



Active Transportation & Complete Streets Projects

Name of Project Johnson Street Access to School

(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. = *SW Johnson Street*
- Beginning facility or milepost. = *Cornelius Pass Road*
- Ending facility or milepost. = *SW 185th Avenue*
- Provide a brief description of the project elements.

This project will create a safe walking environment for students, support existing pedestrian and bicycle travel and attract new users through the design and construction of continuous walkways, a neighborhood bikeway, and enhanced crosswalks along SW Johnson Street, from Cornelius Pass Road to SW 185th Avenue.

- City (ies). = *None*
- County(ies). = *Washington County*

Base project information

- Corresponding RTP project number(s) for the nominated project. *#10585*
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix 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).

SW Johnson Street is a substandard two -lane roadways with intermittent and disconnected walkways, gravel shoulders and ditches. Despite the current conditions and because of the proximity to many walkable destinations (transit, elementary school, parks, and shopping center), there is high pedestrian demand. It lacks safe access for all children within walking distance to reach Reedville Elementary school at Johnson and 209th Ave. This project is an opportunity to complete the pedestrian network in an area where few alternatives to TV Hwy exist, and improve access for bicyclists and transit users as well. This project is identified as a priority by the public and in a number of County documents: Aloha Reedville Community Plan, TSP, Neighborhood Bikeway Plan, and School Access Improvement Study.

Washington County is pursuing design and construction to complete walkways, create a neighborhood bikeway, and provide crosswalk enhancements that would safely accommodate all users and modes. Improvements would meet the project criteria, including: (1) Improving access to and from Aloha town center, a bicycle and pedestrian district; (2) Improving access to and from Intel Aloha Campus; (3) Improving access to Reedville Elementary School, R.A. Brown Middle School and childcare centers; (4) Closing gaps in the pedestrian network and separating pedestrian traffic from vehicles on a collector roadway; (5) Serving eastern Aloha's major concentration of environmental justice (EJ) populations as well as essential destinations for that community; (6) Providing "last mile" connections to/from service on 198th, 185th, frequent service on TV Hwy, and future service on Cornelius Pass Rd; (7) Improving the user experience for people walking and biking along Johnson Street and offering a parallel alternative to TV Hwy; (8) Serving a Metro 2040 center featuring existing medium-density development and significant additional development/redevelopment capacity; (9) public outreach element that builds on existing efforts undertaken in the Aloha-Reedville area, (10) Leveraging Washington County's unique, dedicated transportation funding resources.

- Attach a completed Active Transportation Design checklist (Appendix C).
- Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance).

After construction of the project, effectiveness will be measured by 1) an increased number of children bicycling and walking to Reedville Elementary school 2) increased number of bicyclist and pedestrian counts along Johnson Street 3) achieving 85 percentile travel speeds of 30 mph or less throughout project corridor

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 cost estimate for this project draws on recent experience working on the RFFA project NW 119th sidewalk project, Fanno Creek Bridge (Oleson Rd) Replacement Project, and CDBG sidewalk project, all federally funded projects. The county has also designed and constructed \$2-3 million annually in bicycle and pedestrian improvement projects, that have provided insight into the challenges of these stand-alone projects, and project costs.

Matching funds of \$1,300,000 have been approved from the Washington County Board of County Commissioners from Gain Share funds. The County will also match with staff time for some tasks as detailed in attached estimate. Letters of support have been included.

The County is requesting use of the de-federalized funds, as provided for in the RFFA policy direction by JPACT though these cost estimates assume federalized funds.

- Total project cost
(Include and describe any cost elements beyond those funded by the request + match): = \$6,000,000
- RFFA funding request by project phase:

= Project Development, P.E., Environmental, ROW acquisition, Construction

- Local match or other funds
(minimum match = 10.27% of funds requested + match):=\$1,300,000 a 21.66% match

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: 503.846.7819 shelley_oylear@co.washington.or.us
- Application lead staff = Shelley Oylear (see above)
- Project Manager (or assigning manager)=Joe Younkins 503.846.7832
- Project Engineer (or assigning manager) = Joe Younkins joe_younkins@co.washington.or.us,
- 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.

Washington County has delivered numerous federal aid transportation projects in recent years, including the NW 119th Sidewalk Improvement, Fanno Creek (Oleson Rd) Bridge Replacement, Scoggins Creek Bridge Replacement, Meacham Road Bridge over Dairy Creek, Banks-Vernonia Trail Extension, Phillip Harris Bridge (Farmington Road) over the Tualatin River, and nine American Reinvestment and Recovery Act (ARRA) projects. The county has a record of delivering high quality projects, on time and on budget.

- 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 county's Department of Land Use and Transportation Engineering and Construction Services is a robust organization with proven experience in transportation planning, engineering design, and capital project management. The department routinely handles numerous projects at any given time, including federal aid projects and projects in partnership with ODOT such as the current Hwy 47-Verboort/Purdin and David Hill Road roundabouts. We successfully deliver more than \$35 million dollars annually in capital construction projects and between \$2-3 million in bike/pedestrian projects.

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 neighborhoods north and south of the project corridor, part of the unincorporated Aloha area, are home to "significantly above average" concentrations of low income, non-White, low English proficiency and youth populations. Reedville Elementary School, which serves a majority of the corridor, is a Title I designated school with high numbers or high percentages of low-income children. Due to the street connectivity issues mentioned earlier, these transportation-disadvantaged populations are forced to travel along substandard roadways to reach community destinations including the elementary school, bus stops, and grocery stores in the Aloha Town Center area. For those who do not have access to a vehicle, this project will fill a gap in the system and drastically improve safety, mobility and accessibility for people walking, bicycling, using mobility devices along SW Johnson

Avenue or accessing transit. Trimet data indicated 345 ramp deployments monthly within 0.25 miles of the Johnson Street corridor.

The follow table documents population data for the four census tracts surrounding the project corridor:

Populations	Percentage of Population in Project Area	Percentage of Population in the County
Total Population	100%	100%
Low English Proficiency	2%	9%
Non-White	40%	30%
Over age 65	7%	10%
Under age 18	29%	25%
Low Income	32%	26%

Data Sources: Census 2012 American Community Survey (Total Pop, Low English Prof., White, Non-White, Over 65, Under 18) Census 2013 American Community Survey (Low Income - 185% of poverty level [HC01_EST_VC51])

As part of the Aloha-Reedville Study and Livable Community Plan, Washington County contracted with Centro Cultural and the Center for Intercultural Organizing to engage historically underrepresented segments of the community, particularly Latino and immigrant/refugee communities. Through over 600 translated in-person surveys, this work has revealed transportation safety as a top concern, including the lack of sidewalks and safe crossings throughout the Aloha community. Additional engagement efforts in Aloha have focused on youth, low-income, renters and people with disabilities. Feedback is similar in that active transportation and safety are top concerns for all community members.

2. 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 most serious safety concern in the project corridor is the lack of a continuous walkway, to serve the elementary school on the corridor, to access transit, shopping and affordable housing. Existing walkways are intermittent on both the north and south side of the street. Where gaps in the sidewalks exist, ditches or narrow asphalt or gravel shoulders are the only facilities for pedestrians. In several areas people have worn a demand path into the grass and dirt. There are currently only two intersections on the 1.7 mile corridor that have marked crosswalks, and only one is signalized. The project proposes completing gaps in corridor by constructing walkways, separating walkways by a planter or ditch, and installing new or enhancing existing crosswalks. Lighting improvements will also be included in project corridor.

Today, bicyclists share Johnson Street with autos. Since it is a low speed (25-27 mph average speed) and low volume (3000-5000 ADT) collector roadway, Johnson Street is a more comfortable alternative to riding in bike lanes along TV Highway. The addition of signing, striping, and other potential neighborhood bikeway treatments would 1) attract new users of all ages and abilities 2) maintain low

speed/volumes 3) increase awareness of bicyclists and drivers of the shared environment. The neighborhood bikeway connects users to neighborhood destinations and provides bicyclists alternatives to the locations of gaps in the existing bike lanes network.

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

Johnson Street improvements would create connections and improve access to

- *Aloha Town Center, a bicycle and pedestrian district*
- *Employment along TV Highway that includes industrial employers such Intel*
- *Reedville Elementary School, R.A. Brown Middle School and other childcare centers*
- *Parks and the future Reedville Trail*
- *Shopping and commercial districts (Walgreens, Big Lots and Safeway)*

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

The project will serve as connection to the Metro 2040 center (Aloha Town Center roughly defined as the area around 185th Avenue and TV Hwy). The county was awarded a Metro Community Planning and Development Grant (CPDG) to continue work on refining the land use designations for town center area surrounding 185th Avenue and TV Highway and on alternatives for future investment in higher-capacity transit along the corridor. This project will concentrate on the area roughly from 160th Avenue on the east to Cornelius Pass Road on the west, Johnson Street on the north and Blanton Street on the south. Building upon the foundation work in earlier planning efforts (Aloha-Reedville Community Plan), the project will work with community members, property and business owners, developers and partnering agencies to continue refining the land uses for an achievable Aloha Town Center.

The town center is also designated as a Pedestrian/Bicycle District in Washington County TSP. A Pedestrian/Bicycle District identifies an area where high use by pedestrians and cyclists is either observed or intended due to a combination of existing and/or proposed land uses, density, land use mix, community design, availability of transit service and/ or provision of pedestrian and bicycle facilities.

On the north of Johnson Street is primarily existing single and multi-family housing and parks, with the potential for more infill development. South of Johnson Street is a mixture of multi-family and single family housing, with potential for more multi-family housing. Along TV Highway is existing industrial and commercial properties with developable sites.

The Johnson Street project will create new and viable travel options for employees and residents, increase access to recreation, transit, shopping and services for a wider range of ages and abilities.

Higher priority criteria

5. 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).

In the RATP the project is D13-Aloha Bike and Pedestrian District and in the RTP #10585. Tualatin Valley Highway (TV Hwy) is a major physical is a high volume and high speed facility but with many community destinations, jobs and frequent transit. Johnson Street offers a low stress, parallel route as a neighborhood bikeway and pedestrian corridor. There a few east-west routes in the Aloha-Reedville area that connect to major destinations and only one with sidewalks, TV Hwy. The project would complete gaps and provide a 1.7 mile continuous pedestrian corridor and neighborhood bikeway, connecting to bike lanes and sidewalks on north-south arterials: Cornelius Pass, 209th, 198th, and 185th.

6. 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?

The project proposes completing gaps in corridor by constructing walkways, and installing new or enhancing existing crosswalks. Design elements that improve the user experience include walkways separated from the roadway by a planter strip or ditch. Lighting improvements will also be included in project corridor, and are an element frequently requested by the community. The Johnson Street corridor will be a more comfortable and low stress facility than the nearest east-west complete sidewalk on TV Highway.

Developing Johnson Street as neighborhood bikeway would include sharrows, wayfinding and confirmation signage, bicycle detection at intersections, and potentially other treatments (found in the Washington County Neighborhood Bikeway Plan) to maintain low travel speeds. These treatments will increase confidence of bicyclists in the shared street environment and increase awareness of drivers. Wayfinding signage will help users navigate the area and make convenient connections to destinations. The neighborhood bikeway also provides bicyclists a low stree alternative to bike lanes on TV Highway and bridge gaps in the existing bike network.

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

The completed Johnson Street active transportation corridor would connect to existing transit routes on SW 198th Ave, SW 185th, and planned routes on Cornelius Pass. These routes connect to employment areas and MAX line at PCC -Willow Creek Station. Access to more transit service options would be of particular benefit to the low-income, low English proficiency, and other transit dependent populations in the area. This project is identified as a priority by the public and in a number of County documents: Aloha Reedville Community Plan, TSP, Neighborhood Bikeway Plan, and School Access Improvement Study.

Priority criteria

8. 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).

Washington County will lead public engagement that will build on the extensive outreach and public involvement efforts began with the Aloha-Reedville Study and Livable Community Plan and that will continue with the Aloha Town Center Plan beginning in fall 2016. The community will continue to be engaged using tools and techniques that have proven effective for meaningful public involvement. This will include a public open house, press releases, website content, and targeted outreach to historically

underrepresented communities. As a Safe Routes to School project, there will also be outreach to Reedville Elementary school students, families and staff during and after construction to encourage use of the new improvements to access school.

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

The project will be leveraging the county's Gain Share funds allocated by the County Commissioners for improving safe access to school. Gain Share is tied to Oregon's Strategic Investment Program, which allows local jurisdictions to offer property tax breaks to companies in exchange for 'Gain Share' allocation from the state.. Under current Oregon law, Gain Share returns to those municipalities income taxes generated by jobs created. The project would leverage upcoming investments in the Aloha Town Center and TV Highway Corridor. The project will integrate well with other transportation projects nearby, including the Cornelius Pass Road Improvements(Frances to TV Hwy), TV Hwy and 209th Intersection Improvements, and other scheduled sidewalk/bike lane gap completion projects scheduled for 209th Ave and 214th Ave.

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

The project will create new viable travel options by providing:

- safe access to school for walking and biking students and their families*
- increased access to bus routes and more frequent service*
- expanding the continuous and connected active transportation network*
- a comfortable and safe experience for the 8 to 80 year old*
- convenient access for residents to walk/bike grocery store, parks, and jobs*

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 proposed project responds to needs identified in existing studies and plans that were developed with considerable public involvement, including the Aloha-Reedville Study and Livable Community Plan, Washington County Bicycle Pedestrian Prioritization Project (2011-12) and School Access Improvement Study(2015-16). Washington County led the three-year (2011–2014) Aloha-Reedville Study and Livable Community Plan (A-R Study) that looked at land use zoning regulations, transportation, housing and other livability topics within the unincorporated Aloha and Reedville communities. The community engagement resulted in almost 5,000 individual comments providing insights into the aspirations, needs and issues of these two diverse communities. Improving transportation safety, particularly access to schools is a top priority for the Aloha-Reedville community. Washington County staff have reviewed priority projects from existing plans and studies to develop RFFA project nominations. Staff considered benefits and impacts to children traveling to school, underserved populations, access to jobs and town centers, along with other priority criteria to help select projects for nomination.

- 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.

Washington County coordinates with its regional partners through regular phone and e-mail contact and more formally through monthly WCCC and WCCC TAC meetings. These committees include elected officials and technical staff, respectively, from jurisdictions in the county. For this project, key agency coordination includes Clean Water Services and TriMet.