



Active Transportation & Complete Streets Projects

Name of Project SE 129th Avenue - Bike Lane & Sidewalk 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). 10081
2. Project extent or area description. The construction of project improvements for SE 129th Avenue, north of SE Mountain Gate Road and south of SE Scott Creek Lane. The project is in ODOT Region 1.
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). There is currently a lack of sidewalks and bike lanes within the project area. Funding is requested for the construction of the SE 129th Avenue - Bike Lane and Sidewalk Improvements. The project will provide safe connectivity for pedestrians and bicyclists along SE 129th Avenue, which is one of the few major thoroughfares leading into a more established area of the City developed with single family homes, Happy Valley Elementary/Middle Schools, a fire station, police station, several churches and a regional park (Happy Valley Park). SE 129th Avenue also provides direct access to Spring Mountain Elementary School and the commercial center at the intersection of SE 122nd Ave. (Minor Arterial) and SE Sunnyside Road (Major Arterial and Transit Route). This section of improvements will be the "last mile" connection for pedestrians and bikes on the east side of SE 129th Avenue. Because there are so few ways into this established area, there are no nearby alternatives for pedestrian or bicycle traffic.
4. Description of project design elements. The project will build 1,100 linear feet of sidewalk on the east side of SE 129th Avenue and widen the existing pavement through the curves north of SE Mountain Gate Road and south of SE Scott Creek Lane. The widening will allow for bike lanes on both sides of SE 129th Avenue by re-striping the road. A retaining wall of varying height from 0' to 8' will be constructed behind the proposed sidewalk. The project will be built as one phase.
5. Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). Before and after photographs, trip counts (vehicular, bicycle and pedestrian),

any applicable crash data, testimonials from property owners and users, school and church officials, business owners and elected officials.

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 Michael D. Walter, AICP
 - Project Manager (or assigning manager) Michael D. Walter, AICP
 - Project Engineer (or assigning manager) Carol Earle, P.E., Engineering Manager
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. In 2012, the City of Happy Valley constructed a Safe Routes to School Project through an Intergovernmental Agreement with ODOT. The City relied on the technical and administrative capacity of ODOT to deliver the project. The project was designed and managed through construction by an ODOT approved consultant, David Evans & Associates. The City of Happy Valley was heavily integrated in all aspects of the construction project - which was completed as scheduled and slightly under 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 on the Pedestrian Master Plan Project list (pg 5-10) and the Bicycle Mater Plan Project list (pg 6-4) in the City's Transportation System Plan, and the project is rated as high priority and medium priority, respectively. The project will improve access to three public schools, two private schools, multiple churches, public service providers and residents and will improve safety by separating pedestrian and bicycle traffic from vehicular conflicts. This project will also complete the "last mile" section of sidewalk and bike lanes on SE 129th Avenue. In addition, this project will represent inclusion of safer, better multi-modal travel options where a bus route was recently cancelled.

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 section of SE 129th Avenue between SE Mountain Gate Road and SE Scott Creek Lane is dangerous for pedestrians and bicyclists because it is narrow and curvy. The project will provide a safe route for pedestrians and bicyclists, and will fill a gap between the residential area to the north, the schools and service buildings and the commercial center and transit route to the south.
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 section of SE 129th Avenue is the last area to be improved because of topography and environmental challenges (Mt. Scott creek). The road is very narrow and curvy. The road will be widened to the east

providing bike lanes in each direction and a sidewalk on the east side. Retaining walls will need to be constructed to obtain this additional width. Sidewalks cannot be added on the west, due to the proximity of Mt. Scott Creek.

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 both directly or ultimately serves two elementary schools and one middle school and will give youth the ability to walk to school, and for youth and elderly citizens the ability to walk to the commercial center at 122nd Ave. & Sunnyside Road. This area is underserved by public transit due to the elimination of TriMet Bus Route 157.

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. None to date.
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? Because of how narrow the road is, there are conflicts between vehicles and active transportation if anyone chooses to walk or bike along this section of roadway. The project will add bike lanes and a sidewalk to eliminate these conflicts.
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). The project will provide a vital pedestrian and bicycle connection on a road that is currently very dangerous to use. 1,100 LF of sidewalk and 2,200 LF of bike lanes will be constructed to fill a gap in the system and will encourage an already active community to walk and bike on SE 129th Avenue.
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 complete critical "gaps" in the pedestrian and bicycle facilities on a highly utilized roadway, thereby leading to non-auto trips.
5. Does the project serve a high density or projected high growth area? Please explain. (For high growth areas, explain how the project is coordinated with growth plans to focus or orient future development to maximize use of the project). The project serves an area that has seen a significant amount of residential development in last 10-20 years, with remaining undeveloped land yet possible to be developed at increasing densities over historical

development patterns Said future development will put even greater multi-modal trips on the roadway, and increase the current safety and access problems.

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). In addition to the extensive amount of public outreach/education/engagement that has gone into multiple updates to the City's TSP in the last 10 years, if approved, the City plans to implement an education campaign within the schools, churches, public service buildings and residential areas, to stimulate thinking about utilizing the new/completed facilities for walking and riding to destinations due to the new elements of safety and connectivity. Based on the amount of past education/outreach associated with this project (via the TSP and multiple grant applications over the last 10+ years, the need for the project and anticipated level of support from all sectors of the public will be very high and will equate to increased levels of utilization of alternative transportation modes.
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. In-kind donations by the City's Economic & Community Development Department (Planning, Engineering & Building Divisions) will be available to assist with outreach/education as well as design and construction project management and coordination with any consultants, contractors, etc and the total in-kind match is estimated to total \$75,000. In addition, the City's Pedestrian Improvement Project Fund would be able to provide an approximately 10 percent "hard match" toward the estimated project cost (\$310,500) for a combined match of approximately \$385,500 or just over 12 percent of the estimated project cost.
3. Describe how the project may help reduce the need for road and highway expansion. By accomdating increased multi-modal trip generation in this area of Happy Valley, additional density is possible between the Mt. Scott Blvd./King Road/122nd & 129th area - which feeds three public schools, two private schools, three churches, a Community Policing Center, a Fire Station and the Sunrise Water Authority offices - south to Sunnyside Road, a major arterial and major transit route.

Process

1. Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A) The 129th project is located in the City's TSP which has been updated frequently in the last 10 years and has seen an extensive public involvement process including multiple open houses and public hearings before the City's Planning Commission and City Council. In addition, the propoosed project has been the subject of many, many grant applications from a variety of funding sources. The level of education and outreach that has

occurred with the local citizenry has been extensive and the need for the project and anticipated level of support from all sectors of the public will be very high.

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. Project coordination over the last 10+ years has primarily been with Clackamas County in conjunction with the development of the City's TSP and in the form of grant applications to Metro and ODOT.