



## Active Transportation & Complete Streets Projects

**Name of Project** Molalla Avenue - Beaver Creek Rd. to HWY 213 (Oregon City)

*(project name will be adjusted to comply with ODOT naming convention if necessary)*

### Project nomination narrative

Project nomination narratives provide in depth process, location and project definition details and serves as the nomination form for project funding consideration.. **Project narratives should be kept to 12 pages total per project.** The narrative form is available electronically at:

<http://www.oregonmetro.gov/regionalflexiblefund>. Please complete the following:

### Project Definition

#### Base project information

1. Corresponding RTP project number(s) for the nominated project (if applicable). 10125
2. Project extent or area description. Molalla Avenue from Beaver Creek Road to OR 213 - The project provides substantial community and transportation service benefits such as: safety, access, bus stop, and transit operations improvements. Molalla Avenue is a key route for all travel modes connecting the Oregon City Transit Center with Clackamas Community College. As shown in Map 1 - Vicinity Map, the east side of the Molalla Avenue corridor includes commercial development where much of Oregon City's services are provided. Fred Meyer, Goodwill, and Wells Fargo are just samples of the service providers that reside on the east side of Molalla Avenue. Across the street to the west, are 90 acres of high to medium density residential, including seven multifamily residential developments and one mobile home park. Clackamas Community College and its nearly 8,000 students to the south and the County's Service Campus to the north anchor the ends of the project area.
3. Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area). Molalla Avenue from Beaver Creek Road to OR 213 is a challenge for non-motorized users. Excessive driveways reduce the efficiency of the street; and sidewalk and bike lane gaps, coupled with inconvenient street crossings, put non-motorized users in adverse conditions. Molalla Avenue currently functions as a barrier between residential areas and essential services. Existing sidewalks are often curb-tight and obstructed by utility poles or signage, further narrowing the sidewalk to widths inaccessible to wheelchairs and strollers. Street crossing opportunities are inconveniently spaced in relation to transit stops and other mid-block service locations. Project improvements will increase pedestrian and bike traffic by addressing safety and access issues for the elderly, disabled, families with small children, bicyclists, and low income families that don't have automobiles. They will also increase availability of services for the residential areas that include currently underserved populations. Finally, improvements to this area of Molalla Avenue will increase non-auto trip access to essential services by completing the "last mile" for public transit access from

Clackamas Community College to the Oregon City Transit Center. The Clackamas County Red Soils Campus is home to nearly all the County's offices and services. The high employment provided by the County and others in the area, combined with the mix of uses, makes this a good location for infrastructure investment.

4. Description of project design elements. This project will build upon recent frontage improvements that have already complied with the Molalla Avenue Boulevard and Bikeway Improvements Plan. Lane configurations will be modified through striping, new curb alignments and landscaped and non landscaped median treatments, resulting in efficient and safer travel ways. Through the project, 6 foot bike lanes will be denoted with striping, signage and signal detection. Where possible, sidewalks will be 8 to 12 feet wide with improved provisions at transit stops and crossing locations. The project will encompass 4500 lf with 2235 lf partially completed through development improvements; 6700lf of sidewalk replaced or added; the addition of 60 decorative LED lights and 100 new street trees, median and roadside planter strips, and stormwater treatment areas; 2 new signalized intersections and 3 new pedestrian activated crossings with safety signage and center median pedestrian refuges; and improved TriMet bus stops on a frequently used bus route including benches, lighting, trash receptacles, and covered shelters. Reduced street section width including realigned curbs and pavement will provide opportunities for street trees, roadside planter strips, stormwater treatment, safer transit stops and shorter pedestrian crossings.
5. Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). The City will partner with TriMet to gather and track ridership and how they use the system using before and after data. Pedestrian and bicycle counts will be gathered at key intersections to demonstrate an increase in bike and pedestrian travel throughout the project area. We will gather and compare crash data before and after the project to show a decrease in crashes overall, especially, between pedestrians and freight.

#### **Map of project area**

1. Provide a map of the project consistent with instruction in Exhibit B

#### **Project sponsor agency**

1. Contact information for:
  - Application lead staff -John M. Lewis-
  - Project Manager (or assigning manager) Erik Wahrgren
  - Project Engineer (or assigning manager) Erik Wahrgren
2. Describe whether the lead agency has recently led or failed to deliver a federal aid transportation project, and how the agency currently has the technical, administrative and budget capacity to deliver the project. The City of Oregon City public works department has an excellent track record of delivering successful federal aid transportation projects. The projects include: \*\*2009 to 2011-Warner Milne - ARRA funded - Approx. \$2 million, \*\*2011 to 2013 Main Street 5th -10th Street - Federal Flex funds - Approx. \$4 million, \*\*2011 to 2013 Jughandle Project - Approx. \$20 million, \*\*2013 to 2015 McLoughlin Blvd. Phase 2 - MTIP funded - Approx. \$4 million. The City is financially committed to the success of this project. At this time, the City is able to commit \$2,315,000 of City funds to complete this project. Even with this large matching fund

there is still a gap in funding if we were awarded the full amount allocated to Clackamas County. When awarded we propose to fill the funding gap by asking our project partners for additional financial support, seeking other grant funding programs and talking with local business owners in an effort to form a Local Improvement District. We also hope that you will realize the importance of this project for the region and provide additional funding when it becomes available.

### **Location**

1. Describe how you identified the travel corridor/area for the project and how regional and local data relevant to the project criteria support this location as your top priority(s). (See page 11 for criteria relevant to prioritizing project location) In 2001 the City completed the Molalla Avenue Boulevard Bikeway Improvements Plan and identified this section of Molalla Ave. as a high priority. The City was not able to complete all phases of this plan due to financial constraints. However, this section of Molalla Avenue continues to be a high priority for the City. Recently, a technical advisory group made up of representatives from local agencies was put together by TriMet to identify ten focus areas with pedestrian and transit needs in the region. Molalla Avenue/Red Soils Campus was one of ten focus areas selected by this group as a location that has the greatest pedestrian and transit needs in our walk able community. TriMet completed a Pedestrian Network Analysis using extensive research in the areas of user behavior and needs in each of the ten focus areas. We have incorporated the results of this study into the scope of this project. This project would increase the accessibility of the Molalla Avenue corridor for walking, biking and transit users. Gaps in the walking and biking networks would be completed, providing seamless connections between the adjacent neighborhoods, transit stops, and essential commercial services. Widening the often narrow and obstructed sidewalks and correcting the curb cuts will provide a much needed buffer between pedestrians and traffic, and make them ADA compliant as well. The project would increase safety for pedestrians and bicyclists wanting to cross Molalla Avenue with the creation of well-defined bike lanes and mid-block crossing opportunities. Completion of the project will also provide better access to educational opportunities at Clackamas Community College to the south, as well as to State and County services such as Community Health facilities and the Department of Human Services located at the Red Soils campus to the North. The TriMet Transit Stop Ridership data indicates that three of the stops on Molalla Avenue within the project area are in the top 25% for boarding/alighting in the Metro area, yet that same area is "significantly below average" in proximity to transit facilities according to the Metro Equity Analysis. This analysis also indicates this area as below average in proximity to sidewalks and active transportation with significant barriers to non-auto travel, yet the Metro People and Places map shows this to be along a high density corridor.

### **Highest priority criteria**

1. Describe how the project improves access to priority destinations mixed-use centers, large employment areas, schools, and essential services for EJ/underserved communities. (See maps/data on Metro FTP site). The Metro Equity Analysis points to below average proximity to sidewalks, transit facilities, and active transportation along Molalla Avenue between Beaver Creek Road and OR 213. It also shows, in all cases, barriers to non-auto travel. Clackamas Community College, to the south, and the State and County Services at the Red Soils campus to the north, provide not only necessary services to the community, but they are also large employment areas for this region. Molalla Avenue has existing discontinuous sidewalks that narrow to as little as five feet between Beaver Creek Road and OR 213, making them often

inaccessible to wheelchairs and families with strollers or small children. The curb ramps along much of the corridor are also non-ADA compliant. This project would provide continuous, accessible sidewalks for the disabled, elderly, and families walking with small children and strollers, thereby providing seamless connections, north and south, between the adjacent neighborhoods, and local services and transit stops. It will also provide upgraded signalization for pedestrian/bike crossings on Molalla Avenue, as well as additional mid-block crossings to ensure equitable access, east to west, to services such as grocery, post office, telephone, educational, church, and medical/dental.

2. Identify the safety issues in the project area. How does the project design address safety in the area? (See bike/pedestrian crash map/data on Metro FTP site). The Metro provided crash data for all crashes and specifically pedestrian/bike crashes indicates that the intersections of Molalla Avenue and Beavercreek Road and Molalla Avenue and OR 213 are both areas of significant vehicular accidents. The intervening area is also a fairly common site of accidents involving pedestrians and bicyclists. From Beavercreek Road to Hwy 213, Molalla Avenue is approximately 4500 lf and includes only 4 marked crossing opportunities. The project would increase safety for pedestrians and bicyclists wanting to cross Molalla Avenue. A user is generally more than 500 feet from a safe crossing opportunity at many locations along the corridor. Mid-block pedestrian activated signals are planned, to be installed at high-demand locations, such as near transit stops or at unsignalized intersections. Other non-signalized crossings will be enhanced with high-visibility markings and pedestrian refuges. Lengthy segments of sidewalk are missing, other existing sidewalks are narrow and obstructed, driveway access is excessive and unmanageable, lighting is poor, and travel lane widths are wide and inconsistent. Most pedestrian ramps do not comply with any recent ADA standard and the existing signalization is outdated with equipment that will be upgraded to meet today's standards. This project will build upon recent frontage improvements that have already complied with the Molalla Avenue Boulevard and Bikeway Improvements Plan. Lane configurations will be modified through striping, new curb alignments, and median treatments resulting in efficient and safer travelways. Through the project, 6 foot bike lanes will be striped, signage and signal detection. Where possible, sidewalks will be 8 to 12 feet wide with improved provisions at transit stops and crossing locations. Two intersections, at Molalla and Clairmont Way and at Molalla and Gaffney Lane, would be reconstructed and three mid-block crossing facilities, including pedestrian activated flashing beacons, signage and center median pedestrian refuges, are planned. Reduced street section width, including realigned curbs and less pavement, will provide opportunities for safer transit stops and shorter pedestrian crossings.
3. How does the project serve traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities? Explain how your project responds to data identifying concentrations of underserved communities and what project elements address the transportation needs of these communities. (See Transportation Equity maps/data on Metro FTP site for help identifying concentrations of EJ and underserved communities and how well they are served/not served). Oregon Department of Education reports indicate that there are two schools in the area: Gardiner Middle School with 623 students (20% ethnic

minority) and Gaffney Lane Elementary with 570 students (23% ethnic minority). Of the students in these schools, 39% at Gardiner Middle School and 46% at Gaffney Lane Elementary, are eligible to receive free/reduced lunches. This indicates a relatively high percentage of low-income families in the area. According to TriMet Census data, transit stops along Molalla Avenue between Beaver Creek Road and OR 213 experience about 78 wheelchair lifts per month. This means that mobility disadvantaged populations actively utilize the corridor. TriMet's Pedestrian Network Analysis also recognizes this area as one with a higher percentage of low-income households that are also likely to be more dependent on public transportation and in need of high quality pedestrian infrastructure to access it. The Pioneer Adult Community Center Meals on Wheels Coordinator reports there are three routes in the Molalla Avenue corridor that serve daily meals to seniors. Many of the seniors in this area are low-income and dependent on State and County programs such as food stamps and rental assistance. They serve about 360 meals per month in that area due to the inability of these residents to access grocery and other services. The improvements on this section of Molalla Avenue will provide opportunities for pedestrians, bicyclists, and other non-auto travelers to safely move between their neighborhoods and the essential services they require.

#### **High priority criteria**

1. Describe any outreach that has been conducted with EJ/underserved communities to date. (Targeted outreach to these communities may be facilitated by Metro during the regional public comment period for comments on project scope. Additional outreach during project development phases (final design, preliminary engineering, etc.) may be a condition of funding approval. The City performed outreach to citizens during the development and adoption of the Molalla Avenue Boulevard and Bikeway Improvements Plan. The Safety and Enhancement Plan was adopted by the Oregon City Commission on October 17, 2001, by Resolution No. 01-34. The Molalla Avenue Boulevard and Bikeway Improvements Plan was adopted by the Oregon City Commission, Chapters 3, 4, & 5 on March 21, 2001, by Ordinance 01-1008. In addition, a study was done by Clackamas County Social Services in conjunction with the OSU Extension Service to provide data to inform "age friendly" planning efforts in Oregon City. Their findings indicate the most significant barriers to the physical environment are the lack of sidewalks and sidewalk continuity, the unsafe pedestrian conditions at intersections and crosswalks, and the lack of crosswalks in some areas.
2. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design address or provide mitigation to these conflicts? The commercial district on the east side of Molalla has a considerable amount of freight delivery to support these businesses. There are many conflicts between freight and active transportation in this corridor because of the close proximity to the residential district on the adjacent west side of Molalla Ave. Within the project area there exists a high level of freight traffic daily. As shown on the exhibit titled Map 1-Vicinity Map, the majority of this section of Molalla Avenue contains commercial businesses on both east and west sides. This, combined with a large industrial area off of Fir Street, creates a high chance of conflict between freight and other modes of travel. We have noticed at times freight delivery drivers using the center turn lane on Molalla Avenue to park for a short time while they determine their final destination. The

freight conflict locations in the project area have been identified and the new project design elements will reduce the number of conflicts. One way is through access management. We have identified a number of driveways that could be closed or combined with others, thus reducing the potential for conflict. Lane configurations will be modified through striping, new curb alignments and landscaped and non-landscaped median treatments resulting in more efficient use of the lanes of travel. Through the project, 6 foot bike lanes will be denoted with striping, signage and signal detection. Where possible, sidewalks will be 8 to 12 feet wide with improved provisions at transit stops and crossing locations, creating a buffer between pedestrians and traffic. Two intersections at Molalla and Clairmont Way and Molalla and Gaffney Lane would be reconstructed with improved turning lanes and signalization to better direct traffic flow. Three mid-block crossing facilities including pedestrian activated flashing beacons, safety signage and center median pedestrian refuges are planned.

3. Does the project design include "last mile" connections? Please explain. (Last mile connections create safe and comfortable biking and walking routes that directly connect transit stops to nearby origins and destinations, and can include the provision of secure and convenient bicycle parking at stations). Within the project area we have identified several locations that lack sidewalks, biking facilities, and the ability to cross Molalla Avenue safely. The Metro Bike BCI map indicates that the section of Molalla Avenue being addressed is at a middle level for bike facility comfort level. It connects to Beaver Creek Road at the south end and OR 213 at the north end. Both of these roadways have significant barriers to non-auto safety and comfort. Both have two lanes of higher speed traffic traveling both directions. OR 213 has an expressway designation with posted speeds up to 55 miles per hour between Molalla Avenue and the downtown area of Oregon City. Though Beaver Creek has newly developed bike lanes, and turning lanes to access both mixed use retail and the industrial complex, the comfort level for pedestrians and bicyclists is low due to high traffic volumes and speeds while connecting with OR 213. Map 3 titled Site Map/ Construction Area, reveals the sidewalk issues connected with this area of Molalla Avenue. Discontinuous sidewalks and narrow widths create barriers to those with wheelchairs and families with strollers and small children traveling north/south. The lack of adequate crossing sites and safety issues surrounding those in place, also create barriers for pedestrians and bicyclists alike going east/west. The project will create a new section of "boulevard" for the community and encourage non-auto travel along this corridor, providing a safe alternative to both Beaver Creek and OR 213. By upgrading the sidewalks, transit stops, pedestrian crossings, and bike lanes, this project completes the "last mile" for non-auto travel to Clackamas Community College (and the transit hub there) and encourages increased flow to the downtown area and connections with the heart of the city. It provides continuity of travel to the Oregon City Transit Center, which give access to Portland and the educational and job opportunities it provides. It also completes the "last mile" between the local neighborhoods and the services the citizens require to maintain their health, fitness, and sense of community. As these improvements are made, the comfort level for non-auto traveling will rise and impact the BCI for the attendant areas as well. This increase in comfort will enhance the neighborhoods outside of the project zone and provide the basis for more improvements.

4. Describe how the project will lead to an increase in non-auto trips through improvements in the user experience. (See Appendix C for design elements that improve the user experience). This project includes design elements that will enhance the user experience and increase non-auto trips. Some specifics include: improved transit stops with benches, lighting, trash receptacles and bike storage racks for the high use stops along Molalla Avenue. The design also includes approximately 60 decorative LED lights and 100 street trees. New "green-street" plantings will include other low maintenance plants and bioswales for on-site stormwater collection, detention and treatment. Improved sidewalks will create continuous travel flow through the corridor and provide a buffer between motorized traffic and pedestrians. The addition of improved bike lanes and mid-block crossings allow safe access from the neighborhoods to essential services. They will also encourage the flow of travel through to the Downtown area and the businesses and transit center located there. The addition of "wayfinding" signage in specific areas would direct citizens and visitors to the sites and services located in the area such as Clackamas Community College, the County and State service centers, and the Downtown district. Maps of the area and improved, information boards with estimated travel times that show TriMet schedules at the transit stops will also improve getting around town for residents.
5. Does the project serve a high density or projected high growth area? Please explain. (For high growth areas, explain how the project is coordinated with growth plans to focus or orient future development to maximize use of the project). The Metro People & Places data shows that Molalla Avenue is a high density corridor. This project is part of a master development plan for Molalla Avenue. The Molalla Avenue Boulevard & Bikeway Improvement Plan is a multi-phase plan for improvements on Molalla Avenue. Phase 1 was completed several years ago and additional phases will be implemented in the future. Completion will result in a boulevard that extends from Clackamas Community College, through the hilltop region of Oregon City and into the downtown area, thereby connecting residents from previously disjointed areas, and creating a greater sense of community.

**Priority criteria**

1. Please describe the outreach/education/engagement element of the project nomination (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination). The City performed outreach to local residents during the 2001 Molalla Avenue Boulevard and Bikeway Plan development. Recent outreach for this project has been done at the City Commission level and local neighborhood association meeting level. Additional outreach could be performed once the project funding has been awarded.
2. Are there opportunities to leverage other funds or investments with this project? Describe any opportunities you have identified and how you plan to coordinate with other project(s) or leverage other funds. The City is committed to the success of this project and will commit funding from the Pavement Maintenance Utility Fees (PMUF) and System Development Charges (SDC's) levied by the City. TriMet has committed to support the City in the planning and construction of the project. The City will also begin talks with the adjacent property

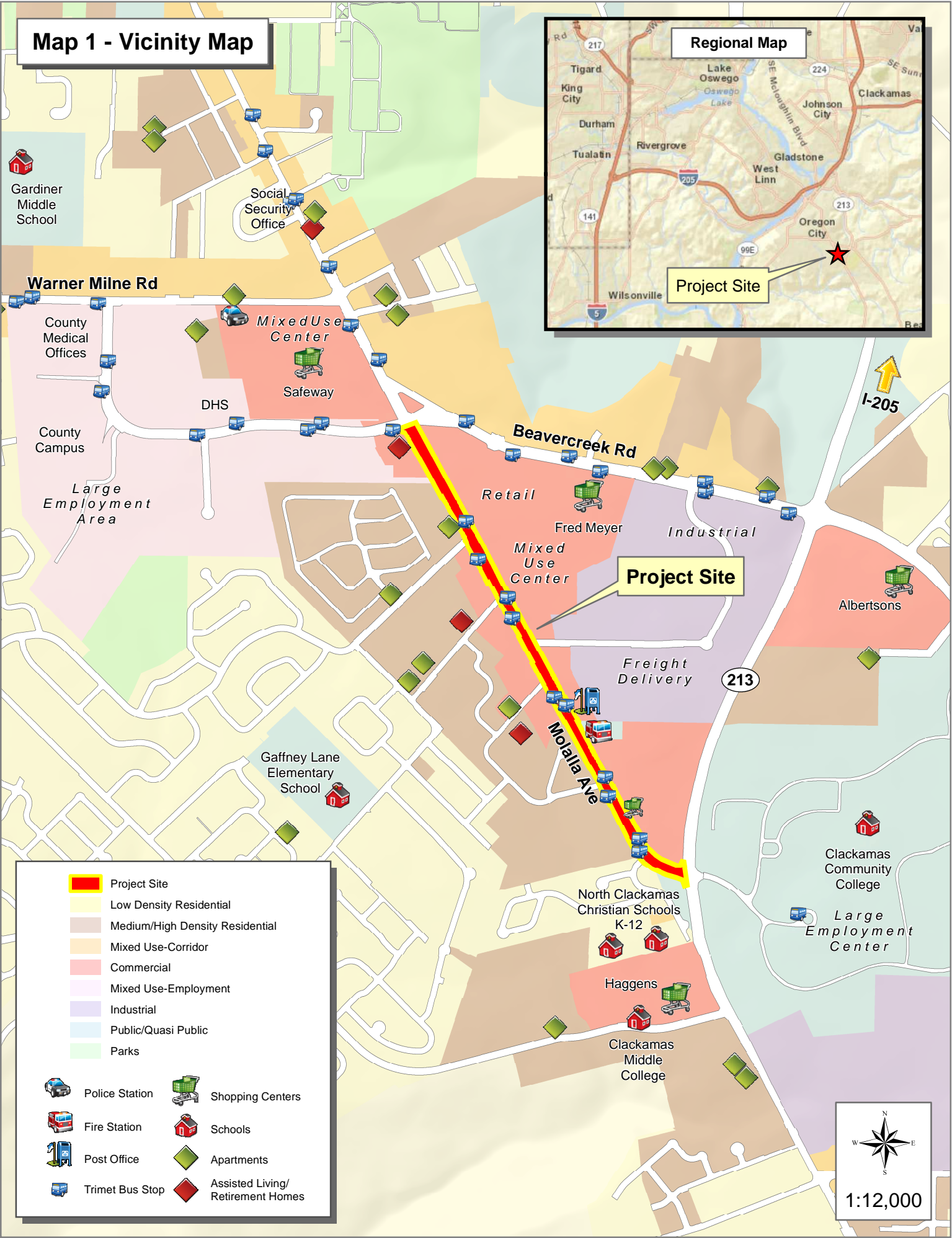
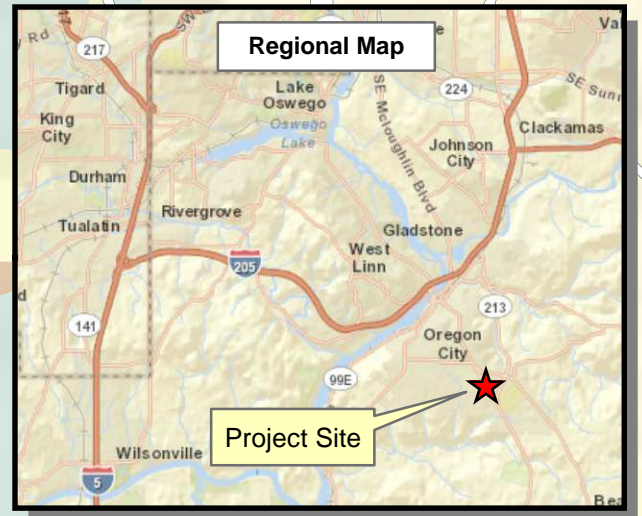
owners, such as Fred Meyer, to develop the partnership and financial support for the project to become a success.

3. Describe how the project may help reduce the need for road and highway expansion. Molalla Avenue is a parallel arterial for Mobility Corridor 14 between the Oregon City Transit Center and Clackamas Community College. OR 213, which is the principal arterial route for Mobility Corridor 14, has an expressway designation with posted speeds up to 55 miles per hour between Molalla Avenue and the Downtown area of Oregon City. The highway also does not currently accommodate walking and biking users, and improvements could not be cost-effectively implemented due to environmental and topographic constraints. Molalla Avenue has existing walking and biking facilities. It would be the most cost-effective means of providing safer and more accommodating connections for these users. There would also be a continuous multi-modal connection between the Oregon City Transit Center, Clackamas Community College, and areas further south along OR 213.

### **Process**

1. Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A) The 2001 Molalla Avenue Boulevard and Bikeway Plan was the beginning of this process. The TriMet Pedestrian Network Analysis was another planning process that was performed recently. The City's Transportation System Plan has also identified Molalla Avenue as a high priority improvement project. For the last 6 to 8 months City staff have received input and had many discussions about the importance of this project with the Transportation Advisory Committee and the Citizen Involvement Committee. The largest amount of public involvement related to this project in recent months has come from the City's efforts through the process of creating a Transportation System Plan Update (TSP). For the last year City staff and citizens have been working together evaluating our transportation system. The TSP studied how we get around Oregon City and where problems with travel in Oregon City exist. They then identified improvement opportunities for all modes of travel (auto, bicycles, pedestrians, freight and transit) through 2035. The plan incorporates community comments into an equitable and efficient transportation system plan. The project stakeholders (including the public) were provided an opportunity to create and weight transportation goals, objectives, and evaluation criteria in order to select projects.
2. Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design. TriMet has partnered with the City of Oregon City and is in complete support of this project. TriMet identified Molalla Avenue as one of ten projects in the region with the highest need for pedestrian and transit improvements. The City worked with TriMet to develop the scope of this project so that both agencies' goals and objectives can be reached. As a Metro designated "Corridor", Molalla Avenue should be designed to encourage active transportation. With this grant award the City will be able to make the improvements that will benefit the community and the region.

# Map 1 - Vicinity Map



	Project Site
	Low Density Residential
	Medium/High Density Residential
	Mixed Use-Corridor
	Commercial
	Mixed Use-Employment
	Industrial
	Public/Quasi Public
	Parks
	Police Station
	Shopping Centers
	Fire Station
	Schools
	Post Office
	Trimet Bus Stop
	Apartments
	Assisted Living/ Retirement Homes

1:12,000

# Map 2 - Site Map / Air Photo

Photos show representative examples of locations that need attention and upgrade



# Map 3 - Site Map / Construction Area

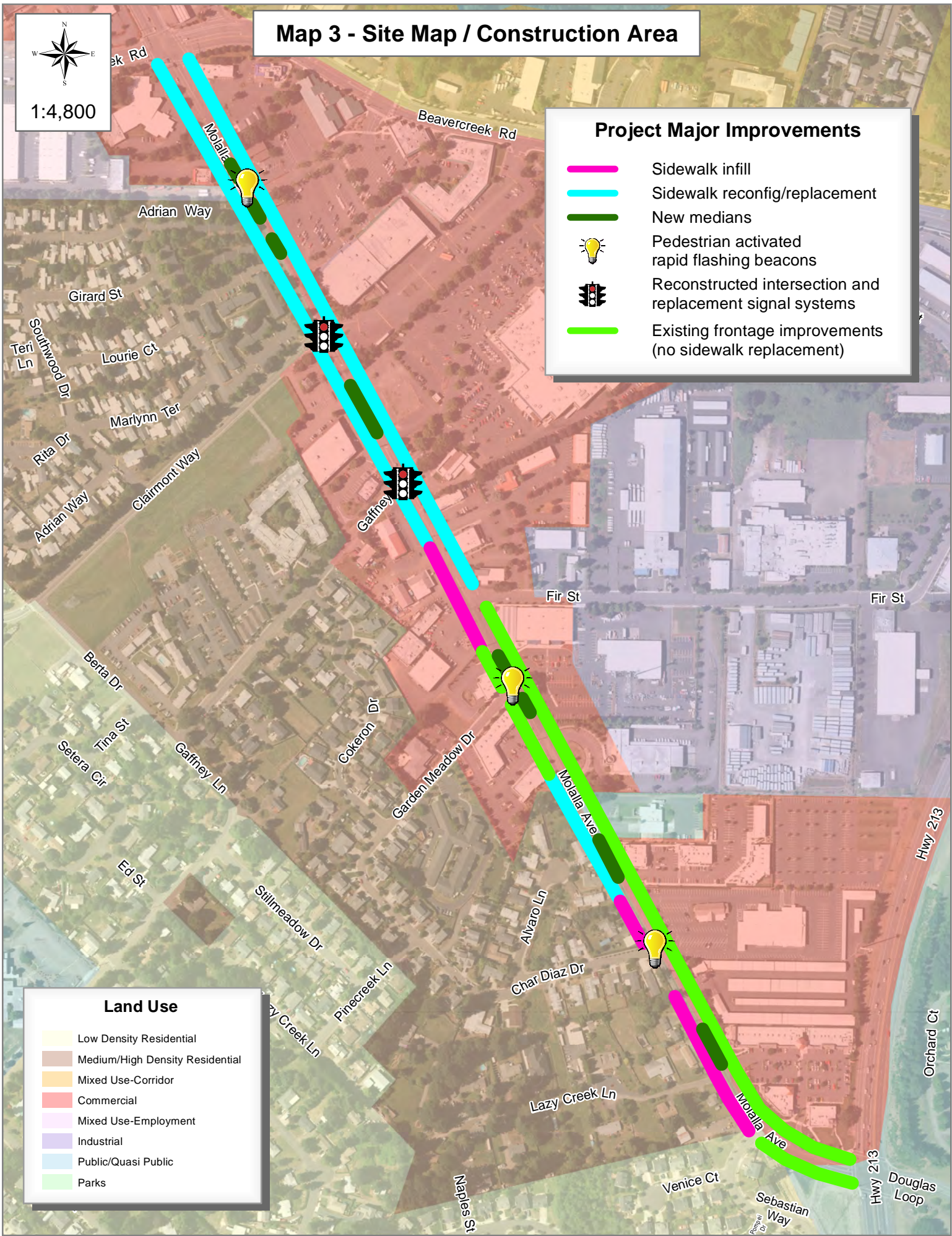
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### Project Major Improvements

- Sidewalk infill
- Sidewalk reconfig/replacement
- New medians
- Pedestrian activated rapid flashing beacons
- Reconstructed intersection and replacement signal systems
- Existing frontage improvements (no sidewalk replacement)

### Land Use

- Low Density Residential
- Medium/High Density Residential
- Mixed Use-Corridor
- Commercial
- Mixed Use-Employment
- Industrial
- Public/Quasi Public
- Parks



**Molalla Avenue RFFA Grant Application  
Cost Estimate Summary**

**City of Oregon City**

3/14/2013

**PROJECT: Molalla Ave. (Beavercreek to Hwy 213)**

Total Project Length	4500 ft
Length Already Completed	2235 ft
Length Without S/W	870 ft
Paved Width (Curb to Curb)	46 ft
Existing S/W Width	5 ft
Proposed S/W Width	10 ft

**Project Description:**

Sidewalk widening/replacement from Beavercreek to OR213, minus the portions already completed as part of redevelopment. The cross-section is a combination of the phased and full buildout options in the Molalla Ave Blvd and Bikeway Plan which, per City direction, includes 2 - 10' sidewalks, 2 - 6' bike lanes, 2 - 11' travel lanes, and 1 - 12' median/left-turn lane. The total cross-section width is 66', which in most locations appears to be available without ROW acquisition.

	UNITS	UNIT COSTS	ESTIMATED COST
Remove Pavement	96600 SF	\$ 0.39	\$ 37,674
Clear & Grub	8700 SF	\$ 1.00	\$ 8,700
Remove Curb	5895 LF	\$ 10.00	\$ 58,950
Remove Sidewalk	29475 SF	\$ 1.50	\$ 44,213
Grading	8700 SF	\$ 1.25	\$ 10,875
Pavement	207000 SF	\$ 7.00	\$ 1,449,000
Subgrade Reconstruction	1 LS	\$ 150,000.00	\$ 150,000
Sidewalk	67650 SF	\$ 4.00	\$ 270,600
Curb and gutter	6765 LF	\$ 14.00	\$ 94,710
Landscaping	6765 LF	\$ 12.00	\$ 81,180
Lighting	6765 LF	\$ 55.00	\$ 372,075
Drainage Modifications	4500 LF	\$ 15.00	\$ 67,500
Driveway Adjustments	22 Driveways	\$ 2,000.00	\$ 44,000
Traffic Signal Installation	2 Unit	\$ 225,000.00	\$ 450,000
RRFB Installation	2 Unit	\$ 45,000.00	\$ 90,000
Signing	4500 LF	\$ 5.00	\$ 22,500
Signing and Striping	29250 LF	\$ 3.00	\$ 87,750
TriMet Improvements	1 LS	\$ 130,000.00	\$ 130,000
Subtotal			\$ 3,469,727
Traffic Control		6%	\$ 208,184
Mobilization		10%	\$ 346,973
Subtotal			\$ 4,024,883
Contingency		20%	\$ 804,977
Total Construction Cost			<b>\$ 4,829,859</b>
PROJECT ADMINISTRATION (Design/Construction 5% total cost)		5%	\$ 346,015
CONSTRUCTION ENGINEERING		18%	\$ 724,479
PROJECT DEVELOPMENT AND PE (survey, design, coordination)		27%	\$ 1,086,718
ENVIRONMENTAL WORK			\$ 90,000
ENVIRONMENTAL WORK CONTINGENCY		20%	\$ 18,000
COORDINATION AND OUTREACH			\$ 40,000
BUILDING PURCHASE AND/OR RIGHT-OF-WAY	5000 SF	\$25	\$ 125,000
BUILDING PURCHASE AND/OR RIGHT-OF-WAY CONTINGENCY		5%	\$ 6,250
Subtotal			

**TOTAL \$ 7,266,322**

Phase		2013 Dollars	YOE Year	Escalation	YOE Cost
Prelim. Engineering	PE	\$ 1,580,734	2016	108.16%	\$ 1,709,722
Right-of-Way	ROW	\$ 131,250	2017	112.49%	\$ 131,251
Construction	Constr.	\$ 5,554,338	2018	116.99%	\$ 6,498,020
		\$ 7,266,322			\$ 8,338,993

March 15, 2013

Metro Council and JPACT Members  
C/O Josh Naramore, Metro  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear Selection Committee:

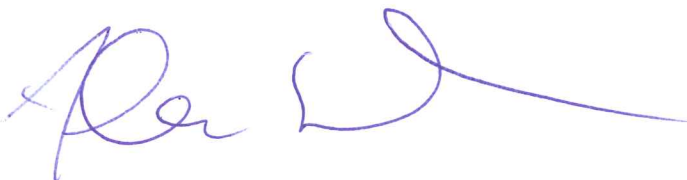
I am writing to express TriMet's support for the **City of Oregon City's Molalla Avenue - Beavercreek Rd to Hwy 213** Application for the 2016-2018 Metropolitan Transportation Improvement Program (MTIP) funding program.

Molalla Avenue is a key route for all travel modes connecting the Oregon City Regional Center with Clackamas Community College. However, the segment from Beavercreek Road to OR 213 is uncomfortable, unwelcoming and at times unaccommodating for those walking, biking or accessing transit. With some of the highest population and employment densities in Oregon City adjacent to the corridor, the City, in partnership with TriMet, would like to encourage non-motorized travel by reconfiguring the existing right-of-way to better accommodate all street users. The project would reduce the underutilized curb-to-curb pavement width to include continuous bike lanes, wider and continuous sidewalks, street furnishings, improved access management and more convenient and comfortable street crossings.

Along with reconstructed intersections and improved street design, TriMet also supports mid-block crossing facilities including pedestrian activated flashing beacons, safety signage and center median pedestrian refuge(s) planned. Two of these three proposed locations for crossing improvements align closely with TriMet bus stops (Garden Meadow Drive and Char Diaz Drive), promoting safe access to transit for TriMet frequent service Line 33-McLoughlin connecting Clackamas Community College, Oregon City, Gladstone, and Milwaukie.

Thank you for considering the City of Oregon City's Molalla Avenue - Beavercreek Rd to Hwy 213 Application. We hope you will agree that this is a project worthy of funding.

Sincerely,



Alan Lehto  
Director Planning and Policy