



Transportation Project Sponsors

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

Organization Name: <input style="width: 90%;" type="text" value="City of West Linn"/>	
Contact Person Name: <input style="width: 70%;" type="text" value="Khoi Le"/>	Title: <input style="width: 70%;" type="text" value="Development Engineer"/>
Street Address: <input style="width: 70%;" type="text" value="22500 Salamo Rd."/>	Phone: <input style="width: 70%;" type="text" value="(503) 722-5517"/>
City, State Zip: <input style="width: 90%;" type="text" value="West Linn, OR 97068"/>	
E-mail: <input style="width: 90%;" type="text" value="kle@westlinnoregon.gov"/>	

2. Co-Sponsor(s)

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

Transportation Project Information

3. Project Name–REQUIRED

Project Name:

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

	Project Funds	% of Project Costs
Total Costs	\$6,005,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$6,005,000	100%
Matching Funds	\$900,750	15%
Requested Funds	\$5,104,250	85%

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

A large scale improvement of the Highway 43 Corridor to enhance bike, pedestrian, transit, and vehicular mobility. Project will infill key missing sidewalk sections throughout Highway 43 within City limits, add safe pedestrian highway crossings where appropriate, widen narrow roadway sections from two to three vehicle lanes, improve existing bicycle lanes and eliminate bike lane gaps, add new and improve existing traffic signals, and provide access restrictions and new turn lanes to optimize flow on the Highway.



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.

The improvements described in this application work with West Linn’s STIP proposal for improvements at the I-205/10th St. Interchange Area. Hwy 43 and the 10th St. interchange are connected directly via Willamette Falls Dr., a major local arterial. Enhanced traffic flow through the I-205/10th St. Interchange Area and again through the Hwy 43 Corridor will improve overall transportation mobility in the region as this route, taken as a whole, unites multiple surrounding Portland Metro communities.

The 10th St. Interchange Project is scheduled for FFY 2016/17 and the Hwy 43 Corridor Project for FFY 2017/18 so that overlap occurs primarily in the design phase, not during construction.

Additionally, this project works with the recently renovated Oregon City-West Linn Arch Bridge.

8. Project Problem Statement–REQUIRED

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

The Highway 43 Corridor through West Linn is significantly lacking in pedestrian connectivity and suffers from traffic congestion delays, inefficiencies, and safety issues that could be greatly improved by targeting key areas for enhancement. Cueing of through traffic due to lack of left turn bays occurs daily at several key locations along the Highway, contributing to congestion throughout the Corridor.

Essential gaps exist in the pedestrian network within commercial, school, transit, and park areas that need to be completed and pedestrian crossing opportunities are severely limited. Additionally, bike safety improvements and infill of missing bike lanes are both needed to increase multi-modal transportation in this regional Corridor.

9. Transportation Project Location–REQUIRED

City: <input type="text" value="West Linn"/>	County: <input type="text" value="Clackamas County"/>
MPO: <input type="text" value="Metro"/>	Special District: <input type="text" value="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)

Highway 43 (aka Willamette Dr., OR 43) within West Linn City limits. The project area includes improvements at multiple locations on Highway 43 from City limits at Arbor Dr. south to Willamette Falls Dr., adjacent to the Historic Oregon City-West Linn Arch Bridge (MP 8.04 to 11.43).

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)

Project funding will cover design, management and construction of all improvements. This project was created with “Practical Design” in mind by strategically choosing improvement locations that would maximize overall pedestrian connectivity and enhance vehicle capacity and flow throughout and, while not the textbook solution, it achieves the same goal of safe and optimized mobility for all users. Public support of enhancement in the area is well documented and has been shown through multiple studies and concept plans of the area which guided the development of this proposal.

CONSTRUCTION ELEMENTS (separated by area, organized south to north)

Willamette Falls Dr. and Highway 43 Intersection (Site Map 1):

- Installation of new traffic signal. New pedestrian crossings at signal.

Burns St. & Hwy 43 (Site Map 2):

- Installation of new traffic signal.
- Median extension and addition of pedestrian crossings at signal.

Bolton St. to Holmes St. (Site Map 3):

- Widen from two to three lanes to add left turn lane with stacking capacity at Lewis St. for improved school circulation. Also adds left turn at Bolton St. and bike lanes.
- Sidewalk infill where none currently exists (700', east side Hwy 43) .
- Concrete median install just SE of Lewis St. for access control (restrict left turns from Webb St. to Hwy 43 just adjacent to Lewis St.).
- Restrict left turn movements with signage from Hwy 43 to Holmes St. to force movement through Lewis St. with the goal of prohibiting cueing on Hwy 43 through travel lanes.

Holmes St. to 21590 Willamette Dr. (Site Map 4):

- Sidewalk infill to connect to existing sidewalk at commercial center (700', east side Hwy 43).

Hughes St. to Pimlico Dr. (Site Map 5):

- Sidewalk infill to connect to existing sidewalk at Pimlico Dr. (820', east side Hwy 43).

Mary S. Young Park to 400' North of Hidden Springs Rd. (Site Map 6):

- Sidewalk infill from existing pathway at northern edge Mary S. Young Park to connect to existing just north of Hidden Springs Rd. (1180', east side Hwy 43).

Hidden Springs Rd. Intersection to Cedaroak Dr. Intersection (Site Map 7):

- Concrete median on Hidden Springs Rd. to restrict unsafe left turn movements adjacent to intersection with Hwy 43 from commercial center.
- Concrete median on Hwy 43 just north of Hidden Springs Rd. safety improvement.
- Realignment of Robinwood Commercial Center access with Cedaroak Dr.
- New traffic signals at Cedaroak Dr. coordinated with existing signals at Hidden Springs Rd.
- Sidewalk infill, restriping (including improved bike lane design).

Cedaroak Dr. to North Side of Walling Cir. (Site Map 8/9):

- Sidewalk infill to connect Robinwood Commercial Area with large commercial area to the north (940', west side Hwy 43).

North Walling Cir to Marylhurst Dr. (Site Map 8/9/10):

- Sidewalk infill between 18711 Willamette Dr. and Fairview Wy. (330', west side of Hwy 43).
- Pedestrian crossing with refuge island at Fairview Wy.
- Sidewalk infill at 18654 Willamette Dr. (150', east side of Hwy 43).
- Driveway consolidation just south of Lazy River Dr.



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Marylhurst Dr. to Shady Hollow Wy. (Site Map 10):

- Sidewalk infill (400', west side Hwy 43).

Shady Hollow Wy. to Arbor Dr./City Limits (Site Map 11/12):

- Widen from a two to three lane section with bike lanes.
- Add turn left turn lanes to Shady Hollow Wy., Robinwood Wy., and Arbor Dr. to limit Hwy 43 cueing.
- Sidewalk installation on both sides of Hwy 43 to connect to existing at Marylhurst University area.

Phasing of improvements is possible at varying scales while still providing significant benefit, though larger scale connectivity of the pedestrian system (especially surrounding commercial and school areas) would provide the best overall benefit for the transportation network. Each section listed above could work as an independent project or in conjunction with other listed sections.

12. Primary Project Mode(s)

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

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 checked="" 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
FFY 2017 (Oct. 2016)	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
FFY 2017 (Feb. 2017)	Bid Let Date
FFY 2017 (Mar. 2017)	Construction Contract Award
FFY 2018 (Nov. 2017)	Construction Complete
n/a	Capital Equipment Purchase
FFY 2018 (Nov. 2017)	Operations/Service Begin
n/a	Other Major Milestone:
FFY 2018 (Nov. 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.

This project aligns well with several local, regional, and state plans. Firstly, it is consistent with the current City of West Linn Transportation System Plan (TSP) to complete "Action" items 21, 22-26, 29-32 (page 8-30) and with the current Hwy 43 Concept Plan, all of which effectively outline the work areas previously described in question 11 (these documents were the basis for our submittal).

Metro's 2035 Regional Transportation Plan (RTP) lists Hwy 43 as a parallel route to I-205 and I-5 for two identified "mobility corridors." Completing gaps in the sidewalk and bike network in these mobility corridors is listed as a "near term" (next 4 years) investment priority in the RTP. Increasing pedestrian access to transit on Hwy 43 (\$1.2M) and overall improvements to Hwy 43 in West Linn (\$25M) are both listed as unfunded projects in the RTP (pg. 4-34). Widening and improvements of the Corridor is specifically listed as project number 10127 in the RTP project list (Fig. 3.2 and Appendix 1.1, pg. 3).

The Oregon Bicycle and Pedestrian Plan gives the highest project priority to urban highways with nearly complete bike and pedestrian facilities, with difficult crossings, and on transit routes which provide access to trip generating uses such as schools and commercial areas (Sec. A.1.c and D.2); Highway 43 in West Linn shares all these features.

The proposed three lane treatments that retain the character of the City are also consistent with ODOT's facility plan for the Highway.

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 highest priority measures of existing system protection, efficiency, and capacity improvements as listed in OHP Action 1G.1 and OTP Strategy 1.1.4 are paramount in this proposal.

Access and operational management strategies to improve safety, efficient circulation, and Highway flow are planned in multiple locations: turn restrictions via concrete medians and signage (Hidden Springs Rd./Webb St./Lewis St.), signal installations or upgrades and synchronization (Willamette Falls Dr./Burns St./Hidden Springs/Cedar oak Dr.), and driveway consolidation at Lazy River Dr.

The existing system will further be protected by means of pedestrian and bike facility infill throughout to better connect to transit, commercial, school, and residential areas. Additionally, road widening from two to three lanes (Bolton St. to Lewis St., Shady Hollow to Arbor Dr.) is planned to upgrade capacity and efficiency of the Corridor by offering turn lanes with cueing capacity so through lanes can flow more freely and safely.

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 two largest benefits to Highway 43, a State-owned roadway, will be optimized traffic flow and a greatly improved multi-modal transportation network through extensive missing sidewalk infill. Mobility throughout the Corridor is expected to increase by reducing cueing with added center left turn lanes, restricting dangerous or conflicting left turn lanes onto the Highway, adding new and upgraded signals, and providing better circulation at key school and commercial areas. Highway 43 is a regional corridor and provides access to many surrounding communities, improvements here will benefit the State-owned system overall.

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 is intended to enhance transportation mobility for all users: pedestrian, bicycle, transit, and vehicle. We took a holistic view of the Highway within West Linn to try and improve its overall function through as many different, yet cost-effective, means as possible. The goal is to reduce traffic delays through vehicle-centered access management strategies, addition of capacity through widening, turn lanes, and traffic signals, while also enticing more pedestrian and bicyclist users by creating a safer non-motorized network.

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?

Pedestrian connectivity is a fundamental objective to this proposal. Improved pedestrian and bicycle mobility by infill of gaps along Highway 43 at critical commercial, school, park, church, and transit activity areas is central. Specifically, access to and between West Linn Central Village, Bolton School, Hammerle Park, Bolton Commercial Plaza, Mary S. Young State Park, Park-N-Ride at Cedaroak Dr., Robinwood Commercial Center, Marylhurst University, and numerous businesses between Cedaroak Dr. and Shady Hollow Wy. will be immensely improved for pedestrians.

New pedestrian crossings of Highway 43 will be added at Willamette Falls Dr., Burns St., and Fairview Wy. The Robinwood and Bolton areas (the two main neighborhoods surrounding Hwy 43) are singled out in the City's Transportation System Plan as particularly lacking in pedestrian facilities and fulfilling this need would go a long way toward providing safe and attractive non-motorized travel options in the area.

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?

Overall efficiency of the Highway 43 Corridor transportation system is enhanced by this proposal through both vehicular and non-vehicular means. Expressly, pedestrians and bicyclists will be better linked to the transit system for alternate commuting options. Additionally, the Highway 43 intersection with Cedaroak Dr. and the misalignment of a nearby major commercial center access has always been an issue to the economic vitality of this shopping center. Improvement of this intersection as well as improved flow throughout several other commercial areas will help support capital investment in the Corridor as access to and from these areas are enhanced.

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?

Vehicle emission reductions are expected from reduced traffic delays and from increased pedestrian, bicycle, and transit use. Pavement widening is designed to utilize existing rights of way as much as practical and not expand into drainage areas to minimize impact on environmentally sensitive areas.

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?

This enhancement project is consistent with the City of West Linn Transportation Plan, Comprehensive Plan, and Highway 43 Concept Plan all of which encourage compact neighborhood commercial areas. The Comprehensive Plan endeavors to develop/redevelop commercial areas as mixed use areas to blend housing and commercial uses, promoting alternative modes of transportation.

Metro's 2040 Growth Concept designated the Bolton Area as a "town center" which provides localized services to residents within a 2 to 3 mile radius. Completing sidewalk and bike networks, along with improved traffic flow, will help make these neighborhoods more livable and attractive in harmony with West Linn and regional land use goals.

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?

Retaining and enhancing the existing operation of Highway 43 is intended to enhance the livability of the area for all modes of travel. Improved traffic flow will make it easier to reach destinations and improve accessibility to economic, educational, and outdoor activities in the area. Adding missing sidewalk, refuge islands, and improving bicycle lanes promotes a healthy active lifestyle by encouraging more users due to a safer and more attractive non-motorized transportation network between nearby parks, schools, transit, and retail destinations. Out-of-distance travel, which is not tolerated well by pedestrians, is reduced by the addition of safe new Highway crossings, thus making walking even more inviting.

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?

This project will improve the safety of the transportation system greatly along Hwy 43, especially where sidewalk and clear bicycle lanes are currently lacking. Currently pedestrian and bicyclists are sharing the edge of the existing roadway with fast moving vehicles and crossing opportunities are lacking. New sidewalk and improved design of bicycle lanes will provide a designated area for both uses.

Installation of new signal lights at Highway 43/Willamette Falls Dr. and Highway 43/Burns St. intersections, realignment of a commercial access with Cedaroak Dr., concrete median access controls, and the addition of center turn lanes in several locations will significantly improve both traffic and pedestrian safety. Turns on and off of the Highway will be protected from conflict and fewer crashes should result. Also, due to the availability of new turn lanes, cueing will occur less in the through lanes and vehicles will not be tempted to (illegally) pass turning vehicles on the right and conflicting with bike lanes and users.

Due to road widening and other improved operational efficiencies, ODOT and emergency services will have a greater ability to quickly respond to and route traffic around incident areas.

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?

Highway 43 is a State facility that connects multiple jurisdictions and communities such as Oregon City, West Linn, Lake Oswego and Portland. While some pedestrian and bicycle facilities exist the Corridor is largely motorist-centered. The transportation disadvantaged are benefitted by improved non-vehicular access to commercial, school, park, and especially transit areas. Completion of adequate pedestrian and bicycle facilities along this corridor should be an ultimate goal for communities adjacent to this Highway. These improvements benefit vehicles, bicyclists, and pedestrians which creates a more balanced transportation modality through the region.

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?

Funding investments made for this project help to maintain and enhance the existing operational efficiency of the Highway by targeting those areas within the Corridor expected to give the best overall outcomes for the dollar. Future funding obligations will be greatly reduced as a number of City, Regional, and State transportation plan projects are being completed to extend the life of the system. Maintenance needs as a result of these improvements is not expected to notably exceed current obligations.

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	\$70,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$460,000	
Environmental Work	\$50,000	
Coordination and Outreach	\$10,000	
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$590,000
Utility Relocation	\$115,000	
Construction	\$5,300,000	
Construction Project Costs Total		\$5,415,000
Total Eligible Project Cost		\$6,005,000
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.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of West Linn	\$900,750	15%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$900,750	15%

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



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

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

Authorizing Authority Name:

Authorizing Authority Title:

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

Signature: Date:

30. Co-Sponsor Signature Authority Information

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

Authorizing Authority Name:

Authorizing Authority Title:

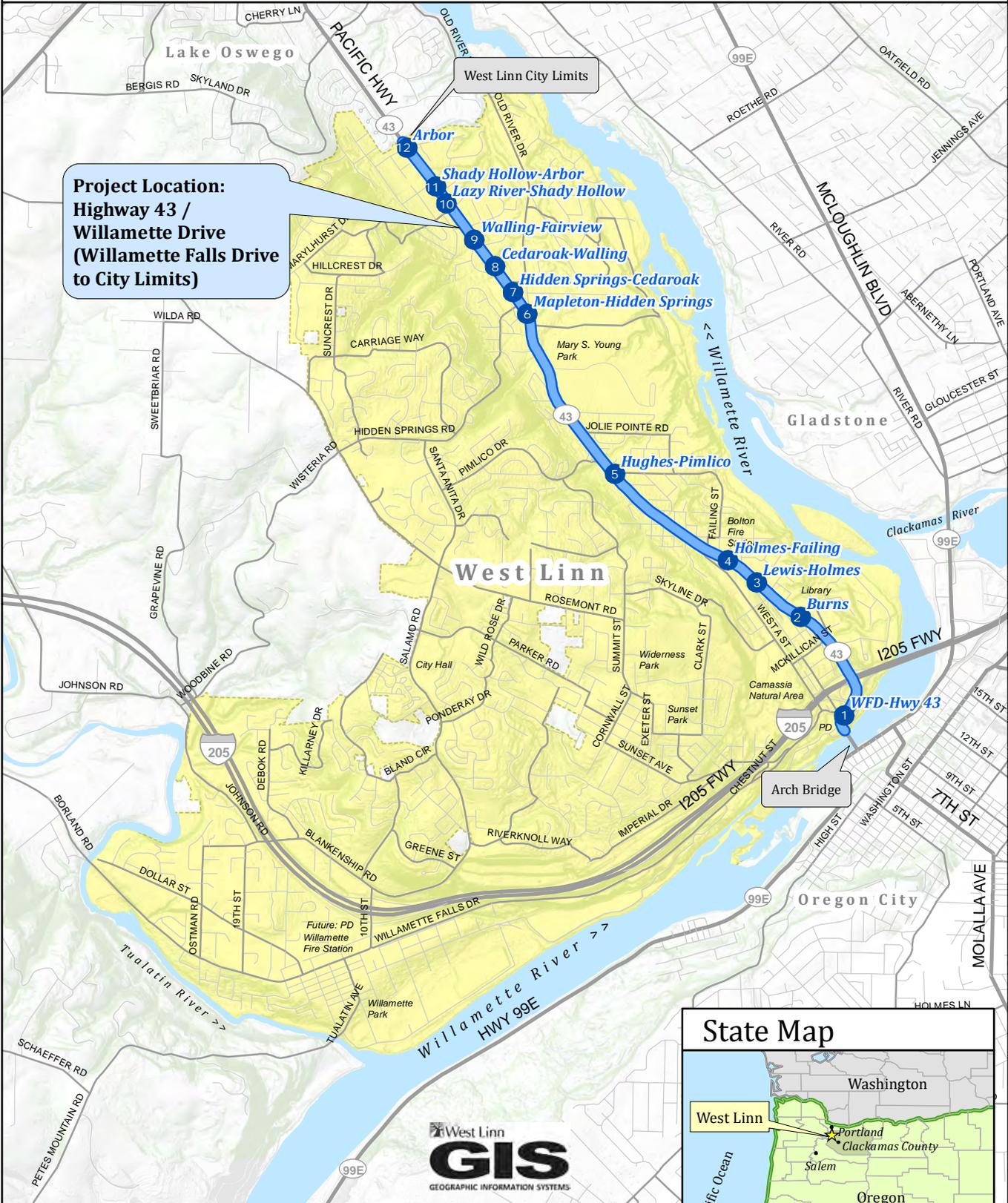
Signature: Date:

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

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



Vicinity Map



**Project Location:
Highway 43 /
Willamette Falls
(Willamette Falls Drive
to City Limits)**



0 0.25 0.5
Miles

Map Created: 11/26/2012
 LOC: G:\PROJECTS\GIS\HWY43\GRANT_APP_2012\
 HWY43_01_VICINITYMAP_2012.MXD | KAHK

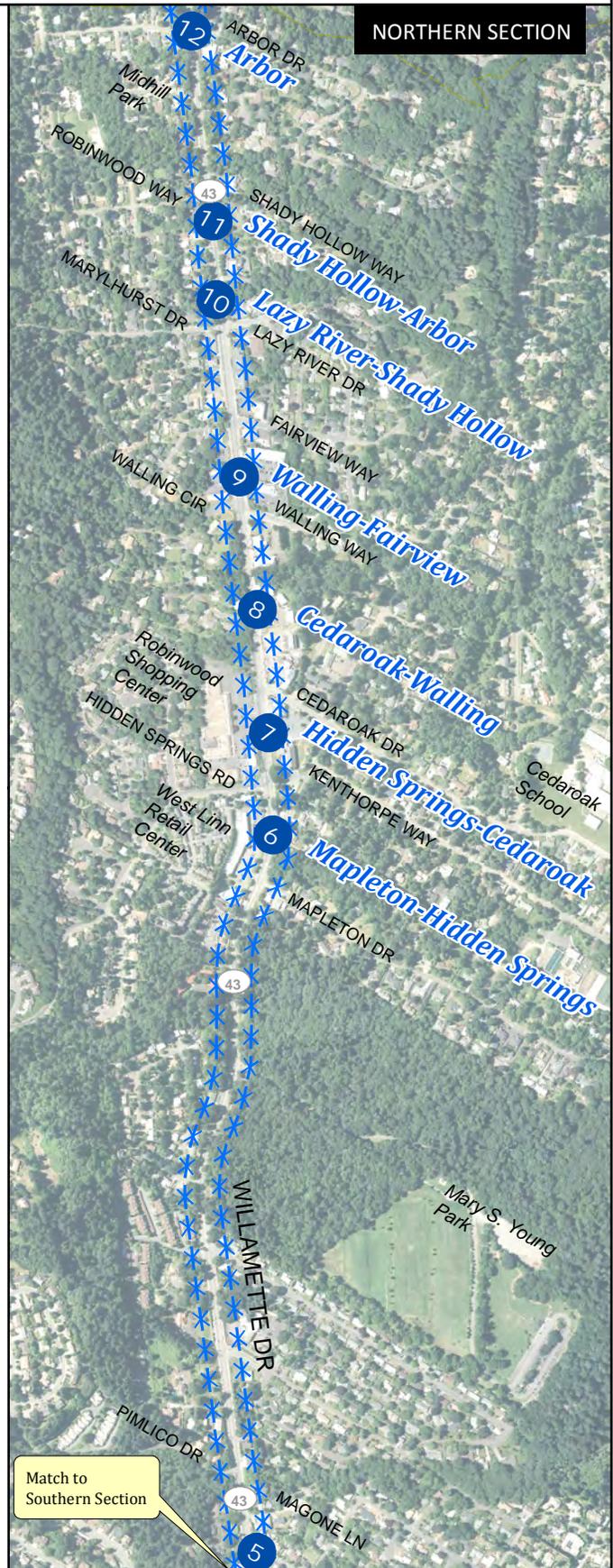
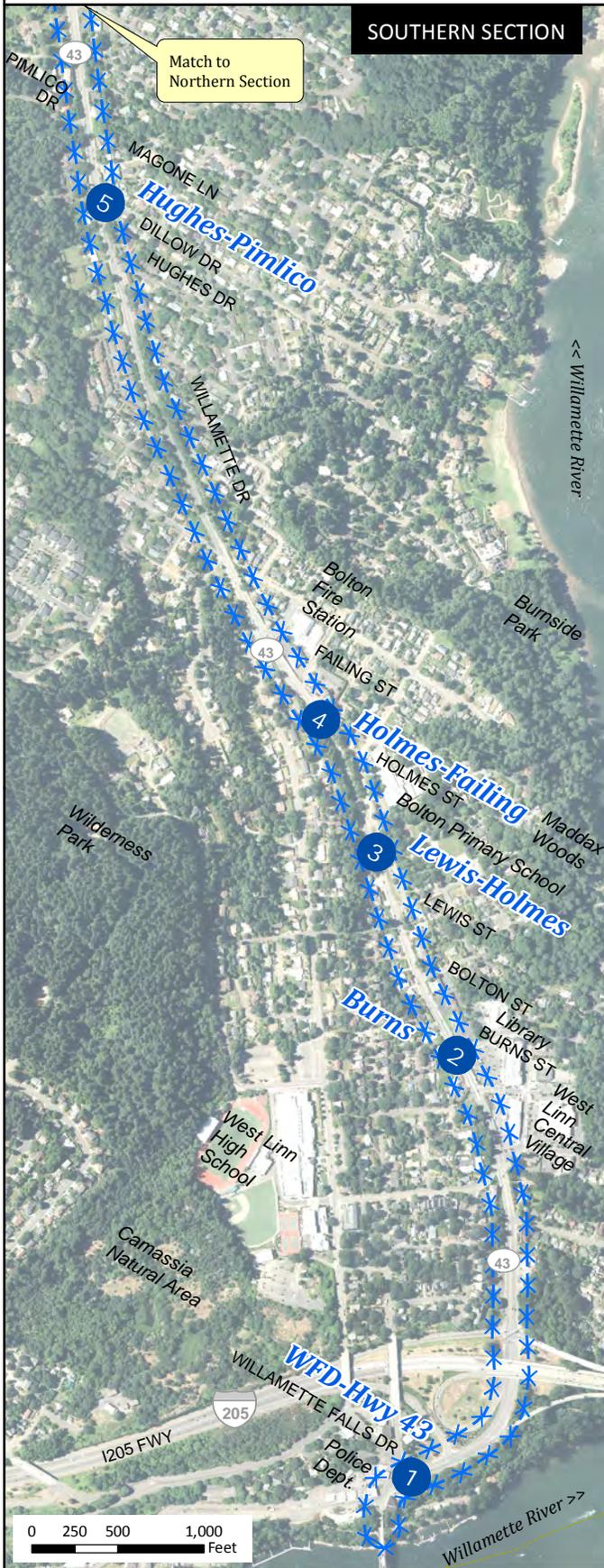
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Map & Overlays Provided by West Linn GIS



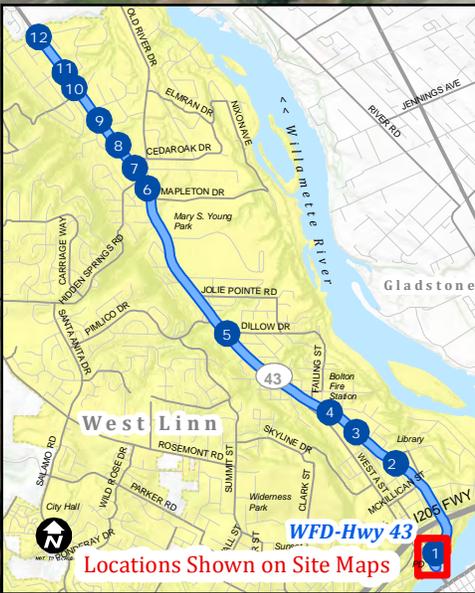


Site Map / Air Photo



LOC: G:\PROJECTS\GIS\HWY43\GRANT_APP_2012\HWY43_02_AIRPHOTO_2012.MXD | KAH

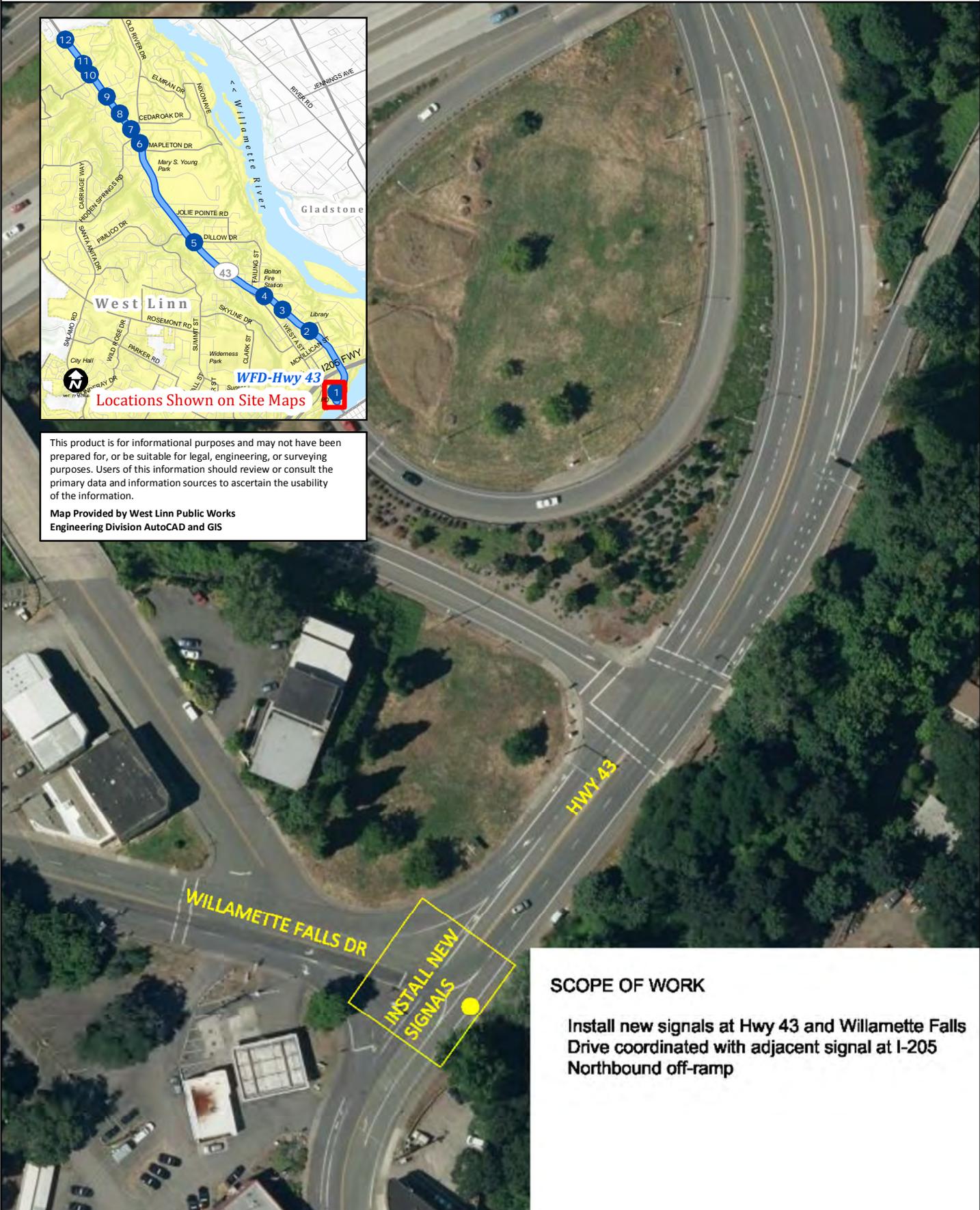
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Locations Shown on Site Maps

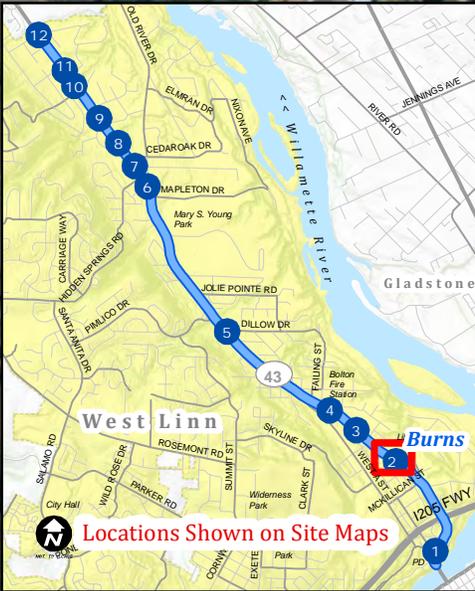
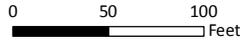
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**Map Provided by West Linn Public Works
Engineering Division AutoCAD and GIS**



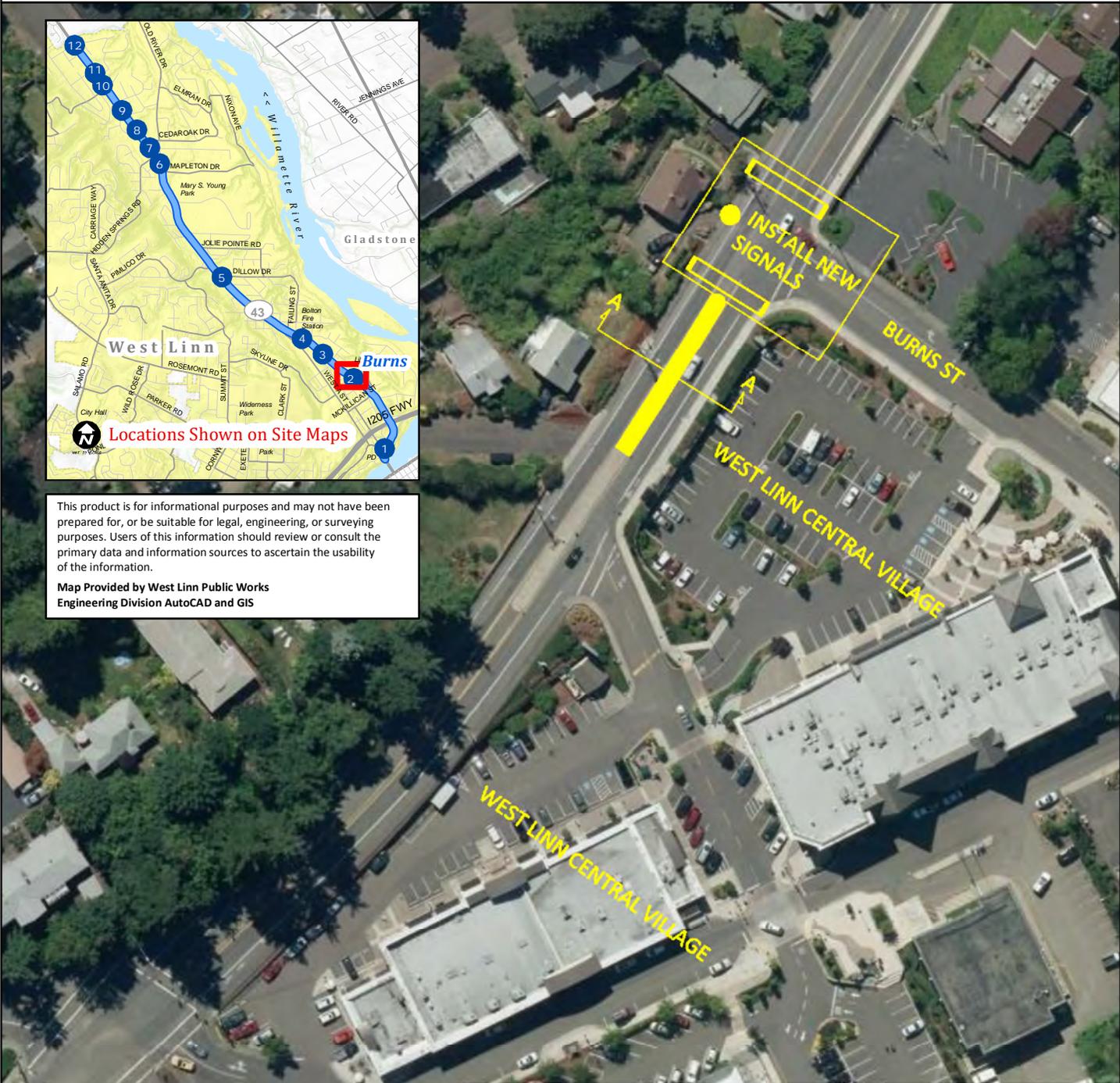
SCOPE OF WORK

Install new signals at Hwy 43 and Willamette Falls Drive coordinated with adjacent signal at I-205 Northbound off-ramp



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Map Provided by West Linn Public Works Engineering Division AutoCAD and GIS

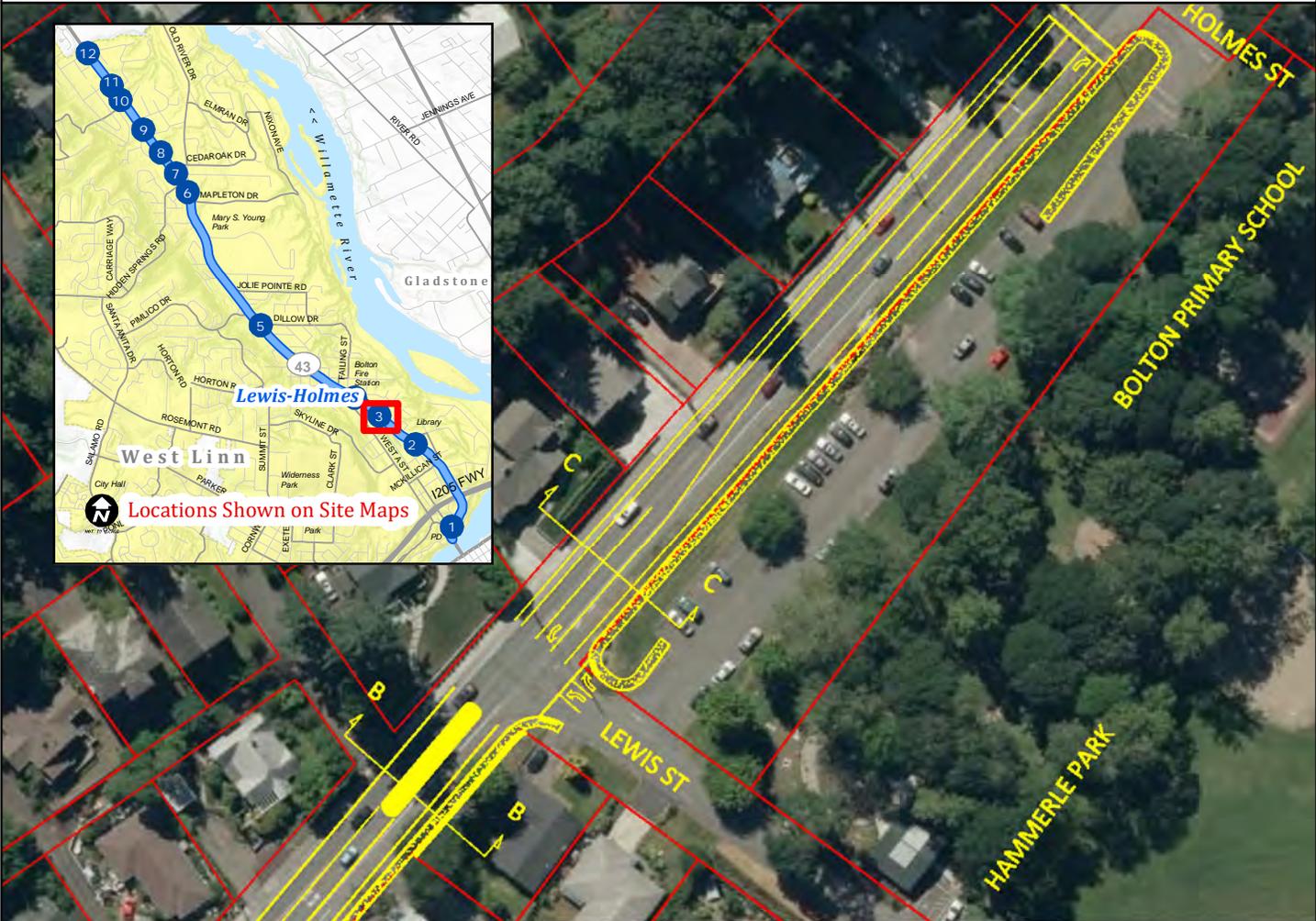


SCOPE OF WORK

Extend Ex. Median Island Crosswalks
 Install New Signals Per Transportation System Plan

Ex. Side-walk	5' Bike Lane	11' Travel Lane	11' Median	11' Travel Lane	5' Bike Lane	Ex. Side-walk
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STREET CROSS SECTION A-A



SCOPE OF WORK

Curb and Sidewalk
ADA Curb Ramps

Restripe
Median Island

Retaining Wall

Ex. Side-walk	5' Bike Lane	11' Travel Lane	11' Median Island	11' Travel Lane	5' Bike Lane	5' Side-walk
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Retaining Wall

STREET CROSS SECTION B-B

SCOPE OF WORK

Curb and Sidewalk
ADA Curb Ramps

Restripe

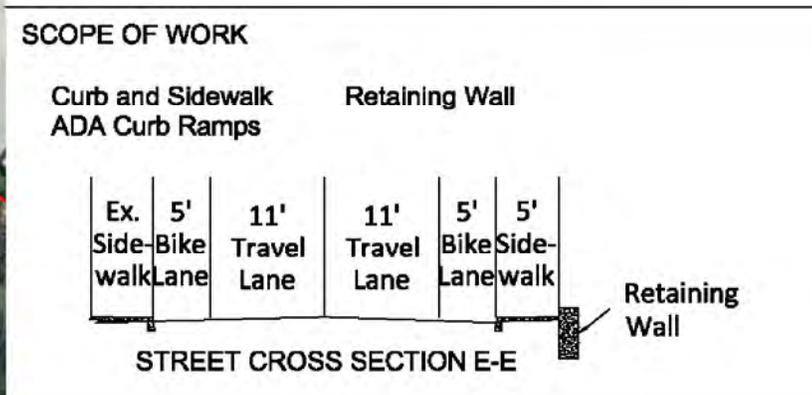
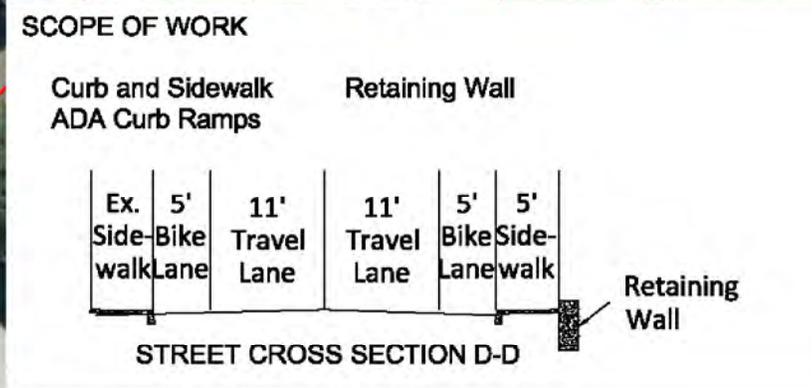
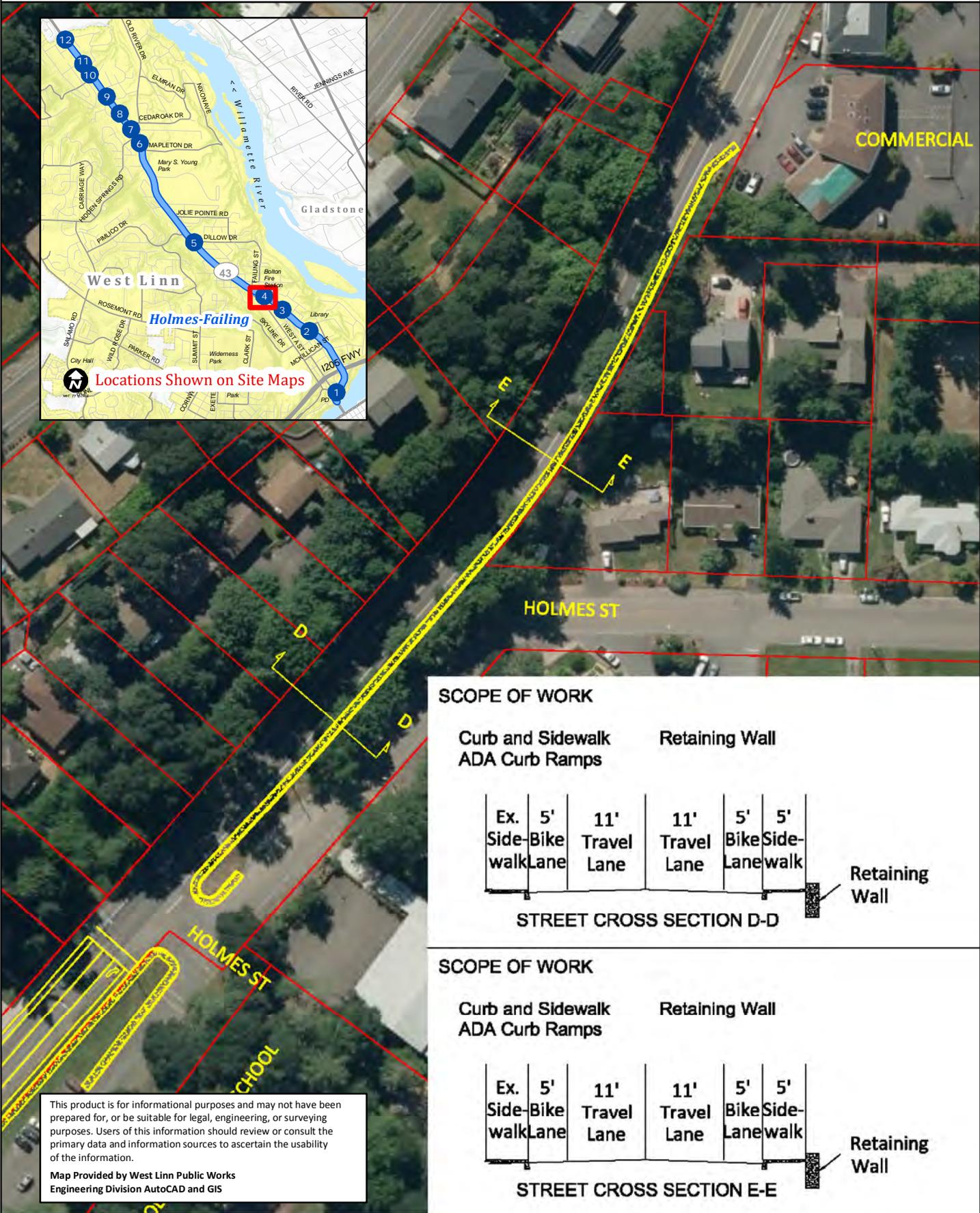
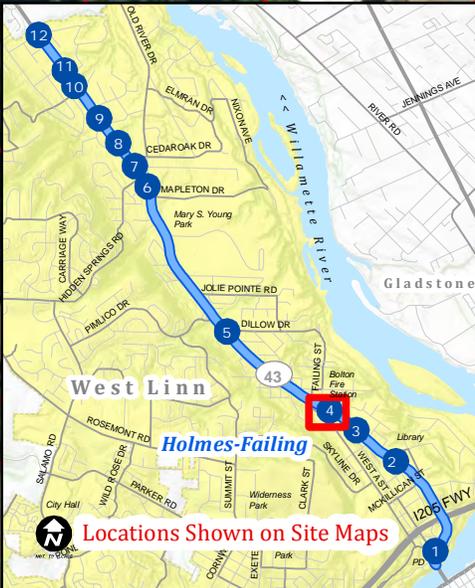
Pavement Widening

Ex. Side-walk	5' Bike Lane	11' Travel Lane	11' Center Lane	11' Travel Lane	5' Bike Lane	5' Side-walk
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STREET CROSS SECTION C-C

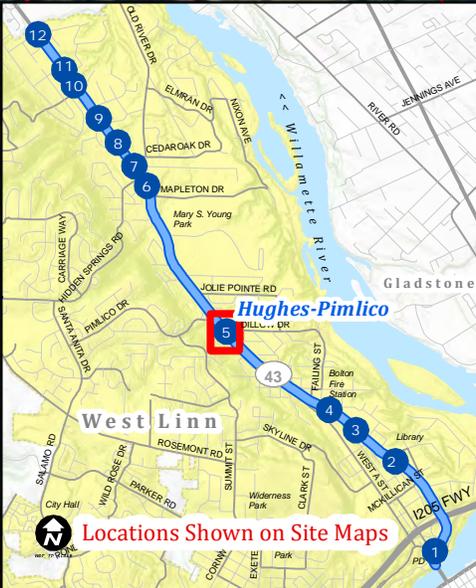
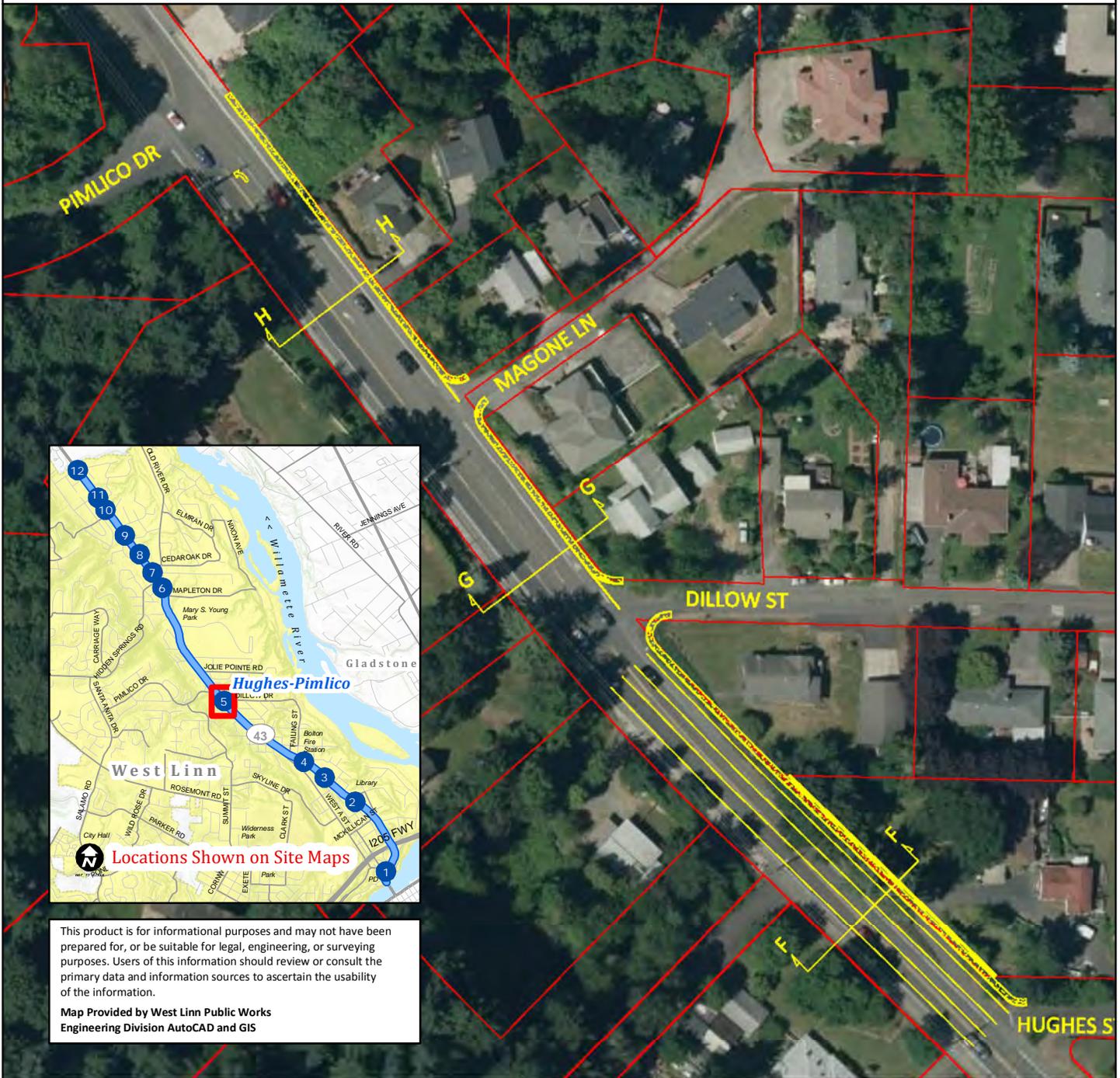
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Engineering Division AutoCAD and GIS



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SCOPE OF WORK

Curb and Sidewalk
ADA Curb Ramps

Ex. Side-walk	5' Bike Lane	11' Travel Lane	11' Center Lane	11' Travel Lane	5' Bike Lane	4' Side-walk
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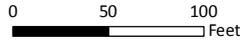
STREET CROSS SECTION G-G & H-H

SCOPE OF WORK

Curb and Sidewalk
ADA Curb Ramps Restripe
Retaining Wall

Ex. Side-walk	5' Bike Lane	11' Travel Lane	11' Center Lane	11' Travel Lane	5' Bike Lane	4' Side-walk	Retainir Wall
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STREET CROSS SECTION F-F



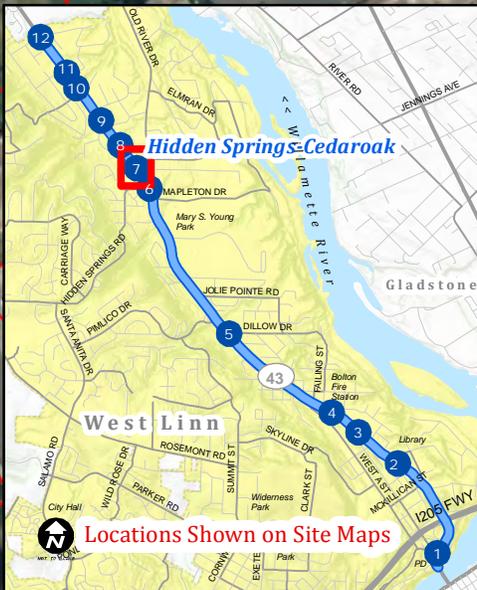
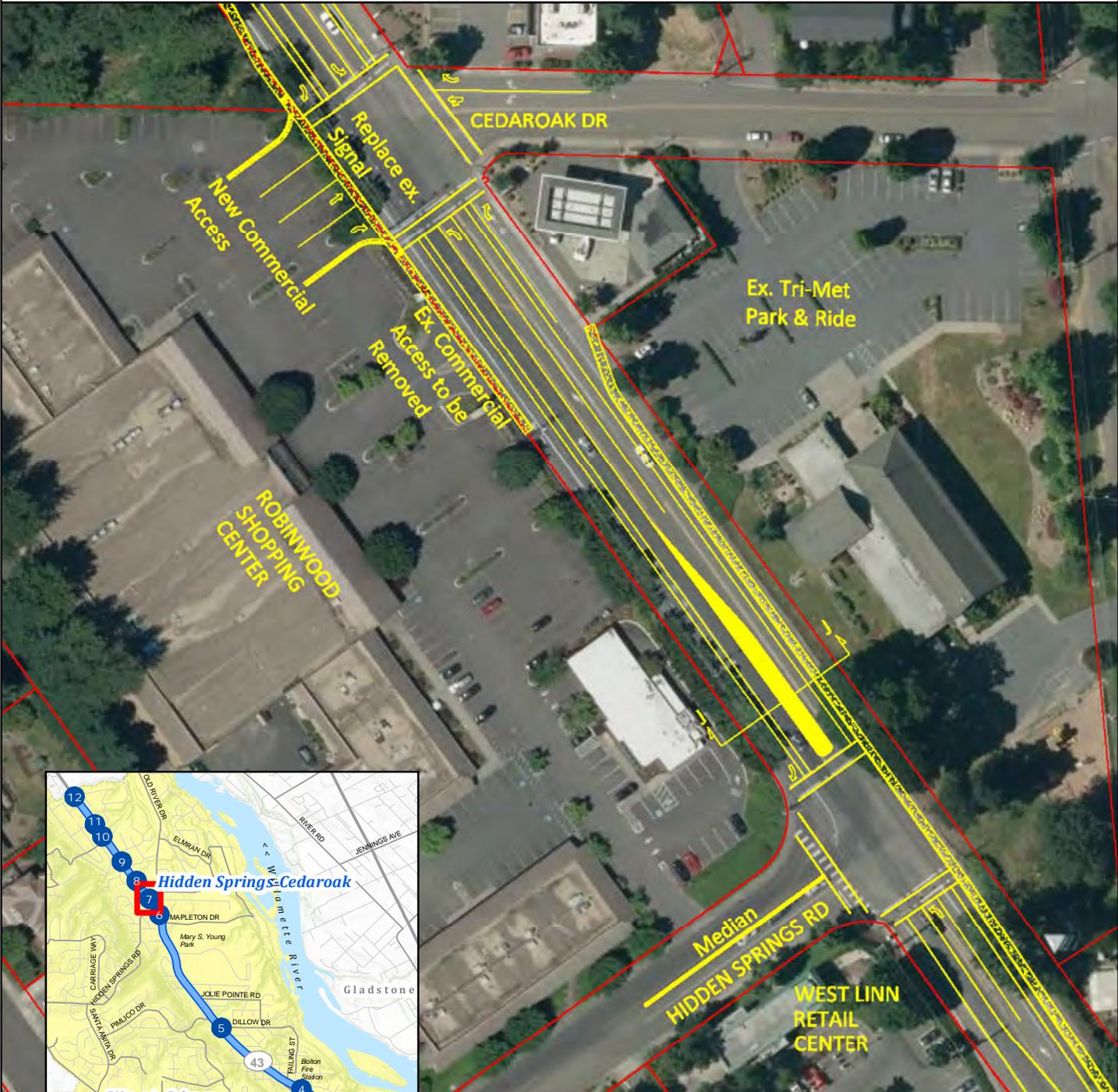
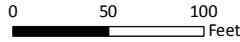
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SCOPE OF WORK

Curb and Sidewalk ADA Curb Ramps			Restripe			
Ex. Side-walk	6' Bike Lane	12' Travel Lane	12' Center Lane	12' Travel Lane	6' Bike Lane	6' Side-walk

STREET CROSS SECTION I-I



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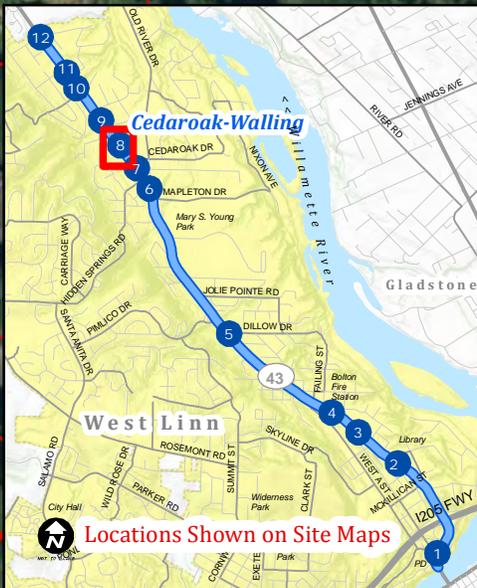
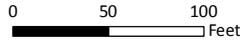
SCOPE OF WORK

**Curb and Sidewalk
ADA Curb Ramps**

**Restripe
Median Island**

Ex. Sidewalk	12' Right Turn	6' Bike Lane	12' Travel Lane	12' Median Island	12' Travel Lane	6' Bike Lane	6' Sidewalk
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STREET CROSS SECTION J-J



SCOPE OF WORK

Curb and Sidewalk
ADA Curb Ramps

Restripe
Median Island

6'	12'	6'	12'	12'	12'	6'	Ex.
Side-walk	Right Turn	Bike Lane	Travel Lane	Center Lane	Travel Lane	Bike Lane	Side-Lanewalk

STREET CROSS SECTION K-K

SCOPE OF WORK

Curb and 6' Sidewalk
ADA Curb Ramps

Restripe
Power Pole Relocation

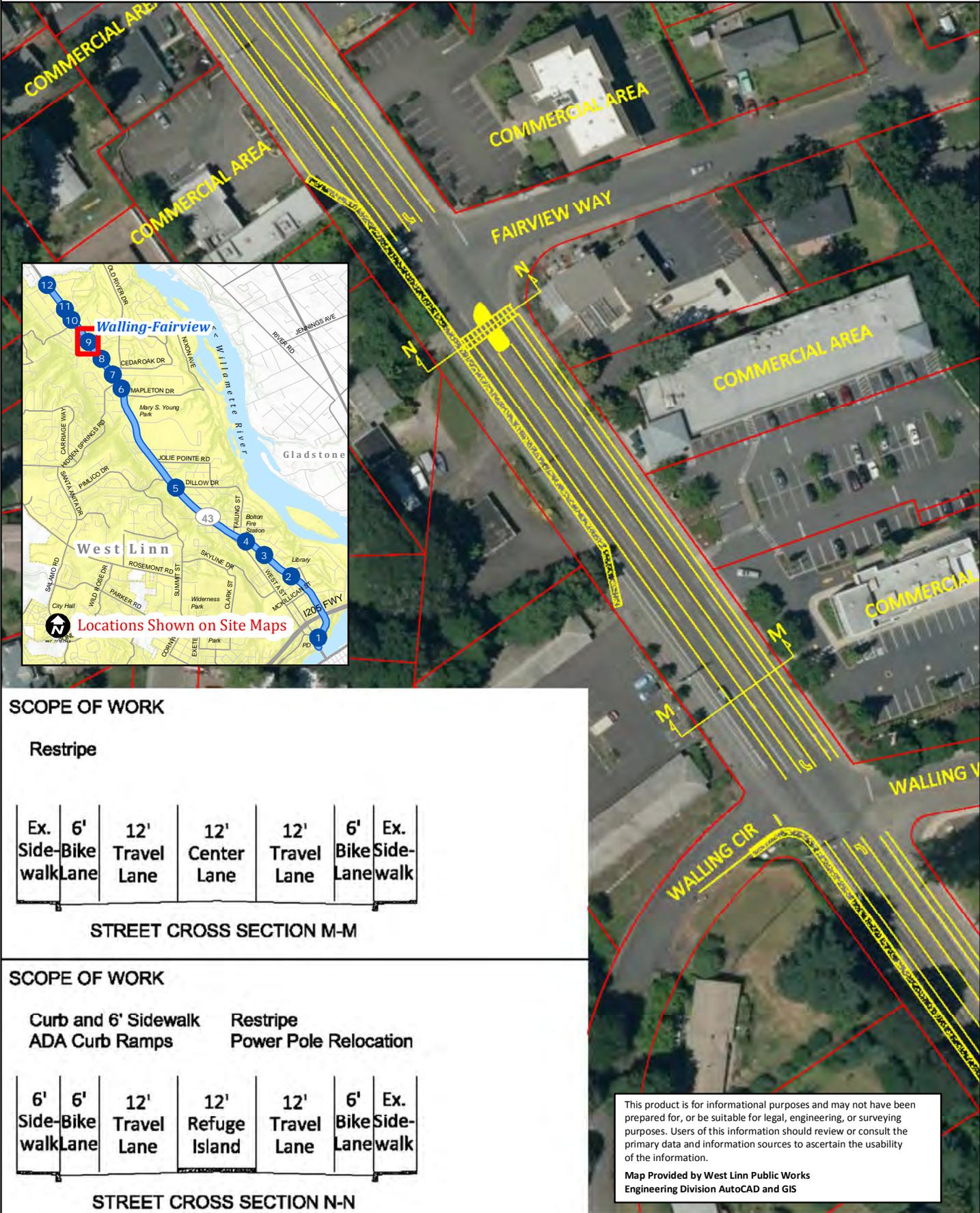
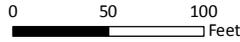
Refuge Island
Crosswalk

6'	6'	12'	12'	12'	6'	Ex.
Side-walk	Bike Lane	Travel Lane	Center Lane	Travel Lane	Bike Lane	Side-Lanewalk

STREET CROSS SECTION L-L

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SCOPE OF WORK

Restripe

Ex.	6'	12'	12'	12'	6'	Ex.
Side-walk	Bike Lane	Travel Lane	Center Lane	Travel Lane	Bike Lane	Side-walk

STREET CROSS SECTION M-M

SCOPE OF WORK

Curb and 6' Sidewalk
ADA Curb Ramps

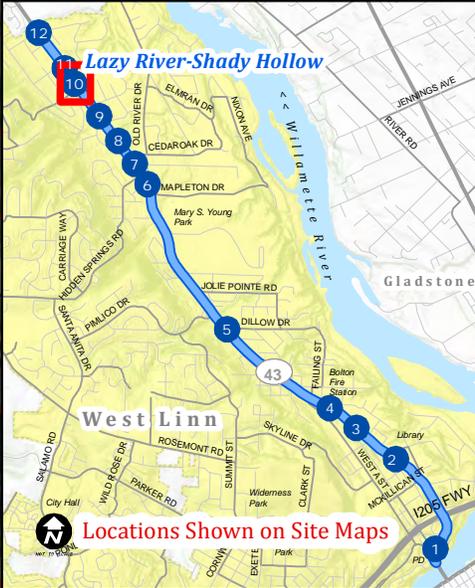
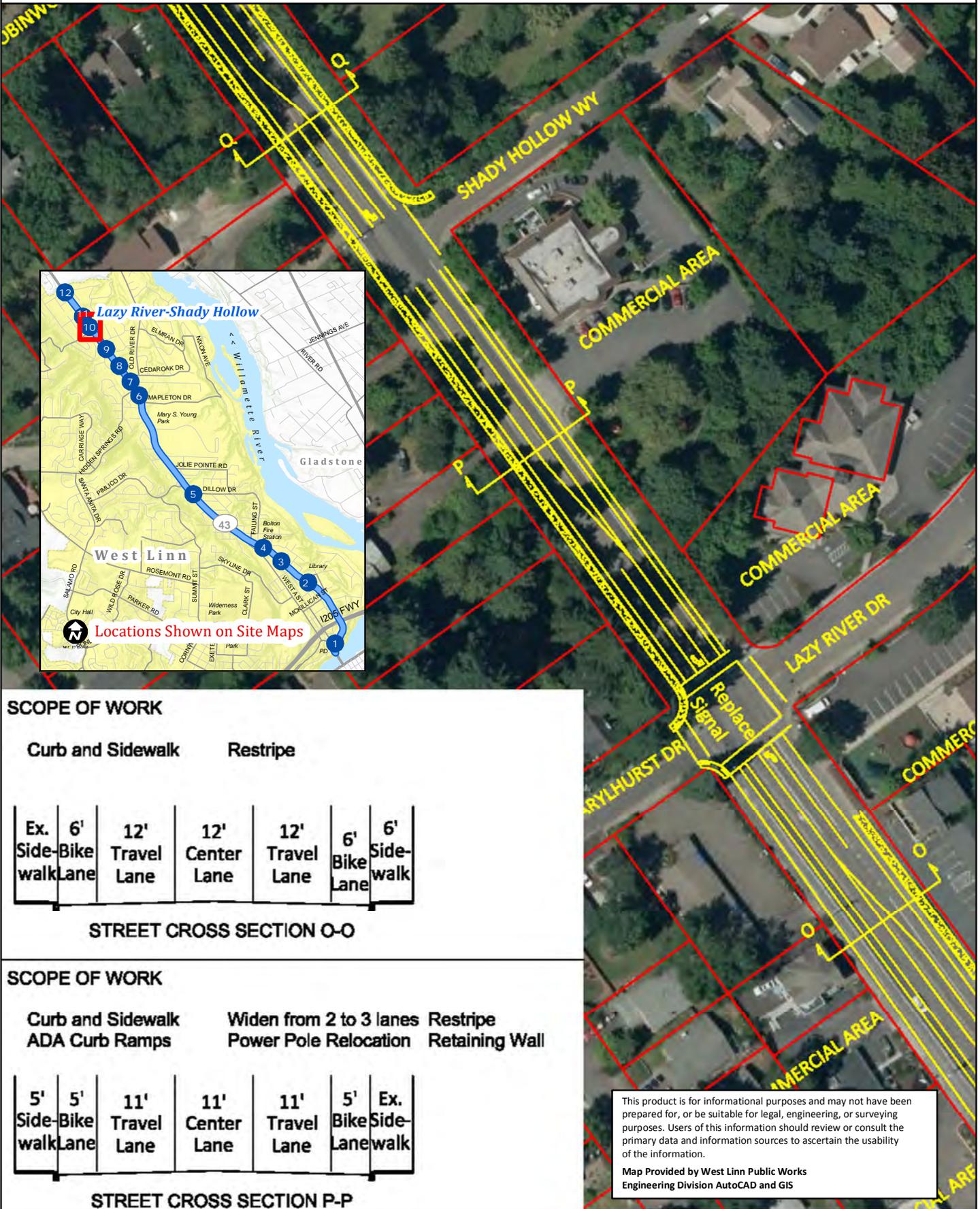
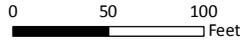
Restripe
Power Pole Relocation

6'	6'	12'	12'	12'	6'	Ex.
Side-walk	Bike Lane	Travel Lane	Refuge Island	Travel Lane	Bike Lane	Side-walk

STREET CROSS SECTION N-N

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SCOPE OF WORK

Curb and Sidewalk Restripe

Ex.	6'	12'	12'	12'	6'	6'
Side-Bike	Travel	Center	Travel	Bike	Side-	
walk	Lane	Lane	Lane	Lane	walk	

STREET CROSS SECTION O-O

SCOPE OF WORK

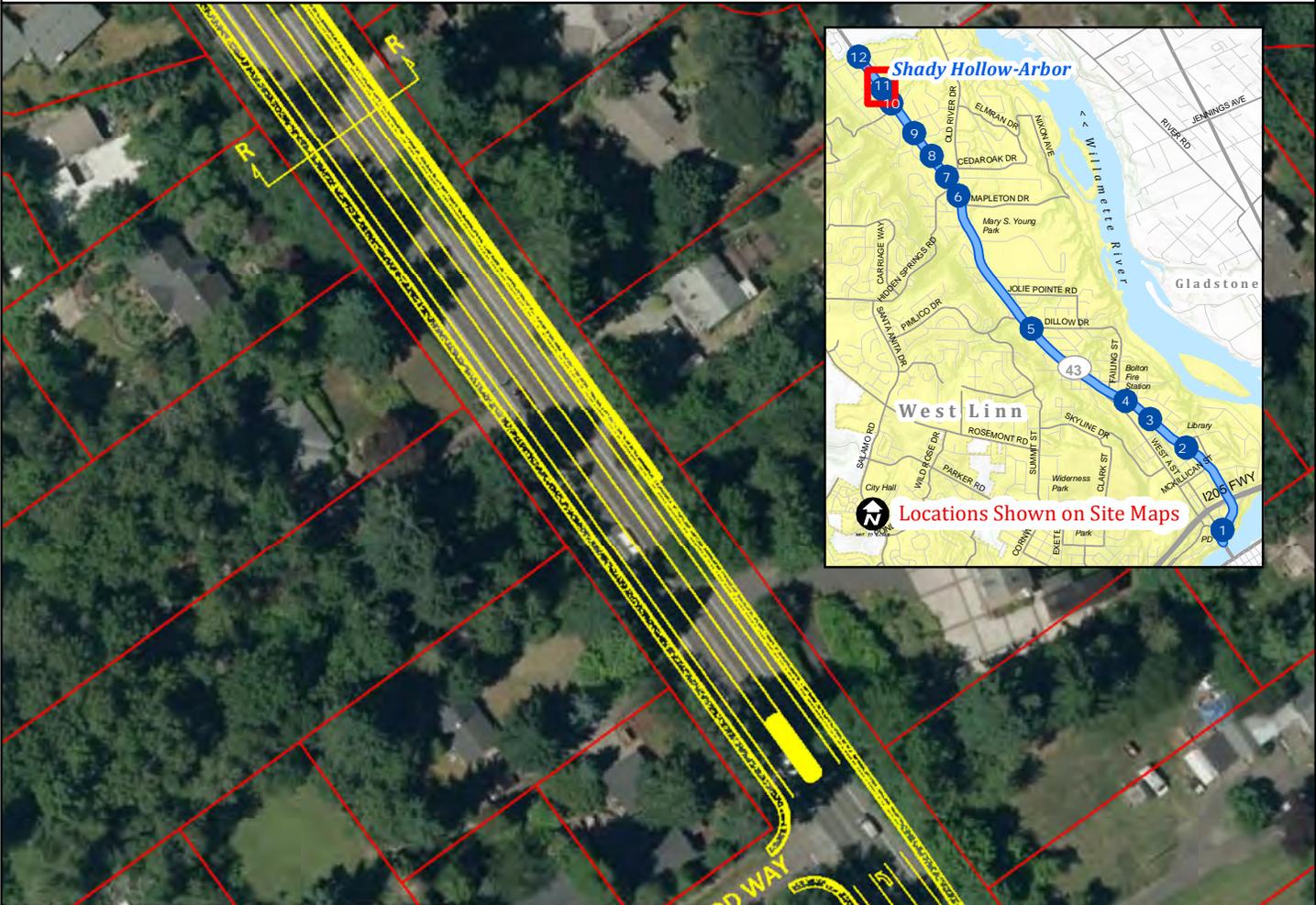
Curb and Sidewalk Widen from 2 to 3 lanes Restripe
ADA Curb Ramps Power Pole Relocation Retaining Wall

5'	5'	11'	11'	11'	5'	Ex.
Side-Bike	Travel	Center	Travel	Bike	Side-	
walk	Lane	Lane	Lane	Lane	walk	

STREET CROSS SECTION P-P

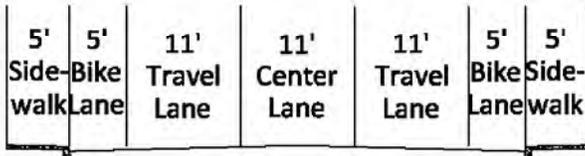
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SCOPE OF WORK

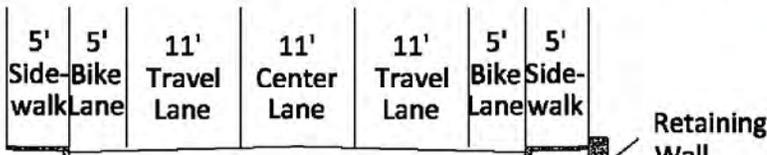
Curb and Sidewalk	Restripe	Widen from 2 to 3 lanes
ADA Curb Ramps	Power Pole Relocation	Median Island



STREET CROSS SECTION Q-Q

SCOPE OF WORK

Curb and Sidewalk	Restripe	Widen from 2 to 3 lanes
ADA Curb Ramps	Power Pole Relocation	Retaining Wall

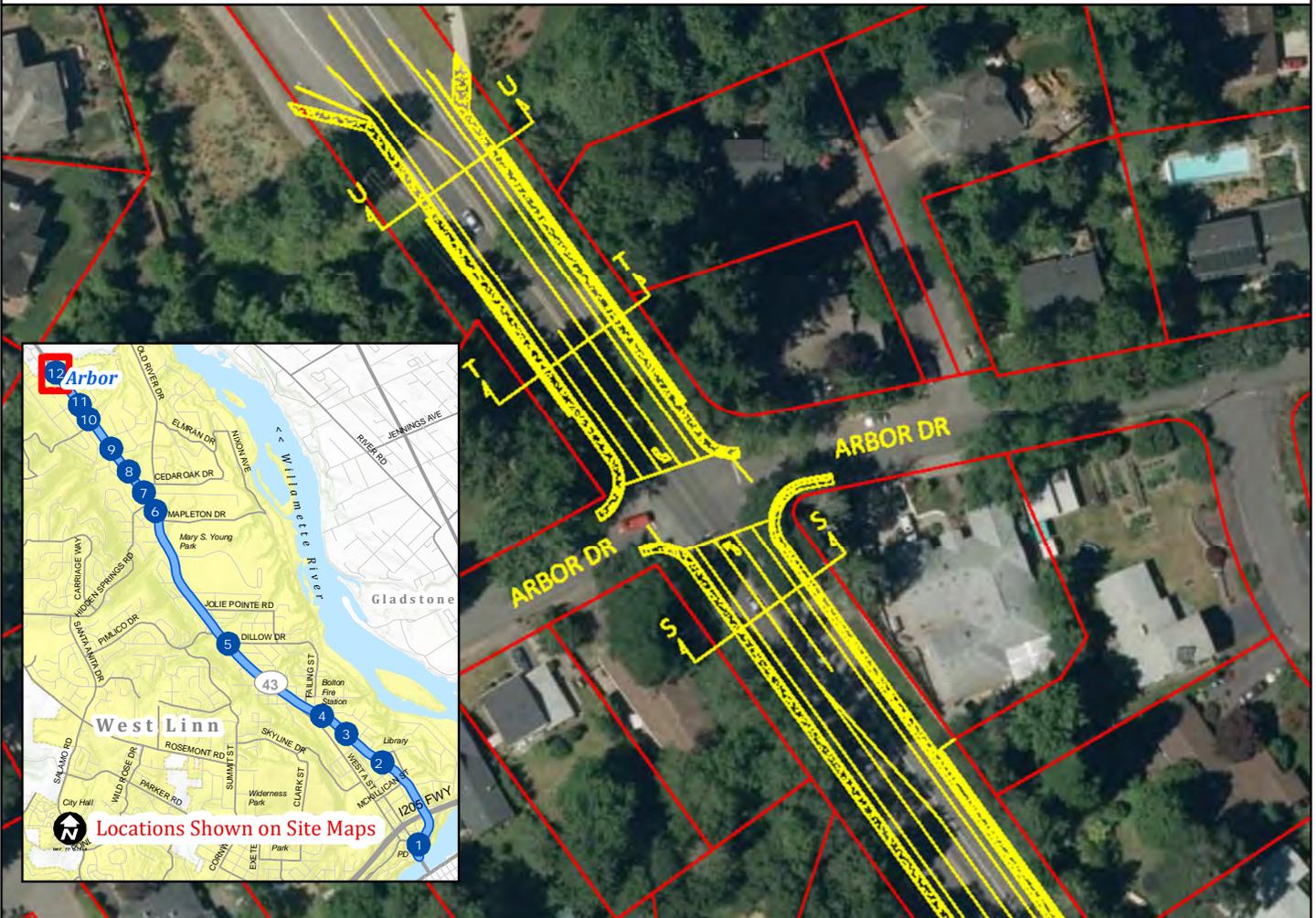


STREET CROSS SECTION R-R

Retaining Wall

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SCOPE OF WORK

Curb and Sidewalk ADA Curb Ramps	Widen from 2 to 3 lanes Restripe Power Pole Relocation
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5'	5'	11'	11'	11'	5'	5'
Side-walk	Bike Lane	Travel Lane	Center Lane	Travel Lane	Bike Lane	Side-walk

STREET CROSS SECTION S-S & U-U

SCOPE OF WORK

Curb and Sidewalk ADA Curb Ramps	Widen from 2 to 3 lanes Restripe Power Pole Relocation	Retaining Wall
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Retaining Wall	5'	5'	11'	11'	11'	5'	5'	Retaining Wall
	Side-walk	Bike Lane	Travel Lane	Center Lane	Travel Lane	Bike Lane	Side-walk	

STREET CROSS SECTION T-T

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RESOLUTION NO. 2012-17

A RESOLUTION OF THE WEST LINN CITY COUNCIL DEMONSTRATING LOCAL SUPPORT FOR ENHANCEMENT PROJECTS AT THE I-205/10TH STREET AND HIGHWAY 43 CORRIDORS

WHEREAS, the City of West Linn Comprehensive Plan institutes objectives and policies that promote a comprehensive and unified system of transportation options throughout the City; and

WHEREAS, the Comprehensive Plan further prioritizes transportation improvements that increase connectivity, efficiency, overall mobility, and improves pedestrian and bicycle accessibility; and

WHEREAS, the City transportation goals for the I-205/10th Street and Highway 43 corridors are in line with Metro's Regional Transportation Plan, the Oregon Transportation Plan, the Oregon Highway Plan, and other important local and regional transportation plans; and

WHEREAS, traffic volumes throughout the area are expected to increase significantly by 2030 and it is a priority to citizens in West Linn, surrounding communities, and the region to ensure that State and local transportation facilities are operating at optimal levels to ensure livability, safety, economic success, and sustainable goals are met; and

WHEREAS, the Statewide Transportation Improvement Program (STIP) provides a mechanism to leverage local funding with federal dollars to complete major transportation projects that improve areas of regional and statewide significance; and

WHEREAS, the I-205/10th Street and Highway 43 Corridors have been identified in the West Linn Transportation System Plan as priority areas for improvement.

NOW, THEREFORE, THE CITY OF WEST LINN RESOLVES AS FOLLOWS:

SECTION 1: As part of the comprehensive goals of the City to complete Transportation System Plan projects, and in order to provide for a transportation system that affords livability, multi-modality, efficiency, sustainability, and optimized mobility for the citizens of West Linn and the region, the West Linn City Council strongly supports the construction of improvements at the I-205/10th Street and Highway 43 Corridors.

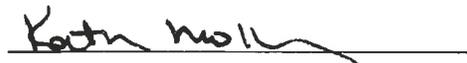
SECTION 2: City Staff is directed to complete the STIP Grant Application for submittal to the Oregon Department of Transportation (ODOT) by noon on November 27, 2012.

This resolution was PASSED and ADOPTED this 19th day of November 2012, and takes effect upon passage.



JOHN KOVASH, MAYOR

ATTEST:



KATHY MOLLUSKY, CITY RECORDER

APPROVED AS TO FORM:



CITY ATTORNEY