

# Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, June 24, 2011  
Time: 9:30 a.m. to noon  
Place: Council Chambers

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- |          |     |                                                                                                                                                                                                                                                                                                     |                                 |
|----------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| 9:30 AM  | 1.  | <b>Call to Order and Declaration of a Quorum</b>                                                                                                                                                                                                                                                    | <b>Robin McArthur, Chair</b>    |
| 9:30 AM  | 2.  | <b>Comments from the Chair and Committee Members</b>                                                                                                                                                                                                                                                | <b>Robin McArthur, Chair</b>    |
| 9:35 AM  | 3.  | <b>Citizen Communications to TPAC on Non-Agenda Items</b>                                                                                                                                                                                                                                           |                                 |
| 9:40 AM  | 4.  | ** <b>Consideration of the TPAC Minutes for May 27, 2011</b>                                                                                                                                                                                                                                        |                                 |
|          | 5.  | <b><u>INFORMATION/DISCUSSION ITEMS</u></b>                                                                                                                                                                                                                                                          |                                 |
| 9:45 AM  | 5.1 | ** Regional Flexible Fund Project Summaries – <u>DISCUSSION</u>                                                                                                                                                                                                                                     | <b>Ted Leybold<br/>Amy Rose</b> |
|          |     | <ul style="list-style-type: none"><li>• <u>Purpose</u>: Introduce candidate projects submitted by local agencies in the first phase of the RFFA nomination.</li><li>• <u>Outcome</u>: Prepare TPAC and RFF Task Force members for providing comments on projects by June 30<sup>th</sup>.</li></ul> |                                 |
| 11:30 AM | 6.  | <b><u>ADJOURN</u></b>                                                                                                                                                                                                                                                                               | <b>Robin McArthur, Chair</b>    |

- \* Material available electronically.  
\*\* Material will be distributed prior to the meeting.  
# Material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov).  
To check on closure or cancellations during inclement weather please call 503-797-1700#.

#### **Future TPAC discussion items:**

- MOVES update
- On-street Bus Rapid Transit
- High Speed Rail – ODOT funds, alignment and station areas, etc.
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report

**2011 TPAC Work Program**  
**6/17/11**

<p><b><u>June 24, 2011 - Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Regional Flexible Fund Project Summaries – Discussion</li> </ul>	<p><b><u>July 29, 2011 - Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Approach to Vehicle Electrification RFF Allocation – Discussion</li> </ul>
<p><b><u>August 26, 2011 - Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios - Discussion on Preliminary Results</li> <li>• TriMet’s Pedestrian Network Analysis – Information</li> <li>• Approach to Vehicle Electrification RFF Allocation: Recommendation to JPACT</li> </ul>	<p><b><u>September 23, 2011 - Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios - Discussion on Preliminary Results</li> </ul>
<p><b><u>October 28, 2011 - Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios – Discussion on Findings and Recommendations to be Submitted to 2012 Legislature</li> </ul>	<p><b><u>November 18, 2011 - Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• 2012-15 MTIP/STIP Approval and Air Quality Conformity – Recommendation to JPACT</li> <li>• Climate Smart Communities Scenarios – Recommendation to JPACT on Findings and Recommendations to be Submitted to 2012 Legislature</li> <li>• 2014-15 Regional Flexible Fund Allocation – Recommendation to JPACT</li> </ul> <p><b><u>FYI: Hold Joint JPACT/MPAC Meeting</u></b>  Climate Smart Communities Scenarios Results and Preliminary Recommendations</p>

**Parking Lot:**

- MOVES update
- On-street Bus Rapid Transit
- High Speed Rail
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor’s *Tracking Transportation Project Outcomes* report
- Congestion Pricing Pilot Study



Date: June 16, 2011  
To: TPAC and Regional Flexible Fund Task Force  
From: Amy Rose, Associate Transportation Planner  
Subject: Review of candidate RFFA project summaries

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In preparation for your providing comments on the candidate projects to receive regional flexible funds in the Active Transportation & Complete Streets and the Freight & Green Economy project categories, we will be reviewing summaries of the projects at the June 24th TPAC meeting. Regional Flexible Fund Task Force members have been invited to the TPAC meeting to participate in this agenda item. You will be receiving a supplemental mailing packet by June 21<sup>st</sup> with the candidate project summaries and a form to use in documenting your feedback.

Metro staff will present a short overview of each project at the TPAC meeting followed by a question and answer session. The lead staff for each of the candidate projects has been invited to be available to answer questions. We will provide additional instructions about the process at the meeting.

In order to provide your comments on the candidate projects to nominating agencies and to the sub-regional policy bodies that will narrow their project list to available funding, Metro will need to receive your comment forms by 5:00 pm, June 30<sup>th</sup>. Metro staff will summarize your comments by group and provide them to the relevant agency staff. These comments supplement the public comments received by each of the sub-regions at the local level. The comments may be utilized by the sub-regional policy boards and the nominating agencies to narrow their list of candidate projects and refine the project details. Final project applications from local agencies that meet the funding targets set for each sub-region are due to Metro by August 29th.

This is an opportunity to provide early input on the projects being considered for funding. The project summaries will only highlight the most relevant prioritization criteria and how the project addresses them. If there are additional project details you want the applicants to explain or if there are additional project elements you want them to consider as part of the final application, this is an opportunity to make that comment or request.

After receiving final applications August 29th, a regional public comment period will be administered by Metro on all of the projects and programs proposed for 2014 and 2015 regional flexible funds.

Materials following this page were distributed at the meeting.

# PORT OF PORTLAND HEADQUARTERS





TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
May 27, 2011  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Elissa Gertler  
Mara Gross  
Heidi Guenin  
Katherine Kelly  
Scott King  
Nancy Kraushaar  
Alan Lehto  
Mike McKillip  
Dave Nordberg  
Satvinder Sandhu  
Paul Smith  
Charlie Stephens  
Tracy Ann Whalen  
Rian Windsheimer  
Sharon Zimmerman

AFFILIATION

Clackamas County  
Citizen  
Citizen  
City of Gresham, Representing Cities of Multnomah Co.  
Port of Portland  
City of Oregon City, Representing Cities of Clackamas Co.  
TriMet  
City of Tualatin, Representing Cities of Washington Co.  
Oregon Department of Environmental Quality  
FHWA  
City of Portland  
Citizen  
Citizen  
Oregon Department of Transportation  
Washington State Department of Transportation

MEMBERS EXCUSED

Chris Beanes  
Brent Curtis  
John Hoefs  
Dean Lookingbill  
Karen Schilling  
Jenny Weinstein

AFFILIATION

Citizen  
Washington County  
C-TRAN  
SW Washington RTC  
Multnomah County  
Citizen

ALTERNATES PRESENT

Andy Back  
Lynda David  
Jane McFarland

AFFILIATION

Washington County  
SW Washington RT  
Multnomah County

STAFF: Dan Kaempff, Tom Kloster, Ted Leybold, Robin McArthur, Lake McTighe, Chris Myers, Josh Naramore, Deb Redman, Dylan Rivera, Matthew Rohrbach, Amy Rose.

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Tom Kloster called the meeting to order and declared a quorum at 9:34 a.m.

**2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

- Chair Kloster Introduced Heidi Guenin as the new citizen member of TPAC, filling the space left by Marta Carrillo.
- Mr. Ryan Windsheimer of the Oregon Department of Transportation (ODOT) distributed construction maps for 2011 Northwest Oregon ODOT projects.
- Mr. Windsheimer also extended an invitation to any committee members that would like to ask questions about the Columbia River Crossing prior to the June 9, 2011 JPACT meeting.
- Committee members discussed rescheduling the July 1 TPAC meeting to June 24 due to holiday weekend.
- Ms. Sharon Zimmerman of the Washington State Department of Transportation (WSDOT) announced that WSDOT has put out a project for an overlay paver on I-5 starting soon.

**3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS**

There was none.

**4. CONSENT AGENDA**

- Consideration of the TPAC Minutes for April 29, 2011
- Resolution No. 11-4266, For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add the Going Street Bike/Ped: N Vancouver Ave – N Channel Ave Project

MOTION: Ms. Tracy Ann Whalen moved, Mr. Alan Lehto seconded, to approve the Consent Agenda for May 27, 2011.

ACTION TAKEN: With all in favor, the motion passed.

**5. ACTION ITEMS**

**5.1 Resolution No. 11-4265, For the Purpose of Adopting the Regional High Capacity Transit System Expansion Policy Implementation Guidance – RECOMMENDATION TO JPACT REQUESTED**

Mr. Josh Naramore of Metro, briefed the committee about Resolution No. 11-4265, the adoption of the guidebook which more clearly articulates the decision making process.

This resolution adopts the High Capacity Transit System Expansion Policy (SEP) implementation guidance in Exhibit A and is the first post-adoption 2035 Regional

Transportation Plan (RTP) implementation activity to be completed. It builds upon the SEP policy framework that was adopted as part of the 2035 RTP by:

1. Clearly articulating the decision-making process by which future HCT corridors will be advanced for regional investment.
2. Establishing minimum requirements for HCT corridor working groups to inform local jurisdictions as they work to advance their priorities for future HCT.
3. Defining quantitative and qualitative performance measures to guide local land use and transportation planning and investment decisions.
4. Outlining the process for updating the 2035 RTP, including potential future RTP amendments, for future HCT investment decisions.

The purpose of the guidebook is to have a tool that will help inform developers, elected officials, and agencies in the decision making process. This will be available to local agencies however, it does take significant GIS skills to utilize. Future changes can be made to the guidebook however those changes must be discussed in the committee through the formal process.

Committee members expressed the desire to be kept up to date as the roll out is decided upon. Committee member questions focused on whether this tool will change project rankings, whether the tool has been used on an already identified project or corridor, and whether this resolution will be brought back to TPAC at a later date. Concerns were expressed regarding the funding availability for future projects and the potential for wasted effort.

TPAC members requested adding in a footnote for Corridor #34, Beaverton to Wilsonville, that reflects what was adopted in the HCT System Plan and 2035 RTP. Similarly, TPAC requested that Emerging Corridors on page 5, Table 1 parenthetically reference Next Phase and Developing corridors as defined in the HCT System Plan. Another recommend change was correcting five to four sections on page 7, first paragraph under section 1.3. Additionally, TPAC members had a discussion regarding the inclusion of all of the local jurisdictions in a Corridor Working Group. TPAC recommended that requirement number 1 of Corridor Working Group formation on page 9 being changed to require all local jurisdictions within a corridor to be invited to participate. TPAC also recommended adding language to the IGA or MOU in requirement B) to clarify that the agreement is between local jurisdictions.

**MOTION:**

Ms. Whalen moved, Ms. Katherine Kelly seconded, to recommend to JPACT adoption of Resolution No. 11-4265 with adjustments to guidebook as discussed.

**ACTION TAKEN:** With all in favor the motion passed.

## **5.2 Climate Smart Communities Scenarios Evaluation**

Ms. Kim Ellis of Metro briefed the committee about the evaluation framework which will provide a set of instructions to staff that will guide the development and evaluation of scenarios and other research to be conducted in summer 2011. The framework reflects input received from Metro's policy and technical advisory committee and the Metro Council.



This is a proposal for additional refinements to the Draft Phase 1 Scenarios Evaluation Framework (dated May 17, 2011) for TPAC consideration. The refinements respond to comments provided by the scenarios technical work group and the Metro Policy Advisory Committee (MPAC); MPAC discussed the draft framework on May 25, 2011.

Committee members expressed interest in being able to understand the elements of the scenarios evaluation that are directly related to state greenhouse gas reduction goals and what is related to the 2040 regional plan. Utilizing the scenarios evaluation to help report out to the state the strategies that work and those that don't work is an important part of this process.

Committee members further expressed concerns that the assumptions coming from the state and Metro regarding vehicle technology are too aggressive and therefore need to increase vehicle miles traveled (VMT) reductions and the need to address the ratio of vehicle weight to payload.

Further concerns were expressed regarding the assumptions around transit service and how increases in transit service would be funded, how to account for equity, lack of access to new technologies for low-income households and the potential for disproportionate impacts from fees for gas powered vehicles. The following edits were agreed to by the committee:

- Page 1, expand the background section to more clearly describe the broader mission and goals of this effort with a recognition that this effort should not focus solely on reducing greenhouse gas emissions (GHGs), or land use and transportation planning – it must do that and support the other 5 outcomes the region is collectively striving to achieve within the context of investing in communities to achieve outcomes of importance to residents: a healthy economy, clean air and water, and access to good jobs, affordable housing, transportation options, and nature, trails and recreation.
- Page 1, add language to describe this effort as important work for the region to choose the best path for us collectively and an opportunity to show how we can reduce GHGs and make the case for the economic, equity and other environmental benefits and potential public/private cost savings that will come from creating better, more energy efficient places to live and work – which is what many of these strategies will do.
- Pages 2-3, more explicitly include development of a finance strategy in the effort because many of the strategies will be implemented locally, and to the extent possible, demonstrate potential cost savings to the public and private sectors and potential costs of inaction.
- Revise page 4, public health and equity bullet to call for assessing the impacts to transportation disadvantaged communities in the region that do not have well-connected street systems, transit, sidewalks, and bicycle facilities (not just transit dependent communities) and lower income households that may not have access to lower carbon vehicle options.
- Simplify Table 2, on page 5 as shown in May 27 memo to TPAC (Supplemental Memo on Phase 1 Scenario Approach and Framework).

MOTION: Mr. Alan Lehto moved, Mr. Paul Smith seconded, to recommend to JPACT the Climate Smart Communities Scenarios Evaluation with the discussed edits.

ACTION TAKEN: With all in favor the motion passed.

## **6. INFORMATION/DISCUSSION ITEMS**

### **6.1 DEQ Low Carbon Fuel Standards – INFORMATION/DISCUSSION**

Ms. Cory Ann Wind of the Department of Environmental Quality (DEQ), briefed the committee on the three general strategies to reducing greenhouse gas emissions from light vehicle use specified in House Bill 2186 in order to increase awareness about House Bill 2186 and how it complements other greenhouse gas reduction strategies being developed in Oregon.

The state legislature required DEQ to do an economic analysis of the impacts based on the low carbon fuel standards. Assumptions were changed for eight different scenarios with an analysis extending to 2022 using electricity as the primary fuel for light duty vehicles and bio-diesel for heavy duty trucks. In 2013 Oregon will need further investment in infrastructure capacity in order to meet these goals.

### **6.2 Update on the 2012-15 Statewide Transportation Improvement Program (STIP) public comment period.**

Mr. Jeff Flowers of the Oregon Department of Transportation (ODOT) briefed the committee about the 2012-15 State Transportation Improvement Program public comment period in order to increase the committee's knowledge of the public comment process and tools. ODOT is rolling out a new link on their website (<http://www.oregon.gov/ODOT/HWY/REGION1/STIP>) that provides specific information about chosen ODOT project sites. The website will go live June 1, the beginning of the public comment period. The website will allow citizens to specifically speak to or comment on specific projects.

## **7. ADJOURN**

Chair Kloster adjourned the meeting at 12:06 p.m.

Respectfully submitted,



Chris Myers  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 29, 2011

The following have been included as part of the official public record:

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>6.1</b>	PowerPoint	N/A	Climate Smart Communities Scenarios Evaluation	042911t-01

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[www.oregonmetro.gov](http://www.oregonmetro.gov)

# Regional Flexible Fund Allocation

Project Summaries

June 21, 2011



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## 2014-15 RFFA Project summaries

Sub-region	Draft project name	Agency	Focus area	Phase	RFF request	
Washington Co	1	Crescent Connection: Tigard to Hocken	Beaverton/Tigard/THPRD/ TriMet	AT/CS	Cons	\$5,529,460
	2	Hillsboro Regional Center: Oak and Baseline	Hillsboro	AT/CS	Cons	\$4,560,000
	3	Rock Creek Trail Master Plan	Hillsboro	AT/CS	PD	\$300,000
	4	Cedar Creek/Tonquin Trail: Old Town to 99W	Sherwood	AT/CS	Cons	\$3.3 to \$5.6
	5	Hwy 8/Hwy 47 Intersection Improvements	Forest Grove/ODOT	GE/FI	Cons	\$1,500,000
	6	Elwert R/Kruger Rd/Hwy 99W Intersection Improvements	Sherwood	GE/FI	PD/ROW	\$1,300,000
	7	10th Ave in Cornelius	Cornelius	GE/FI	Cons	\$1,300,000
City of Portland	8	East Portland Active Transportation to Transit	Portland	AT/CS	Cons	\$3,370,000
	9	Sullivans Gulch Trail	Portland	AT/CS	PD	\$1,250,000
	10	Portland Bike Sharing Project	Portland	AT/CS	Cons	\$2,000,000
	11	Barbur Blvd Streetscape	Portland	AT/CS	Cons	\$2,000,000
	12	Foster Road Safety Enhancements: 50th - 84th	Portland	AT/CS	Cons	\$1,250,000
	13	N. Time Oil Rd - N Burgard Street Improvements	Portland	GE/FI	Cons	\$2,160,000
	14	N. Portland Rd - Columbia Blvd Intersection Improvements	Portland	GE/FI	Cons	\$2,360,000
E. Multnomah Co	15	Cathedral park Whistle Free Zone	Port of Portland	GE/FI	Cons	\$2,363,000
	16	Arata Rd: 223rd to 238th	Multnomah Co	AT/CS	Cons	\$1,669,000
	17	223rd Ave: Halsey to UPRR Underpass	Multnomah Co	AT/CS	PD	\$225,000
	18	Sandy Blvd: 181st to 201st	Gresham	AT/CS-GE/FI	Cons	\$527,200
	19	Sandy Blvd: 230th - 238th Dr	Multnomah Co	GE/FI	Cons	\$659,000
Clackamas Co	20	Sandy Blvd: 223rd - 238th Dr	Multnomah Co	GE/FI	PD	\$298,000
	21	17th Ave/Trolley trail connector: Andover place to Lava Drive	Milwaukie	AT/CS	Cons	\$3,000,000
	22	Boones Ferry Road/Lake Grove Town Center: multi-modal improvements	Lake Oswego	AT/CS	PD	\$1,500,000
	23	82nd Ave. Boulevard Streetscape	ODOT/Clackamas Co	AT/CS	Cons	\$2,969,000
	24	I-205 Trail multi-use trail	West Linn	AT/CS	PD/Cons	\$1,550,000
	25	Mt. Scott Creek Trail	Happy Valley	AT/CS	PD	\$180,000
Regional Strategy Development	26	Clackamas County Regional Freight ITS	Clackamas Co	GE/FI	Cons	\$790,000
	27	Regional Over-dimensional Truck Route Plan	Portland	GE/FI	Study	\$100,000
	28	Regional Freight/Passenger Rail Investment Strategy	Metro	GE/FI	Study	\$400,000

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# Washington County

## Project Summaries

- Crescent Connection: Tigard to Hocken
- Hillsboro Reg. Center: Oak & Baseline
- Rock Creek Trail Master Plan
- Cedar Creek/Tonquin Trail: Old Town to 99 W
- Hwy 8/Hwy 47 Intersection Improvements
- Elwert R/Kruger Rd/Hwy 99W Intersection Improvements
- 10th Ave in Cornelius

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY

### CRESCENT CONNECTION: TIGARD TO HOCKEN

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#### **PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

1. **Project sponsor agencies:** City of Beaverton (lead), City of Tigard, Tualatin Hills Park and Recreation District, TriMet
2. **Project extent or area description and how you identified the location as a priority:** The “Crescent Connection” is truly an Active Transportation Corridor project providing significantly increased bicycle, pedestrian, and transit access to key corridor destinations from downtown Tigard to Beaverton Regional Center to THPRD Nature Park and beyond. Beginning in Tigard with filling Fanno Creek Trail gaps and improving access to Tigard Transit Center, it runs north into and through Beaverton where Fanno Creek Trail and Beaverton Creek Trail gaps are filled and on-street facilities are constructed. THPRD constructs the trail from Hocken to their Nature Park. TriMet will construct transit stop improvements along the corridor. This four-agency high priority project serves large surrounding populations along its extensive alignment by allowing people to walk, bike, and take transit safely and easily to designations including 2040 Centers, business and employment areas, and residences and parks, three WES stations, four MAX stations with Blue Line, Red Line to PDX, a bike and ride station, and one of TriMet’s most heavily used transit centers. Metro’s Equity Analysis confirms its high priority (see 3.a.). Fanno Creek Trail and Beaverton Creek Trail are regionally significant trails that are high priorities identified in THPRD Trails Plan and Beaverton’s transportation, Civic, and Visioning plans. The Tigard Street and Fanno Creek trail segments in Tigard are identified as high priorities in its transportation, greenway trails, and urban renewal plans. The project provides critical access, encourages non-auto trips, and reduces the need to build more streets. Likewise TriMet’s Pedestrian Network Analysis determined this area is a high need/high opportunity area for investments that make it safer, easier, and more comfortable to walk to transit stops.
3. **Purpose and need statement (highlight most relevant criteria):**
  - a. Project extensively serves environmental justice populations in Beaverton and Tigard: ‘Significantly Above’ and ‘Above Average’ concentrations of Environmental Justice and Underserved Populations including low English proficiency populations, communities of color, low income populations, and the elderly. Provides access to priority destinations and Essential Services for EJ and underserved populations: Significantly above and above average concentrations of Essential Services including Civic Establishments, Essential Retail, Health Services, Essential Food, and Financial and Legal Establishments (see Metro’s Environmental Justice Analysis maps).
  - b. Project creates a high quality active transportation environment for bicycle, pedestrian, and transit access and mobility to and from three priority 2040 Centers, large employment areas, Essential Service Areas, and Environmental Justice and Underserved Populations. It also provides access to supporting facilities including a TriMet transit center with a bike and ride, MAX, WES, and bus stops located along bus lines that feed into the transit center. Project includes on- and off-street bikeways, signal improvements at intersections, street crossing improvements including pedestrian refuges, and transit stop improvements such as ADA accessible concrete landing pads, seating, shelters, and supporting pedestrian infrastructure like sidewalks, curb cuts, and direct crossings.
  - c. Improves safety: off-street shared use path components completely separate vehicle traffic from bike and pedestrian traffic conflicts. Project includes sidewalks with safe and comfortable walking environments, improved transit stops, signalized crossings in higher traffic areas, pedestrian refuges

where appropriate, 'sharrow' lane markings on bike boulevard lower volume slower speed streets, appropriate signage, and safe direct access to transit.

- d. Completes the last mile: a true corridor project that fills gaps/connects **three** Regionally Significant trails— Fanno Creek Trail (Tualatin to Portland), Beaverton Creek Trail (Fanno Trail to Westside Trail), Westside Trail (Tualatin to Portland)--and constructs the Rose Biggi bike/pedestrian to transit 'boulevard' project at Beaverton Central Transit Station in Beaverton's Regional Center. The west end of the Westside Trail connection is also the starting point for a THPRD-funded project currently under construction that connects Westside Trail to Waterhouse Community Trail, which is also funded and under construction north to Springville Road by the PCC Rock Creek campus.
- e. Increases use/ridership and includes education: Provides safe, direct access to the entire region and PDX Airport via MAX. Includes civic, educational, and arts component through a National Endowment for the Arts 'Our Town' Beaverton Creek segment in downtown that would build plazas and open spaces to benefit natural systems and create a sustainable urban creekside district between Hall Blvd. and Westgate Drive, and uses Beaverton's Nature in Neighborhoods funds for the Beaverton Creek segment between Westgate Drive and Cedar Hills Blvd. Builds on Tigard's Wayfinding and Pedestrian Map educational effort. TriMet will improve bus stops with potential new seating and ADA landing pads. These enhancements will build on the interconnected and intentional bike and pedestrian network that will increase ridership.
- f. Provides a 43% overmatch, leverages four agencies' resources, includes THPRD's bond funds, Rose Biggi Avenue 'boulevard' construction (PE and ROW complete), Nature in the Neighborhoods funds, TriMet capital funds, and accesses Beaverton's National Endowment for the Arts 'Our Town' grant. Serves high density and high growth areas in two cities.

4. **Description of project design elements:**

**Tigard:** fills three trail gaps across publically owned property: (1) construction of 1,370' Woodard Park/Grant Avenue segment to regional trail standards: uses boardwalk to eliminate need to fill wetlands; meets ADA slope standards; PE complete. (2) 2,360' Tigard Street Trail; 10' wide hard surface; 300' concrete sidewalk along Tigard Street connects to Fanno Creek Trail (3) Brown segment: 2,850' trail, pedestrian bridge over Fanno Creek, and boardwalk. All projects include enhancement of presently degraded vegetated areas. Total project cost is \$3.2 million.

**Beaverton:** Construct shared use path on the north side of Denney Road to King Blvd., bike boulevards/sharrows on King Blvd., Alger Avenue, and 11<sup>th</sup> Street. Uses existing bike lanes on 5<sup>th</sup> Street, to bike lanes and shared bikeways on Lombard Avenue to Beaverton Transit Center. Builds Beaverton Creek Trail west to Beaverton Central Station to Cedar Hills Blvd., Dawson Way, and across Hocken Avenue. Constructs safe street crossings. Constructs Rose Biggi Avenue "Boulevard" for direct safe bike and pedestrian access to Beaverton Central (PE ROW complete by 2014/15). Estimated project cost is \$4 million.

**THPRD:** From Hocken, construct Beaverton Creek Trail connecting to Westside Trail to Nature Park, approximately 1.4 miles, and enhance creek. Estimated cost \$2.3 million. Short section under the Murray Boulevard overpass requires widened on-street bike lane. Existing 8' trail south of the Tektronix to be widened to 10' to meet the regional trail width.

**TriMet:** Parallel to the Crescent Connection route and on roads with connecting TriMet service, TriMet will provide transit stop and pedestrian to transit related improvements. TriMet project cost: \$200,000.

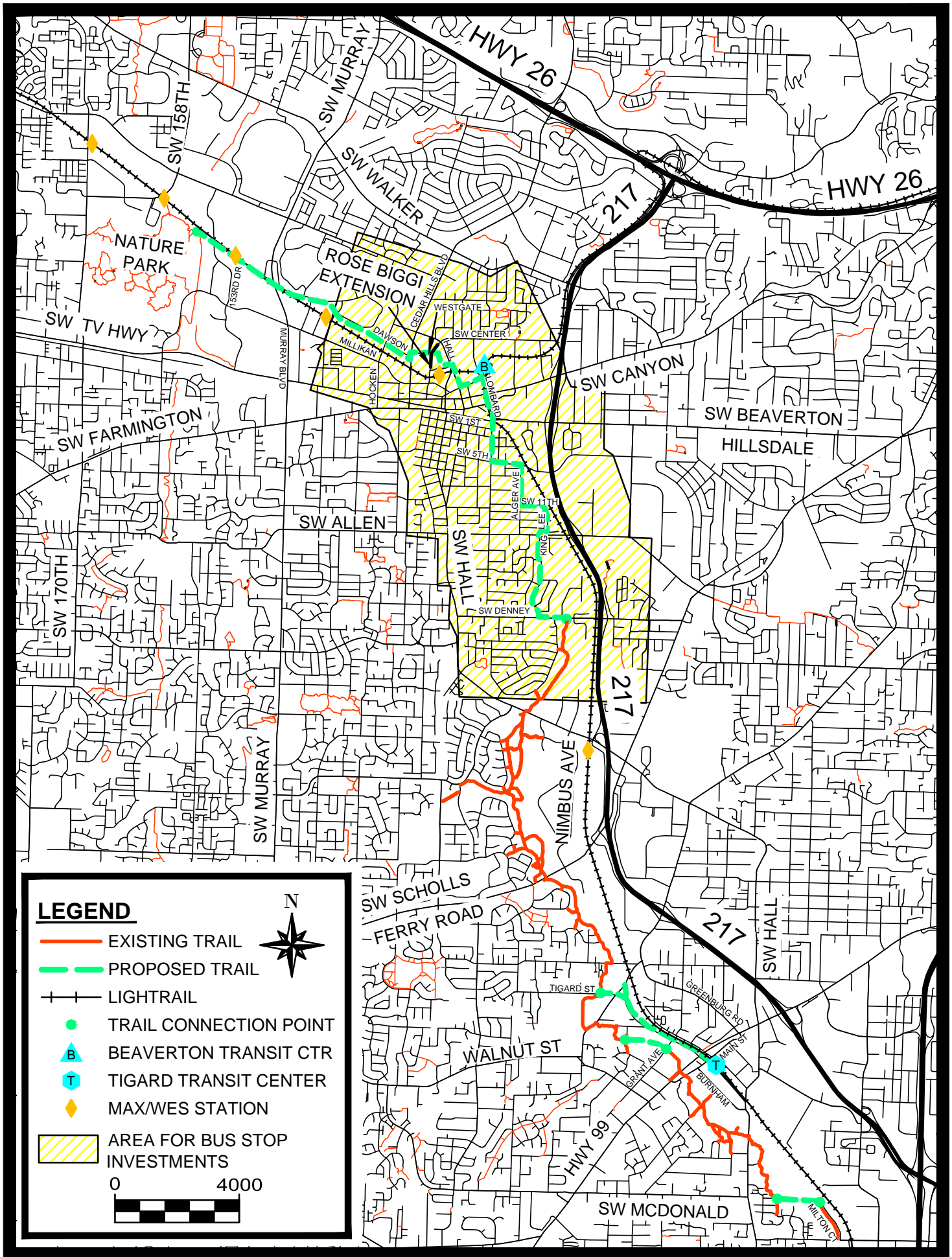
5. **Please attach a map of project area** – Map is attached.

6. **Please provide an estimate of total project cost and the funds you are requesting for the project.**









TOTAL \$9.7 million: federal request \$5,529,460; local match \$4,170,540 (43% match)

THPRD federal request	\$1,750,000	THPRD local match	\$550,000
TriMet federal request	\$179,460	TriMet local match	\$20,540
Tigard federal request	\$1,600,000	Tigard local match	\$1,600,000
Beaverton federal request	\$2,000,000	Beaverton local match	\$2,000,000





**LEGEND**

-  EXISTING TRAIL
  -  PROPOSED TRAIL
  -  LIGHTRAIL
  -  TRAIL CONNECTION POINT
  -  BEAVERTON TRANSIT CTR
  -  TIGARD TRANSIT CENTER
  -  MAX/WES STATION
  -  AREA FOR BUS STOP INVESTMENTS
- 0 4000

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY

### HILLSBORO REG. CENTER: OAK AND BASELINE

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#### **PROJECT SUMMARIES LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

1. Project sponsor agency: City of Hillsboro, in consultation with ODOT, Washington County, Metro, and TriMet
2. Project extent or area description and how you identified the location as a priority:

The project extent includes Baseline Street between 1<sup>st</sup> and 10<sup>th</sup> Avenues in the Hillsboro Regional Center. (see attached map)

The area was identified as a priority for investment by the Hillsboro community through an extensive community outreach process that was completed as part of the Downtown Framework Plan (adopted November, 2009). The City identified the project as eligible for urban renewal funding as part of the Downtown Hillsboro Urban Renewal Plan (adopted May, 2010). In cooperation with Metro, the City refined its objectives by developing a visionary concept-level “road diet” plan for Oak and Baseline and a two-way conversion plan for the downtown core, known collectively as the Downtown Hillsboro Accessibility Project.
3. Purpose and need statement (highlight most relevant criteria):

The requested MTIP funds would support the Baseline road diet as a first phase. The MTIP funds would provide approximately 75% of the funding necessary to achieve this phase of the Downtown Hillsboro Accessibility Project. Hillsboro is endeavoring to commence with the two-way “core conversion” project using primarily local funds.

The Oak/Baseline road diet will enhance safety by providing traffic calming features, reducing vehicle speeds, and improving pedestrian and bicycle access. It will reduce the barrier effect of Oak and Baseline for the low-income, ethnically diverse community on the south side of downtown. The project is located within the Hillsboro Regional Center which is targeted for high density job growth and residential/mixed use development. Specifically, the project will increase access to priority community services destinations such as City and County offices, the Tuality/Pacific Health & Education District, and other employment and retail centers within the downtown area, as well as the Main Street district, with its arts and entertainment venues and other attractors. The project will also enhance access to the regional light-rail system located in the heart of the district, as well as bus access to the TriMet Line 57 Frequent Service route, and routes 46, 47, and 48, and the Yamhill County fixed-route bus service at Max Central Station.

The area is a prime location for future growth targeted for high-quality compact mixed-use and transit-oriented development. The project will enhance livability in the downtown by making walking, biking, and access to transit safer and more comfortable,

and increase the aesthetics of this critical gateway route through the downtown. The project will support new investment, increasing job opportunities for the surrounding community and producing more property tax revenues – in turn generating enhanced urban renewal funding to support the regional center. The project will leverage federal, local, state, regional and private funds. State, County, regional and local staff are working to secure the needed approvals so that the project can move forward as soon as funding is in place.

The proposed project will result in dramatic changes to the streetscape on Oak and Baseline. Because of this visionary plan, significant partnerships are already underway with ODOT to establish a Special Transportation Area (STA) in downtown Hillsboro and to develop a Signal Modification Plan for the revised lane alignment along both streets. The City is working toward an agreement with ODOT to ensure that ODOT's plans for pavement preservation along Highway 8 and the Road Diet are coordinated.

The City is firmly committed to working with its transportation partners at ODOT, Washington County, Tri-Met, and Metro, key stakeholders such as business and property owners within the project area, and political leaders to ensure that the goals of the Downtown Framework Plan are met. The City is committed to responding to citizen requests to enhance these streets for its citizens and business owners and will address their concerns in a meaningful way.

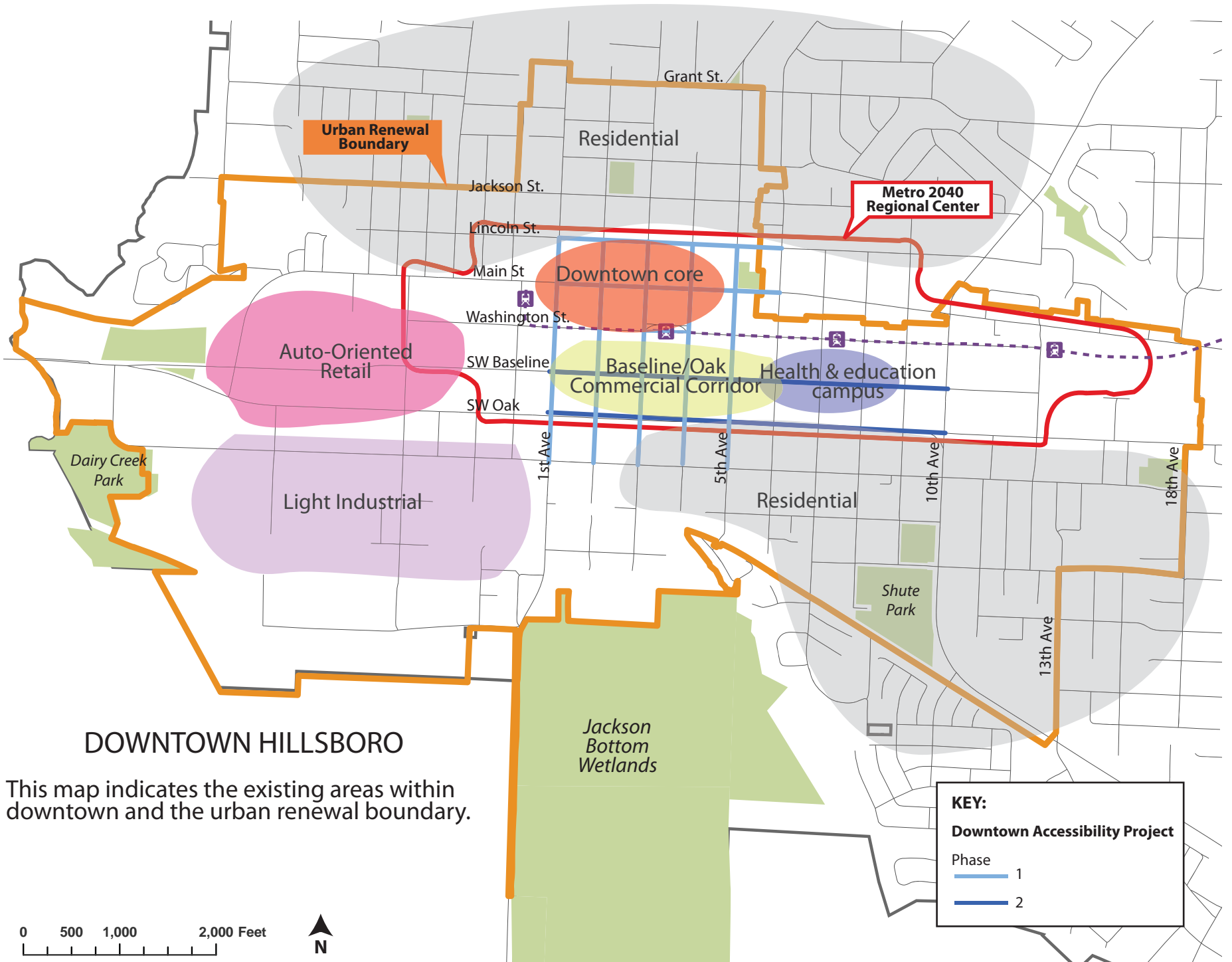
Metro's Development Center is working with the City of Hillsboro to organize and fund the Downtown Hillsboro Accessibility project concept plan and is a financial partner in a joint Transit Oriented Development adjacent to the Hillsboro Transit Center (located between 3<sup>rd</sup> and 4<sup>th</sup> Avenues on Washington Street). The City of Hillsboro also recently adopted an Urban Renewal Plan and is actively working to enhance development opportunities in the downtown. Local residents and business owners have been engaged throughout the concept planning process.

4. Description of project design elements:

The Oak and Baseline Road Diet will result in significant pedestrian infrastructure such as curb extensions, on-street parallel parking, enhanced pedestrian crossings, new ADA compliant sidewalks where necessary, a reduction of the number of travel lanes, bike facilities, bus stop enhancements, ornamental street lights, and street trees/planters. It will also include traffic signal modifications necessary to support the City's plans to convert local streets to two-way north-south operation.

5. Please attach a map of project area (attached)

6. Please provide an estimate of total project cost and the funds you are requesting. We are requesting \$4,560,000 to implement the Baseline Road Diet. The total project cost has been estimated at \$5,700,000.



## DOWNTOWN HILLSBORO

This map indicates the existing areas within downtown and the urban renewal boundary.

0 500 1,000 2,000 Feet



**KEY:**  
**Downtown Accessibility Project**

Phase

- 1
- 2

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY

### ROCK CREEK REGIONAL TRAIL PROJECT DEVELOPMENT

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#### *PROJECT SUMMARIES LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT*

1. **Project sponsor agency:** City of Hillsboro

2. **Project extent or area description and how you identified the location as a priority:**

The goal of this project is to develop a master plan for the most feasible trail alignment and construction options for future sections of the Rock Creek Trail to guide property acquisitions and trail development. The Rock Creek Regional Trail was identified as the #1 priority for bike/pedestrian improvements by the Hillsboro Bike and Pedestrian Task Force and is featured in the Hillsboro TSP and Parks & Trails Master plan as well as the Regional Trails and Greenways Plan. It serves as the primary trail spine to which other trail segments are connected. The trail links employment centers with neighborhoods, parks and other transportation modes, including Light Rail, bus and on-street bike lanes. When completed, the greenway trail will extend over 8 miles from north of US 26 to the confluence with the Tualatin River. Biking and walking paths are the most requested recreational feature according to a survey conducted in 2008. Several sections of the trail have been completed, and the City owns some lands along the greenway corridor but will need additional acquisitions to close the gaps. The existing trail is hugely popular across all segments of the population, and there is strong support for completing the trail all along the Rock Creek Greenway.

3. **Purpose and need statement (highlight most relevant criteria):** Developing a trail in a greenway corridor is extremely challenging because of environmental and land use constraints. Careful planning is needed to assess physical conditions, access and land use patterns to identify the most feasible alignment for the trail, including boardwalks over wetlands and floodplains, bridge crossings over Rock Creek and major road crossings. This analysis can guide future acquisitions to close the gaps and ensure the trail can be built. The public is very supportive of the greenway trail concept because of its off road safety, scenic beauty and connection to nature, providing enhancing livability in a dense urban area. The trail service area crosses all economic sectors of the community and will provide needed infrastructure for active transportation linking to employment, retail, parks and alternative transportation modes. Extending the trail to the south and west will provide access to underserved economic justice areas so they can be part of the trail network system. The project development plan will define the preferred trail alignment and is a critical step toward actual implementation.

4. **Description of project design elements:** By 2012, the trail will be completed to NW Wilkins Street / Cornelius Pass Road, about ¼ of the distance through Hillsboro. The City owns significant portions of greenway corridor west and south of Cornelius Pass Road including undeveloped park sites and open space tracts, but there are gaps between ownership. Some parcels, although in public ownership, may have significant development constraints due to the

sinuosity of the creek or presence of wetland areas. The project will study alignment options, identify acquisition needs, review environmental and construction / financial considerations and develop the most feasible alignment for each key segment of the trail. Major road crossings will need to be addressed at Cornelius Pass Road, Baseline Road, Brookwood and Tualatin Valley Highway. The major streets may need signalized crossings or grade separation. The alignment project will examine the Rock Creek Greenway corridor in logical segments, as shown on the attached map including: NW Wilkins to Baseline, Baseline to Brookwood, Brookwood to TV Highway, and TV Highway to Rood Bridge Park where there is existing trail. The plan will identify key areas for wayfinding signage needs to show connections to employment and shopping areas, transportation facilities and residential neighborhoods, schools or other public facilities. The resulting plan will guide future development of the trail in a logical manner, identifying acquisition needs, and providing alignment and projected construction costs.

5. **Please attach a map of project area** (attached)
6. **Please provide an estimate of total project cost and the funds you are requesting.**  
We are requesting \$300,000 to implement the Rock Creek Regional Trail Project Development. The total project cost has been estimated at \$375,000.

# Hillsboro Rock Creek Regional Trail - Project Development

 Parks

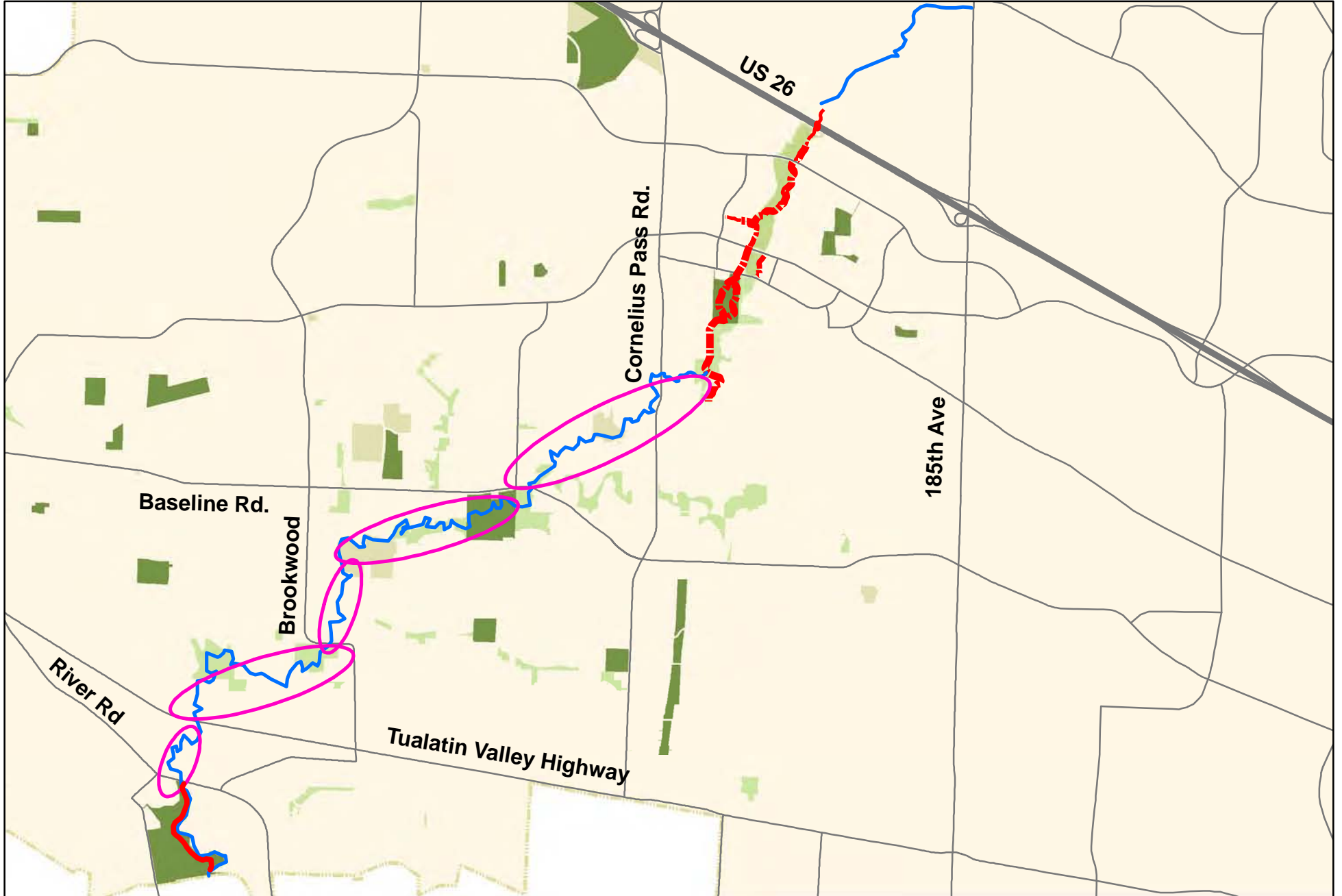
 Undeveloped parks / open spaces

 Rock Creek

 Existing Trail

 Alignment needed

 UGB



## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY

### CEDAR CREEK/TONQUIN TRAIL: OLD TOWN TO 99W

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1. **Project sponsor agency:** City of Sherwood

2. **Project extent or area description and how you identified the location as a priority:**

The requested funds will provide for design and construction of the Cedar Creek Greenway trail between Roy Rogers Road south along the Cedar Creek corridor to Stella Olsen Park. The project includes sidewalk improvements along Highway 99W between SW Meinecke Road and Edy Road/Sherwood Boulevard, feeder trails from a variety of adjacent land uses, completion of sidewalk connections through Old Town to an existing 12' wide urban path located on SW Oregon Street (next to City Hall) and extending the existing path from SW Adams Avenue east along Oregon Street to Tualatin-Sherwood Road.

Project funds will also provide for a refinement study to extend the Sherwood portion of the Tonquin Trail system from the Oregon Street/Tualatin-Sherwood intersection eastward from SW Tualatin Sherwood Road north to 99W via Cipole Road ultimately, connecting with the Westside Regional Trail on Metro-acquired property.

The City acquired ownership of the properties within the Cedar Creek Greenway as development occurred adjacent to the corridor. As development and trail systems occurred over time, leaders saw the value of creating an urban refuge that would extend through the heart of the City and ultimately connect to the Tualatin River National Wildlife Refuge and neighboring jurisdictions. As a result, the City entered into partnership with Metro, Wilsonville, Tualatin, and Clackamas and Washington County to plan the Tonquin Trail system. The Tonquin Trail system is listed in the Regional Transportation Plan (RTP). The Cedar Creek Greenway portion of the Tonquin Trail system is also listed in the RTP and is an essential component of the Pedestrian and Bicycle Master Plan within the City's Transportation System Plan. The City's 2009 Cedar Creek Trail Feasibility Study and Metro's Tonquin Trail Master Plan process have provided the foundation for this project.

3. **Purpose and need statement (highlight most relevant criteria):**

Access to high priority destinations - This off-street multimodal trail will connect people to essential places, services and jobs by providing central looping connections between Sherwood's existing town center, 99W, Old Town area, SW Adams Avenue and the Tonquin Employment Area. The portion of the trail located in the Cedar Creek greenway corridor is within a ¼ mile of a subsidized elderly housing development with approximately 30 units, many other apartment units, the Sherwood Senior Center, four schools, a proposed HUD senior housing facility, an assisted living facility, the Sherwood library, stores and restaurants.

Improves Safety – There are currently no sidewalks along much of SW Oregon St. (a collector) so an off-street multi-modal pathway will provide safe passage for bicyclist and pedestrians. The trail will connect with our existing trail network south of Stella Olsen Park and create a primary off-street



connection through the heart of Sherwood. Many children will utilize this pathway to connect neighborhoods to the local schools on Sherwood Blvd. The trail will provide alternate access which will reduce vehicle trips at already congested intersections along 99W and Tualatin-Sherwood Road. Improvements to the sidewalk system along 99W between Meinecke and Edy/Sherwood Boulevard to access this trail system will increase safety across and along the highway.

Serves the Underserved Community-This trail will provide an essential safe, healthy alternative for residents along SW Sherwood Blvd. which is home to a considerable portion of our elder population and other multifamily housing as well as the Senior Center, located adjacent to the greenway providing community services to over 600 elderly citizens. On the other end of the age spectrum, children under the age of 20 make up nearly 35 % of the population, the experience of biking and walking to school and for fun on a trail will be a lasting imprint on establishing healthy, safe travel behavior patterns as adults.

Completes the "last mile" –The Cedar Creek portion of the Tonquin Trail will complete the connection between Roy Rogers and the Wildlife Refuge, across 99W to Stella Olsen Park, joining the existing neighborhood trail network south of Stella Olsen Park to the National Wildlife Refuge. Since the trail will extend throughout the entire City, it will provide connections to all of the neighborhoods, unlike any existing roadway. Ultimately, the Tonquin Trail will connect with Graham Oaks Nature Park in Wilsonville and the Refuge to the north as part of the regional trail network, linking the Westside Trail and the Fanno Creek Trail.

Increases use/good experience – Any aerial reveals the ribbon of green running directly through the center of Sherwood. This greenway will provide a refuge from urban living, but still within the center of town. The greenway can serve as a showcase of a watershed in action as people can follow the same route as the Cedar Creek to the Refuge.

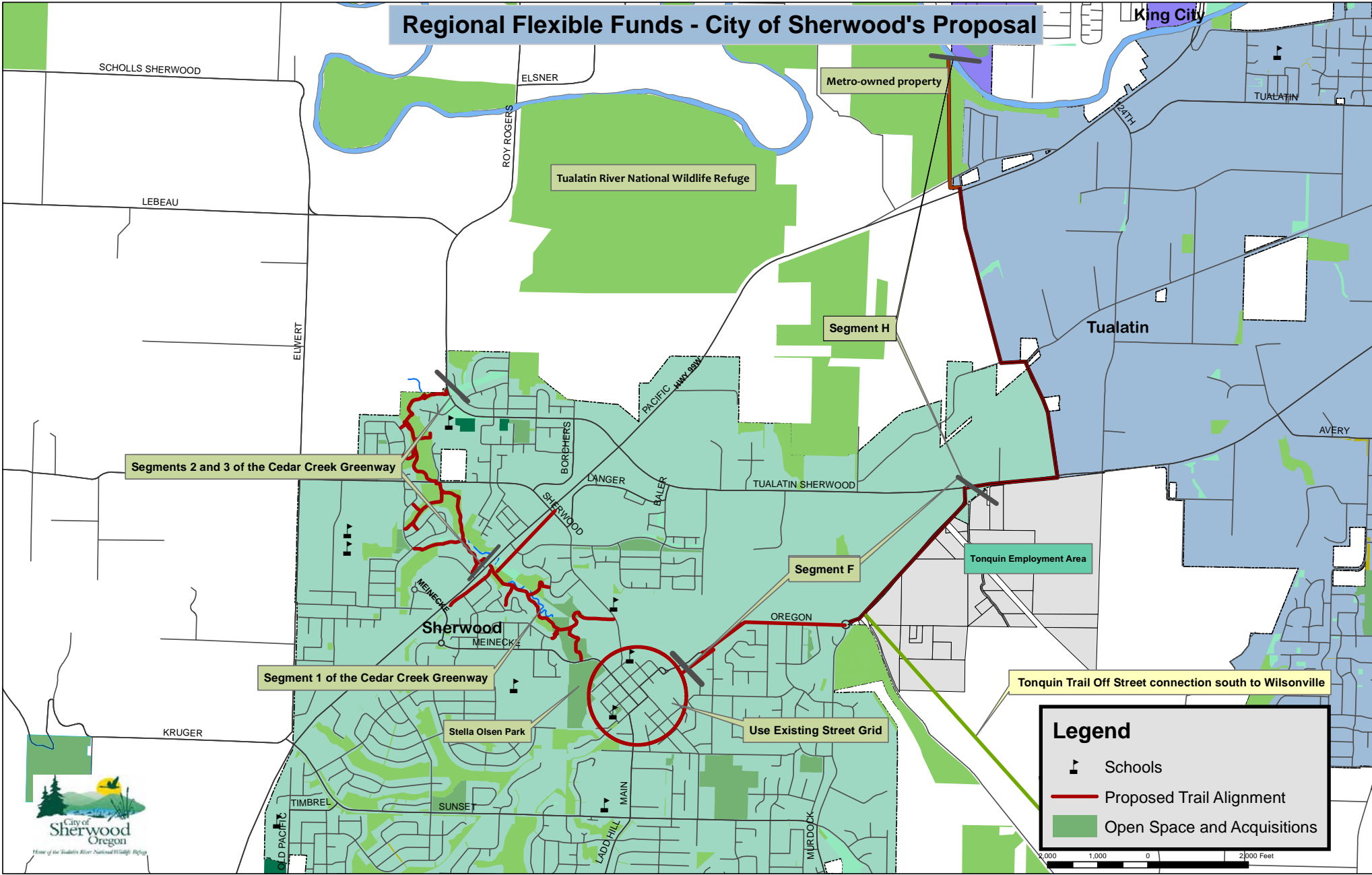
Serves high growth area – The off-road trail would be within ¼ mile of much of our highest residentially zoned areas, our Old Town area, the Town Center and the future employment area-Tonquin Employment Area. For our community, these are both high density and high growth areas.

Includes educational element-Environmental educational opportunities abound for classroom projects to watershed enhancement and study. The greenway will provide an opportunity to promote healthy lifestyle choices within the community and reduce vehicle miles traveled.

4. **Description of project design elements:** The primary multi-modal trail will be designed & constructed in compliance with Metro guidelines, with sensitivity to the natural environment. Portions of the primary trail through urban road corridors will be detached from the roadway with buffer landscaping to maintain a more rural theme. The trail will be a hard surface in nearly all areas and will include boardwalks where necessary to minimize environmental impacts. Sidewalks will be constructed where gaps exist in the current urban system. Where feasible, signage, way finding devices and educational kiosks will also be provided.
5. **Please attach a map of project area-to follow** – See attached

6. **Please provide an estimate of total project cost and the funds you are requesting for the project.**  
Total project cost is \$6.16 million; with the local match we are requesting \$5.6 million. It should be noted that the project is scalable down to \$3,300,000 or less depending on available funding.

# Regional Flexible Funds - City of Sherwood's Proposal



**Legend**

- Schools
- Proposed Trail Alignment
- Open Space and Acquisitions

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION PROJECT SUMMARY

### **GREEN ECONOMY/FREIGHT PROPOSAL: HWY 8 / HWY 47 INTERSECTION IMPROVEMENTS**

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**Project sponsor agency:** The City of Forest Grove in partnership with Oregon Department of Transportation.

**Project extent or area description and how you identified the location as a priority:** Project would improve the intersection of Regional Freight Corridors 23 (Hwy 47 or Quince St.) & 24 (Hwy 8 or Pacific Ave.). Figure 1 attached shows project location and preliminary improvement plan. Oregon Highway 47 is classified as a principal arterial north-south route. Oregon Highway 8 is classified as a major arterial east-west route. Intersection average daily traffic (ADT) volume is approximately 40,000 vehicles. Recent freight traffic counts were approximately 1,700 heavy vehicles between 6 AM and 6 PM. Capacity analysis shows the intersection currently operates at a level of service (LOS) D and projected to increase to LOS F under peak PM hours if no improvements are made. 30 reported crashes occurred during the four year period between 2002 and 2006. The intersection is surrounded with a variety of land uses including residential, industrial, and commercial. This improvement project is currently ranked number two (2) in the City's Transportation System Plan (TSP) list of projects that have the highest short-term need for implementation to satisfy performance standards. This improvement project is ranked the highest among RFFA freight project proposals within Washington County. Also, the improvement project is listed on the Metro Regional Transportation Plan (RTP) as number 10780.

#### **Purpose and need statement (highlight most relevant criteria):**

- The project improves freight vehicle flow by reducing intersection delay and improving regional freight mobility as well as access in/out of the local industrial areas.
  - i. An existing substandard turn radius at NE corner of the intersection is a concern for all vehicles safety and the efficient movement of goods. Many trucks cannot safely make this turn, requiring the truck to either ride up over the curb or stray into adjacent or opposite travel lanes. Crushed curbs, rutting near the edges, impacted utility poles attest to the insufficient turning radius provided at the corner.
  - ii. A southbound vehicle queuing issue exists unless additional capacity is added at the intersection. Adding a southbound right turn lane will shorten the through queue length by allowing the right turn to clear. This improvement was found to be the most beneficial alternative to reducing/balancing vehicle delays in the intersection.

- The project improves overall access and safety by removing conflicts with active transportation and provides adequate mitigation for any potential conflicts.
  - i. Adding the fourth crosswalk to the intersection removes a barrier to pedestrian access between a large multi family residential area to the NE of the intersection and increasing pedestrian travel needs to the SE.
  - ii. Widening the Westbound Right Turn Lane will allow room to continue westbound bike lane through the intersection. Currently there is a gap in the westbound bike lane at the intersection as it becomes a shared lane with westbound right turn vehicle movement at the intersection.

***Description of project design elements:***

Widen Westbound Right Turn Lane and Increase Radius – Currently the right turn lane is operating with a substandard turn radius and shared with the bike lane. This project will eliminate issues encountered with freight traffic having to negotiate a tight turn radius. This project will also separate vehicle right turn movement with westbound bicycle traffic.

Provide Southbound Right Turn Lane – Currently the north leg of the intersection is operating with vehicle queue lengths close to available storage limits. The southbound vehicle queuing issue remains unless additional capacity is added at the intersection. Adding a southbound right turn lane was found to be the most beneficial alternative. This shortens the through queue length by allowing the right turn to clear.

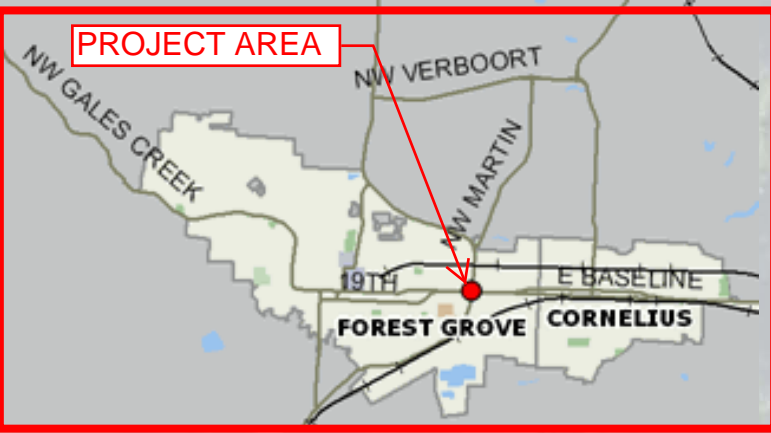
Provide a Crosswalk on East Leg of Intersection – Currently the intersection is operating with a pedestrian crossing gap on the east leg. Currently the large multi family residential area to the NE of the intersection experiences delay having to travel out of direction travel. This project provides better access to pedestrian travel needs including an existing TriMet bus stop, school, health center, and bank.

***Estimate of total project cost and the funds requested for the project:***

Total project cost estimate: \$1,650,000 (funds requested + local match)

Funds requested: \$1,500,000

**PROJECT AREA**



**ADD TURN LANE**

PROPOSED RIGHT TURN LANE  
BIKE LANE

QUINCE ST

PRO GROUP REALTORS

**IMPROVE TURN RADIUS**

EXISTING CURBLINE

PROPOSED ISLAND

EXISTING CURBLINE

PROPOSED PED XING  
PROPOSED ISLAND

PROPOSED CURBLINE

PROPOSED RIGHT TURN LANE

EXISTING CURBLINE



PACIFIC AVE

PROPOSED PED XING

PACIFIC AVE

EXISTING CURBLINE

PROPOSED ISLAND  
PROPOSED PED XING

ACE HARDWARE

To TriMet,  
School, etc. →

**ADD PEDESTRIAN ISLAND AND CROSSING**



VACANT

Community Commercial Zone

**Regional Flexible Funding Program Request 2014-15**  
**Potential Freight Project & Active Transportation**  
**City of Sherwood**  
**Elwert Road/Kruger Road/Highway 99W Intersection Improvements**

1. **Project sponsor agency:** City of Sherwood

2. **Project extent or area description and how you identified the location as a priority:**

Elwert Road is shown in the Sherwood Transportation System Plan (TSP) as having an arterial road functional classification. By definition, an arterial road provides interconnectivity and support to a principal arterial highway, which in this case is Highway 99W. Elwert Road acts as a commuter bypass around Highway 99W, a principal arterial through Sherwood, going to and from Newburg or Wilsonville, and traveling to or from Tigard, Tualatin, Beaverton or Hillsboro. While the majority of the traffic using Elwert Road is bypass-commuter traffic, the effect on freight transport along Highway 99W could be significant, if this intersection remains in its current configuration.

The City's TSP, adopted in 2005, identifies this intersection as experiencing current circulation and capacity needs, and Washington County SPIS ranks this intersection as the 24th highest safety priority intersection in the County. In a 2008 Transportation Study by the Sherwood School District for the Area 59 Schools, the Elwert Road/Kruger Road/Highway 99W intersection was operating at that time, near capacity during the PM peak hour with a V/C of 0.99, based on Metro's 2030 travel demand forecast model. For statewide freight route corridors within the Metro area, intersections are required to operate a V/C of 0.99 or better for both the first and second hours. In 2008, it was also noted that queuing lengths of 20 cars or more were observed on Elwert Road at this intersection. The length of this queue extends around the southbound horizontal curve and creates a condition where rear end collisions may occur due to limited sight distance and stopping reaction times.

As traffic continues to increase due to expected future development of rural areas south and west of Sherwood, and if the intersection configuration remains unchanged, the amount of commuter bypass traffic utilizing Elwert Road is expected to remain static with Highway 99W having to absorb the increase flow. This would have a direct impact on the ability of freight transport to move along the Highway 99W corridor within a reasonable level of service, and would most likely increase the V/C above the 0.99 limit. The near future development of the Brookman Road Concept Plan area and the UGB area west of Elwert Road will place significant additional traffic demand on this intersection, Elwert Road, and Highway 99W.

This intersection is unique in that the impacts involve three jurisdictional agencies: namely ODOT, Washington County, and Sherwood. All three agencies have indicated support for the reconfiguration of the intersection and see it as a critical component of the continued freight transportation growth of Highway 99W.

3. **Purpose and need statement (highlight most relevant criteria):**

Regional flexible funds are requested to provide for the design study and possible right-of-way purchase for the re-alignment of the Elwert Road/Kruger Road and Highway 99W intersection to address significant safety and mobility issues. The intersection design study would also identify need for the

installation or modification of traffic signals, pedestrian crossings and sidewalks, street lighting, and signage and striping. By addressing these safety and design issues, vehicle delay will be reduced, thereby reducing emissions. As stated previously, as this intersection exceeds capacity, commuters will be forced to choose alternate routes including Highway 99W. Addressing capacity issues at this intersection will delay impacts to freight transport on Highway 99W and delay the need for highway expansion to accommodate this increase in traffic.

**4. Description of project design elements:**

Based on a preliminary analysis and existing system configuration, the following design elements have been identified and recommended:

- a. A single lane roundabout has been offered as the recommended intersection upgrade.
- b. The Elwert Road approach to Highway 99W would be realigned so the intersection at Highway 99W is closer to 90 degrees.
- c. The Kruger Road intersection with Elwert Road would be relocated to be at least 500 feet away from the intersection of Elwert Road and Highway 99W.

**5. Please attach a map of project area**

**SEE ATTACHED**

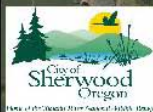
**6. Please provide an estimate of total project cost and the funds you are requesting for the project.**

The proposed project consists of two phases. Phase 1 is the design study which would include a traffic study and preliminary design of the proposed roundabout and reconfiguration of the affected roads. The estimated value of the Phase 1 component is between \$250,000 and \$350,000. Phase 2 is the negotiation and purchase of the needed right-of-way for the roundabout and realigned roadways. The estimated value of the Phase 2 component is between \$950,000 and \$1,050,000. The estimated combined cost of Phase 1 and Phase 2 is \$1,300,000.

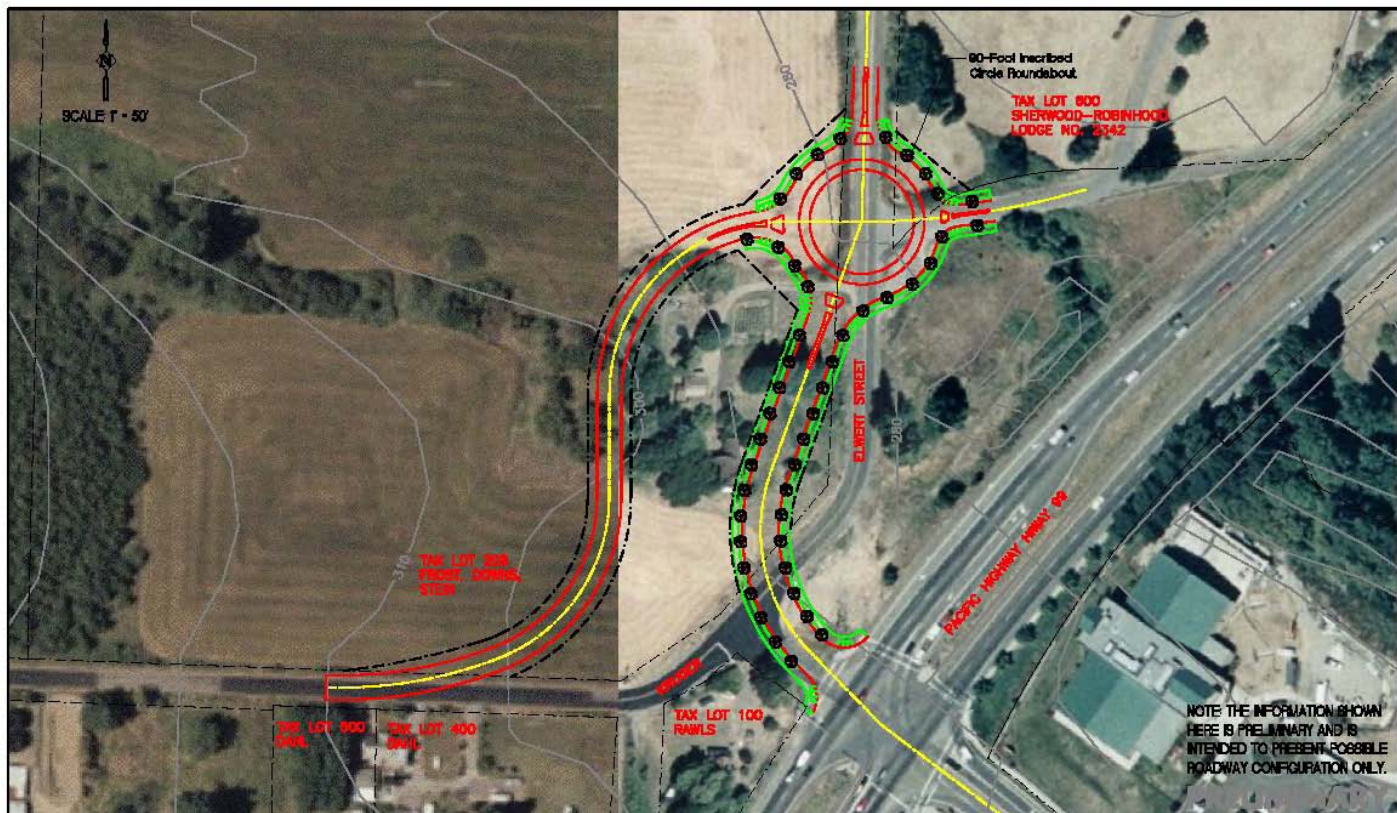
These project costs include consultant and sub-consultant contract costs, project management costs, necessary permit acquisition costs, and overhead costs. Construction of the proposed improvements would be handled by other funding sources including local, regional, and state funds.



# KRUGER/ELWERT/HIGHWAY 99W INTERSECTION IMPROVEMENTS



Created June 17, 2011



SCALE 1" = 50'

NO.	REVISED	DATE	BY	DESCRIPTION



**Harper Hoof Peterson**  
**Righelli Inc.**  
 424 URBAN BLVD  
 SHERWOOD, OREGON 97140  
 503-865-1111

ELWERT  
 CITY OF SHERWOOD TSP  
 SHERWOOD, OREGON



## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY

### 10<sup>TH</sup> AVE: CORNELIUS

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**PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

1. Project sponsor agency:

City of Cornelius

2. Project extent or area description and how you identified the location as a priority:

The project encompasses 10<sup>th</sup> Avenue in Cornelius from just north of Holladay Street on the north to Lafollette Road on the south. It fills in the gaps and completes high priority improvements to the arterial freight connection of Cornelius-Schefflin/Highway 26 and Golf Course Road/Highways 47/219.

3. Purpose and need statement (highlight most relevant criteria):

10<sup>th</sup> Avenue through Cornelius serves as the key north-south freight connection between Hwy 26/center of the urban region/northern Washington County agricultural land and Hwy 219/southern portion of Washington County and beyond. 10<sup>th</sup> also provides a critical connection for freight traffic needing to access Hwy. 8, the primary east-west route in western Washington County and protects the Hillsboro and Cornelius Main Street Districts from excessive freight traffic.

In addition to being an important truck route, 10<sup>th</sup> also serves as a critical part of the city's transportation infrastructure. It connects industries and neighborhoods, primarily consisting of low-moderate income residents, with public transit on Hwy. 8. It also connects to the city's pedestrian-oriented main street district and regional bikeways.

While most of 10<sup>th</sup> in its 1.4 mile length in Cornelius is fully improved with 12-foot travel lanes, bike lanes, curb and gutter, and sidewalks, significant portions of this arterial remain unimproved outside the 24-feet of pavement; this hinders efficient and safe freight transport. Compounding this problem is the fact that these substandard portions of the road are primarily in areas developed more than 30 years ago which are unlikely to be redeveloped and thus be improved by private development.

Over \$16 million in public improvements to this RTP/WCTSP/Cornelius TSP designated arterial is leveraged by this capstone project, including:

- Council Creek Bridge on Cornelius Schefflin Road (Washington County – 2009)
- Cornelius Schefflin Road reconstruction (Washington County – 2010)
- Adair/10<sup>th</sup> Intersection reconstruction (City of Cornelius – 2011)
- Baseline/10<sup>th</sup> intersection reconstruction (ODOT/City of Cornelius – 2012)
- 10<sup>th</sup> Avenue ARRA repaving (City of Cornelius/ODOT – 2010)

This project will complete this high priority freight route through Cornelius, making more efficient for freight traffic and safe for use by pedestrians, cyclists, and public transit riders who must share the corridor with freight.

4. Description of project design elements:

The project includes the following elements:

- 1320 LF of new bike lanes, curb-gutter, and sidewalk
- 450 LF of new sidewalk (bike lanes and curb-gutter already exist)
- 300 LF of new shoulder for bike lanes (connecting city's bike lanes with Lafollett Road, an important bike route to the Fern Hill Wetlands, Chehalam Hills, and Wapato Lake)
- A rapid rectangular flashing beacon (RRFB) at the school crossing on 10<sup>th</sup> and Linder, adjacent to Echo Shaw Elementary School
- Two new railroad crossings with new panels for the travel lanes and pedestrian walkways across the tracks
- Approximately 14 new ADA sidewalk ramps to create a continuous ADA route along 10<sup>th</sup>
- Signing and striping of bike lanes throughout the corridor

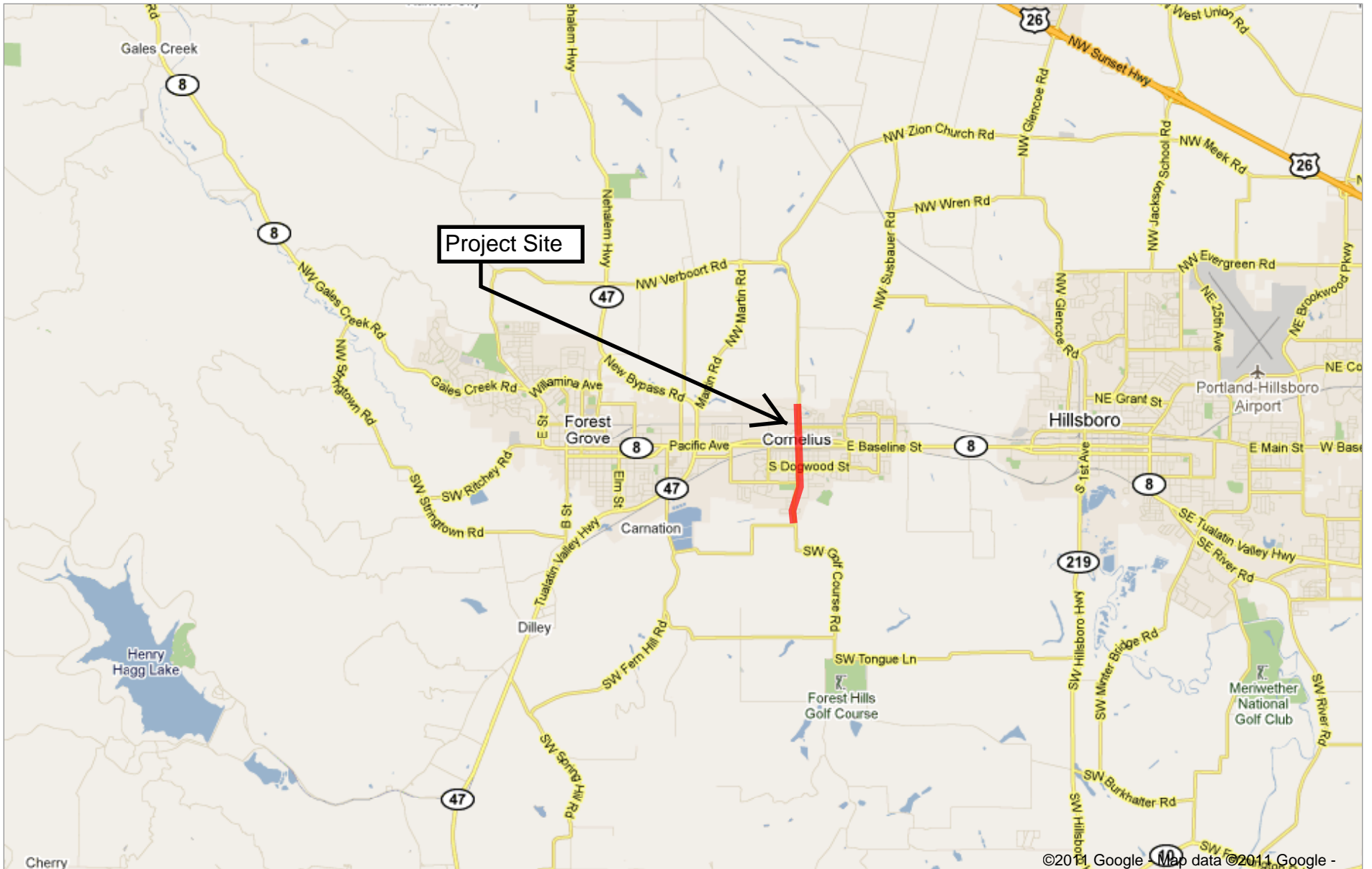
5. Please attach a map of project area

Attached

6. Please provide an estimate of total project cost and the funds you are requesting for the project

The project cost is estimated to be approximately \$1.3 M, which is the amount the city is requesting.

# 10th Avenue Green Economy and Freight Project Proposal



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# Portland

## Project Summaries

- East Portland Active Transportation to Transit
- Sullivan's Gulch Trail
- Portland Bike Sharing Project
- Barbur Boulevard Streetscape
- Foster Road Safety Enhancements
- N. Time Oil Rd - N Burgard Street Improvements
- N. Portland Rd - Columbia Blvd Intersection Improvements
- Cathedral park Whistle Free Zone

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION – PROJECT SUMMARY

### EAST PORTLAND ACTIVE TRANSPORTATION TO TRANSIT

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1. **Project sponsor agency:** City of Portland Bureau of Transportation (PBOT).

2. **Project extent or area description and how you identified the location as a priority:**

The East Portland Active Transportation to Transit project will develop infrastructure and provide programs in the area east of I-205, south of I-84 and north of Foster Road.

1. A number of factors led to making this project a priority. First is the city's [Cycle Zone Analysis](#), which identified that—relative to other areas of town—East Portland has poorer quality bikeways, poorer street connectivity, and lack of nearby retail destinations. The analysis identified overall poorer bicycling conditions in East Portland compared to many other parts of the city. The analysis also identified the potential to achieve much better conditions for bicycling transportation in East Portland, principally through improvements to the bikeway network and increasing connectivity for bicycle travel.

2. TriMet's [Pedestrian Network Analysis Project](#) and PBOT's East Portland in Motion Active Transportation Implementation Strategy both identified significant transit demand and deficiencies in the pedestrian network—principally in the area centered on 122<sup>nd</sup> and Division and along the length of Division in East Portland—which made it difficult to access transit.

3. Leveraging existing investments. The regional investment in the MAX green line and the opportunities that light rail line provides for non-automotive access to regional destinations will allow the city to leverage that investment by further encouraging zero-emission means of transportation to access light rail stations along I-205. The improvements along SE Division will improve access to the heavily used Frequent Service 4 Busline. This project would also build upon recent bicycle and pedestrian investments made by the City of Portland in East Portland.

4. Equity. The Portland Bicycle Plan for 2030 identified “equity” as one of the criteria for selecting and implementing bikeway projects. The plan looks at providing bicycle facilities and services in areas that are both deficient in low-stress bicycle facilities and high in the indicators of disadvantage. Through an “equity gap analysis” the plan identified East Portland as one of several areas meeting that criterion. Metro's recent analysis of 2010 Census block group data shows significant concentrations of minority and low income populations in this project area.

5. Metro criteria. This project responds well to a number of the criteria identified by Metro in the [“Regional Flexible Fund Allocation”](#) document. It improves access to essential services (transit) for underserved communities, improves safety by creating bicycle boulevard corridors parallel to 122<sup>nd</sup> Avenue, completes the “last mile” to transit, creates facilities that will provide a good user experience, includes an outreach component, will leverage additional funding and will ultimately reduce the need for increased roadway expansion.

6. Nature of the project. The scope of this project encompasses a number of elements over a large area. Only a significant source of funding could accomplish the intended work as a single project.

3. **Purpose and need statement (highlight most relevant criteria):**

Recent studies, reports and plans universally describe conditions for bicycling and walking in this section of East Portland have as “poor”, “deficient”, “lacking,” etc. In offering comprehensive

improvements to the bicycling and walking environment, this proposal addresses both strong need as well as several criteria identified in the “Regional Flexible Fund Allocation” document. The bikeway elements will significantly improve access to and from multiple destinations. In addition to providing bikeway access to the Gateway Regional Center and to the Division and Holgate Street light rail stations, the project provides significant improvements to access to seven schools, commercial developments along Division Street and other smaller pockets of commercial development.

The bikeway and pedestrian elements will dramatically improve safety for people bicycling and walking. The bikeways will be developed as either buffered bicycle lanes (Division), off-street pathways connecting to buffered bicycle lanes (Holgate) or bicycle boulevards (all other bikeway elements). The crossing improvements will be focused on Division and 122nd, which as major collector streets present strong barriers to safe pedestrian crossings. The proposed design for the bikeway elements reflect best practices in Portland and other North American cities.

The project is specifically designed to “complete the last mile” and bring people to transit. Based on the quality of the bikeways, sidewalks and crossing treatments, the focus on a short-trip destination (transit and local commercial areas) and the inclusion of a significant encouragement element, this project will significantly increase both walking and bicycling in the project area.

**4. Description of project design elements:**

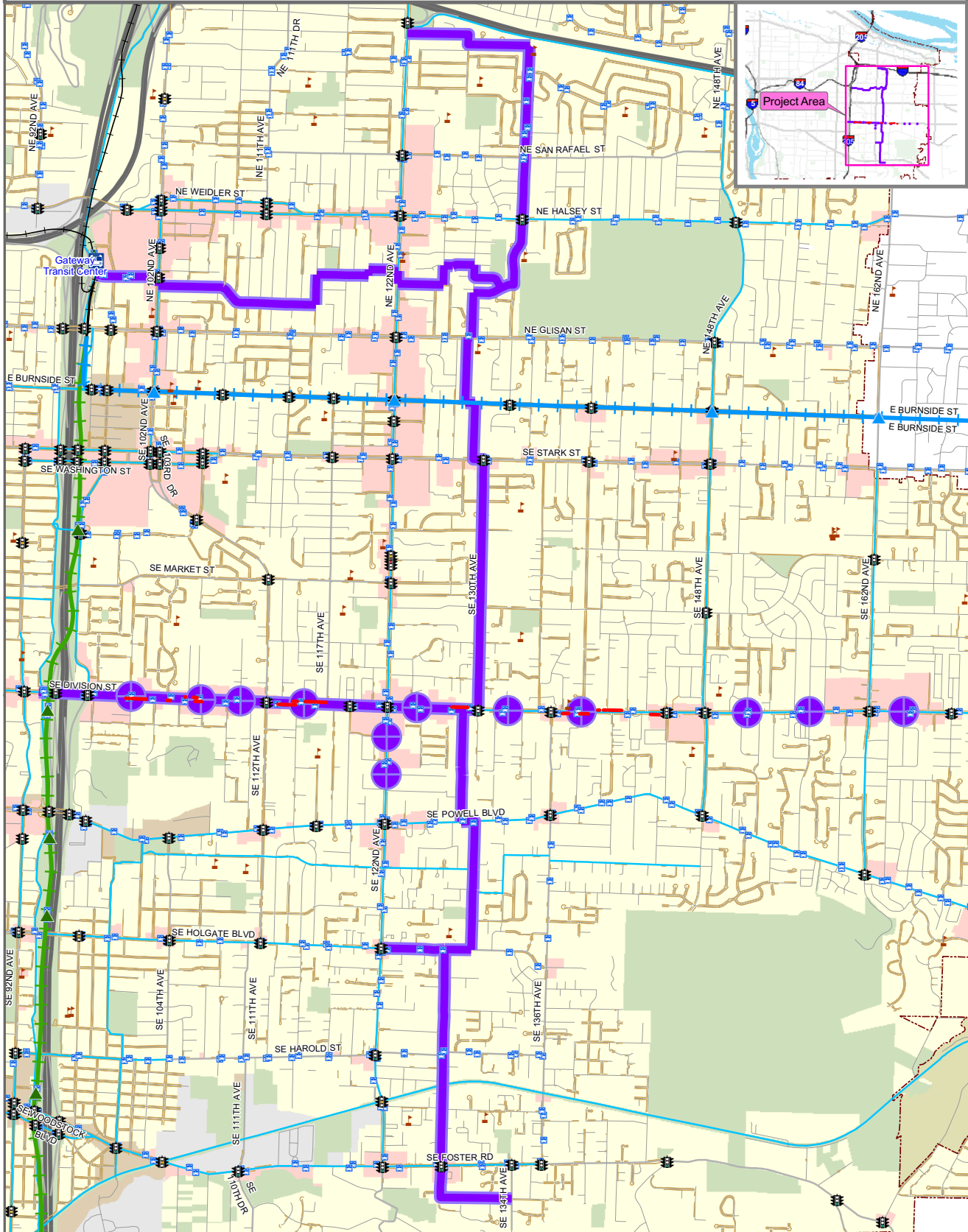
Within this area the project will develop or improve four connected bikeway corridors, provide bicycle parking at transit facilities, improve pedestrian access to transit and conduct a targeted encouragement program to promote use of the new facilities. Specifically:

Improved east-west bicycle facilities connecting to Gateway, Division and Holgate LRT stations on Green line; Improved north-south bicycle facility in the 128<sup>th</sup> to 134<sup>th</sup> avenue corridor; Infill missing sidewalk gaps on SE Division from I-205 to 148<sup>th</sup> Ave; targeted crossing treatments of Division and 122<sup>nd</sup> Ave; Targeted bus stop investments based on ridership (e.g. seating, shelters, ADA landing pads); High quality bicycle parking at targeted transit facilities; Post-construction SmartTrips program.

**5. Please provide an estimate of total project cost and the funds you are requesting for the project.**

<b>Item</b>	<b>Cost in Million \$</b>
Bikeway improvements	2.35
Bicycle parking	0.25
Pedestrian improvements	1.24
Bus stop investments	0.20
Targeted SmartTrips	0.20
<b>Total project cost</b>	<b>4.24</b>
<b>Funds requested</b>	<b>3.37</b>

# East Portland Active Transportation to Transit Areawide Improvements



Project Improvements	Existing Condition	Zoning
Bicycle Facilities	Existing & Funded Bikeways	Commercial
Infill Missing Sidewalks	Existing Sidewalks	Residential
Crossing Safety Enhancements	Blue MAX Line	General & Central Employment
	Green MAX Line	Industrial
	MAX Stops	Open Space
	Bus Stops	
	Schools	
	Traffic Signals	
	Arterials	
	Minor Streets	



**2014-15 REGIONAL FLEXIBLE FUND ALLOCATION – PROJECT SUMMARY**  
**SULLIVAN’S GULCH TRAIL DESIGN DEVELOPMENT**

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1. Project sponsor agency:

City of Portland Bureau of Transportation (PBOT)

2. Project extent or area description and how you identified the location as a priority:

This project will design a significant portion of the Sullivan’s Gulch Trail (SGT) based on the recommendation of the SGT Concept Plan being prepared for the corridor from the Eastbank Esplanade to the I-205 Path. The City of Portland will complete the Concept Plan by mid 2012.

The Sullivan’s Gulch Trail has long been a priority for the community and has been identified in City policy since 1996. The environmental justice (EJ) analysis conducted by the City for the Concept Plan (using 2000 decennial census data) and the equity analysis conducted by Metro (using 2010 census data) identified several block groups along the project corridor with significant concentrations of minority and low-income populations.

3. Purpose and need statement (highlight most relevant criteria):

The SGT Concept Plan currently under development will establish the future trail alignment and dimensions, locations of retaining walls, roadway crossing treatments. In 2006, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council awarded the project federal funding through the Metropolitan Transportation Improvement Program (MTIP). The Concept Plan will recommend the initial areas along the corridor, i.e. priority segment(s), where design development could be advanced as part of this RFF allocation.

The trail ranks high in its potential to reduce VMT by shifting trips to active transportation due to prospective user demand and its significance within the planned regional trail and bikeway system. Metro staff performed a preliminary technical analysis of potential “active transportation” demonstration projects, from which the Sullivan’s Gulch Trail received the highest technical score of the 31 projects evaluated.

4. Description of project design elements:

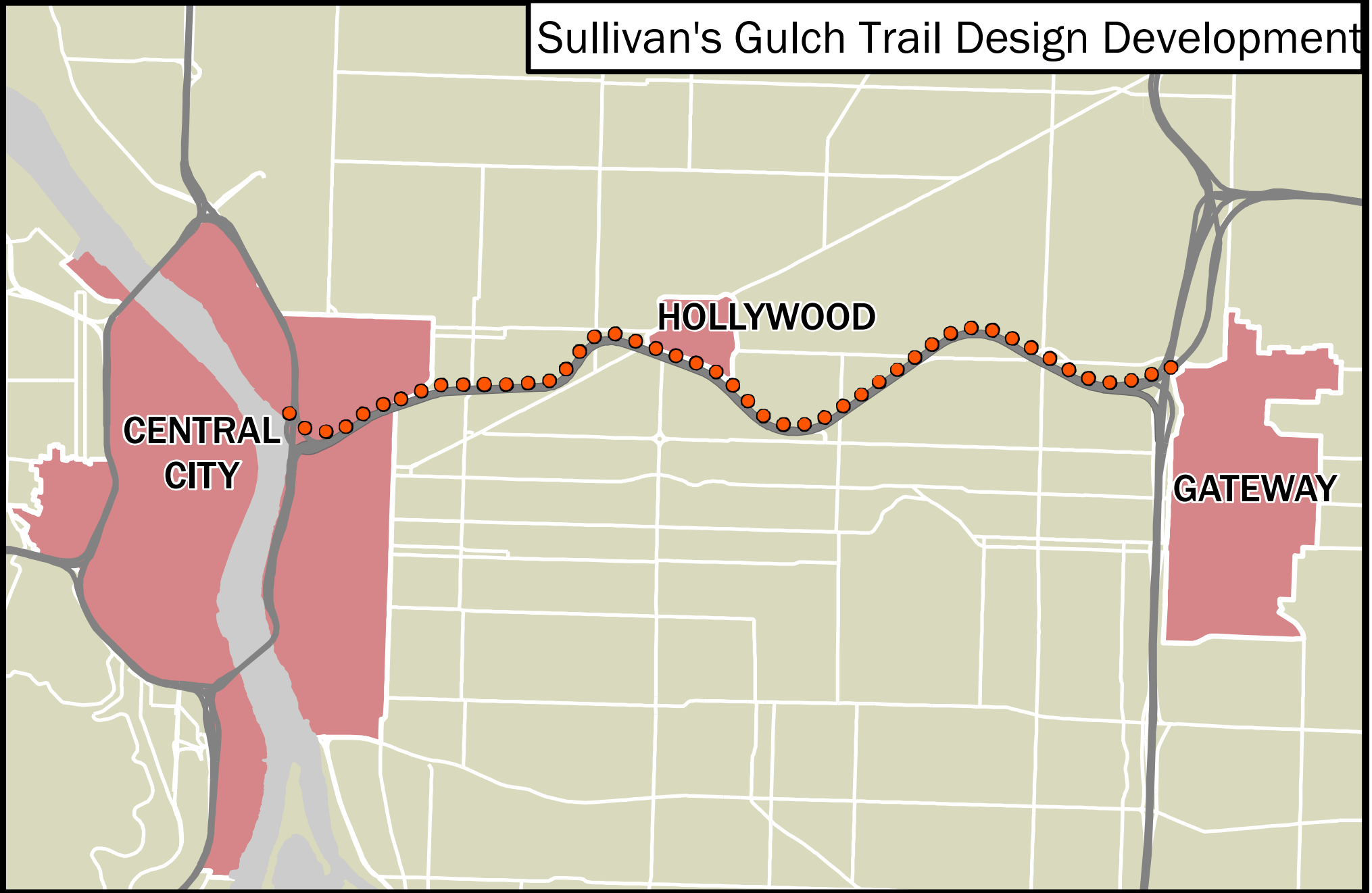
This project will further develop the specific design requirements and features of the trail concept defined in the planning phase. Design elements will include refining trail layout/dimensions and required structures, documenting environmental issues, and establishing design details, such as furnishing, landscaping, etc. The project will result in

preliminary engineering documents to be used for the subsequent construction phase of project implementation.

5. A map of the project area is attached.
6. Please provide an estimate of total project cost and the funds you are requesting for the project.

Total project cost:	\$1.4 million
Funds requested:	\$1.25 million federal funds
Local match:	\$150,000

# Sullivan's Gulch Trail Design Development



**CENTRAL  
CITY**

**HOLLYWOOD**

**GATEWAY**

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY

### PORTLAND BIKE SHARING PROJECT

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#### **PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

**1. Project sponsor agency:**

City of Portland, Bureau of Transportation

**2. Project extent or area description and how you identified the location as a priority:**

Decades of investment have created a world-class transit system in Portland's Central City. However, despite this investment, air quality in Portland continues to decline and known carcinogens and asthma related emissions such as Benzene, which is linked to diesel and gasoline emissions. The largest air toxin concentrations are in Portland's central city. Mobile source emissions alone (cars, trucks, and buses) contribute enough emissions to reach 52 times the ambient benchmarks as determined by the Department of Environmental Quality (see map). Bike sharing presents a solution for the Central City that no other transportation investment can rival: an emissions free network of easy to use, widely available public bicycles available at self-service stations.

The proposed Portland Bike Share System will provide a seamless network of publicly available bikes throughout Portland's Central City, the region's largest employment center, the state's densest census tracts, and Portland's commercial and entertainment hub. The bike share system will accommodate trips beginning or ending in the Northwest, Central Business, Central Eastside, Goose Hollow, Lloyd, South Waterfront, University, and West End districts, supporting 500,000 new bicycle trips in its first year of operation.

Similar to other forms of public transit, a high concentration of density and destinations is critical to maximizing ridership and minimizing operation costs. Bike sharing will provide a high level of bicycle and, therefore, transportation access to the region's densest residential, retail and employment districts which contain 150,000 jobs and approximately 31,000 residents. Portland's Bike Share System will also provide the region's densest population of low-income residents an extremely low cost, emission-free transportation option to access the extensive network of essential services and civic amenities within Portland's central city. Portland's initial service area addresses the serious air toxics issue we face in the Central City and maximizes the likelihood of project success, poising the region to efficiently expand the system to reach adjoining residential and commercial districts in later phases.

**3. Purpose and need statement (highlight most relevant criteria):**

The Portland Bicycle Plan for 2030 and the Climate Action Plan for 2030 both set an ambitious goal of having 25% of all trips be made by bicycle. To reach those goals, Portland is pursuing multiple strategies to attract "interested but concerned" Portlanders. With only 6.2% of Portland residents commuting by bicycle today, it is essential that Portland continue to lower bicycling barriers for these potential riders while also investing in new and better facilities across the city.

Bike sharing will provide a high degree of transportation access and a superior user experience for all people that choose to cycle within Portland’s Central City. Staff estimates that 500,000 new bike trips will occur within the first 12 months of operation based on growth in similar systems in America. Given that the Central City serves as the region’s largest transit hub with three light rail lines (four by 2015), bike sharing will provide quick and convenient last mile connections and reduce peak capacity issues on trains due to commuters bringing personal bikes on MAX.

Bike sharing will provide a simple to use, ubiquitous, affordable, clean, and healthy active transportation option for some of the city’s most vulnerable individuals. According to Metro, six of the nine Census Tracts served by bike share have regionally significant populations of low income individuals. PBOT plans to partner with low income housing and other social service agencies to provide free or low cost memberships, expanding bike sharing’s reach to a broad cross section of Portlanders.

**4. Description of Project Design Elements**

Bike sharing is a network of publicly owned bicycles available for short-term rental that provides a quick and convenient transportation choice for trips fewer than three miles. There are 230 systems worldwide and nine operating in North America.

The Portland bike sharing system will include at least 740 bicycles at 74 stations. The bicycles are designed to withstand weather and heavy use, and include step-through frames, integrated front and rear lights, easily adjustable seating posts, and fenders to accommodate a wide variety of users. The bike share kiosks will have multiple languages and use smart card, RFID and GPS technology to provide easy check out and minimize theft. Users either purchase a long-term membership or a day pass, which provides riding with no additional charge as long as the bike is returned to a station within 30 minutes. The average trip length for large US bike sharing systems is under 30 minutes.

Station density will average roughly one station every five city blocks on the west side with more targeted station placement on the east side in order to serve high density employment, residential, and commercial sites, while connecting users to transit stations. Staff is working with TriMet to integrate bike share into close-in Portland-Milwaukie Light Rail station designs and with Portland Streetcar to integrate bike share in its payment systems and fare structure.

5. Please attach a map of project area: **Attached Below**

6. Please provide an estimate of total project cost and the funds you are requesting for the project.

<b>Portland Bike Share Project Start-Up</b>	
Regional Flexible Funds Request	\$2,000,000
Match - Sponsorships and Local Funds	\$1,996,500
<b>Total Cost - Start-Up</b>	<b>\$3,996,500</b>
<b>System Operations (per year)</b>	
User Fees	\$511,000
Sponsorships	\$1,003,000
<b>Total Annual Operations</b>	<b>\$1,514,000</b>

**Cumulative Benchmark Exceedances from On-Road Mobile Emissions, and Proposed  
Bike Share System Service Area**

**Portland Air Toxics  
Solutions**



State of Oregon  
Department of  
Environmental  
Quality

Times above ABC

High : 52



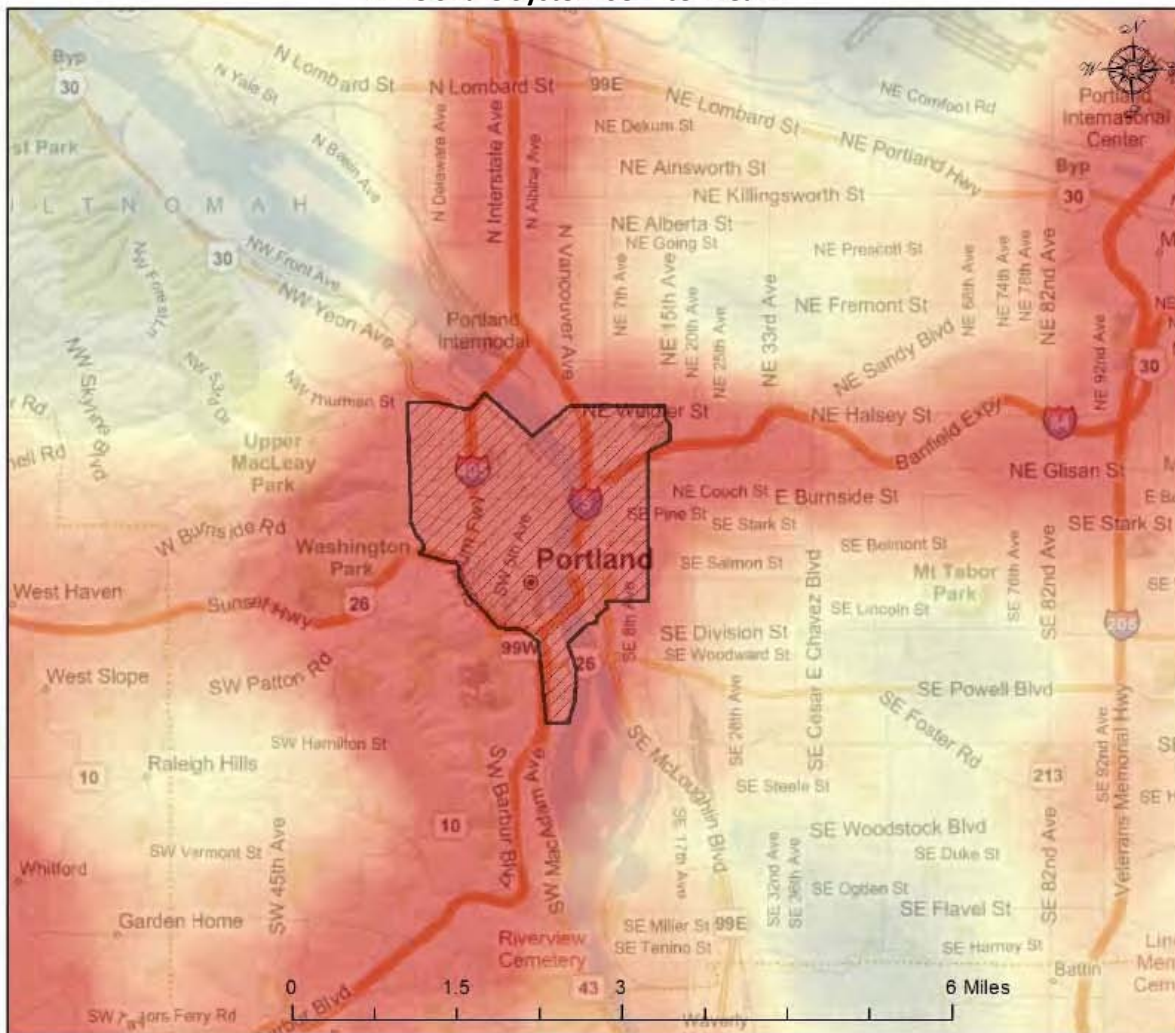
Low : 0.3



**Bike Share Service Area**

*Note*

ABC = Ambient Benchmark Concentrations  
PATS air toxics from on-road mobile source:  
acetaldehyde, acrolein, 1,3-butadiene, formaldehyde,  
naphthalene, benzene, diesel PM, ethylbenzene,  
arsenic, chromium VI, manganese, nickel,  
15 - PAH



G:\PortlandAirToxicsSolutions\EJ\Census2010\MXDslPopMinority\_and\_2017Concentrations\_ab

May 16, 2011

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY

### BARBUR BOULEVARD STREETScape

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1. **Project sponsor agency:**

Portland Bureau of Transportation (PBOT), Oregon Department of Transportation (ODOT)

2. **Project extent or area description and how you identified the location as a priority:**

SW Barbur Blvd Streetscape Plan – Demonstration Project, east half (SW 19<sup>th</sup> Ave to SW 26<sup>th</sup> Ave) plus an extension to SW Moss.

The “SW Barbur Blvd Demonstration Project” project was defined in the Barbur Boulevard Streetscape Plan (1999). It was a TGM Grant funded plan developed with ODOT. The streetscape plan identified the Demonstration Project as the first phase for implementation. A portion of the Demonstration Project was built with the traffic signal and intersection improvements at SW Barbur and 30<sup>th</sup> Ave and some sidewalk infill through the SW & E Portland Sidewalk Infill Federal Stimulus Project (ARRA). Much of it remains un-built.

Over the years, SWNI has repeatedly communicated to PBOT that SW Barbur Blvd remains one of their top three priorities for transportation improvements. This was reiterated by Southwest Neighborhoods, Inc (SWNI) Transportation Committee when PBOT staff was identifying candidate projects for Regional Flexible Funds. SWNI wrote a letter formally recommending and supporting this project.

This project is included in the Portland Transportation System Plan under project #90017.

Completing the “SW Barbur Blvd Demonstration Project” is also one of the Tier 1 top priority improvements identified in the [SW Barbur Blvd and Feeder Routes Active Transportation Demonstration Proposal](#) that was submitted during the Metro Call for Proposals in August 2009. PBOT and ODOT were co-sponsors of the proposal. Link: <http://www.oregonmetro.gov/index.cfm/go/by.web/id=31205>

3. **Purpose and need statement (highlight most relevant criteria):**

SW Barbur Blvd is an important corridor serving many modes of transportation and is a major transit route linking Southwest Portland neighborhoods and Tigard to the central City. Despite its multi-modal function, the existing streetscape primarily encourages and supports fast-moving automobiles and trucks. In parts, the cross-section of the road still resembles a typical 1960s highway. Sidewalks end abruptly and signalized intersections are far apart, making it hard to walk along or cross SW Barbur. Sidewalks connecting to transit stops are missing, and amenities at the stops are not inviting. Driveways are not delineated. Bicycle travel is difficult. While most of SW Barbur has bike lanes, there are critical missing links, especially where the road is supported by bridges or fill. There is a lack of safe connecting routes between SW Barbur and adjacent neighborhoods. Much of SW Barbur Blvd lacks any appealing visual character.

The purpose of the *Barbur Blvd Streetscape Plan* is to identify locations for future sidewalks and trees, improve and provide safer pedestrian crossings, enhance transit access and stop locations, provide connections to key attractions and adjacent neighborhoods, and improve the corridor’s visual character through landscaping and streetscape improvements. The “SW Barbur Blvd Demonstration Project” achieves the above Plan purpose in a concentrated area to *demonstrate* how the rest of SW Barbur Blvd can be transformed into a true multi-modal boulevard. The project will help catalyze private development and grow transit ridership for future High Capacity Transit.

Building the “SW Barbur Blvd Demonstration Project” meets the Metro RFF criteria for Active Transportation and Complete Streets, in the following ways:

- Improves access to and from priority destinations, including three elementary schools, two full service grocery stores (Safeway and Fred Meyer), Custer Park and several restaurants and services.
- Improves safety in this designated High Crash Corridor.
- Serves underserved communities that reside in the many nearby medium and high-density residential units along the SW Barbur corridor.
- Removes conflicts with freight by consolidating driveways.
- Completes the “last mile” on this designated major City Bikeway and City Walkway (three significant gaps in the bike lane and several gaps in the sidewalk).
- Increases walking, biking and transit ridership by providing a good user experience along the existing Frequent Service 12 Busline and designated future High Capacity Transit Corridor.
- Reduces the need for highway expansion by improving options for walking, biking and taking transit by making them safe, attractive and viable modes of travel.

4. **Description of project design elements:**

The “SW Barbur Blvd Demonstration Project,” east half (SW 19th Ave to SW 26th Ave) plus an extension to SW Moss, will include the following design elements:

- Infill several missing sidewalk gaps and bike lane gap.
- Add two new marked crosswalks with safety treatments
- Add bus stop investments (e.g., seating, shelters, ADA landing pads)
- Re-align intersections and consolidate driveways
- Add street trees, landscaping and stormwater management facilities

The final design will consider and be coordinated with the outcomes of the *Barbur Concept Plan* and *SW Corridor High Capacity Transit Plan* currently underway.

5. **Please attach a map of project area.** See attached *Barbur Blvd Streetscape Plan* map.

6. **Please provide an estimate of total project cost and the funds you are requesting for the project.**

<b>Total Project Cost</b>	<b>\$2,250,000</b>
<b>RFF Request</b>	<b>\$2,000,000</b>
<b>Total Local Match</b>	<b>\$250,000</b>





## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY

### SE FOSTER ROAD SAFETY ENHANCEMENTS (50TH AVE - 84TH AVE)

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1. **Project sponsor agency:**

City of Portland Bureau of Transportation (PBOT).

2. **Project extent or area description and how you identified the location as a priority:**

The SE Foster Road Safety Enhancement Project will design and construct priority elements of the *Foster Road Transportation and Streetscape Plan* (2003) between SE 50<sup>th</sup> Ave and SE 84<sup>th</sup> Ave, primarily focused on pedestrian and bicycle crossing safety and access to transit.

This project is identified in the Portland Transportation System Plan as project #70021.

PBOT and the Portland Development Commission (PDC) have already made strategic investments to begin implementing the plan since adoption in 2003. However, the majority of the plan remains un-built. Foster Rd is the top priority transportation project for the Lents Town Center Urban Renewal Area and Advisory Committee. PDC has roughly \$2 million in tax increment finance funds allocated to plan implementation as local match to leverage federal funds.

Many community representatives and individual citizens have urged the City to implement this plan, including the surrounding neighborhood associations of Mount Scott-Arleta and Foster-Powell, the Foster Area Business Association and State Representative Ben Cannon who represents the district in which this section of SE Foster Rd is located.

3. **Purpose and need statement (highlight most relevant criteria):**

Crossing Foster Rd is a safety challenge and barrier, especially for seniors and children going to nearby schools. There is great safety need for this project as the following crash data demonstrates:

- SE Foster is designated a High Crash Corridor;
- SE Foster and 82<sup>nd</sup> Ave is in the first tier of statewide high crash intersections and the fourth most hazardous intersection in the City of Portland;
- Between 2000 and 2009, there were a total of 549 crashes in the three project focus areas;
- About 20 crashes resulted in injuries to pedestrian and bicyclists. Two crashes on Foster Road, both at 80<sup>th</sup> Ave, resulted in pedestrian fatalities.

The purpose of the SE Foster Road Safety Enhancement project is to achieve the following:

- Make the street a safe, pleasant, attractive and comfortable place to walk.

- Reduce number of crashes and crash severity. Improve safety for all modes.
- Improve pedestrian and bicycle crossing safety and access.
- Improve access to transit, bus stop environment and reduce transit travel time.
- Create a sense of place and strengthen local business districts.
- Stimulate economic development and private investment to help create more jobs and local destinations reachable by walking, biking and taking transit.

This project will serve underserved communities. It will also leverage local public investment. In addition to the \$2 Million PDC has allocated to this project, PDC has already invested in the corridor through storefront grants, small business loans and strategic property acquisition at SE 72<sup>nd</sup> Ave and Foster Rd. PDC and the City of Portland continue to invest in the area through the Foster-Lents Innovation Project.

**4. Description of project design elements:**

First and foremost, the SE Foster Road Safety Enhancement Project will strategically focus on improving pedestrian and bicycle crossing safety and access to transit. The project will design and construct priority elements of the *Foster Road Transportation and Streetscape Plan* (2003) at the following focus locations identified in the plan:

- “Heart of Foster” Business District –From SE 63<sup>rd</sup> to SE 67<sup>th</sup> Ave.
- “Green Link” – at SE 72<sup>nd</sup> Ave.
- “Crossroads District” – From SE 80<sup>th</sup> to 84<sup>th</sup> Ave.
- Other select crossing locations between SE 50<sup>th</sup> and 84<sup>th</sup> Ave.

The types of improvements will include: enhanced crossing safety treatments, sidewalk and ADA curb ramp improvements, pedestrian-scale street lighting, street trees, bicycle parking, green street stormwater management facilities, bus stop curb extensions and other bus stop investments (e.g. seating, shelters, ADA landing pads).

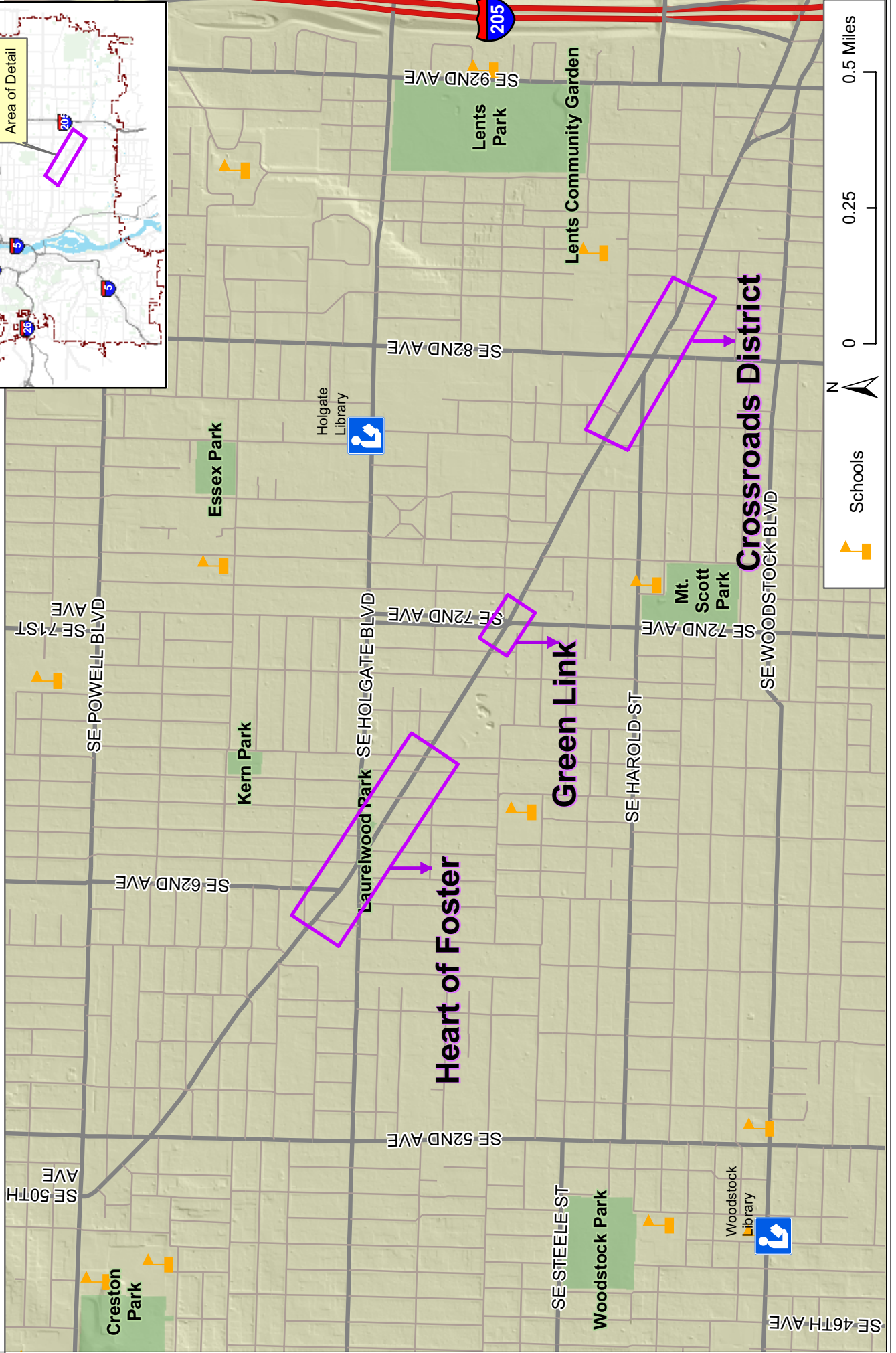
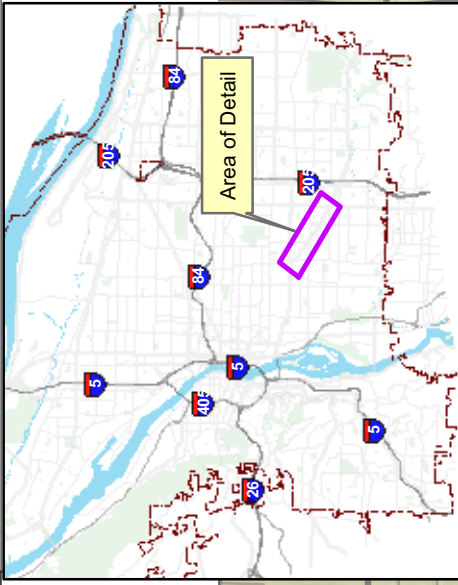
PDC has dedicated funds in Fiscal Year 11/12 to “refresh” the *Foster Road Transportation and Streetscape Plan* to ensure the plan is current and ready to inform a subsequent design phase should RFF funds be allocated to this project in 2014-2015. The plan refresh will focus on the above locations, refine project priorities and address new considerations for bicycles and streetcar.

**5. Please attach a map of project area.** See attached *SE Foster Road Safety Enhancements* map.

**6. Please provide an estimate of total project cost and the funds you are requesting for the project.**

<b>Total Project Cost</b>	<b>\$3,250,000</b>
<b>RFF Request</b>	<b>\$1,250,000</b>
<b>Total Local Match</b>	<b>\$2,000,000</b>

# SE Foster Road Safety Enhancements (50th Ave - 84th Ave)



**2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY**  
**NORTH BURGARD-LOMBARD (“AROUND THE HORN”) PROJECT: NORTH TIME OIL ROAD – NORTH BURGARD STREET IMPROVEMENTS**

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**1. Project sponsor:** City of Portland, Bureau of Transportation

**2. Project extent or area description and how you identified the location as a priority:**

The N. Burgard-Lombard “Around the Horn” project includes the segment of N. Lombard Street from the UP Railroad Bridge to Columbia Boulevard intersection. This segment includes several key intersections that provide direct access to the surrounding industrial properties including Terminal 4, Schnitzer Steel Industries and NW Container Services. This roadway is designated as a National Highway System Connector Route and a Priority Truck Street in the Portland Freight Master Plan. The segment south of the Columbia/Lombard intersection narrows from 4 lanes to two lanes with narrow or no shoulders, no turn lanes and two 90-degree turns with poor sight distance. The Burgard-Lombard project is a key element in implementing the St Johns Truck Strategy and is identified as a Tier 1 priority project in the Freight Master Plan. The St Johns Truck Strategy calls for improving freight mobility on the designated freight route connecting the St Johns Bridge to the Rivergate Industrial District. The Portland Freight Committee has identified this project as a candidate for 2014-15 Regional Flexible Funding.

**3. Purpose and need statement (highlight most relevant criteria):**

Reduces freight delay

The Burgard/Lombard roadway segment is part of the designated freight route connecting the St Johns Bridge to the Rivergate Industrial District and Interstate 5. Recent traffic counts show the roadway carries about 9,000 vehicles per day and that trucks make up about 40 percent of the total traffic along this segment of N Burgard. This project will reduce freight delay and truck queuing by widening and adding left turn pockets on N Burgard to accommodate both east and westbound turning movements onto northbound Time Oil Rd and the NW Container Services intermodal facility. These improvements will improve mainline system performance by reducing conflicts between turning and passing trucks and other vehicles.

Increases freight access to industrial lands and employment centers

This project is located in a regionally significant industrial district (Rivergate) which contains some of the highest concentrations of industrial-sector employment in the region. This segment of N Burgard/Lombard provides access to Terminal 4, Northwest Container Services (a major intermodal truck-to-rail distribution facility), Schnitzer Steel, Northwest Pipe, and other existing and future industrial employment centers.

Expands opportunities to EJ/underserved communities

This project is located in the St Johns neighborhood area which contains a workforce population with a significantly higher and growing percentage of African-American and Latino populations and lower income households compared with the rest of Multnomah County. This project will provide bicycle and pedestrian improvements where none currently exist, which will improve safety, multi-modal connectivity and commuting options for the St Johns neighborhood.

Improves safety by reducing conflicts with trucks, auto and active transportation modes

This project improves auto safety by separating turning trucks with passing vehicles in the mainline. This project will improve safety for active transportation modes by providing bike lanes and sidewalks along this segment of Burgard/Lombard where none currently exist.

Reduces air toxics and particulate matter

Improving mainline system performance by separating turning and passing trucks and other vehicles will reduce emissions along this segment of Burgard/Lombard. This project also supports the St Johns Truck Strategy by reducing the negative air quality impacts of non-local freight traffic using neighborhood streets.

Reduces land use conflicts and emissions to EJ communities

This project is one of several truck street improvements recommended in the St Johns Truck Strategy for reducing non-local through trucks from using the Columbia Way-Fessenden Street-St. Louis Avenue corridor as a short cut to the St Johns Bridge. Making the recommended improvements on the designated Burgard/Lombard freight route will reduce the incentive for using the local street system for non-local freight use. This will reduce emissions and increase safety for the EJ community located in the St Johns Neighborhood.

Increases freight reliability

This project reinforces the primary function of the Burgard/Lombard street segment as the designated freight route in the Rivergate Industrial District.

**4. Description of project design elements:**

Project design elements include:

- Widen the existing 28-foot asphalt roadway for a total of 835 lineal feet of N Burgard Road at the intersection of N Time Oil Road. Increase existing asphalt pavement to 50-foot wide to include 38 feet of travel lanes (two 12-foot travel lanes and one 14-foot left turn lane).
- The additional two left turn pockets on N Burgard Rd are to accommodate truck turning movements onto northbound N Time Oil Rd and into the NW Container Services site.
- Add two 6-foot wide bicycle lanes.
- Add two 10.5-foot wide sidewalk corridors (6-foot wide sidewalks and 4.5-foot wide landscape area).
- New curbs on both sides of the roadway.
- Add a stormwater pipe system to existing system and new water quality improvements.
- Additional signage and roadway striping improvements.

**5. Please provide an estimate of total project cost and the funds you are requesting for the project:**

Updated cost estimates for widening the 835 foot segment of N Burgard Rd at the Time Oil intersection were recently prepared by PBOT Engineering staff. These cost estimate reflect current street design standards, stormwater treatment requirements, project overhead and 3-year inflation and contingency costs:

**Total Project Estimated Cost: \$ 2.40 million**

**Estimated Funds Requested: \$ 2.16 million**



**2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY**  
**NORTH PORTLAND RD-COLUMBIA BLVD INTERSECTION IMPROVEMENTS**  
**PROJECT: PHASE II PROJECT CONSTRUCTION**

---

**1. Project sponsor:** City of Portland, Bureau of Transportation

**2. Project extent or area description and how you identified the location as a priority:**

This project will redesign the N Portland Road/Columbia Blvd intersection and connect ramp structures to channel southbound trucks traveling on N Portland Road onto Columbia Boulevard as the preferred route to the Rivergate Industrial area and the St Johns Bridge. The current configuration encourages a southbound, straight through movement, under Columbia Boulevard, from North Portland Road onto Columbia Way and directly through the St Johns neighborhood via the N Columbia Way-Fessenden Street-St. Louis Avenue corridor.

This project was previously awarded \$600,000 in 2008-11 MTIP funding to complete the planning and preliminary design phase (Phase I) which began in April 2011 and will be completed by March 2012. Phase I includes preliminary engineering and design for reconstructing the Columbia Blvd intersection and ramp structures. Phase I also includes an engineering assessment of the three Columbia Blvd Bridge structures over Columbia Way and the BNSF Railroad to identify current load ratings, structural improvement needs and cost estimates to accommodate an anticipated increase in heavy truck volume and over-weight loads. Phase I will also evaluate the need for traffic calming and safety improvements along the N. Columbia Way-Fessenden Street-St. Louis Avenue corridor. This project supports the St Johns Truck Strategy of improving mobility on the designated freight route for non local truck traffic instead of using the neighborhood street network. The Portland Freight Committee has identified this project as a candidate for 2014-15 Regional Flexible Funding.

**3. Purpose and need statement (highlight most relevant criteria):**

Reduces freight delay

N Portland Rd and Columbia Blvd are both designated as National Highway System Connector Routes, and Priority Truck Streets in the Portland Freight Master Plan. This project will reduce freight delay by improving traffic flow for non-local through trucks for southbound Portland Rd to westbound Columbia Blvd via the Columbia Blvd ramp. This improves performance of Portland Rd/Columbia intersection by reducing conflicts between through truck and local traffic.

Increases freight access to industrial lands and employment centers

This project is located at the boundary of two major industrial areas - Rivergate and the Columbia Corridor West Industrial Districts - which contains some of the highest concentrations of industrial-sector employment in the region. The Portland Rd/Columbia intersection is a key access point between these two Districts and is a critical link on the regional freight network.

Expands opportunities to EJ/underserved communities

This project is located in the St Johns neighborhood area which contains a workforce population with a significantly higher and growing percentage of African-American and Latino populations and lower income households compared with the rest of Multnomah County. This project will



include bicycle and pedestrian system improvements which will improve safety, multi-modal connectivity and commuting options for the St Johns neighborhood.

Improves safety by reducing conflicts with trucks, auto and active transportation modes

This project improves safety for autos and active transportation modes by reducing through truck movements along the N Columbia Way-Fessenden Street-St. Louis Avenue corridor.

Reduces air toxics and particulate matter

This project supports the St Johns Truck Strategy for reducing the negative air quality impacts of non-local freight traffic using the neighborhood street network.

Reduces land use conflicts and emissions to EJ communities

Redesigning the Portland Rd/Columbia intersection to channel trucks onto Columbia Blvd will reduce the incentive to use the local street system for non-local freight use. This will reduce emissions and increase safety for the EJ communities located in the St Johns neighborhood.

Increases freight reliability

This project reinforces to the freight/trucking community the primary function of Columbia Blvd as the designated freight route connecting the St Johns Bridge to the Rivergate Industrial District rather than using the local street network.

Can leverage (or prepare for) other funds

Funding this request will leverage the previously awarded MTIP funding for completing the Planning and Preliminary Design phase.

Includes multi-modal elements

There are currently no sidewalks located along this segment of the Portland Rd/Columbia Blvd intersection which is designated as both a City Bikeway and City Walkway in the Portland Transportation System Plan. This project will include sidewalks and bike lanes that will connect to the existing sidewalk and bicycle network.

**4. Description of project design elements:**

This request is for funding full or partial construction of the N Portland Rd/Columbia Blvd intersection and connecting ramp structures, pending the findings and recommendations from Phase I scheduled to be complete by March 2012. If selected for funding, refined construction cost estimates and phasing schedule will be developed.

**5. Please provide an estimate of total project cost and the funds you are requesting for the project:**

Updated cost estimates for reconstructing the N Portland Rd/Columbia Blvd intersection were recently prepared by PBOT based in part upon the design recommended in the 2001 St Johns Truck Strategy. The following cost estimate reflect current street design standards, stormwater treatment requirement, project overhead and 3-year inflation and contingency costs:

**Total Project Estimated Cost: \$ 3.80 million**

**Estimated Funds Requested: \$ 2.36 million**

### North Portland Rd/Columbia Blvd Intersection Improvement Project



## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

### PROJECT SUMMARY

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#### CATHEDRAL PARK WHISTLE FREE ZONE

#### -BRADFORD STREET RAIL REALIGNMENT-

1. Project sponsor agency:

Port of Portland and City of Portland

2. Project extent or area description and how you identified the location as a priority:

The total project area is the co-mingled right-of-way of the City of Portland's N. Bradford Street and the Union Pacific Railroad's St. Johns Lead rail line within the Cathedral Park neighborhood of North Portland. The total length of the full whistle free zone project area is approximately 3,340 feet in length. This funding request will complete the first phase of the project which encompasses approximately 1,900 feet in length. The rail realignment would begin under the St. Johns Bridge and end approximately 200 feet north of St. Louis Avenue.

The Port and City have been working with the Cathedral Park Neighborhood Association since at least 2004 to refine the project area and scope. This first phase of the project was chosen as it significantly impacts freight mobility and is the linchpin of a future whistle free zone. Other roadway alternatives to separating the train traffic from other modes impact the North Portland Greenway trail alignment and the Baltimore Woods area.

3. Purpose and need statement (highlight most relevant criteria):

North Bradford Street is a City of Portland Freight District Street that provides access to multiple industrial businesses. The St. Johns rail line connects Union Pacific Railroad's (UPRR) Barnes and Albina Yards. The St. Johns Lead provides train access to the Port's Terminal 4 and other rail served businesses in the Portland Harbor.

Currently the St. Johns Lead rail line runs down the center of N. Bradford Street. Freight trains occupy the same street space with trucks, cars, bikes, and pedestrians. This situation creates safety concerns, degrades freight mobility, and increases train horn noise. Train horn noise, particularly at night time, is a constant problem for the community and complaints are ongoing.

The project is within an area that has a medium density of elderly and disabled residents, a medium density of low income, minority, and Hispanic residents, a significant Black population, and a significant American Indian/Alaska Native population. The median household income is 82% of Multnomah County as a whole and the median per capita income is only 70% of Multnomah County as a whole.

Upon project completion the St. Johns Lead will operate within its own track ballast area. North Bradford Street will be physically separated from the railroad tracks by a barrier and will function as a two way truck street. The project focus is to construct improvements necessary to improve mobility for freight and other modes and also to improve livability for the surrounding community by creation of a railroad whistle free zone. The project will mitigate an adverse EJ impact (for noise), with respect to lower income and minority populations.

This project is an effort by the City and the Port to implement freight mobility and community livability strategies for the Cathedral Park neighborhood. To create a truly sustainable working waterfront city, it is imperative to find ways to maintain jobs, move freight, and improve the livability of neighborhoods. This project accomplishes all three of those goals.

4. Description of project design elements:

The project will relocate the UPRR's St. Johns Lead out of the travel way of North Bradford Street. The original concept plan [Cathedral Park Rail Realignment Study, HDR Inc., 2006] proposed relocating the track 10 feet to the west. The concept plan was updated in 2009 through consultation with UPRR and now calls for relocating the railway approximately 19 feet to the west of its current location within North Bradford Street. This will place a new track in the location of an existing disconnected track. In order to achieve this amount of lateral relocation within North Bradford Street approximately 1900 feet of track relocation will need to occur, beginning just south of the St. Johns Bridge (to the south) and ending at the Toyota yard (to the north) at Terminal 4.

The new alignment for the track will require removing pavement and replacing it with ballast. The areas of the roadway where track is removed will be repaved. A concrete barrier will be installed to separate the roadway from the train tracks so that it will not be physically possible for motor vehicles to enter into the track bed. This is a critical piece to improve safety. Upon project completion, the St Johns Lead will operate within its own track ballast area. North Bradford Street will be physically separated from the track by a barrier and will function as a two-way roadway.

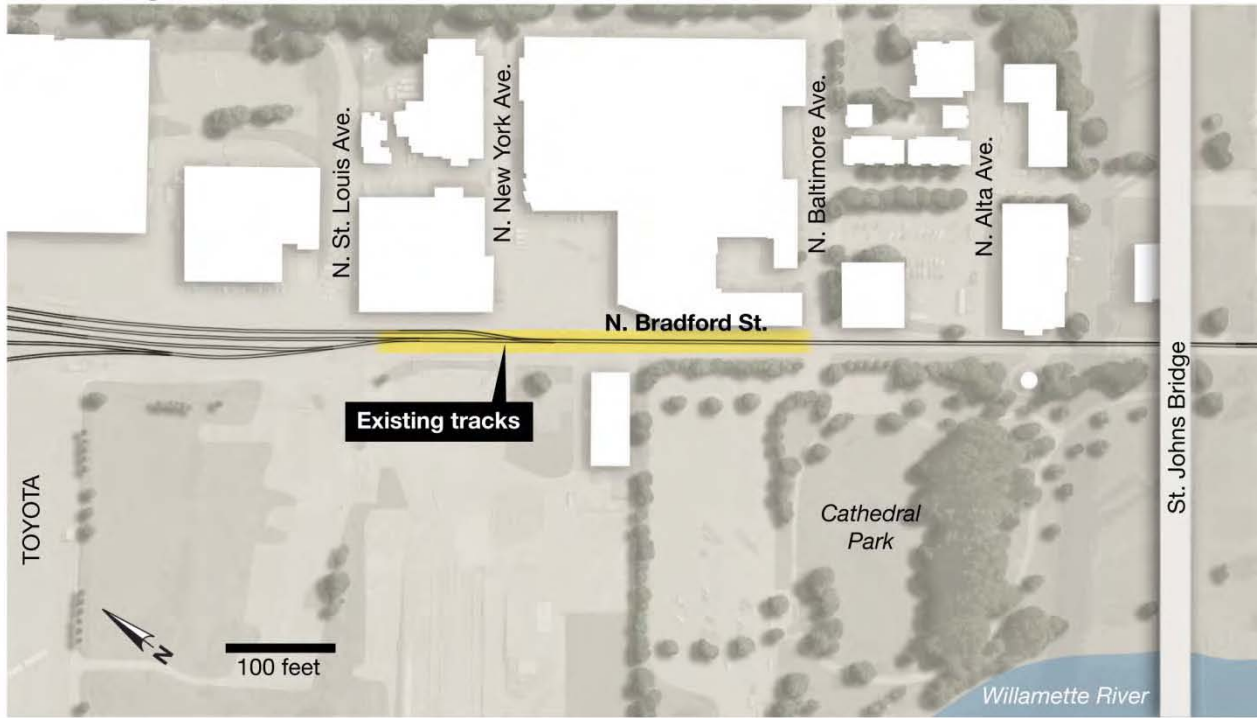
5. Please attach a map of project area.

Project (and location) map attached.

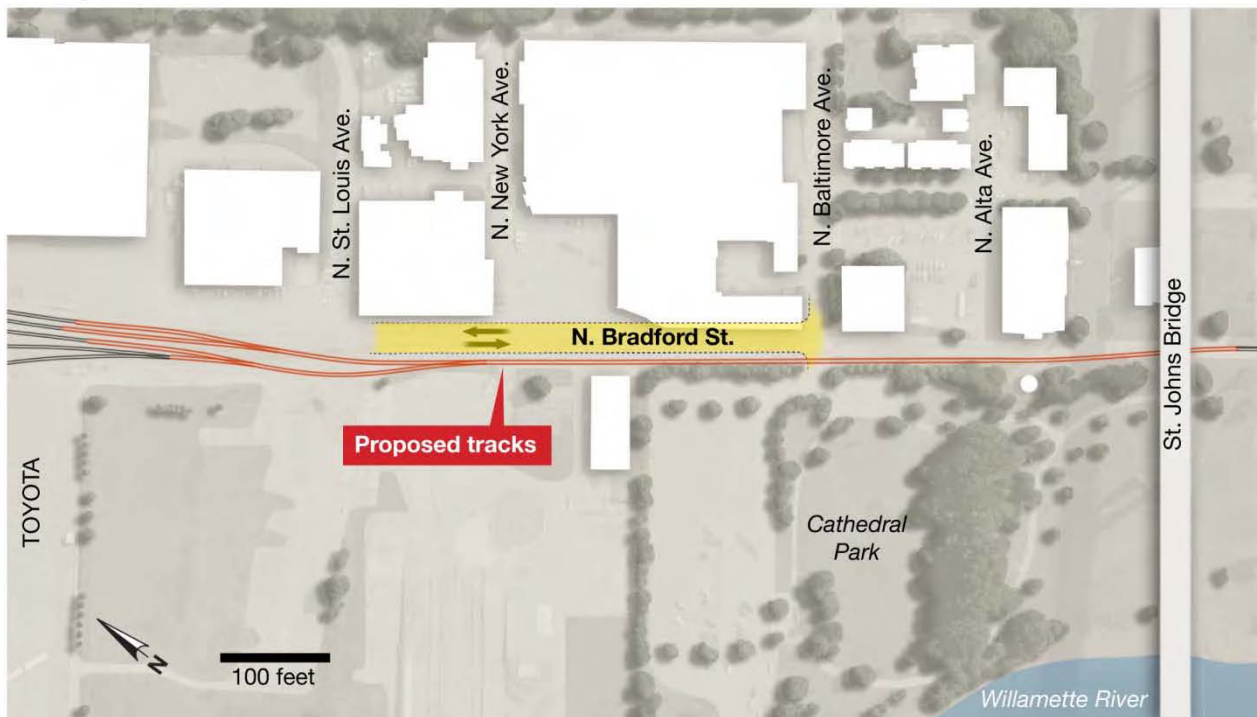
6. Please provide an estimate of total project cost and the funds you are requesting for the project.

The estimated project cost is \$2.5 million. The requested funds are \$2.363 million.

## Existing



## Proposed





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# East Multnomah Co.

## Project Summaries

- Arata Rd: 223rd to 238th
- 223rd Ave: Halsey to UPRR Underpass
- Sandy Blvd: 181st to 201st (Gresham)
- Sandy Blvd: 230th - 238th Dr.
- Sandy Blvd: 223rd - 238th Dr.

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

### PROJECT SUMMARY: ARATA ROAD; 223<sup>RD</sup> TO 238<sup>TH</sup> AVE.

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**PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

1. Project sponsor agency: Multnomah County
2. Project extent or area description and how you identified the location as a priority:

In 2008, using a TGM grant, Multnomah County and the cities of Fairview and Wood Village developed The Arata Road Concept Plan for a multi-modal street design for Arata Road. Arata is a ¼-mile-long collector located in the cities of Fairview and Wood Village. Multnomah County has jurisdiction of this road. This Active Transportation Project will implement the Concept Plan by constructing sidewalks, bike lanes, lighting, landscaping and drainage improvements on both sides of Arata Road between NE 223rd Avenue and NE 238th Avenue. It will also enhance a 500-foot long multi-modal path within a portion of unimproved County right of way (ROW) that connects Arata Rd. with Halsey St. to the north. This project is identified in the Regional Transportation Plan, Multnomah County Capital Improvement Plan and the cities of Fairview and Wood Village's TSPs. The project was identified as a priority by the East Multnomah County Transportation Committee after public outreach, including a public open house held on June 6, 2011.
3. Purpose and need statement (highlight most relevant criteria):

Arata Road will be transformed from a two-lane road with substantial sidewalk gaps and no bike lanes into an active transportation corridor connecting dense and diverse residential areas with commercial and civic amenities in the Fairview and Wood Village Town Centers and two regional bus routes: #12 and #77. Immediately south of the project area is a major retail development anchored by Fred Meyers, Lowe's and Kohl's stores. The project will substantially improve pedestrian and bike safety along Arata Road with the addition of sidewalk, lighting, and landscaping. These elements will contribute to traffic calming along this heavily used collector.

Overall, this project will expand transportation choices for minority and low income people in the project area. Demographic data from Metro's Equity Analysis shows significantly above average concentrations of EJ/underserved populations and above average concentrations of non-white people within the Arata Rd corridor. The block groups on either side of Arata have a relatively high Latino population (27% vs. 8% countywide), and a higher percentage of renter-occupied housing (47% vs. 43%). There are three large mobile home parks located along Arata Rd., each with over 100 units. To the north on Halsey are Fairview Woods and Oaks Apartments, one of the region's largest subsidized housing projects managed by the Housing Authority of Portland (now Home Forward).



There is a considerable existing need for this project. Currently, many people walk and bike along the gravel shoulders of Arata. There is also need to reduce the conflict between bike and pedestrian users with motor vehicles, including speed reduction. It is a major school bus pick-up/drop-off route for low-income/minority students in the Reynolds School District and is heavily used by residents, primarily women and children, walking to the town center and to escort their children to and from the school bus. (The nearest elementary and middle-schools are over 1.5 miles away.) There are approximately 5 bus stops located on Arata Road serving approximately 350 students. Safety is a major concern; an incident occurred where a Reynolds student was hit and killed while standing on the side of Arata Road.

This project supports long-term employment goals by providing a high quality and safer connection between workers and the jobs in the nearby Town Centers and employment areas north of I-84 in the Columbia Cascade River District.

This project also completes the “last mile,” as Arata Road is the last collector within the Fairview/Wood Village Town Center without bicycle or pedestrian facilities and is optimally located to accommodate active transportation. The proposed enhancements will contribute to increased safety and comfort as well as increased use. Arata connects to bus service on 223rd Ave. and to bus service on Halsey St. via an asphalt bike/pedestrian path on the Wood Village Blvd. right of way. This connection will be enhanced with lighting and an improved surface.

4. Description of project design elements:

The project will remove current conflicts between modes along Arata Rd., including school buses, by constructing six-foot bike lanes on either side of the travel lanes, with 6-foot curbed sidewalks separated from the bike and motor-vehicle lanes by vegetative buffers. The project also features decorative lighting and drainage improvements to remove and treat standing water on the road and shoulders. The project will also enhance the primitive asphalt path between Halsey and Arata that connects a significant public housing complex located on Halsey to the destinations south of Arata. Project elements will include way-finding signage for cyclists and pedestrians, potentially multi-lingual to better serve the high rate of Spanish-speakers in the neighborhood.

5. Please attach a map of project area

6. Please provide an estimate of total project cost and the funds you are requesting for the project.

Total project cost: \$1,880,000

Regional Flexible Funds requested: \$1,669,000

**Legend**

- Arata Rd-sidewalks, bike lanes, drainage improvements (Construction)
- Parks
- STREETS
- taxlots
- Fairview
- Wood Village
- Sidewalks Gaps
- No
- Schools
- TriMet Stops



## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

### PROJECT SUMMARY: 223<sup>RD</sup> AVENUE; HALSEY TO UPRR UNDERPASS

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**PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

1. Project sponsor agency: Multnomah County
2. Project extent or area description and how you identified the location as a priority:

The project seeks funding for planning and project development of neighborhood scale design solutions for a 3000-foot segment of the 223<sup>rd</sup> Avenue through Old Town Fairview to provide active transportation improvements where no sidewalks or bike lanes exist. The project area is located in the City of Fairview between Halsey Street and the Railroad structure just south of Sandy Blvd. Currently, the County's roadway standards call for a cross-section that includes 3 motor-vehicle lanes in addition to bike lanes and sidewalks. However, the available right-of-way is constrained due to the location of Fairview Creek and private residential encroachments. Improving 223<sup>rd</sup> Avenue is identified in the Regional Transportation Plan, Multnomah County Capital Improvement Plan and the City of Fairview's Transportation System Plan. This development project was identified as a priority by the East Multnomah County Transportation Committee after public outreach, including a public open house held on June 6, 2011. The planning and project development will result in a construction-ready active transportation project.
3. Purpose and need statement (highlight most relevant criteria):

223<sup>rd</sup> Avenue today is a two lane urban road without sidewalks and bike lanes, located in a mature residential neighborhood with many families, nearby schools, places of worship, and shopping destinations. There is a need to design context sensitive improvements that consider adjacent land uses, access and mobility needs, travel speeds and stormwater quality gaps. With the appropriately-scaled right-of-way improvements, nearby destinations will be more easily and safely accessed, storm water pollution can be reduced, and the overall livability and quality of life for those who depend on 223<sup>rd</sup> to access work, school and recreation can be greatly improved.

The 223rd Avenue project will plan and develop an attractive multimodal corridor for the traveling public not currently served by bike and pedestrian facilities. It will design the completion of the "last 1/4-mile" between Old Fairview and the regionally-designated Fairview and Wood Village Town Centers. The Columbia Cascade River District employment area is north of the project area, as are regional recreation facilities including Blue Lake Park, Chinook Landing Marine Park, and the 40 Mile Loop Trail.

It will improve access for transit users connecting with TriMet regional routes #12 on Sandy Blvd. and #77 on Halsey St., at either ends of the project area. Other local destinations served are a branch of the Multnomah County Library, Fairview Elementary School, churches, the city museum and the Fairview Community Center.

The project area serves a socioeconomically diverse population. Census blocks north of Halsey and east of 223<sup>rd</sup> Ave. have “above average” concentrations of EJ and underserved communities. In this area particularly east of 223rd: the census block group is 36% Latino (vs. 8% countywide) and 64% of the households are rented (vs. 43% countywide).

Outreach and engagement components will be included as a design element of the project and may include way-finding signage, and opportunities to market mode choices for visitors to Blue Lake Park, Chinook Landing and the 40-mile Loop trail are available through Metro’s and other regional active transportation materials.

4. Description of project design elements:

Multnomah County will partner with the City of Fairview to plan and design a neighborhood scale right-of-way improvements to enhance active transportation and manage stormwater and the water quality of Fairview Creek within Fairview’s Old Town Neighborhood. The design principles of Metro’s “Creating Livable Streets” will be incorporated into the project development process. The process will include a stakeholder and public outreach component to discuss alternatives to the County’s Roadway Standards, pedestrian amenities including way-finding signage and stormwater management. The final product will be a developed community-supported, multimodal design “shovel ready” for the next available construction funding.

5. Please attach a map of project area – *see attached*.

6. Please provide an estimate of total project cost and the funds you are requesting for the project.

Total project cost: \$250,000 (funds requested + local match)  
Funds requested: \$225,000

**Legend**

Fairview 223rd: NE Halsey to recently constructed railroad structure-bike lanes, sidewalks (Project Development)

**EmploymentIndustrial**

<all other values>

**PLAN**

- EMP
- IND
- RSI

**Centers\_2040**

**TYPE**

- Central city
- Regional center
- Town center

Schools

Sidewalks Gaps

No

Sidewalk Completed

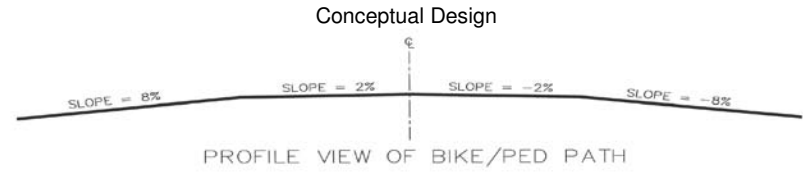
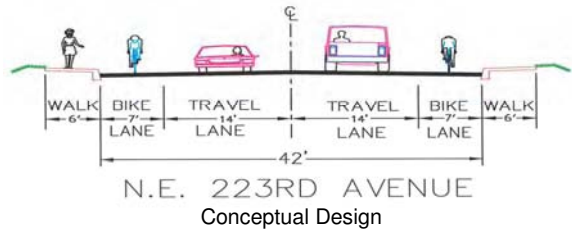
Parks

TriMet Stops

STREETS

taxlots

railroad



## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY

### SANDY BOULEVARD: 181<sup>ST</sup> TO 201<sup>ST</sup> (GRESHAM)

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**PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

#### **Sandy Boulevard Improvement Project, 181<sup>st</sup> to West of 201<sup>st</sup>**

1. Project sponsor agency: City of Gresham. Staff lead contact information: Katherine Kelly, Transportation Planning Manager, City of Gresham, OR 97030. Email: Katherine.Kelly@GreshamOregon.gov, Tel.: 5003-618-2110.
2. Project extent or area description and how you identified the location as a priority: This project extends from 181<sup>st</sup> Avenue to just west of 201<sup>st</sup> Avenue on the north and south sides of Sandy Boulevard. It is listed in the Regional Transportation Plan as project number 10443 and is also listed as a top priority project in the Columbia Corridor Regional District strategic plan adopted in 2010.

This segment of Sandy Boulevard in Gresham was identified as a priority location due to its regional significance for both freight and active transportation. The process to identify this project as significant included outreach with the Gresham community as well as other East Multnomah county jurisdictions, the East Metro Economic Alliance, and the Columbia Corridor River District. ODOT Region 1 staff and the Metro Freight Subcommittee have also briefed on this project.

On June 6, 2011, the project was presented in detail to members of the East Multnomah County Transportation Committee (EMCTC). On June 13, 2011 it was presented again to EMCTC members and during a public open house immediately following that meeting. The public was notified about the open house in coordination with Multnomah County. An announcement about the meeting was placed in the Outlook newspaper and on the Multnomah County and Gresham websites. In addition, Gresham posted this meeting on its Facebook site and notified its Coalition of Neighborhood Associations.

Multnomah County staff managed the written comments received during the EMCTC meetings and at the public meeting. Additional comments to staff from attendees of the public open house and other EMCTC members can be summarized as strongly supportive of this project.

3. Purpose and need statement (highlight most relevant criteria): The project was identified as a priority project by the City of Gresham because it will improve mobility and access to a regionally significant industrial area, enhance safety, and enhance multimodal facilities to and along US 30/Sandy Boulevard. The project will

increase roadway capacity to manage existing and projected traffic demands that will not be met under current conditions, thereby alleviating excessive motorist delays as employment densities continue to increase in this industrial area. These improvements will create efficiencies in the reduction of freight delay and thereby help alleviate greenhouse gas emissions. New pedestrian and bicycle facilities that link directly to the Gresham-Fairview and I-84 Multi-Use Paths will also be constructed as part of this project, effectively completing a major section of the region's trail system and providing alternative modes of transportation. The design of this project minimizes conflicts between freight vehicles and pedestrians/bikes by providing a new off-street multi-use trail.

Some widening of US 30/Sandy Boulevard has been accomplished through private development, with widening of site frontages. However, this is not consistent throughout the corridor and thus there is a patchwork of lane additions and lane drops. Pavement shoulders and bike lanes are inadequate or non-existent and basic infrastructure such as sidewalks, curbs, and storm drainage are missing on the north side of the roadway. This project will complete those improvements.

Benefits of this project go beyond the multimodal elements; constructing improvements fronting approximately 19 acres of vacant, state certified industrial land will support economic development by attracting employers and new jobs to a ready-to-go industrial site. The site is strategically located with easy access to I-84 and marine, rail, and air freight facilities. It lies within the Rockwood Urban Renewal Area, an underserved area, and has been identified by the Gresham Redevelopment Commission as a high priority project with programmed funding to leverage grant opportunities to implement these improvements. As part of the process to allocate those funds there was outreach to the community through the Rockwood Neighborhood Association.

According to FHWA statistics as of spring 2009, this project would create 65 jobs, 22 directly associated with construction. Additionally, this project will help renew and revitalize the Rockwood/West Gresham urban renewal area, making it more attractive to private investment.

4. Description of project design elements:

The Sandy Boulevard project in Gresham consists of:

- two new northbound right turn lanes from 181<sup>st</sup> Avenue with minimal widening of the southeast corner to accommodate better pedestrian access
- a new multi-use trail on the north side of Sandy between 185<sup>th</sup> Ave. to 201<sup>st</sup> Ave. that links to the existing Gresham-Fairview Trail
- bike lanes from 185<sup>th</sup> to 181<sup>st</sup> Ave. on the north side (bike lanes exist on the south side all the way from 201<sup>st</sup> to 181<sup>st</sup>)
- some shifting of existing travel lanes to the north to accommodate capacity improvements
- replacement of the traffic signal at 181<sup>st</sup> and a new signal at 185<sup>th</sup>

- new street trees, stormwater mitigation, and street lights.

5. Map attached.

6. Active Transportation/Complete Streets request: \$1,335,200  
Green Economy/Freight Initiatives request: \$527,200



## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

### PROJECT SUMMARY: SANDY BLVD.; 230<sup>TH</sup> – 238<sup>TH</sup> AVENUE

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**PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

1. Project sponsor agency: Multnomah County
2. Project extent or area description and how you identified the location as a priority:

This freight project area is located along NE Sandy Blvd in the Columbia Cascade River District (CCRD) industrial area between I-84 exit 16 (@238<sup>th</sup> Avenue) and the entrance to Townsend Business Park, a 75-acre general industrial campus that is home to Knight Transportation. This ¼-mile long project is the first phase of a larger Multnomah County project to improve Sandy Blvd. between the Gresham/ Fairview city limits to 238<sup>th</sup> that is identified in the Regional Transportation Plan, Multnomah County Capital Improvement Plan and Program and the cities of Fairview and Wood Village TSPs and the Strategic Investment Plan for the CCRD. The project was identified as a priority by the East Multnomah County Transportation Committee after public outreach, including a public open house held June 6, 2011.

3. Purpose and need statement (highlight most relevant criteria):

This project is vital in attracting new industries and jobs to “shovel-ready industrial jobs. Currently, there are over 1,100 jobs with a number of major employers in the project area. They have been attracted by the good regional inter-modal freight access. However, Sandy Blvd. has been under-invested in by ODOT prior to transferring jurisdiction to the County. Enhanced freight access will make the area more attractive to prospective firms. Regional Flexible Funds are one of few opportunities for the County to leverage its transportation funds to complete freight project.

The majority of the properties are designated employment or industrial lands on the Metro Title 4 Map. There are extensive opportunities for potential future jobs to locate in the vacant industrial and commercial properties. Townsend Business Park has approximately 30 acres of developable industrial land, there are roughly 250,000 square feet of available vacant build-to-suit industrial space in the LEED Gold Certified Birtcher Building, and approximately 20 acres of vacant commercial land along Sandy Boulevard. While attracted to CCRD Enterprise Zone by incentives for qualifying firms locating in the area, the lack of improvements on Sandy has been cited by prospective businesses as an impediment to locating in this area.

Improving pavement conditions and storm water management, widening the intersection of Sandy and 230<sup>th</sup> Avenue and providing separated sidewalks and bike lanes will contribute to reduced freight delay and improved freight reliability and access to CCRD industrial sites from I-84 Exit 16 and improve employees’ mode choices. In addition, improved freight access will

make existing “shovel-ready” industrial properties in the project area more marketable to prospective firms.

This project also expands economic opportunities to underserved communities by providing increased bicycle and pedestrian access to CCRD industrial sites and by improving access to the industrial areas to support job creation. This project will contribute to the “greening of the economy” by closing the jobs/affordable housing imbalance in East Multnomah County. Improvements along Sandy Blvd would provide much needed improved access to transit and pedestrian/bike facilities for the multiple underserved communities living in Gresham, Fairview, Troutdale and Wood Village. Quail Hollow Manufactured Home Park, Portland Fairview RV Park, and multiple apartment complexes providing affordable housing options to the East County workforce are located along Sandy Blvd. In addition, Townsend Farms provides workforce housing to their seasonal employees on a property adjacent to Sandy Blvd.

The active transportation component of this project increases mode choice of residents in the area to access the commercial node at Sandy and 238<sup>th</sup> Avenue. The construction of bike lanes and sidewalks will improve safety by removing conflicts between freight and active transportation modes. The enhanced transit access along Sandy will improve access to TriMet Route #12, further connecting EJ/underserved communities with existing and future jobs in the project area. Transit use in this area is high, with boarding totals for the 23500 block of NE Sandy averaging 1,546 per week and lift service averaging 30 service requests a month.

The active transportation component of the project will contribute to the reduction of air toxins and particulate matter by supporting the use of non-motorized modes of transportation. The project also reduces the need for highway expansion by improving access between I-84 exit 16 interchange and the CCRD industrial area, reducing the demand on nearby I-84 interchanges operating at or near capacity.

4. Description of project design elements:

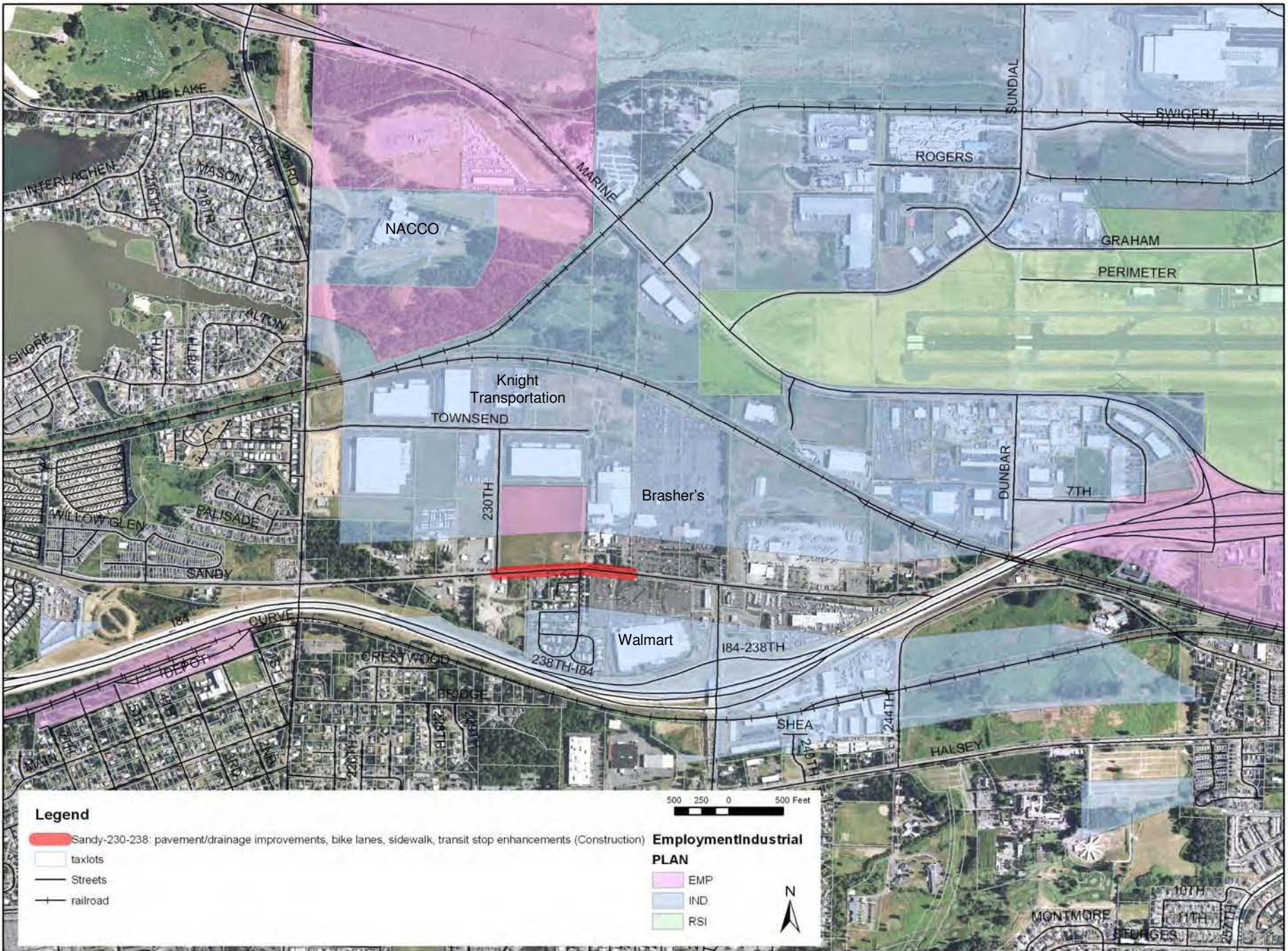
The project will replicate the existing cross section found along the Wal-Mart frontage of Sandy. It will add a 3” overlay to the road surface providing a more sustainable surface for heavy trucks loads. It will complete a full intersection at 230th Ave including left turn channels and appropriate right-turn radii, and a signal as warranted. Minimum 6-foot sidewalks and 6-foot sidewalks with lighting, enhanced transit stops and crossing will also be constructed.

5. Please attach a map of project area - see attached

6. Please provide an estimate of total project cost and the funds you are requesting for the project.

Total project cost: \$885,675

Funds requested: \$659,000



## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

### PROJECT SUMMARY: SANDY BLVD.; 223<sup>RD</sup> – 238<sup>TH</sup> AVE.

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**PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

1. Project sponsor agency: Multnomah County

2. Project extent or area description and how you identified the location as a priority:

This freight project is located along NE Sandy Blvd between 223<sup>rd</sup> Avenue and 238<sup>th</sup> Avenue with access to the I-84 interchange (Exit 16). It is a segment of a larger Multnomah County project between the Gresham/Fairview city limits to 238<sup>th</sup> identified in the Regional Transportation Plan, Multnomah County Capital Improvement Plan and Program and the cities of Fairview and Wood Village TSPs and the Strategic Investment Plan for the CCRD. The County is currently completing designs for the segment west to the Gresham/Fairview city limits. This development project was identified as a priority by the East Multnomah County Transportation Committee after public outreach, including a public open house held on June 6, 2011.

3. Purpose and need statement (highlight most relevant criteria):

This purpose of this project is to develop a project that improves freight access to the Columbia Cascade River District (CCRD). The project area includes the Columbia Cascade Enterprise Zone, which provides incentives for qualifying firms locating in the area. Some of the major employers in the area include General Pacific, Knight Transportation, NACCO, and ThermoKing. The majority of the land along this segment of Sandy is designated employment or industrial lands on the Metro Title 4 Map, demonstrating that this area has been identified as an industrial and employment center for the Portland metro region in the Urban Growth Management Plan. The development project is vital in preparing for the construction phase of the Sandy Blvd. investments. The lack of improvements along Sandy has been cited by prospective businesses as an impediment to locating in this area, in spite of other offered incentives. The Regional Flexible Funds are the County's primary opportunity to leverage its capital funds to complete this project.

This segment of Sandy requires a substantial investment in project design and development due to challenges from natural features including 2 stream crossings, topography and drainage. The design will address pavement conditions, stormwater management, and bicycle and pedestrian facilities, including bus stop enhancements. These elements will contribute to reduced freight delay and improved reliability and access to CCRD industrial sites from I-84 Exit 16 by ensuring the road surface can sustain truck loads and conflicts that affect freight reliability are reduced.

Currently there are over 1,100 jobs in the area, with extensive opportunities for job growth on "shovel-ready" vacant industrial and commercial properties. As an example, Townsend

Business Park has approximately 30 acres of developable industrial land, and roughly 250,000 square feet of available vacant LEED Gold Certified industrial space in the Birtcher Buildings.

The development of this Sandy Blvd. improvement will get the project one step closer to constructing improvements to the freight system making available building space and properties more marketable and attractive to prospective firms. This will contribute to job creation, closing the jobs/affordable housing imbalance that exists in East County. Providing increased employment opportunities for residents of East County is critical for an area with higher than regional averages of low-income and minority communities. Job creation will reduce the travel distance between affordable housing and employment.

In addition to job creation, this project expands economic opportunities to underserved communities by providing opportunities for increased bicycle, pedestrian and transit access to employment areas and other essential services. Improved bike and pedestrian access will make it safer for residents of nearby low-income neighborhoods to travel through the industrial areas to services located nearby. The project area experiences heavy pedestrian use to Wal-Mart at 238<sup>th</sup> and Sandy. Design elements will include bike lanes, sidewalks, lighting and enhanced transit stops and crossings. The enhanced transit access along Sandy will improve use of TriMet bus route #12. Storm water management elements will address standing water on the roadway and shoulders.

The construction of bike lanes and sidewalks will remove conflicts between freight and active transportation modes. Providing multi-modal facilities also contributes to the reduction of air toxins and particulate matter by encouraging the use of non-motorized modes. This project may also reduce the need for highway expansion by improving access to the CCRD industrial area from I-84 Exit 16 and reducing demand on nearby freeway interchanges that are operating at or near capacity.

4. Description of project design elements:

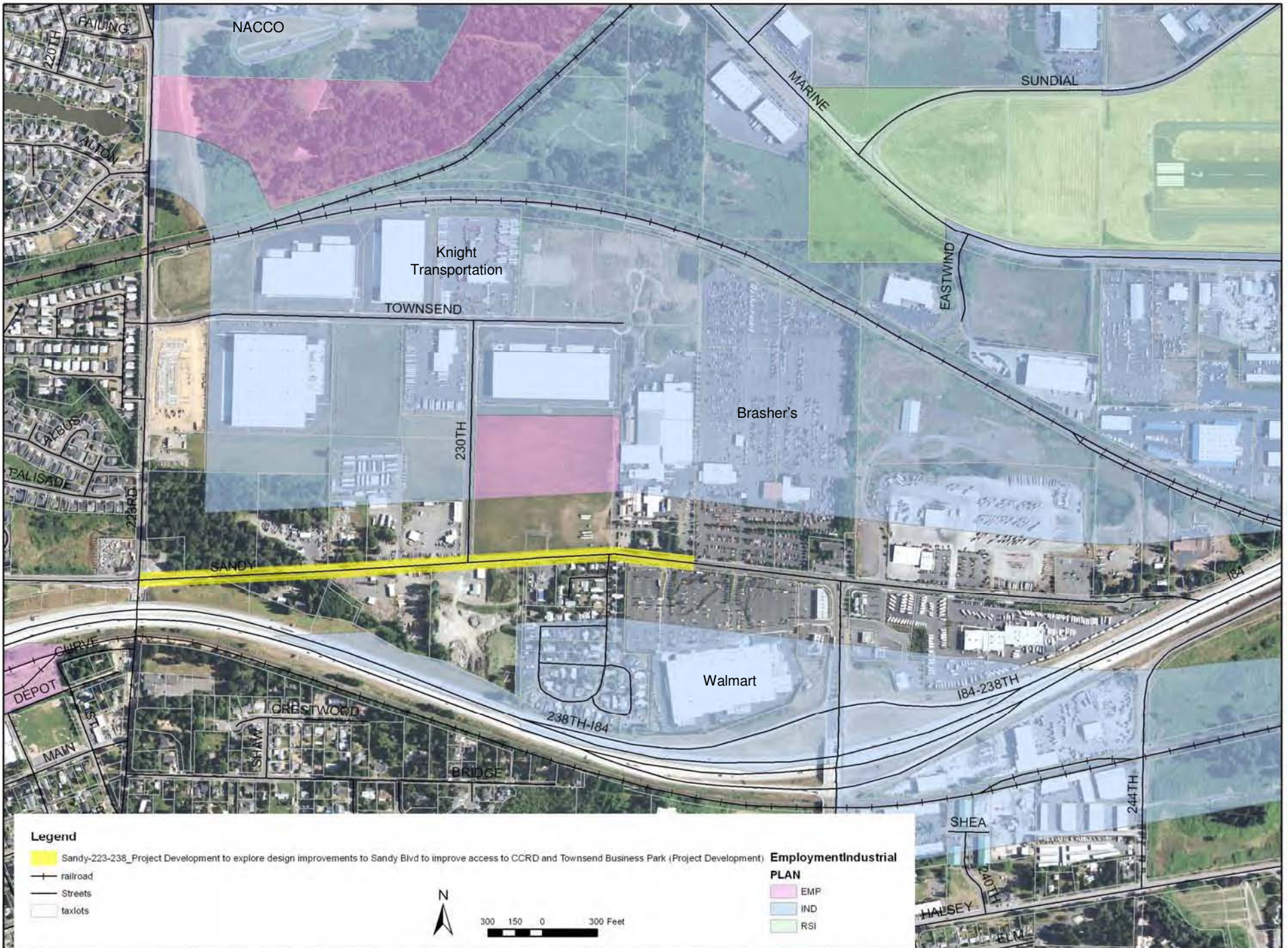
Design elements include intersection widening at Sandy and 230th, new bike lanes and sidewalks to separate modes along NE Sandy Blvd, lighting, enhanced bus stops and crossings, and appropriate storm water management treatments.

5. Please attach a map of project area

6. Please provide an estimate of total project cost and the funds you are requesting for the project.

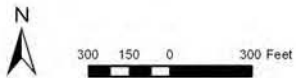
Total project cost for project development: \$335,000

Funds requested: \$ 298,000



**Legend**

- Sandy-223-238\_Project Development to explore design improvements to Sandy Blvd to improve access to CCRD and Townsend Business Park (Project Development)
- railroad
- Streets
- taxlots



**Employment Industrial PLAN**

- EMP
- IND
- RSI

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# Clackamas County

## Project Summaries

- 17th Ave/Trolley trail connector: Andover place to Lava Drive
- Boones Ferry Road/Lake Grove Town Center: multi-modal improvements
- 82nd Ave. Boulevard Streetscape
- I-205 Trail multi-use trail
- Mt. Scott Creek Trail
- Clackamas County Regional Freight ITS

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION - PROJECT SUMMARY

### 17<sup>TH</sup> AVE/TROLLEY TRAIL CONNECTOR: ANDOVER PL. TO LAVE DR.

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**PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

1. **Project sponsor agency:** City of Milwaukie

Project partners: North Clackamas Parks and Recreation District (NCPRD) and Metro

2. **Project extent or area description and how you identified the location as a priority:**

The project would construct a multi-use regional trail on the west side of SE 17th Avenue within existing 60 ft Right of Way between Harrison Street at 99E and Ochoco Street in the City of Milwaukie. Bike and vehicle lanes will be restriped to formalize on-street bike lanes. These improvements will connect two significant regional multi-use trails: the Trolley Trail (to be completed in 2011) and the Springwater Corridor.

3. **Purpose and need statement (highlight most relevant criteria):**

**Completes the "last mile"**

The proposed project would link two significant regional multi-use trail systems; the Trolley Trail and the Springwater Corridor, completing a key link in the regional bike/pedestrian/multi-modal system. This particular link in the system is a key element in a direct, seamless, off-road bicycle travel/commute route from Gladstone to downtown Portland. A 2010 trail count survey indicated that 50% of cyclists and pedestrians using this road were commuting to work and/or participating in non-recreational activities (running errands, shopping, etc). 28% of survey respondents use this corridor on a daily basis, and an additional 64% use the corridor between 1-20 times a month. Bike and pedestrian improvements on SE 17<sup>th</sup> Avenue will significantly improve connectivity for the currently revitalizing downtown Milwaukie (designated a Town Center) and the Milwaukie riverfront area.

**Improves safety and Increases use by providing a good user experience**

Currently, sidewalks are intermittent along both sides of 17<sup>th</sup> Ave. Only a few short sections of sidewalk exist on the west side from Lava Drive to Ochoco. Bike lanes are narrow along the west side of SE 17<sup>th</sup> Avenue and bus stops are not safe. Further, transitions at the Milport and Hwy. 224 intersections are particularly difficult for non-auto travelers due to high traffic volume, including heavy trucks, as well as deteriorating shoulders and storm drain systems in that area. Intersection enhancements will make non-auto travel along this section of 17<sup>th</sup> Avenue much safer. Improvements to access to bus stops on SE 17<sup>th</sup> Avenue will encourage people to use Tri-Met.

**Separates pedestrian/bike traffic vehicular conflicts**

Current road striping and intersection design cause bike/pedestrian conflicts with vehicles at several areas along 17<sup>th</sup> Ave.

**Serves high density or projected high growth areas and Improves access to High Priority Destinations**

Several downtown Milwaukie businesses and Institutions such as Dark Horse Comics and the Waldorf School will benefit from this multi-modal trail. In addition, North Main Village (a 98 unit, mixed-use transit oriented



development on Main Street) and an additional future planned TOD development at Jackson and Main downtown will benefit from this multi-modal trail. The proposed project would also provide improved commute options for workers in the north industrial area along Main Street and increase the synergy between this employment area and the Town Center immediately to the south.

**Includes outreach/education/engagement component**

The City of Milwaukie and NCPRD will engage property owners along 17<sup>th</sup> Ave and community members in discussions regarding design, construction and long term maintenance beginning in 2011-2012 in anticipation of project construction in 2014-2015.

**Can leverage funds**

The City and NCPRD would continue to pursue additional funding to maximize the safety and efficiency of this ped/bike route. The partners have provided matching funds and in-kind project management.

**Serves Economic Justice Community**

The project connects areas of low concentrations of essential services with downtown Milwaukie and Sellwood, where services are available. The project also safely connects communities with high concentrations of low income people (Oak Lodge/Milwaukie) to jobs and services. It also fills the mobility gap, providing bicycle and pedestrian facilities in an area that is lacking facilities.

**4. Description of project design elements:**

The proposed cross-section for this .9 mile of SE 17<sup>th</sup> Ave. would include two 11 foot vehicle lanes, two 5' bike lanes, and a separated 11-12 foot ped/bikeway trail along the western edge of ROW. A retaining wall would be installed along the western edge of the ROW and bus stops and crosswalks would be improved. The project would include replacement of a concrete barrier at the Milport intersection and prioritize maintaining continuous pathways at all intersections. Project includes curb and stormwater improvements, ADA ramps at all intersections, new pavement markings, relocation of conflicting utilities, and potentially construction of a pedestrian island at Highway 224 for northbound SE 17<sup>th</sup> Ave. pedestrian traffic. All necessary right-of-way is publicly owned.

**5. Please attach a map of project area**  
(see attached)

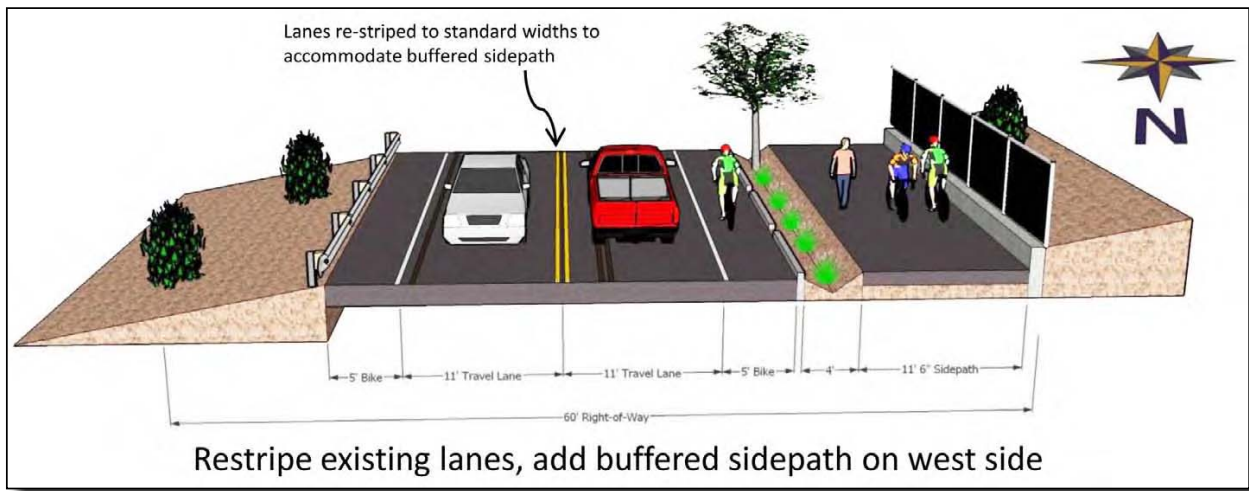
**6. Please provide an estimate of total project cost and the funds you are requesting for the project.**

The total project estimate is \$3.4 million. Preliminary Engineering is estimated at \$1.1 million and construction at \$2.3 million. The City of Milwaukie requests \$3 million in RFFA Active Transportation to complete this project. Project staff is working to refine the proposed design to minimize costs without impacting the project benefits.

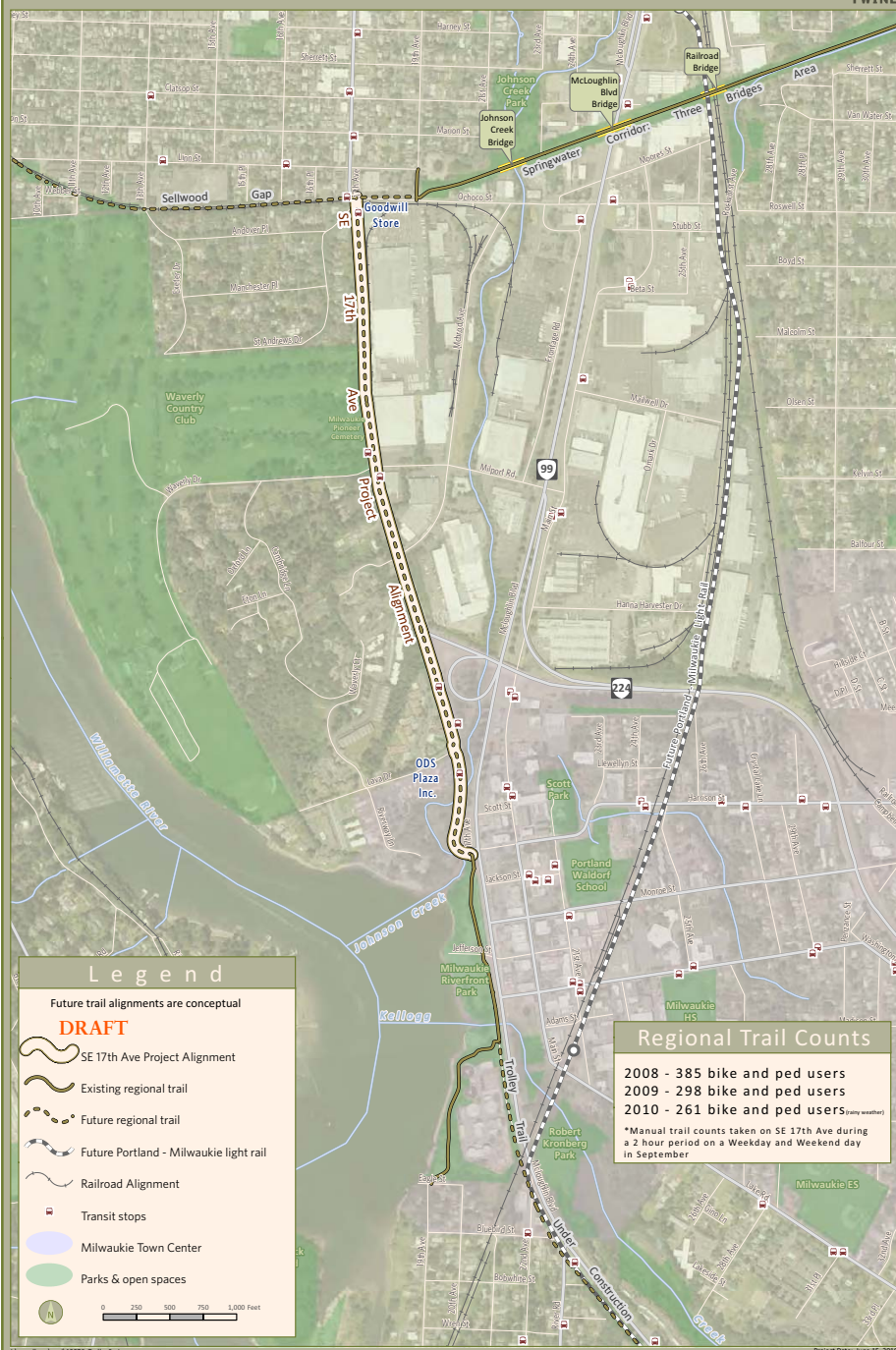
**Project Contacts:**

City of Milwaukie      JoAnn Herrigel, 503-786-7508, [herrigelj@ci.milwaukie.or.us](mailto:herrigelj@ci.milwaukie.or.us)

NCPRD                      Katie Dunham, 503-742-4358, [KDunham@co.clackamas.or.us](mailto:KDunham@co.clackamas.or.us)



Springwater Corridor/Three Bridges Connection to Trolley Trail  
SE 17th Ave Alignment, April 2011



## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

### PROJECT SUMMARY

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#### **Boones Ferry Road / Lake Grove Town Center – Multi-Modal Improvements**

Sponsor Agency and Location: City of Lake Oswego – see attached map

Project Description:

The project consists of reconstructing the entire cross-section of Boones Ferry Road from Kruse Way to Madrona. The current cross-section is a 4-lane arterial with left-turn lanes at signalized intersections, no median or two-way left turn lane, sporadic curb-tight and separated sidewalks, and sporadic street trees. The project adds bike lanes, sidewalks and planting strips, mid-block pedestrian crossings on the longer blocks, and a vegetated greenstreet median that will treat stormwater. It will provide an improved streetscape conducive for pedestrian and bike activity, while also incorporating green-street elements such as medians and planter strips. This project is the result of over 10 years of planning effort by members of the Lake Grove Village Business Association and three neighborhood associations that abut Boones Ferry Road. The project is identified as critical to the implementation of the Lake Grove Village Center Plan, as adopted by the City Council in 2008.

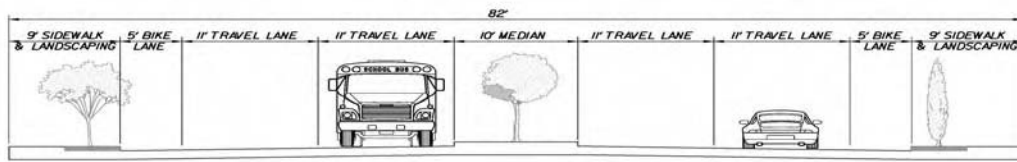
Purpose and Need Statement:

This project will greatly enhance transportation opportunities for bicyclists and pedestrians within the Lake Gove Village Center, a METRO designate regional “**Town Center**”. Currently Boones Ferry Road provides an inhospitable environment for pedestrians and bicyclists from the adjacent neighborhoods. Boones Ferry Road improvements are intended to serve as the **catalyst that will help to revitalize the district and help the community fulfill its vision for a walkable, mixed use district on the west side of Lake Oswego**. In addition, **safety will be improved** by restricting the left-turn movements to intersections, minimizing the potential conflict points for crashes. The project serves an area that has **limited access to Active Transportation** facilities. Lake Oswego has **above average concentrations of the elderly** and this project will help that **underserved population group** by enhancing pedestrian access and ultimately access to transit.

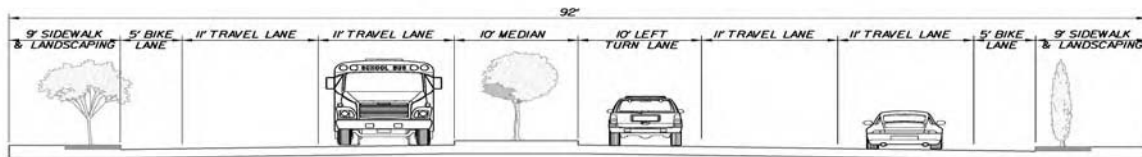
Project Design Elements:

- Widen the ROW to 82-100’
- Add a raised median for vegetation and green-street swale opportunities
- 9-foot sidewalk and planter strip with trees and vegetation
- Consistent street lighting for both the pedestrian and vehicular movements
- 2 Mid-block pedestrian crossings
- Bike lanes
- 2 travel lanes in each direction

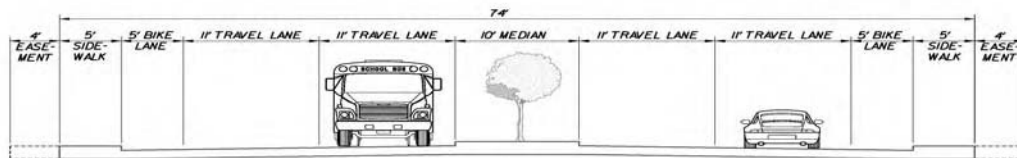
- Signalized intersection improvements at Mercantile, Reese, and Bryant, with new signals at Lanewood, the McDonalds site, and Madrona.



**PREFERRED CORRIDOR CROSS-SECTION**



**PREFERRED CORRIDOR CROSS-SECTION WITH LEFT TURN LANE**



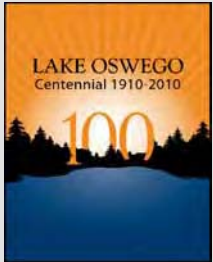
**CONSTRAINED CORRIDOR CROSS-SECTION**

Project Costs and RFFA Funding Request:

The project is currently finishing the refinement phase, determining where the general alignment will be. The next phase is to determine financing strategies, options, and opportunities. In FY 11/12 the City will likely undertake ROW alignment refinement to include confirming and setting the ultimate right-of-way location so that future developments can make informed decisions regarding placement of structures in the interim before the formal engineering begins.

The current planning-level cost estimate indicates approximately \$28 Million will be necessary to engineer, acquire right-of-way, and construct the project. Preliminary Engineering is estimated at \$2.7 Million. The City is requesting \$1.5 Million from the RFFA program, and will match the remaining \$1.2 Million to fund the preliminary engineering phase of the project.

Total Project Cost:	\$28 Million (PE, ROW, and Construction)
Total Engineering Costs:	\$2.7 Million (funds requested + local match)
RFFA Funds requested:	\$1.5 Million



# Boones Ferry Road Project

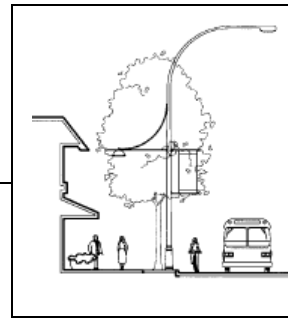
2014-15 Regional Flexible  
Fund Allocation Proposed Request  
*June 2011*

0 300 600 900 1,200 Feet



# 82<sup>ND</sup> AVENUE BOULEVARD

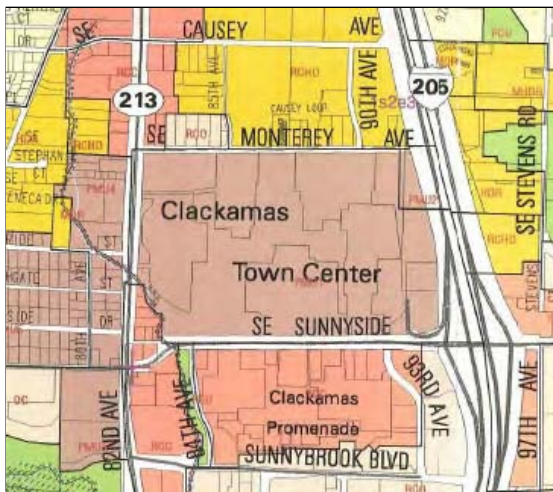
## PROJECT SUMMARY



1. Project sponsor agency: ODOT and Clackamas County

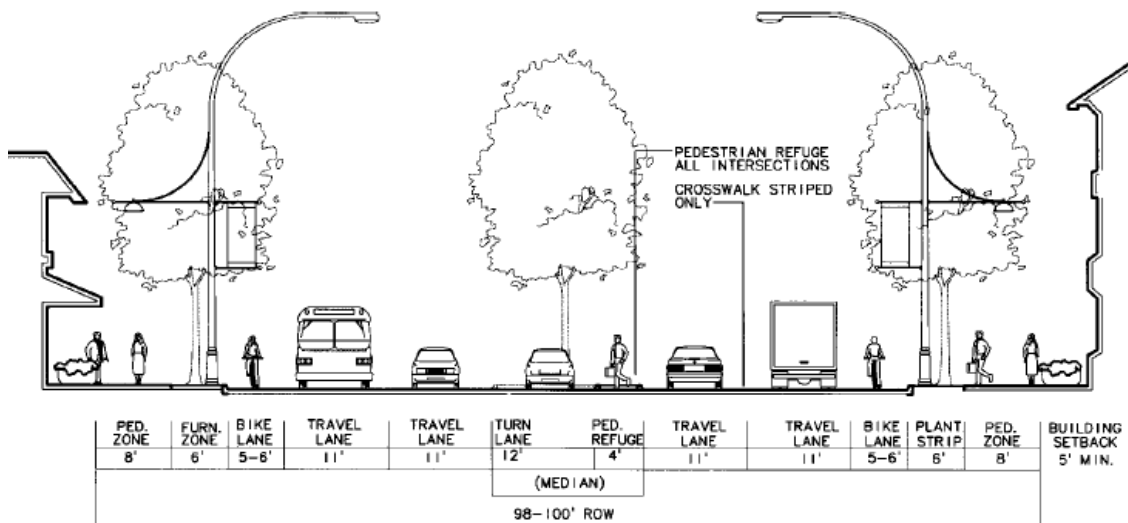
Project extent or area description and how priority identified:

The project is to implement the Clackamas Regional Center boulevard treatment for 82<sup>nd</sup> Avenue between Monterey and Sunnyside Avenues (RTP Project #10018) and the Oregon Highway Plan, Special Transportation Area (STA) designation.



The process to identify the location as a priority has been based on applying project selection criteria to 82<sup>nd</sup> Avenue Boulevard project (Project) and participation in Clackamas County’s CTAC and C-4 committee selection processes. Corridor identified because it is located in a Regional Center, leverages programmed funds and the Project was recommended by Metro staff.

**Project Location:** 82<sup>ND</sup> (OR 213) between Monterey and Sunnyside Avenues extending one-half mile.



**Clackamas Regional Center Adopted Cross-Section for 82<sup>nd</sup> Avenue, Figure X-Crc-2**

2. Purpose and need statement:

The project purpose is to implement a boulevard design to create a well-functioning, multimodal corridor within the Clackamas Regional Center. The current corridor conditions are degraded and unsafe. There are gaps in sidewalks and bike lanes and deficiencies in the existing facilities are extensive. The boulevard treatment will transform a major, metro area north/south travel corridor to stimulate continued private investment and diverse regional center land uses. This Project implements RTP Project 10018 to “complete boulevard design improvements” between Monterey

and Sunnybrook Avenues for an estimated cost of \$5.4 million (in 2007 dollars) per the RTP. The requested, \$2.9 million will be added to other projects programmed projects totally over \$6 million to implement the street cross-section for 82<sup>nd</sup> Avenue adopted over ten years ago.

**Public investments leveraged.**

- \$5 million ODOT preservation project on 82<sup>nd</sup> from King to Lake Road (1.75 miles) (2014-15);
- \$1 million Clackamas County 82<sup>nd</sup> and Monterey intersection improvement using urban renewal funds (2014-15 estimated);
- \$100,000 ODOT safety project to construct median barrier to limit left-turns 82<sup>nd</sup> Avenue north of Sunnyside (2014-15);
- \$1.6 million Clackamas County sidewalk-infill project 82<sup>nd</sup> Avenue Sunnyside to Sunnybrook (2012-13) Harmony Road/Sunnyside Road/Cascade Highway North
- Green Line light rail line that opened in 2009 and other recent street improvements/connections (e.g. Monterey east of 82<sup>nd</sup>); and
- \$85,000 Clackamas County “Clackamas Regional Center Pedestrian and Bicycle Connections” TGM funds (through June, 2012).

**Safety improvements are needed.** This segment of 82<sup>nd</sup> Avenue is a high-crash area putting it in ODOT’s statewide, top five percent of the Safety Priority Index System list. Replacement of the existing continuous left-turn lane with concrete and planted medians will reduce turning movements and crashes.

**Access to the Regional Center will be significantly improved.** Access to the regional center services and employment centers by transit, walking or biking will be made more feasible for area residents, visitors and employees. All modes, including motorist travel will become more pleasant and safer through organized access resulting from the median treatments, eight to 14’ wide sidewalks, bike lanes, lighting and bus shelters. Major area destinations include the Clackamas Town Center and Clackamas Promenade shopping centers, Clackamas Community College Harmony Campus, North Clackamas Aquatics Center, La Salle High School, Kaiser Permanente Hospital, Kaiser Clackamas Eye Clinic, Willamette Falls Clinic, Eagle Landing and the Green Line. This Project will continue to help attract residents to the regional center and make the area more attractive for the thousands of area homes. According to the Metro EJ maps this area has a moderate amount of EJ population.

3. Description of project design elements: The boulevard will consist of eight to 14’ wide sidewalks, street lighting, street trees, bike lanes, two travel lanes and turn lane where needed and planted median; plus street furniture as budget allows.
4. Map of project area: See page one.
5. Estimate of total project cost and the funds you are requesting for the project: Project cost is estimated at \$5 million with \$2.969 requested in regional flexible funds to achieve the adopted cross-section with 12’ travel lanes and for 8-14’ sidewalks, street trees, planted median, right-of-way acquisition, utility undergrounding and as budget allows, street furniture.

Application lead staff:	Gail Curtis	<a href="mailto:gail.e.curtis@odot.state.or.us">gail.e.curtis@odot.state.or.us</a>	503-731-8206
Project Leader:	Kyle Crate, P.E.	<a href="mailto:kyle.w.crate@odot.state.or.us">kyle.w.crate@odot.state.or.us</a>	503-731-8496
County Project Manager:	David Queener	<a href="mailto:david.que@clackamas.or.us">david.que@clackamas.or.us</a>	503-742-4322

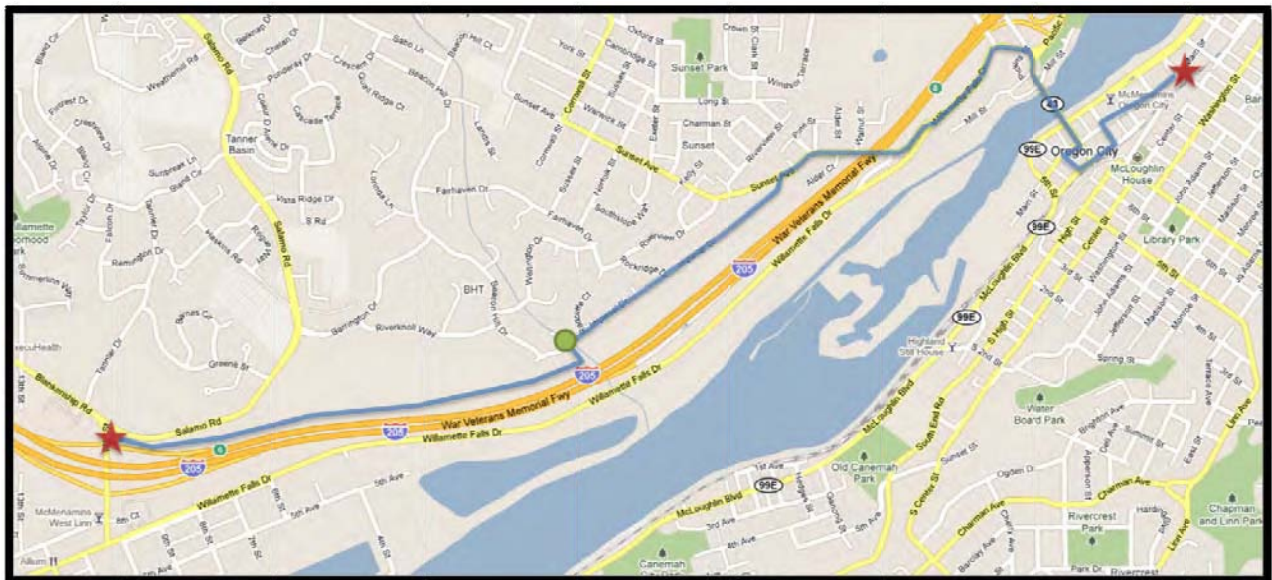
**Project Name:** I-205 Multi-use Trail

**Project Limits:** 10<sup>th</sup> Street/Salamo Road in West Linn to 11<sup>th</sup> Street/Main Street (Oregon City Transit Center) in Oregon City.

**Project Summary:** The City of West Linn would like to improve pedestrian and bicycle mobility between its southern and western neighborhoods and the Highway 43 Corridor, Bolton Town Center, Downtown Oregon City and the Oregon City Transit Center. The complete project request consists of: 1) \$1.25 million in construction funds for a multi-use pathway between 10<sup>th</sup> Street/Salamo Road and Imperial Drive in West Linn; 2) \$200,000 in project development funds to plan/design bike and pedestrian improvements that connect Imperial Drive to the Oregon City Transit Center; and, 3) \$100,000 in construction funds for enhanced bike and ride facilities at the Oregon City Transit Center. The total request equals \$1.55 million.

The City of West Linn received \$250,000 in American Recovery and Reinvestment Act (ARRA) funds from the Federal Highway Administration (FHWA) to complete preliminary engineering and environmental work for a multi-use trail connection north of Interstate-205 between 10<sup>th</sup> Street and Imperial Drive. This project is included as key number 16834, in Oregon's 2010-2013, Draft Statewide Transportation Improvement Program (STIP). Preliminary engineering for this segment is underway and is expected to be complete by July 2011.

**Figure 1: I-205 Trail**



The project would implement a piece of the regional bicycle/pedestrian network that would link West Linn with Oregon City, Lake Oswego, Tualatin, Wilsonville, Clackamas and other destinations throughout the region via existing and planned bicycle and pedestrian facilities. The project would also provide connections between regional centers and planned or near-term high-capacity transit projects in Milwaukie, Portland and Lake Oswego.



The I-205 Path will provide a unique opportunity to showcase the region's commitment to renewable energy. The Oregon Department of Transportation (ODOT) is considering this site (between 10<sup>th</sup> Street and Imperial Drive) for the installation of the Nation's largest ever solar highway demonstration project.

This project will also provide a needed bicycle and pedestrian connection between commercial, office, multi-family and mixed uses in the southern periphery of West Linn with other commercial and mixed-uses in West Linn, Lake Oswego, Oregon City, Milwaukie and Portland. This connection would help to reduce the number of drive alone trips between these destinations and would improve the accessibility and convenience of multi-modal (bicycle/pedestrian/transit) trips between the southern Metropolitan area and downtown Portland.

**Estimated Project Construction Cost:** \$1,350,000

**Estimated Project Development Cost:** \$200,000

**Type of Project – Project Development or Construction:** Project Development and Construction

**Preliminary Evaluation of the Project Based on Metro Criteria:**

**Table 1 Project effectiveness at addressing RFFA criteria – Completed by City of West Linn**

Criteria	I-205 Trail
Improves access to/from priority destinations	4
Improves safety	3
Serves underserved communities	2
Reduces conflicts with freight/provides safety mitigation	5
Completes last mile	4
Increases use/ridership	4
Serves high density growth areas	4
Includes outreach/education	0
Reduces need for highway expansion	4
<b>Total</b>	<b>30</b>

# **Mt. Scott Creek Trail Extension**

## **City of Happy Valley/North Clackamas Parks & Recreation District**

The proposed project extends from an existing trail/footbridge west of 122<sup>nd</sup>/129<sup>th</sup> Ave. travelling west to an existing trail section and neighborhood park (Southern Lites Park) and then south, under Sunnyside Road, to connect to existing trails within the publicly owned Mt. Talbert Nature Park. The project has been chosen as a priority due to the fact that it provides an alternate pedestrian access pathway that provides a safe, continuous corridor as an alternate to the decidedly unsafe pedestrian (and bicycle) conditions along 122<sup>nd</sup>/129<sup>th</sup> Ave. (a minor arterial in the City's Transportation System Plan).

The safe, alternate route for pedestrians will provide continuous pedestrian access from (north to south): Happy Valley Park; Happy Valley Elementary & Middle Schools; the City's Community Policing Center; a fire station; the Sunrise Water Authority; several churches; and, many single-family residential neighborhoods to Sunnyside Road and its existing and planned adjacent commercial and mixed-use services, higher density residential communities, public transit route, and even further walking opportunities for a senior living community (Miramont Pointe). Provision of the safe alternate route would enable future potential improvements to 122<sup>nd</sup>/129<sup>th</sup> Ave. to avoid inclusion of sidewalk on the west side of the roadway – which is problematic due to the topography and Title 3/13 resources associated with Mt. Scott Creek and in which case the “saved space” within the street cross-section could be utilized to assure the future facilitation of bike lanes.

The project design elements will consist of a 6-foot wide compacted gravel path in a 20' wide public pedestrian easement. A split rail fence will be placed along the edge of the path as necessary to limit public access to the nearby Mt Scott Creek or adjacent private property. The scope of the engineering design will include:




- Topographic survey for use in choosing the proposed alignment
- Easement acquisition drawings and descriptions
- Preparation of plan and profile view drawings
- Path cross section, split rail fence and rockery wall design details
- Clearing and erosion sediment control plan sheets, with notes
- Wetlands report, to be used in DSL, DEQ, USACE permit process
- Preparation of Bid Documents including plans, bid quantities and specifications

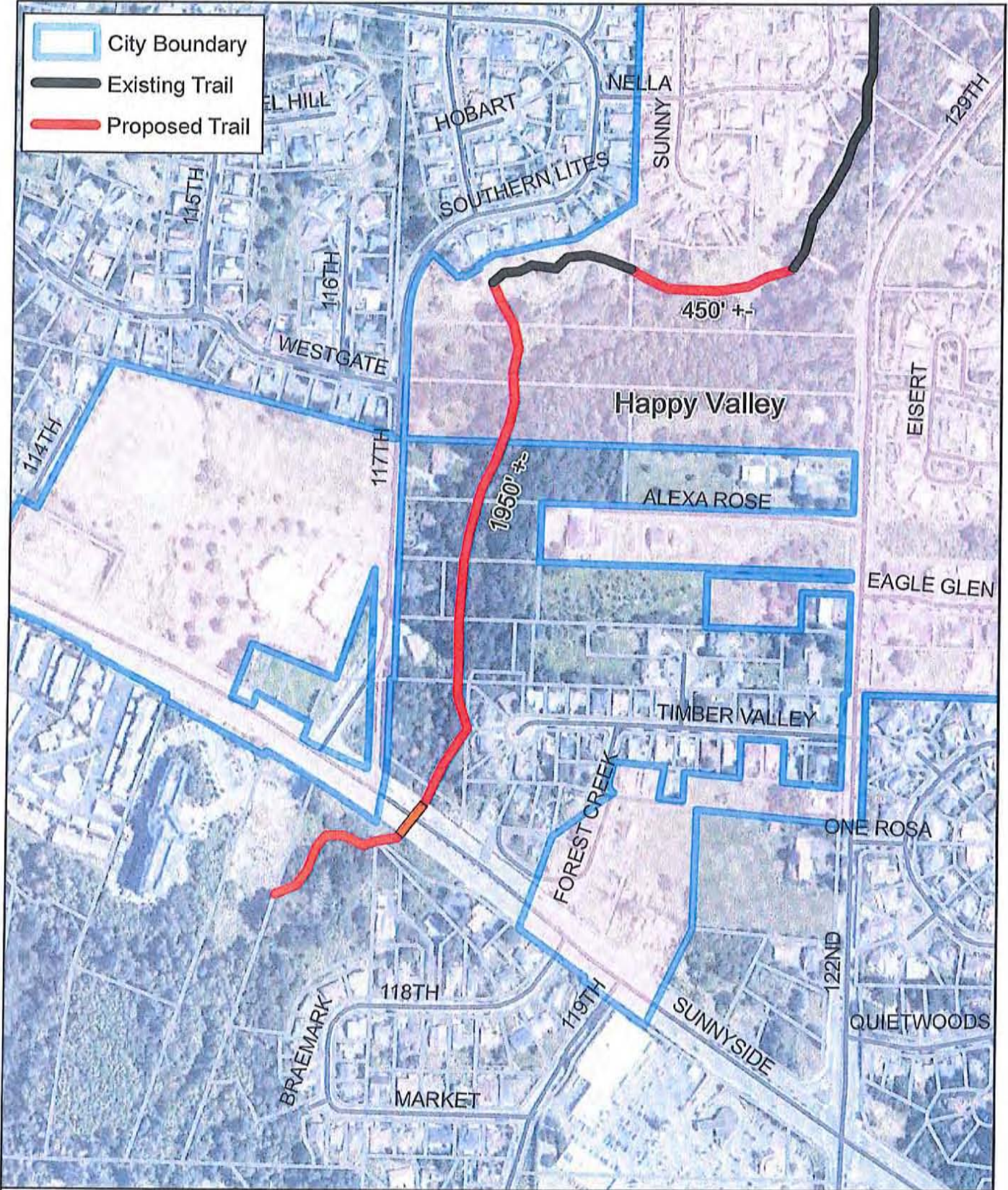
- Engineer's estimate of construction cost

Project cost is estimated at \$900,000, with \$180,000 requested in regional flexible funds for the project development and design. Easement acquisition is estimated at \$503,000 and construction at \$217,000.

Application Lead: Michael D. Walter, AICP – Economic & Community Dev. Director

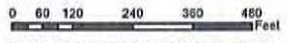
Project Manager: Carol Earle, P.E. – City Engineer

-  City Boundary
-  Existing Trail
-  Proposed Trail



Mt. Scott Creek Trail

June 2011



Source: Data from Clackamas County GIS (2010)  
 The information on this map was derived from digital databases from the City of Happy Valley. Care was taken in the production of this map but the provided "as is". The City of Happy Valley cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, these products are not intended to be used in the absence of a professional land survey. Users are cautioned to field verify information on this product before making any decisions.

## CLACKAMAS COUNTY REGIONAL FREIGHT ITS PROJECT

1. Project sponsor agency: Clackamas County, DTD
2. Project Area – The project area consists of three subareas with a number of intersections on freight routes that have known and persistent congestion problems which effect freight distribution in the region.

Subarea #1) Milwaukie Expressway (OR 224) intersections at Lake Road, Pheasant Court, and Johnson Road.
Subarea #2) OR 212/224 signalized intersections between McKinley Street to Rock Creek Junction. Evelyn Street and Jennifer Street signalized intersections 82nd Drive signalized intersection between the Gladstone Interchange and OR 212/224
Subarea #3) Connections to I-5 in Wilsonville including Wilsonville, Elligsen and Boones Ferry Roads.

### 3. Purpose And Need Statement

The purpose of the project is to improve the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.

The project would accomplish this by planning and implementing freight ITS improvements specifically focusing on providing truck priority enhancement at areas with recurring and non-recurring freight delays. The creation of the ITS Freight Plan would be done in cooperation with ODOT, Clackamas County and affected cities.

The ITS improvements are consistent with the regional ITS Plan currently planned as part of the TRANSPORT program. Improved freight travel reliability will help maintain effective freight access to Industrial lands, employment centers & local businesses and rail facilities in this portion of the region for all regional shippers. This project meets a freight system transportation need that has not been funded as part of the TRANSPORT program. There are no other identified sources of funding for these improvements.

The first phase of the Sunrise Project (JTA) is currently in the design stage with construction set to begin in 2014. It is expected that these improvements will marginally increase the capacity for freight movements in the Clackamas Industrial Area but they are not adequate to solve the freight route congestion problems. The ITS freight project will provide additional improvements in the reliability of the regional freight system which will allow it to function more effectively in conjunction with the Sunrise JTA improvements and will help meeting the freight mobility needs as the region determines if there is adequate funding available for additional phases of the Sunrise Project.

The Clackamas Industrial Area is both a major manufacturing area and distribution point for the food supply system in the region. Improvements in the freight movement in this area would help control regional food delivery cost for all area and would directly benefit Environmental Justice / underserved communities as a result.

The project's ITS enhancement in these freight corridors will also improve the safety for the bike and pedestrian travelers who use bike and pedestrian facilities along these freight routes by providing improved operations at the intersections.

Improved freight mobility in these congested corridors will reduce truck idling time caused by congestion which will, in turn, reduce air toxics or particulate matter in the industrial areas and in the neighboring residential areas.

#### 4. Project Description:

The project would be a two step process. First, a freight mobility study would be undertaken in the three known congested subareas to design series of ITS freight priority projects that would improve the reliability of arterial freight routes listed previously in Section 2. This ITS Freight Plan would evaluate key barriers to freight movement and recommend specific ITS improvements and other operational and design improvements. The ITS Freight Plan would become an amendment to the County ITS Plan. This study would be consistent with the regional ITS architecture and goals of TRANSPORT.

In the second phase of the project, the list of ITS Freight improvements would be prioritized and constructed. As many of the system management and freight priority projects along the arterial freight routes would be constructed as funding allows. This could include a variety of ITS improvements such upgrading traffic signal equipment (i.e. traffic controllers, advance detection systems, video surveillance cameras, fiber communications, etc) and signal timing optimization or providing travel information to inform freight trip decisions. There may also be some operational project elements such as minor roadway geometric improvements that better accommodate freight while staying in balance with the needs of other modes.

The Clackamas Industrial Area Subarea Freight Mobility Study will focus on the freight system problems in the Clackamas Industrial Area. In addition there are known freight system problems in the adjoining Milwaukie Expressway Industrial Area along the eastern portion of the Highway 224 corridor.

Specific freight routes facilities that could benefit from ITS treatments include:

- Highway 224/Lake Road – signal phasing modifications, geometry improvements, video surveillance, long start up time for trucks (work in cooperation with ODOT who has some work planned);
- Highway 224/Pheasant Court – higher truck volumes, potential signal modifications to better accommodate trucks.
- Highway 224/Johnson Road – long start up times for trucks, potential signal modifications such as green extension for trucks.
- Highway 212/224 – McKinley to Rock Creek Junction – signal operational enhancements to help traffic flow with Sunrise – possible traffic adaptive or traffic responsive signal timing and special treatments for trucks such as extended green times.
- ITS enhancements for 102nd, Evelyn/Jennifer and I-205/82nd Drive interchange to benefit freight movement in cooperation with ODOT and City of Gladstone
- Travel time/traveler information signs

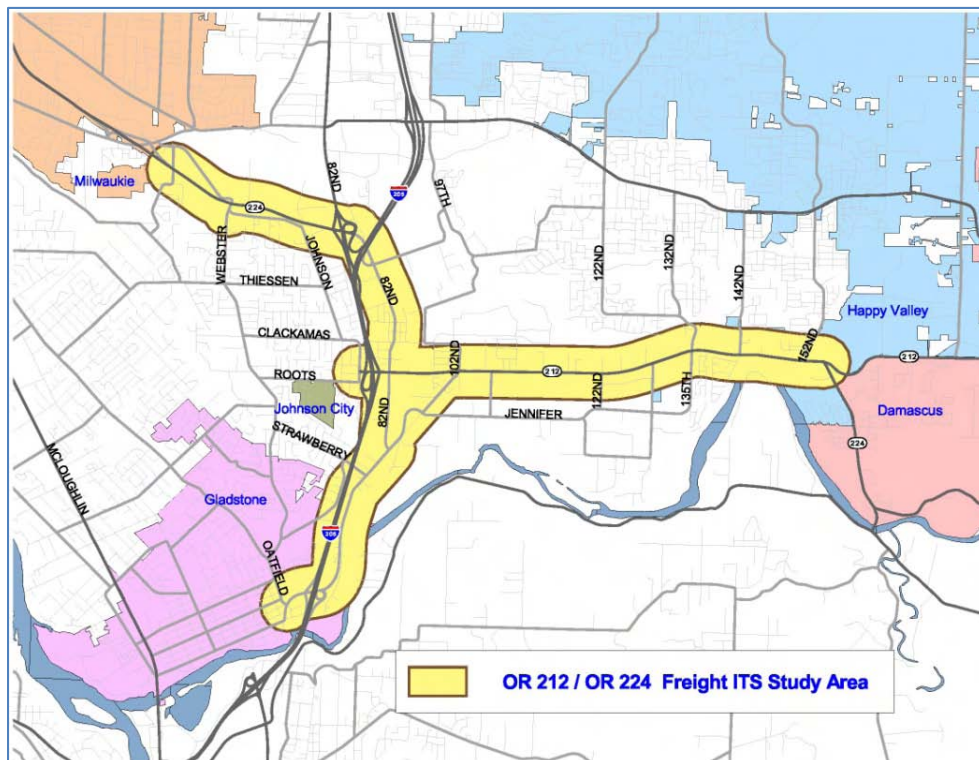
The City of Wilsonville Subarea Freight Mobility Study will focus on freight movement within the City and the connections to I-5. The Freight Mobility Study will identify key the freight routes and develop a strategy to improve operations along those key routes. It is expected that this study will focus on access to/from I-5 via Wilsonville Road and Elligsen Road / Boones Ferry Road.

Specific freight routes facilities that could benefit from ITS treatments include:

- Traffic responsive or Traffic Adaptive signal timing on Wilsonville Road to improve operations for all vehicles

- Truck specific ITS treatments such as green extension for trucks moving slowly through intersections.
- Video surveillance cameras
- Travel time/travel information signs

5. Map Of Project Area



6. Project Cost (Development and Construction): \$790,000

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# Regional Strategy Development

## Project Summaries

- Regional Over-dimensional Truck Route Plan
- Regional Freight/Passenger Rail Investment Strategy



**2014-15 REGIONAL STRATEGY DEVELOPMENT – PROJECT SUMMARY**  
**REGIONAL OVER-DIMENSIONAL TRUCK ROUTE PLAN**

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**Project Name:** Regional Over-Dimensional Truck Route Plan

**Project Sponsor:** Metro

**Project Extent:** Area within Metro planning boundary

Background

The Oregon Department of Transportation (ODOT) requires motor carriers transporting oversize or overweight loads to obtain a variance permit prior to departure (for loads originating in-state) or entering Oregon from another state. Under Oregon Revised Statute (ORS) 818 – Vehicle Limits, drivers operating on Oregon roads must obtain a state-issued over-dimension (single-trip or annual) variance permit to haul any single, non-divisible load meeting the following condition:

- Height: Vehicle or vehicle combination and load exceeds 14 feet.
- Width: Load or hauling equipment exceeds 8 feet 6 inches.
- Length: Load greater than 40 feet, exceeding 5 feet beyond the end of the semi-trailer, or load less than or equal to 40 feet, exceeding one-third of the wheelbase of the combination, whichever is less.

Truck operators obtain an over-dimensional variance permit from the State when their vehicle exceeds any of the legal limits. The permits provide routing plans and restrictions on travel. In addition, the City of Portland and Washington County also require a permit for the use of their streets by over-dimensional vehicles exceeding the weight or size limitations set forth in ORS 818.

In 2007, the Portland Bureau of Transportation conducted an analysis of over 6,000 state and city permit records issued in 2006 to define the existing nature of over-dimensional movements and the clearance requirements of permitted loads. The analysis found that construction equipment (cranes and excavators) along with log loaders and steel plates as the most commonly permitted commodities and account for more than half of the over-dimension loads transported. The analysis also identified both the median and largest sized trucks using city streets to move these commodities in order to provide insight on the appropriate routing and minimum clearance requirements for these vehicles.

While the orderly and efficient movement of these over-sized and over-weight commodities are crucial to the economic well being of the Metro region, their transport can create negative impacts to the local neighborhoods in respect to excessive roadway damage, noise, pollution and traffic congestion. For example, N Columbia Blvd and NE Lombard St (US 30 Bypass) are the two primary east/west truck routes linking the adjacent industrial properties to the Interstate Highway System. These two facilities serve as the only viable east/west routes for over-dimensional vehicles in the Columbia Corridor Industrial area. However, current height restrictions and other operational constraints force over-dimension truck traffic through the St. Johns Town Center on the US 30 Bypass rather than taking the preferred route along N. Columbia Blvd. In Washington County, the Oregon St./Tonquin

Rd./Grahams Ferry/Day Rd./Boones Ferry Road route poses significant safety and operational challenges for over-dimensional loads traveling between Tualatin-Sherwood Rd. and I-5.

Most freight moved into, out of, within, and through the Metro region is by truck. While various factors influence freight mode selection, over-dimensional loads are unique in respect door-to-door origin and destination and typically rely on trucks for the entire delivery. Based on the Commodity Flow Forecast, 67 percent of all freight in the region moves by truck and projected to grow to 73 percent by 2030, an increase of 93 percent.

### **Purpose and Need**

The *Washington County 2020 Transportation Plan* strategy 16.1 calls for coordination of planning, development, maintenance and operation of an efficient and safe freight system with the private sector and government agencies in the Portland metropolitan area. Moreover, the adopted Portland Freight Master Plan calls for preparing a strategy for truck routes that serve the movement of over-dimensional loads as an implementing action. Developing a strategy to transfer the US 30 Bypass designation from Lombard to Columbia Blvd is also a recommended action in the Freight Master Plan to improve freight mobility and to enhance community livability in the St. Johns neighborhood.

Since ODOT, Washington County and the City of Portland all issue separate permits for oversize and overweight loads, there is a need for a more comprehensive and consistent regional approach for routing over-dimensional vehicles throughout the metro region and to identify current height restrictions and other operational constraints on the regional transportation network.

This project will identify the most commonly used and the preferred routes for the movement of over-dimensional vehicles and document the minimum clearance requirements to accommodate over-sized loads in the Metro region. The focus of the project will be to develop a seamless over-dimensional vehicle route system that transcends jurisdictional boundaries. Physical and operational constraints that impede safe and efficient freight movement on identified regional truck routes will be defined and recommend transportation improvements and planning-level cost estimates to remove these constraints will be developed.

### **Description of Project Design Elements**

A project consultant will conduct the technical planning and engineering, cost analysis, and final report preparation. The consultant will also participate in all stakeholder and public involvement activities to provide technical support. Metro will provide overall project management responsibilities, review technical reports and related materials, and facilitate stakeholder meetings and public involvement activities. Metro will coordinate with its regional partners to provide consultant with relevant transportation data, vehicle classification counts, background materials and related data and permitting information for over-dimensional truck movements. The following are the major project tasks:

#### Task 1: Project Management

Provide status reports, cost reports and reimbursement requests. Review consultant invoices, completion reports, cost summaries and list of final products. Review and edit consultant deliverables. Prepare summaries of public involvement events including agendas, public

information materials provided at meetings, and summary of comments. Prepare completion of project close-out.

Task 2: Public Involvement

Develop a review structure for Metro staff, stakeholder interests and partnering agencies to engage in the analysis and planning process. Provide adequate opportunity for stakeholder participation and input throughout the project duration and respond to stakeholder values and issues. Deliverable: Formation of Stakeholder Working Group (SWG) membership and meeting schedule.

Task 3: Background and Existing Conditions Analysis

Prepare assessment of existing transportation infrastructure affecting over-dimensional truck movements (bridge structures, overhead signals, sign bridges, weight-restricted bridges, etc). Inventory existing bridge clearances and document the minimum clearance requirements to accommodate over-sized vehicles. Document existing local, State and regional policies and regulations affecting freight mobility and over-dimensional trucks within the Metro region. Deliverable: Background and Existing Conditions Analysis Technical Memo with associated maps and graphics.

Task 4: Identify Needs, Constraints, Opportunities and Solutions

Identify existing physical and operational constraints that impede safe and efficient over-dimensional truck movements within the Metro region. Identify conflicts between freight mobility and community livability issues based on existing local, State and regional policies, regulations and other conditions. Identify the constraints, opportunities, and related issues associated with transferring the US 30 Bypass to Columbia Blvd. Identify a range of potential solutions for addressing both over-dimension freight mobility and community livability needs within the Metro region. Deliverable: Needs, Constraints, Opportunities, and Solutions Technical Memo.

Task 5: Define and Evaluate Alternatives

Define and evaluate both potential capital transportation and operational improvements based on identified needs, constraints, opportunities, and solutions. Describe the required transportation improvements to accommodate the regional movement of over-dimensional vehicles. Deliverable: Alternatives Evaluation Technical Memo.

Task 6: Capital Improvements and Cost Analysis

Identify capital transportation improvements based on the evaluation of identified alternatives and prepare planning-level costs estimates. Conduct cost feasibility analysis of the identified capital improvements based on freight mobility and community livability needs. Deliverable: Capital Improvements and Cost Analysis Technical Memo.

Task 7: Recommended Improvements and Actions

Recommend both short and long-term capital transportation system improvements and/or other policy and operational strategies based on evaluation of alternatives and cost feasibility analysis. Deliverable: Recommended Improvements and Actions Technical Memo.

**Estimated Cost: \$ 110,000**

**Requested Funds: \$100,000**

## **RFFA REGIONAL STRATEGY DEVELOPMENT – Submitted for comments June 17, 2011**

### **Regional Freight/Passenger Rail Investment Strategy**

#### **Description of Issue:**

Both freight and passenger rail need to be successful in our region, to support our regional aspirations for economic development as well as livability and environmental sustainability.

There is both a hope and expectation in the Metro region –and statewide—that freight rail will carry a significant share of existing and future commodities both into and out of the region, connecting us to the rest of the United States and Canada and providing critical transportation links to the world through our ports as our region recovers from the Great Recession.

Metro Council adopted the Regional Freight Plan as part of the Regional Transportation Plan in June, 2010. The RTP includes a Regional Freight Plan, which calls out a need for a regional freight rail strategy, and an economic development/industrial development strategy that would guide project development and implementation for all freight modes, including rail. The RTP also includes a High Capacity Transit System Plan, which calls out regional priorities for passenger transit corridors for which some of the lower cost options assume shared right-of-way with freight railroads.

Several years ago, Metro and project partners also participated in the I-5 Trade and Transportation Study, which identified rail needs and projects, and noted the cost to our regional economy of failing to act. Some of those projects have been built, though much remains to be done. Because freight rail operates as a system or network, it is important to keep this context regarding the absolute importance of maintaining a robust freight rail program because of the economic benefits that it provides to our region. In recent months, we've seen renewed interest in rail at all levels: a first National Rail Plan is being completed by the Federal rail Administration, an ODOT State Rail Study that prepares the path for a statewide rail plan; ODOT Statewide Freight Plan adopted by the Oregon Transportation Commission on June 15, 2011, that references and integrates rail issues as part of a multimodal freight system; Metro's High-Capacity Transit System Plan, the Clark County (WA) Freight Mobility Study; a City of Portland Freight Master Plan and various projects and plans at the Port of Portland (discussed below) and the Port of Vancouver. ODOT Rail will be proceeding with an alternatives analysis for High Speed Intercity Passenger Rail in accordance with the National Environmental Policy Act (NEPA) under the Federal Rail Administration (FRA). Additionally, the State of Washington has developed a Freight Rail Plan that includes the importance of working with Oregon and in particular the Portland Metro area. Notwithstanding all these efforts, however, much of the analysis and policy issues relevant to the region require more detailed investigation, nuance, attention, development, and sensitivity to local and regional trends, needs and emerging opportunities.

**Need for regional strategy.** In order to leverage both that funding and other non-monetary resources within the region, a common, updated and more robust understanding of rail challenges and opportunities is needed. Recently, the Port of Portland has engaged a consultant to examine mainline access to the Port and other issues. The regional freight/passenger rail investment strategy proposed here would pick up where the Port leaves off, incorporating findings and would be scoped to complement, not compete with, the work occurring at national, state, city and port scales.

More specifically, this regional strategy will pivot off the findings of the 2011/12 Port of Portland Rail Plan, and work in tandem with the wider scope of the ODOT Rail Plan that will likely begin in late 2011 or early 2012. With Metro Council President Tom Hughes sitting on the ODOT Rail Funding Task Force, Metro is well-

positioned to include and integrate Task Force findings relative to funding, into the regional context of rail-related needs and resources. Together, these state, regional and port-specific work will identify priority freight rail projects for future funding. That new list would benefit from a well-considered regional-scale understanding of industrial and employment land use needs and opportunities, commuter and intercity passenger rail needs, as well as a regional economic development perspective to guide rail-related investment of public funds, and/or develop and fund other programs and policies that can help regional freight rail carry more of the load. The investments would be based on a refined understanding of how better rail service can help our regional economic development profile in a targeted and specific way, providing access to local shippers and accommodating passenger rail.

**Step 1: Refine Scope** Because the work for this regional rail strategy will begin after the completion of the Port of Portland Rail Plan, after findings of the ODOT Rail Funding Task Force are finalized, and near the end of the ODOT Rail Plan, a revised and refined scope of work will be the first task. The refinement process will engage relevant stakeholders before and after development of the work plan, consultant scopes of work, and final work task details, to ensure consistency of approach, identification of gaps and opportunities, and to avoid any duplication of work. Although a final scope will be refined when this strategy is funded, based on the then-available outcomes of the studies and plans identified above, the focus of work efforts would likely include:

**Market analysis to focus rail strategy work efforts.** This initial task would pivot off and expand the work of the Port of Portland, and would engage shippers, carriers and operators to identify economically viable opportunities to expand freight rail's role in regional economic development. This would necessarily expand the perspective taken by the Port of Portland, and would be more detailed than the statewide rail plan work.

**Rail access for local shippers.** The need for addressing access to the Class I freight rail network to support local industrial land uses was identified in the Business Interview Results of the Working Harbor Reinvestment Strategy which identified "overcommitted rail as the areas most pressing competitive need." This study was conducted by the Portland Development Commission, the Portland Bureau of Planning and the Port of Portland, which conducted interviews with 25 businesses and four focus groups in Portland Working Harbor area which includes the Rivergate, Swan Island, Lower Albina and Northwest Industrial Districts.

**Rail corridors as industrial land uses.** Recently, the concept of cargo-oriented development (COD) has taken hold in industrial land use circles, and some thinkers have begun to conceptualize rail corridors not merely as transportation facilities, but as industrial land use corridors and treated differently than we treat roadway right-of-way (ROW). Statewide planning Goal 9 supports the buffering of industrial lands. Buffering, however, typically cannot be achieved on the rail ROW, but must instead be accomplished on adjacent properties. This may require local and regional land use actions or other coordinated policies and investments. See <http://www.envisionfreight.com/> (Tools) for a good discussion of rail/land use conflicts and how the region could approach these issues.

These corridors could be developed to include "bulb-outs" where Class Is could better serve groups of local shippers. This kind of coordination must be facilitated by discussions with all stakeholders, including rail operators, shippers, and all levels of government.

**Regional freight and passenger rail needs in shared corridors.** A fast-emerging issue central to those identified above is the need to prevent conflict between freight and passenger needs on a near-capacity system. The integrated evaluation of freight and passenger rail transportation, community and economic development and land use must occur at all scales within the Pacific Northwest. Application of a regional lens to these issues is important to achieving Metro's 2040 regional land use goals, which must be supported by non-roadway passenger travel opportunities, as well as the need for a robust economy supported by well-planned freight infrastructure. This work element will take as

inputs ODOT's Rail Plan as well as the findings available from the Oregon Rapid Passenger Rail Corridor Plan alternatives analysis.

**Funding strategy.** This component of the work will integrate our regional needs and potential (as yet uncertain) funding programs and resources into an appropriately layered (federal/state/regional) strategy to promote stable and sufficient funding for the publicly supported elements of the passenger and freight rail systems. Among the goals of this strategy will be maximum leveraging of private funds for rail investment.

**Stakeholder engagement.** To accomplish all these goals, we need accurate and relevant information and close collaboration between agencies and jurisdictions, between the operators (Class 1, regional rail, short lines and passenger transit) and between public and private sectors. The region also needs to develop an effective model for private-public and freight-passenger stakeholder engagement in designing mutually acceptable solutions to which all contribute and from which all benefit.

Stakeholders have been engaged in the application development process to make sure tasks are additive and required to accomplish our goals and objectives; that engagement will continue and expand during refinement and final scoping.

### Project Objectives/Expected Outcomes:

This proposal will be developed to ensure that investment matches the expectations and results in solutions to the issues described above. It will seek to produce increases in rail capacity, safety, land use compatibility and operational efficiencies, is important to our long-term economic and environmental sustainability and will help to maintain the region's competitive advantage in a global marketplace.

The Regional Freight Rail Investment Strategy will not include preliminary engineering but will test the feasibility of concepts, and identify the rail mode, function and general location of scenarios considered, and develop a list of projects for refinement. It will build off the Port of Portland effort now underway, and the state study and plan, as appropriate.

Through a better definition of regional questions, and closer examination of regional freight (and related passenger) rail issues within or immediately outside Metro regional boundaries, but also including issues in Vancouver and Port of Vancouver, the proposed study targets the following objectives and outcomes:

### Preliminary Objectives:

- Identify regional targets for investment in economically viable rail-supported or supportable land uses
- Allow rail freight to remain competitive for shippers, and maintain or increase rail mode share relative to other freight modes, particularly trucking (though trucking will continue its primary freight mode split based on current projections)
- Boost the competitive advantage of our regional businesses and shipping facilities, including our ports, by maintaining and/or improving quality, accessibility and cost of freight rail service
- Develop and understanding of freight-passenger-High Capacity Transit/intercity/commuter rail tradeoff policies
- Move as much tonnage from truck to rail as is feasible, given customer requirements and specifications for service, in order to preserve and enhance the reliability of major freight truck routes, including I-5 and I-84) by:
  - Improving short line access to Class 1 rail system (thus improving regional business shipping choices)
  - Improving efficiency on the Class 1 and short line system within the Portland-Vancouver area
  - Improving freight rail corridors of national significance that connect our region to the rest of the US and Canada and them to the world marketplace

- Increase multimodal access to, and thus efficiency and utilization of industrial lands within the urban growth boundary, which will delay needs for expansion of freight highway routes
- Reduce emissions and land use impacts, through appropriate investments in the more energy-efficient rail mode
- Re-conceptualize rail corridors as industrial land use corridors, with alignment-adjacent development,
  - For example, examine potential of cargo-oriented development and logistics parks – carload hubs where onesies and twosies service is provided for smaller shippers
- Increase funding available for short-line railroad investment, such as modernizing switches on the short line system
- Guide local transportation system planning and regional land use planning along freight rail corridors, to prevent incompatible uses, community impacts, higher costs and reduced efficiency for shippers and rail operators, and safety or security problems.

### Outcomes of the proposed study:

- Identification of economically viable opportunities to develop short line intermodal hubs or logistics parks or other cargo-oriented development
- Identification of alternative all-rail routes within the Portland-Vancouver metro area in support of regional economic development and ensuring capacity for regional freight and passenger movements, through potential means such as an all-rail route for through-trains designed to avoid and relieve congestion in the Portland Triangle;
- A strategy to identify, develop and position top projects for confirmed and potential future federal and state funding, as appropriate, including
  - An updated, re-prioritized list of regional freight rail projects focused on removing capacity constraints and improving industrial access to rail lines;
  - A funding strategy for regional freight/passenger rail bottlenecks (in coordination with ODOT Task Force and outputs of the High Speed Intercity Passenger Rail Tier 1 EIS: Eugene to Portland, which will begin sometime in 2011, depending on FRA funding priorities)
  - A strategy to fund needed grade separations
  - A strategy to fund critical modernization projects on short lines
- A common understanding of the full range of benefits of public and private rail investment, including jobs created or retained, and avoided highway costs, for all key stakeholders;
- Fact-based guidance for stakeholders to use in negotiating claims over passenger/freight conflicts, balancing passenger and freight goals, and a viable set of solutions to meet those goals;
- Regional guidance for public/private investment partnerships to guide investment of regional and national pots of money in identifying and developing freight rail corridors of national significance; and
- Specific guidance for local jurisdictions as they develop their transportation system plans (TSPs) in order to avoid or minimize conflicts, and preserve or enhance the functionality of rail facilities and connected industrial land uses

**BUDGET:** \$400,000 (depending on scope)



# 2014-15 Regional Flexible Funds



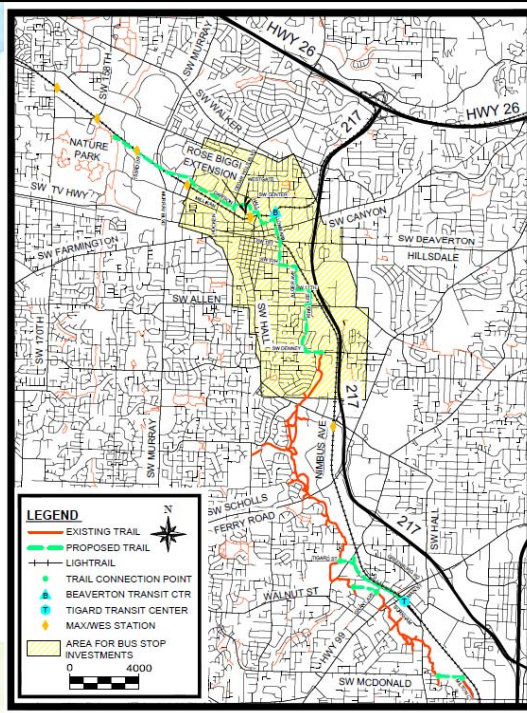
## Project Summaries



TPAC - June 24<sup>th</sup>, 2011

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## Crescent Connection: Tigard to THPRD Nature Park

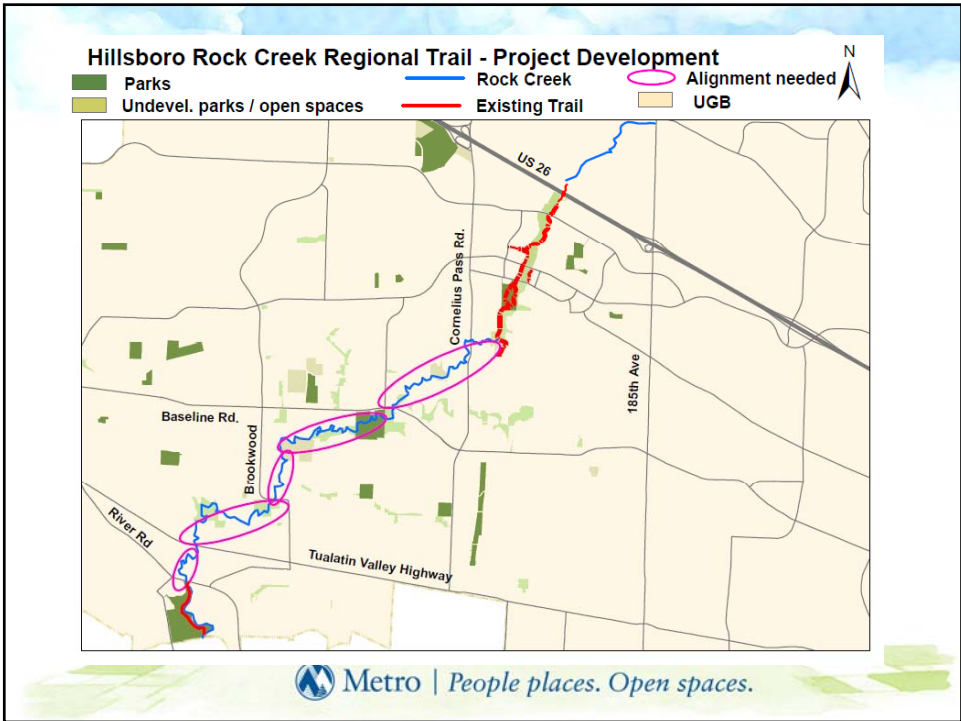




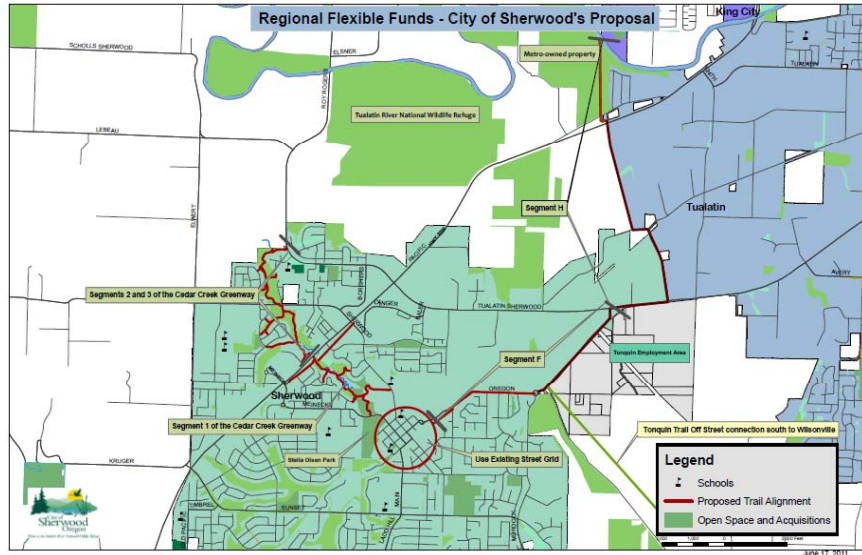
### Hillsboro Regional Center – Oak and Baseline



### Hillsboro Rock Creek Regional Trail - Project Development

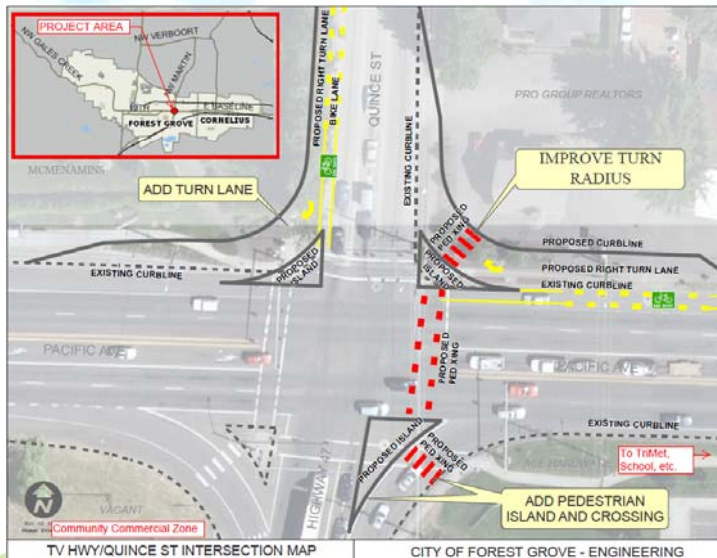


### Cedar Creek/Tonquin Trail: Old Town to 99W



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### Hwy 8/Hwy 47 Intersection Improvements

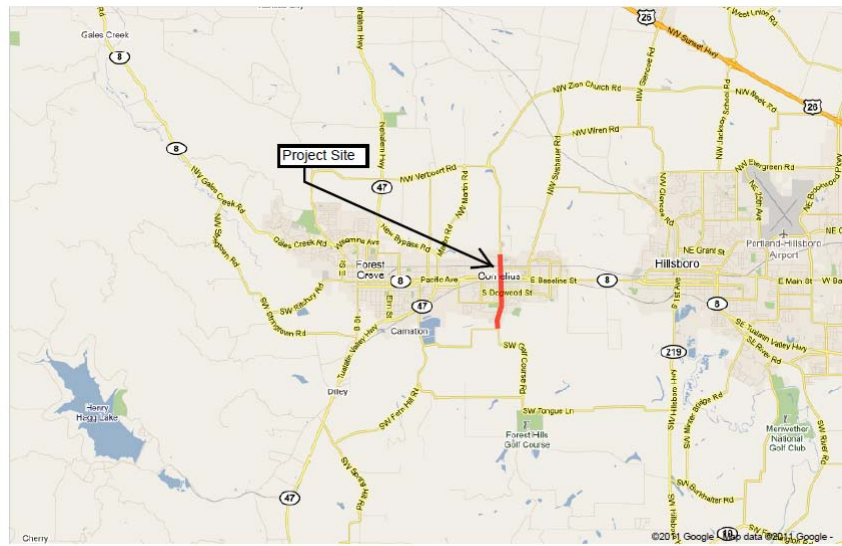


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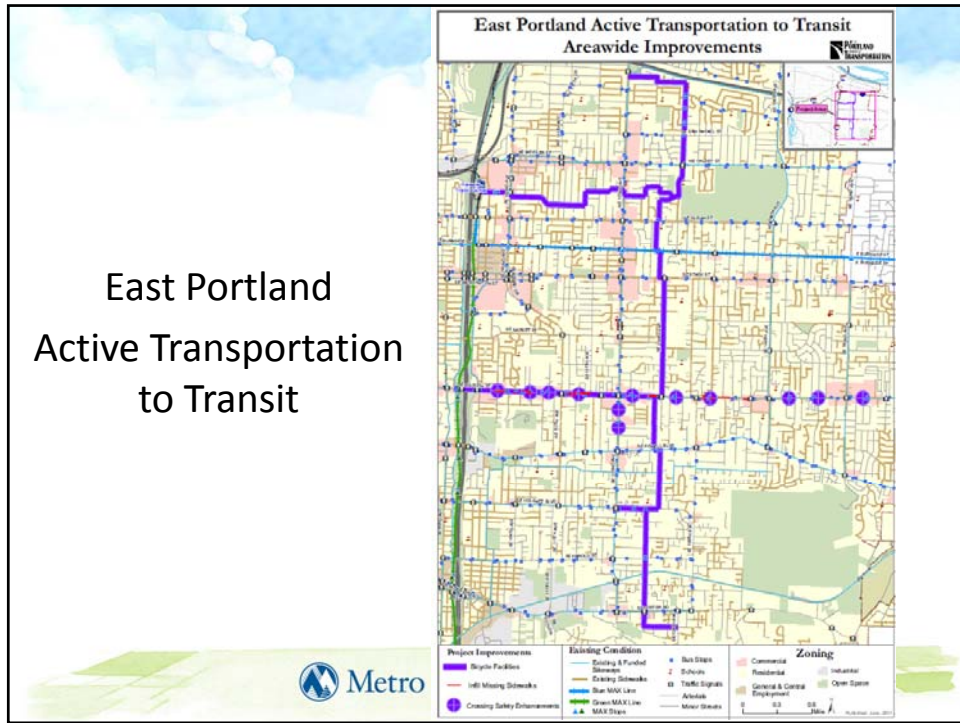
# Elwert Rd/Kruger Rd/Hwy 99W Intersection Improvements



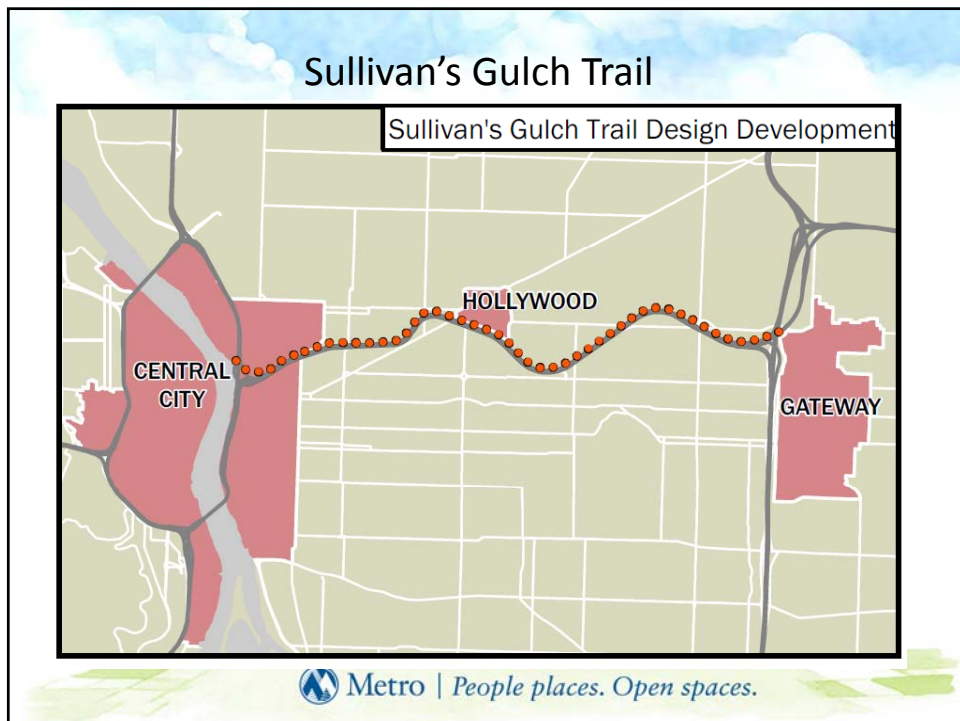
# 10<sup>th</sup> Ave in Cornelius



# East Portland Active Transportation to Transit



# Sullivan's Gulch Trail



# Portland Bike Sharing Project

Cumulative Benchmark Exceedances from On-Road Mobile Emissions, and Proposed Bike Share System Service Area

Portland Air Toxics Solutions

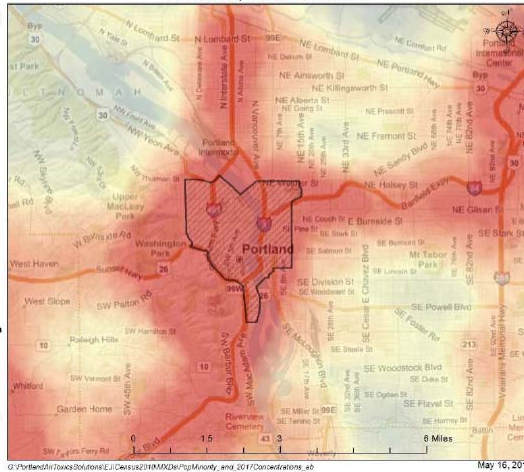


State of Oregon  
Department of  
Environmental  
Quality

Times above ABC  
High: 52  
Low: 0.3

Bike Share Service Area

Note  
ABC = Ambient Benchmark Concentrations  
PATS air toxics from on-road mobile source: acetaldehyde, acrolein, 1,3-butadiene, formaldehyde, naphthalene, benzene, diesel PM, ethylbenzene, arsenic, chromium VI, manganese, nickel, 15 - PAH



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May 16, 2011

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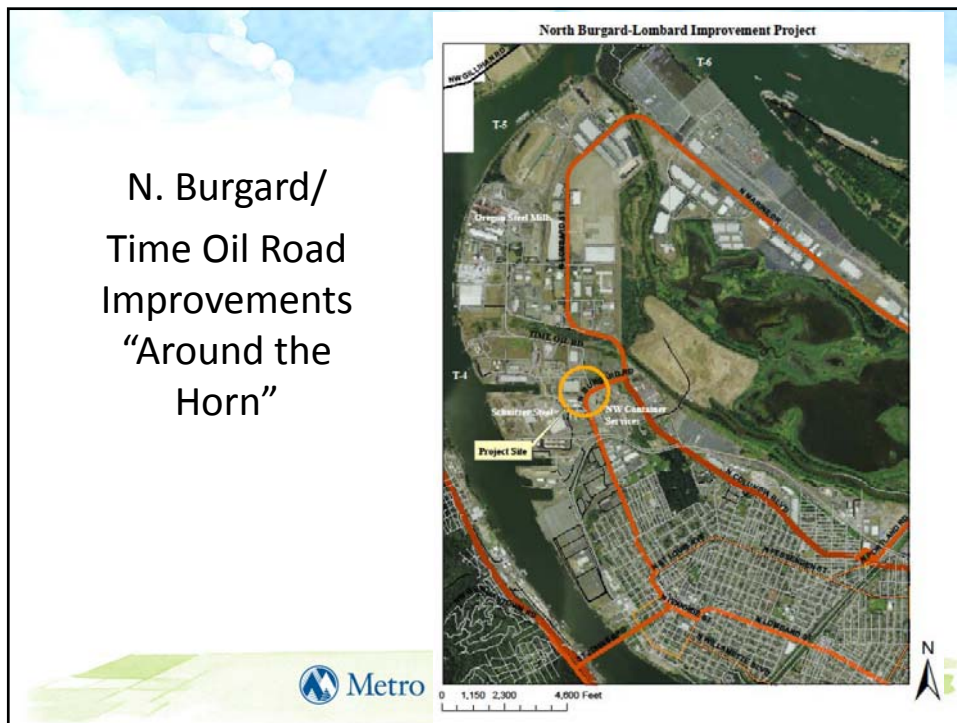
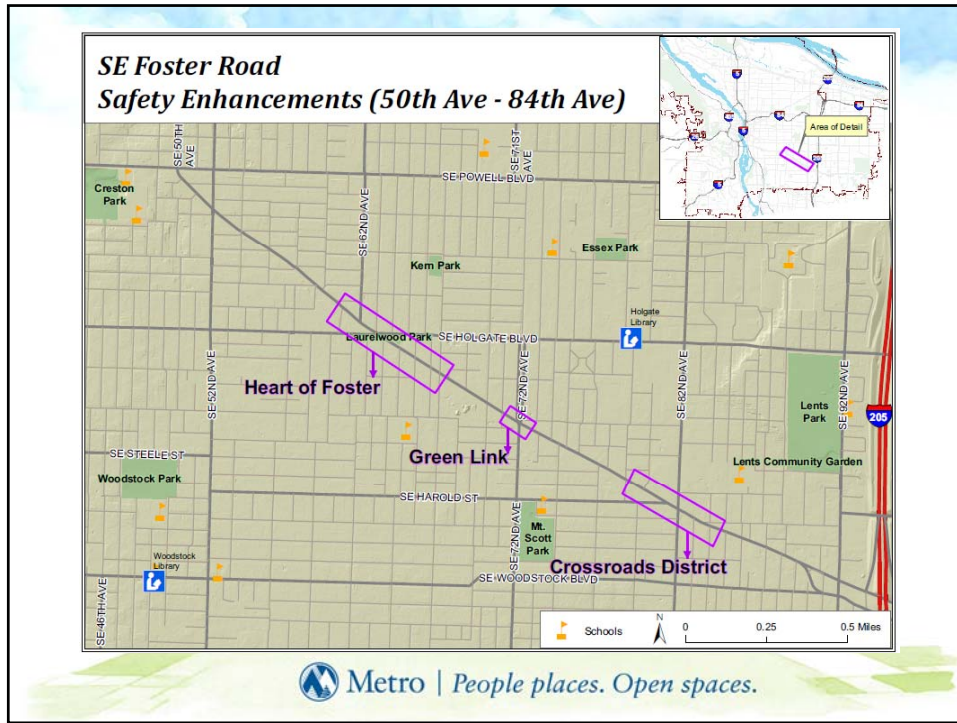
# Barbur Boulevard Streetscape



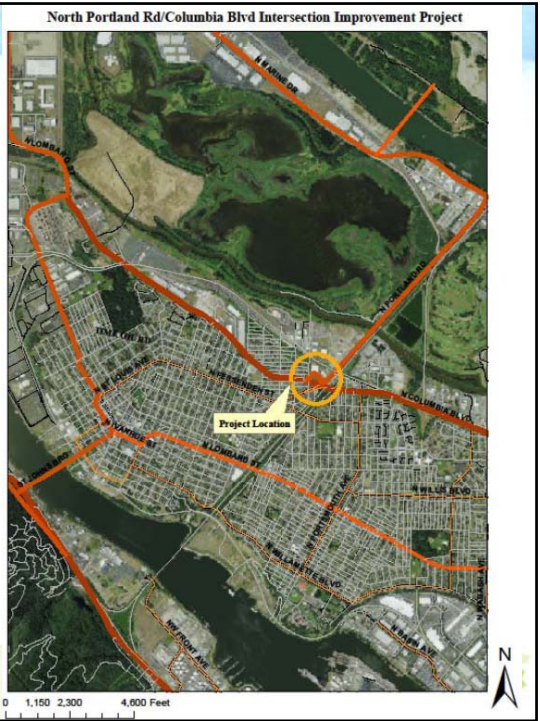
DEMONSTRATION PROJECT AREA (east half)



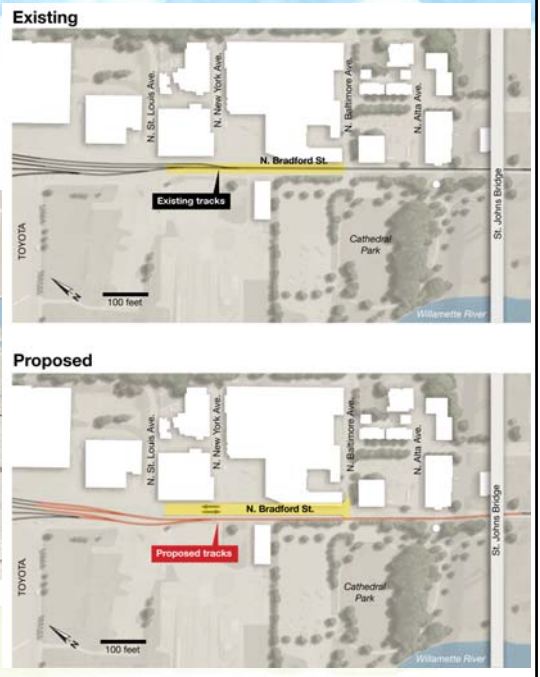
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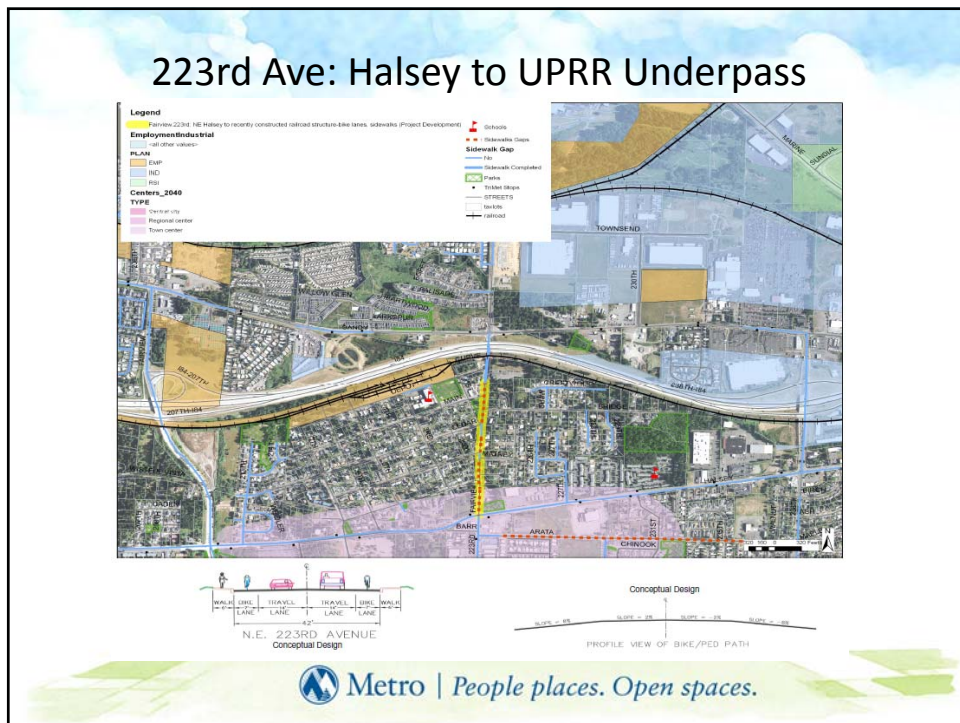
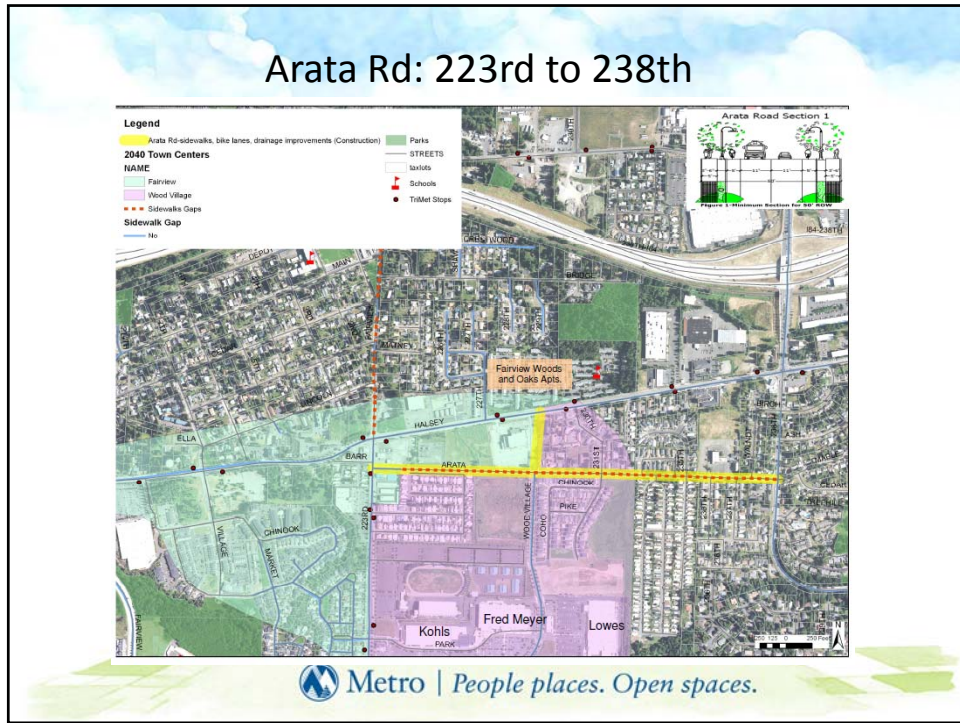


### N. Portland Rd/ Columbia Blvd Intersection



### Cathedral Park Whistle Free Zone



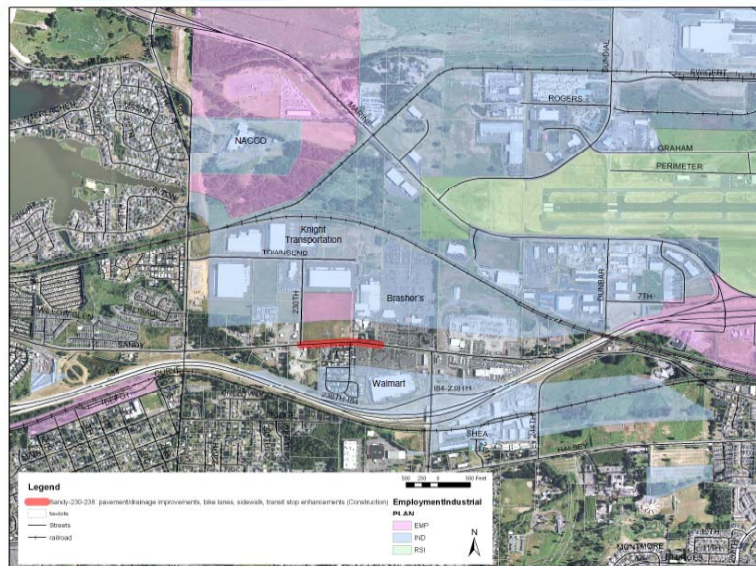




## Sandy Blvd: 181st to 201st

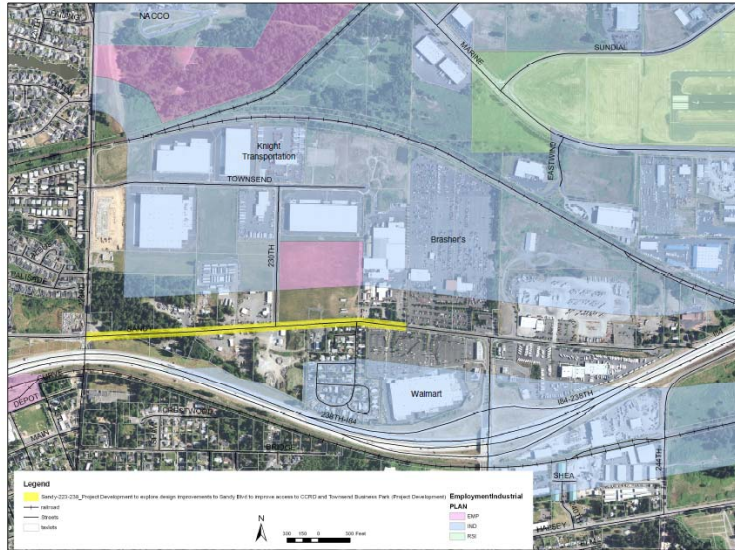
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## Sandy Blvd: 230th - 238th Drive



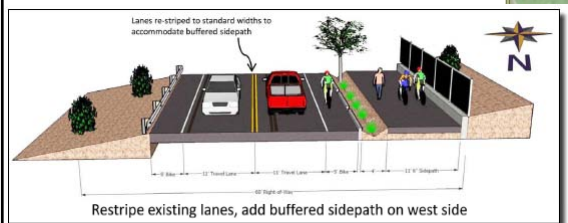
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## Sandy Blvd: 223rd - 238th Drive



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## 17th Ave/Trolley Trail Connector: Andover Place to Lava Drive

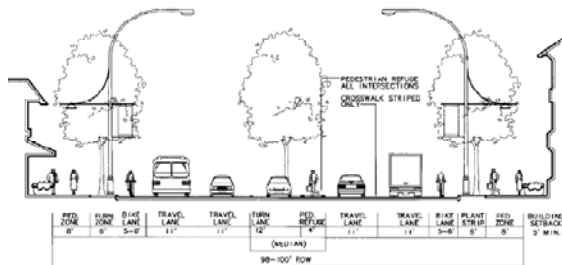
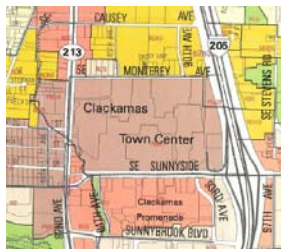


 Metro | People

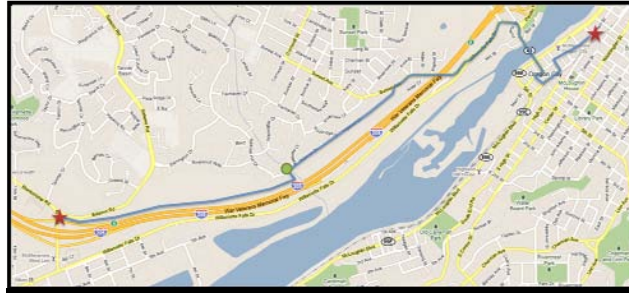
### Boones Ferry Road/Lake Grove Town Center: Multi-Modal Improvements



### 82nd Ave. Boulevard Streetscape

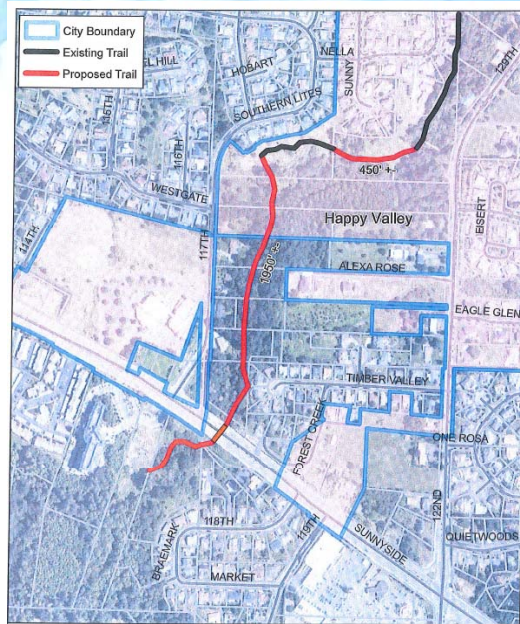


# I-205 Trail Multi-use trail



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# Mt. Scott Creek Trail



 Metro 

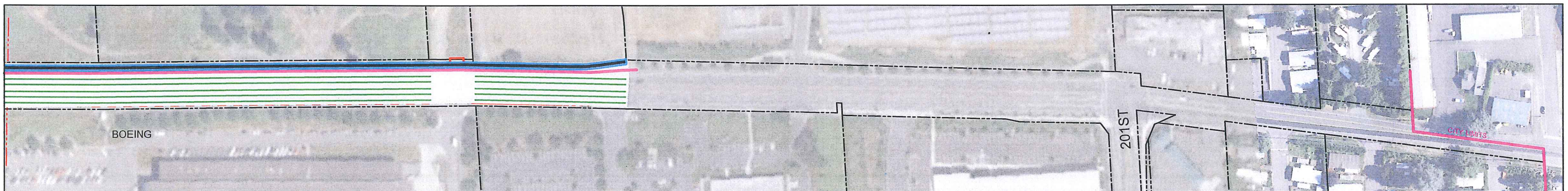
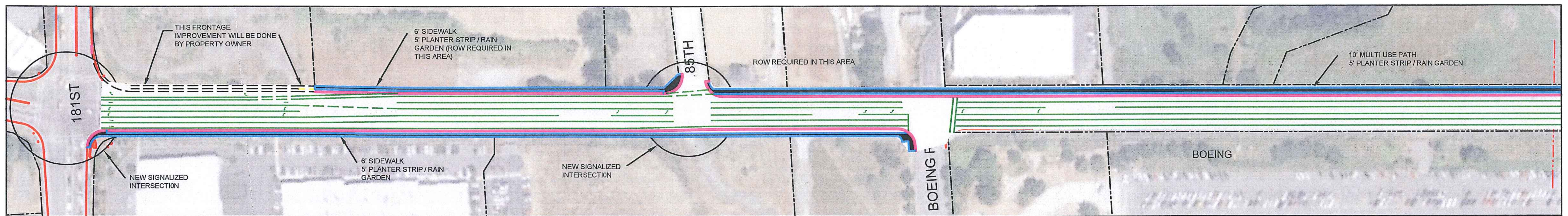
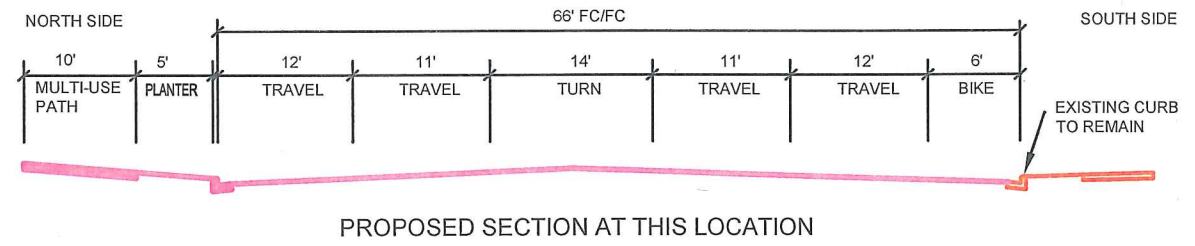
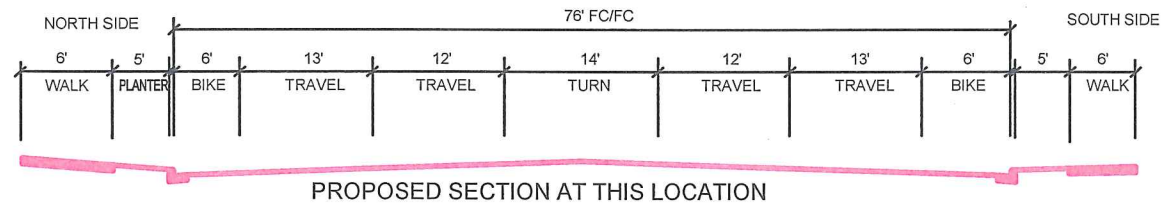
Mt. Scott Creek Trail  
June 2011





# Regional Freight/Passenger Rail Investment Strategy

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# SANDY BLVD. PROPOSED IMPROVEMENTS