

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING )	RESOLUTION NO. 92-1626
THE REGION'S PRIORITY TRANSPOR- )	
TATION ENHANCEMENT PROGRAM )	Introduced by
PROJECTS FOR INCLUSION IN ODOT'S )	Richard Devlin, Chair
SIX-YEAR PROGRAM )	Joint Policy Advisory Com- mittee on Transportation

WHEREAS, The Intermodal Surface Transportation Efficiency Act of 1991 requires the state to allocate 10 percent of its Surface Transportation Program (STP) funds to statewide Transportation Enhancement projects to address general environmental improvement activities; and

WHEREAS, ISTEA stipulates that states shall allocate Transportation Enhancement funds in consultation with the designated metropolitan area; and

WHEREAS, Metro is the designated MPO for the Portland metropolitan area; and

WHEREAS, the state is currently programming funds, including for the first time the new Transportation Enhancement Program funds, through the update of the Oregon Department of Transportation's 1993-1998 Six-Year Transportation Improvement Program; and

WHEREAS, In the absence of established ranking criteria and guidance from the Regional Transportation Plan (RTP), the Joint Policy Advisory Committee on Transportation has used interim criteria to develop a consensus as to the region's priority transportation enhancement projects for inclusion in the first two years of the Six-Year Program update; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District recommends the state program a maximum of two years of Transportation Enhancement funds for the 1993-1998 Six-Year Program update;

2. That the Council of the Metropolitan Service District adopts the Transportation Enhancement projects identified as project Nos. 1, 3, 6 and 7 in Exhibit A; project No. 3 in Exhibit B; and project No. 1 in Exhibit C as the region's priorities for inclusion in the 1993-1998 ODOT Six-Year Transportation Improvement Program for the first two years of the program; and that projects No. 1-7 in Exhibit A; projects 1-5 in Exhibit B; and projects 1-3 in Exhibit C be considered as the region's six-year priorities in the event the decision is made to allocate the Transportation Enhancement funds for the full six-year period.

3. That staff be directed to forward these priorities in testimony during the appropriate hearings on the Six-Year Program update by the Oregon Transportation Commission.

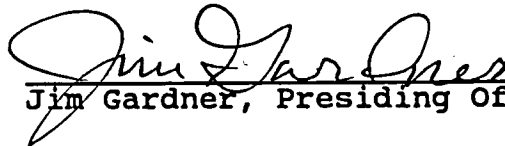
4. That prior to establishing the Portland metropolitan area Transportation Enhancement-related priorities for the next update of ODOT's Six-Year Program, TPAC shall coordinate the development of a regional Transportation Enhancement Program for inclusion in Metro's Transportation Improvement Program and that ranking criteria be developed to evaluate Transportation Enhancement proposals.

5. That staff be directed to work with the state and local jurisdictions and agencies to identify and incorporate into the RTP appropriate Transportation Enhancement-related recommendations and implementation measures which result from Metro's

Region 2040 Study, Metro's Greenspaces Program, regular updates to the RTP, and other state, regional and local planning activities, as necessary.

6. That ODOT be encouraged to incorporate a public review phase into its statewide transportation enhancement prioritization and selection process.

ADOPTED by the Council of the Metropolitan Service District  
this 25th day of June, 1992.

  
Jim Gardner, Presiding Officer

MH:mk  
92-1626.RES  
6-1-92

EXHIBIT A

Transportation Enhancement Projects - Bike/Ped

Table 1. Ranked Projects (15 possible points)			
Name	Jurisdiction	\$Cost	Rank(Score)
1. Springwater Corridor	COP, Mult. Co. Clack. Co., Gresham	3.0 M	1 (16.5)
2. Willamette River Bridges Accessibility Study	COP, Mult. Co.	100,000	2 (15)
3. Fanno Creek Bike Path	COB, Wash. Co.	400,000	3 (14)
4. Willamette Greenway Trail Completion	COP	3,886,100	3 (14)
5. Oregon Boardwalk	COP	1,700,000	3 (14)
6. Clackamas/Willamette River Bike Path	Oregon City	1,175,000	3 (14)
7. Oregon Electric ROW	Tualatin Hills Park & Rec Dist	135,000	3 (14)
8. Canby Ferry to SR 170	Canby	118,750	4 (13)
9. Greenway Corridor from Portland to Pacific Coast	Conservation Fund	30,000	4 (13)
10. Terwilliger Bike Path	COP	236,000	5 (12.5)
11. W. Delta Park-40 Mile Loop	COP	240,000	6 (12)
12. Marquam Trail	COP	54,000	6 (12)
13. Powerline ROW	Tualatin Hills Park & Rec	698,000	6 (12)
14. T. V. Hwy Transit Access	Wash. Co.	280,000 - 1.02 M	6 (12)
15. Bike/Ped Improvements for Highway 26	Sandy	66,700	7 (11)

BIKE/PED CON'T			
Name	Jurisdiction	\$Cost	Rank(Score)
16. 40 Mile Loop-Two Rivers	Mult. Co.	450,000	7 (11)
17. Transit Mall Extension	COP	1,280,000	7 (11)
18. Sidewalk Improvements on Major Streets	Wash. Co.	1.5-2.5 M	8 (10)
19. Ped/Bike Pathways near Schools/Parks	Clack. Co.	2,000,000	8 (10)
20. Blue Lake Road Bike/Ped Path	Mult. Co.	91,000	8 (10)
21. Hwy 26 Access Plan	Sandy	400,000	9 (9)
22. Portland Traction Right-of-Way Bike Trail	Clack. Co.	700,000	9 (9)
23. Agnes Avenue Bike/Ped Improvements	Oregon City	1,238,000	9 (9)
24. Columbia S. Shore-40 Mile Loop	COP	1,970,300	10 (8)
25. Fairview/223rd	Mult. Co.	120,000	10 (8)
26. Golf Creek Bike Path	COB/Wash. Co.	40,000	10 (8)
27. Abernethy Creek Ped/Bike Path	Oregon City	1,206,000	10 (8)
28. Bike Link/185th: T.V. Highway to Bany	Wash. Co.	375,000	10 (8)
29. Bike Link/T.V. Hwy: 209th to 229th	Wash. Co.	583,000	10 (8)
30. Bike Link/Walker: Hwy 217-Cedar Hills	Wash. Co.	741,000	10 (8)
31. Bike Link/Walker Rd: 173rd-185th	Wash. Co.	893,000	10 (8)
32. Bike Link/170th: Baseline-Reusser	Wash. Co.	1,545,000	10 (8)
33. Bike Link/Denney Road: Schools-Beaverton C.L.	Wash. Co.	1,584	10 (8)

BIKE/PED CON'T			
Name	Jurisdiction	\$Cost	Rank (Score)
34. Bike Link/N.E. Jackson School Rd: Sunrise-Grant	Hillsboro	50,000	10 (8)
35. Bike Link/Glencoe Rd: Glencoe H.S. to Grant St.	Hillsboro	80,000	10 (8)
36. Bike Link/S.E. 21st: Maple to Cypress	Hillsboro	39,300	10 (8)
37. Bike Link/S.E. Bentley: 32nd to 40th	Hillsboro	37,000	10 (8)
38. Bike Link/N.W. 17th: Sunrise to Barberry	Hillsboro	35,150	10 (8)
39. Curb Ramps at 250 Intersections	COB	225,000	10 (8)
<b>Total for Ranked Projects</b>		<b>27,719,884 to 31,239,884</b>	

EXHIBIT A

Transportation Enhancement Projects - Bike/Ped

Table 2. Unranked Projects		
Name	Jurisdiction	Reason
1. Bike/Ped Facilities on NW Cornell	COP Mult. Co.	Unable to complete in two years
2. Ped/Access from N.Portland to Smith/Bybee Lakes	COP	COP request
3. Ped Trail along Carey Blvd.	COP	COP request
4. Broughten Beach Access Ramp	COP	COP request
5. Bike Path from I-5 to NE 47th	COP	Unable to complete in two years
6. Lloyd Blvd. Pathway	COP	COP request
7. Overpass for Wildwood Trail over W.Burnside	COP	COP request
8. Bike/Ped Facilities on Skyline Dr.	COP	COP request
9. Ped/Bike Ramp from Esplanade to Burnside Bridge	COP	COP request
10. Improvements to Trail System at Powell Butte	COP	Recreation focus
11. Develop Access Plan to Oak Bottom Refuge	COP	Recreation focus
12. Bike/Ped Facilities along SW 39th/40th to Stevensen	COP	Unable to complete in two years
13. Bike/Ped Facilities on SW Multnomah	COP	COP request
14. Ped Improvements along SW Capitol	COP	COP request
15. Sidewalk along SW Capitol Hill Rd: Vermont to Barbur	COP	COP request

BIKE/PED CON'T		
Name	Jurisdiction	Reason
16. Sidewalk along SW Bertha Bl: Vermont to 30th	COP	COP request
17. Sidewalk along SW B.H. Highway: Hillsdale to SW Shatteek Rd.	COP	COP request
18. Golf Creek Walking Trail	Wash. Co.	Unable to complete in two years
19. Boardwalk Foot Trail along Highway 219	Hillsboro	Hillsboro request
20. Ped Facilities for Transit Access in High Use Transit Corridors	COP	COP request
21. Ped Path: Tualatin Hills Nature Park to Merle Rd. LRT station	Tualatin Hills Park&Rec Dist	Unable to complete in two years



EXHIBIT B

Transportation Enhancement Projects - Historic

Table 1. Ranked Projects (15 possible points)

Name	Jurisdiction	\$Cost	Rank (Score)
1. Remodel Historic Union Station	COP	900,000	1 (17)
2. Union Station Passenger Shelter	COP	400,000	1 (17)
3. Columbia River Highway Interpretive Panels	Mult. Co.	10,000	2 (16)
4. Canby Ferry	Clack. Co.	500,000	3 (13)
5. Acquire Pristine Segments of Barlow Rd.	Clack. Co.	437,000	3 (13)
6. Terminus and Station for Tillamook Pass. Train	Hillsboro	50,000	4 (10)
7. Purchase Historic Site on Hwy 26	Sandy	300,000	4 (10)
8. Upgrade Troutdale Rail Depot	Mult. Co.	35,000	5 (8)
9. Preserve Abernethy Parkway and Rebuild Bridge	Clack. Co.	2,300,000	5 (8)
<b>Total</b>		<b>4,932,000</b>	

EXHIBIT B

Transportation Enhancement Projects - Historic

Table 2. Unranked Projects		
Name	Jurisdiction	Reason
1. Waterboard/Old Canemah Park Improvements	Oregon City	Recreation focus
2. Union Station Ped Crossing	COP	Recreation focus

EXHIBIT C

Transportation Enhancement Projects - Scenic

Table 1. Ranked Projects (12 possible points)			
Name	Jurisdiction	\$Cost	Rank(Score)
1. Line Extension to Willamette Shore Trolley	Lake Oswego	800,000	1 (11)
2. Terwilliger Bike Path	COP		1 (11)
3. Visitor Wayside: 99E	Canby	315,000	2 (9)
4. Landscape I-205 @ Johnson Creek	Clack. Co.	500,000	3 (4)
5. Landscape Hwy 217	COB	500,000	3 (4)
6. Landscape T.V. Hwy	COB	600,000	3 (4)
7. Landscape Six Arterials in Mult. Co.	Mult. Co.	350,000	4 (2)
<b>Total</b>		<b>3,065,000</b>	

EXHIBIT C

Transportation Enhancement Projects - Scenic

Table 2. Unranked Projects		
Name	Jurisdiction	Reason
1. Provide Decorative Lighting for St. Johns Bridge	COP	COP request
2. Improve Intersection of Stafford Rd. and Borland Rd.	Clack. Co.	Strictly Highway Related

EXHIBIT D

Transportation Enhancement Projects - Environmental

Table 1. Ranked Projects (12 possible points)			
Name	Jurisdiction	\$Cost	Rank (Score)
1. Retrofit Compost Filtration System to Remove Water Runoff	Wash. Co.	280,000	1 (7)

## TRANSPORTATION AND PLANNING COMMITTEE REPORT

### CONSIDERATION OF RESOLUTION NO. 92-1626, ESTABLISHING THE REGION'S PRIORITY TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS

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Date: June 11, 1992

Presented by: Councilor McLain

**Committee Recommendation:** At the June 9 meeting, the Transportation and Planning Committee voted 4-0 to recommend Council adoption of Resolution No. 92-1626. Voting in favor: Councilors Devlin, McLain, Buchanan, and Washington. Excused: Councilor Bauer

**Committee Issues/Discussion:** Andy Cotugno, Planning Director, presented the staff report. He explained that the Transportation Enhancement Program projects fall within the new "flexible funding" categories created by passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). Enhancement Program funds are specifically made available for bike path, historic preservation, scenic easements, wetlands preservation, etc.

Evaluation of these type of projects is new to Metro. We have no previous experience in evaluation or solicitation of such projects, except for bike paths.

In March Metro adopted, and submitted to the Oregon Department of Transportation (ODOT), comments on the six-year program and asked them to consider three things relative to "flexibility". They asked: 1) if ODOT planned to spend transportation enhancement funds, that we be permitted to submit proposals; 2) if ODOT planned to spend Air Quality funds, that we be permitted to submit projects; and 3) if ODOT would be programming the major categories of funds (i.e. the National Highway System and Surface Transportation Program) for major new highway projects that we be allowed to "flag" some of those projects for possible substitution.

This list of projects for Enhancement Funds is the first in response to these requests. We are going through a parallel process on Air Quality funds, but are not quite finished. This should be completed by next month. The request for "flagging" is on hold until completion of the six-year program. Mr. Cotugno anticipated that there will not be much in that program, so the process for Metro may be fairly simple.

ODOT is now indicating that they do not plan to spend all of the Enhancement Fund money, that they need to set up a state-wide process. This recommendation takes a compromise approach by requesting that ODOT spend two years worth of the money and not wait until a state-wide process is in place.

Attachments to the staff report illustrate the solicitation and ranking process used by Metro. A prioritized list was generated and a estimation made regarding what two years of funding would be.

The amount estimated comes to approximately one-half of the total fund.

This resolution attempts to second guess what the Transportation Commission will decide. A two level list of suggested projects is attached to the staff report. If they approve the two year allocation, then the first part of the list is our submission. If they reject the two year idea and choose to allocate all of the moneys, then the expanded version of the first list will be considered.

In response to a question regarding the criteria used for evaluation, Mr. Cotugno explained that there were different categories of projects including: 1) bike and pedestrian; 2) environmental/scenic; and 3) historic. If a project qualified for more than one category, it was allowed bonus points.

Councilor Devlin elaborated that if ODOT waits for a state-wide process to be in place before allocating any funding, then Metro will need to reevaluate the entire project. Mr. Cotugno added that while this is possible, it is more probable that two year's worth of funding will be allocated in July, with an response to this agency in October.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1626 FOR THE PURPOSE OF  
ESTABLISHING THE REGION'S PRIORITY TRANSPORTATION ENHANCE-  
MENT PROGRAM PROJECTS

Date: May 21, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would establish the region's priority Transportation Enhancement Program projects for funding in the 1993-1998 Oregon Department of Transportation (ODOT) Six-Year Transportation Improvement Program (Six-Year Program). The region's priorities are consistent with Transportation Enhancement Program eligibility standards as listed in Section 1007(c) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Prior to commencing construction, local governments and Metro must demonstrate that these projects are included in the Regional Transportation Plan (RTP) and Metro's Transportation Improvement Program (TIP) and are consistent with or conform to local comprehensive plans (transportation elements, public facility plans, and/or transportation system plans), the statewide planning goals, and the interim conformity guidance Clean Air Act Amendments of 1990.

The Transportation Policy Alternatives Committee (TPAC) assisted in the identification of the project list, the development and application of the ranking criteria, and the provision of criteria-related information. Additional criteria-related information was provided from other appropriate jurisdictional and agency staff and from community experts. The Joint Policy Advisory Committee on Transportation (JPACT) is scheduled to review and take action on the priorities on June 11. The priorities will be forwarded for Oregon Transportation Commission (OTC) consideration in either July or August.

TPAC supported the recommendation for approval of Resolution No. 92-1626 and emphasized the need for public input into ODOT's selection process at its May 29 meeting.

FACTUAL BACKGROUND AND ANALYSIS

In February, as part of its review of Six-Year Program priorities, TPAC initiated a solicitation process to develop a recommendation to ODOT for funding under the new Enhancement Program. A process was also established in order that the region's recommended enhancement projects could be forwarded to the OTC by June 30.

Eligible activities in accordance with the new ISTEA are as follows:



"The term 'transportation enhancement activities' means, with respect to any project or the area to be served by the project, provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals), preservation or abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff."

### Prior Activities

Project solicitation activities occurred during March and April. A preliminary list was presented for TPAC review at its May 1 meeting. The list included 80 projects valued in excess of \$80 million. In review of the project list, TPAC noted that a number of worthy projects are included and should be considered for programming. TPAC also recognized that the region lacks established comprehensive planning or programming to guide regional prioritization. As a result, TPAC recommended the following on May 1:

- . The region pursue programming for up to two years of funding in order to address established high-priority projects or critical needs.
- . Appropriate Transportation Enhancement Program project ranking criteria should be developed through Metro and applied for future updates to the Six-Year Program. As appropriate, additional Federal Highway Administration (FHWA) guidance should be utilized.
- . To the degree possible, funds should be used to implement projects. System planning and program development related to the Transportation Enhancement Program is necessary, but should be done using regular planning funds (PL, HPR, etc.) and addressed through the Unified Work Program (UWP) process.
- . To the degree possible, any projects approved for the 1993-1998 Six-Year Program include an evaluation component.

To address the first two years of the program, two special TPAC meetings were held in early May. The first identified project screening and ranking criteria and the second applied the criteria to each of the submitted projects. In order to be ranked, a project had to be consistent with each of the following screening criteria:

- . Projects are contained in an adopted plan.

- . Projects can be started within two years.
- . Projects fall within the eligible activities listed in Section 1007(c) of ISTEA relative to transportation enhancements.

The interim transportation ranking criteria are included in Attachment A. The criteria correspond to and consolidate qualifying transportation enhancement activities into four general categories: 1) bicycle/pedestrian; 2) historic; 3) scenic; and 4) environmental. Bonus points were awarded to projects if they provided for more than one enhancement (i.e., scenic and historic qualifies for one extra bonus point; scenic, historic, and bike/pedestrian qualifies for two, etc.).

Assisting TPAC in the ranking procedure were appropriate agency and jurisdictional staff and community experts knowledgeable in the various enhancement categories. In addition to participation by citizen TPAC members, the process provided a forum for public comment on the process and the proposals. As a result, TPAC recommends that ODOT be encouraged to develop a public forum as part of its process to identify priority enhancement projects. Currently, ODOT is proposing that a "stakeholders" group of government representatives (MPOs and appropriate state agencies) be convened to develop statewide priorities. TPAC suggests the stakeholders' group conduct a public hearing or meeting to solicit comment on its recommendations. The hearing can be scheduled prior to submission of priorities to the Oregon Transportation Commission.

#### Portland Area Transportation Enhancement Priorities

Exhibits A through E to the resolution show the results of the ranking process. The highest ranking overall projects were the Union Station Remodel and Union Station Shelter, both with 17 out of a possible 15 points (including bonuses). Both projects were categorized as "historic" (see Exhibit B, project Nos. 1 and 2). The Springwater Corridor was second with 16.5 out of a possible 15 (Exhibit A, No. 1). The highest ranking scenic projects included the Line Extension to Willamette Shore Trolley in Lake Oswego and the Terwilliger Bike Path Scenic Easement (Exhibit C, Nos. 1 and 2). Only one environmental project was ranked, Retrofit Compost Filtration in Washington County, and received 7 out of a possible 12 points.

The remainder of the exhibits shows the scores of other ranked projects and which projects were not ranked and why. Those not ranked were generally not consistent with the screening criteria.

At the May 15 special TPAC meeting, Metro staff was asked to make a recommendation for developing the region's priority Transportation Enhancement projects and present them back to TPAC on May 29. Based on previous TPAC guidelines, based on a desire to evenly distribute program benefits regionwide, and with a preference towards multi-jurisdictional project proposals, Metro staff recommended the following projects be considered the regional

priority projects for programming in the first two years of the 1993-1998 Six-Year Program:

<u>Project</u>	<u>Jurisdiction</u>	<u>Cost</u>	<u>Pts. / Poss.</u>
1. Springwater Corr. Corridor	City of Portland, Clack./Multnomah Counties, City of Gresham	\$3.0 million	16.5/15
2. Col. Highway Interpretive Panels	Multnomah County	\$10,000	16/15
3. Fanno Creek Bike Path	Washington County	\$400,000	14/15
4. Clack/Willamette River Bike Path	Clackamas County	\$600,000	14/15
5. Oregon Electric Right-of-way	Washington County	\$135,000	14/15
6. Line Extension to Willamette Shore Trolley	Clackamas County (Lake Oswego)	\$800,000	11/12

A complete description of each project as submitted is included as Attachment B.

If a decision is made by the OTC to program the full six-year allocation, Metro staff proposes that projects 1 through 7 of Exhibit A, projects 1 through 5 of Exhibit B, and projects 1 through 3 of Exhibit C be recommended as Portland metropolitan area Transportation Enhancement funding priorities for the 1993-1998 Six-Year Program.

#### Project Costs

The total estimated cost of the six projects is \$4.945 million. The two-year Transportation Enhancement Program Oregon allocation is approximately \$9.7 million and is eligible statewide. The regional request is half that total. The projects identified as six-year priorities total \$13.658 million of a total Oregon allocation of \$30.93 million.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1626.

Attachment A

Project Score Sheet  
Transportation Enhancement:  
SCENIC

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

Scenic	Score
1. Included in Scenic or View Corridor	_____
-- designated scenic or view corridor	
-- regional "gateway" or entry-point	
-- has relationship to other scenic site, etc.	
2. Are Enhancement Funds Critical?	_____
-- other dollars available	
-- restricted by state constitution	
-- cannot be integrated with other CIP/TIP project	
3. Size of Need/Market	_____
-- number of potential users	
-- large geographic or multi-jurisdictional	
-- high certainty for use (existing counts, etc.)	
4. Local Commitment	_____
-- past dollars spent	
-- private dollars spent	
-- community support	
-- planned future phases	
<b>Total Score</b>	_____

MH  
5/15/92

Attachment A

Project Score Sheet  
Transportation Enhancement:  
HISTORIC

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

Historic	Score
1. Historic Significance	_____
-- National Register	
-- State	
-- local	
2. Are Enhancement Funds Critical?	_____
-- other dollars available	
-- restricted by state constitution	
-- cannot be integrated with other CIP/TIP project	
3. Size of Need/Market	_____
-- number of potential user	
-- high certainty for use (existing counts, etc.)	
4. Significance of Transportation Function	_____
-- provides/restores transportation function	
-- historic renovation only	
-- historic and transportation	
5. Local Commitment	_____
-- past dollars spent	
-- private dollars spent	
-- community support	
-- planned future phases	
Total Score	_____

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Attachment A

Project Score Sheet  
Transportation Enhancement:  
ENVIRONMENTAL

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

Environmental

Score

- |    |  |       |
|----|--|-------|
| 1. | Degree of Severity                                 | _____ |
|    | -- Size  |       |
|    | -- other   |       |
| 2. | Are Enhancement Funds Critical?                    | _____ |
|    | -- other dollars available                         |       |
|    | -- restricted by state constitution                |       |
|    | -- cannot be integrated with other CIP/TIP project |       |
| 3. | Relationship to environmental resource?            | _____ |
|    | -- included in resource plan                       |       |
|    | -- other   |       |
|    | -- access to transit                               |       |
|    | -- service for bike and ped. and ADA               |       |
| 4. | Local Commitment                                   | _____ |
|    | -- past dollars spent                              |       |
|    | -- private dollars spent                           |       |
|    | -- community support                               |       |
|    | -- planned future phases                           |       |
|    | <b>Total Score</b>                                 | _____ |

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5/15/92

Attachment A

Project Score Sheet  
Transportation Enhancement:  
BICYCLE/PEDESTRIAN PROJECTS

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

Bike/Ped	Score
1. Does the project provide for a critical link or access?	_____
2. Are Enhancement Funds Critical? -- other dollars available -- restricted by state constitution -- cannot be integrated with other CIP/TIP project	_____
3. Size of Need/Market -- number of potential users -- large geographic or multi-jurisdictional -- high certainty for use (existing counts, etc.)	_____
4. Multi- or Inter-Modal -- access to transit -- service for bike and ped. and ADA	_____
5. Local Commitment -- past dollars spent -- private dollars spent -- community support -- planned future phases	_____
<b>Total Score</b>	_____

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ATTACHMENT B



**ISTEA Fund TPAC Background Report for:  
Springwater Corridor**

**1. Is it in an adopted plan? If yes, identify the plan.**

**This project completes the southern portion of the *40 Mile Loop Master Plan*. It also complies with *City of Portland Park Futures* document, the *Johnson Creek Resource Management Plan* and several neighborhood plans.**

**2. Does it tie into the existing transportation system?**

**Over 17 mile of smooth even grade along with separation from road right of ways makes the Springwater Corridor an ideal bicycle commuter route. It has direct connections with the I-205 bike trail and designated off street bike routes at 182nd/Highland Road, Eastman Parkway and Birdsdale Road.**

**3. Does it meet the needs of more than one jurisdiction?**

**The project passes through Clackamas County, Multnomah County, Cities of Milwaukee, Portland, Gresham and Boring. Additionally, the corridor continues beyond Portland's ownership at Boring and falls into the jurisdiction of State Parks, Estacada and Mt. Hood National Forest.**

**4. Will it have a broad range of users?**

**FAUNA, Friends of Johnson Creek, 40 Mile Loop Land Trust, Southeast Uplift, SOAR, Oregon Equestrian Trails, Oregon Road Runners Club, Rose City Relay, Volkspport, Portland Urban Mountain Peddlers, ICU Skate and Portland Area Bicycle Coalition have all provided input in the design process of this project and have expressed a strong interest in using the corridor.**

**5. Will it leverage other funds, either existing or committed?**

**Matching funds exceeding 20% will be leveraged from donated labor from the US Marines, the City of Gresham, the Portland park trust fund and the Portland Park Levy. These dollars committed.**

**6. Is it consistent with existing land use?**

**The corridor is currently zoned open space with a transportation overlay. The development of this as a bicycle/recreation corridor is consistent with existing land use.**

**7. Is there a broad range of community support? Briefly explain.**

**In addition to the support base groups mentioned in question 4, a friends group was formed approximately 5 months ago. This friends group already has over 100 members. In a door to door survey conducted by PSU students last spring, 70% of all adjacent businesses and**

residences favored development of the corridor for recreation use.

**8. Does it allow an historic transportation facility to continue use as a transportation facility?**

Historically the corridor was a railroad. As part of the condition of sale, a reversionary clause was included which allows future use of the corridor by rail if the need arises. One of our development goals therefore, is to maintain the linear integrity of the corridor. Technically, the corridor will remain a transportation facility.

**9. Does it allow an historic transportation facility to continue use as an alternate use?**

Yes, see question #8 above.

**10. Does it provide for alternate modes?**

All non-motorized forms of transportation will be permitted on the corridor. This includes bicycles, equestrians, pedestrians, etc.

**11. Briefly define the historic significance of the project, the significance of its transportation service and its environmental impact to be mitigated.**

The corridor was developed in 1903 for rail transportation purposes. It falls within the Johnson Creek Basin area and it serves as the recreation component to the *Johnson Creek Resource Management Plan*. The corridor parallels Johnson Creek and has numerous wetlands within it. These wetlands will be enhanced and serve as an educational resource for all trail users.

## **THE SPRINGWATER CORRIDOR**

### **A Transportation Enhancement Activities Project**

The Springwater Corridor is a 16.5 mile long abandoned rail corridor that was acquired in 1990 by the City of Portland, Bureau of Parks and Recreation. The acquisition and development of the corridor are an important step forward in an ongoing effort to complete the 40 Mile Loop. The Springwater Corridor will parallel Johnson Creek and extend the Loop from the Willamette River through Gresham to Troutdale and Boring.

This Corridor is ideal for providing a southeast connection to the Loop. For the most part, it is well-separated from both road right-of-way and neighboring residential areas. The smooth, even grade required for the passage of trains will be ideally suited to hiking and biking long distances, making it accessible to all age groups.

Because of its location, it will also serve as an important alternative transportation commuter route, linking employment centers with residential neighborhoods. The route it travels is a scenic one, encompassing wetlands and buttes, agricultural fields and pastures, residential and historic sites. The right-of-way can accommodate a variety of uses, since it varies in width from 60' to 200' in width; most of it is 100' wide.

In addition, ownership of the line on the other side of Boring, as far as Estacada, is currently held by the State. This section of the Springwater Line was acquired by ODOT 20 years ago, and is under the management of State Parks. The Springwater Corridor serves not only the needs of the 40 Mile Loop, but offers the real possibility of a trail connection from Mt. Hood, through the Mt. Hood National Forest, directly to downtown Portland.

The corridor is preserved for future use by an interim rails use clause as part of the abandonment process. In the meantime, development of the corridor envisions a surfaced trail throughout its length, including a shared use agreement for the 5-mile section west of McLoughlin, which is still a working short-line railroad (the East Portland Traction Co.) and is not owned by the City of Portland. The connection across McLoughlin will be made via the new Tacoma Street Overpass. Six trailhead access points will be incorporated into the final plan. A separated equestrian trail will be accommodated in the eastern sections. Signage, street crossings, and bridge improvements are part of the plan.

The plan is divided into three phases in order to facilitate construction. First phase development includes all needed property acquisition (for trailheads and a linkage to the Boring - Estacada section), surfacing for six miles of trail, and safety improvements for bridges and street crossings. The attached construction cost estimates outline details for what is included in each of the phases. The full 21.5 mile package represents a total project that has been coordinated with each of the involved jurisdictions and communities: Portland, Milwaukie, Gresham, and Boring, and Multnomah and Clackamas Counties.

The Oregon Department of Transportation has been a partner in the progress to date. The 40 Mile Loop was appointed as a State-designated Trail by ODOT in 1987. Further, acquisition of the Springwater Corridor was the result of a three-party agreement between the Portland Traction Co. line, ODOT, and the City of Portland.

Implementation of the first phase of the Springwater Corridor is ready to go as soon as funding is approved. It will benefit the entire region, and enjoys broad public support. The Springwater Corridor meets all the criteria of the recommended "transportation enhancement activities" and is a creative way to meet the goals of a multi-modal transportation system.

RESOLUTION NO.

34960

Designate the Springwater Corridor as the City's immediate first priority for transportation enhancement funds from the federal Intermodal Surface Transportation Efficiency Act of 1991 (Resolution).

WHEREAS, the City of Portland has designated a series of recreational trails in its Comprehensive Plan that encircle the metropolitan area, connecting its parks and scenic corridors; and

WHEREAS, the 40 Mile Loop Master Plan includes those recreational trails as recommended routes for a connected system of parks and open spaces; and

WHEREAS, Resolution No. 33937, adopted by the Portland City Council on August 28, 1985, resolved that the City of Portland would join with Multnomah County, Troutdale and Gresham to implement the 40 Mile Loop Master Plan by 1995; and

WHEREAS, Ordinance No. 161737, March 1989, authorized the City of Portland to acquire title to the Springwater Corridor as a strategic element of the 40 Mile Loop; and

WHEREAS, the Springwater Corridor will serve as both a recreational and an alternative transportation route; and

WHEREAS, use of the Springwater Corridor as a pedestrian and bicycle trail is included in the City's Arterial Streets Classification Policy; and

WHEREAS, development funds for the Springwater Corridor need to be secured; and

WHEREAS, the Federal Surface Transportation Efficiency Act of 1991 authorized a Surface Transportation Program (Section 132) which specified that 10% of the funds must be spent on "transportation enhancements;" and

WHEREAS, one of the enhancements listed under the definition of "transportation enhancements" includes "preservation of abandoned railway corridors including the conversion and use thereof for pedestrian and bicycle trails;" and

WHEREAS, the Springwater Corridor will preserve an abandoned railway corridor while converting it for use as a pedestrian and bicycle trail; and

WHEREAS, the Springwater Corridor is eligible for funding by the federal government under its Surface Transportation Program;

NOW, THEREFORE, BE IT RESOLVED that the City of Portland shall request federal support from the Oregon Department of Transportation for the Springwater Corridor as the City's immediate first priority for transportation enhancement funds.

Adopted by the Council, **FEB 19 1992**

Commissioner Mike Lindberg  
Mary Anne Cassin  
February 11, 1992

BARBARA CLARK  
Auditor of the City of Portland

By



**SPRINGWATER CORRIDOR PRELIMINARY COST ESTIMATES FOR CONSTRUCTION**

PHASE I                    \$2,859,480  
PHASE II                   2,598,810  
PHASE III                   1,456,920

**PHASE I DETAILS:**

- \* Safety Improvements
  - Trestle repairs
  - Intersection Warnings:
    - Flashing lights
    - Full signals
  
- \* Acquisition
  - 4 trailhead sites
  - Missing ¼ mile link in Boring (connecting to State-owned section)
  
- \* Trail Enhancement
  - 6 miles of trail surfacing
  - Planting
  - Signage
  - Gresham's trail surfacing

**PHASE I MATCHING FUNDING 92-93**

Amount:	Item:	Source:
\$165,000	Trestle repairs	General fund and donations
150,000	Gresham's expended	Bond
200,000	Gresham's committed	Bond
50,000	Land & Water Fund	Grant
50,000	Park Trust	Match to L&WCF
40,000	Trail Improvements	Levy

\$655,000 TOTAL (More than required 20% minimum match required of \$571,896)

**FUTURE PHASES:**

**PHASE II DETAILS:**

- \* Trailhead Development (2)
  - Restrooms
  - Parking lot
  - Lighting
  - Signage
  
- \* Trail Enhancement
  - 6 miles trail surfacing
  - 8.5 miles equestrian trail
  
- \* Gresham's Trail Completion

**PHASE III DETAILS:**

- \* Trailhead Development (2)
  - Restrooms
  - Parking lot
  - Lighting
  - Signage
  
- \* Trail Enhancement
  - 5 miles trail surfacing
  - Fencing

Springwater Corridor - Gresham to Boring  
(property acquisition and trail improvement)

\$102,360

1. Is it in an adopted Plan?

Yes, the Clackamas County Comprehensive Plan has a policy to support acquisition and development of abandoned rights-of-way for pedestrian/bikeways.

2. Does it tie into the existing transportation system?

Yes, this would complete a "missing link" to allow for a trail connecting to the 40-mile loop and southward to forest service trails going to destinations such as Timothy Lake.

3. Does it meet the needs of more than one jurisdiction?

Yes, Clackamas County, Gresham, Multnomah County, Portland.

4. Will it have a broad range of users?

Yes, the proposed design is for pedestrians, bicyclists, and equestrians.

5. Will it leverage other funds?

Yes, Clackamas County is prepared to provide the match. Purchase of this "missing link" would allow for better use of the public investment that has already been made on other segments of the trail.

6. Is it consistent with existing land use?

Yes, the trail would pass through a rural area with scenic and historical qualities.

7. Is there a broad range of community support?

Yes, the Boring Community Association supports this trail and has offered to provide volunteer skilled expertise and manpower.

8. Does it allow an historic transportation facility to continue use as a transportation facility?

Yes, with a change of mode it would put this asset to good use.

9. Does it allow an historic transportation facility to continue as an alternate use?

Yes, it would have recreation and scenic value as well as continuing as a transportation route.

10. Does it provide for alternate modes?

Yes, pedestrian, bicycle, and equestrian.

11. What is the historic significance of the project? What is the significance of its transportation service, or the environmental impact to be mitigated?

Shortly after the railway was built an electric plant was built at Boring to provide power. Boring produced the power to move workers and materials out to Cazedero for the construction of the dam. After 1907 the dam provided the power for the railway. The depot on this property was recently designated as an historical building.

As a pedestrian/bikeway this trail follows the historic route that is an extension of the part that has been incorporated into the "40-mile loop". This trail would connect the "40-mile loop" to Forest trails in the Mt. Hood National Forest.





## GLADYS McCOY, Multnomah County Chair

Room 1410, Portland Building  
1120 S.W. Fifth Avenue  
Portland, Oregon 97204  
(503) 248-3308

March 26, 1992

### RE: Request for funds for Transportation Enhancement Projects

Multnomah County is requesting funds available under the Enhancement Program of the Intermodal Surface Transportation Efficiency Act (ISTEA) to enhance the Historic Columbia River Highway.

Built over a ten year period (1913-1922) at the dawn of the automobile age, the Columbia River Highway was a technical and civil achievement of its time; a successful mix of sensitivity to the magnificent Columbia River Gorge landscape and ambitious engineering. Its engineering standards and technological response to the Gorge's geographic obstacles were praised by famous persons at the time, calling the highway the world's finest scenic drive, a poem in stone and king of roads. In the Pacific Northwest, there are no other scenic roadways which compare to the Historic Columbia River Highway in engineering design, quality, length, age, associated features, natural setting, or historic recreational use.

Few visitors have an opportunity to appreciate the significant of the highway and the surrounding attractions because of the lack of interpretative information available along the highway. This project seeks to fill this information gap by constructing a series of 18 panels along the highway to interpret the outstanding cultural, historical and natural resources. These 2' x 3' interpretative panels will be strategically placed to enhance -- not detract -- from the visitor's experience. The panels will be fabricated using porcelain technology, with high quality design and interpretative information.

The total cost of the project including design and illustration, fabrication, and installation is estimated at \$80,375. Partnerships have already been formed to support and advance this project. The amount remaining and requested from this enhancement program is \$10,000.

Thank you for considering this project. If you have any questions regarding this matter, feel free to call me at 248-3308.

Sincerely,

Sharon Timko  
Columbia Gorge Coordinator

SET:mrm  
8649G

#### 4. Golf Creek Bike path - Transit Corridor Enhancement

As a part of the Beaverton Downtown Development Plan and the Comprehensive Plan the city seeks to improve pedestrian access in the downtown area. This is particularly important in the case of linking multi-family land uses with the existing and future Transit facilities. Considering the possible project scope reduction for the LRT project and fact that the Beaverton Transit Center is the Transit hub for the greater Beaverton area the city places a keen interest in developing (completing) the bike path link between SW 114th and SW 117th, along Golf Creek. Existing portions of this pathway have been constructed by earlier apartment developments but about 500 feet of this pathway remain to complete this connection to 114th street. Extensions of this pathway will be developed to the west as the city grows and redevelopment shapes the planned Esplanade area. Cost for this facility is estimated at \$40,000. Local match would be pursued through Tri-Met and the city.

#### 5. Fanno Creek Bike path - Green Space Corridor Enhancement

The city plans to provide an extension of the Fanno Creek Bikeway system between Highway 217 and Scholls Ferry Road. This would be a continuation of the path system that begins on the south in the City of Tigard and extends nearly two miles north into Beaverton. This particular segment of new pathway is unique in the respect that it will provide both a continuation of the pathway along the Fanno Green Space and a potential alternative transportation corridor. It would provide a new pathway and transportation link between SW Allen Blvd. and Denney Road, and, it would provide an alternative to traveling SW Denney Road, east of Highway 217 (which is presently hazardous due to its narrow width and lack of full shoulders), between Highway 217 and Scholls Ferry Road. The Fanno Creek pathway system has provided city residents a rare opportunity to experience both the tranquil natural environment and the freedom of the off street pathway system. This project would include the acquisition of property, construction of pathway and the construction of a wood bridge spanning Fanno Creek north of SW 105th Court. The estimated cost for this project is \$400,000. Local match for this project would be sought from the city.

ADDITIONAL INFORMATION FOR  
OREGON CITY ISTEА PROPOSALS

**PROJECT TITLE: Clackamas/Willamette River Pedestrian/Bicycle Paths**

Supplemental Questions

1. *Is it in an adopted plan? If yes, identify the plan.*

Yes. The project is listed in the Oregon City Downtown/North End Urban Renewal Plan. It is also consistent with the Park Master Plan, which encourages acquisition of waterfront properties and other natural and "unique" sites. The Park Master Plan also places as a high priority development of pathways and trails, especially those that create connections between existing or proposed facilities.

2. *Does it tie into the existing transportation system?*

Yes. The project would develop a bicycle and pedestrian path connecting the 82nd Drive bridge to McLoughlin Boulevard, and would intertie with existing segments of a State bicycle route. This project would also intersect with another Oregon City "ISTEA" proposal, the Agnes Avenue relocation/reconstruction.

3. *Does it meet the needs of more than one jurisdiction?*

Yes. As noted, the project would intertie with existing segments of a State bicycle route. Portions of the project would also traverse State highway right-of-way and would serve an area much broader than Oregon City limits.

4. *Will it have a broad range of users? Briefly explain.*

Yes. The project connects with the City's proposed Willamette Riverfront Park. The bicycle/pedestrian path will serve a broad range of users, which would include tourists, boaters, residents, shoppers, tour groups, etc.

5. *Will it leverage other funds, either existing or committed?*

Yes. The City, through its Metro-Enhancement Committee, has already purchased a one-acre parcel in Phase 1 of the project; acquisition of an easement across County-owned property is proceeding. The City has been recommended for approval of State Marine Board funding, for engineering/design of one element of the Riverfront Park. Other funding sources would be from State Bicycle Funds, City Transportation System Development Charges (SDC's), or from the City Park Trust Fund.

6. *Is it consistent with existing land use?*

Yes. The areas along the Clackamas and Willamette Rivers have been designated as "QP" (Quasi-Public) on the Comprehensive Plan, for implementation of park or other public development. Other segments are along existing State Highway right-of-way, and are consistent with existing land use.

7. *Is there a broad range of community support? Briefly explain.*

The Park Master Plan and Urban Renewal Plan were developed with a broad range of community involvement. The proposed Willamette Riverfront Park has been presented in conceptual form to a variety of community groups, all of whom have endorsed the concept. The trail segments along the Clackamas River have been coordinated with fishing and other community groups, who have supported the idea of increased river access. The City believes there is broad community support for the project in its entirety.

8. *Does it allow an historic transportation facility to continue use as a transportation facility?*

The proposed project does not include a historic transportation facility, except for segments along Highway 99E.

9. *Does it allow an historic transportation facility to continue use as an alternate use?*

The proposed project is primarily a transportation enhancement activity, to provide increased accessibility for pedestrians and bicyclists. The project also has recreational aspects in that it will provide greater access to the Clackamas and Willamette Rivers, and provide scenic opportunities.

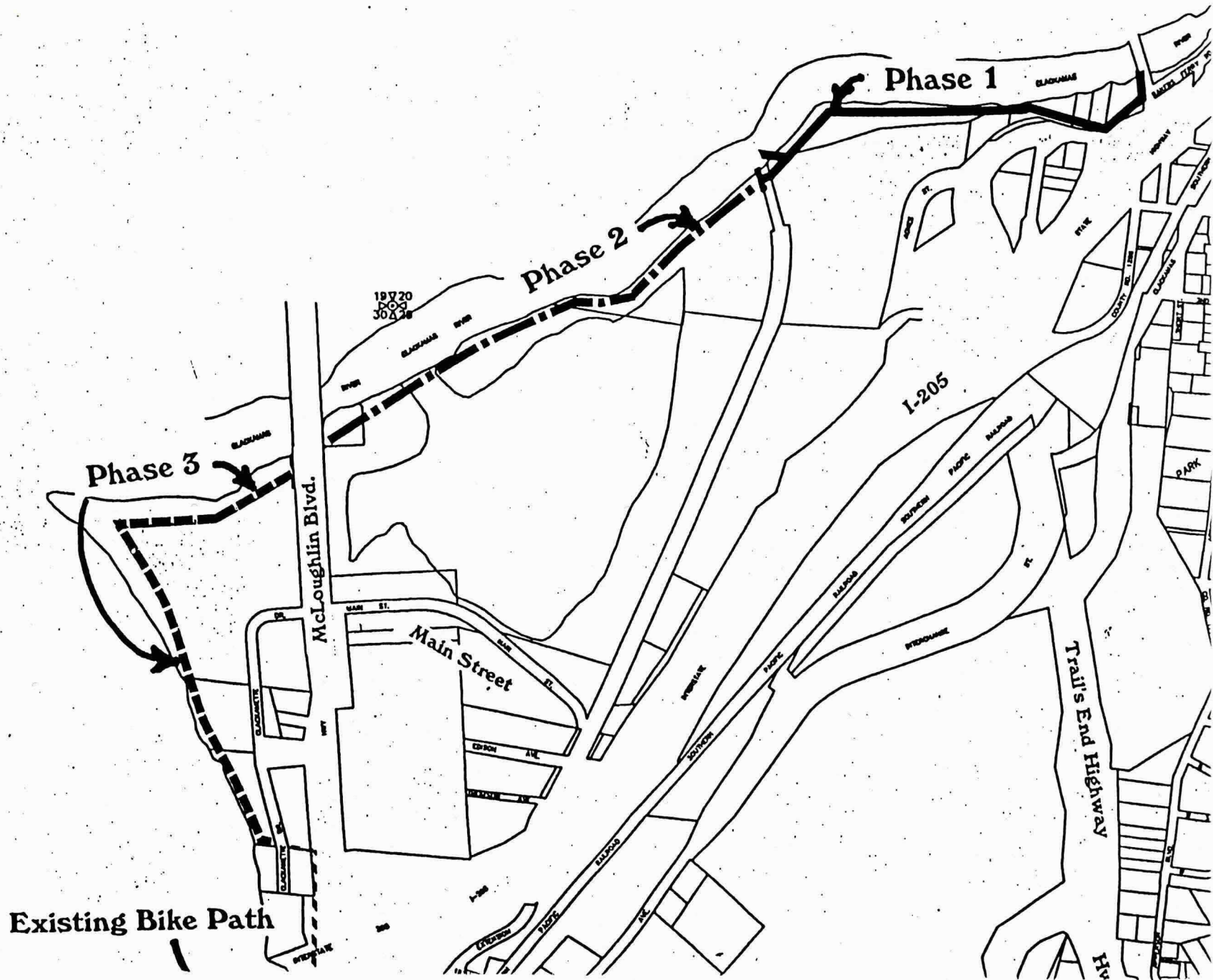
**10. *Does it provide for alternate modes?***

The project will provide transportation opportunities for pedestrians and bicyclists where none currently exist.

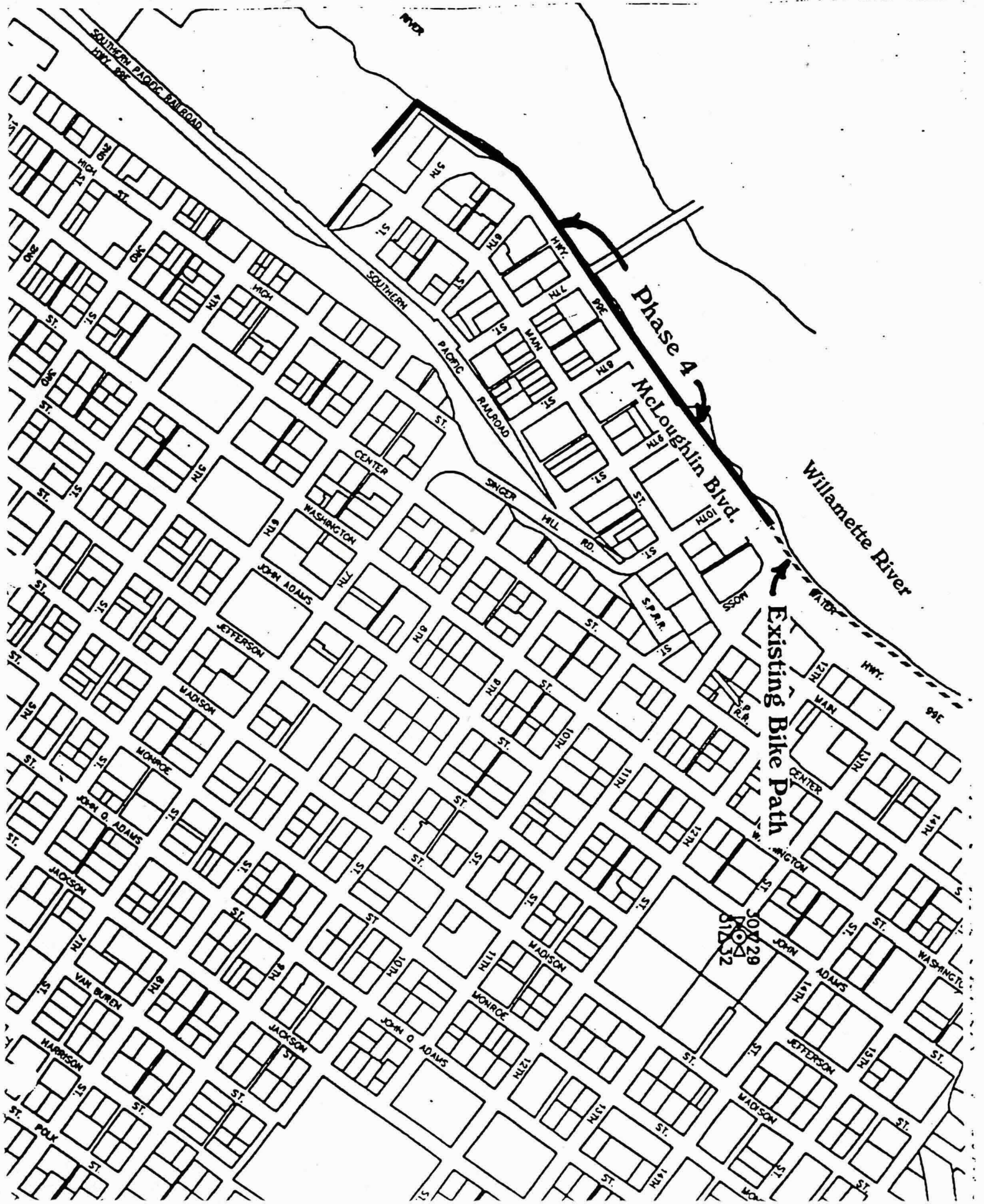
**11. *Briefly define the historic significance of the project, the significance of its transportation service and its environmental impact to be mitigated.***

The City believes this project to be one of the most significant transportation projects to be undertaken in recent years, because it will provide a variety of linkages for pedestrians and bicyclists where none currently exist. The project also meets the goals and objectives of the Parks Master Plan, because it will create connections between existing or proposed facilities. Finally, it will provide several steps in implementation of projects in the Urban Renewal Plan, projects that have been endorsed, but unfunded, for many years.

# Riverfront Pedestrian/Bike Path Project



# Riverfront Pedestrian/Bike Path Project



5. OREGON ELECTRIC  
R/W

Ronald D. Willoughby  
Assistant General Manager



**TUALATIN  
HILLS  
PARK &  
RECREATION  
DISTRICT** ADMINISTRATION OFFICE  
15707 SW Walker Road • Beaverton, Oregon 97006 • 645-6433 • FAX 690-9649

RECEIVED

APR 3 1992

PLANNING DIVISION  
LAND USE & TRANSPORTATION

March 31, 1992

**BOARD OF DIRECTORS**

- June Crabb
- Dennis Doyle
- Mabel Eng
- Robert Hathaway
- Babette Horenstein

Mr. Mark Brown, Principal Planner  
Washington County, Department of Land Use and Transportation  
155 North First Avenue  
Hillsboro, OR 97124

Dear Mr. Brown:

The Tualatin Hills Park and Recreation District hereby submits the following projects for inclusion in project review for the 1991 Intermodal Surface Transportation Efficiency Act.

Oregon Electric Right of Way

The Park District requests consideration for a project that includes acquisition and development of property located on the old Oregon Electric Right of Way in eastern Washington County. The property would connect two pieces of property already owned by the Park District and would complete this linear park between SW 92nd Avenue and SW Oleson Road.

This linear park would provide off street pedestrian and bicycle access through this region. The streets are generally without sidewalks in the area so this path system would provide a safer route for bicyclists and pedestrians (including those using wheelchairs).

Another benefit of completing this path system (other than safety) would be that neighbors would be more likely to walk to the commercial district near SW Oleson and SW Garden Home Roads if a safe access was provided. A resulting benefit would be fewer automobiles on the roads when people walked rather than drove.

The old Oregon Electric Right of Ways historical significance is that this was the route by which railroad trains travelled from the Tualatin Valley to Portland docks moving various types of materials such as lumber, crop harvests and other goods. It played an important role in the development of Washington County and needs to be preserved for its historical (then) and functional (now) values.

By encouraging walking and bicycling, a lesser burden will be placed on the environment in this area. Fewer cars would mean cleaner air and quieter neighborhoods.



Encouraging walking, bicycling, running, etc. will also create an important recreational opportunity that the residents in this area do not currently enjoy. In addition to access to the commercial district, completing this linear park will also provide a much improved access to the Garden Home Recreation Center. This center is heavily used by local residents who currently drive to the Center. Providing a safe pedestrian access will allow these residents to walk rather than drive to the Center. Again, reducing the number of vehicles on the local streets and providing a recreational opportunity.

Washington County has identified the Right of Way as an area of special concern for preservation and pathway development in its Raleigh Hills-Garden Home Community Plan. In addition, Community Participation Organization #3 supports the completion of this park and pathway system.

#### Tualatin Hills Nature Park Access/Lightrail

This project would acquire and develop powerline right of way for pathway access from the Tualatin Hills Nature Park to the Merlo Road Westside Lightrail station. This project would not only encourage the use of Lightrail but would also provide non-vehicular access to our Nature Park. Off-street access would be safer without the competition with automobiles and would tie into a planned linear park system within powerline rights of way throughout the Park District (see next project).

The one hundred eighty (180) acre Nature Park is one of the last untouched natural areas in our region. By providing bicycle and pedestrian travel (as well as Light Rail) less space would be required for parking areas and thereby maintaining more natural area.

#### Powerline Right of Way

##### Acquisition and Development

The final project for your consideration is the acquisition and development of powerline rights of way for linear park systems. This concept has been adopted in the Park District's Action Plan and is addressed in Washington County's Community Plans. Once again, off street pedestrian and bicycle path systems provide a safer route of travel.

It is, as mentioned earlier, the intent of the Park District to create a linear park system that will extend from one end of the Park District to the other. This park system will take advantage of a variety land types and pass through a variety of land use types. This park system will provide regional access to many THPRD facilities as well as commercial, industrial and residential districts. It would not be unreasonable to expect this path system to become a commuter route, a recreational course and a passive walking/strolling route.

As with the other two projects, this proposed pedestrian/bicycle linear park will encourage citizens to walk or ride a bike as opposed to driving an automobile. The environmental benefits would be cleaner air and quieter neighborhoods. This project could also access bus routes and enjoy the same environmentally sound results.

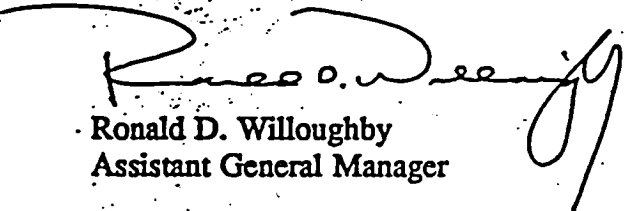
In addition to the transportation and environmental benefit of acquiring and developing powerline rights of way, there are recreational values to be recognized as well. Open play areas, scenic viewpoints and natural resource areas to name a few could be developed along within the pathway system. Multiple uses attract many interests thereby enhancing the this system.

The Tualatin Hills Park and Recreation District supports, as well, the preservation and pathway development of linear park systems. We have attempted to identify and define the transportation, environmental, historical and recreational values and benefits of our proposed projects to assist your review process.

Should further information be required regarding these proposals, please do not hesitate to contact this office at 645-6433.

Your consideration of our proposals are most appreciated.

Sincerely,



Ronald D. Willoughby  
Assistant General Manager

RDW:kw

Washington County Enhancement  
May 14, 1992  
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TUALATIN HILLS PARK AND RECREATION DISTRICT  
TRANSPORTATION ENHANCEMENT PROJECT PROPOSALS

1. OREGON ELECTRIC RIGHT OF WAY

- 1) Is it in an adopted plan? If yes, identify the plan.

Yes. The project is identified in the Regional Bicycle Plan and the the Raleigh Hills Garden Home Community Plan.

- 2) Does it tie into the existing transportation system?

Yes. It would provide an off-road pedestrian and bicycle link between Scholls Ferry Road and Oleson Road.

- 3) Does it meet the needs of more than one jurisdiction?

Yes. The park would serve residents of Beaverton, Portland, and unincorporated Washington County.

- 4) Will it have a broad range of users? Briefly explain.

The park would provide access between employment, transit, shopping, schools, recreation and neighborhoods. As such it would serve a range of users making a variety of different types of trips.

- 5) Will it leverage other funds, either existing or committed?

- 6) Is it consistent with existing land use?

Yes. The development of the park is discussed in the Raleigh Hills-Garden Home Community Plan which is a part of the Washington County Comprehensive Plan.

- 7) Is there a broad range of community support? Briefly explain.

The park and pathway is supported by Citizen Participation Organization #3 - Raleigh Hills/Garden Home.

- 8) Does it allow an historic transportation facility to to continue use as a transportation facility?

Yes. The project would allow the old Oregon Electric Right of Way to continue as a transportation facility to serve pedestrians and bicyclists.

- 9) Does it allow an historic transportation facility to continue as an

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May 14, 1992  
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N/A

10) Does it provide for alternate modes?

Yes. The project would serve both walkers and bicyclists, two important alternate modes of transportation.

11) Briefly define the historic significance of the project, the significance of its transportation service and its environmental impact to be mitigated?

Pedestrian and bikeway facilities are promoted by federal regional and County acts and plans. Construction of pedestrian and bicycle facilities improve important alternative forms of transportation which lessen reliance on the automobile.



LAKE  
OSWEGO.  
6. WILL. TROLLEY

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DEPARTMENT OF PUBLIC WORKS

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May 8, 1992

Michael Høglund  
Transportation Planning Supervisor  
2000 SW First Avenue  
Portland, OR 97201-5398

RE: Transportation Enhancement Program Funding Request

Dear Mike:

Attached is the project background for Lake Oswego's funding request for the South Trolley extension. This material is being faxed to you. The original will follow by mail.

Sincerely,

J.R. Baker  
City Engineer

/ppk

attachment

**CITY OF LAKE OSWEGO**  
**Transportation Enhancement Program Status Report**  
**Project Background**  
**South Trolley Extension**  
**Priority: High**

**1. Is It In an adopted plan?**

Yes, it is part of the RTP

**2. Does It tie into the existing Transportation System?**

The extension will tie into existing sidewalk, pathway, transit, and street system.

**3. Does It meet the needs of more than one Jurisdiction?**

Yes, it serves Portland, Multnomah County, Clackamas County and Lake Oswego.

**4. Will It have a broad range of users? Briefly explain.**

Its present use is recreational. With improvement it offers a way to augment capacity in the Highway 43/Macadam corridor.

**5. Will It leverage other funds, either existing or committed?**

The existing line is eligible for use as local match for federal grants.

**6. Is It consistent with existing land use?**

Yes.

**7. Is there a broad range of community support? Briefly explain.**

In the November 1990 election, 73% of the voters approved a bond necessary to expand LRT and the regional rail plan is widely supported. On the other hand some of the residents along the line are opposed to the rail operation.

**8. Does it allow a historic transportation facility to continue use as a transportation facility?**

Originally opened in 1887, this line operated as an electric rail commute line from 1915 to 1929 and much of the early development grew up around it. It is now returning to that function as a result of growth, traffic congestion, and environmental concerns.

**9. Does it allow a historic transportation facility to continue use as an alternate use?**

No, as the same (rail) use.

**10. Does it provide for alternate modes of transportation?**

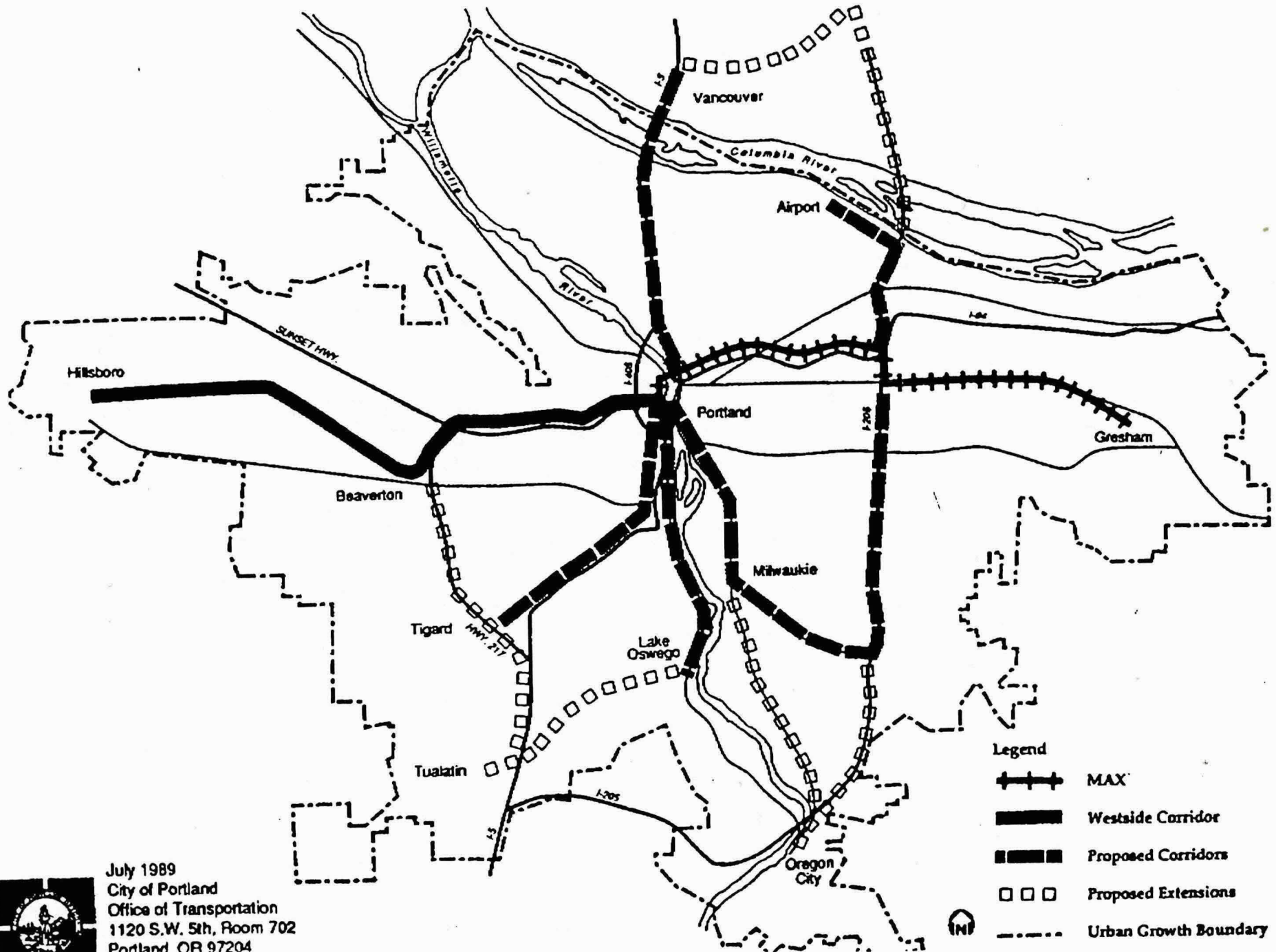
It provides an alternative to traffic on Highway 43 that is insulated from traffic congestion. Rail transit, bikes, and walking provide an alternative to driving for some trips.



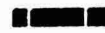


**11. Briefly define the historic significance of the project, the significance of its transportation service and its environmental impact to be mitigated.**

The existing rail line terminates short of the destination of rides and bus connections in Lake Oswego. This project will extend the line into Lake Oswego and correct this situation.

Historically, the line did operate from Lake Oswego and the extension will be entirely in a rail corridor, thereby avoiding any major impacts.

# PORTLAND REGIONAL LIGHT RAIL SYSTEM



- Legend**
-  MAX
  -  Westside Corridor
  -  Proposed Corridors
  -  Proposed Extensions
  -  Urban Growth Boundary



July 1989  
 City of Portland  
 Office of Transportation  
 1120 S.W. 5th, Room 702  
 Portland, OR 97204