
East Multnomah Co.

Project Summaries

- Arata Rd: 223rd to 238th
- 223rd Ave: Halsey to UPRR Underpass
- Sandy Blvd: 181st to 201st (Gresham)
- Sandy Blvd: 230th - 238th Dr.
- Sandy Blvd: 223rd - 238th Dr.

2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

PROJECT SUMMARY: ARATA ROAD; 223RD TO 238TH AVE.

PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT

1. Project sponsor agency: Multnomah County
2. Project extent or area description and how you identified the location as a priority:

In 2008, using a TGM grant, Multnomah County and the cities of Fairview and Wood Village developed The Arata Road Concept Plan for a multi-modal street design for Arata Road. Arata is a ¾-mile-long collector located in the cities of Fairview and Wood Village. Multnomah County has jurisdiction of this road. This Active Transportation Project will implement the Concept Plan by constructing sidewalks, bike lanes, lighting, landscaping and drainage improvements on both sides of Arata Road between NE 223rd Avenue and NE 238th Avenue. It will also enhance a 500-foot long multi-modal path within a portion of unimproved County right of way (ROW) that connects Arata Rd. with Halsey St. to the north. This project is identified in the Regional Transportation Plan, Multnomah County Capital Improvement Plan and the cities of Fairview and Wood Village's TSPs. The project was identified as a priority by the East Multnomah County Transportation Committee after public outreach, including a public open house held on June 6, 2011.

3. Purpose and need statement (highlight most relevant criteria):

Arata Road will be transformed from a two-lane road with substantial sidewalks gaps and no bike lanes into an active transportation corridor connecting dense and diverse residential areas with commercial and civic amenities in the Fairview and Wood Village Town Centers and two regional bus routes: #12 and #77. Immediately south of the project area is a major retail development anchored by Fred Meyers, Lowe's and Kohl's stores. The project will substantially improve pedestrian and bike safety along Arata Road with the addition of sidewalk, lighting, and landscaping. These elements will contribute to traffic calming along this heavily used collector.

Overall, this project will expand transportation choices for minority and low income people in the project area. Demographic data from Metro's Equity Analysis shows significantly above average concentrations of EJ/underserved populations and above average concentrations of non-white people within the Arata Rd corridor. The block groups on either side of Arata have a relatively high Latino population (27% vs. 8% countywide), and a higher percentage of renter-occupied housing (47% vs. 43%). There are three large mobile home parks located along Arata Rd., each with over 100 units. To the north on Halsey are Fairview Woods and Oaks Apartments, one of the region's largest subsidized housing projects managed by the Housing Authority of Portland (now Home Forward).

There is a considerable existing need for this project. Currently, many people walk and bike along the gravel shoulders of Arata. There is also need to reduce the conflict between bike and pedestrian users with motor vehicles, including speed reduction. It is a major school bus pick-up/drop-off route for low-income/minority students in the Reynolds School District and is heavily used by residents, primarily women and children, walking to the town center and to escort their children to and from the school bus. (The nearest elementary and middle-schools are over 1.5 miles away.) There are approximately 5 bus stops located on Arata Road serving approximately 350 students. Safety is a major concern; an incident occurred where a Reynolds student was hit and killed while standing on the side of Arata Road.

This project supports long-term employment goals by providing a high quality and safer connection between workers and the jobs in the nearby Town Centers and employment areas north of I-84 in the Columbia Cascade River District.

This project also completes the “last mile,” as Arata Road is the last collector within the Fairview/Wood Village Town Center without bicycle or pedestrian facilities and is optimally located to accommodate active transportation. The proposed enhancements will contribute to increased safety and comfort as well as increased use. Arata connects to bus service on 223rd Ave. and to bus service on Halsey St. via an asphalt bike/pedestrian path on the Wood Village Blvd. right of way. This connection will be enhanced with lighting and an improved surface.

4. Description of project design elements:

The project will remove current conflicts between modes along Arata Rd., including school buses, by constructing six-foot bike lanes on either side of the travel lanes, with 6-foot curbed sidewalks separated from the bike and motor-vehicle lanes by vegetative buffers. The project also features decorative lighting and drainage improvements to remove and treat standing water on the road and shoulders. The project will also enhance the primitive asphalt path between Halsey and Arata that connects a significant public housing complex located on Halsey to the destinations south of Arata. Project elements will include way-finding signage for cyclists and pedestrians, potentially multi-lingual to better serve the high rate of Spanish-speakers in the neighborhood.

5. Please attach a map of project area

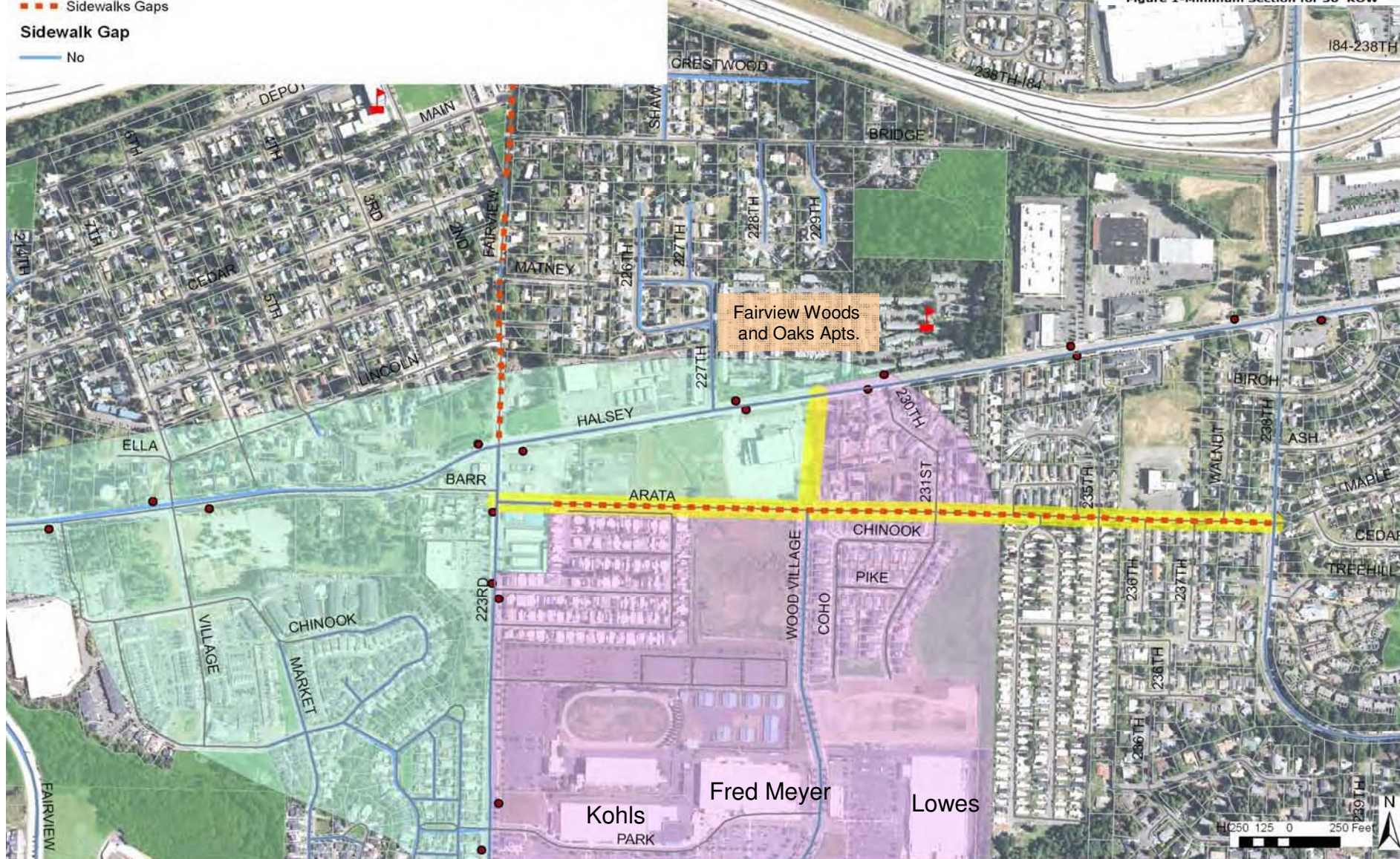
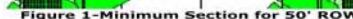
6. Please provide an estimate of total project cost and the funds you are requesting for the project.

Total project cost: \$1,880,000

Regional Flexible Funds requested: \$1,669,000

☐ No

TriMet Stops



2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

PROJECT SUMMARY: 223RD AVENUE; HALSEY TO UPRR UNDERPASS

PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT

1. Project sponsor agency: Multnomah County
2. Project extent or area description and how you identified the location as a priority:

The project seeks funding for planning and project development of neighborhood scale design solutions for a 3000-foot segment of the 223rd Avenue through Old Town Fairview to provide active transportation improvements where no sidewalks or bike lanes exist. The project area is located in the City of Fairview between Halsey Street and the Railroad structure just south of Sandy Blvd. Currently, the County's roadway standards call for a cross-section that includes 3 motor-vehicle lanes in addition to bike lanes and sidewalks. However, the available right-of-way is constrained due to the location of Fairview Creek and private residential encroachments. Improving 223rd Avenue is identified in the Regional Transportation Plan, Multnomah County Capital Improvement Plan and the City of Fairview's Transportation System Plan. This development project was identified as a priority by the East Multnomah County Transportation Committee after public outreach, including a public open house held on June 6, 2011. The planning and project development will result in a construction-ready active transportation project.

3. Purpose and need statement (highlight most relevant criteria):

223rd Avenue today is a two lane urban road without sidewalks and bike lanes, located in a mature residential neighborhood with many families, nearby schools, places of worship, and shopping destinations. There is a need to design context sensitive improvements that consider adjacent land uses, access and mobility needs, travel speeds and stormwater quality gaps. With the appropriately-scaled right-of-way improvements, nearby destinations will be more easily and safely accessed, storm water pollution can be reduced, and the overall livability and quality of life for those who depend on 223rd to access work, school and recreation can be greatly improved.

The 223rd Avenue project will plan and develop an attractive multimodal corridor for the traveling public not currently served by bike and pedestrian facilities. It will design the completion of the "last 1/4-mile" between Old Fairview and the regionally-designated Fairview and Wood Village Town Centers. The Columbia Cascade River District employment area is north of the project area, as are regional recreation facilities including Blue Lake Park, Chinook Landing Marine Park, and the 40 Mile Loop Trail.

It will improve access for transit users connecting with TriMet regional routes #12 on Sandy Blvd. and #77 on Halsey St., at either ends of the project area. Other local destinations served are a branch of the Multnomah County Library, Fairview Elementary School, churches, the city museum and the Fairview Community Center.

The project area serves a socioeconomically diverse population. Census blocks north of Halsey and east of 223rd Ave. have “above average” concentrations of EJ and underserved communities. In this area particularly east of 223rd: the census block group is 36% Latino (vs. 8% countywide) and 64% of the households are rented (vs. 43% countywide).

Outreach and engagement components will be included as a design element of the project and may include way-finding signage, and opportunities to market mode choices for visitors to Blue Lake Park, Chinook Landing and the 40-mile Loop trail are available through Metro’s and other regional active transportation materials.

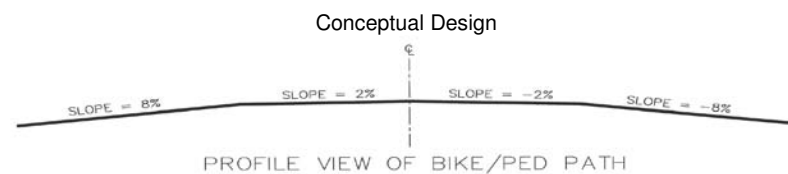
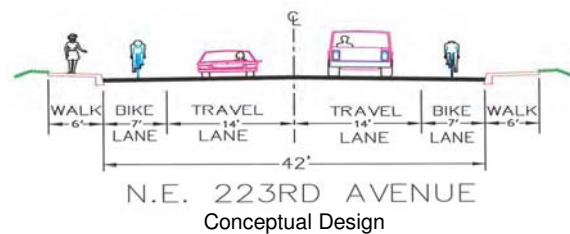
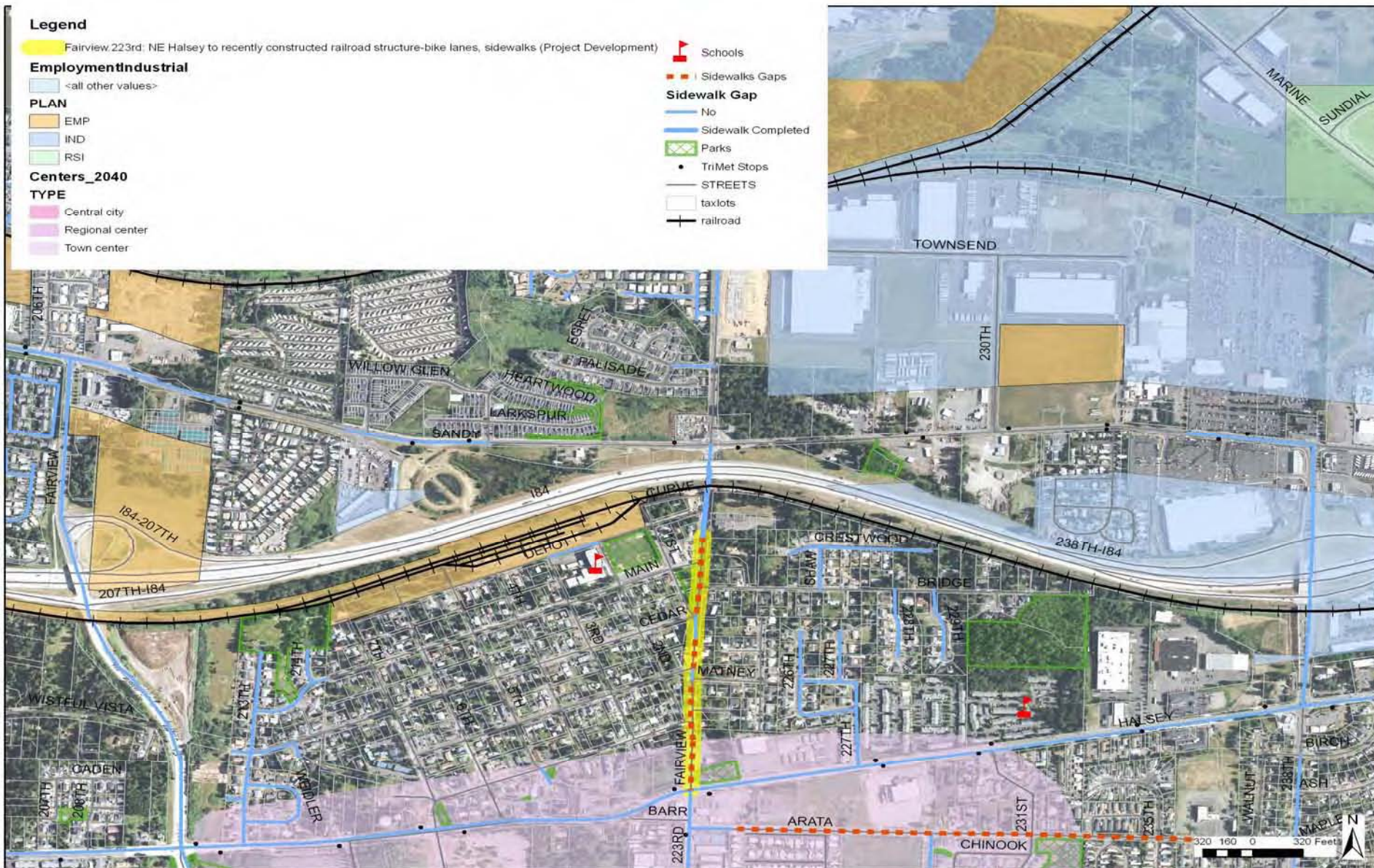
4. Description of project design elements:

Multnomah County will partner with the City of Fairview to plan and design a neighborhood scale right-of-way improvements to enhance active transportation and manage stormwater and the water quality of Fairview Creek within Fairview’s Old Town Neighborhood. The design principles of Metro’s “Creating Livable Streets” will be incorporated into the project development process. The process will include a stakeholder and public outreach component to discuss alternatives to the County’s Roadway Standards, pedestrian amenities including way-finding signage and stormwater management. The final product will be a developed community-supported, multimodal design “shovel ready” for the next available construction funding.

5. Please attach a map of project area – *see attached*.

6. Please provide an estimate of total project cost and the funds you are requesting for the project.

Total project cost: \$250,000 (funds requested + local match)
Funds requested: \$225,000



2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY

SANDY BOULEVARD: 181ST TO 201ST (GRESHAM)

PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT

Sandy Boulevard Improvement Project, 181st to West of 201st

1. Project sponsor agency: City of Gresham. Staff lead contact information: Katherine Kelly, Transportation Planning Manager, City of Gresham, OR 97030. Email: Katherine.Kelly@GreshamOregon.gov, Tel.: 5003-618-2110.
2. Project extent or area description and how you identified the location as a priority: This project extends from 181st Avenue to just west of 201st Avenue on the north and south sides of Sandy Boulevard. It is listed in the Regional Transportation Plan as project number 10443 and is also listed as a top priority project in the Columbia Corridor Regional District strategic plan adopted in 2010.

This segment of Sandy Boulevard in Gresham was identified as a priority location due to its regional significance for both freight and active transportation. The process to identify this project as significant included outreach with the Gresham community as well as other East Multnomah county jurisdictions, the East Metro Economic Alliance, and the Columbia Corridor River District. ODOT Region 1 staff and the Metro Freight Subcommittee have also briefed on this project.

On June 6, 2011, the project was presented in detail to members of the East Multnomah County Transportation Committee (EMCTC). On June 13, 2011 it was presented again to EMCTC members and during a public open house immediately following that meeting. The public was notified about the open house in coordination with Multnomah County. An announcement about the meeting was placed in the Outlook newspaper and on the Multnomah County and Gresham websites. In addition, Gresham posted this meeting on its Facebook site and notified its Coalition of Neighborhood Associations.

Multnomah County staff managed the written comments received during the EMCTC meetings and at the public meeting. Additional comments to staff from attendees of the public open house and other EMCTC members can be summarized as strongly supportive of this project.

3. Purpose and need statement (highlight most relevant criteria): The project was identified as a priority project by the City of Gresham because it will improve mobility and access to a regionally significant industrial area, enhance safety, and enhance multimodal facilities to and along US 30/Sandy Boulevard. The project will

increase roadway capacity to manage existing and projected traffic demands that will not be met under current conditions, thereby alleviating excessive motorist delays as employment densities continue to increase in this industrial area. These improvements will create efficiencies in the reduction of freight delay and thereby help alleviate greenhouse gas emissions. New pedestrian and bicycle facilities that link directly to the Gresham-Fairview and I-84 Multi-Use Paths will also be constructed as part of this project, effectively completing a major section of the region's trail system and providing alternative modes of transportation. The design of this project minimizes conflicts between freight vehicles and pedestrians/bikes by providing a new off-street multi-use trail.

Some widening of US 30/Sandy Boulevard has been accomplished through private development, with widening of site frontages. However, this is not consistent throughout the corridor and thus there is a patchwork of lane additions and lane drops. Pavement shoulders and bike lanes are inadequate or non-existent and basic infrastructure such as sidewalks, curbs, and storm drainage are missing on the north side of the roadway. This project will complete those improvements.

Benefits of this project go beyond the multimodal elements; constructing improvements fronting approximately 19 acres of vacant, state certified industrial land will support economic development by attracting employers and new jobs to a ready-to-go industrial site. The site is strategically located with easy access to I-84 and marine, rail, and air freight facilities. It lies within the Rockwood Urban Renewal Area, an underserved area, and has been identified by the Gresham Redevelopment Commission as a high priority project with programmed funding to leverage grant opportunities to implement these improvements. As part of the process to allocate those funds there was outreach to the community through the Rockwood Neighborhood Association.

According to FHWA statistics as of spring 2009, this project would create 65 jobs, 22 directly associated with construction. Additionally, this project will help renew and revitalize the Rockwood/West Gresham urban renewal area, making it more attractive to private investment.

4. Description of project design elements:

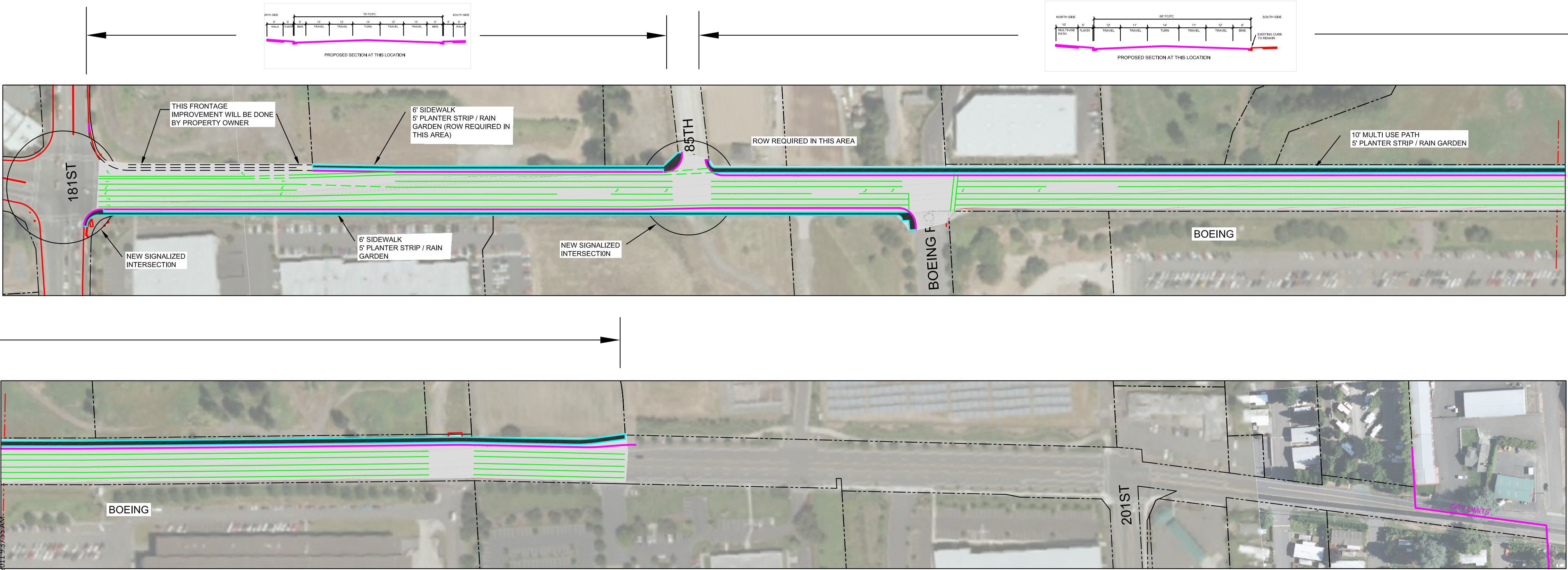
The Sandy Boulevard project in Gresham consists of:

- two new northbound right turn lanes from 181st Avenue with minimal widening of the southeast corner to accommodate better pedestrian access
- a new multi-use trail on the north side of Sandy between 185th Ave. to 201st Ave. that links to the existing Gresham-Fairview Trail
- bike lanes from 185th to 181st Ave. on the north side (bike lanes exist on the south side all the way from 201st to 181st)
- some shifting of existing travel lanes to the north to accommodate capacity improvements
- replacement of the traffic signal at 181st and a new signal at 185th

- new street trees, stormwater mitigation, and street lights.

5. Map attached.

6. Active Transportation/Complete Streets request: \$1,335,200
Green Economy/Freight Initiatives request: \$527,200



SANDY BLVD. PROPOSED IMPROVEMENTS

2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

PROJECT SUMMARY: SANDY BLVD.; 230TH – 238TH AVENUE

PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT

1. Project sponsor agency: Multnomah County
2. Project extent or area description and how you identified the location as a priority:

This freight project area is located along NE Sandy Blvd in the Columbia Cascade River District (CCRD) industrial area between I-84 exit 16 (@238th Avenue) and the entrance to Townsend Business Park, a 75-acre general industrial campus that is home to Knight Transportation. This ¼-mile long project is the first phase of a larger Multnomah County project to improve Sandy Blvd. between the Gresham/ Fairview city limits to 238th that is identified in the Regional Transportation Plan, Multnomah County Capital Improvement Plan and Program and the cities of Fairview and Wood Village TSPs and the Strategic Investment Plan for the CCRD. The project was identified as a priority by the East Multnomah County Transportation Committee after public outreach, including a public open house held June 6, 2011.

3. Purpose and need statement (highlight most relevant criteria):

This project is vital in attracting new industries and jobs to “shovel-ready industrial jobs. Currently, there are over 1,100 jobs with a number of major employers in the project area. They have been attracted by the good regional inter-modal freight access. However, Sandy Blvd. has been under-invested in by ODOT prior to transferring jurisdiction to the County. Enhanced freight access will make the area more attractive to prospective firms. Regional Flexible Funds are one of few opportunities for the County to leverage its transportation funds to complete freight project.

The majority of the properties are designated employment or industrial lands on the Metro Title 4 Map. There are extensive opportunities for potential future jobs to locate in the vacant industrial and commercial properties. Townsend Business Park has approximately 30 acres of developable industrial land, there are roughly 250,000 square feet of available vacant build-to-suit industrial space in the LEED Gold Certified Birtcher Building, and approximately 20 acres of vacant commercial land along Sandy Boulevard. While attracted to CCRD Enterprise Zone by incentives for qualifying firms locating in the area, the lack of improvements on Sandy has been cited by prospective businesses as an impediment to locating in this area.

Improving pavement conditions and storm water management, widening the intersection of Sandy and 230th Avenue and providing separated sidewalks and bike lanes will contribute to reduced freight delay and improved freight reliability and access to CCRD industrial sites from I-84 Exit 16 and improve employees’ mode choices. In addition, improved freight access will

make existing “shovel-ready” industrial properties in the project area more marketable to prospective firms.

This project also expands economic opportunities to underserved communities by providing increased bicycle and pedestrian access to CCRD industrial sites and by improving access to the industrial areas to support job creation. This project will contribute to the “greening of the economy” by closing the jobs/affordable housing imbalance in East Multnomah County. Improvements along Sandy Blvd would provide much needed improved access to transit and pedestrian/bike facilities for the multiple underserved communities living in Gresham, Fairview, Troutdale and Wood Village. Quail Hollow Manufactured Home Park, Portland Fairview RV Park, and multiple apartment complexes providing affordable housing options to the East County workforce are located along Sandy Blvd. In addition, Townsend Farms provides workforce housing to their seasonal employees on a property adjacent to Sandy Blvd.

The active transportation component of this project increases mode choice of residents in the area to access the commercial node at Sandy and 238th Avenue. The construction of bike lanes and sidewalks will improve safety by removing conflicts between freight and active transportation modes. The enhanced transit access along Sandy will improve access to TriMet Route #12, further connecting EJ/underserved communities with existing and future jobs in the project area. Transit use in this area is high, with boarding totals for the 23500 block of NE Sandy averaging 1,546 per week and lift service averaging 30 service requests a month.

The active transportation component of the project will contribute to the reduction of air toxins and particulate matter by supporting the use of non-motorized modes of transportation. The project also reduces the need for highway expansion by improving access between I-84 exit 16 interchange and the CCRD industrial area, reducing the demand on nearby I-84 interchanges operating at or near capacity.

4. Description of project design elements:

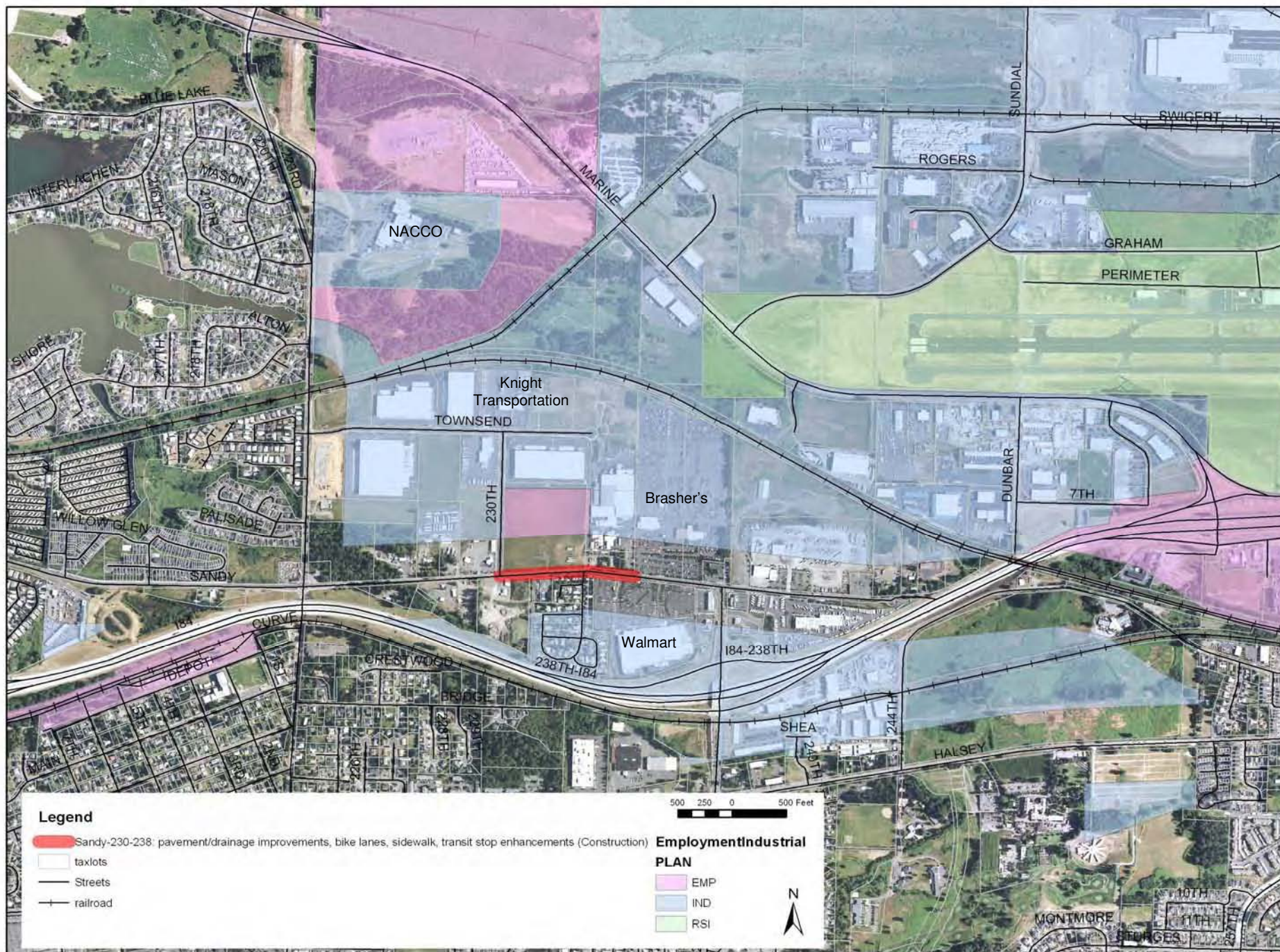
The project will replicate the existing cross section found along the Wal-Mart frontage of Sandy. It will add a 3” overlay to the road surface providing a more sustainable surface for heavy trucks loads. It will complete a full intersection at 230th Ave including left turn channels and appropriate right-turn radii, and a signal as warranted. Minimum 6-foot sidewalks and 6-foot sidewalks with lighting, enhanced transit stops and crossing will also be constructed.

5. Please attach a map of project area - see attached





6. Please provide an estimate of total project cost and the funds you are requesting for the project.

Total project cost: \$885,675

Funds requested: \$659,000



Legend

-  Sandy-230-238: pavement/drainage improvements, bike lanes, sidewalk, transit stop enhancements (Construction)
-  taxlots
-  Streets
-  railroad

Employment Industrial PLAN

-  EMP
-  IND
-  RSI

500 250 0 500 Feet



2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

PROJECT SUMMARY: SANDY BLVD.; 223RD – 238TH AVE.

PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT

1. Project sponsor agency: Multnomah County

2. Project extent or area description and how you identified the location as a priority:

This freight project is located along NE Sandy Blvd between 223rd Avenue and 238th Avenue with access to the I-84 interchange (Exit 16). It is a segment of a larger Multnomah County project between the Gresham/Fairview city limits to 238th identified in the Regional Transportation Plan, Multnomah County Capital Improvement Plan and Program and the cities of Fairview and Wood Village TSPs and the Strategic Investment Plan for the CCRD. The County is currently completing designs for the segment west to the Gresham/Fairview city limits. This development project was identified as a priority by the East Multnomah County Transportation Committee after public outreach, including a public open house held on June 6, 2011.

3. Purpose and need statement (highlight most relevant criteria):

This purpose of this project is to develop a project that improves freight access to the Columbia Cascade River District (CCRD). The project area includes the Columbia Cascade Enterprise Zone, which provides incentives for qualifying firms locating in the area. Some of the major employers in the area include General Pacific, Knight Transportation, NACCO, and ThermoKing. The majority of the land along this segment of Sandy is designated employment or industrial lands on the Metro Title 4 Map, demonstrating that this area has been identified as an industrial and employment center for the Portland metro region in the Urban Growth Management Plan. The development project is vital in preparing for the construction phase of the Sandy Blvd. investments. The lack of improvements along Sandy has been cited by prospective businesses as an impediment to locating in this area, in spite of other offered incentives. The Regional Flexible Funds are the County's primary opportunity to leverage its capital funds to complete this project.

This segment of Sandy requires a substantial investment in project design and development due to challenges from natural features including 2 stream crossings, topography and drainage. The design will address pavement conditions, stormwater management, and bicycle and pedestrian facilities, including bus stop enhancements. These elements will contribute to reduced freight delay and improved reliability and access to CCRD industrial sites from I-84 Exit 16 by ensuring the road surface can sustain truck loads and conflicts that affect freight reliability are reduced.

Currently there are over 1,100 jobs in the area, with extensive opportunities for job growth on "shovel-ready" vacant industrial and commercial properties. As an example, Townsend

Business Park has approximately 30 acres of developable industrial land, and roughly 250,000 square feet of available vacant LEED Gold Certified industrial space in the Birtcher Buildings.

The development of this Sandy Blvd. improvement will get the project one step closer to constructing improvements to the freight system making available building space and properties more marketable and attractive to prospective firms. This will contribute to job creation, closing the jobs/affordable housing imbalance that exists in East County. Providing increased employment opportunities for residents of East County is critical for an area with higher than regional averages of low-income and minority communities. Job creation will reduce the travel distance between affordable housing and employment.

In addition to job creation, this project expands economic opportunities to underserved communities by providing opportunities for increased bicycle, pedestrian and transit access to employment areas and other essential services. Improved bike and pedestrian access will make it safer for residents of nearby low-income neighborhoods to travel through the industrial areas to services located nearby. The project area experiences heavy pedestrian use to Wal-Mart at 238th and Sandy. Design elements will include bike lanes, sidewalks, lighting and enhanced transit stops and crossings. The enhanced transit access along Sandy will improve use of TriMet bus route #12. Storm water management elements will address standing water on the roadway and shoulders.

The construction of bike lanes and sidewalks will remove conflicts between freight and active transportation modes. Providing multi-modal facilities also contributes to the reduction of air toxins and particulate matter by encouraging the use of non-motorized modes. This project may also reduce the need for highway expansion by improving access to the CCRD industrial area from I-84 Exit 16 and reducing demand on nearby freeway interchanges that are operating at or near capacity.

4. Description of project design elements:

Design elements include intersection widening at Sandy and 230th, new bike lanes and sidewalks to separate modes along NE Sandy Blvd, lighting, enhanced bus stops and crossings, and appropriate storm water management treatments.

5. Please attach a map of project area

6. Please provide an estimate of total project cost and the funds you are requesting for the project.

Total project cost for project development: \$335,000

Funds requested: \$ 298,000

