



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

## Transportation Project Sponsors

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

Organization Name:	City of Oregon City		
Contact Person Name:	John M. Lewis	Title:	Public Works Director
Street Address:	625 Center Street	Phone:	(503) 496-1545
City, State Zip:	Oregon City, Oregon 97045		
E-mail:	jmlewis@orcity.org		

### 2. Co-Sponsor(s)

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

TriMet
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## Transportation Project Information

### 3. Project Name–REQUIRED

Project Name:	Main Street: 10th Street - 15th Street (Oregon City)
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### 4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$3,359,000	
Non-Eligible Costs	\$200,000	
Total Transportation Project Cost	\$3,159,000	100%
Matching Funds	\$356,432	11.28%
Requested Funds	\$2,802,568	88.72%

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



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Leveraged STIP funding supports infrastructure improvements that encourage mixed-use development and improved regional transportation by connecting existing transit modes and nodes. The final phase of a Connective Corridor in downtown Oregon City builds connections to a TriMet Transit Center and City park and ride integrating them as a nexus for transit.

Improvements include: ADA accessibility, bicycle parking, illumination and safety - open sight lines for vehicles and pedestrians. A connective corridor aligns transit infrastructure into an integrated multi-modal system. Connecting transit (TriMet Transit Center), waterfront trails (Interweave) and the walkability of our downtown places a higher priority on transit solutions and leads to decreased single occupancy vehicle use.

## 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.

A completed connective corridor is the second and final phase of a multi-modal transit project funded from a combination of FHWA, State and City sources. Due to partial funding, the first phase focused on transportation infrastructure improvements from 5th (99E) to 10th Street in downtown Oregon City (phase one was timed to take advantage of ODOT's 22 month closure of the Arch Bridge). This second phase will build upon and connect that first project to regional transit, park and ride, state highway and regional trail systems.

## 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 City of Oregon City, with funding support from ODOT and the FHWA, recently completed the first phase of a Connective Corridor (2010-2012). Phase one included five blocks of Main Street and side street improvements for circulation changes and transit infrastructure improvements in our downtown's historic core. This first phase of the connective corridor was recognized as the 2012 "Best Public Improvement Project of the Year" by the State of Oregon Main Street Program and by the American Public Works Association as the "2012 Transportation Project of the Year" (<\$5M).

**8. Project Problem Statement–REQUIRED**

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

Partial funding for Oregon City’s Connective Corridor (Phase one, 2010-2012), left transit components isolated and disconnected. In order for multi-modal transit to well serve this community and region, connectivity needs to be improved from the City’s park & ride lot to the regional transit center and to our downtown core. Bike/Ped routes linking Oregon City with the commercial waterfront and trails need to be physically linked together. A TriMet Transit Center off 99E needs improvements for safety, access and to accommodate increased ridership driven by growing regional and downtown activity. Oregon City’s next steps will complete a connective corridor stitching together state and regional transit systems that converge in Oregon City’s 166 year-old downtown.

**9. Transportation Project Location–REQUIRED**

City:	Oregon City	County:	Clackamas County
MPO:	Metro	Special District:	N/A

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

A completed connective corridor will stitch together a range of transit systems that converge in downtown Oregon City. The first phase of this project improved transit infrastructure between 99E, the Arch Bridge (Hwy 43) and 10th Street in downtown Oregon City – each a gateway to this community.

This final phase will build connections to regional and state transportation systems by focusing on infrastructure improvement of modes and nodes in the north end of Downtown Oregon City from 10th Street to the TriMet Transit Center off of 99E at 11th Street and up to 15th Street. The project includes improvements on Main Street from 10th to 15th Streets in downtown Oregon City. Additional improvements will be made to the TriMet Transit Center between Highway 99E and Main Street.

**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)



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<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)

For 166 years, Oregon City has been a crossroads for history, culture, travel and commerce. The Willamette River, Hwy 99E, Hwy 43, I-205, regional trails, freight and passenger rail and transit converge in Oregon City's downtown. Current infrastructure gaps and deficiencies in connectivity limit use and constrain overall modal efficiency.

Building upon a successful first phase, our next steps will fill gaps in pedestrian, bicycle and transit infrastructure - linking modes and nodes through a connective corridor. Our next steps:

- Implement post-Arch Bridge Rehabilitation recommendations from the Downtown Circulation Study completed through the ODOT Quick Response TGM program (2010).
- Upgrade TriMet Transit Center to improve connectivity and safety for peds, bicycle and park & ride. Improve pedestrian crossings at key intersections.
- Fill gaps and/or replacing ADA deficient sidewalks, curbs, and ramps.
- Install bicycle parking, street furnishings, additional urban tree canopy, and energy-efficient streetlights for pedestrian safety and access.

Infrastructure investment fills gaps in connectivity and access for pedestrian, bicycle and transit users. This includes stitching together mass transit, 99E/McLoughlin Boulevard, regional bike routes, regional trails (Intertwine) and the Willamette River. Connecting these systems, modes and nodes sets the stage for future regional high-capacity transit (building a better link to Portland-Milwaukie light rail) and more dense residential development in our core.

The project includes access and safety improvements at the Oregon City Transit Center off of 99E in downtown Oregon City with sidewalk and bus stop improvements for full ADA accessibility, improved facilities - bike parking, illumination and other measures for enhanced safety including more open sight lines for vehicles and pedestrians. Transit Center improvements will be linked with improvements along a completed connective corridor.

Regional transit users are served by 7 TriMet routes and the Canby Area Transit. Operations at the Transit Center include 350 bus arrivals and departures each weekday serving 15,000 weekly passenger boardings. Transit service improvements envisioned with the opening of Portland-



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Milwaukie light rail in 2015 include more frequent service (every 15 min or better 7 days/week) in the McLoughlin-King Rd. corridor between Clackamas Community College, Downtown Oregon City, Milwaukie and Clackamas Town Center.

Our infrastructure investment cultivates a "pedestrians-first" corridor from an auto-centric environment supporting community livability & environmental stewardship. It returns this downtown to a walkable mixed-use neighborhood where pedestrian-scale activities take priority. The project allows travelers to use a variety of transit options (currently inaccessible because of gaps in infrastructure). Improved pedestrian, bike and transit access makes connections to existing multi-modal transit a complete system that supports more long-term non-highway travel.

A fully connective corridor advances our ability to achieve higher density development and promotes commerce in our core. It is the next step in development that supports living with community-wide access to a range of transit choices. This project meets the urgent need of addressing crumbling concrete, safety, infrastructure gaps and accessibility for the disabled commuters and the portion of our transit users with challenges to mobility.

Energy efficient LED street lighting, urban greening and walking/biking connections to existing transit options results in triple bottom line sustainability - economic, social and environmental. As the second phase of a connective corridor, our next steps positions this 166 year-old mixed-use downtown for success as a 2040 Metro Regional Center. Leveraging existing built form, downtown culture and urban character is a sustainable foundation for higher density infill, redevelopment and adaptive reuse.

## 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 checked="" 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.**

<b>Anticipated Dates</b>	<b>Activity</b>
2016, 2017 & 2018	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - <b>REQUIRED</b>
October, 2016	Bid Let Date
October, 2017	Construction Contract Award
September, 2018	Construction Complete
December, 2016	Capital Equipment Purchase
March, 2018	Operations/Service Begin
	Other Major Milestone:
December, 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



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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 need for pedestrian, bicycle and transit connectivity has been documented in City planning studies including the City's Transportation System Plan, Comprehensive Plan, a Parking Management Study, Economic Revitalization Plan, Downtown Community (Regional Center) Plan, Oregon City Downtown North End Redevelopment Study and the Metro Regional Transportation Plan. These were all developed with public involvement and citizen support.

Working with the 2010 Economic Revitalization Team (ERT) in the governor's office, DLCD, ODOT, and the nonprofit MSOC, Oregon City completed a Downtown Circulation Study (2010 DLCD/ODOT Quick Response TGM grant). Through this collaboration, the City scoped, planned and prioritized improvements identified in the study.

Stitching together modes and nodes through a connective corridor supports: TriMet's Transit Investment Plan FY2012; PMLR; and improvements to frequent service on McLoughlin-King corridor and TriMet's Pedestrian Network Analysis identifying deficiencies in this service area.

To prepare for construction funding opportunities, the City of Oregon City completed project development work, ROW acquisition and 90% design phase. The project is a documented priority for Oregon City and a completed connective corridor will finish the transit infrastructure improvements recognized when the community prepared for the two-year Hwy 43 Arch Bridge closure.

**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.

Aligned with OTP Strategy 1.1.4, this project is cost effective because it builds upon existing transportation infrastructure (some of which has been in place for 166 years) and adds value through improved management and use of existing infrastructure. It adds capacity for multi-modal transit solutions through greater connectivity and physical linkages where none currently exist (or connections are degraded and limited). It also reinforces higher density private redevelopment and reinvestment (residential and commercial) by focusing resources in a downtown core (an Urban Business Area - UBA).

Making transit available for people with disabilities who would otherwise be prevented from accessing stops and increasing transit use by all persons. This investment in accessible bus stops, safe crossings, and Transit Center improvements will leverage TriMet's investment in more frequent bus service in the corridor and connections with new light rail in Milwaukie.

Consistent with OHP Action 1G.1, connecting modes and nodes through a connective corridor in Oregon City preserves the functionality of Hwy 43, Hwy 99E and I-205 by more comprehensively connecting these systems along a downtown connective corridor and by more completely integrating a range of transit options that work better together than as individual modes.

## Project Benefit Information

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

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

### **17. Benefits to State-Owned Facilities**

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

For example, will the solution:

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

Oregon City's Downtown is an epicenter of state transit infrastructure. The Willamette River, Hwy 99E (40,000 Vehicle Trips per Day), Hwy 43 (14,000 VTpD), I-205, regional trails, rail and mass transit converge in this 166 year-old downtown. As a transit nexus we still lack connectivity between modes and nodes that can make multi-modal transit efficient and ultimately reduce demand on highway systems.

This project supports an expanded TriMet "Frequent Service Network" with access, safety and operational improvements at the Oregon City Transit Center. Bus service improvements envisioned with the opening of Portland-Milwaukie light rail in 2015 include more frequent service (every 15 min or better 7 days/week) in the McLoughlin-King Rd. corridor between Clackamas Community College, Oregon City, Milwaukie and Clackamas Town Center.

This is a "last mile" project linking transit nodes and modes. Investment in the final phase of a connective corridor completes a link between state-owned facilities. It enhances access and performance of the Arch Bridge/Hwy 43 & Hwy 99E - both feeders to I-205. With this project transit, bicycle, pedestrian and single occupancy vehicle options are integrated into a complete system in Oregon City - 2040 Metro Regional Center serving the southeast of ODOT Region 1.

### **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?

Addressed in Accessibility and Environmental Stewardship sections 19 and 20.

## 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?

Connecting nodes and modes of existing infrastructure creates a walkable and bikable network with better mobility and healthy travel choices for residents, workers, commuters, and visitors seeking access to the waterfront, bike routes, trails, our commercial downtown and regional transit.

Our auto-centric circulation system is ill equipped to meet the needs of an evolving downtown mixed-use marketplace. Improvements to bicycle, ped and transit infrastructure positions downtown Oregon City to perform as a 2040 Metro Regional Center.

A commuter arriving at the TriMet Transit Center off Hwy 99E in our downtown is isolated and faced with woefully inadequate sidewalks, lack of streetcrossings and a streetscape that limits their ability to navigate, make a connection to waterfront trails or the rest of Oregon City. A boater who arrives at our waterfront trail via the public dock at Jon Storm Park is stranded without connective pedestrian infrastructure linking them to downtown or transit. A pedestrian or bicyclist in downtown Oregon City is faced with an auto-centric system that discourages walking or riding through and to, our downtown. This limits access to the TriMet Transit Center, public parking lots, waterfront trails and a pedestrian scale shopping district.

Investing in connective infrastructure that links modes and nodes aligns a variety of transit modes into an integrated system supporting multiple transit solutions for visitors, commuters and residents.

## 20. Economic Vitality

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

For example, will the solution:

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

This investment improves economic potential in our downtown marketplace. Supporting public sector infrastructure will help one of Oregon's oldest downtowns evolve into a modern marketplace.

Oregon City has grown to support a trade area of 411,000 consumers who cannot fully access our center of commerce due to gaps in transit infrastructure. 47 new businesses opened downtown in the last 4 years - increasing the need for integrated transit solutions. Private sector reinvestment of over \$1 million annually in renovation and adaptive reuse is now constrained by outdated public infrastructure in the north end of downtown. Downtown is home to Oregon's most anticipated urban redevelopment opportunity - the 22 acre Mill site at Willamette Falls will become a more realistic redevelopment project when supported by infrastructure that includes multi-modal transit solutions.

Our next steps focus on a complete connective corridor, which has an economic impact that, like our downtown, improves over time. In order to leverage further private investment, adaptive reuse and redevelopment, transit must connect downtown to neighborhoods, Hwy 99E, Hwy 43, I-205 and regional infrastructure. Improved access to transit expands vital connections to jobs and education. Among TriMet ridership in the McLoughlin-King corridor, 47% of trips are for work and 14% are for education. Improved access and increased service levels will directly support jobs, education and economic activity.

## **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?

Building connections between modes and nodes reduces negative impacts on the environment. By stitching together transit (including TriMet Transit Center & Canby Area Transit), access to regional waterfront trails (Intertwine) and our mixed-use downtown we reduce reliance upon single occupancy vehicles and decrease highway congestion (OR 43, OR 99E and I-205). 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.

A connective corridor supports environmental sustainability by reusing existing public infrastructure and building upon 166 years of urban development. The project encourages sustainable private-sector adaptive re-use and building restoration in our downtown core – reducing the need for exurban sprawl. Based upon the success of the first phase of our project this final phase supports environmental stewardship through new energy efficient LED streetlights and bioswales where appropriate.

Enhancing connectivity to mass transit, waterfront trails and the walkability of our mixed-use downtown sets a standard that places a higher priority on multi-modal transportation solutions. Improving the pedestrian scale infrastructure connecting the “last mile” (the connection between trails, mass transit stops and bicycle thoroughfares) to our mixed-use downtown creates an environment that can support alternative transportation options beyond the use of single occupancy travel.

## **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?

Addressed in Adopted Plans and Livability sections 15 and 23.

### **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?

Stitching together modes and nodes through a connective corridor links our historic downtown – the birthplace of Oregon - to a range of transit in a way that makes their use safe, comfortable, desired and supportive of infill development.

A connective corridor builds upon 166 years of infrastructure and development, encourages higher multi-modal transportation use and higher density mixed use development in a commercial core. Significant investments in transit infrastructure have fundamentally altered our downtown. This includes a return to two-way traffic circulation and improved access to 99E. Our Connective Corridor builds upon long-term initiatives focused on Downtown Oregon City - home to an award-winning state & nationally recognized Main Street program as well as an American Public Works Association award for the first phase of this project.

Connecting infrastructure takes the next step in our evolution toward higher density land use that supports improved livability through greater residential and commercial activity downtown. The project also restores the character of our historic downtown marketplace by placing a priority on the pedestrians.

This project has the support of our award winning State & nationally recognized downtown revitalization program Main Street Oregon City Inc. This public/private venture was created to ensure our 166-year-old downtown evolves into a modern marketplace supporting entrepreneurs, creative professionals and residential activity.

## 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?

Linking modes and nodes through a connective corridor addresses a fundamental safety and security concern that currently limits access to and use of multi-modal transportation options in this regional center. Safety will be improved for pedestrians by enhancing street lighting with new energy efficient lighting improving access to the commercial district, parking areas, trail heads and mass transit.

Continuing the safety improvements begun in the first phase of the project (completed in 2012) includes the addition of tabled/raised intersections that increase pedestrian and bicycle visibility. As well as bump-outs, improved crosswalks and sidewalks that decreases pedestrian-vehicle conflict.

Updates to worn out and deficient sidewalks, curbs, ramps and crosswalks (including missing sidewalk and curb segments) consistent with current ADA standards as well as the historic character of our 166 year-old downtown will also improve safety. Improving crosswalks and intersections in order to give pedestrians priority will also reduce opportunities for vehicle-pedestrian conflict along a multi-modal connective corridor.

## 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-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).

Improving the connective infrastructure that links the "last mile" (the connection between trails, mass transit stops and bicycle thoroughfares) to our mixed-use downtown marketplace creates an environment that can support alternative transportation options beyond the use of Hwy 99E and even I-205 and places a higher priority on equitable access for residents, commuters and visitors across economic and social strata.

Community livability improves through this mixed use historic downtown leveraging existing built form, downtown culture and urban character for higher density infill and redevelopment. A live/work/play downtown will reduce the need for ownership of single occupancy vehicles.

As the "next step" in a two-phase project this phase advances our ability to achieve higher density mixed land uses and promotes local small businesses downtown. Completing the pedestrian and bike systems will foster a livable downtown environment where people feel comfortable getting around and will support development that encourages living downtown with access to transportation choices.

## 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?

Investing in the second phase of this initiative to link modes and nodes through a connective corridor builds infrastructure between multi-modal transit options in our mixed use downtown (a 2040 Metro Regional Center).

The City of Oregon City and our partners recognize the challenges of infrastructure development and we are ready to continue investing in our public infrastructure. The City has the necessary ongoing operations and maintenance budget available to maintain the improvements and ultimately lengthen the life for many years through a recently enacted city-wide pavement maintenance utility fee (PMUF) which generates funding for continued maintenance of roadways. The recently completed work on the Arch Bridge (\$14M) as well as phases I and II McLoughlin Boulevard (99E) ensures that state-managed transit infrastructure are in good repair for the next 50 to 75 years.

The City has an operations department of 25 full time staff that will maintain and repair the investment made to this project. The City has also already scoped and developed 90% construction documents for this phase of the project at a cost of \$150,000. The project is now shovel ready and, building upon the successful completion of the first phase of the project, we expect to generate an “economy of experience” that will make this project less expensive per mile than the first phase.



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## 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	\$360,000	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$250,000	
Environmental Work	\$25,000	
Coordination and Outreach	\$20,000	
Leased Space	\$10,000	
Building purchase and/or Right of Way	\$175,000	
Capital Equipment	\$42,000	
<b>Non-Construction Project Costs Total</b>		<b>\$882,000</b>
Utility Relocation	\$12,000	
Construction	\$2,265,000	
<b>Construction Project Costs Total</b>		<b>\$2,277,000</b>
<b>Total Eligible Project Cost</b>		<b>\$3,159,000</b>
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)	\$200,000	

### 28. Project Participants and Contributions–REQUIRED

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



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Oregon City	\$340,000	11%
Co-Sponsor	TriMet	\$16,432	1%
Participant	Main Street Oregon City Inc.	\$0	0%
Participant			0%
<b>Total</b>		\$356,432	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:

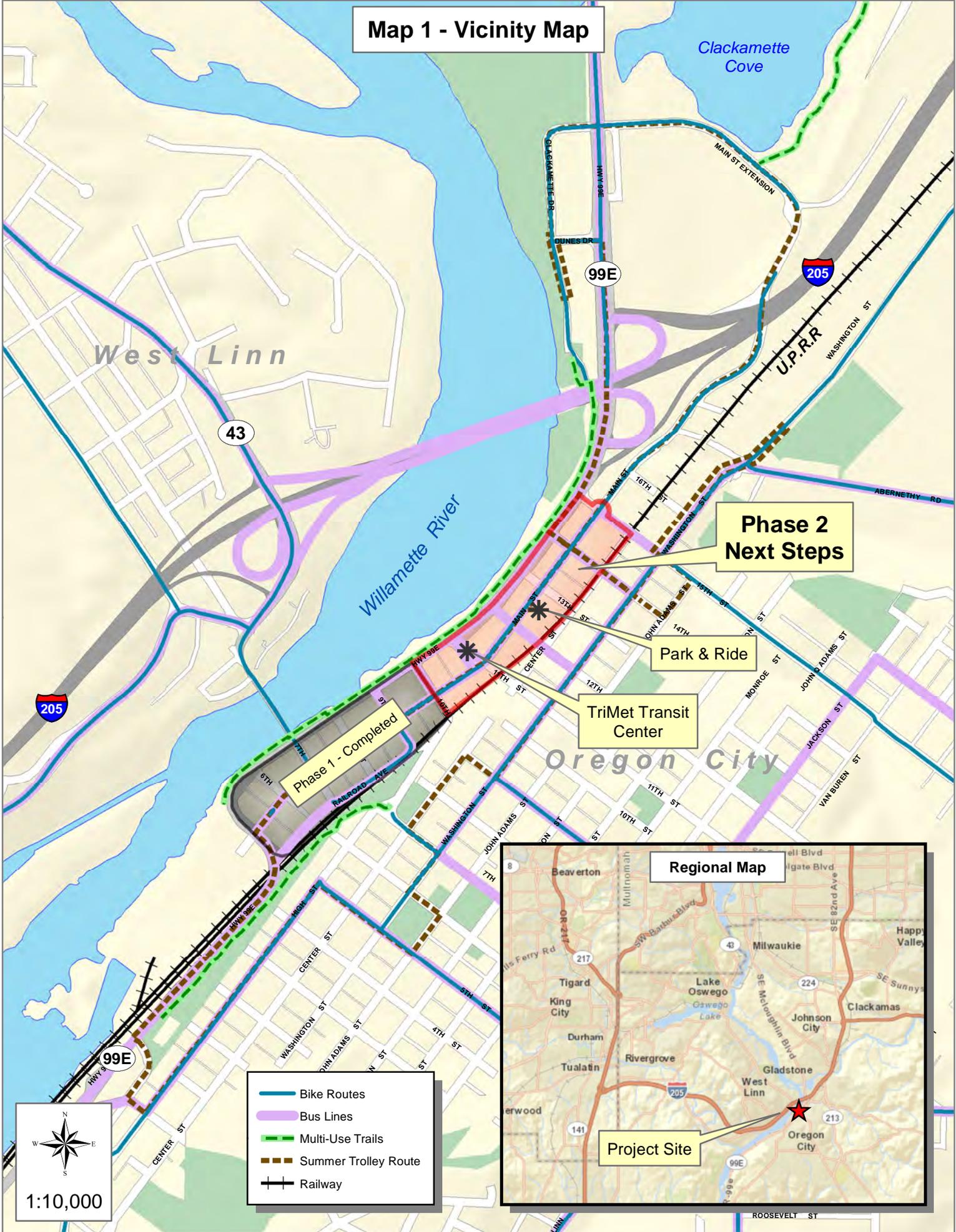
Authorizing Authority Title:

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.

# Map 1 - Vicinity Map



**Phase 2  
Next Steps**

Park & Ride

TriMet Transit  
Center

## Regional Map



Project Site

- Bike Routes
- Bus Lines
- Multi-Use Trails
- - - Summer Trolley Route
- +— Railway

1:10,000

# Map 2 - Site Map / Air Photo

Photos show examples of some of the locations that need immediate attention and upgrade



Crumbling sidewalks on Main St between 13th & 14th streets, including Trimet stop



ADA upgrades & safety improvements needed. "No Ramps" - 14th & Main St



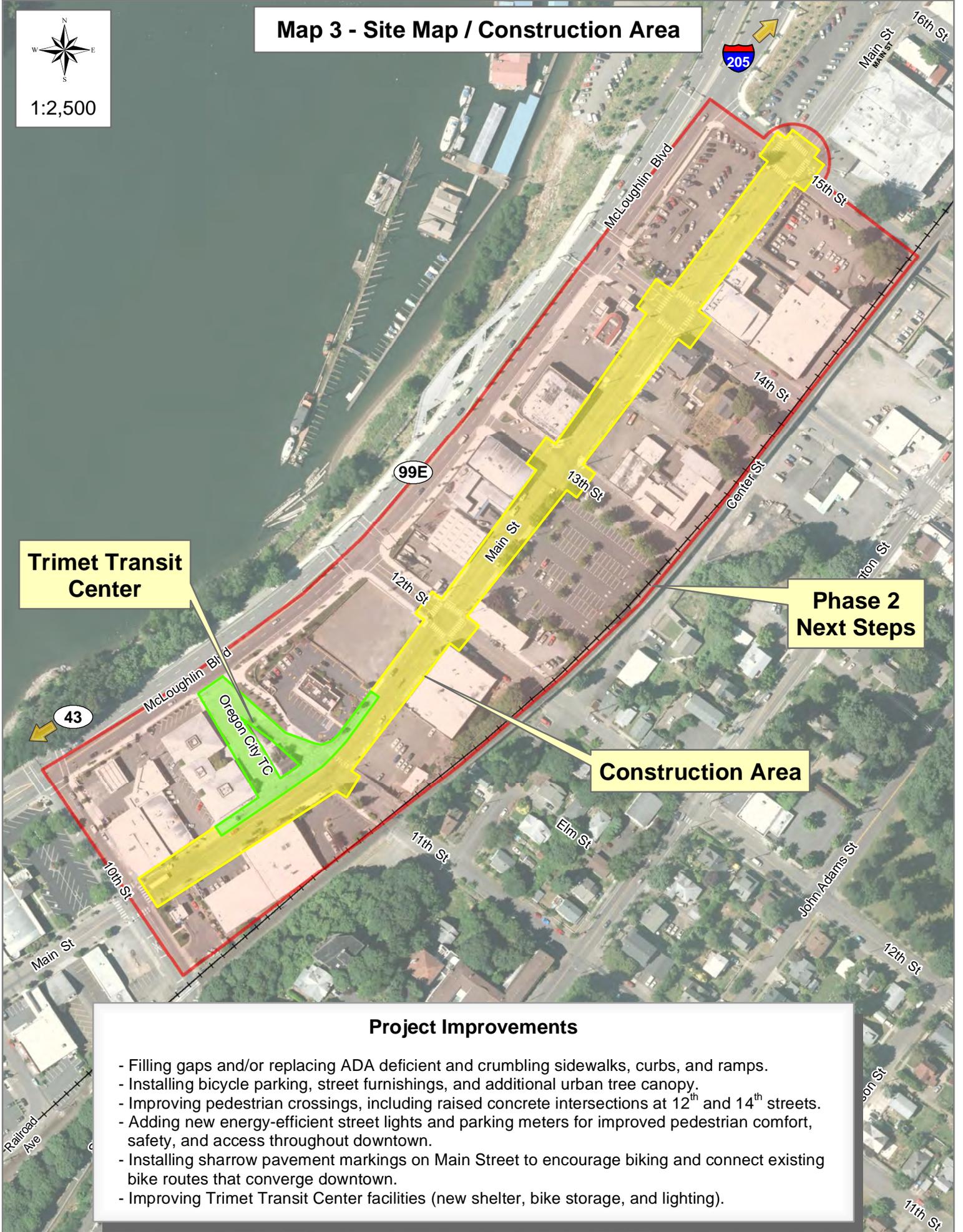
Safety improvements & ADA upgrades needed near Trimet Transit Center at intersection of 11th & Main St



# Map 3 - Site Map / Construction Area



1:2,500



**Trimet Transit Center**

**Phase 2 Next Steps**

**Construction Area**

## Project Improvements

- Filling gaps and/or replacing ADA deficient and crumbling sidewalks, curbs, and ramps.
- Installing bicycle parking, street furnishings, and additional urban tree canopy.
- Improving pedestrian crossings, including raised concrete intersections at 12<sup>th</sup> and 14<sup>th</sup> streets.
- Adding new energy-efficient street lights and parking meters for improved pedestrian comfort, safety, and access throughout downtown.
- Installing sharrow pavement markings on Main Street to encourage biking and connect existing bike routes that converge downtown.
- Improving Trimet Transit Center facilities (new shelter, bike storage, and lighting).

**MAP 4 - TYPICAL CROSS SECTION DRAWINGS**

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
1A	Index Of Sheets Cont'd. & Std. Drg. Nos.

STATE OF OREGON  
**DEPARTMENT OF TRANSPORTATION**  
 PLANS FOR PROPOSED PROJECT

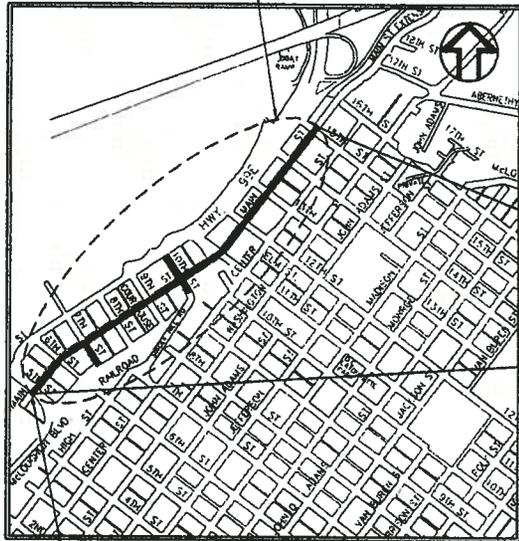
**GRADING, DRAINAGE, STRUCTURES, PAVING, SIGNING,  
 ILLUMINATION & SIDEWALK IMPROVEMENTS**

**MAIN STREET:  
 5TH STREET - 15TH STREET (OREGON CITY) SEC.**

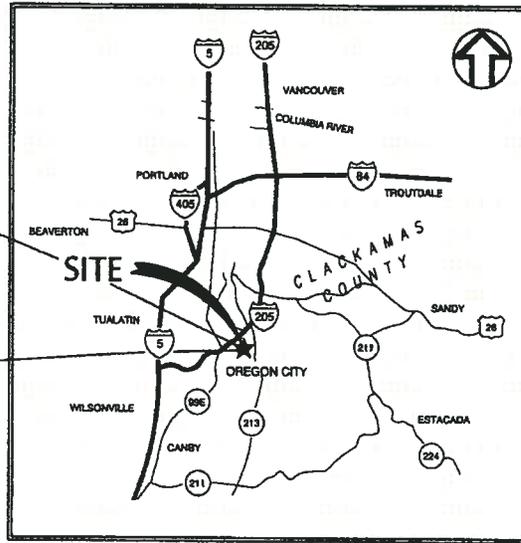
**MAIN STREET  
 CLACKAMAS COUNTY  
 MARCH 2010**

**END OF PROJECT  
 X-LOC-5520(025)**

STA 35+00



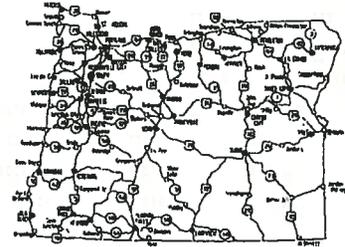
**PROJECT SITE  
 BEGINNING OF PROJECT  
 X-LOC-5520(025)  
 STA 0+00**



**90% SUBMITTAL**

T. 2 S., R. 2 E., W.M.

XXX-XXX



Overall Length Of Project - 0.66 Miles

**ATTENTION:**  
 Oregon Law Requires You To Follow Rules  
 Adopted By The Oregon Utility Notification  
 Center. Those Rules Are Set Forth In  
 OAR 952-001-0010 Through OAR 952-001-0090.  
 You May Obtain Copies Of The Rules By Calling  
 The Center. (Note: The Telephone Number For  
 The Oregon Utility Center Is (503) 232-1987.)



<b>OREGON TRANSPORTATION COMMISSION</b> Carl Achtemeyer, CHAIR Michael Ashton, VICE-CHAIR Janice Wilson, TRANSPORTATION Alan Strawn, COMMODITIES Linda Leland, LANDSCAPE Wallace L. Coon, DIRECTOR OF TRANSPORTATION		
Plans Prepared For ODOT BY: <b>WALLIS ENGINEERING</b>  License 09739/2010		
OREGON DEPARTMENT OF TRANSPORTATION CONCURRENCE		
TECHNICAL SERVICES MANAGING ENGINEER	DATE	
MAIN STREET: 5TH STREET TO 15TH STREET (OREGON CITY) SEC.		
LOCAL AUTHORITY - ARTERIAL CLACKAMAS COUNTY		
FEDERAL HIGHWAY ADMINISTRATION	PROJECT NUMBER	SHEET NO.
OREGON DIVISION	X-LOC-5520(025)	1





October 26, 2012

John Lewis,  
Director of Public Works  
City of Oregon City  
625 Center Street  
Oregon City OR,

Dear Mr. Lewis

As a 2040 Regional Center, downtown Oregon City has an important role to play in this region's development. Responsible growth, sustainable development, access to a range of transit opportunities, and environmental stewardship are all factors that must be considered as downtown Oregon City fulfills its vision and responsibility as a METRO regional center.

It's clear, Oregon City is ready to take the next steps in completion of a connective corridor building upon 166 years of downtown infrastructure. We are excited to see that your Connective Corridor project proposes to improve the pedestrian, bicycle, and mass transit infrastructure connection to the north and central portions of downtown Oregon City. When complete your connective corridor will:

- Improve connectivity for downtown visitors, employees, and local residents to a range of regional transportation options – trails, transit, waterways is good for the community and the region.
- Solidifying a physical connection to the Willamette River waterfront and the regional network of trails supporting recreation and alternative transportation opportunities enhances the livelihood of area residents.
- Linking the historic core of downtown to sustainable infill development opportunities and multi-modal transit options in the north end of downtown creates better development opportunities.
- Enhancing the experience and feel of the downtown marketplace and encouraging downtown's growth into a more sustainable and fully utilized marketplace that accommodates residential development as well as opportunities for entrepreneurs is good for the economy.
- Ensuring that pedestrian scale improvements take a priority in the revitalization of the downtown marketplace supports the preservation and revitalization efforts focused on this historic marketplace.

Oregon City's collaborations with METRO have proven that Oregon City is serious about developing the livability and sustainability of its downtown through development, transportation alignment and local programs.

Sincerely,

A handwritten signature in black ink, appearing to read "Carlotta Collette". The signature is fluid and cursive, with a large initial "C" and a long, sweeping underline.

Carlotta Collette  
METRO Commissioner

**DAVE HUNT**  
**HOUSE DEMOCRATIC LEADER**  
OREGON HOUSE DISTRICT 40  
CLACKAMAS COUNTY



900 Court St. NE, #395  
Salem, OR 97301  
503-986-1900  
Fax: 503-986-1901  
rep.davehunt@state.or.us

**HOUSE OF REPRESENTATIVES**  
**SALEM, OR 97301**

October 25, 2012

John Lewis  
Director of Public Works  
City of Oregon City  
625 Center Street  
Oregon City, OR 97045

Dear John:

Oregon City has served an important role in Oregon's and the Northwest's development for 166 years. Highway freight, Willamette River shipping, and daily commuters to and from Portland all pass through Oregon City just as cross-country travelers on the Oregon Trail did 70 years ago. Oregon City's waterfront downtown is a nexus of transportation and commerce.

I am pleased to see that Oregon City is ready to take the next steps to complete a connective corridor to improve alternative transit options -- pedestrian, bicycle, and mass transit infrastructure in downtown Oregon City.

Enhancing the physical connection to the Willamette River waterfront and the regional network of trails supporting recreation and alternative transportation opportunities enhances the livelihood of area residents and creates alternative transportation options for residents and commuters. Linking Oregon City's historic downtown to sustainable infill development opportunities and multi-modal transit options creates better development opportunities. Ensuring pedestrian improvements in the revitalization of downtown preserves historic marketplaces and leverages private sector revitalization efforts.

I am delighted to support Oregon City's multi-phased Connective Corridor proposal, which is well planned, ready to be implemented, and will produce positive impacts above and beyond basic transportation improvements.

Sincerely,

Dave Hunt, State Representative  
Co-Chair, Transportation & Economic Development Committee



**BILL KENNEMER**  
**STATE REPRESENTATIVE**  
DISTRICT 39

October 22, 2012

John Lewis  
Director of Public Works  
City of Oregon City  
625 Center Street  
Oregon City OR, 97045

Dear Mr. Lewis;

As an elected representative of the residents, business owners, and stakeholders of Oregon City, I am pleased to endorse the City of Oregon City's request for STIP funding in order to take the next steps in downtown revitalization efforts – including continued improvements to transit access and pedestrian infrastructure.

The City's proposal to improve the pedestrian, bicycle, and mass transit focused infrastructure downtown is well planned, consistent with the high quality of development expected in a Metro Regional Center -- and supportive of the historic character of State's oldest downtown marketplace. Oregon City has developed a compelling project that meets the vision of this grant program, and there is a successful history of leveraging funds to achieve great results.

The next steps in downtown Oregon City streetscape infrastructure improvement will update bicycle and pedestrian infrastructure that connects a TriMet transit center (with more than 8,000 weekly riders) to the downtown marketplace of 200 businesses employing the equivalent of 1,000 full-time employees and serving all of Clackamas County with court and legal services.

As the second phase of a two-phase project, it is clear this initiative fills a missing link in a recently improved circulation system of trails that include the Willamette waterfront trails (beginning one block west of the proposed project) and the McLoughlin Promenade trail (ending three blocks south of the proposed project.) This project utilizes historic downtown Oregon City's Main Street as a connective corridor that links bicycle and pedestrian trail systems as well as mass transit options.

Oregon City's proposed connective corridor enhances the work that Oregon City and the non-profit Main Street Oregon City are doing to make the City of Oregon City a more active and vibrant place to live, work and visit. Cultivating pedestrian infrastructure in the downtown marketplace and making downtown more walkable is also the next step in restoring a residential component and a more neighborhood feel to one of Oregon's oldest communities.

With Best Regards,

Bill Kenemer, State Representative

2895 Beaver Creek Road, Ste 103  
Oregon City, OR 97045  
503-656-1619  
F: 503-656-2274  
www.oregoncity.org



October 23, 2012

John Lewis  
Director of Public Works  
City of Oregon City  
625 Center Street  
Oregon City, OR 97045

Dear Mr. Lewis,

The Oregon City Chamber of Commerce is pleased to support Oregon City's request for STIP project funding for the completion of a connective corridor that links our waterfront, downtown and multi-modal transit options.

The City's focus on improving transit infrastructure and connecting transit options is long overdue. Our residents and business owners have often commented on the need to make our city "more friendly" for visitors, pedestrians, bicyclists, vehicles and businesses that rely upon transit infrastructure.

Oregon City's Connective Corridor project builds upon the 166-year history of downtown Oregon City and is an enhancement that will ensure quality future development downtown. The continuation of infrastructure improvements past the 10<sup>th</sup> and Main Street intersection creates a connection that links our new Willamette River waterfront trail to our historic McLoughlin Promenade, the TriMet transfer station, and downtown properties -- which are well suited for future multi-modal transit oriented development.

Enhancing the bicycle and pedestrian capacity of our downtown makes a powerful statement about Oregon City's commitment to walkable communities. Historic Downtown Oregon City has begun to see improvements on Main Street from 5th to 10th Streets. It's time to take the next steps in a more walkable and pedestrian oriented downtown.

Downtown Oregon City has an enduring legacy, a commitment to walkability, recognition as a regional center, and frankly -- a need for publically driven transit improvements that encourage quality private development that integrates with multi modal transit options.

Sincerely,

A handwritten signature in black ink, appearing to read 'Amber D. Holveck'.

Amber D. Holveck  
Executive Director