



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: Clackamas County	
Contact Person Name: Joel Howie	Title: Engineering Supervisor
Street Address: 150 Beaver Creek Road	Phone: (503) 742-4658
City, State Zip: Oregon City, OR 97045	
E-mail: jhowie@co.clackamas.or.us	

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Jennings Ave: OR99E to Oatfield Rd Widening

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$3,595,324	
Non-Eligible Costs		
Total Transportation Project Cost	\$3,595,324	100%
Matching Funds	\$369,240	10.27%
Requested Funds	\$3,226,084	89.73%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

The County proposes to make improvements along Jennings Ave from OR99E (McLoughlin Blvd) to Oatfield Rd. The improvements include constructing a curb tight sidewalk on the north side of the road and constructing bike lanes on both sides of the road for enhanced bicycle and pedestrian connectivity. The total length of improvements is approximately $\frac{3}{4}$ of a mile (approximately 3860 feet).

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 high priority project in both plans. The project is also included in the County's Transportation System Plan and is a critical infrastructure project.

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

Jennings Ave is a local collector 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.

9. Transportation Project Location–REQUIRED

City:	<input type="text"/>	County:	Clackamas
MPO:	Metro	Special District:	<input type="text"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

Sidewalks and bike lanes on Jennings Ave from OR99E (MP 1.650) to Oatfield Rd (MP .920)

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

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.

During the project scoping, a team was assembled that included Transportation Planning staff, a Civil Engineering Supervisor, engineering staff, a Senior Sustainability Analyst and others. The team evaluated practical design alternatives and identified the most cost effective and practical design



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

of the project, which is to construct only a sidewalk on the north side of the street. This is a result of considering the close proximity of homes adjacent to Jennings Ave, and the limited existing public right-of-way and the practical amount of right-of-way needed to be purchased in order to fit a pedestrian and bikeway facilities along this street.

The major stakeholders to be included 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, the 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. Applicable statewide planning goals include Goals 1, 8, 11 and 12. Goal 1 includes citizen involvement for planning and this project has already held a public meeting in the neighborhood, with citizen and school district attendance. The major concern was safe routes to the nearby schools. This project is adjacent to the Boardman Wetland site, and will provide sidewalks and bike lanes to this site meeting goal 8. The provision for travel options for pedestrians and bicyclists helps to achieve both goals 11 and 12. This project meets the standards and goals set for transportation in Clackamas County's comprehensive plan to create a multi-modal system through safe, efficient and effective options.

While Clackamas County is a certified agency, this project will require ODOT oversight through the transferring of funds. This project will not require significant environmental work as the project qualifies as a categorical exclusion meeting the definitions in 40 CFR 1508.4. The construction of bicycle lanes and modernization of highways for the addition of shoulders have been determined to not yield significant environmental impact. Therefore, neither an environmental assessment nor an environmental impact statement is required. No capital equipment will be purchased with these funds and there are not any expected operations or service deliveries expected with these funds.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input checked="" type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
April 2018	Bid Let Date
May 2018	Construction Contract Award
October 2018	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
2018	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

This project is identified in the County's Pedestrian Master Plan 2003 (High Priority Pedestrian Project – Jennings Ave from OR99E to Webster), Bicycle Master Plan 2003 (High Priority Urban Bikeway Project – Jennings Ave from River Road to Webster) on page 51, and the Comprehensive Plan for Pedestrian Policies TSP - Pedestrian and Bicycle Facilities and policies on p. V-19. This project is also included in the County's Essential Pedestrian Map V-8 and Map V-7a of the Planned Bikeway Network in Chapter 5 of the Comprehensive Plan. It is also noted as Road Improvement Project on the Comprehensive Plan Transportation System Plan, 20-Year Project, Map V-1a.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED

- Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

Clackamas County is committed to the enhancement of its transportation systems through the creation and management of multimodal transportation options. Access to options and the improvement of connections between systems is vital to the County's ability to continue meeting the transportation needs of its community. This reflects the Oregon Transportation Plan's Goal 1 for Mobility and Accessibility as well as Strategy 1.1.4 for the development of cost-effective improvements to respond to transportation needs. The proposed project demonstrates this commitment to an integrated transportation system and responds to the transportation needs of the residential community in Clackamas County. In particular, this project uses cost-effective methods to address criteria identified in Strategy 1.1.4 including managing the existing system effectively, adding new bicycle and pedestrian facilities, and making minor improvements.

The improvement of highway performance and safety needs in the maintenance of the current transportation system is vital. The proposed improvements to build bike lanes and pedestrian facilities both protect the existing system by promoting alternative modes of transportation and also improve the efficiency of existing facilities. This reflects the top two priorities of Action 1G.1 for major priorities to first preserve functionality and second to make minor improvements.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

This project completes a missing link in the existing pedestrian and bicycle facilities in the area, including adjacent to OR99E (McLoughlin Blvd). This will extend the ability of pedestrians and bicyclists to reach various destinations in the area, including businesses on OR99E, the recently constructed Trolley Trail Multiuse Path and local schools near state owned facilities. The completion of this project will contribute to the improvement of the multi-modal transportation system available to residents and travelers in the area and thereby benefiting the state transportation system.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

This project will provide a critical link 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.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

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. Currently, students accessing Candy Lane Elementary School are using a public easement on the south side of the intersection of Jennings Ave and Portland Ave and ignoring the existing crosswalk due to the lack of sidewalks. This project will alleviate this situation and improve the accessibility to this school. This project is also in close proximity to two Trimet Bus lines, numbers 33 and 32, on OR99E (SE McLoughlin Blvd) and Oatfield. These lines provide access to other urban areas, including Portland, and Oregon City to the south. The improved pedestrian and bicycle facilities on this road will enhance the transportation options for residents in the area to reach a greater range of destinations in the region.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

The improved accessibility for residents in the area will also support access to businesses along the adjacent OR99E (SE McLoughlin Blvd). This will promote active and multi-modal transportation options for those working and living in close proximity. The increased connectivity will also enhance the ability for workers to access job sites and expand economic vitality in the neighborhood. The project will also enhance opportunities for recreation with direct access to bicycle and pedestrian facilities on the Trolley Trail Multiuse Path.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The improved pedestrian and bicycle facilities will promote active transportation and reduce the need for automobile trips. This indirectly reduces greenhouse gas emissions and reduces the consumption of natural resources. This project is also in close proximity to the Glen Echo Wetlands and will provide improved access to this site for residents in the area.

One of the primary issues with the project plan area is a lack of storm water facilities. This creates problems with runoff and contributes to deteriorated water quality in Boardman Creek. The project will provide enhanced storm water facilities to capture and treat runoff. The project will also endeavour to utilize sustainable practices such as the use of water quality swales and pervious concrete. Storm water improvements will aid in reducing untreated runoff within the Boardman Creek watershed and assist in improving water quality within the creek.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

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.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

The improved connectivity for residents in the area to safely access nearby schools, businesses and local transportation options promotes active transportation and healthier lifestyles. Further, the improvements provided through this project enhance the characteristics of this residential neighborhood. Residents in the area have consistently expressed the desire for improved pedestrian facilities on this key road, and this project would provide this service, expand transportation options for residents, and make the neighborhood more attractive and enjoyable for current and future residents.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

The 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" multi-use path.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

This project is in an area of low to moderate income residents and those identified as the most transportation disadvantaged. 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.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

This road is a part of the County maintenance system and will continue to benefit from resources available for continued maintenance. This project will also benefit from the recently completed Trolley Trail Multi-use Path project. The project likely will spur continued investment in the area as a result of this project.

Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$60,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$440,881	
Environmental Work	\$100,000	
Coordination and Outreach	\$40,000	
Leased Space		
Building purchase and/or Right of Way	\$371,500	
Capital Equipment		
Non-Construction Project Costs Total		\$1,012,381
Utility Relocation		
Construction	\$2,582,943	
Construction Project Costs Total		\$2,582,943
Total Eligible Project Cost		\$3,595,324
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Clackamas County	\$369,240	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$369,240	10%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

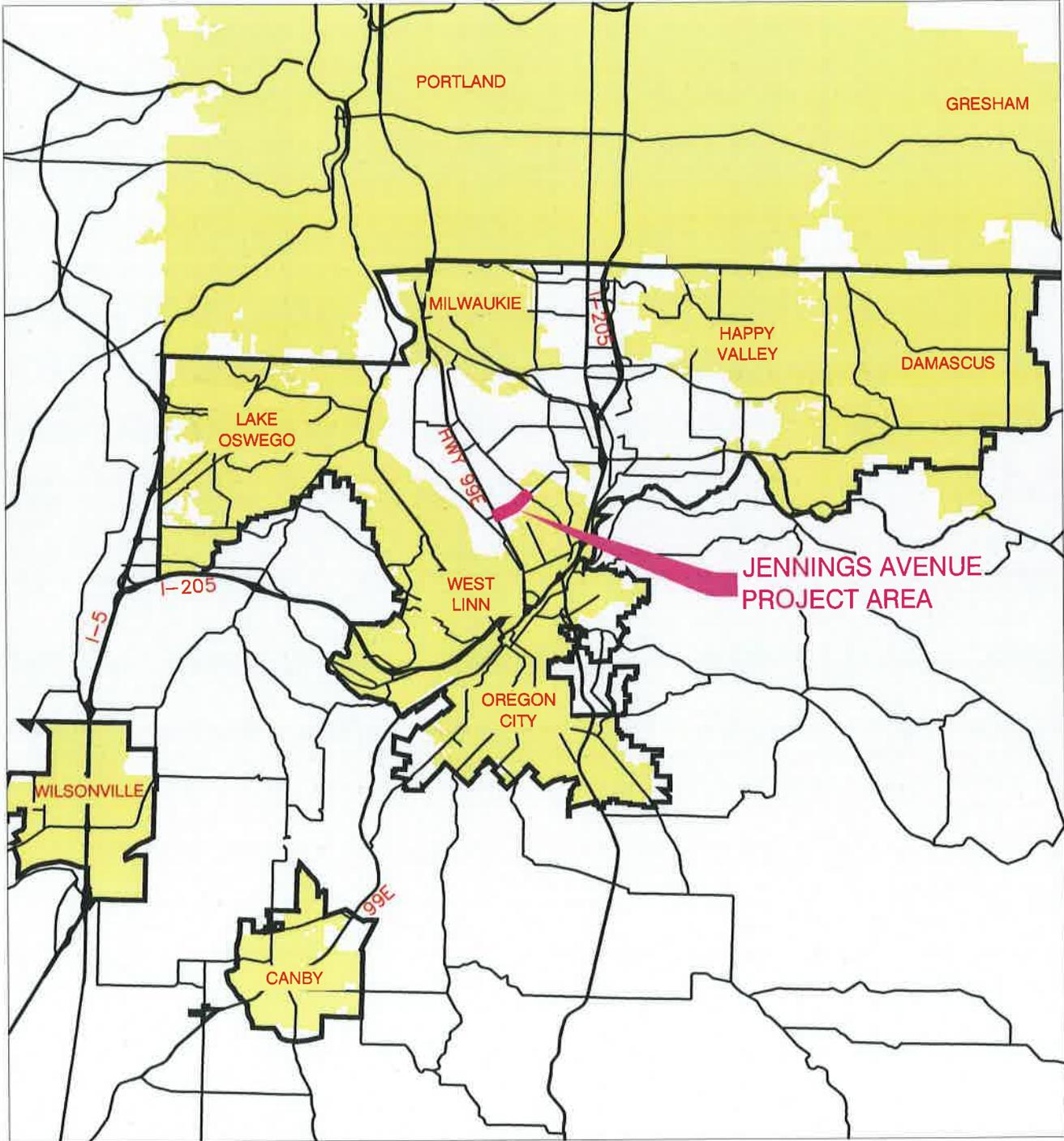
Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.



VICINITY MAP

NOT TO SCALE



SHEET INDEX

1. COVER SHEET/VICINITY MAP
2. PLAN

K:\STP Drawings 2012\Jennings Ave Vmap.dwg

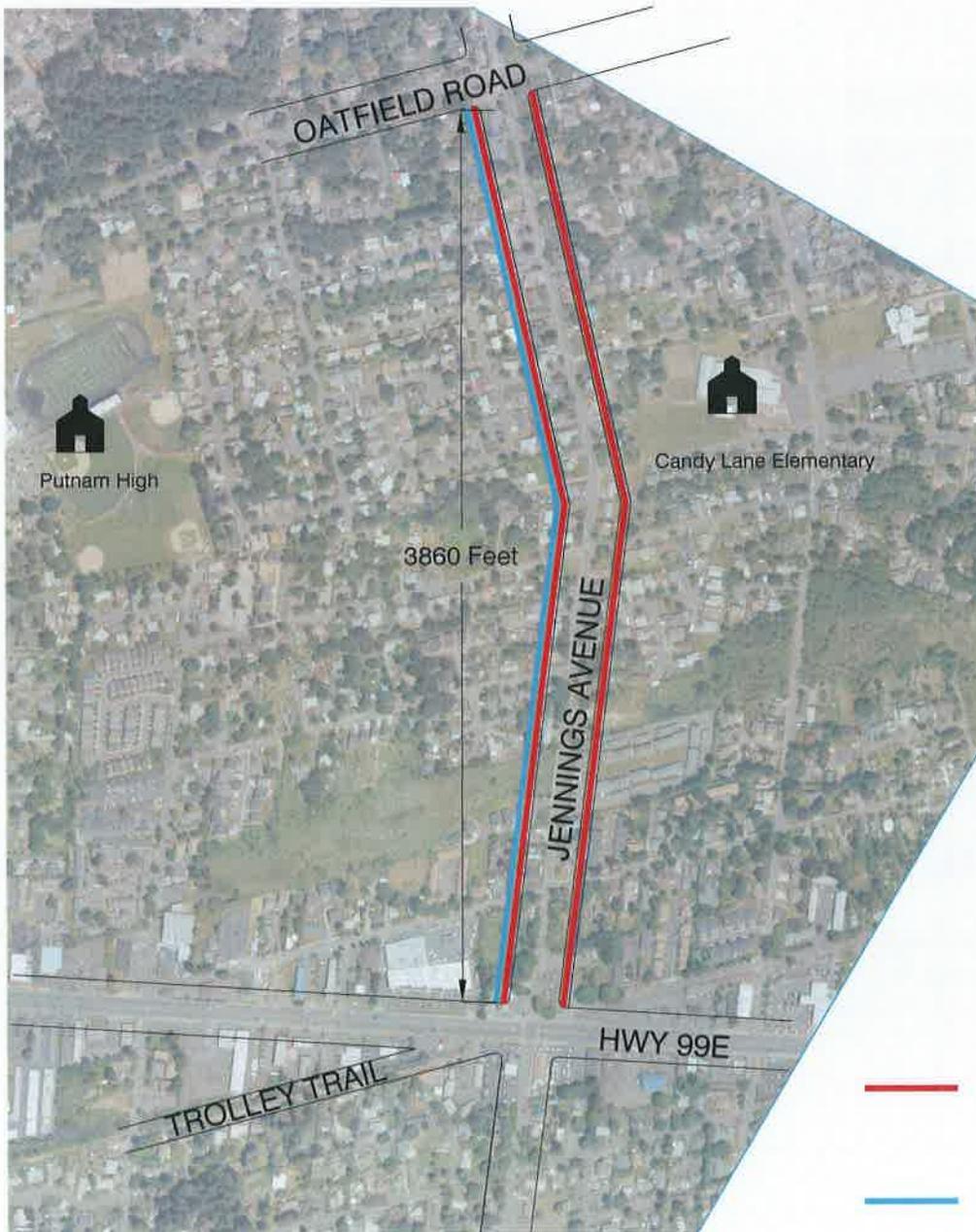
REVISION	DATE	BY

DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
150 BEAVERCREEK ROAD
OREGON CITY, OR 97045



11/14/12 SCALE: N.T.S.
COVER SHEET/VICINITY MAP
JENNINGS AVENUE
SIDEWALK/BIKELANE PROJECT

SHEET
1



PLAN
NOT TO SCALE



K:\STIP Drawings 2012\ Jennings Ave.dwg

REVISION	DATE	BY

DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
150 BEAVERCREEK ROAD
OREGON CITY, OR 97045



11/14/12 SCALE: N.T.S.
PLAN VIEW
JENNINGS AVENUE
SIDEWALK/SIDEWALK PROJECT

SHEET

2

DAVE HUNT
HOUSE DEMOCRATIC LEADER
OREGON HOUSE DISTRICT 40
CLACKAMAS COUNTY



900 Court St. NE, #395
Salem, OR 97301
503-986-1900
Fax: 503-986-1901
rep.davehunt@state.or.us

HOUSE OF REPRESENTATIVES
SALEM, OR 97301

November 30, 2012

Jeffery Flowers
Transportation and Growth Management Program
Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209-4012

Re: SE Jennings Avenue Improvements
Clackamas County Application for 2015-18 STIP funding

Dear Mr. Flowers:

We strongly support the Jennings Avenue Improvements application submitted by the Clackamas County Department of Transportation and Development for "Enhance" funding through the 2015-18 State Transportation Improvement Program (STIP).

Jennings Avenue is a major local road serving our districts, the **only direct connection point between Highway 99E (SE McLoughlin Boulevard) and Webster Road**. Because so many sections of Jennings Avenue have no sidewalks, bike lanes, or even road shoulders, this road poses significant dangers for drivers, bicyclists, and pedestrians.

This project will improve a **critical and essential link** for businesses on Highway 99E, students from the three school districts touching Jennings (Gladstone, North Clackamas, and Oregon City), and the new Trolley Trail Multiuse Path that opened this year. The project provides **benefits to our State system** by improving the transportation network that supports that system.

Jennings Avenue was originally designed for more rural use but has transformed over time to handle suburban life and greater traffic. Investment in safer bicycling and walking infrastructure on Jennings Avenue will provide our community with better facilities when our constituents choose to bicycle and walk. This relatively lower cost transportation infrastructure project provides great benefit to many users, but especially **school children, low income residents, and seniors** who need this infrastructure to access schools and transit.

We support Clackamas County's application and urge you to approve this funding request.

Sincerely,

Dave Hunt
State Representative
Co-Chair, Transportation &
Economic Development Committee

Alan Olsen
State Senator
Senate District 20

Brent Barton
State Representative-elect
House District 40





BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

November 20, 2012

Jeffery Flowers
Transportation and Growth Management Program
Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209-4012

Re: Clackamas County Applications for 2015-18 STIP funding

Dear Mr. Flowers:

On behalf of the Clackamas County Board of Commissioners, I am writing in support of the six applications submitted by the Clackamas County Department of Transportation and Development (DTD) for 2015-18 State Transportation Improvement Program (STIP) "Enhance" funding.

The DTD has reviewed the Enhance application categories and has selected projects that benefit a variety of modes and make improvements throughout the diverse geography of Clackamas County. The six projects that have been submitted include:

1. Union Mills at Hwy 213 Intersection Improvements
2. Otty Street Realignment (at 82nd Ave)
3. I-205 Pedestrian and Bicycle Bridge
4. Linwood Ave. Improvements: Bridge replacement, sidewalks and bike lanes
5. Jennings Ave. Improvements: Sidewalks, bike lanes and storm drainage
6. Beaver Creek Road Improvements: Safety and shoulder bike lanes

All of these projects provide benefits to the State system by improving the transportation network that supports that system. They are located in both the urban and rural areas of Clackamas County.

Please share this information with the STIP selection committee and let them know that these projects have full support of the Clackamas County Board of Commissioners.

Sincerely,

Charlotte Lehan, Chair
Clackamas County Board of Commissioners

CL/kb/kds



Oregon City Public Schools

Learning to be our Best

P.O. Box 2110 (1417 12TH St.), Oregon City, Oregon 97045-5010
Larry Didway, Superintendent • Telephone: (503) 785-8430 • FAX: (503) 657-2492

November 20, 2012

Jeffery Flowers
Transportation and Growth Management Program
Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209-4012

**Re: SE Jennings Avenue Improvements
Clackamas County Application for 2015-18 STIP funding**

Dear Mr. Flowers:

On behalf of Oregon City School District, I am writing in support of the Jennings Avenue Improvements application submitted by the Clackamas County Department of Transportation and Development (DTD) for 2015-18 State Transportation Improvement Program (STIP) "Enhance" funding.

The project creates a critical and essential link between businesses on Highway 99E (SE McLoughlin Blvd.) and three schools (Rex Putnam High, Jennings Lodge Elementary and Candy Lane Elementary) in the local area. This link will provide pedestrians and cyclists needed access to new Trolley Trail Multiuse Path that opened this year. Additionally, the project provides benefits to the State system (Highway 99E) by improving the transportation network that supports that system.

Jennings Avenue in this suburban community was originally designed for more rural use but has transformed over time to handle suburban life and traffic. Investment in bicycling and walking infrastructure on Jennings Avenue will provide the community with better facilities when they choose to bicycle and walk. This relatively lower cost transportation infrastructure project provides great benefit to many users, but especially school children, low income residents and seniors who need this infrastructure to access schools and transit.

The project would be integrated with public transportation, with growth management plans and policies, and implemented with sensitivity to environmental protection. We support Clackamas County's grant application and ask that you approve their request for funding.

Please share this information with the STIP selection committee and let them know that these projects have full support of Oregon City School District.

Sincerely,

A handwritten signature in blue ink that reads "Larry Didway".

Larry Didway
Superintendent

Clackamas County STIP Application: Jennings Ave.: OR99E to
outfield Rd.

November 30, 2012

Jeffery Flowers
Transportation and Growth Management Program
Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209-4012

**Re: SE Jennings Avenue Improvements
Clackamas County Application for 2015-18 STIP funding**

Dear Mr. Flowers:

On behalf of the Jennings Lodge CPO, I am writing in support of the Jennings Avenue Improvements application submitted by the Clackamas County Department of Transportation and Development (DTD) for 2015-18 State Transportation Improvement Program (STIP) "Enhance" funding.

The project creates a critical and essential link between businesses on Highway 99E (SE McCloughlin Blvd.) and two schools (Rex Putnam High and Candy Lane Elementary) in the local area. This link will provide pedestrians and cyclists needed access to new Trolley Trail Multiuse Path that opened this year. Additionally, the project provides benefits to the State system (Highway 99E) by improving the transportation network that supports that system.

Jennings Avenue in this suburban community was originally designed for more rural use but has transformed over time to handle suburban life and traffic. Investment in bicycling and walking infrastructure on Jennings Avenue will provide the community with better facilities when they choose to bicycle and walk. This relatively lower cost transportation infrastructure project provides great benefit to many users, but especially school children, low income residents and seniors who need this infrastructure to access schools and transit.

Safety for pedestrians and bicyclists would be greatly enhanced with the addition of these improvements. The conditions now are dangerous and not conducive to allowing either type of activity on Jennings Ave.. By adding sidewalks and bike lanes more people in our community would use this facility to get around in their local area without using their car.

The project would be integrated with public transportation, with growth management plans and policies, and implemented with sensitivity to environmental protection. We support Clackamas County's grant application and ask that you approve their request for funding.

Please share this information with the STIP selection committee and let them know that these projects have full support of the Jennings Lodge CPO.

Gregory Smith Chair

*Tom Weaver
vice - chair*

*Carol Matheson
Secretary/Treasurer*

Jennings Lodge Community Planning Organization
(CPO)