

**Oregon Department of Transportation  
LOCAL AGENCY CERTIFICATION PROGRAM  
Supplemental Project Agreement No. 28483  
FLEXIBLE FUNDS PROGRAM 2011  
CONGESTION MITIGATION AND AIR QUALITY PROGRAM  
ARATA ROAD: 223RD - 238TH (FAIRVIEW/WOOD VILLAGE)  
Multnomah County**

**THIS AGREEMENT** is made and entered into by and between THE STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "State," and MULTNOMAH COUNTY, acting by and through its elected officials, hereinafter referred to as "County," both herein referred to individually or collectively as "Party" or "Parties."

**RECITALS**

1. By the authority granted in Local Agency Certification Program Agreement No. 26226 incorporated herein and by this reference made a part hereof, State may enter into this Supplemental Project Agreement with County for the performance of work on this improvement Project. The Certification Program allows State to certify a Local Agency's procedures and delegates authority to the certified Local Agency to administer federal-aid projects that are not on the National Highway System.
2. Arata Road, NE 223<sup>rd</sup> Avenue, NE 238<sup>th</sup> Avenue and Wood Village Boulevard are a part of the County's road system under the jurisdiction and control of County.
3. The Project in this Supplemental Project Agreement is one of the required test projects that constitute conditional certification described in Local Agency Certification Program (Certification Program) Agreement No. 26226.

**NOW THEREFORE**, the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties hereto as follows:

**TERMS OF AGREEMENT**

1. Under such authority, County agrees to the following, hereinafter referred to as "Project."
  - a. Design improvements for Arata Road from NE 223<sup>rd</sup> Avenue to NE 238<sup>th</sup> Avenue based on the Arata Road Conceptual Design Plan (ARCDP) dated July 25, 2008.
  - b. Design improvements for a shared use path on an extension of Wood Village Boulevard right of way (ROW) between Arata Road and Halsey Street, which includes a marked pedestrian crossing at Halsey Street consisting of striping, center turn lane refuge and Rectangular Rapid Flash Beacon (RRFB) or other appropriate signaling device, and contact and coordinate with TriMet as to

County/State  
Agreement No. 28483

possible modifications to bus stop locations along Halsey Street relative to the Wood Village Boulevard extension at Halsey Street portion of project improvements.

- c. Construct sidewalks, cross-walks, bike lanes, street lighting, landscaping, and green-street drainage on the north and south side of Arata Road between Wood Village Boulevard and NE 238<sup>th</sup> Avenue.
  - d. Construct sidewalk on south side of Arata Road from NE 223<sup>rd</sup> Avenue 900 feet eastward.
  - e. Construct a shared use path on the Wood Village Boulevard extension between Arata Road and Halsey Street, which includes a marked pedestrian crossing at Halsey Street consisting of striping center turn lane refuge and RRFB or other appropriate device.
2. The total Project cost is estimated at **\$4,468,201** which is subject to change. The location of the Project is approximately as shown on the detailed map attached hereto, marked "Exhibit A," and by this reference made a part hereof. The Project, Key Milestones and Schedule are attached as "Exhibit B," and by this reference made a part hereof. The ARCDP is further described in "Exhibit C," attached hereto and by this reference made a part hereof.
3. Part of this Project will be conducted as a part of the Federal-Aid Surface Transportation Program (STP) under Title 23, United States Code. The State Flexible Funds Program STP funds for this Project will be limited to **\$2,100,000**. The Project will be financed with STP funds with County providing the match and any non-participating costs, including all costs in excess of the available federal funds. The State Flexible Funds Program STP funds are available for all phases of the Project.
4. Part of this Project will be conducted as a part of the Congestion Mitigation and Air Quality (CMAQ) Program under Title 23, United States Code. The CMAQ funds are limited to **\$1,669,000**, with Agency providing the match and any non-participating costs, including all costs in excess of the available federal funds. Agency shall be responsible for determining the amount of federal funds to be applied to each phase of the Project. Agency is not guaranteed the use of unspent funds for a particular phase of work. It is Agency's responsibility to notify State in advance of State obligating the funds for a subsequent phase if Agency wants to release funds on the current authorized phase(s) of work.
5. County may satisfy the required matching funds through a contribution for materials and services for the Project. This contribution will only be allowed upon approval of State's Program and Funding Services Manager, after review for compliance with State's "Procedures for Donations and Contributions."

County/State  
Agreement No. 28483

6. County shall make all payments for work performed on the Project, including all construction costs, and invoice State for 100 percent of its costs. State shall reimburse County invoices at the pro-rated federal share. All costs beyond the federal and state reimbursement, any deposited local funds, and any non-participating costs will be the responsibility of the County. State shall perform work in the estimated amount of \$25,000. The work being performed by State includes federal oversight, compliance review, project development and construction monitoring, and Project documentation and accounting closeout. State shall simultaneously invoice FHWA and County for State's Project costs, and County agrees to reimburse State for the federal-aid matching state share and any non-participating costs as determined in accordance with paragraph number 3, above upon receipt of invoice. Failure of County to make such payments to State may result in withholding of County's proportional allocation of State Highway Trust Funds until such costs are paid. County understands that State's costs are estimates only and agrees to reimburse State for the actual amount expended.
7. If County fails to meet the requirements of this Agreement or the underlying federal regulations, State may withhold the County's proportional share of Highway Fund distribution necessary to reimburse State for costs incurred by such County breach.
8. All STP Flexible Funds must adhere to the specific obligation and completion requirements. Non-construction projects must be ready for obligation no later than September 30, 2012 and completed or implemented by December 31, 2014. Construction projects must obligate the Preliminary Engineering phase by December 31, 2012, Right-of-Away and Construction phases must be obligated by December 31, 2013. Construction projects must be completed by December 31, 2014. After September 30, 2012 for non-construction Projects and December 31, 2013 for construction projects the State may withdraw and reassign any STP Flexible Funds not yet obligated for the Project and shall have no obligation to fund any remaining phases of work through the Flexible Funds Program. The withdrawal of funds will not affect funding and payments for Preliminary Engineering or other phases of work that were obligated prior to the above stated dates. Obligation is defined as FHWA authorization to proceed with a phase of the project.
9. If County cannot meet obligation of STP Flexible funds as intended by the program as stated in paragraph 8, above, then County shall adhere to the Project Change Request process as stated in Exhibit B.
10. County shall select consultants, design, advertise, bid, award the construction contract, and perform construction administration. County understands that this Project is a test project and agrees to comply with all of the terms and conditions found in Certification Program Agreement No. 26226.
11. The federal funding for this Project is contingent upon approval by the Federal Highway Administration (FHWA). Any work performed prior to acceptance by FHWA will be considered nonparticipating and paid for at County expense. State's Regional Local Agency Liaison or designee will provide County with a written notice to

County/State  
Agreement No. 28483

proceed when FHWA approval has been secured and funds are available for expenditure on this Project.

12. State considers County a subrecipient of the federal funds it receives as reimbursement under this Agreement. The Catalog of Federal Domestic Assistance (CFDA) number and title for this Project is 20.205, Highway Planning and Construction.
13. The term of this Agreement shall begin on the date all required signatures are obtained and shall terminate upon completion of the Project and final payment or ten (10) calendar years following the date all required signatures are obtained, whichever is sooner.
14. Certification Program Agreement No. 26226 was fully executed on November 1, 2010. This Agreement is subject to the terms and provisions of the Certification Program Agreement.
15. County shall, at its own expense, maintain and operate the Project upon completion and throughout the useful life of the Project at a minimum level that is consistent with normal depreciation and/or service demand. State and County agree that the useful life of this Project is defined as twenty (20) years.
16. State may conduct periodic inspections during the life of County's Certification Projects to verify that Projects are being properly maintained and continue to serve the purpose for which federal funds were provided.
17. The Parties agree that this Agreement may be terminated if the funds for this Project are not obligated as stated in Terms of Agreement, paragraph 8. Upon termination of this Agreement, State may reassign any STP Flexible funds not yet obligated for the Project and will have no obligation to fund any remaining phases of work through the Flexible Funds Program.
18. This Agreement may be terminated by mutual written consent of both Parties.
19. State may terminate this Agreement effective upon delivery of written notice to County, or at such later date as may be established by State, under any of the following conditions:
  - a. If County fails to provide services called for by this Agreement within the time specified herein or any extension thereof.
  - b. If County fails to perform any of the other provisions of this Agreement, or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State fails to correct such failures within ten (10) days or such longer period as State may authorize.

County/State  
Agreement No. 28483

- c. If County fails to provide payment of its share of the cost of the Project.
  - d. If State fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow State, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.
  - e. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or if State is prohibited from paying for such work from the planned funding source.
20. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.
21. County, as a recipient of federal funds, pursuant to this Agreement with State, shall assume sole liability for County's breach of any federal statutes, rules, program requirements and grant provisions applicable to the federal funds, and shall, upon County's breach of any such conditions that requires State to return funds to the FHWA, hold harmless and indemnify State for an amount equal to the funds received under this Agreement; or if legal limitations apply to the indemnification ability of County, the indemnification amount shall be the maximum amount of funds available for expenditure, including any available contingency funds or other available non-appropriated funds, up to the amount received under this Agreement.
22. State's Flexible Funds Program Manager is Carol Olsen, ODOT, Active Transportation Section, 555 13th Street NE, Suite 2, Salem, Oregon 97301-4178, Salem, OR 97302, (503) 986-3327, carol.a.olsen@odot.state.or.us, or assigned designee upon individual's absence. State shall notify the other Party in writing of any contact information changes during the term of this Agreement.
23. County's Project Manager for this Project is Brian Vincent, County Engineer, Multnomah County Land Use and Transportation Program, 1620 SE 190th Avenue, Portland, OR 97233, (503) 988-5050 Ext. 29642, brian.s.vincent@multco.us, or assigned designee upon individual's absence. County shall notify the other Party in writing of any contact information changes during the term of this Agreement.
24. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.
25. This Agreement and the Certification Program Agreement No. 26226, and all attached exhibits constitutes the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either Party unless in writing and signed by both Parties and all necessary approvals have

County/State  
Agreement No. 28483

been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of State to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision.

**THE PARTIES**, by execution of this Agreement, hereby acknowledges that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

This Project is in the 2012-2015 Statewide Transportation Improvement Program, (Key #18019 that was approved by the Oregon Transportation Commission on March 21, 2012 (or subsequently approved by amendment to the STIP).

The Oregon Transportation Commission at its March 21, 2012 meeting approved the Flexible Funds/CMAQ Program project application list and delegated authority to the Director of the Oregon Department of Transportation to enter into project agreements.

**Signature page to follow**

County/State  
Agreement No. 28483

**MULTNOMAH COUNTY**, acting by and  
through its elected officials

By \_\_\_\_\_  
Jeff Cogen, Chair, Multnomah  
County Board of Commissioners

Date \_\_\_\_\_

By \_\_\_\_\_ Not Applicable  
Recording Secretary

Date \_\_\_\_\_

**APPROVED AS TO LEGAL  
SUFFICIENCY**

By /s/ Matthew O. Ryan  
Assistant County Attorney

Date December 4, 2012

**County Contact:**

Brian Vincent, County Engineer  
Multnomah County Land Use and  
Transportation Program  
1620 SE 190th Avenue  
Portland, OR 97233  
(503) 988-5050 Ext. 29642  
brian.s.vincent@multco.us

Multnomah County Agreement  
No. 1213080

**STATE OF OREGON**, acting by and  
through its Department of Transportation

By \_\_\_\_\_  
Director

Date \_\_\_\_\_

**APPROVAL RECOMMENDED**

By \_\_\_\_\_  
Planning Section Manager

Date \_\_\_\_\_

By \_\_\_\_\_  
Active Transportation Section Manager

Date \_\_\_\_\_

By [Signature]  
Region 1 Manager

Date 2/12/13

**APPROVED AS TO LEGAL  
SUFFICIENCY**

By \_\_\_\_\_  
Assistant Attorney General

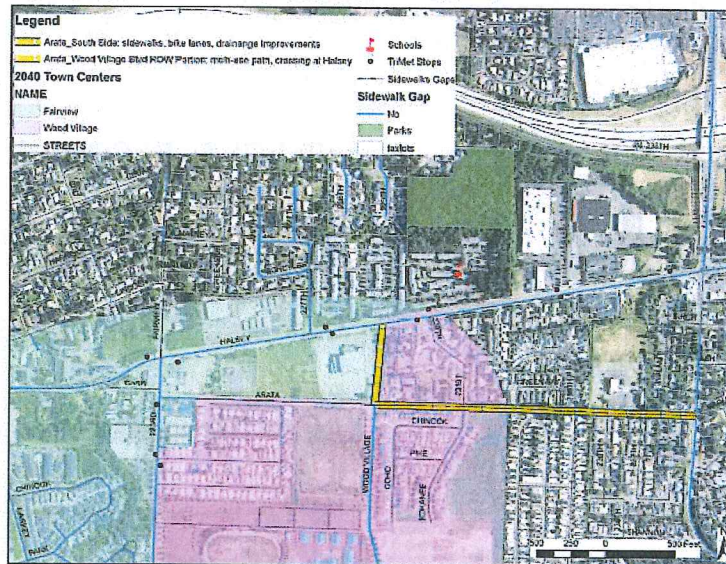
Date \_\_\_\_\_

**State Contact:**

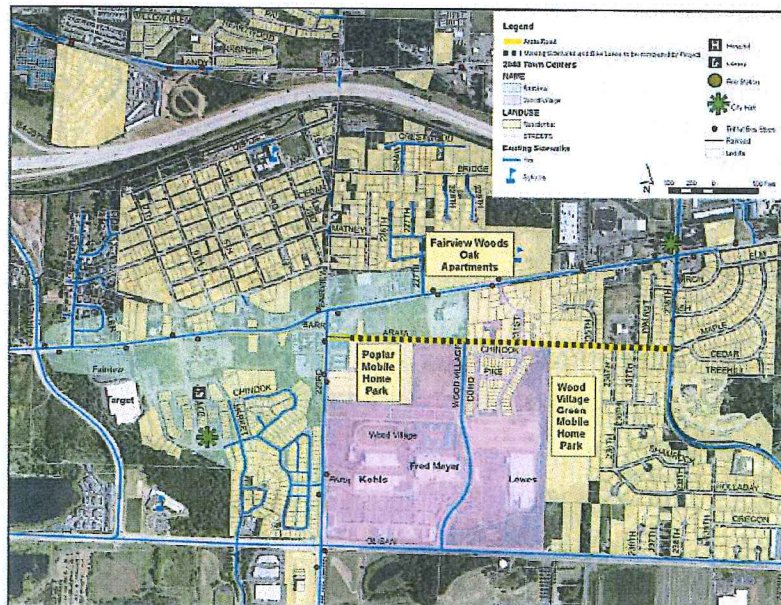
Tom Weatherford, Local Agency Liasion  
ODOT – Region 1  
123 NW Flanders Street  
Portland, OR 97209  
(503) 731-8238  
thomas.l.weatherford@odot.state.or.us



**EXHIBIT A – PROJECT LOCATION MAP**  
**Agreement No. 28483**  
**Application Number: BP-1-021**  
**Arata Road: 223<sup>rd</sup> - 238<sup>th</sup> (Fairview/Wood Village)**



Project to be completed by Regional Flexible Funds Allocation: construct improvements on the south side of Arata Road between Wood Village Blvd. and 238<sup>th</sup> Ave and the multi-modal path between Arata Road and Halsey Street using \$1.669 million of Metro's Regional Flexible Funds in FY 2014-2015



Project proposed for ODOT Flexible Fund: ODOT Flexible Funds to construct the complementary improvements on the north side of Arata Road. The project consists of sidewalks, bike lanes, lighting, landscaping and drainage improvements on Arata Road between NE 223rd and NE 238th Avenue, as well as a multi-modal path connecting Arata Rd with Halsey Blvd to the north



**EXHIBIT B - PROJECT KEY MILESTONES AND SCHEDULE**

**Agreement No. 28483**

**Application Number: BP-1-021**

**Arata Road: 223<sup>rd</sup> - 238<sup>th</sup> (Fairview/Wood Village)**

**1. Project Description**

The Project is as set forth in TERMS OF AGREEMENT, Paragraph 1.

2. This Project is subject to progress reporting and project change process as stated in Paragraphs No. 3 through No. 6 below.

3. **Monthly Progress Reports (MPR)** - County shall submit monthly progress reports using MPR Form 734-2862, attached by reference and made a part of this Agreement. The Monthly Progress Report is due by the 5<sup>th</sup> day of each month, starting the first full month after execution of this Agreement, and continuing through the first month after State issues Project Acceptance (Second Note) for the Project's construction contract.

The fillable MPR form and instructions are available at the following address:

<http://www.oregon.gov/ODOT/HWY/LGS/online.shtml>

4. **Project Milestones** - The Parties agree that the dates shown in Table 1 constitute the intended schedule for advancing and completing the Project. Project Milestones may only be changed through amendment of this Agreement, after obtaining an approved Project Change Request.

**Table 1: Project Milestones**

	<b>Milestone Description</b>	<b>Completion Date</b>
<b>1</b>	Obligation (Federal Authorization) of STP Flexible Funds for the Preliminary Engineering phase of Project	12/31/2012
<b>2</b>	Obligation (Federal Authorization) of STP Flexible Funds for the Right-of-Way phase of the Project	12/31/2013
<b>3</b>	Obligation (Federal Authorization) of STP Flexible Funds for the Construction phase of Project	12/31/2013
<b>4</b>	Project Completion based on County issuing Project Acceptance or "Second Note"	12/31/2014

5. **Project Change Request (PCR) Process** - County must obtain approval from State's Contact and State's STP Flexible Funds Program Manager for changes to the Project's scope, schedule, or budget by submitting a PCR as specified in Paragraphs 5a and 5b, below. County shall be fully responsible for all costs attributable to changes to the established Project scope, schedule or budget and

County/State  
Agreement No. 28483

prior to an approved PCR. Amendments to this Agreement are required for all approved PCRs.

- a. **Scope** - A PCR is required for a change in the scope of work described in the Project Description (Paragraph 1 of this Exhibit).
  - b. **Schedule** - A PCR is required if County or State's Contact anticipate that any Project Milestone will be delayed by more than ninety (90) days, and also for any change in schedule that will require amendment of the Statewide Transportation Improvement Program (STIP).
6. **PCR Form** - County must submit all change requests using PCR Form 734-2863, attached by reference and made a part of this Agreement. The PCR Form is due no later than thirty (30) days after the need for change becomes known to County. The PCR shall explain what change is being requested, the reasons for the change, and any efforts to mitigate the change. A PCR may be rejected at the discretion of State's Flexible Funds Program Manager.

The fillable PCR form and its instructions are available at the following web site:  
<http://www.oregon.gov/ODOT/HWY/LGS/online.shtml>

7. **Consequence for Non-Performance** - If County fails to fulfill its obligations in Paragraphs No. 3 through No. 6 above, or does not advance the Project according to the Project Milestones, State's course of action through the duration of County's default may include: (a) restricting County consideration for future funds awarded through State's Active Transportation Section, then (b) withdrawing unused Project funds, and then (c) terminating this Agreement as stated in Terms of Agreement, Paragraphs No. 19a and 19b of this Agreement.

County/State  
Agreement No. 28,483

**EXHIBIT C – ARATA ROAD CONCEPTUAL DESIGN PLAN**  
**Agreement No. 28483**  
**Application Number: BP-1-021**  
**Arata Road: 223<sup>rd</sup> - 238<sup>th</sup> (Fairview/Wood Village)**

City of Wood Village, Oregon

**ARATA ROAD CONCEPTUAL DESIGN PLAN**  
TGM 1N-07

**FINAL REPORT**

July 25, 2008

Prepared by:  
Spencer & Kupper  
In association with  
Donald B. Genascl & Associates  
Warren Greaser GIS

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU), local government and the State of Oregon funds.

Final Report

Arata Road Streetscape Design

i

**ARATA ROAD CONCEPTUAL DESIGN PLAN**  
TGM 1N-07

**FINAL REPORT**

July 25, 2008

**CONTENTS**

1. Background & Planning Process	1
1.1 Project Purpose & Objectives	1
1.2 Description of Planning Process	2
1.3 Public Involvement Process and Input Summary	3
2. Conceptual Design Plan	4
2.1 Project Purpose	4
2.2 Section & Intersection Details	5
2.3 Curb Cuts	8
2.4 Gateway Features	8
3. Connectivity Improvements	9
4. Implementation Recommendations	12
4.1 Planning Level Cost Estimates and Funding	12
4.2 Plan and Policy Recommendations	12
4.3 Connectivity Improvement Recommendations	13
4.4 Plan Adoption	15

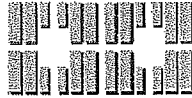
**ACKNOWLEDGEMENTS**

Technical Advisory Committee

Anthony Butzek	Metro Planning Department
Mary Clark	Wood Village Planning Commissioner
John Gessner	Fairview Community Development Director
Randy Jones	Wood Village Public Works Director
Greg Kirby	Multnomah County Engineering
Gary Stonewall	Fairview Planning Commissioner
Ross Kevlin	ODOT TGM Project Manager

Consulting Team

John C. Spencer, AICP	Spencer & Kupper
Donald B. Genasci, AIA	Genasci & Associates Architects
Warren Greaser	GIS Consultant



**WOOD VILLAGE ARATA ROAD STREETSCAPE  
TGM PROJECT**

## **FINAL REPORT**

### **ARATA ROAD CONCEPTUAL STREETSCAPE DESIGN**

July 25, 2008

#### **1. BACKGROUND & PLANNING PROCESS**

Arata Road is a key route for traveling east/west between 223<sup>rd</sup> Avenue and 238<sup>th</sup> Drive and for accessing the Wood Village Town Center. It is approximately 3,800 feet long with a right-of-way that varies between 50 to 59 feet with 2-11 feet travel lanes. Street lighting is provided from utility poles along the north side of street. Stormwater is directed into unimproved swales within the right-of-way.

Arata Road is located primarily in the City of Wood Village but includes the City of Fairview for approximately 1500 feet along its western reach. Multnomah County has jurisdiction of this road. While some sidewalk and street lighting improvements have recently been made to the south side of Arata Road adjacent to the Riverwood Estates subdivision, the majority remains an unimproved rural cross section.

Arata Road is classified as a Major Collector by Multnomah County, as a Neighborhood Collector by the City of Wood Village and as a Major Collector in the City of Fairview.

The eastern terminus of Arata Road is a signalized intersection at 238<sup>th</sup> Drive. The western terminus intersects with 223<sup>rd</sup> Avenue. Multnomah County recently changed the traffic control at this intersection to right-turn-only onto 223<sup>rd</sup> Avenue.

##### **1.1 Project Purpose and Objectives**

The purpose of this project is to develop a multi-modal street design for Arata Road within the cities of Wood Village and Fairview to accommodate bicycles and pedestrians as well as vehicles. The conceptual street design strikes a balance between providing a collector street function and supporting adjacent land uses. In addition, connectivity improvements,



particularly for pedestrians and bicycles between Arata Road and destinations to the north and south are recommended. Although there is currently no funding committed to this improvement project, planning level cost estimates, potential funding strategies and needed plan and development code amendments are identified.

The project objectives are to:

- Develop conceptual plans for a design treatment on Arata Road between 223<sup>rd</sup> Avenue and 238<sup>th</sup> which better accommodate multi-modal circulation (along and across the street), support adjacent land use and redevelopment, and reduce reliance on the automobile by encouraging the use of alternative transportation modes.
- Create a conceptual plan that develops Arata Road to its highest transportation capacity while still maintaining a livable residential environment.
- Create a conceptual plan that includes Green Streets elements where practical.
- Create sense of identity and entryway, including intersection designs at 223<sup>rd</sup> Avenue and 238<sup>th</sup> Drive.
- Identify opportunities to promote alternative travel modes by enhancing connectivity between Arata Road and nearby destinations.
- Evaluate whether the number of driveways along the corridor need to be reduced or minimized. If so, examine methods to achieve this.
- Involve the City of Wood Village, the City of Fairview, Multnomah County, the public and other stakeholders in designing a streetscape for Arata Road.

## 1.2 Description of the Planning Process

The City of Wood Village was awarded a Transportation and Growth Management grant to fund city and consultant work for this project. A consulting team headed by Spencer & Kupper was selected for the project, and the City appointed a Technical Advisory Committee (TAC) to comment and guide the consultant's work.

Four major work tasks were undertaken. The tasks and the major work products developed for each task are:

### *Task 1: Public Involvement and Interagency Coordination*

- TAC selection, stakeholder identification, publicity and organizational meeting

### *Task 2: Existing Conditions*

- Land Use and Transportation Base Maps
- Technical Memo: Summary of Existing Conditions, Opportunities & Constraints
- Technical Memo: Multi-Modal Street Designs
- TAC Meeting

*Task 3: Initial Plans and Public Input*

- Public Workshop #1
- Technical Memo: Proposed Conceptual Design
- Technical Memo: Connectivity Improvements
- TAC Meeting
- Public Workshop #2
- TAC Meeting

*Task 4: Implementation*

- Draft and Final Report
- TAC Meeting
- Adoption Process

Copies of all work products and summaries of the TAC and Public Workshops are available from the City.

### **1.3 Public Involvement Process and Public Input Summary**

The conceptual design plan and recommended connectivity improvements described in this report are based on discussions with the Technical Advisory Committee (TAC) and residents in Open House workshops held on May 21 and July 1, 2008. The first workshop discussed the elements for revisions to Arata Road as portrayed in four conceptual sections, a land use plan and a plan showing ownerships adjacent to Arata Road. The second workshop focused on a conceptual plan for the entire corridor.

The first Open House discussion included a presentation of potential elements to be included in an improved Arata Road and additional ideas for the use and character of Arata Road by the residents. All participants supported a base level of improvements that included:

- Two Travel Lanes (10-12' each)
- Two Sidewalks with Lighting (5-6' each)
- Stormwater Improvements along the entire corridor as part of any street improvement

At the end of the discussion the residents expressed a clear preference for five additional design elements to be included in the proposed concept plan:

- Planting Strips (3-5 feet) and Street Trees
- Bicycle Lanes (5-6 feet)
- Extra turning lanes when needed at major intersections
- Pedestrian Crossings marked with a change in materials
- Entry features at 223rd Avenue and 238th Drive

Design elements that did not receive support included parallel parking without bicycle lanes and parking and bicycle lanes that would require acquisition of additional right-of-way.

At the second Open House workshop, a conceptual plan that included the elements noted above was reviewed by public participants and discussion supported the proposed conceptual plan. The plan is described fully in the next section of this report.

Priorities for multi-use pathways connections between Arata Road and Halsey were discussed. These connectivity improvements are described later in this report. Public participants had the following priorities:

- Short-term pathway on the Wood Village Boulevard right-of-way (by far the highest priority);
- Through the Baptist Church property to Halsey;
- Through the PGE substation or adjacent property to Halsey.

## **2. CONCEPTUAL DESIGN PLAN**

### **2.1 Project Description**

In response to the Open House discussions and input from the TAC, the proposed conceptual design maintains the predominant fifty foot right-of-way on Arata Road. For the entire length of the project two eleven foot travel lanes and two five foot bike lanes will be provided. The curb to curb dimension is proposed at 32 feet. No additional right-of-way will be required for this basic street improvement.

On the south side of Arata Road, the existing curb and sidewalk found on both sides of NE Wood Village Boulevard are retained. In this area, a new curb will be located about three feet from the existing curb to create a planting strip between the curbs for street trees and lighting. The planting strip and sidewalk will be extended the entire length of Arata Road from NE 223 Avenue to NE 238th Drive.

By removing the current parking lanes considerable advantages for pedestrians and bicyclists are achieved on the north side of the street where a five to six foot sidewalk and a three foot planting strip are proposed for the length of Arata Road. **See Overall Plan View** (Provided as a separate file at the end of this report).

## 2.2 Section and Intersection Details

Section 1 depicts a minimum cross-section for the whole of Arata Road. It uses the existing sidewalk 5.5 ft and planting strip 1.5 ft dimension found on both sides of NE Wood Village Boulevard and adds a new curb in this location to form a planting strip. The minimum street section for the entire length of Arata Road is symmetrical, and includes two five to six foot sidewalks, two three foot planting strips, two five foot bike lanes and two 11 foot travel lanes. The tree spacing is approximately 30 ft. on center. **See Figure 1-Minimum Section.**

The actual sidewalk width shown on the Minimum Section may vary from 5-6 feet to allow for curbs and the need to hold back improvements from the property line. The back of sidewalk to back of sidewalk dimension is approximately 49 feet. There may also be instances where wider sidewalks and street trees planted in grates rather than planting strips are desired. Flexibility in providing for a wider section should be encouraged when right-of-way wider than 50 feet exists, when new development and redevelopment opportunities warrant wider sidewalks, and if future transit stops are planned.

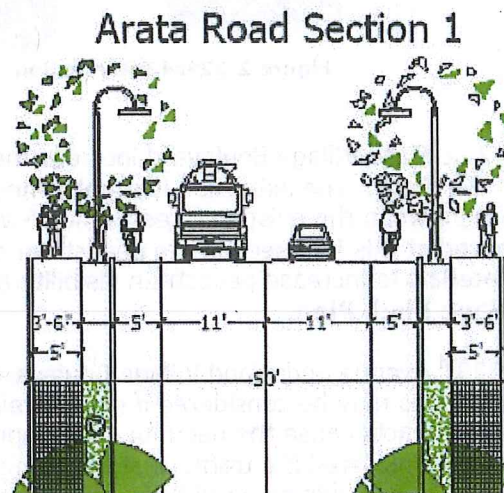
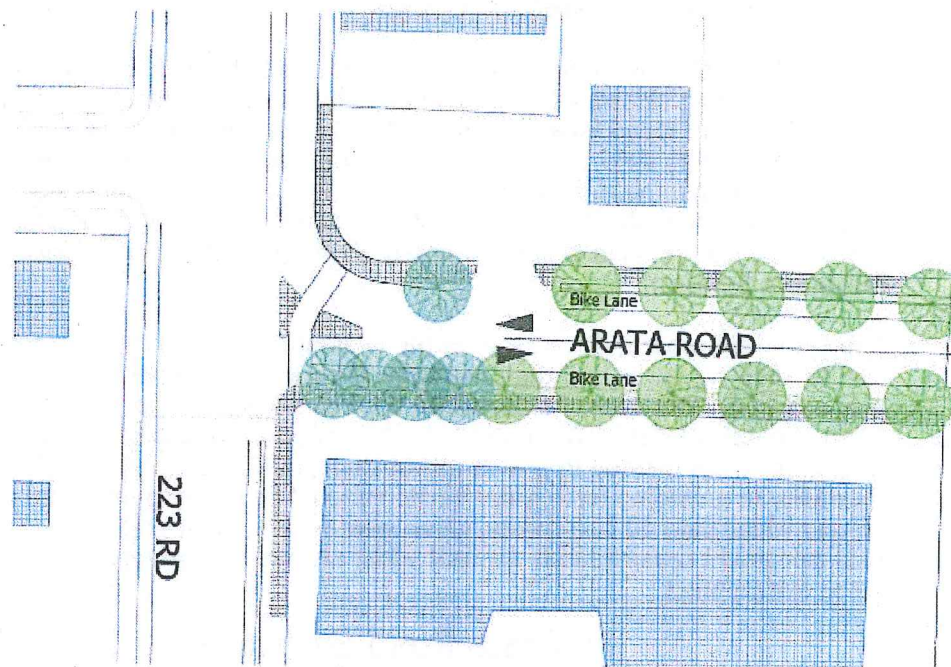


Figure 1-Minimum Section for 50' ROW



Intersection 1 at 223<sup>rd</sup> Avenue extends the basic Arata Road improvement and provides for the traffic control arrangement currently found at this intersection: west-bound on Arata Road is right turn only; north-bound on 223<sup>rd</sup> Avenue is right turn only onto east-bound Arata Road. Left turns are not permitted at this intersection. **See Figure 2-223<sup>rd</sup> Intersection Plan.**



**Figure 2-223<sup>rd</sup> Intersection**

Intersection 2 at Wood Village Boulevard includes the connection for the extension to the north. The extension is slightly modified because of the reduced width between the existing street right-of-way and the proposed street. Proposed at this intersection are pedestrian crossings that have a change in materials to increase pedestrian visibility and safety. **See Figure 3-Wood Village Blvd. Plan.**

At both the 223<sup>rd</sup> Avenue and Wood Village Boulevard intersections, additional turn lanes may be considered if new development and redevelopment impacts cause the need for such improvements. These options could be considered if a traffic analysis demonstrated the desirability for an additional lane. Additional right-of-way will be required in order to provide adequate lane tapering at both of these intersections.



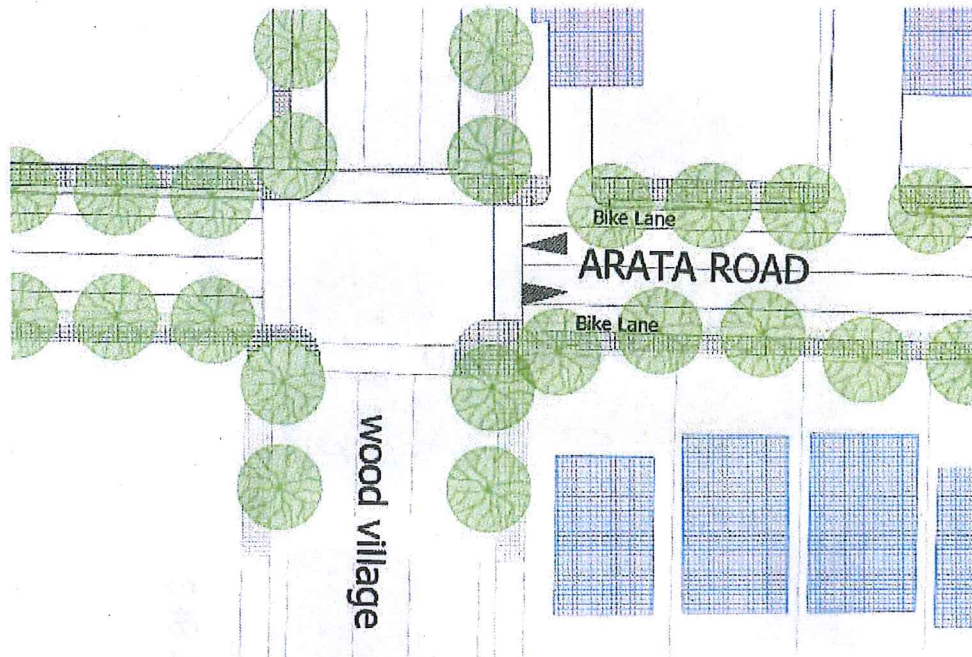


Figure 3-Wood Village Blvd. Intersection

Intersection 3 at 238<sup>th</sup> Drive is shown on the 238<sup>th</sup> Intersection Plan. The 50 foot base street improvement extends to this currently signalized intersection. See Figure 4.

There are several options that may be considered at the 238<sup>th</sup> Drive intersection when more detailed engineering design is undertaken. The first option is to include parallel parking on the north side of the street for several hundred feet west of 238<sup>th</sup> Drive. Adequate right-of-way currently exists in this area, but the roadway centerline would need to shift to the north.

A second option would provide an additional east-bound lane for through and right turns from Arata Road to 238<sup>th</sup> Drive. A center lane would allow for left turns onto 238<sup>th</sup> Drive, and one west-bound lane would be provided.

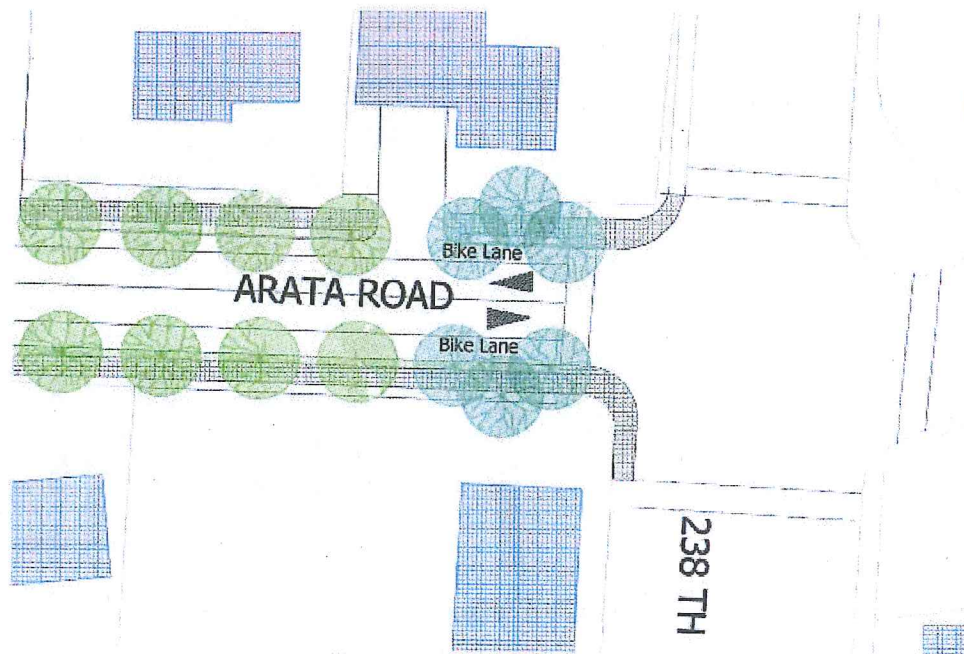


Figure 4-238th Intersection

### 2.3 Curb Cuts on Arata Road

There are numerous existing curb cuts on Arata Road. Many of the curb cuts are uncontrolled and very wide. It is proposed that each of the curb cuts be reduced to a minimum dimension consistent with development standards adopted by the Cities of Wood Village and Fairview. The maximum dimension of 20 ft. is shown on the overall plan to facilitate a safer environment for pedestrians and bicyclists.

### 2.4 Gateway Features

With the proposed 50 foot street section occupying the majority of existing right-of-way, there is little room for a large gateway feature such as a sign or monument. However, larger street trees a different species than the typical street trees can be planted at the 223<sup>rd</sup> Avenue and 238<sup>th</sup> Drive intersections to make these areas different and more significant than the rest of the roadway. **See Figures 2 and 4.**

If the 50 foot section is positioned in the middle of the existing right-of-way at the 238<sup>th</sup> Drive intersection, there is approximately 5' of excess right-of-way on both sides of the street that could be planted with special flower and shrub specimens, and additional street trees. **See Figure 4.**

An option would be to locate vertical pilings, columns or other features in the extra right of way outboard of the sidewalks on both sides of Arata Road at the 238<sup>th</sup> Drive intersection. This area could include flowers, shrubs and other elements that would seasonally change and reflect the local neighborhood.

### **3. CONNECTIVITY IMPROVEMENTS**

Connectivity for pedestrians and bicycles in an east/west direction will be greatly improved with street and streetscape improvements planned for Arata Road. North/south connectivity between 223<sup>rd</sup> Avenue and 238<sup>th</sup> Drive is more limited, particularly in the eastern half of the study area due to pre-existing development. The two primary destinations north and south of the Arata Road corridor where connectivity is important are the Wood Village Town Center to the south, and NE Halsey Street to the north. NE Halsey Street is a significant transit corridor.

The vast majority of the Arata Road corridor study area within the City of Wood Village is already developed as established and new attached and detached residential areas. Three older mobile home parks are located along the corridor and are zoned for high density residential use. Over the long term, redevelopment of these areas is possible. However, none of these areas provide a potential connection to the Wood Village Town Center or NE Halsey Street.

The Wood Village Town Center south of Arata Road is the most significant shopping and commercial destination in the study area, and has even more development potential on remaining vacant properties. Auto, pedestrian and bicycle access to the Town Center from Arata Road is from NE Wood Village Boulevard and NE Kokanee Lane. Additional access is unlikely due to the presence of stormwater detention areas along the south side of the street.

Within Wood Village, other than existing access to the Wood Village Town Center, the existing local street system either ends in cul de sacs, or do not extend to important destinations such as schools, transit corridors, employment areas or shopping districts.

There is one potential opportunity to provide new pedestrian and bicycle connection to NE Halsey Street within the City of Wood Village. The Wood Village Baptist Church on the north side of Arata Road has a large surface parking lot along the western property line and a play field to the north of the church complex. Three commercial properties abut the north side of the play field that front onto NE Halsey Street. The westernmost properties are currently under construction for an assisted living facility. The eastern property may have longer term redevelopment potential.

Multnomah County has secured a 15 foot slope/drainage easement along the west property line of the assisted living facility currently being constructed on NE Halsey Street north of the church property. The county has discussed the same need with the Wood Village Baptist Church, but there is no current agreement with the church for an easement along the west property line. The 15 foot easement will be for an open drainage way but there has been no design work done to determine if a multi-purpose pathway can be incorporated into the 15 foot slope/drainage easement.

As additional improvements to the church property are proposed and with redevelopment of the property fronting Arata Road, a multi-use pathway connecting Arata Road to NE Halsey Street could be formed. An alignment along the western and northern property lines of the church, then an extension to NE Halsey Street located to be compatible with property redevelopment could be made. Other alignment options are possible and should be considered as part of development and redevelopment plans for both properties.

Another opportunity is to combine easements necessary for stormwater transmission from Arata Road to NE Halsey Street with a multi-use pathway. This type of dual function easement may be appropriate for the connection through the Baptist Church property mentioned above to NE Halsey Street.

City standards for a multi-use pathway call for an 8 foot wide path within a 20 foot easement. The Technical Advisory Committee discussed this standard, and concluded that the easement may not be necessary in this location. The standard could be modified as part of this project.

Both the Cities of Wood Village and Fairview have planned for a future extension of Wood Village Boulevard from Arata Road north to NE Halsey Street. This future street will provide north/south auto, pedestrian and bicycle connections roughly mid-way between NE 223<sup>rd</sup> Avenue and NE 238<sup>th</sup> Drive. This future street extension will also provide access from Arata Road to the Ukrainian Bible Church (under construction).

There is a short-term opportunity to construct a temporary multi-purpose pathway within the right of way dedicated for the future street improvement. Members of the Technical Advisory Committee supported the idea as a short term project.

Within the City of Fairview, there are two vacant and under-developed parcels along the north side of Arata Road that extend to NE Halsey Street. The westernmost property is the site of a PGE electrical substation, the site to the east of the substation is vacant and is for sale. Future pedestrian and bicycle connections are possible when these sites are developed. A connection along the common property line of these parcels would be roughly half way between NE 223<sup>rd</sup> Avenue and the future extension of Wood Village Boulevard. Other alignment options are possible and should be considered as part of development and redevelopment plans for both properties.

The City of Fairview's standard for multi-use pathways call for a 10 foot pathway within a 20 foot easement. As discussed earlier, the Technical Advisory Committee discussed this standard, and concluded that the easement may not be necessary in this location. The standard could be modified as part of this project.

City of Wood Village development standards provide for connectivity through large sites as a requirement of development and or land partition. Some of these standards include:

- Block lengths are limited to 530 feet between street corner lines (460.020),
- Large building sites can be required to provide extensions and openings for future streets (460.060),
- Existing streets can be widened to appropriate standards at the time of land division (460.10.1)
- Pedestrian and bicycle ways can be required through long or oddly shaped blocks (450.160)
- Subdivision plans must provide street connections at intervals no greater than 530 feet, with intervals of no more than 330 feet recommended for areas planned for high density. Pedestrian and bicycle accessways are required with spacing between street connections no more than 330 feet (450.30.D)

City of Fairview development standards also require similar block length, street spacing and pedestrian/bicycle access. Sections 19.162.020 K (Vehicle Access & Circulation-Street Connectivity and Formation of Blocks),



and 19.162.030 (Pedestrian Access & Circulation) include standards for commercial and residentially zoned properties.

#### **4. IMPLEMENTATION RECOMMENDATIONS**

##### **4.1 Planning Level Cost Estimates and Project Funding**

Cost estimates for the streetscape improvements described above were developed using unit cost assumptions derived from similar projects. These estimates are not based on engineering studies for this specific project and it is anticipated that the costs will be refined once the Arata Road project moves into the preliminary engineering stage. Costs and assumptions for streetscape improvements are summarized below and include engineering. These estimates do not include costs for stormwater/water quality improvements or multi-use pathways. These additional costs will be determined at a later date during the preliminary engineering stage.

<b>Project Element</b>	<b>Length/No.</b>	<b>Unit Cost</b>	<b>Cost</b>
Full street reconstruction	2,265 feet	\$600/ft	\$1,359,000
Partial street reconstruction	1,550 feet	\$375/ft	\$581,250
Traffic signal @ Wood Vill. Blvd.	1	\$150,000	<u>\$150,000</u>
Total Construction Cost			\$2,090,250
Contingency			5%
Total Cost			\$2,195,000

Storm sewer/water quality/pathways

To Be Determined

Currently, the Wood Village Transportation System Plan identifies the funding source for improvements to Arata Road as the Multnomah County Capital Improvement Plan (CIP). The following policy related to project funding shall be considered by the Cities of Wood Village and Fairview and Multnomah County:

***In addition to the Multnomah County CIP, funding from both the Cities of Wood Village and Fairview shall be earmarked for this project. Transportation Impact Fees, grants, general fund, LIDs and allocations from state and federal transportation programs are identified as potential funding sources.***

##### **4.2 Plan and Policy Recommendations**

There are conflicting street standards for the various roadway classifications along Arata Road. Both Multnomah County and the City of Fairview designate the roadway as Major Collector with total right-of-way varying

from 60-97 feet, and the cross section including two travelways, bike lanes, planter strips and sidewalks. The Wood Village designation of Neighborhood Collector calls for a right-of-way varying from 50-72 feet, with the cross section including two travelways, parallel parking lanes, bike lanes, planter strips and sidewalks. The primary difference is that the Wood Village standard calls for parallel parking along a Neighborhood Collector.

The following policy related to functional street classification shall be considered by the Cities of Wood Village and Fairview and Multnomah County:

***The Cities of Wood Village and Fairview and Multnomah County shall amend the appropriate street designations and standards in their respective Transportation System Plans:***

- ***In Wood Village, retain the Neighborhood Collector designation and allow a 50 foot right-of-way with a 32 foot curb to curb dimension. Allow Neighborhood Collectors to delete the parking lane requirement. Possibly identify Arata Road as a special exemption.***
- ***In Fairview and Multnomah County, designate Arata Road as a Minor Collector and allow a 50 foot right-of-way with a 32 foot curb to curb dimension. Possibly identify Arata Road a special exemption.***

#### **4.3 Connectivity Improvement Recommendations**

Connectivity for pedestrians and bicycles in an east/west direction will be greatly improved with street and streetscape improvements planned for Arata Road. The planned funding source for Arata Road improvements is the Multnomah County CIP.

There are three primary connectivity improvements to the north of the Arata Road corridor to NE Halsey Street. First, the future extension of Wood Village Boulevard from Arata Road north to NE Halsey Street is the single most important connectivity improvement. The needed right-of-way is secure. Funding from a variety of sources should be pursued, including transportation impact fees collected from nearby developments in both Wood Village and Fairview, and the Multnomah County CIP.

There is a short-term opportunity to construct a temporary multi-use pathway within the right-of-way dedicated for the future Wood Village

Boulevard Improvement. Members of the Technical Advisory Committee supported the idea as a short term project.

The following policy related to a Wood Village Boulevard extension multi-use pathway shall be considered by the Cities of Wood Village and Fairview and Multnomah County:

***The Cities of Wood Village and Fairview, and Multnomah County shall jointly pursue a multi-use pathway improvement on the Wood Village Boulevard right-of-way as a short-term pedestrian and bicycle connection prior to the construction of the Wood Village Boulevard extension. This project shall also address pedestrian crossing safety at NE Halsey Street. Funding from each jurisdiction shall be dedicated to this project, along with in-kind donations from the participating jurisdictions.***

Two additional north/south connectivity improvements for pedestrians and bicycles are possible when currently vacant and underdeveloped properties are developed or redeveloped.

Within Wood Village, the Wood Village Baptist Church and abutting property to the north provide an opportunity for an Arata Road/NE Halsey Street connection between NE 238<sup>th</sup> Drive and Wood Village Boulevard. The following policy related to a multi-use pathway shall be considered by the City of Wood Village:

***A future multi-use pathway shall be identified between Arata Road and NE Halsey Street through the Wood Village Baptist Church and abutting properties to the north in the Wood Village Transportation System Plan (TSP), and if feasible be combined with a future slope/drainage easement. Implementation shall be through requirements when properties develop or redevelop.***

In Fairview, the electrical substation and vacant properties between NE 223<sup>rd</sup> Avenue and the future extension of Wood Village Boulevard provide a similar opportunity. The following policy related to a multi-use pathway shall be considered by the City of Fairview:

***A multi-use pathway shall be identified between Arata Road and NE Halsey Street through vacant property in the vicinity of "No Name Creek" and be identified in the Fairview (TSP) subject to an analysis of potential use, and feasibility considering Fairview's TSP and planning tools. In addition, the City of Fairview shall pursue with***

***PGE a multi-purpose pathway along the eastern property line of the PGE property.***

As noted earlier in this report, both cities have development standards that call for connectivity improvements as a part of land division and development. Design standards for multi-use pathways are also in place. Both cities require a 20 foot easement for multi-use pathways. The Technical Advisory Committee has determined that such a large easement is unnecessary along this corridor.

The following policies related to multi-use pathways shall be considered by the Cities of Wood Village and Fairview:

***The Cities of Wood Village and Fairview shall amend standards for multi-use pathways to require a minimum 8 foot wide paved pathway, and to allow for no additional easements if specific conditions associated with a multi-use pathway warrant.***

***The three pedestrian/bicycle connections between Arata Road and NE Halsey Street in the vicinity of the Wood Village Baptist Church, Wood Village Boulevard extension, and the PGE substation, shall be incorporated into the applicable Transportation System Plans for the Cities of Fairview and Wood Village. Provisions shall be made to consider alignment options as part of development and redevelopment plans associated with these connections. The feasibility of linking stormwater transmission facilities with the multi-use pathway connections shall also be considered.***

#### **4.4 Plan Adoption**

This Final Report summarizes the conditions currently found on Arata Road, the objectives identified for this project, the planning process and public input used to determine and evaluate improvement options, and detailed plans for Arata Road streetscape improvements and connectivity improvements between Arata Road and NE Halsey Street. The report also includes cost estimates, and policies for the Cities of Wood Village and Fairview and Multnomah County to consider implementing the streetscape and connectivity improvement projects.

The adoption process is summarized below. A draft resolution is also included that can be used by the decision-making bodies as they consider adoption of the Arata Road Conceptual Streetscape Design.

The adoption process is:

- The City of Wood Village should act as the sponsoring jurisdiction for adoption of the Arata Road Conceptual Streetscape Design Plan.
- This Final Report along with a Resolution (draft follows) should be presented to the Planning Commissions and City Councils/Commission of Wood Village, Fairview, and Multnomah County.
- The actions requested by these decision-making bodies are to:
  - Adopt the Arata Road Conceptual Streetscape Design Final Report by Resolution;
  - Direct staff from each jurisdiction to prepare amendments to applicable plans, policies, standards and other ordinances as may be necessary to implement the Arata Road Conceptual Streetscape Design Plan;
  - Direct that these necessary amendments be referred to the applicable decision-making body or bodies in each jurisdiction for consideration and approval.

#### DRAFT RESOLUTION

**A RESOLUTION ADOPTING THE ARATA ROAD CONCEPTUAL STREETScape DESIGN PLAN FINAL REPORT AND DIRECTING STAFF TO PREPARE NECESSARY AMENDMENTS TO PLANS, POLICIES, STANDARDS AND OTHER ORDINANCES AS MAY BE NECESSARY TO IMPLEMENT THE PLAN.**

#### WHEREAS:

1. Arata Road is a 3,800 feet long roadway located within the Cities of Wood Village and Fairview and is owned by Multnomah County; and
2. Arata Road currently lacks pedestrian and bicycle improvements necessary to make the street a multi-modal roadway; and
3. Pedestrian and bicycle connections between Arata Road and NE Halsey Street, a major transit corridor, are currently lacking; and
4. The City of Wood Village in cooperation with the City of Fairview and Multnomah County applied for and were awarded a grant from the Oregon Department of Transportation/TGM Program to prepare a conceptual streetscape design plan for Arata Road; and
5. An *Arata Road Conceptual Streetscape Design Plan Final Report* was prepared under the direction of a Technical Advisory Committee representing local, regional and state jurisdictions and appointed officials, and with the input from citizens attending two Open House Workshops; and



6. The *Arata Road Conceptual Streetscape Design Plan Final Report* contains plans for Arata Road streetscape improvements and connectivity improvements between Arata Road and NE Halsey Street. The report also includes cost estimates, and policies for the Cities of Wood Village and Fairview and Multnomah County to consider implementing the streetscape and connectivity improvement projects.

**NOW, THEREFORE THE CITY OF (WOOD VILLAGE/FAIRVIEW)  
(MULTNOMAH COUNTY) HEREBY ORDAINS:**

1. The *Arata Road Conceptual Streetscape Design Plan Final Report*, as set forth in Exhibit A is hereby adopted by Resolution.
2. Staff is hereby directed to prepare amendments to applicable plans, policies, standards and other ordinances as may be necessary to implement the *Arata Road Conceptual Streetscape Design Plan* and to refer such amendments to the applicable decision-making bodies for consideration and adoption.