



Active Transportation & Complete Streets Projects

Name of Project Westside Trail 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. = *Westside Trail crossing Hwy 26*
- Beginning facility or milepost. = *Greenbrier Parkway*
- Ending facility or milepost. = *Cornell Road*
- 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 as part of the West Side Trail, west of the Murray Boulevard Interchange. 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 Beaverton adjacent to project*
- County(ies). = *Washington County*

Base project information

- Corresponding RTP project number(s) for the nominated project. = *11211*
- 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 is overcoming one of the major barriers to bicycling and walking in Washington County, crossing Hwy 26. The existing interchanges at Murray Boulevard and Cornell Road have high traffic volumes, many user conflicts, and is not easily navigable by bicycles and walkers of all ages and abilities. A grade separated crossing to the west of the Murray interchange, along the designated alignment of the Westside Trail, would provide a safer and more comfortable crossing experience. The connection will provide key access to important destinations including schools, employment, housing, community recreation centers, and transit. The 25-mile Westside Trail is one of the county's most important regional trail corridors that will link the Tualatin River near King City with the Willamette River. Substantial portions of the trail have already been constructed or are planned for construction to

the north and south the project site. The proposed crossing is a critical link in the trail, essential to ensure the full functionality of the trail corridor as a transportation and recreation route.

The project would meet nearly all of the project criteria, including: (1) Improving access to and from Cedar Mill Town Center, a bicycle and pedestrian district and Cornell Main Street; (2) Improving access to and from large employment areas north and south of Hwy 26 that include Nike, Columbia Sportswear, Leupold & Stevens, Tosoh, and others; (3) Improving access to Sunset High School, Meadow Park Middle School, and YMCA Child Center; (4) Overcoming a barrier to connectivity and improving the user experience for people walking and biking across Hwy 26; (5) Serving environmental justice (EJ) populations in the Cedar Mill Town Center area, and Walker/Murray Area, connecting to jobs, schools, and housing, as well as essential destinations for that community; (6) Providing "last mile" connections to and from bus service on Murray, Cornell, Walker Roads and improved access to Merlo MAX stations (Transit Center); (7) Separating pedestrian/bicycle traffic from freight and other vehicles on busy arterial roadways and through an interchange with many conflict points; (8) Serving a Metro 2040 center- the Cedar Mill Town Center - that feature existing medium- to high-density development and County mixed use-affordable housing project currently under development; (9) Including a public outreach element that builds on existing efforts, (10) Leveraging Washington County's unique, dedicated transportation funding resources; and (11) Reducing or delaying the need for roadway expansion at the Murray interchange and adjacent arterials.

- 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 whose 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

Cost estimate draws on recent experience working on the Fanno Creek Bridge (Oleson Rd) Replacement Project and SW 119th Sidewalk Improvements, federally funded projects. Matching funds of \$83,000 have been approved from the Washington County Major Street Improvement Program Opportunity Fund. Tualatin Hills Park & Recreation District (THPRD) will also contribute an amount of \$100,000 from system development charges (SDC) fund as a further match. Letters of support have also been attached.

- Total project cost: \$800,000
- RFFA funding request by project phase: Project Development \$300,000 and Engineering \$500,000
- Local match or other funds
(minimum match = 10.27% of funds requested + match): \$211,492 = 26.4% match

Map of project area

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

Project sponsor agency

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

Washington County has delivered numerous federal aid transportation projects in recent years, including the 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 north and south of the project corridor, part of the unincorporated Cedar Mills Town Center, are home to low income, non-White, older adults and youth populations, representative of the County overall. Due to the barrier of crossing Hwy discussed earlier, transportation-disadvantaged populations are forced to travel out of direction along high speed, high volume arterial roadways to reach jobs and community destinations including the schools, bus stops, recreation centers, 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(one which includes a portion of rural area):

<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>29%</i>	<i>30%</i>
<i>Over age 65</i>	<i>10%</i>	<i>10%</i>
<i>Under age 18</i>	<i>23%</i>	<i>25%</i>
<i>Low Income</i>	<i>21%</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 Sunset High School and Meadow Park Middle School includes areas both north and south of Hwy 26. Students would benefit from a dedicated bicycle and pedestrian crossing of Hwy 26 to access their schools and nearby recreation facilities: the Sunset Swim center H.M. Terpenning Recreation Complex, and Pioneer Park.

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 Murray Blvd. is high traffic volumes and high speed

- *South of Cornell Rd: 22,333 ADT, 35 mph, 7.2% freight*
- *North of Walker Rd: 24,620 ADT, 48 mph, 10.3% freight*

Forecasted volumes indicate an increase in traffic on Murray Blvd at the interchange of 13% 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 between the Murray Blvd Interchange and the Cornell Rd interchange, along the alignment of the Westside Trail would eliminate the many conflict points with vehicles and provide a safer, more comfortable crossing experience. Student attendance boundary for Sunset High School and Meadow Park Middle School includes areas both north and south of Hwy 26, that does not.

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:

- *Cedar Mill Town Center, a bicycle and pedestrian district, and Cornell Main Street*
- *Employment areas north and south of Hwy 26 that include Nike and Columbia Sportswear, as well as manufacturers such as Leupold & Stevens, Tosoh, and others.*
- *Sunset High School, Meadow Park Middle School, and YMCA Child Center*
- *Tualatin Hills Park & Recreation District facilities such as H.M. Terpenning Recreation Complex, Sunset Swim Center and Park, and Pioneer Park*

As a key link in the 25-mile Westside Trail, 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 a connection to the westerly edge of Metro 2040 center (Cedar Mill 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 Transportation System Plan (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 are existing industrial and manufacturing sites with significant numbers of employees:

North of Hwy 26

- *Several existing apartments complexes exist adjacent to the trail and north of Cornell Rd*
- *The County has entered into agreements to develop a mixed use-affordable housing project at the Cornell/Murray intersection*
- *Potential for densifying industrial uses*

South of Hwy 26

- *Available light industrial and industrial campus land*
- *Potential for increases in residential infill*

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 #T9 and in the RTP #11211. 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, Murray Blvd to Cornell Road 1.34 miles. Travel distances to crossings are even longer utilizing the local roadway systems (1.8 to 2.8 miles) for bicyclists and walkers. The project will provide a new connection over Hwy 26, on a bicycle and pedestrian only bridge, and fill a gap in a high quality regional trail, connect to proposed neighborhood bikeways and bicycle and pedestrian facilities on Cornell Road and Walker Road.

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 Westside Trail over Hwy 26, on a bicycle and pedestrian only bridge and connect to trail and other bicycle and pedestrian facilities. The connection will provide users of all ages and abilities an excellent experience by providing an alternative to mixing with the adjacent interchange traffic, that includes high amounts of freight and commuter traffic.

The Westside Trail Master Plan proposes an 18-foot wide bridge and provides other direction for accommodations and amenities. THPRD standard for regional trails is 12- to 14-foot paved with 2-foot gravel shoulders (total width of 16-to 18-feet). 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, such as benches and trash receptacles, will also be incorporated in the project's design, as will trail and wayfinding signage per THPRD's standards identified in its Trails Functional Plan. 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)?

The Westside Trail is an important regional transportation trail and provides "last mile" connections to and from bus service on Murray Boulevard, Cornell Road, Walker Road and 158th Avenue, as well as improved access to the Merlo MAX station. TriMet line #48 on Cornell is a frequent service route that has one of the highest ridership in the County.

Priority criteria

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

THPRD 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 Metro's Westside Trail Master Plan 2012-13, Washington County's Transportation System Plan Update 2014-15, and THPRD's Trails Functional Plan 2015-16. 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.

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. THPRD will also be contributing an amount of \$100,000 from system development charges (SDC) fund as a further match. The project would leverage upcoming investments in the Westside Trail to the north and south of the proposed crossing through

agreements with Nike. Once the project is completed the work will be leveraged to secure funding for construction of the bridge and trail.

The proposed project will also build upon current and past investment by THPRD to complete segments of the Westside Trail through its service area. South of Hwy 26 this includes completing 7 of 9 unbuilt segments totaling over four miles at a cost of approximately \$7,000,000 since 2009 between Barrows Road (near the Progress Ridge Town Center) and the Merlo/158th Transit Center and Tualatin Hills Nature Park. North of Hwy 26, North of Hwy 26 THPRD is currently constructing one mile of trail between the Rock Creek Trail and Kaiser Road at a cost of over \$3,000,000. These project costs include project development, preliminary engineering, right of way, environmental, utilities and construction costs. Nearly two-thirds of this investment has been provided through federal transportation dollars. Completion of a crossing over Hwy 26 is a critical link to the functionality of the Westside Trail as THPRD only has six segments remaining to construct totalling approximately four miles. These remaining segments are those on either side of Hwy 26 and include the crossing.

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 additional bus routes and more frequent service,
- reducing travel distances, north-south across Hwy for walkers and bicyclists
- creation of a comfortable and safe facility for the 8 or 80 year old
- increases the functionality of the Westside Trail as active transportation corridor
- 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, Metro Westside Trail Master Plan 2012-13, Washington County Transportation System Plan Update 2014-15, and THPRD Trails Functional Plan 2015-16. The county public involvement process seeks out and engages affected 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. Washington County staff have reviewed priority projects from existing plans and studies to develop RFFA project nominations. Staff considered benefits and impacts to undeserved populations along with other priority criteria to help select projects for nomination.

As part of its Trails Functional Plan development, THPRD utilized an extensive public engagement process that included a citizen advisory committee, community open houses, an online survey and a public hearing with its board of directors. In addition to these formal efforts, comments were accepted by mail, email, online and telephone throughout the year long plan development process. This outreach process helped prioritize trail development, and identified the crossing of Hwy 26 as a medium priority project. Furthermore, as part of the development of THPRD's 2016-17 6-Year SDC capital improvements project list additional public outreach occurred to help prioritize funding for development projects. This process included an online survey, community open houses and a public hearing with the board of directors, which approved the project list in January 2016. This project includes funds for a feasibility study of the Hwy 26 crossing.

- 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 Beaverton, THPRD and TriMet. All three entities are represented on the WCCC and WCCC TAC and have acknowledged this project nomination

In the Westside Trail Master Plan, Metro the worked with BPA to identify project design and coordination issues to consider in the development of the trail and bridge landings in the powerline corridor. The master plan determined that the project and ramps can be located within the powerline corridor. THPRD 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.