



## Active Transportation & Complete Streets Projects

**Name of Project** *City of Sherwood, Highway 99W Sidewalk Safety Improvements*  
(project name will be adjusted to comply with ODOT naming convention if necessary)

### Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at: <http://www.oregonmetro.gov/rffa>. Please complete the following:

### Project Definition

#### Project Description

- Facility or area: street(s), intersection(s), path or area. *The north and south sides of State Highway 99W, from the intersection of SW Meinecke Road to intersection of SW 12<sup>th</sup> Street.*
- Beginning facility or milepost. *MP 447+50.00*
- Ending facility or milepost. *MP 473+40.00*
- Provide a brief description of the project elements.

*The Highway 99W sidewalk safety improvements project will include the following items:*

- a. Constructing a 10-foot wide multi-use sidewalk along the north and south sides of Highway 99W between SW Meinecke Road and SW 12<sup>th</sup> Street.*
  - b. Construction of retaining wall necessary for multi-use sidewalk to cross steep fill slopes of highway as it crosses wetland and stream corridor (Cedar Creek).*
  - c. Installation of landscaping and low level vegetation screening to provide separation from vehicular traffic on Hwy 99W.*
- City (ies). *City of Sherwood*
  - County(ies). *Washington*

### Base project information

- Corresponding RTP project number(s) for the nominated project: *10706 99W Pedestrian Improvements*
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).  
*(Attached as Exhibit A)*
- 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).

*The proposed sidewalk improvements project will create a safe pedestrian and bicycle corridor between existing sidewalks on both sides of Hwy 99W, providing connectivity for residents to businesses, shopping and medical facilities in Sherwood's Town Center, as well as to schools and transit. Existing high-density housing adjacent to Hwy 99W is continuing to expand and pedestrian traffic increasing making this improvement a safety imperative.*

*Additionally, the City will be constructing a segment of the Ice Age Tonquin Trail regional trail system which will connect to these improvements. These improvements will provide pedestrians and bicyclists safe access to a multi-modal commuter system, reducing the need for residents to drive to local destinations, and thereby reducing the number of cars utilizing Hwy 99W.*

- Attach a completed Active Transportation Design checklist (Appendix C).

*(Attached as Exhibit C)*

- Description of post implementation measurement of project effectiveness:

*The post implementation measurement of the project effectiveness will be compared to the pre-implementation level of usage. Currently, approximately 2% of local residents within 1,000 feet of the proposed improvement project utilize the existing roadside as a pedestrian corridor. This equates to approximately 16 pedestrian and bicyclist trips per day.*

*Post implementation information will come from pedestrian and bicycle counts taken on a standard weekday. This would represent the typical day commuter and residential travel patterns and exclude recreational travel patterns. The traffic counts would take place after the Cedar Creek Trail project is constructed to account for regional bicycle commuter travel patterns.*

### **Project Cost and Funding Request Summary**

- Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology. Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support.

*The City has applied for and received approval for Washington County Major Street Transportation Improvement Project (MSTIP) Opportunity Funds in the amount of \$250,000, which is 10.27% of the estimated project design, construction and management costs. This project is of such importance to the city that the City of Sherwood will also be allocating an additional \$100,000 of local transportation system development charge (SDC) funds to bring the leveraging amount up to nearly 14.22% of the total estimated project design, construction and management costs.*

*In addition, this project ties into the Cedar Creek Trail project which is Sherwood's portion of the Ice Age Tonquin Trail. The Cedar Creek Trail received regional flexible funds to design and construct the trail which runs perpendicular to, and crosses Hwy 99W at Meinecke Road.*

*The proximity and shared use of these two projects by local pedestrians and bicyclists (including commuters) would benefit greatly by sharing the same project design and construction resources and scheduling.*

- Total project cost  
(Include and describe any cost elements beyond those funded by the request + match):  

\$2,518,000
- RFFA funding request by project phase:  
(e.g. Project Development, P.E., Environmental, ROW acquisition, Construction) \$2,168,000
- Local match or other funds  
(minimum match = 10.27% of funds requested + match):  

\$350,000

### **Map of project area**

- Provide a map of the project consistent with GIS shapefile standards found in Appendix B

## Project sponsor agency

- Contact information (phone # & email) for: *Bob Galati*  
*Phone: 503-259-2303*  
*Email: [galatib@sherwoodoregon.gov](mailto:galatib@sherwoodoregon.gov)*
- Application lead staff: *Julia Hajduk, Community Development Director, City of Sherwood*
- Project Manager (or assigning manager): *Bob Galati PE, City Engineer, City of Sherwood*
- Project Engineer (or assigning manager) *Bob Galati PE, City Engineer, City of Sherwood*
- Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why.  
*The City is currently working on the Cedar Creek trail which is funded through regional flexible funds. That project is on time and on budget. The City also has a long history, with both state and federal grants, of performing the required tasks within the budget and timeframe specified. Sherwood has not, the best of our knowledge, ever failed to deliver on a project that has received federal or state funding.*
- Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.

*The City has staff resources available to perform the necessary project management functions. The following staff will be assigned to the project:*

*Julia Hajduk, Community Development Director: 20+ years professional level planning and project management experience. Developing land-use planning policies, procedures and methods. Project funding sources include County, State and Federal allocations.*

*Bob Galati PE, City Engineer: 20+ years of professional level civil engineering and project management experience. Designed and managed development of numerous types of CIP's which included various sources of funding, including County, State and Federal allocations.*

*Brad Kilby AICP, City Planning Manager: 20+ years of professional level planning and project management experience. Developing land-use planning policies, procedures and methods. Project funding sources include County, State and Federal allocations.*

*Jo Guediri, Permit Specialist: 9+ years of project documentation and management experience. Responsible for maintaining project documentation requirements related to various funding source requirements include County, State and Federal programs.*

## Highest priority criteria

1. What communities will the proposed project serve? What are the estimated totals of low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations that will benefit from this project, and how will they benefit?

*The Oregon Transportation Plan (OTP) under Policy 4.3 states that it is the intent of the State to increase access to goods and services and promote health by development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, promote transit, walking and bicycling. OTP Strategy 4.3.2 promotes safe and convenient bicycling and walking networks in communities by filling in missing gaps in sidewalk and bikeway networks, especially to community destination such as schools, shopping areas, parks, medical facilities, and transit facilities. OTP Strategy 4.3.5 promotes reduction of transportation barriers to daily activities for those who rely on walking, biking, rideshare, car-sharing and public transportation.*

*The proposed sidewalk project as presented, completely complies with the policies and strategies of the OTP as described above. In addition, the project has the capability of increasing physical activities of the community in general and increasing transportation options by removal of a barrier to pedestrian and bicycle transit.*

*Transportation disadvantaged people living in the developments along or within easy walking distance of Hwy 99W on the southwest side of the Cedar Creek corridor cannot currently conveniently access the nearest transit stop. This project will provide a safe and direct route for people to access transit and increase transportation choices.*

*The proposed project promotes economic development in the City and region by providing workers access to jobs from their homes and outlying communities. Workers who reside in the west side of the Cedar Creek corridor and north of Hwy 99W do not have safe and readily available access to Sherwood Town Center businesses and regional transit options. Crossing this corridor requires workers to drive their cars. Crossing this corridor requires workers to drive their cars. While the closest transit stop is only 950 feet away from the nearest residential area, workers must take their cars even to take transit so that they can get to the nearest park and ride.*

*With almost 15% of the workers in the vicinity of the proposed improvement making less than \$15,000 per year, the requirement to have and use a car or take their life in their hands and travel along Hwy 99W without sidewalk, is a tremendous cost burden. There simply is not a viable option for residents along the Hwy 99W corridor to take alternative modes of transportation.*

*Sherwood exports 6,726 jobs out of the community; this means that there are 6,726 workers that leave Sherwood to work in other jurisdictions including Portland, Tualatin, Tigard, Beaverton, Wilsonville, and Hillsboro. With limited options other than using a car, workers without safe access to transit spend a higher proportion of their income on commuting, and adding congestion on the local and regional highway system.*

*As an added economic development benefit, providing safe and convenient access for residents to walk or bicycle to businesses will support the local economy. If someone has to use their car to obtain a service, they will drive more often and further, even out of the local community to obtain services. By providing the ability to walk or bicycle to a location within the community to obtain services, more businesses will develop locally or remain local in order to provide that service. This reinforces keeping local dollars within the local community.*

**What safety problem does the proposed project address in an area(s) with higher-than-average levels of fatal and severe crashes? How does the proposed project make people feel safer in an area with high walking and bicycling demand by removing vehicle conflicts?**

*The existing condition of the Hwy 99W corridor does not provide a usable or safe pedestrian or bicyclist travel area within the right-of-way of the project alignment. Pedestrians and bicyclists must utilize the 8-foot wide emergency lane of Hwy 99W to traverse the gap between the existing sidewalk facilities, and are sandwiched between the outside travel lane and the guardrail. With traffic speed set at 45 mph along this section of Hwy 99W, the likelihood of a pedestrian or bicyclist surviving an accident with a vehicle is very low.*

*In addition, Hwy 99W is identified by the State as having a freight corridor classification. With semi-truck and trailer traffic traveling from the Portland metropolitan area to the Willamette Valley and Oregon coast, it is dangerous for pedestrian and bicyclists to be in close proximity with these vehicles let alone sharing a lane.*

*Construction of this project will relocate pedestrian and bicyclists away from the travel lanes of Hwy 99W and onto the nearby safe corridor (sidewalk) that aligns with Hwy 99W.*

2. What priority destinations will the proposed project will serve? How will the proposed project improve access to these destinations?

*The sidewalks will connect to existing adjacent residential and commercial/retail businesses within the Town Center and allow residents to walk and bike to schools, businesses, shopping and medical facilities instead of driving. This reduces the volume and traffic impacts on Hwy 99W, which is classified by the State as a freight corridor. In addition, the connectivity will allow resident pedestrian and commuter bicyclist's access to regional transit systems.*

*Currently, pedestrians and bicyclists must either; a) walk next to the Hwy 99W travel lanes to cross the gap, b) travel significant indirect distances on local streets to reach destinations located across the gap, or c) travel by car for the short distance to reach their destination. These improvements will allow safe multi-modal options to traverse the Hwy 99W gap, increase local connectivity to regional transit facilities, businesses, shopping, schools, and medical facilities, and will reduce vehicular impacts to the State freight route by removing unnecessary local vehicle trips.*

3. How will the proposed project support the existing and planned housing/employment densities in the project area?

*There are approximately 1,470 residents within ¼ mile of Hwy 99W that cannot safely access the City's Town Center due to the gap along Hwy 99W. This number of residents is expected to increase significantly with the completion of a nearby high-density residential development (135 units), and a smaller subdivision (18 lots).*

*These residents are located approximately 1,800 feet from the nearest medical and shopping facility if measured directly along the Hwy 99W corridor, but over 7,800 feet if measured along the shortest local street route. That's nearly 4.5 times the distance to reach the most common facilities City resident's need.*

#### **Higher priority criteria**

4. How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network? (See Appendix 1 of the Regional ATP: Network Completion, Gaps and Deficiencies).

*The proposed project is identified as RTP ID # D27 in the Regional ATP Appendix 1.*

*The sidewalk improvement project will infill a missing link and address an existing pedestrian deficiency by providing a safe and direct connection between existing residential developed areas and transit, the City's Town Center, commercial, business, school, and medical destinations. The construction of these sidewalks will provide local residents and bicyclists a way to safely travel from the adjacent residential areas of Sherwood to its Town Center, and connection to the regional trail system for distance commuting between adjacent cities.*

*Construction of these improvements will provide residents with a preferred alternative to using motor vehicles to conduct short trips within the City, allow regional travel via bicycles, and remove additional local transportation trips from a State classified freight corridor.*

5. What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort? What barriers will be eliminated or mitigated?

*Simply having a safe place to walk will significantly improve the user experience for those people that walk this section of roadway. In addition, in conjunction with the sidewalk, a planter strip will be installed between the sidewalk and the Hwy 99W emergency lane. This planter strip will provide a safety factor by creating a physical buffer from vehicular traffic on Hwy 99W. Pedestrian and bicyclists will also feel more comfortable using the sidewalk since there is a significant physical separation between them and the vehicular traffic.*

*Planting will soften the visual aspect of the area while meeting ODOT safety requirements. The intent is that if a vehicle does leave the roadway, the plantings will provide some physical barrier to help slowdown the speed of the vehicle, and give a warning and some time for pedestrians and bicyclists to take evasive action, and without causing life threatening injuries to the driver and passengers due to hitting an immovable object such as a tree.*

*The proposed sidewalks on both sides of Hwy 99W will cross the Cedar Creek vegetated and stream corridor. The ability to pause and view natural habitat from a safe and secure distance is most appealing and the sidewalks may become a significant viewpoint.*

6. How does the proposed project complete a so-called 'last-mile' connection between a transit stop/station and an employment area(s)?

*The project provides safe and complete connectivity between residential areas and regional transit stops, and city core area businesses and jobs.*

#### **Priority criteria**

7. How the public will be engaged relative to the proposed project? Include description of engagement during project development and construction, as well as demand management efforts to increase public awareness and utilization of the project post-construction. (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination).

*The public will be provided multiple opportunities to comment on the community needs and any proposed design. These opportunities may include public open house meetings, City Council and Planning Commission work sessions and general meeting presentations with the opportunity for public input*

8. What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project?

*The City has received approval for Washington County Major Street Transportation Improvement Project (MSTIP) Opportunity Funds in the amount of \$250,000, which is 10.27% of the estimated project design, construction and management costs. This project is of such importance to the city that the City of Sherwood will also be allocating an additional \$100,000 of local transportation system development charge (SDC) funds to bring the leveraging amount up to nearly 14.22% of the total estimated project design, construction and management costs.*

*In addition, this project ties into the Cedar Creek Trail project which is Sherwood's portion of the Ice Age Tonquin Trail. The Cedar Creek Trail received regional flexible funds to design and construct the trail which runs perpendicular to, and crosses Hwy 99W at Meinecke Road.*

*The proximity and shared use of these two projects by local pedestrians and bicyclists (including commuters) would benefit greatly by sharing the same project design and construction resources and scheduling.*

9. How will the proposed project provide people with improved options to driving in a congested corridor?

*The sidewalk improvement project will infill a missing link and address an existing pedestrian deficiency by providing a safe and direct connection between existing residential developed areas and transit, the City's Town Center, commercial, business, school, and medical destinations. The construction of these sidewalks will provide local residents and bicyclists a way to safely travel from the adjacent residential areas of Sherwood to its Town Center, and connection to the regional trail system for distance commuting between adjacent cities.*

*Construction of these improvements will provide residents with a preferred alternative to using motor vehicles to conduct short trips within the City, allow regional travel via bicycles, and remove additional local transportation trips from a State classified freight corridor.*

#### **Process**

- 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 City recently updated and adopted its Transportation System Plan (June 17, 2014). The TSP development, review and adoption process included a Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC). The CAC was comprised of 15 citizens who volunteered to become committee members, and were vetted by City staff and appointed by the City Council. The TAC was comprised of locally impacted and adjacent jurisdictional agencies whose technical expertise was greatly appreciated in the development of a final TSP document.*

*As part of the overall CAC process, formal presentations before citizens in an open house forum occurred. Comments were recorded and entered into the records from the open house activities. In addition, the City operated a project webpage where citizen comments on the various aspects of the TSP process and results could be entered into the records.*

*Within the adopted TSP, pedestrian system gaps and connectivity projects were identified as eligible Capital Improvement Projects (CIP). Pedestrian project number P3 identified the Hwy 99W sidewalk project as a critical project to the City in that the project represents a major component to correcting a pedestrian transportation gap and connectivity issue.*

*While this project is on an ODOT facility, it is critical to the community to have safe sidewalks and access to the Town Center, businesses, services and schools. This is why the City previously submitted this project for funding through the ODOT Enhance process. Unfortunately, funding was limited and this project was not selected for funding. The City continues to see this project as critical to the community and, therefore, has determined to continue to seek out opportunities for funding.*

- 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 project has been presented to ODOT Region 1, Metro and Washington County regarding this project in the past as part of an Enhance grant application. As part of the input at the time, the project was modified slightly based on ODOT input to provide pedestrian lighting along the Cedar Creek crossing corridor for safety reasons. The project being put forward with this request, is the same that was put forward for the Enhance funding. Although the project received support, it was*

*ranked lower on the selection listing for funded projects. The project schematic level presentation has received positive feedback from ODOT and Metro, and these comments will be incorporated into the design and construction process for the sidewalk project.*