



## Active Transportation & Complete Streets Projects

**Name of Project** Jennings Ave: OR99E to Oatfield Rd Sidewalk and Bikelane Improvements

*(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).
2. Project extent or area description. This project will make improvements to Jennings Ave by adding curb tight sidewalks and bike lanes along Jennings Ave between OR99E (McLoughlin Blvd) and Oatfield Rd.
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). Jennings Ave is a minor arterial in a densely populated residential area and is a high priority infrastructure project in Clackamas County. The existing street lacks bicycle and pedestrian facilities that are needed to connect local residents to nearby businesses and transportation options. These bicycle and pedestrian improvements will also provide safe routes and important connections to two schools in the immediate area with a total combined student body of approximately 1,460. The project is located in a low to moderate income area and the project is a critical infrastructure project needed to enhance the livability and vitality of the area. Without the proposed improvements, the current state of Jennings Ave will not enable it to meet the needs of the community.
4. Description of project design elements. The project will construct curb tight sidewalks on the north side of Jennings Ave and bike lanes on both sides of the street along a total of 3,860 lineal feet of road. This results in 69,480 new square feet of road and sidewalk area. The widening of the roadway will require general excavation, rock excavation and new water quality and detention facilities, including new storm water collection infrastructure. The project will also require the removal and construction of a retaining wall and replacement of an existing guardrail.
5. Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). After the project is constructed, the intent is that the number of single occupancy vehicles will decrease and transit use will increase. The County can complete traffic counts and determine the decrease in average daily trips for various vehicles including cars and buses.

#### 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 Tanya Johnston, [tjohnston@clackamas.us](mailto:tjohnston@clackamas.us), 503-742-4677

- Project Manager (or assigning manager) Lori Mastrantonio-Meuser, lorim@clackamas.us , 503-742, 4511
  - Project Engineer (or assigning manager) Joel Howie, lorim@clackamas.us, 503-742, 4511
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. Clackamas County Department of Transportation Planning Division have successfully completed numerous projects relating to active transportation. Recently, the Department was awarded the Engineering Excellence Honor Award from the American Council of Engineering Companies for the 172nd Ave project. Our project management staff are professional engineers and planners capable of completing the proposed scope of work within the given time frame and within the estimated budget.

**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) The project is located in a low to moderate income area and the project is critical to enhancing the livability and vitality of the neighborhood. Jennings Ave is included in the County’s Pedestrian and Bicycle Master Plans and is noted as a high priority project in both plans. The project is also included in the County’s Transportation System Plan and is a critical infrastructure project.

**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 project improves access to schools (elementary and high schools totaling 1,540 students), transit, the Trolley Trail and the many commercial, food, and legal services along McLoughlin Boulevard for an underserved community.
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). This project will provide critically important safe pedestrian and bicycle infrastructure needed in this area by constructing sidewalks and bike lanes along Jennings Ave between McLoughlin Boulevard and Oatfield Road. There are Strong Hot Spots along McLoughlin Boulevard in the area of this application regarding 2007-2011 Fatal and Near Fatal Pedestrian/Bicycle Crashes. There are Strong Hot Spots along Jennings Avenue towards McLoughlin Boulevard and Oatfield Road and Medium Hot Spots along Jennings Avenue in the area in between. The currently available shoulder area is narrow, mostly unpaved, infrequent and randomly located, causing pedestrians to walk in and out of traffic lanes. In addition, landscaping, embankments, and power poles on both sides of the right of way obstruct shoulder areas and sight distance at intersections. Residents in the area have expressed repeated concern for improved bicycle and pedestrian facilities. Access from the adjacent residential area to the OR99E (McLoughlin Blvd) Corridor is inconvenient and unsafe because of the absence of shoulder, sidewalks and bike lanes on Jennings Ave. These facilities will also improve the safety of those accessing nearby schools. The construction of sidewalks and bicycle lanes would provide direct, safe, and convenient pedestrian connections between the Candy Lane Elementary School, Rex Putnam High School, the residential community, and OR99E. In addition this sidewalk would also allow safe neighborhood access to the Trolley Trail Multiuse Path.
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). This project is in an area of low to moderate income residents and those identified as the most transportation disadvantaged. The project area includes above average concentration of civic establishments, significantly above average proximity to bicycle facilities at Jennings Avenue/Oatfield Road and above average proximity to bike facilities within the project area and serves an above average concentration of low income area at Jennings Ave/McLoughlin Boulevard and Jennings Ave/Oatfield Road. There is also significant bus ridership at the intersection of Jennings Ave/McLoughlin Boulevard and significantly above average concentration of LIFT Paratransit events within the project area. The improved connectivity of the pedestrian and bicycle facilities will support those residents in the area who actively use multi-modal transportation options and have historically lacked effective access to these options. The safety benefits of this project also benefit the ability of a low income neighborhood to safely and effectively access schools and public transit in close proximity to this site. This project provides a safe, critical connection to transit, schools, the Trolley Trail and important commercial services along McLoughlin Boulevard for the community.

#### **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 County met with community members, including a state representative and local school district representatives, and discussed the safety concerns of families, students and citizens within the project area. Specific design details for the needed pedestrian and bicycle infrastructure improvements were also a critical part of our discussion with these community members. This included what could be designed and accomplished considering the proximity of existing transmission lines and limited right-of-way.
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? Jennings Avenue is a minor arterial street that has freight and truck traffic. It is important to provide pedestrian and bicycle facilities especially along this route that has 7,000 Average Daily Trips of which 550 are trucks. This project provides a contiguous sidewalk along the north side of Jennings Avenue and bike lanes along both sides from McLoughlin Boulevard to Oatfield Road which will provide safe connections for pedestrians and cyclists to transit, commercial services and the Trolley Trail.
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). Yes, this project provides the "last mile" connection from transit stops at Jennings Ave/Oatfield Road and Jennings Ave/McLoughlin Boulevard. The distance between McLoughlin Boulevard and Oatfield Road along Jennings Avenue is 3,860 feet. The proposed improvements of a sidewalk and bike lanes will provide safe and comfortable biking and walking routes that directly connect transit stops to nearby services and destinations.
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). The project will lead to an increase in non-auto trips through proposed improvements in the user experience as they will minimize interaction with traffic, including truck traffic, and provide the most direct route possible. Landscaping is not possible due to existing development and a very constrained and limited right-of-

way and existing transmission lines. This project will substantially improve the connectivity in the residential neighborhood from homes to schools in the area, as well as improve the accessibility of various transportation options in the area.

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). This project is designated in Clackamas County's comprehensive plan for pedestrian facilities and improvements. This reflects a commitment to the efficient development of land and use of long term planning for the area. This project also supports development and efficient use of built out residential areas currently in the area. The improved pedestrian and bicycle facilities will enhance the efficient use of the residential area, including improved connectivity to other modes of transportation and school services.

#### **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 project nomination included public meetings with affected neighborhoods, concerned school district officials and two meetings with the County Board of Commissioners. These meetings informed the design elements of the project and highlighted the need for improved safety in the area for all users.
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. This project will benefit from the recently completed Trolley Trail Multi-use Path project, which will enhance the active transportation options in the area. As this project helps to create missing links in the existing infrastructure for active transportation users, it will also spur other investments in the area to continue filling in missing gaps in the system.
3. Describe how the project may help reduce the need for road and highway expansion. This project will provide a critical link in the transportation system for pedestrians and bicycle users. Currently, no safe mode of travel exists for users along this section of Jennings Ave. The improvements will better integrate all modes of travel in the area and provide the critical connection that is needed between the various transportation options in the area, including public transit and the nearby Trolley Trail Multiuse Path. This critical connection provides transportation options for residents and better integrates various components of the existing system for the efficient and integrated use of options. The sidewalks and bike lanes will provide additional modes of travel for students attending Rex Putnam High School and Candy Lane Elementary. These improved connections provide alternative transportation options and improved accessibility for multi-modal transportation, reducing the need for expanded highways in the area.

#### **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) As discussed, we met with several local community stakeholders regarding the intent of this project which helped inform this application. Further, this project is identified in a number of plans indicating its high priority. These include the County's Pedestrian Master Plan 2003, Bicycle Master Plan 2003, the Comprehensive Plan for Pedestrian Policies TSP, and the Comprehensive Plan Transportation System Plan, 20-Year Project. The process that Clackamas County has completed to incorporate this project in

each of these plans demonstrated a concerted effort to reach all segments of the population and include a broad base of stakeholders. Further, this public involvement effort met all standards of Metro's public involvement policies. Information was used from the recent Existing Conditions Report from the County Updated Transportation System Plan which included appropriate demographic data to develop a demographic profile of the area served by the proposed project.

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. The major stakeholders that participated in the public involvement process include the owners of properties directly affected by the construction of bike lanes and sidewalks along Jennings Ave between OR99E and Oatfield Rd, schools in the area including Candy Lane Elementary and Rex Putnam High School, Oregon Department of Transportation (ODOT) as the project abuts OR99E which is a state roadway, the neighborhood community which is very concerned for the safety of students and neighbors along Jennings Ave and vicinity. We will continue to coordinate with ODOT through the implementation of this project.