



## Active Transportation & Complete Streets Projects

### **Name of Project** Cornelius Pass Bicycle and Pedestrian Bridge Design

*(project name will be adjusted to comply with ODOT naming convention if necessary)*

### **Project application**

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

### **Project Definition**

#### **Project Description**

- Facility or area: street(s), intersection(s), path or area. = *Oregon Electric Railway Trail crossing Hwy 26*
- Beginning facility or milepost. = *Cornelius Pass Road-Hwy 26 Interchange*
- Ending facility or milepost. = *NW Wagon Way-Rock Creek Trail*
- Provide a brief description of the project elements. = *The proposed project will engage the public, and complete the design & engineering for a bicycle and pedestrian bridge over Hwy 26. This bridge will be a part of the Oregon Electric Railway, to the east of the Cornelius Pass Road Interchange. The project will identify impacts, determine design, engage the public, produce engineering documents, and estimate costs sufficient to proceed in securing subsequent grant funds for construction.*
- City (ies). = *City of Hillsboro adjacent to project*
- County(ies). = *Washington County*

#### **Base project information**

- Corresponding RTP project number(s) for the nominated project. = *10552 Cornelius Pass Interchange*
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).

Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area).

*This project is key to overcoming one of the major barriers to bicycling and walking in Washington County: crossing Hwy 26. The existing interchange at Cornelius Pass Road has high traffic volumes, many potential user conflicts, and is not easily navigable by bicycles and walkers of all ages and abilities. A grade-separated crossing to the east of the interchange, along the alignment of the Oregon Electric Railway Trail, would provide a safer and more easily negotiable crossing experience. The connection will provide key access to important destinations including schools, employment, housing, community recreation facilities, and transit. South of the interchange, a protected two-way cycletrack*

and sidewalk are currently under construction in the Oregon Electric Railway right of way and will extend to Cornell Road. To the north the crossing will connect to the existing Rock Creek Trail. These facilities attract users of all ages and abilities and filling the gap between them with a safe and comfortable connection will help ensure the full functionality of the corridor as an active transportation and recreation route.

The project would meet the project criteria, including: (1) Improving access to and from Orenco Town Center, a bicycle and pedestrian district (2) Improving access to and from large employment areas north and south of Hwy 26 that include employers such as Intel, Reser Fine Foods, Alliance Packaging, Acumed and others; (3) Improving access to Liberty HS, Lenox Elementary and PCC Rock Creek; (4) Overcoming a barrier to connectivity and improving the user experience for people walking and biking across Hwy26; (5) Serving environmental justice (EJ) populations in access to jobs, connecting to recreation, parks,nature, shopping, as well as other essential destinations for the community; (6) Providing "last mile" connections to/from bus service on Evergreen Blvd, Cornell Rd and improved access to Orenco MAX stations; (7) Separating pedestrian/bicycle traffic from freight and other vehicles on busy arterial roadways and through an interchange with many potential conflict points (8) Connecting to 2040 Town center that feature existing medium- to high-density development; and developing industrial lands(9) a public outreach element that builds on existing efforts (including the recently adopted Trails Master Plan), (10) Leveraging Washington County's unique, dedicated transportation funding resources; and (11) Mitigating roadway expansion impacts on bicycles and pedestrian at the Cornelius Pass Interchange

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

- Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance).

*This is a design/ engineering project, effectiveness will be measured in the completion of engineering documents,determination of environmental and right-of-way impact, and community engagement on design. Ultimate success will be the readiness of the design to secure funding and begin construction.*

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

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

*The cost estimate draws on recent experience working on the Fanno Creek Bridge (Oleson Rd) Replacement Project, a federally funded project. Matching funds of \$83,000 have been approved from the Washington County Major Street Improvement Program Opportunity Fund. The County and partner City of Hillsboro will also match with staff time for some tasks as detailed in attached estimate. Letters of support have been attached.*

- Total project cost  
(Include and describe any cost elements beyond those funded by the request + match):=\$800,000
- RFFA funding request by project phase: *Project Development - \$300,000;Engineering - \$500,000*
- Local match or other funds

(minimum match = 10.27% of funds requested + match): \$98,000 (a 12.25% match of \$83,000 from the Opportunity Fund and \$15,000 from the City of Hillsboro)

### Map of project area

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

### Project sponsor agency

- Contact information (phone # & email) for: 503.846.7819 shelley\_oylear@co.washington.or.us
- Application lead staff = Shelley Oylear (see above)
- Project Manager (or assigning manager)= Joe Younkings 503.846.7832
- Project Engineer (or assigning manager) = Joe Younkings joe\_younkings@co.washington.or.us,
- Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why.

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

- Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.

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

### Highest priority criteria

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

*The neighborhoods and residences are primarily to the east of the project corridor both on the north and south sides of the highway, while to the west is primarily employment land, both industrial and commercial. The housing to the south of the project is a concentration of multifamily housing with average populations of low income, non-white, older adults and youth populations, representative of the County overall. Due to the barrier of crossing Hwy 26 discussed earlier and lack of transit on Cornelius Pass Road, transportation-disadvantaged populations do not have very many travel options other than walking or using a private automobile. North of Hwy 26 there are industrial-manufacturing businesses, which have diverse workforces that would be well served by the new connection, available for 24/7 use. Residents north of Hwy 26 are required to navigate high speed, high volume arterials and interchange to reach jobs and community destinations including, bus stops, recreation facilities, and grocery stores. For those who do not have access to a vehicle, this project will fill a gap in the*

system and drastically improve safety, mobility and accessibility for people walking, bicycling, using mobility devices crossing Hwy 26. The follow table documents population data for the four census tracts surrounding the project corridor:

<i>Populations</i>	<i>Percentage of Population in Project Area</i>	<i>Percentage of Population in the County</i>
<i>Total Population</i>	<i>100%</i>	<i>100%</i>
<i>Low English Proficiency</i>	<i>1%</i>	<i>9%</i>
<i>Non-White</i>	<i>26%</i>	<i>30%</i>
<i>Over age 65</i>	<i>10%</i>	<i>10%</i>
<i>Under age 18</i>	<i>20%</i>	<i>25%</i>
<i>Low Income</i>	<i>20%</i>	<i>26%</i>

*Data Sources: Census 2012 American Community Survey (Total Pop, Low English Prof., White, Non-White, Over 65, Under 18) Census 2013 American Community Survey (Low Income - 185% of poverty level [HC01\_EST\_VC51])*

*Student attendance boundary for Liberty High School includes areas both north and south of Hwy 26. The diverse student population would benefit from a dedicated bicycle and pedestrian crossing of Hwy 26 to access their schools and nearby recreation facilities, and Rock Creek Trail.*

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

*The existing interchange at Cornelius Pass Road is high traffic volumes and high speed*

- *South ramps to Imbrie: 43,400 ADT, 44 mph, 8.8% freight*
- *South of West Union: 20,400 ADT, 43 mph, 13.6% freight*

*Forecasted volumes indicate an increase in traffic on Cornelius Pass at the interchange of 45% from 2010 to 2035. Current interchange configuration has many potential user conflict points, yield conditions, skewed approaches, and few signalized crossings. Current bicycle and pedestrian crashes are not high but the current environment is not easily navigable by bicycles and walkers of all ages and abilities, which discourages use. A grade separated crossing on the eastside of the interchange, along the alignment of the Oregon Electric Railway Trail would eliminate the many conflict points with vehicles and provide a safer, more comfortable crossing experience.*

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

*The bridge will create connections and improve access to*

- *Orenco Town Center, a bicycle and pedestrian district*
- *Employment areas north and south of Hwy 26 that include employers such Intel, Acumed, and manufacturers such as Reser Fine Foods, Alliance Packaging, and others.*

- *Liberty High School, Lenox Elementary, & trail connections to PCC Rock Creek*
- *Hillsboro Stadium and Ballpark, Hondo Dog Park, the future Crescent Greenway and TopGolf*
- *Shopping and commercial districts (Fred Meyer and Crossroads at Cornell)*

*As a key gap in existing trail/bike/pedestrian facilities the bridge will support bicyclists and walkers to reach destinations both in the vicinity and across the county, on a safe and separated facility.*

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

*The project will serve as connection at the northern edge of a Metro 2040 center (Orenco Town Center) that features existing medium- to high-density development. The town center is also designated as a Pedestrian/Bicycle District in the Washington County TSP. A Pedestrian/Bicycle District identifies an area where high use by pedestrians and cyclists is either observed or intended due to a combination of existing and/or proposed land uses, density, land use mix, community design, availability of transit service and/ or provision of pedestrian and bicycle facilities. Both north and south of Hwy 26 there are existing industrial and manufacturing sites with significant numbers of employees. These areas are poised to see significant growth in employment over the next few years.*

*North of Hwy 26*

- *Existing single and multi-family housing*
- *Existing industrial and manufacturing operations*
- *Potential for new light, campus, and office industrial, one of largest industrial areas in the region with developable sites*

*South of Hwy 26*

- *Available light industrial and industrial campus land*
- *Existing industrial and manufacturing including one the largest employers in Oregon, Intel*
- *Multi-family and single family housing recently constructed east of Cornelius Pass Road*

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

### **Higher priority criteria**

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

*In the RATP the project is a Regional Bikeway, a Pedestrian Corridor and in the RTP #10552. Sunset Highway (U.S. 26) is a major physical and psychological barrier that effectively defines the northern area of Washington County with very few local street and trail crossing opportunities. On Hwy 26, interchanges are widely spaced, Cornelius Pass Rd to 185<sup>th</sup> 1.84 and 1.4 miles Cornelius Pass Rd to Brookwood Parkway. Travel distances to crossings are even longer utilizing the local roadway systems for bicyclists and walkers. The project will provide a new connection over Hwy 26, separate bicyclists and pedestrians from auto and freight traffic, minimize conflict points, and connect existing separated*

facilities to complete a gap in the network. The Hwy 26 crossing of the Oregon Electric Railway Trail is an important link of a regional transportation trail to another regional trail, the Rock Creek Trail.

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

*The project will link the Oregon Electric Railway Trail from the Cornelius Pass Road cycletrack and sidewalk over Hwy 26, on a bicycle and pedestrian only bridge, and continue as a trail or cycletrack/sidewalk to connect to Wagon Way and Rock Creek Trail. The connection will fill a gap in high quality bike and pedestrian facilities by providing an alternative to mixing with the adjacent interchange traffic, that includes high amounts of freight and commuter traffic. An existing undercrossing of Hwy 26, more than 1 mile east of the interchange, runs along the banks of Rock Creek. The trail frequently floods during storm events and is impassable for large amounts of time during the rainy season. Studies have determined that there is no remedy for the situation short of raising the Hwy 26 roadbed and bridges several meters, in each direction, for miles. The proposed bicycle and pedestrian bridge at Cornelius Pass has been identified as the viable remedy for the situation, providing year round accessibility, more direct access to destinations, and the potential for improved treatments for transportation.*

*The Hillsboro Trail System Master Plan standard for regional trail is a minimum 12 foot paved surface, with 4 foot soft surface where possible. Regional trails serve a transportation function and will be designed and constructed in ways that facilitate comfortable, convenient travel, considering the characteristics discussed in the Metro ATP. The project will be designed to accommodate users of all ages and abilities, complying with ADA requirements. The bridge design would also conform to the ODOT Bridge Design and Drafting Manual (BDDM) and American Association of State Highway and Transportation Officials (AASHTO) specifications for the Design of Pedestrian Bridges.*

*Site furniture and landscaping will also be incorporated in the project's design, as will trail and wayfinding signage per Metro and Washington County signage standards. Lighting will also be explored and included where feasible. Because the project area is located within a powerline corridor, Bonneville Power Administration (BPA) and Portland General Electric (PGE) have restrictions on what amenities can be located under high voltage transmission lines. One of the outcomes of this project will be to identify these limitations.*

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

*There is not any existing or planned transit north of Hwy 26 to serve the industrial area, housing or the high school. The bridge would truly provide "last mile" connections to/from bus service on Evergreen Road, Cornell Road, and improved access to the Orenco MAX station and Quatama MAX station.*

#### **Priority criteria**

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

*City of Hillsboro will lead public engagement with the County taking on a supporting role. Engagement will build on the extensive outreach that was done as part of the Washington County Bicycle Pedestrian Prioritization Project 2011-12, the Hillsboro Trail System Master Plan 2014-15, the Washington County Transportation System Plan Update 2014-15, and the Cornelius Pass Road Project 2014-16. A public engagement plan will be developed with the project and will include identifying underrepresented population, and choosing tools and techniques for meaningful public engagement. Outreach work will include employees and businesses in the area, not just residents.*

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

*The project will be leveraging the county's Major Streets Transportation Improvement Program (MSTIP) - a permanent property tax levy - specifically Opportunity Funds as a match. These funds have been set aside to leverage grants and other partnerships. City of Hillsboro Parks and Recreation would provide public involvement staffing funded through \$15,000 of regular staff time. The project would leverage upcoming investments in the 2017-2022. Once the project is completed the work will be leveraged to secure funding for construction of the bridge and trail connections.*

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

*The project will create new viable travel options through:*

- access to bus routes and more frequent service,*
- reducing travel distances, north-south across Hwy 26 for walkers and bicyclists*
- creation of a comfortable and safe facility for people of all ages and abilities*
- increased the functionality of the corridor for active transportation*
- creating a connection to a high school to reduce need for valet service by parents*
- convenient access for local employees and residents to walk/bike to ballpark, stadium, grocery store, high school, and shopping*

#### **Process**

- Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A)

*The proposed project responds to needs identified in existing plans and studies with considerable public involvement, including: Washington County Bicycle Pedestrian Prioritization Project 2011-12, the Hillsboro Trail System Master Plan 2014-15, the Washington County Transportation System Plan Update 2014-15, and the Cornelius Pass Road Project 2014-16. During the Trails System Master Plan, members of the community specifically asked for long distance trails that extend beyond the City limits providing regional connectivity, which the project proposed to do, connecting to the Rock Creek trail and future trails. Washington County staff have reviewed priority projects from existing plans and studies to develop RFFA project nominations. Staff considered benefits and impacts to underserved populations, access to jobs, along with other priority criteria to help select projects for nomination.*

*The county public involvement process seeks out and engages community members, providing an opportunity for people to participate in decisions about proposed activities that may affect their environment and/or health. The county has renewed efforts to remove barriers and engage citizens through a variety of formats including open houses, event information tables, website-internet presence, and mailings.*

- Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.

*Washington County coordinates with its regional partners through regular phone and e-mail contact and more formally through monthly WCCC and WCCC TAC meetings. These committees include elected officials and technical staff, respectively, from jurisdictions in the county. For this project, key partners include the City of Hillsboro, Tualatin Hills Park and Recreation District (THPRD) and TriMet. All three entities are represented on the WCCC and WCCC TAC and have acknowledged this project nomination. Leading up to this year's RFFA process, Washington County and its partners shared anticipated project nominations at WCCC and WCCC TAC meetings.*

*Hillsboro Parks and Recreation and Washington County have both worked with BPA on issues related to powerline corridors. This project would continue the working relationship to develop the project design and alignment that is acceptable to both and achieves the desired design elements. Coordination with ODOT will also be done for design compliance with BDDM and right-of-way impacts of structural supports for the bridge.*