

Active Transportation Demonstration Project Submission August 14, 2009
Submitted by Clackamas County

Jennifer St. Employment Corridor

1) Description of demonstration project

This suburban Active Transportation Corridor will provide seamless, safe and direct pedestrian and bicycle facilities from the Green Line Light Rail Clackamas Town Center station to the substantial industrial employment area south and along Hwy 212/224 and Jennifer Ave. There are approximately 20,000 employees in this area. Completing the missing links of bike lanes or constructing a cycle track and sidewalks will provide thousands of employees an alternative to driving their cars. They can combine several modes of transportation including light rail, transit, biking and walking to reach employment. Transit is available along Hwy 212/224 but it is not a high frequency route at this time.

Multimodal improvements are needed in the Clackamas Industrial area. An alternative bicycle route from the Green Line to Jennifer Ave. is proposed from the I-205 multiuse path to Lawnfield Rd., 98th Ct., Mather Rd., Industrial Way, and Clackamas Rd. connecting to Jennifer Ave. and to the Hwy 212/224 industrial/employment area. Providing an alternative route on local streets with less traffic volume will result in a more comfortable and safe pedestrian and bicycle connections from the Green Line to thousands of jobs in the Clackamas Industrial area. Completion of pedestrian and bicycle infrastructure in this area would be a significant improvement in providing travel options such as walking and biking to work; alternatives that are simply not available today.

The County has been working with the North Clackamas Chamber of Commerce, the Clackamas Transportation Management Association (TMA) and major employers in the Clackamas Industrial area regarding the commute challenges of employees. Traffic congestion along Sunnyside Rd. east of 82nd Ave. (21,000 average daily trips) and Hwy 212/224 (55,000 average daily trips along Hwy 212/224 east of 82nd Dr) is substantial and is often at service level F or gridlock. In addition, bus service is infrequent and often doesn't meet the needs of employees working varying shifts and pedestrian and bicycle infrastructure is inadequate to get employees safely from the Town Center Transit Center and Rail Station to employer sites.

Some of the major employers in this area include Warn Industries (450 employees), Oregon Ironworks (400 employees), Fred Meyer Distribution Center (498 employees), Safeway Distribution Center (980 employees), and Cornell Pump (200 employees).

The Clackamas TMA has been meeting with employers regarding possible bicycle, carpool and vanpool options and potentially parking bikes, cars and vans at the Town Center Light Rail Station where employees can meet to carpool and vanpool to work or ride their bikes. Bicycle parking facilities are provided at both the Fuller Rd. and Clackamas Town Center Stations. After the new Max Green line opens in September

2009 the County will continue to work with TriMet to ensure that the pedestrian/bicycle facilities are adequate and meet the needs of commuters.

Last October a workshop was held with many stakeholders including TriMet, the major employers, Chamber, etc. to discuss the commute concerns of the community. Some of the issues raised included; limited transit service in the regional and industrial center, lack of pedestrian and bicycle infrastructure, traffic congestion, concern regarding gas prices, employee retention, etc. These are on-going concerns and the County will continue to work with the Chamber, TriMet, business community and other stakeholders to come up with solutions that will benefit the community.

This project is also a suburban to nature project that will link together the Green Line and beautiful Mt. Talbert Nature Park, a 183-acre regional park. There are gaps in sidewalks and bike lanes from the Green Line to the I-205 multiuse path, Sunnyside Rd., 93rd Ave., Sunnybrook Blvd., and to Mather Rd.; the main entrance at the south portion of the nature park. Completing these gaps is critical to linking this significant natural area to a major transit facility, the Green Line, allowing people access to nature and a significant tourist attraction by bike and foot.

Stretching from Portland's Rocky Butte southward to the Clackamas River, a group of extinct volcanoes and lava domes lend unique geographic character to the region's east side, providing important wildlife habitat and panoramic vistas. Mount Talbert is the largest of these undeveloped buttes in northern Clackamas County.

The nature park includes the top of the former lava dome as well as the west facing slopes visible to the tens of thousands of people that travel I-205 every day or shop at the Clackamas Town Center. The park offers miles of new hiking trails, information about the cultural and natural resources found there and greater access to nature close to home.

A series of interpretive signs along the trails provide visitors information about the plants and animals that can be seen – and heard – at the nature park. Residents and visitors to Mount Talbert include deer, coyotes, raccoons, Western gray squirrel, rubber boa, pileated and hairy woodpeckers, white-breasted nuthatch, Western tanager and many more.

Additional pedestrian/bicycle improvements including sidewalks and bike lanes will provide connections to nature areas to the south including Riverside Park, the Clackamas River and the Clackamas River Regional trail.

The need for this Active Transportation Corridor

- **Leverage future transit:** With the almost completed Max Green Line Light Rail this project will provide essential bicycle and pedestrian connections at the Fuller Rd. and the Clackamas Town Center stations, to the existing bus transit services in the area and to the significant Clackamas Industrial employment area along Jennifer Ave. and Hwy 212/224.

- **Leverage planned improvements:** The Clackamas County Develop Agency plans to invest \$10 million in the road system in the area including connecting 98th Ct. to Mather Rd. This will be the County’s match for this project.
- **Transportation options:** Approximately 21,000 vehicles per day travel along Sunnyside Rd. east of 82nd Ave., 55,000 along Hwy 212/224 east of 82nd Dr. and 10,000 along Jennifer St. in the Clackamas Regional and Industrial areas. Providing pedestrian and bicycle infrastructure improvements will provide additional transportation options for commuters between the Green Line and the employment area along Hwy 212/224 and Jennifer St. and the nearby Mt. Talbert Nature Park.
- **Recreational opportunities:** This corridor will provide connections to the Mt. Talbert Nature Park, a significant natural area with interpretive signs regarding the substantial flora and fauna and miles of trails. Additional connections will be provided south of Jennifer St. to the Clackamas River and the potential Clackamas River regional trail as well as Riverside Park.

The specific projects that are part of this Active Transportation Corridor include

- Completion of pedestrian and bicycle facilities, e.g. sidewalks and bike lanes or a cycle track from the Green Line Light Rail to the significant employment area south and along Hwy 212/224, specifically along Jennifer Ave. Safe and convenient bicycle parking facilities at major employment sites will be provided as well.
- Completion of pedestrian and bicycle facilities (sidewalks and bike lanes or a cycle a track) from the Green Line Light Rail to Mt. Talbert Nature providing a continuous connection from a major transit facility to a significant natural area.

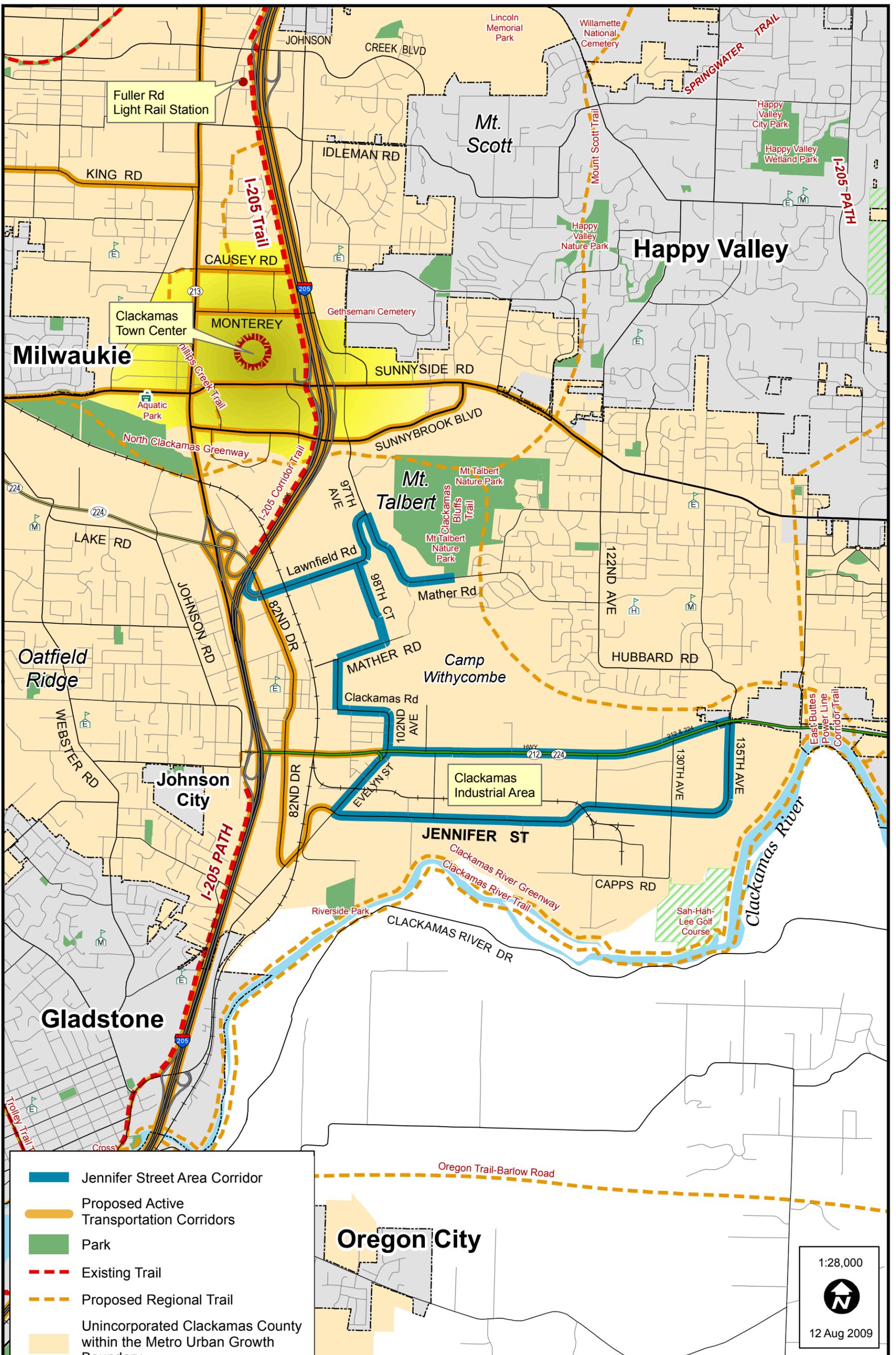
The routes have been selected for flat, unchallenging topography where practical and where there is slope bicyclists will be provided alternative routes via the use of signage. In addition, routes provide access to thousands of jobs, and enjoyment of nature at Mt. Talbert Nature Park and along the Clackamas River.

2) Included is a map illustrating the corridor.

3) The estimated cost for the pedestrian and bicycle improvements is \$22 million.

General project timeline: Please see attached timeline sheet.

Key partnerships; Employers within the Clackamas Industrial Area such as Oregon Ironworks, Safeway Distribution Center, Fred Meyer Distribution Center, Warn Industries, and Cornell Pump, North Clackamas Chamber of Commerce and the Clackamas Transportation Management Association.



- Jennifer Street Area Corridor
- Proposed Active Transportation Corridors
- Park
- Existing Trail
- Proposed Regional Trail
- Unincorporated Clackamas County within the Metro Urban Growth Boundary
- Clackamas Regional Center
- Transportation Hub
- School

Oregon Trail-Barlow Road

Oregon City

1:28,000

12 Aug 2009



Jennifer St Area Corridor

JENNIFER AVE. CORRIDOR

Tasks
I. Project Management
II. Project Elements Data Inventory, Route Locations, Planning, Designing and Engineering Street Improvements <ul style="list-style-type: none">• Sidewalks• Bike lanes• Cycle track• Bicycle parking facilities at major employer sites
III. Coordination With Partnering Jurisdictions <ul style="list-style-type: none">• Meet w/Major employers• Meet w/North Clackamas Chamber of Commerce• Meet w/Clackamas Transportation Management Association
IV. Meetings with Pedestrian/Bikeway Advisory Committee <ul style="list-style-type: none">• Inventory/data collection• Route determination• Sidewalk standard• Cycle track standard• Bicycle parking facilities• Bike lane standard
Completion: Feb. 2012

Ped/Bike Improvements; Jennifer St., Lawnfield Rd., 98th Ct., Mather Rd., Industrial Way, Clackamas Rd. and 102nd Ave. - \$22 million

Clackamas County match - The Clackamas County Develop Agency plans to invest \$10 million in the road system in the area including connecting 98th Ct. to Mather Rd. This will be the County's match for this project.