

Proposed projects summary

2022-24 regional flexible funds allocation

September 2019



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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: oregonmetro.gov/rffa

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PURPOSE AND BACKGROUND

Every few years, Metro has an opportunity to help make those projects happen with something called regional flexible funds – money from the federal government that can be used for a wide range of projects.

It's not a lot of money – expected to be about \$145 million over three years, just five percent of transportation funding spent in the tri-county region – but it can help with crucial gaps and long-awaited fixes.

This booklet summarizes the 23 projects proposed by the cities and counties of the greater Portland region to qualify for approximately \$43 million in funds set aside for improvements for walking, biking, access to transit and moving freight. Total request for these projects adds up to about \$78 million.

Evaluation

Each of the projects have been evaluated on how meaningfully they achieve outcomes in the four policy priority areas of the [2018 Regional Transportation Plan](#):

- advancing social equity
- improving safety
- implementing the region's [Climate Smart Strategy](#)
- managing congestion

The current conditions, design of the project and ongoing effect of the proposed investment were examined to score the opportunity and benefit within each of the policy areas. The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

Points further from the center of the chart show greater opportunity or benefit.

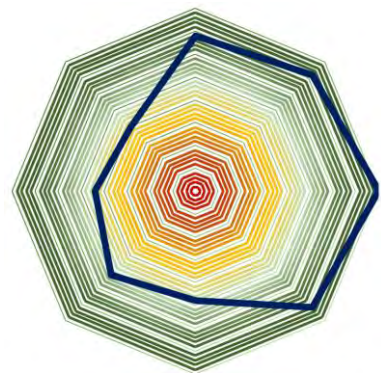
Comment opportunity – Sept. 6 through Oct. 7, 2019

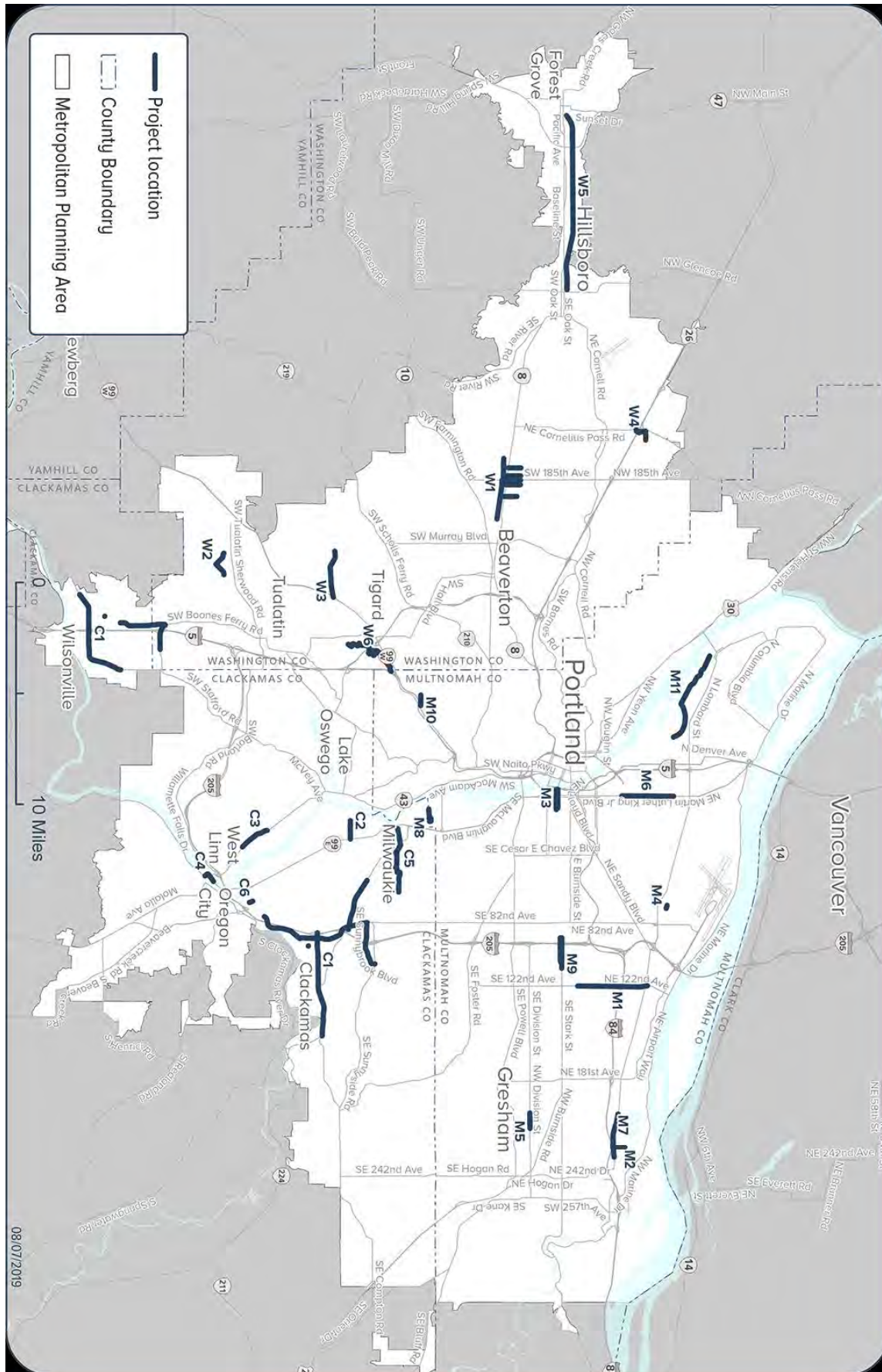
After reviewing project proposals, share your views in an online survey at surveymonkey.com/r/43million or by:

- email to transportation@oregonmetro.gov
- mail to Transportation Planning, 600 NE Grand Ave., Portland, OR, 97232
- phone at 503-797-1757 or TDD 503-797-1850.



Find out more about the 2022-24 regional flexible funds allocation and review full proposals at oregonmetro.gov/rffa.





PROPOSED PROJECTS

Clackamas County

C1: Clackamas Industrial Area freight ITS

C2: Courtney Avenue biking and walking

C3: Highway 43 biking and walking

C4: Highway 99E biking and walking

C5: Monroe Greenway

C6: Trolley Trail Bridge replacement

Multnomah County

M1: 122nd Avenue active transportation

M2: 223rd Avenue biking and walking

M3: Belmont/Morrison biking and walking

M4: Columbia/Cully freight

M5: Division Street biking and walking

M6: MLK Boulevard safety and access to transit

M7: Sandy Boulevard biking and walking

M8: Springwater Trail to 17th Avenue Trail

M9: Stark/Washington biking and walking

M10: Taylors Ferry Road transit access safety

M11: Willamette Boulevard active transportation

Washington County

W1: Aloha safe access to transit

W2: Blake Street design

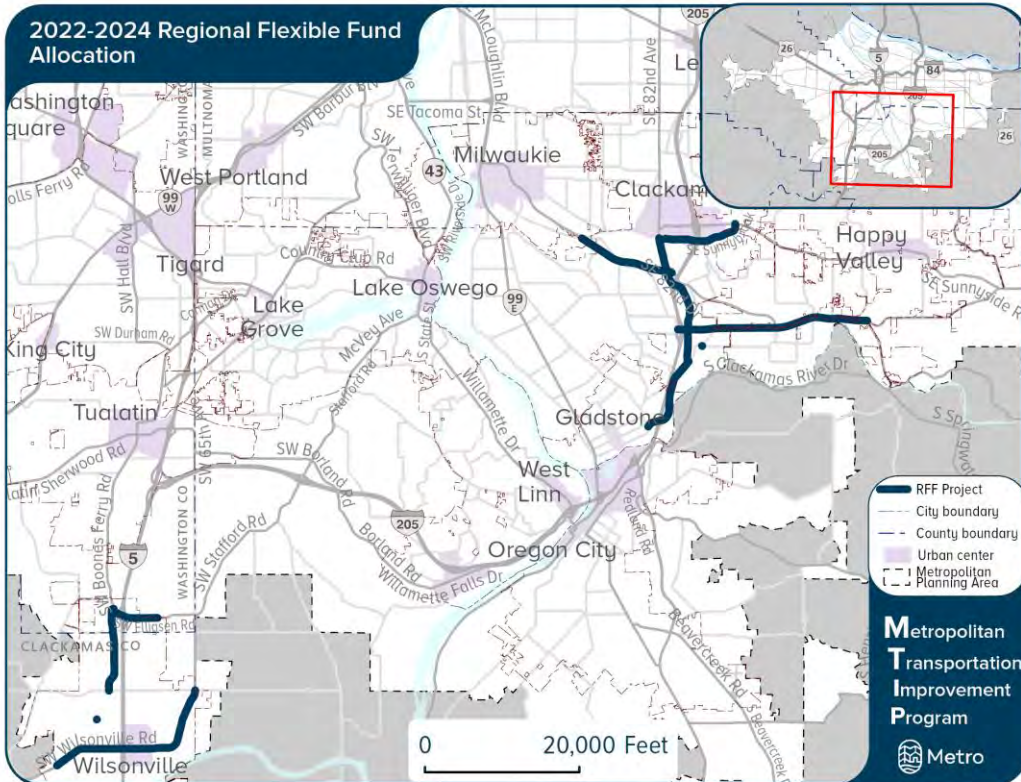
W3: Bull Mountain Road biking and walking

W4: Cornelius Pass biking and walking bridge

W5: Council Creek Trail biking and walking

W6: Red Rock Creek Trail biking and walking

C1: Clackamas Industrial Area freight ITS



Clackamas Industrial Area intelligent transportation systems

Sponsor: Clackamas County

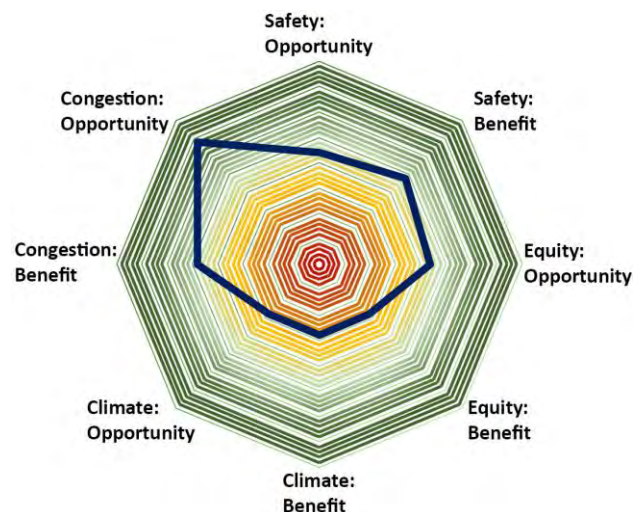
Requested amount: \$1,768,040

Total project cost: \$1,970,400

Purpose: Construction

Description: Builds intelligent transportation system technological improvements to improve freight movement, reliability and safety.

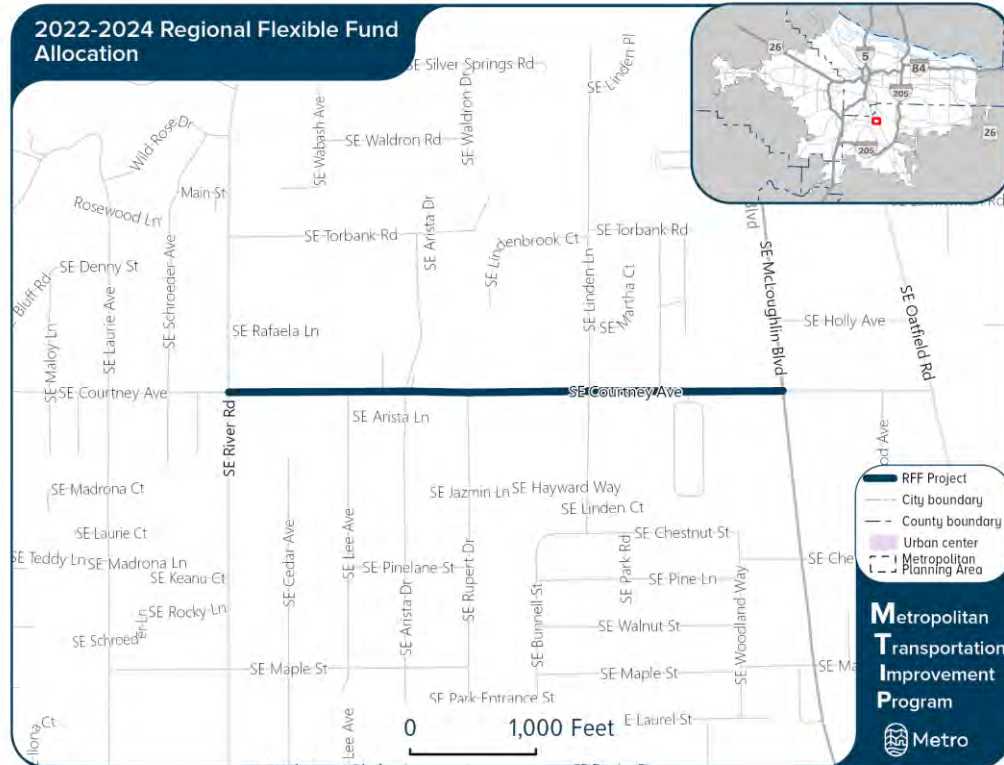
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

C2: Courtney Avenue biking and walking



Courtney Avenue: River Road to OR 99E (McLoughlin Blvd)

Sponsor: Clackamas County

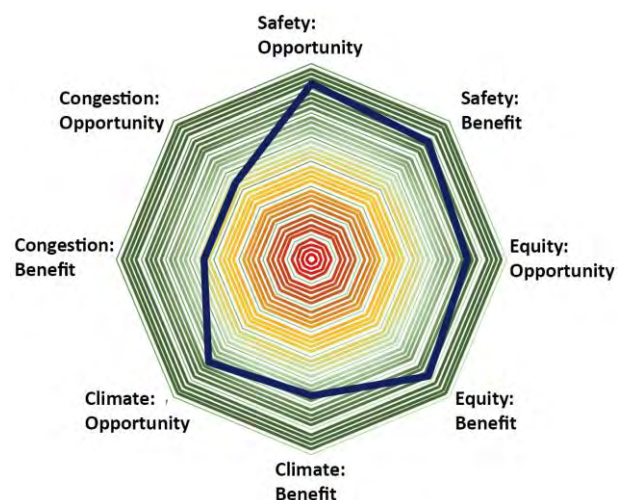
Requested amount: \$5,079,992

Total project cost: \$5,661,420

Purpose: Construction

Description: Provides separated sidewalks and 8-foot wide buffered bike lanes, intermittent rain gardens for stormwater management, and ADA compliant intersection curb ramps and crosswalk enhancements at two intersections. Provides direct walking and biking east-west connection to the Trolley Trail.

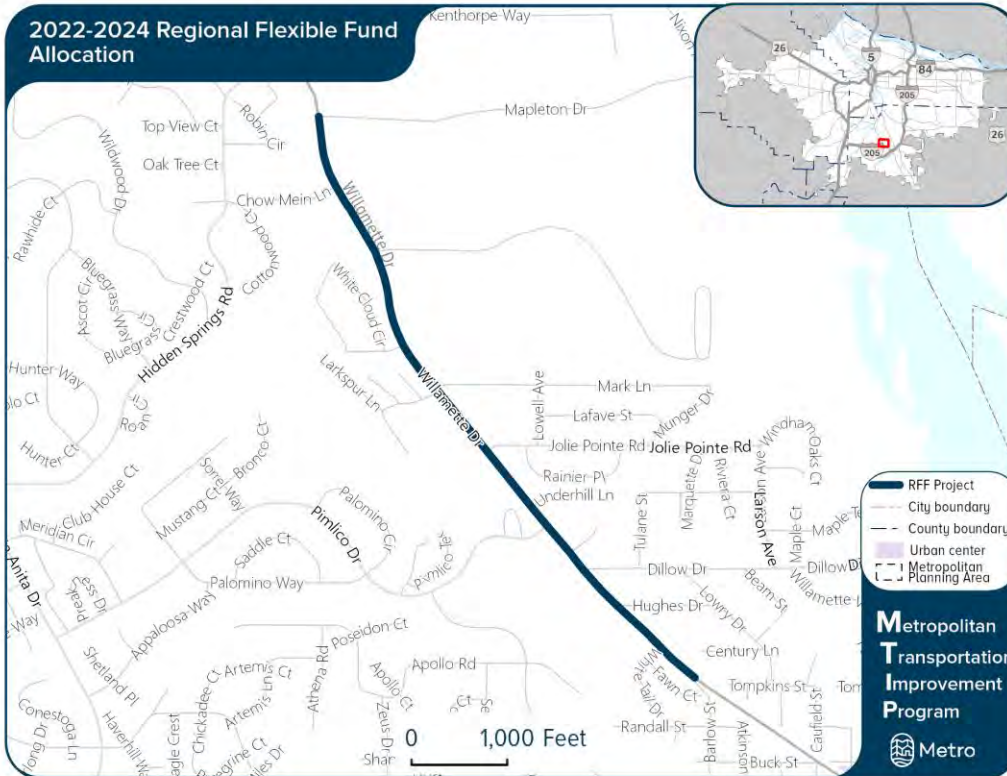
Evaluation



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C3: Highway 43 biking and walking



OR43 (Willamette Dr): Mapleton Drive to Barlow Street

Sponsor: City of West Linn

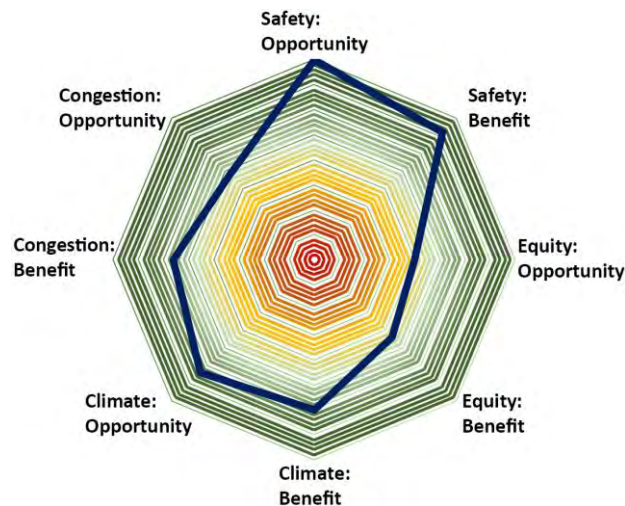
Requested amount: \$6,468,000

Total project cost: \$9,240,000

Purpose: Construction

Description: Provides continuation of grade-separated protected sidewalks and bike paths along Highway 43 from Mapleton Drive to Barlow Street. Creates walking and biking safeguards at intersections with raised corner bike refuge islands, multiuse marked crossings and other improvements.

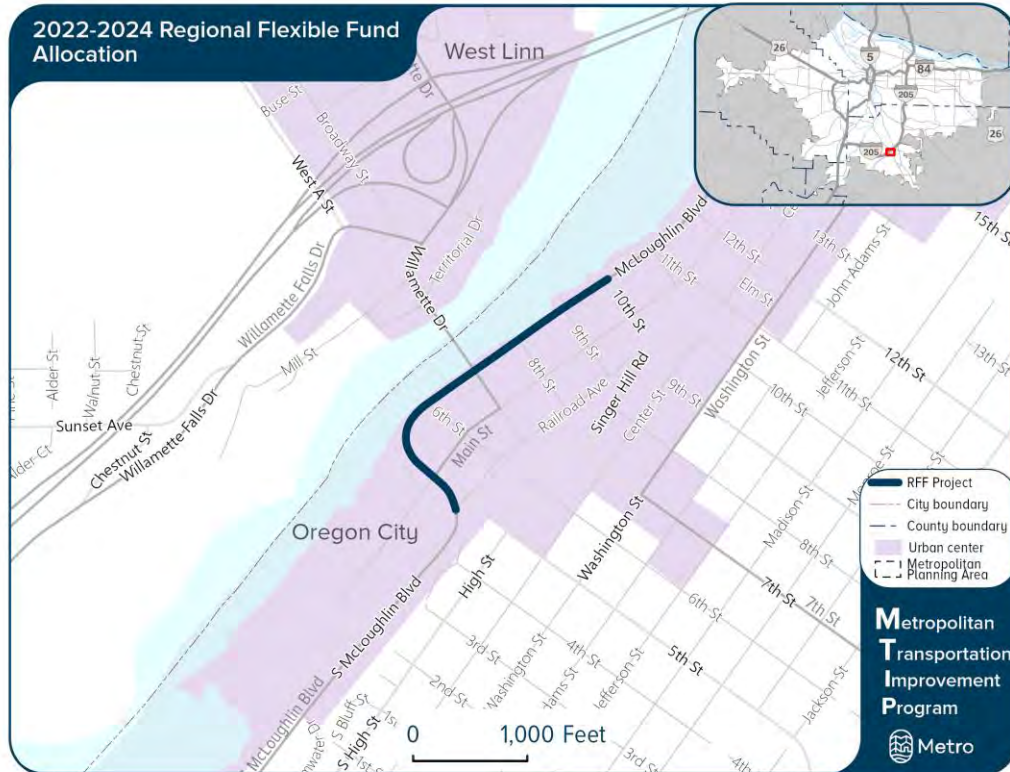
Evaluation



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The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

C4: Highway 99E biking and walking



OR99E: 10th Street to railroad tunnel

Sponsor: City of Oregon City

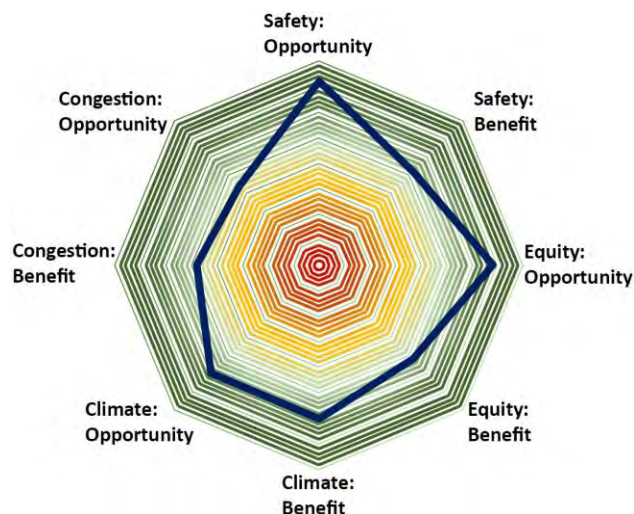
Requested amount: \$673,000

Total project cost: \$753,000

Purpose: Project development

Description: Provides design for the final phase of the McLoughlin Boulevard Enhancement Plan to close the walking and biking gap between McLoughlin and the Willamette Falls Riverwalk and to recreate McLoughlin as a complete street from the tunnel to 10th Street.

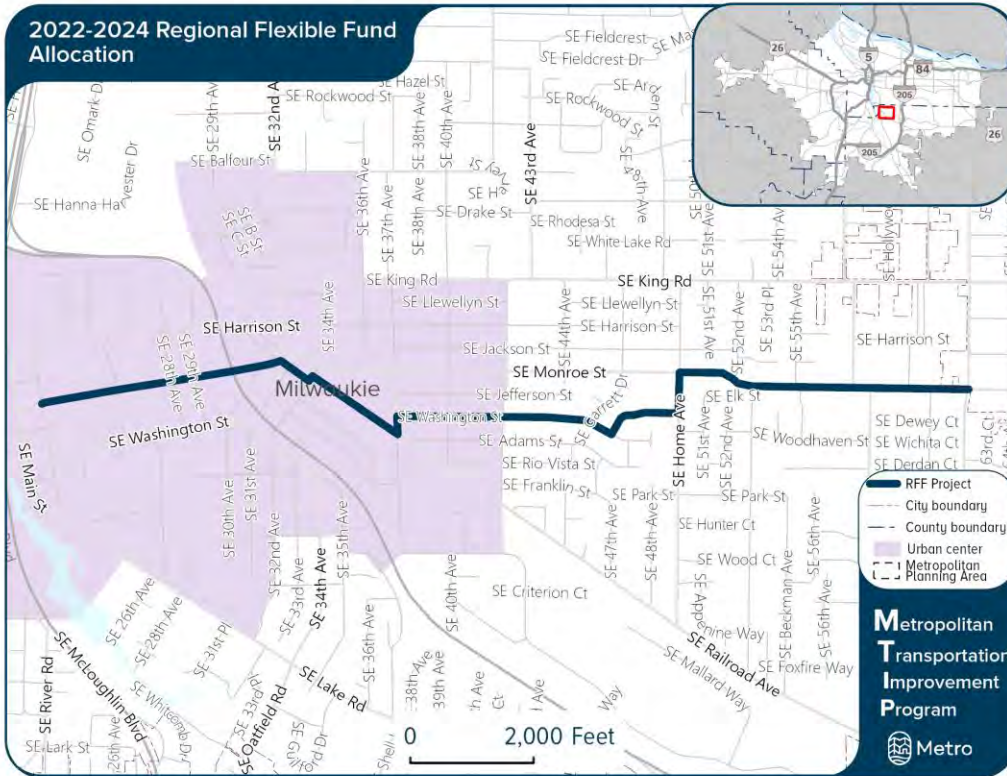
Evaluation



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C5: Monroe Greenway



Monroe Street Greenway: 21st Avenue to Linwood Avenue

Sponsor: City of Milwaukie

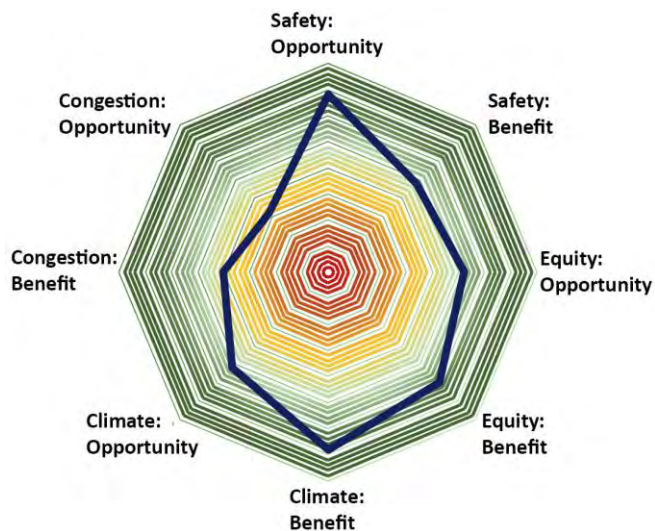
Requested amount: \$3,860,788

Total project cost: \$10,182,688

Purpose: Construction

Description: Creates a neighborhood greenway for safer walking and biking on Monroe Street. Connects Milwaukie's central neighborhoods with downtown, the Trolley Trail, the 17th Avenue bikeway to the west, and the Clackamas Regional Center to the east.

Evaluation



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C6: Trolley Trail Bridge replacement



Trolley Trail Bridge over Clackamas River: Portland Avenue to Clackamas River Greenway Trail

Sponsor: City of Gladstone

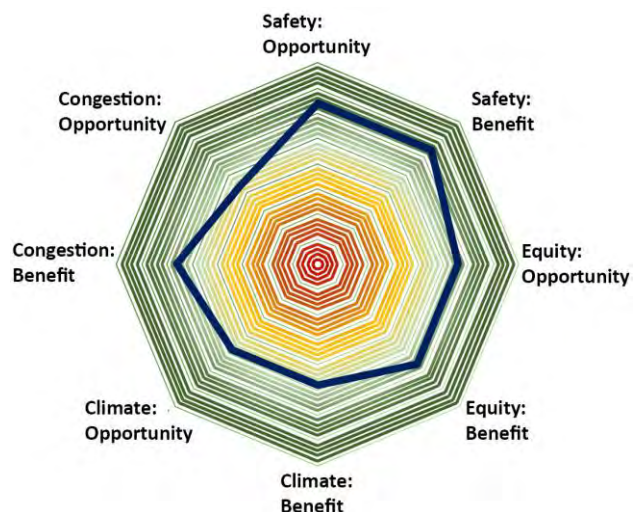
Requested amount: \$1,228,800

Total project cost: \$1,375,800

Purpose: Project development

Description: Plans, engineers and provides cost estimate for constructing a new walking and biking bridge connecting downtown Gladstone and downtown Oregon City.

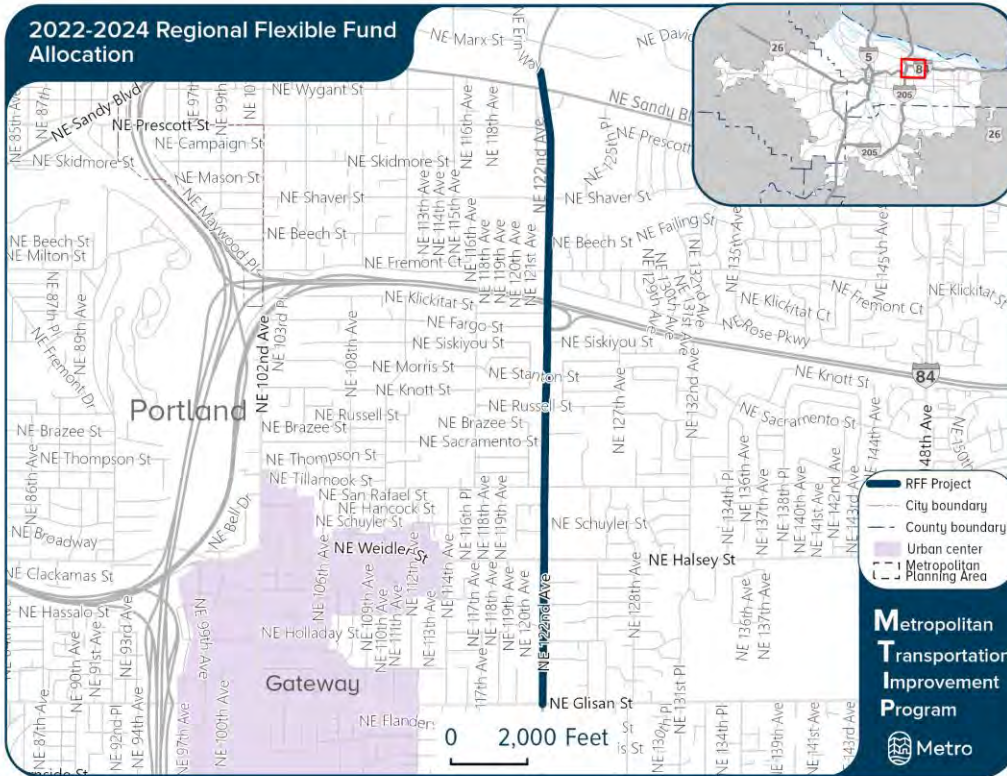
Evaluation



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M1: 122nd Avenue active transportation



122nd Avenue: Sandy Boulevard to Burnside Street

Sponsor: City of Portland

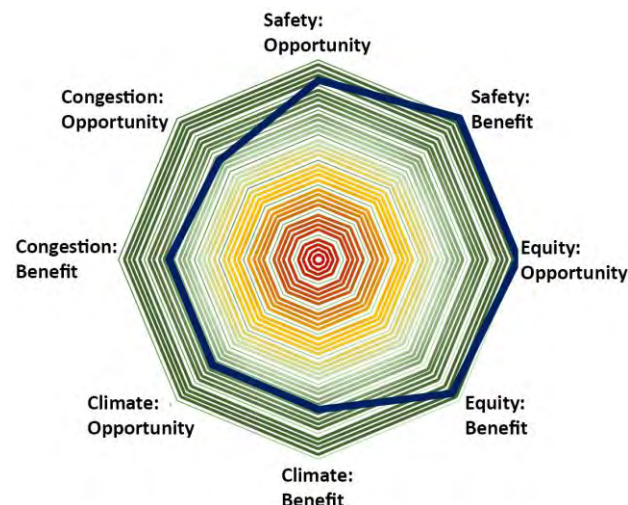
Requested amount: \$4,543,700

Total project cost: \$6,491,000

Purpose: Project development, construction

Description: Constructs high-priority enhanced pedestrian crossings, bikeway improvements, and enhanced transit improvements along 122nd Avenue.

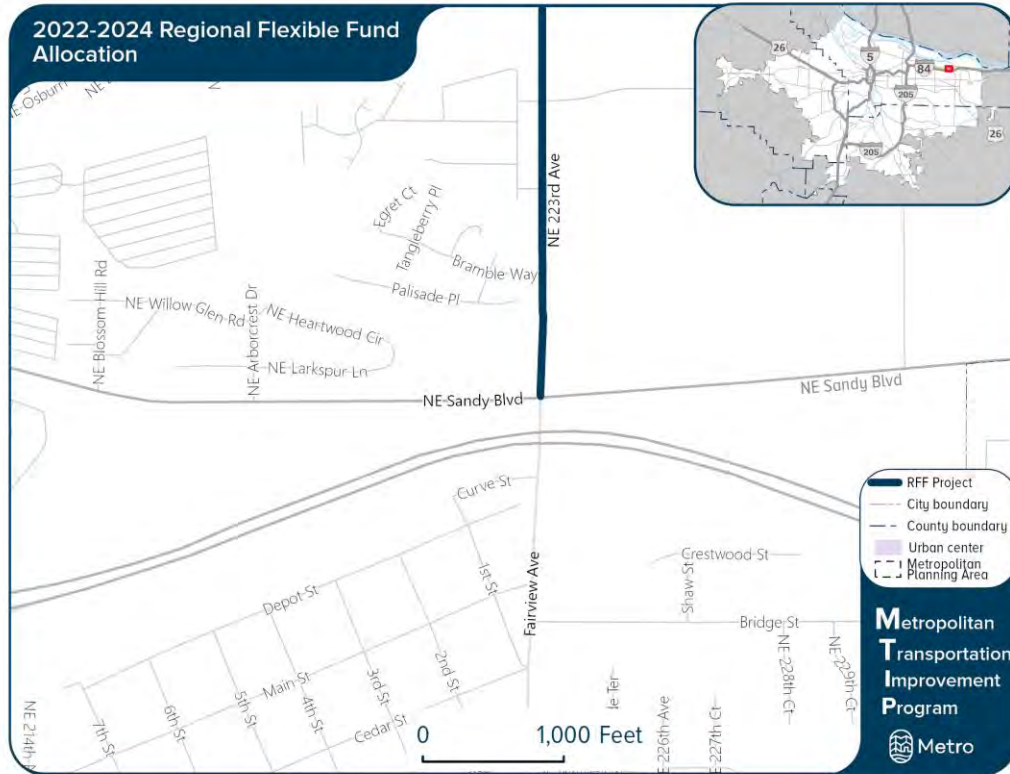
Evaluation



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M2: 223rd Avenue biking and walking



223rd Avenue: UPRR undercrossing to Sandy Boulevard

Sponsor: Multnomah County

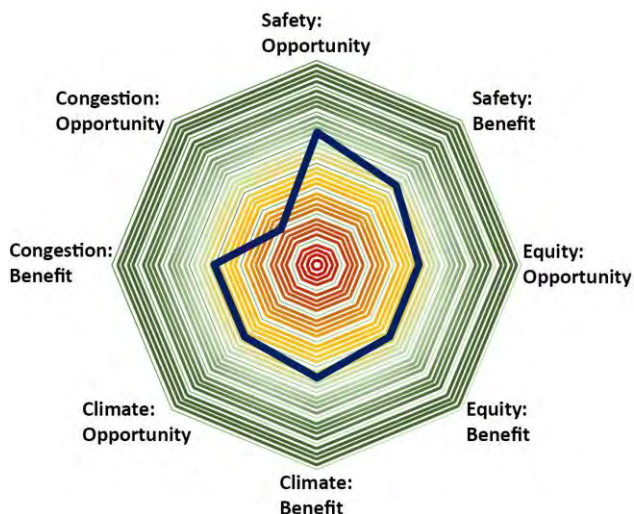
Requested amount: \$3,862,190

Total project cost: \$4,304,234

Purpose: Project development, construction

Description: Provides walking and biking access along 223rd Avenue between Sandy Boulevard to north of Townsend Way.

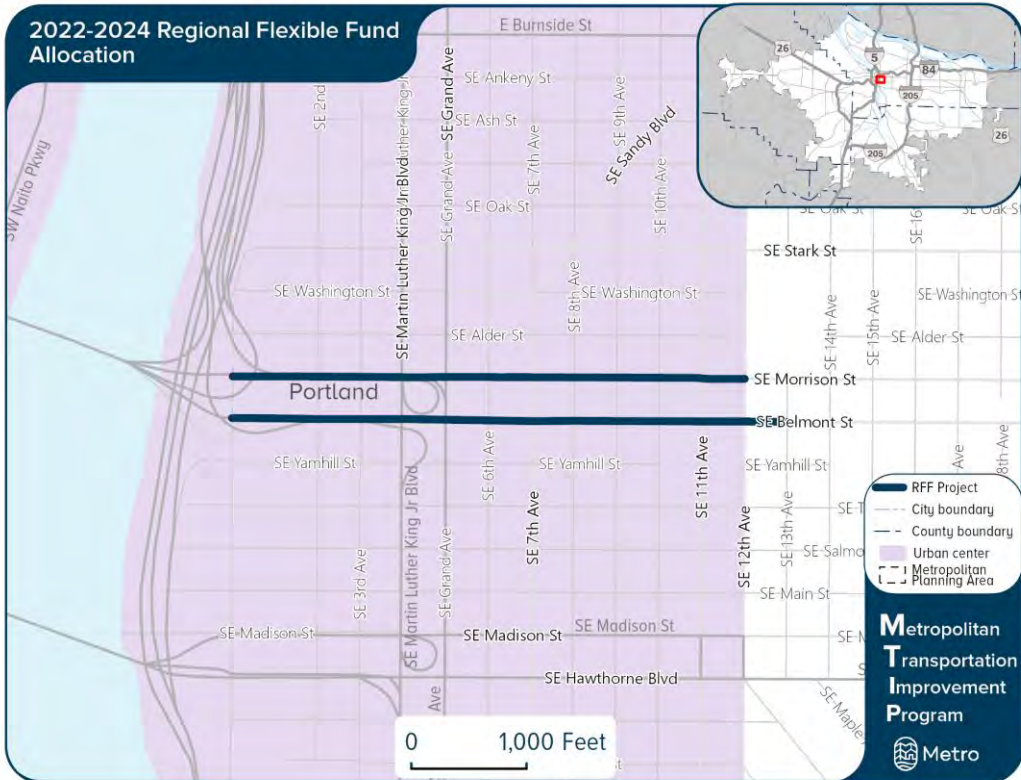
Evaluation



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M3: Belmont/Morrison biking and walking



Belmont and Morrison streets: Water Avenue to 13th Avenue

Sponsor: City of Portland

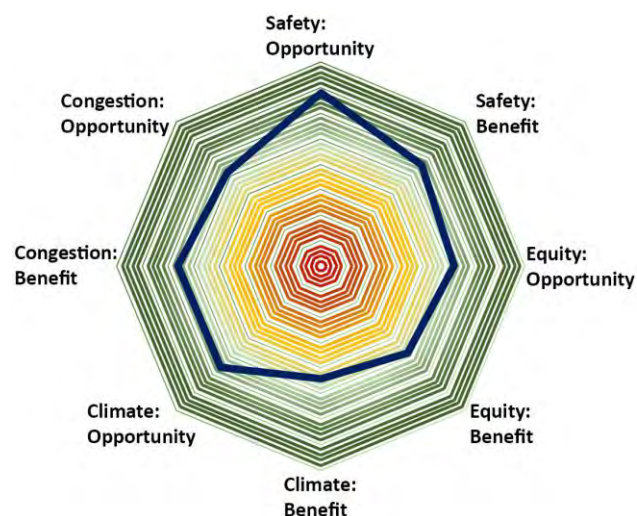
Requested amount: \$4,523,400

Total project cost: \$6,462,000

Purpose: Project development, construction

Description: Constructs pedestrian crossings, protected bike lanes and enhanced transit improvements along the Belmont/Morrison couplet in the Central Eastside.

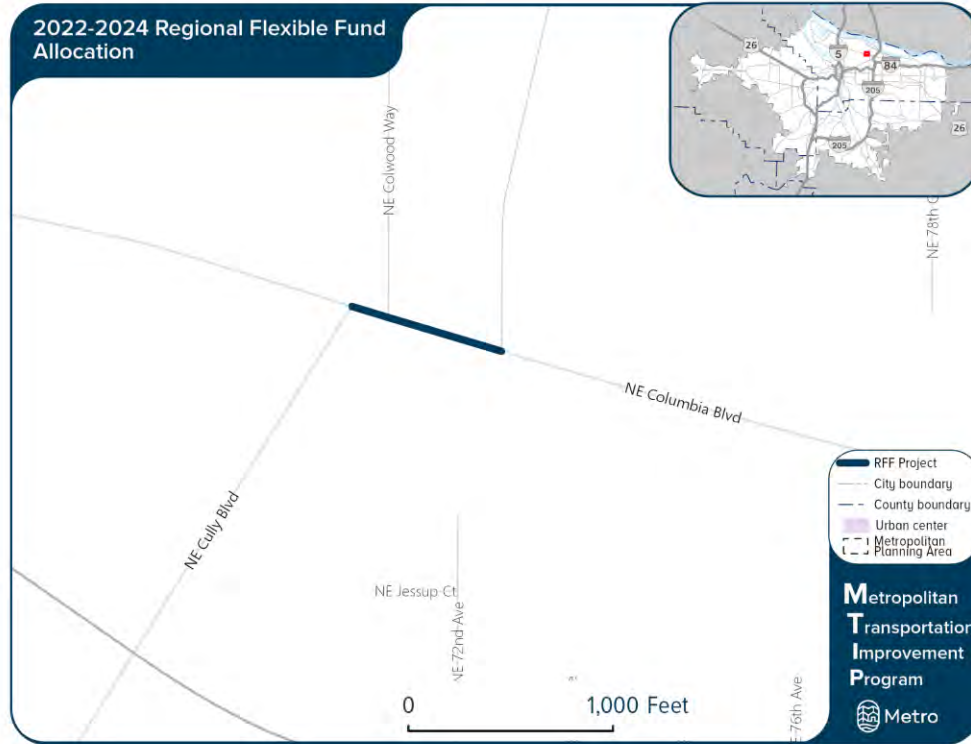
Evaluation



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M 4: Columbia/Cully freight



Columbia Boulevard: Cully Boulevard and Alderwood Road intersections

Sponsor: City of Portland

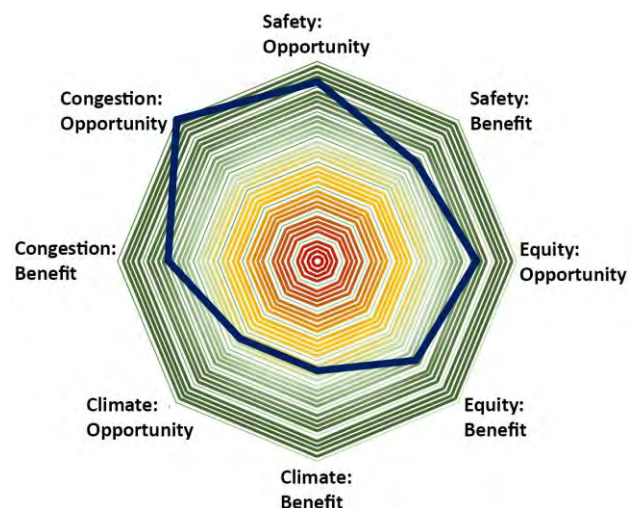
Requested amount: \$3,434,193

Total project cost: \$5,084,193

Purpose: Project development, construction

Description: Constructs intersection improvements at Northeast Columbia Boulevard at Cully Boulevard and Alderwood Road to enhance freight movement, including a new traffic signal, turn lanes and railroad crossing improvements. Includes separated sidewalks and multiuse path.

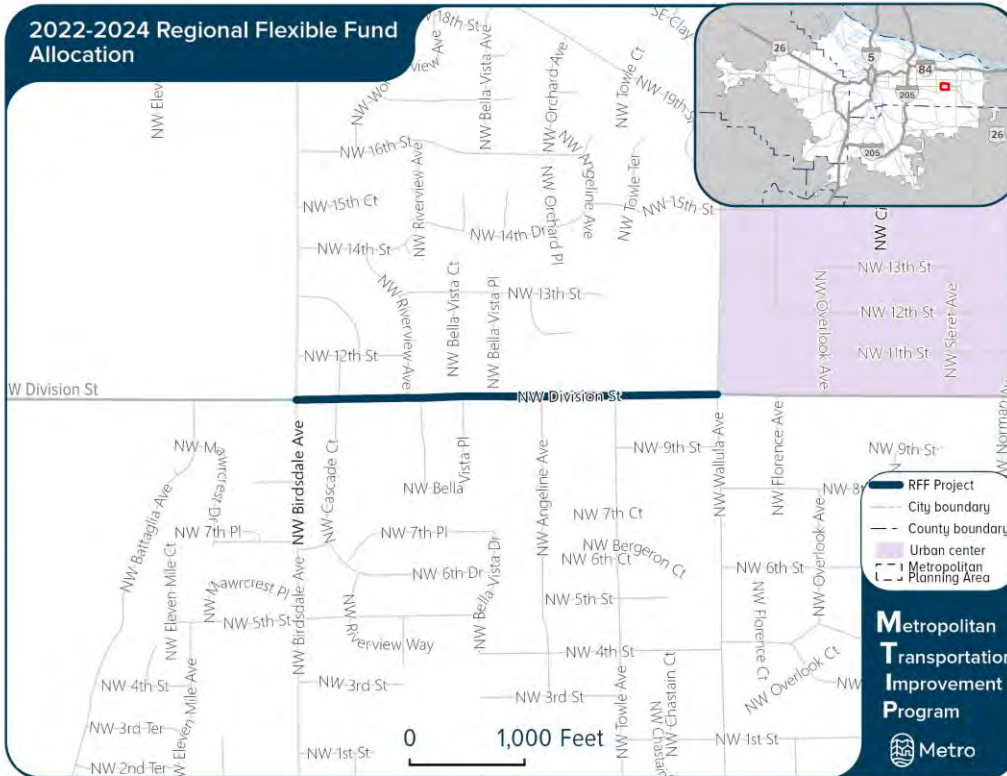
Evaluation



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M5: Division Street biking and walking



Division Street: Birdsdale Avenue to Wallula Avenue

Sponsor: City of Gresham

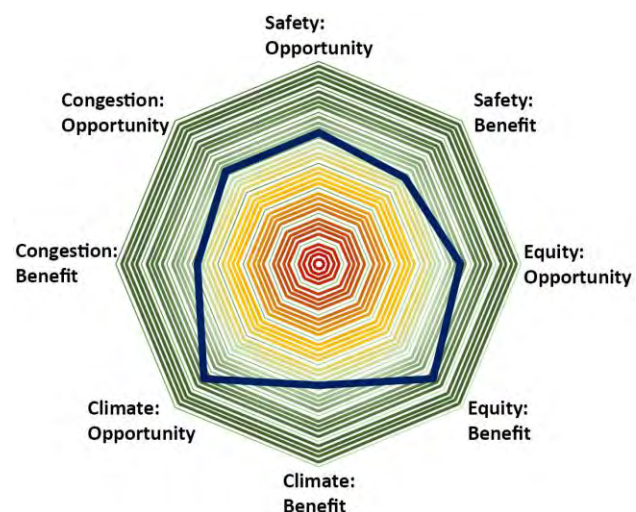
Requested amount: \$5,240,760

Total project cost: \$6,840,760

Purpose: Project development, construction

Description: Extends walking and biking connections on Northwest Division between Wallula and Birdsdale avenues. Adds continuous and ADA-compliant sidewalks, curbs, curb ramps and bike lanes.

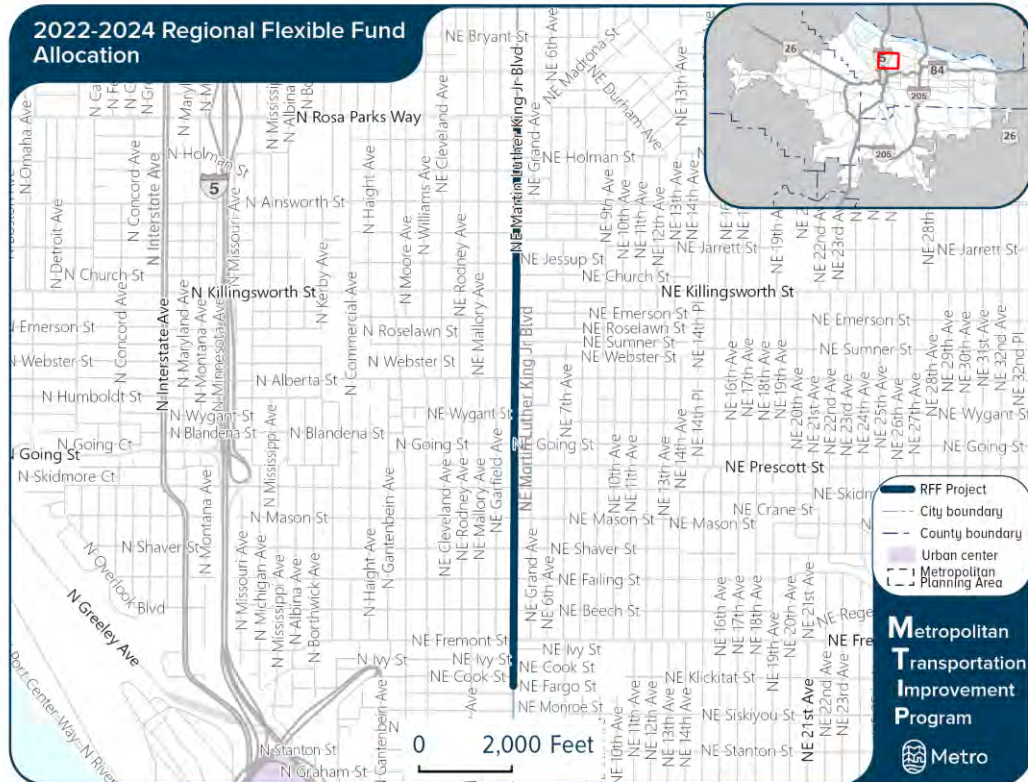
Evaluation



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M6: MLK Boulevard safety and access to transit



MLK Boulevard: Cook Street to Highland Street

Sponsor: City of Portland

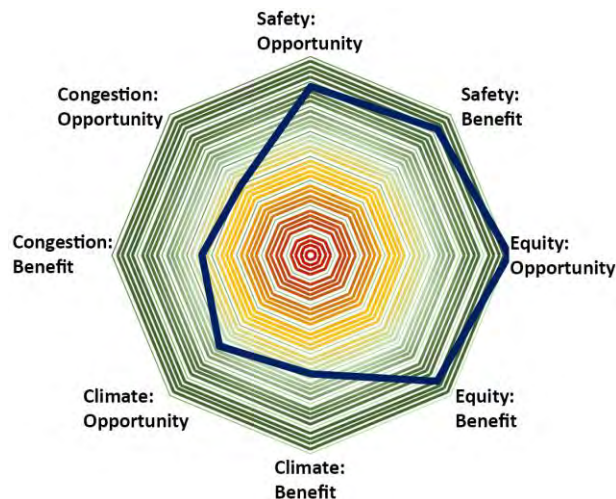
Requested amount: \$4,123,000

Total project cost: \$4,723,000

Purpose: Project development, construction

Description: Constructs high-priority enhanced pedestrian crossings and signal upgrades along Northeast Martin Luther King Jr Boulevard to improve walking and biking safety and access to transit.

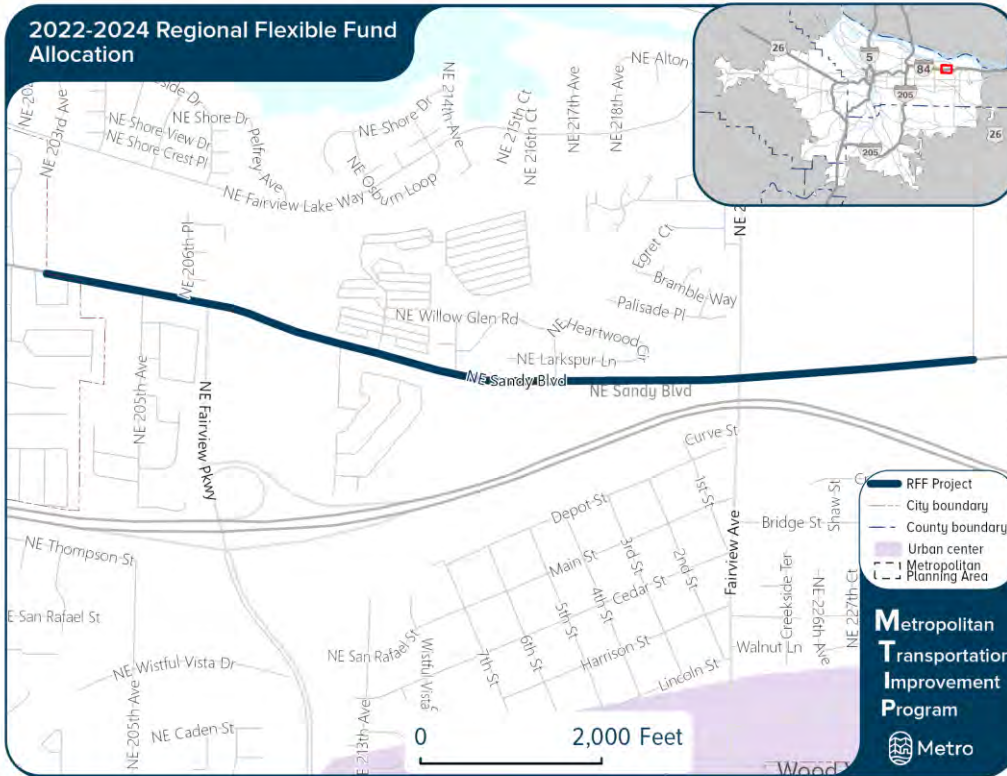
Evaluation



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The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M7: Sandy Boulevard biking and walking



Sandy Boulevard: 201st Avenue to 230th Avenue

Sponsor: Multnomah County

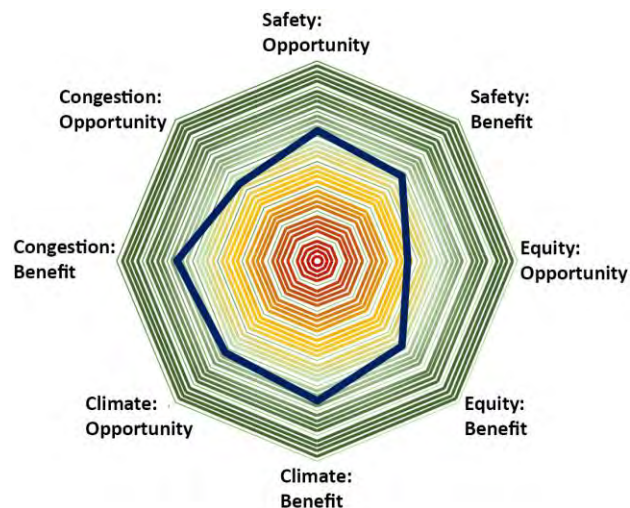
Requested amount: \$1,275,985

Total project cost: \$1,422,025

Purpose: Project development

Description: Designs walking and biking improvements along Sandy Boulevard from the Gresham city limits to Northeast 230th Avenue.

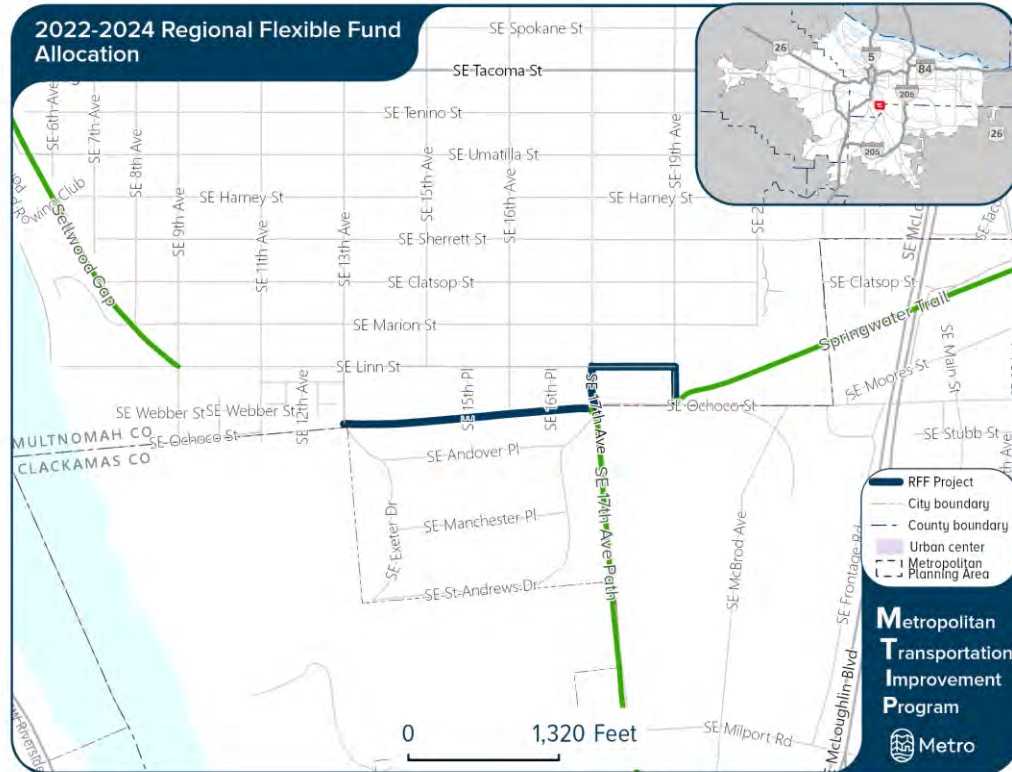
Evaluation



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The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M8 Springwater Trail to 17th Avenue Trail



Springwater Corridor: 13th Avenue to 19th Avenue

Sponsor: City of Portland

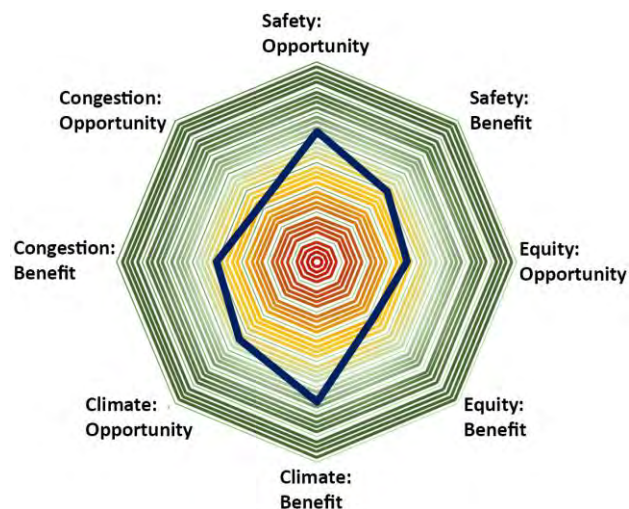
Requested amount: \$5,534,000

Total project cost: \$6,534,000

Purpose: Project development, construction

Description: Extends the Springwater Trail from 13th Avenue to 17th Avenue and extends the 17th Avenue Trail from St Andrews Place to Linn Street, connecting to the Springwater Corridor.

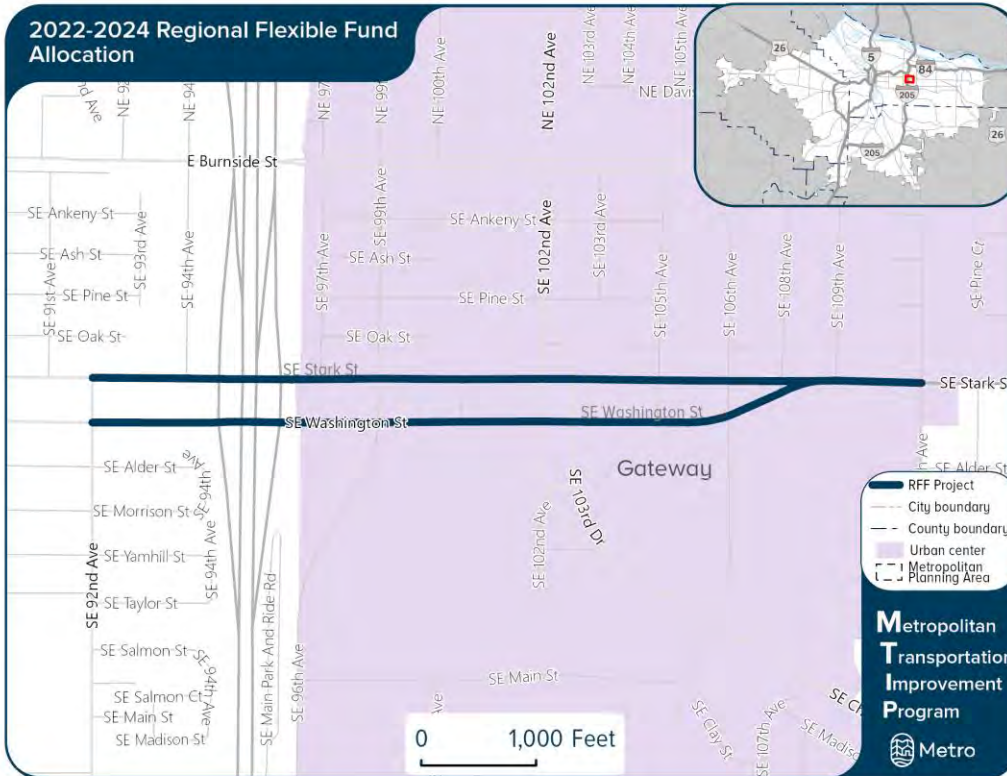
Evaluation



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The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M9: Stark/Washington biking and walking



Stark and Washington streets: 92nd Avenue to 109th Avenue

Sponsor: City of Portland

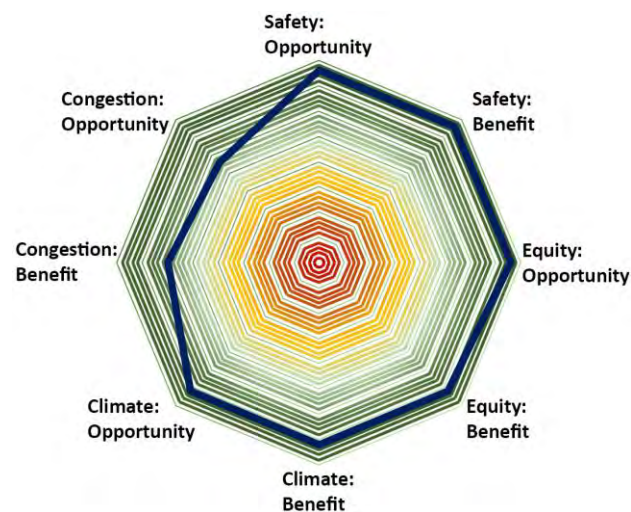
Requested amount: \$5,332,000

Total project cost: \$6,532,000

Purpose: Project development, construction

Description: Implements roadway safety redesign and constructs enhanced pedestrian crossings, transit priority improvements, and protected bikeways in the Stark/Washington couplet in Gateway.

Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

M10 Taylors Ferry Road transit access safety



Taylors Ferry Road: 49th Avenue to Capitol Highway

Sponsor: City of Portland

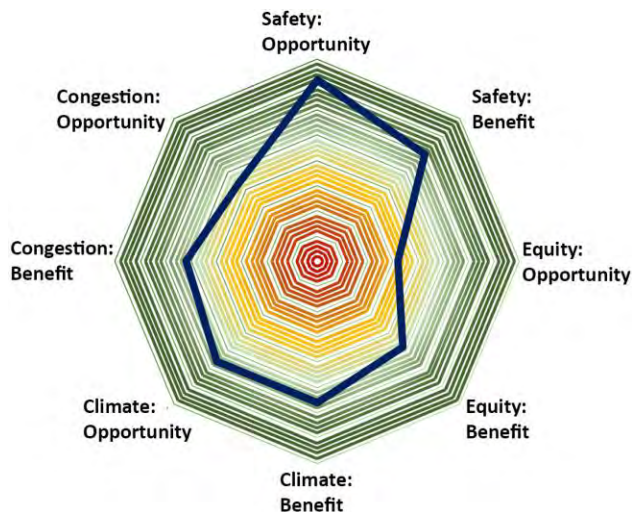
Requested amount: \$3,676,000

Total project cost: \$4,276,000

Purpose: Project development, construction

Description: Constructs high-priority walking and biking connections on West Taylors Ferry Road to provide active transportation access to Southwest Corridor light rail station areas.

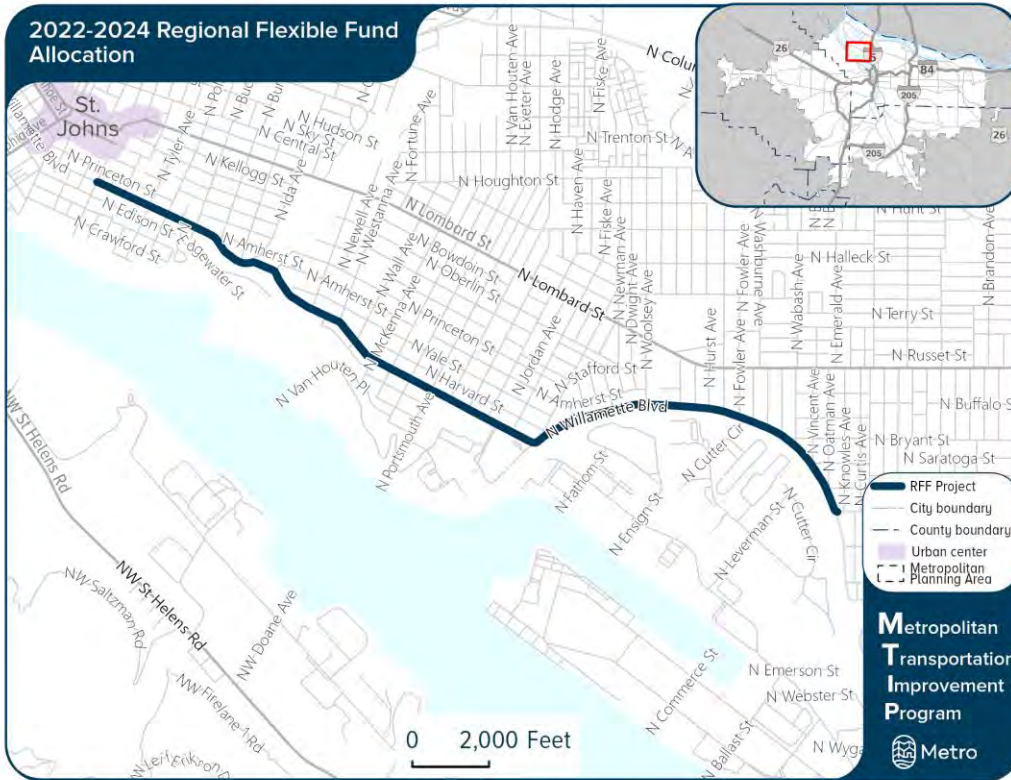
Evaluation



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M11: Willamette Boulevard active transportation



Willamette Boulevard: Richmond Avenue to Rosa Parks Way

Sponsor: City of Portland

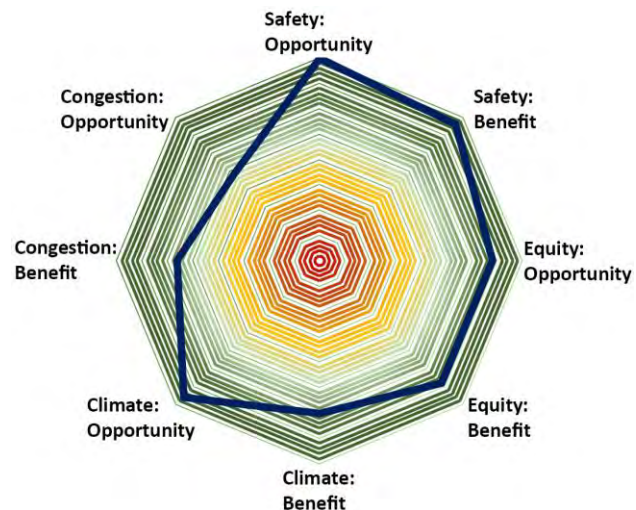
Requested amount: \$4,456,000

Total project cost: \$6,106,000

Purpose: Project development, construction

Description: Enhances existing bike lanes along Willamette Boulevard from Rosa Parks Way to Ida Avenue and extends bike lanes from Ida to Richmond Avenue. Incorporates pedestrian crossings, intersection improvements and transit access improvements.

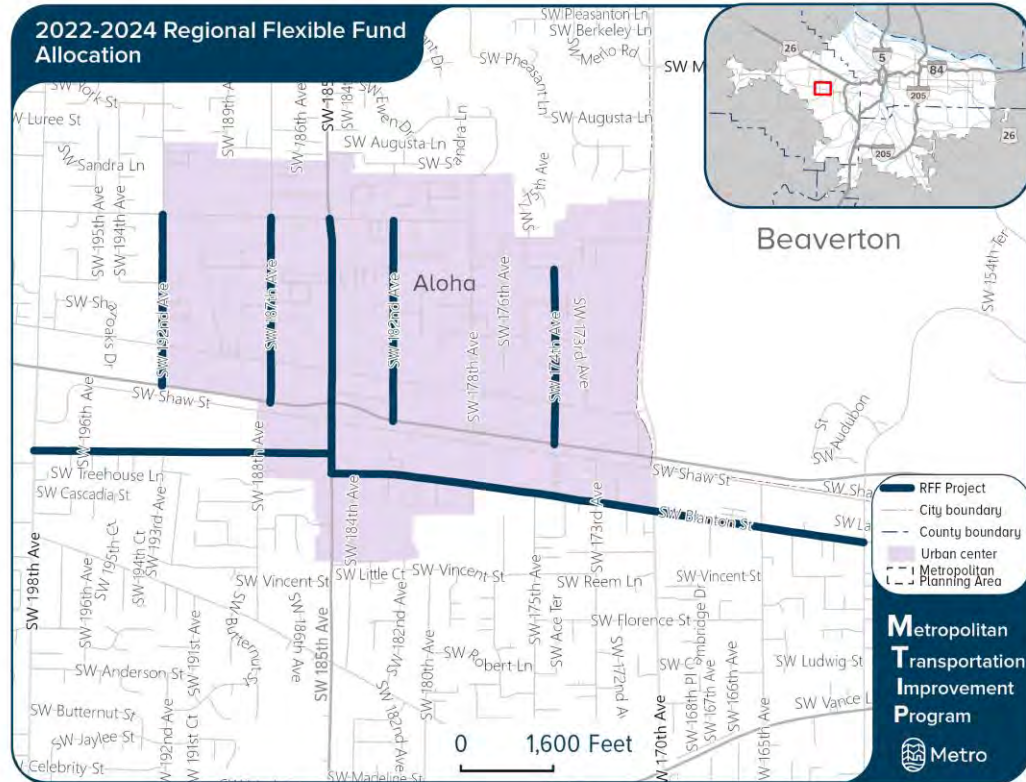
Evaluation



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W1: Aloha safe access to transit



Aloha area pedestrian projects

Sponsor: Washington County

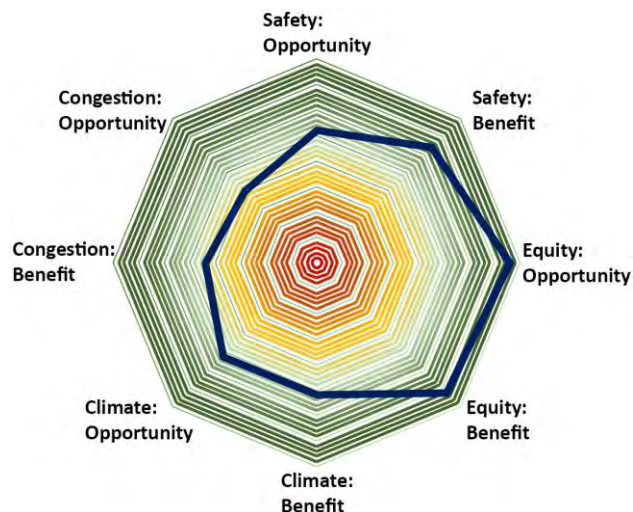
Requested amount: \$5,193,684

Total project cost: \$5,788,125

Purpose: Construction

Description: Designs and builds walking, biking and crossing improvements in Aloha Town Center to increase safety and access to transit.

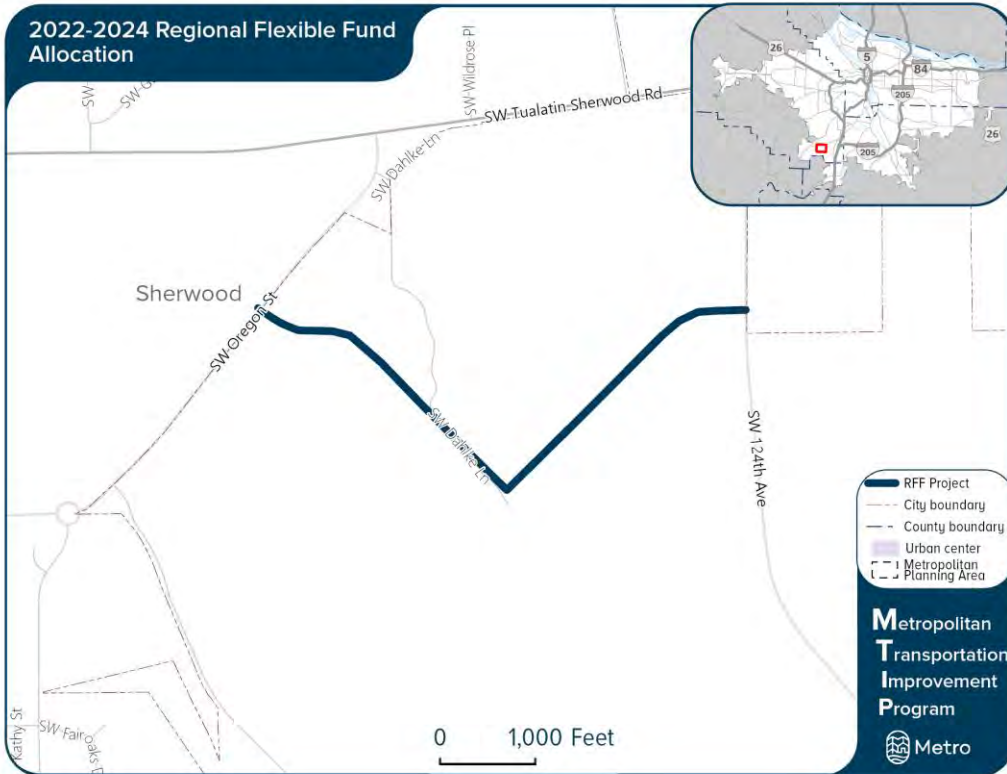
Evaluation



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W2: Blake Street design



Blake Street: Oregon Street to 124th Avenue

Sponsor: City of Sherwood

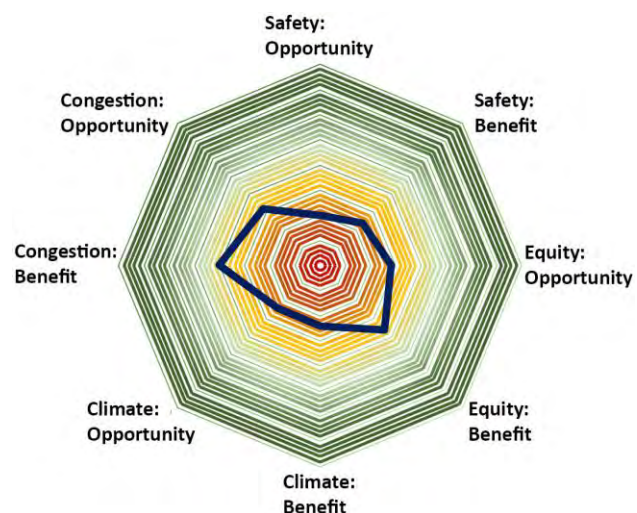
Requested amount: \$785,137

Total project cost: \$875,000

Purpose: Project development

Description: Completes project development and preliminary design of Blake Street between Oregon Street and 124th Avenue to support development of the Tonquin Employment Area.

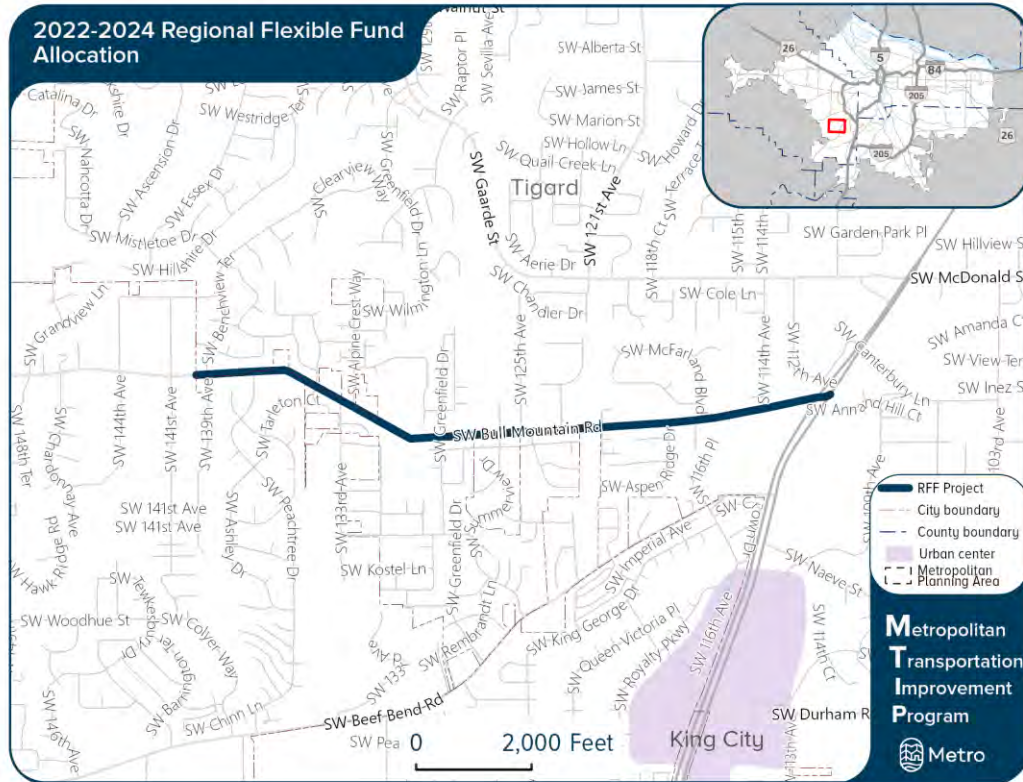
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W3: Bull Mountain Road biking and walking



Bull Mountain Road: Benchview Terrace to OR99W

Sponsor: City of Tigard

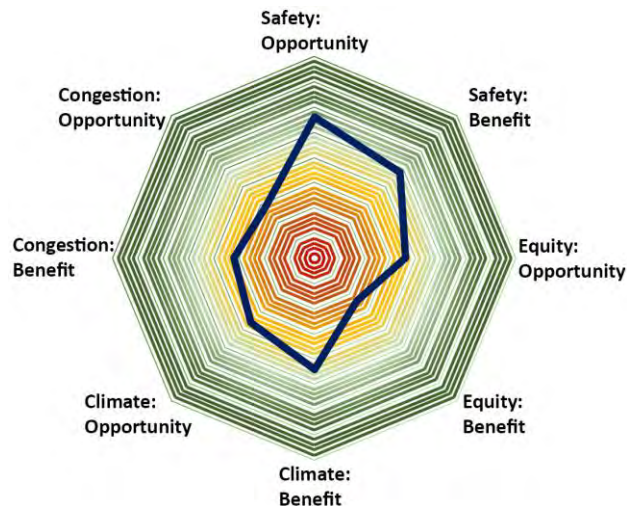
Requested amount: \$4,486,500

Total project cost: \$5,000,000

Purpose: Construction

Description: Completes missing bike lane and shoulder sections and fills missing sidewalk gaps on Bull Mountain Road. Provides pedestrian crossing safety improvements near parks and schools.

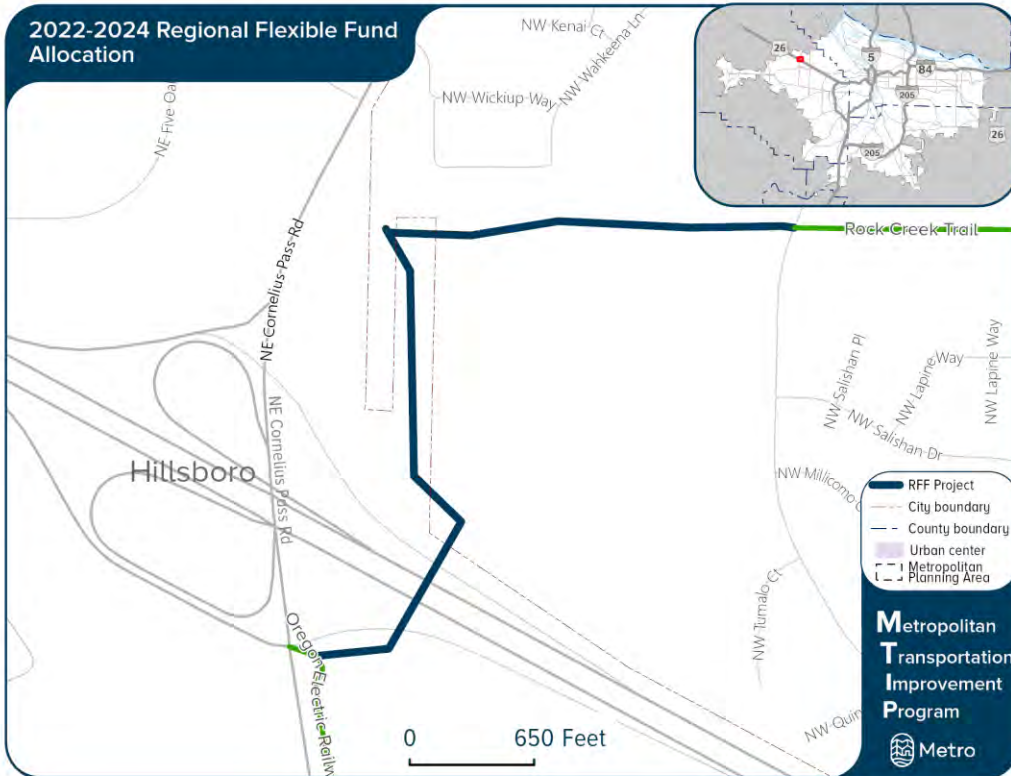
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W4: Cornelius Pass biking and walking bridge



Cornelius Pass Road pedestrian/bike crossing of US26: extension to Rock Creek Trail

Sponsor: Washington County

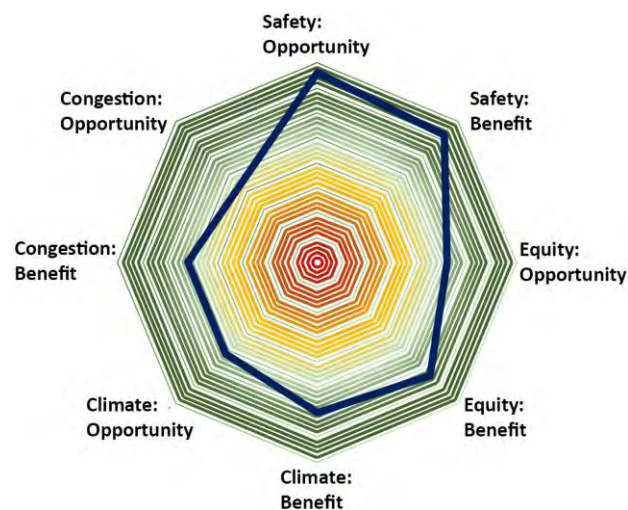
Requested amount: \$628,110

Total project cost: \$700,000

Purpose: Project development

Description: Designs a walking and biking bridge over Highway 26 just east of the Cornelius Pass Road interchange, filling a gap between the Rock Creek Trail and Cornelius Pass cycletrack and sidewalk.

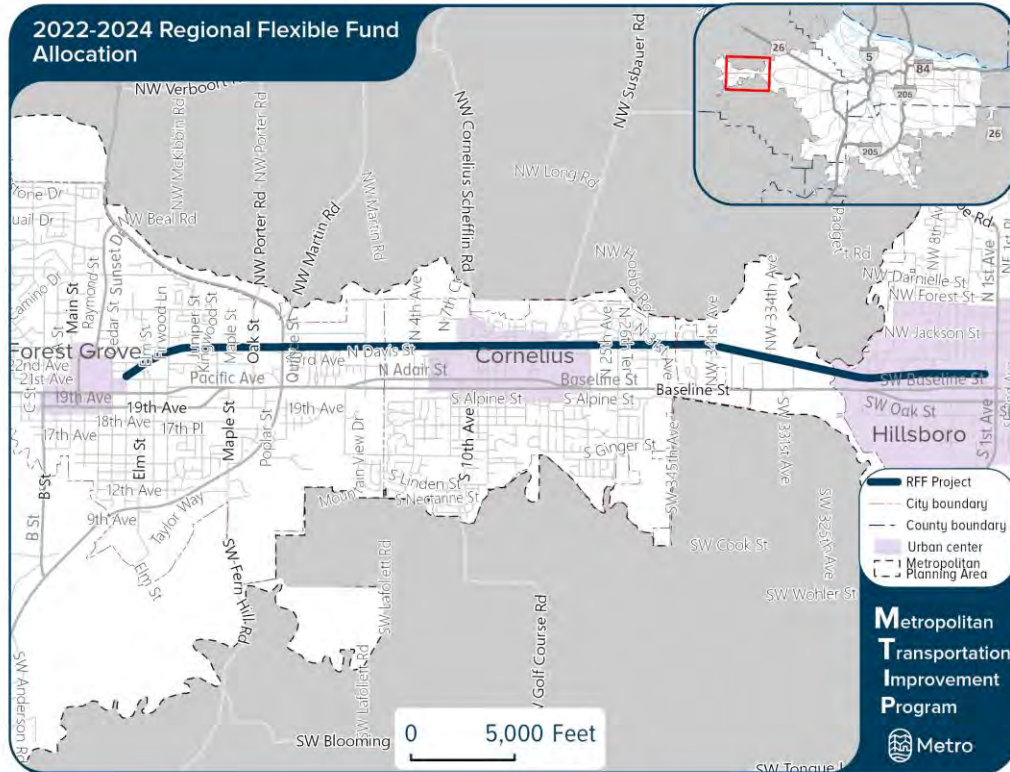
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

W5: Council Creek Trail biking and walking



Council Creek Trail: Forest Grove to Hillsboro

Sponsor: City of Forest Grove

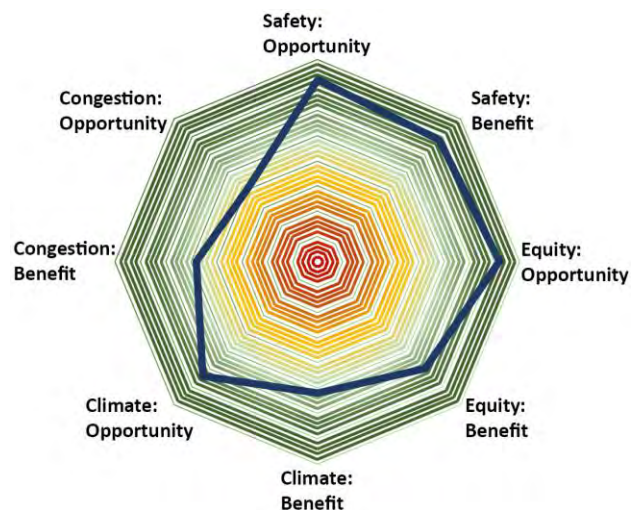
Requested amount: \$1,345,950

Total project cost: \$1,500,000

Purpose: Project development

Description: Designs a continuous walking and biking trail from the Blue Line MAX station in downtown Hillsboro to Forest Grove, with access to Cornelius and Washington County.

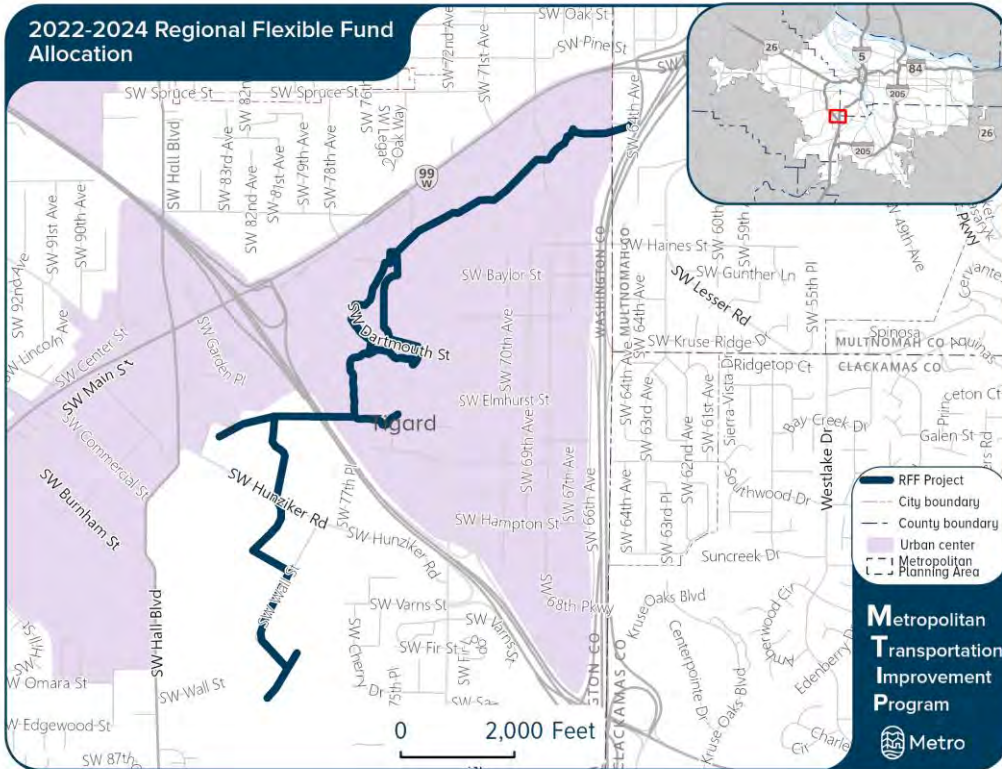
Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

W6: Red Rock Creek Trail biking and walking



Red Rock Creek Trail: Fanno Creek Trail to 64th Avenue

Sponsor: City of Tigard

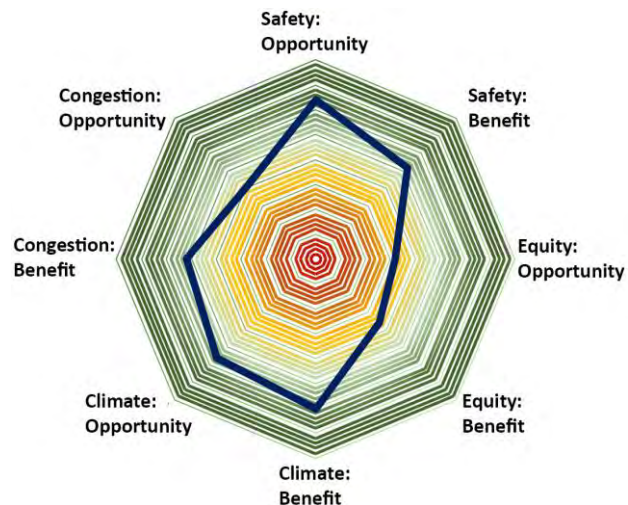
Requested amount: \$314,055

Total project cost: \$350,000

Purpose: Project development

Description: Studies alignment, section, preliminary design and easement requirements for a biking and walking trail through the Tigard Triangle and connecting to downtown Tigard and Hunziker Industrial Core.

Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

The project's opportunity score measured the level of need in the policy area, while the benefit score measured how well the project addressed the need.

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

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Sept. 12, 2019