of the Springwater Corridor (from Boring to Estacada, a.k.a., Cazadero Trail), the Molalla River Pathway and the Portland Traction Line (a.k.a., Trolley Trail) are all planned multi-use trails which will provide important non-motorized corridor access through Clackamas County. Both recreational and commuting bicyclist would utilize these linear multi-use accessways. Recreational cyclists, particularly less experienced cyclists, would utilize the paths to sharpen their bicycling skills away from motorized transportation. Commuters would use them for a more relaxed ride away from high-speed roadways.

Boring is an unincorporated rural community in east Clackamas County. The County requires the construction of sidewalks with new development located within the rural commercial core of Boring, which is centered around OR 212 and Richey Road.

## 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.

OTP Strategy 1.1.4: The proposed project will (1) manage the existing transportation system effectively and (2) Improve the efficiency and operational capacity of existing transportation infrastructure and facilities by making minor improvements to the existing system.

OHP Action 1G.1: The project is consistent with OHP Action 1G as it will (1) protect the existing system, and (2) improve the efficiency and capacity of existing highway facilities and the local street network for bicycles, pedestrians and equestrians. It will improve safety and access for these modes as well as their interaction with motor vehicles. The proposed project does not add capacity for motor vehicles.

## 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 proposed project would provide a more complete or safe pedestrian/bicycle crossing at the intersection of OR212 and Richey Rd. To this, access to the Cazadero trail head would also be designed and constructed, which would see facilities for bikes and peds added along Richey Rd.

### 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 enhance or upgrades the pedestrian crossing at the OR212 / Richey Rd intersection. Expectation is that upgrading will provide a safer pedestrian crossing. The project would also construct a bike/ped connection along Richey Rd., from the intersection to the Cazadero Trail alignment south.

### 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?

The state preservation project, shown in the 2016-18 draft STIP would only pave the highway to the intersection, and the scope does not call for pedestrians or bicyclists improvements (other than ADA) as part of the work scope. If awarded, the enhance application would fund pedestrian and bicycle improvements at the intersection and to the trailhead connect, where enhance funded work would be coupled with the state preservation project.

A goal of the enhance application is to both support active transportation and help with the growing efforts to promote bicycle tourism within the region and state. Adding the proposed improvements will help insure a high quality connection between the two trails, construct a trail head connect for Cazadero Trail, and upgrade the existing pedestrian crossing at the intersection.

## 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?

When constructed the project would be part of the regional trail network or system. The improvements would enhance the regional system and help providing greater opportunity to visit Boring, Clackamas County, and the greater Metro area while promoting local bike tourism.

As a side note, the City of Boring recently constructed Boring Station Park just north of the highway and along the Springwater Trail alignment. The park provides Springwater Trail users a destination, where they are within a short distance of the Boring community, and goods and services. As such, opportunities for trail users to spend monies in the local economy are good. There is also minimal impact to the local streets as a bi-product of increased trail use.

## 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?

The proposed project would help provide / encourage alternate mode of travel, for those wanting to bicycle to outlying communities in rural Clackamas County.

## 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 project would help connect trail users to downtown Boring and the Boring Station Trailhead Park. The Boring Station Park primary goals are to provide a trailhead for access to the regional trail system, meet the needs of the community, minimize environmental impacts, and provide a safe and enjoyable experience for multiple user groups and adjacent neighbors.

Providing a safe pedestrian crossing at the intersection is key to having a connection from the highway to the city's park and ultimately to the Cazadero Trail south.

## 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 proposed project will also look to providing safer, more accessible equestrian access at the intersection crossing. As this is a rural community, there is demand from those on horse back for a safe, function crossing at the intersection. The future Springwater Trail section that's in design has recognized the need to accommodate equestrian use and so will the proposed enhance project.

## 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 project would take a more comprehensive look at the pedestrian crossing and intersection (layout) to best determine how to both improve the crossing for users while accommodating vehicle traffic. It's anticipated that both modes will see safety improvements as an outcome of the proposed enhance project. Items like large curb radius, minimal waiting area for pedestrians, outdated ADA facilities, vehicle turn movements, striping layout, signal operation, etc. will all be reviewed where the project can make changes that will enhance safety.

## 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?

The project will benefit those that travel via bicycle, on foot, or on horse back when traveling on the regional trails and through the intersection. Some of this segment may be carless, where the option to travel by alternate mode is a choice.

## 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?

Supports the continued use of prior investments.



## 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	\$10,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$50,000	
Environmental Work	\$20,000	
Coordination and Outreach	\$5,000	
Leased Space		
Building purchase and/or Right of Way	\$10,000	
Capital Equipment		
<b>Non-Construction Project Costs Total</b>		<b>\$95,000</b>
Utility Relocation		
Construction	\$210,000	
<b>Construction Project Costs Total</b>		<b>\$210,000</b>
<b>Total Eligible Project Cost</b>		<b>\$305,000</b>
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	ODOT	\$31,324	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
<b>Total</b>		\$31,324	10%

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:

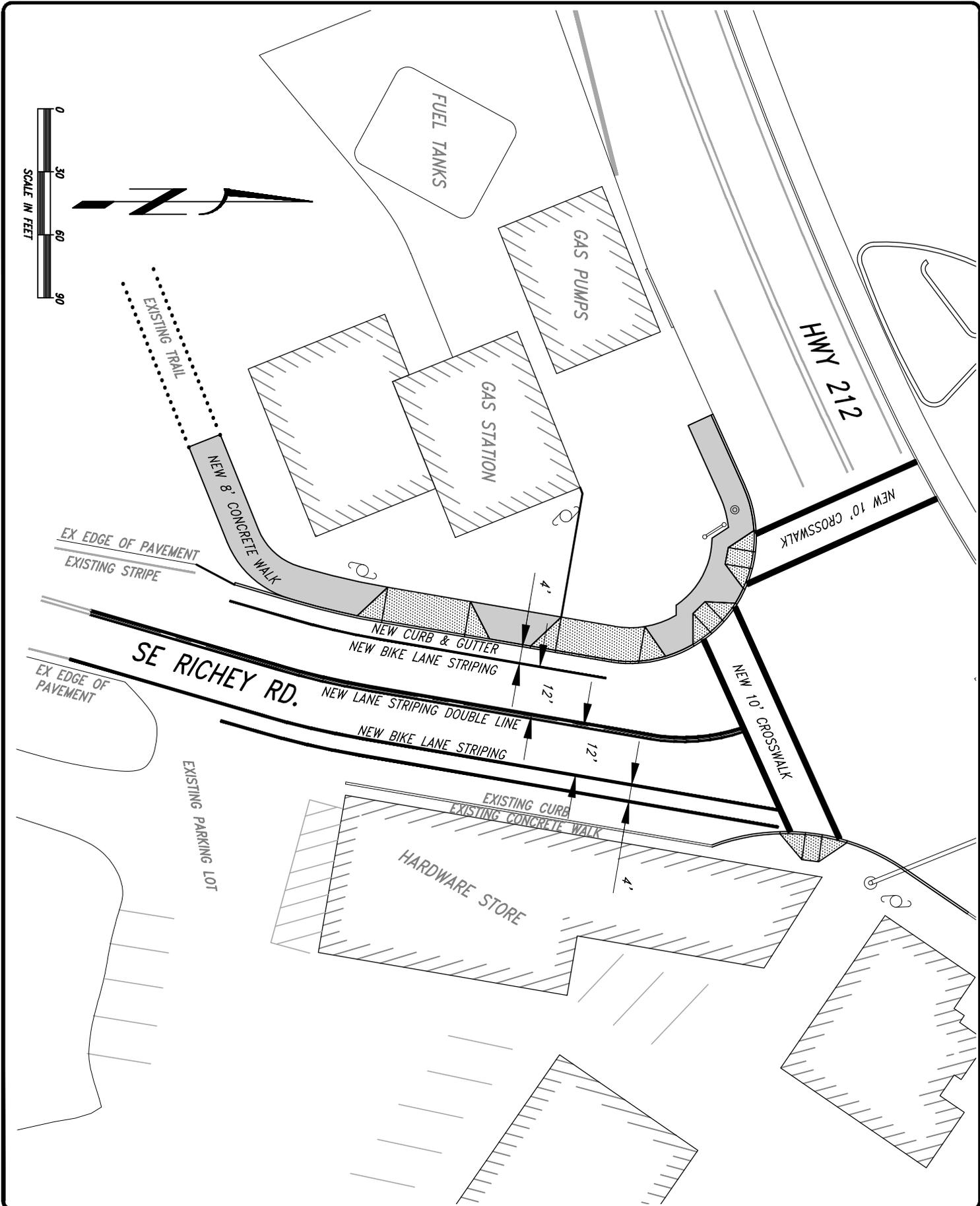
Authorizing Authority Name:

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.



**RICHEY STREET IMPROVEMENTS  
CAZADERO TRAIL**



**OREGON PARKS AND RECREATION DEPARTMENT**

APPR. BY:  
DESIGN BY:  
DRAWN BY: SGS  
DATE: 07/10

DATE	REVISIONS	BY

SHEET OF  
FILE:



CAMPBELL M. GILMOUR  
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING

150 BEAVERCREEK ROAD | OREGON CITY, OR 97045

November 26, 2012

Basil Christopher, Bicycle & Pedestrian Coordinator  
ODOT Region 1  
123 NW Flanders  
Portland, OR 97209

RE: Letter of Support for ODOT's STIP grant application for crossing and sidewalk improvements along Hwy 212 and Ritchie Road in Clackamas County

Dear Mr. Christopher:

Thank you for this opportunity to support the *Enhance It* application being submitted by ODOT for improvements to Hwy 212 and Ritchie Road. The intersection crossing improvement and sidewalk access to the Cazadero Trail are important elements of the multi-use path network in Clackamas County. This project improves a critical connection across a State facility and allows for access to the Cazadero Trail.

The Cazadero Trail will ultimately provide a connection from the end of the Springwater Trail in Boring all the way to Estacada. Creating a safe crossing and access to the trail is of paramount importance and this project will make the trail access safer and continue to improve and enhance the multi-modal system. Clackamas County supports this application and will partner in helping ensure successful implementation of this project in cooperation with ODOT and Oregon Parks and Recreation Department.

Sincerely,

Mike Bezner  
Transportation Engineering Manager



# Oregon

John A. Kitzhaber, MD, Governor

## Parks and Recreation Department

725 Summer St NE, Ste C

Salem, OR 97301-1266

(503) 986-0707

Fax (503) 986-0794

[www.oregonstateparks.org](http://www.oregonstateparks.org)



November 21, 2012

Jeff Flowers, Manager, Program Funding  
Oregon Department of Transportation, Region 1  
123 NW Flanders Street  
Portland, OR 97219

Dear Mr. Flowers:

On behalf of Oregon Parks and Recreation Department (OPRD), please accept this letter of support for Oregon Department of Transportation's (ODOT) Enhance It! (STIP 16-18) request to construct pedestrian crossings and access improvements at the northern end of the Cazadero Trail at the intersection of Highway 212 and Richey Road.

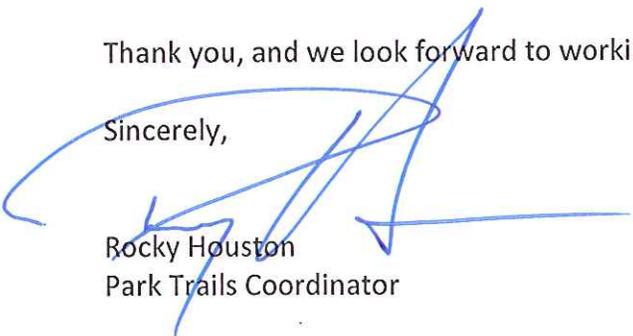
Currently, there are no pedestrian facilities or bike lanes on Richey Road to allow pedestrians and cyclists to make the connection safely. In 2008, OPRD, ODOT and Clackamas County identified this safety issue and the partnership has pursued funding opportunities on (3) previous occasions to resolve the gap in the multi-modal system. The partnership has not been successful in completing the gap.

Clackamas County recently completed a trailhead park in the village of Boring and is currently in final design to pave 2.25 miles of the Springwater Corridor, completing the pavement from downtown Portland to Boring. OPRD has completed 3 miles of the Cazadero Trail to the south of this intersection. With the pending influx of increased pedestrian and cyclist use coming to this intersection, the project is needed to make this critical gap safe.

This project will provide a safe, critical connection for the local residents of Boring to have a close to home multi-modal transportation opportunity. It will also serve the region as they use this portion of the regional multi-modal transportation area to connect rural Clackamas County with Portland, Milwaukie, Clackamas, Gresham and other south eastern metro areas.

Thank you, and we look forward to working with the team to construct this project.

Sincerely,

  
Rocky Houston  
Park Trails Coordinator

