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2025-2027 RFFA Project Descriptions

Project Name:	Allen Boulevard Complete Street Plan SW Allen Boulevard: SW Murray Boulevard to SW King Avenue
Applicant:	City of Beaverton
Amount requested:	$723,670 Total project cost: $806,500

Project purpose and need:

The Allen Boulevard Complete Street Plan project will identify, develop, and prioritize infrastructure investments to make walking, biking and taking transit safer and more comfortable, while maintaining vehicle mobility.

Allen Boulevard is a culturally diverse neighborhood that is experiencing change. In 2018 and 2019, the City of Beaverton led a planning study of the area with broad community input and engagement led with an equity lens. The Allen Boulevard District Plan, adopted by the Beaverton City Council in December 2019, identifies actions and programs that will help address the special needs and desired outcomes for Allen Boulevard.

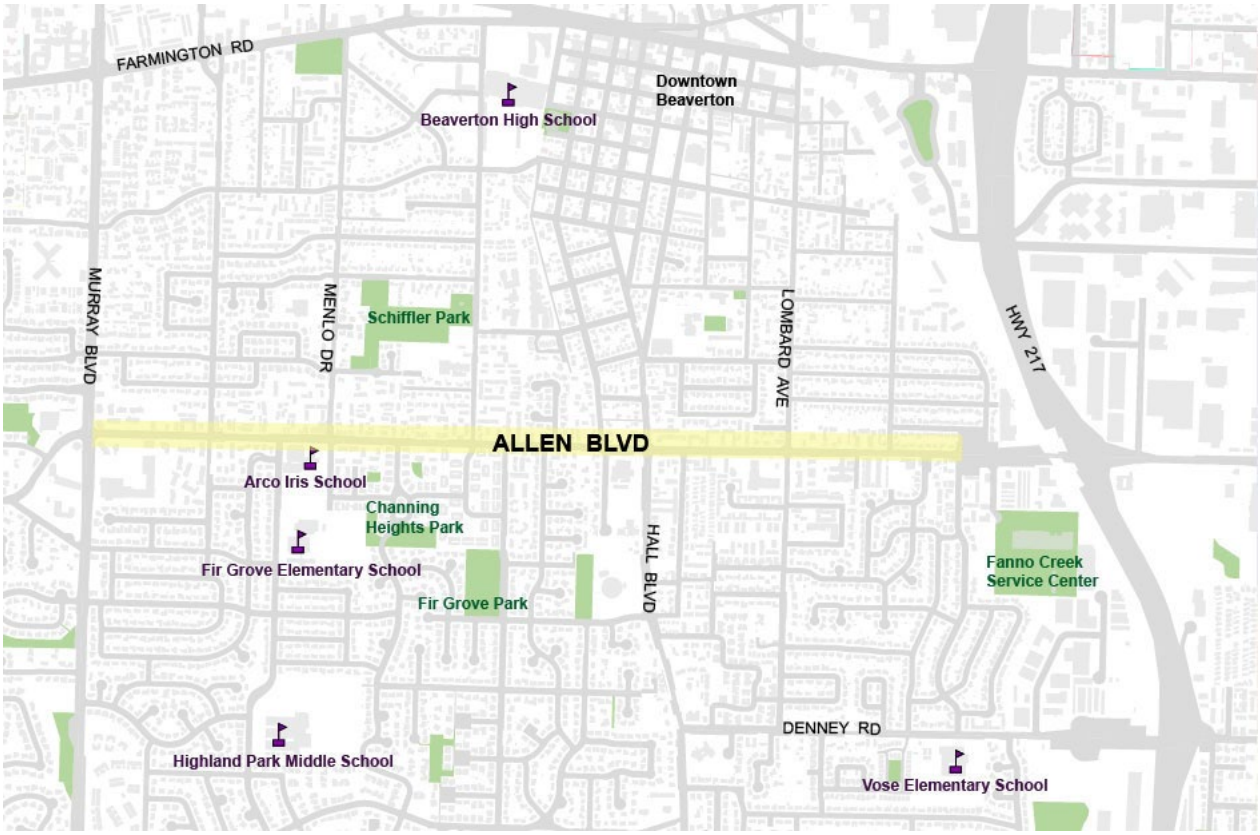
A top concern for community members is an incomplete, uncomfortable and sometimes challenging environment for walking and bicycling. The existing cross-section on Allen Boulevard varies between four and five lanes. Narrow, curb tight sidewalks are in place along much of the corridor. With the exception of a 500-foot segment between SW Wilson Ave and SW Menlo Drive that has a striped five-foot bike lane, Allen Boulevard does not have any bike facilities today. The posted speed is 30 MPH and pre-pandemic traffic counts ranged from 24,000 to 27,000 vehicles per day. The roadway is on the region's High Injury Corridor map and two people died while walking on Allen Boulevard in recent years, one in 2015 and one in 2016. Allen Boulevard is well-connected with transit with multiple bus lines connecting Allen Boulevard to destinations within Beaverton and across Washington County.

The neighborhood surrounding Allen Boulevard is in a Metro Equity Focus Area, with higher-than-average numbers of residents who are people of color, people with limited English proficiency and people with lower incomes. Improving transportation safety is a key focus of the Allen Boulevard District Plan, which calls for wider sidewalks, bike lanes, intersection improvements at SW Murray Blvd/SW Allen Blvd and at SW Erickson Avenue/SW Allen Blvd, enhanced transit stops, street lighting, and improved pedestrian crossings. Using a performance-based decision-making framework following guidance in Metro's Designing Livable Streets and Trails Guide, the project will build on the foundation of the district plan to develop design solutions that prioritize functions, promote desired systemwide outcomes, and build community support for future transportation investments.

Proposed design:

The Allen Boulevard Complete Street Plan project will undertake a planning process to identify transportation investments with community input and engagement in alignment with the City's adopted Context Sensitive Design policy. The project will develop a plan to create a multimodal corridor that prioritizes mobility and access for people with a range of needs and physical abilities. Design alternatives will consider wider sidewalks with street trees, pedestrian crossing treatments, protected bike lanes, improved transit stops, and street lighting. The project will also consider new traffic signals, signal timing changes and transit signal priority to help keep buses on schedule. The roadway's existing constrained right of way will prompt the project to explore right of way acquisition, as well as narrowing travel lanes and a three-lane cross-section. The project will result in a plan for the corridor for City Council adoption.

Project Area **SW Allen Boulevard: SW Murray Boulevard to SW King Avenue**



The existing cross-section on Allen Boulevard varies between four and five lanes. Narrow, curb tight sidewalks are in place along much of the corridor.

2025-2027 RFFA Project Descriptions

Project Name: I-205 Multiuse Path Gap Refinement Plan (project development)

Applicant: Clackamas County

Amount requested: $935,884 Total project cost: $1,032,000

Purpose: The I-205 Multiuse Path (205 MUP) provides a near continuous off-street facility from Vancouver, Washington to Gladstone with the exception of a one-mile gap between Hwy. 212 and Hwy. 224 in Clackamas County. This project will develop a community-backed design solution for a preferred route within the one-mile gap in order to facilitate non-vehicle transportation and improve safety and accessibility.

Need: Clackamas County and the Oregon Department of Transportation (ODOT) will partner to assess up to three route alternatives and develop design concepts for evaluation. The project will result in a preferred alignment through the 205 MUP "gap" and 30% design for the selected alignment. The project will:

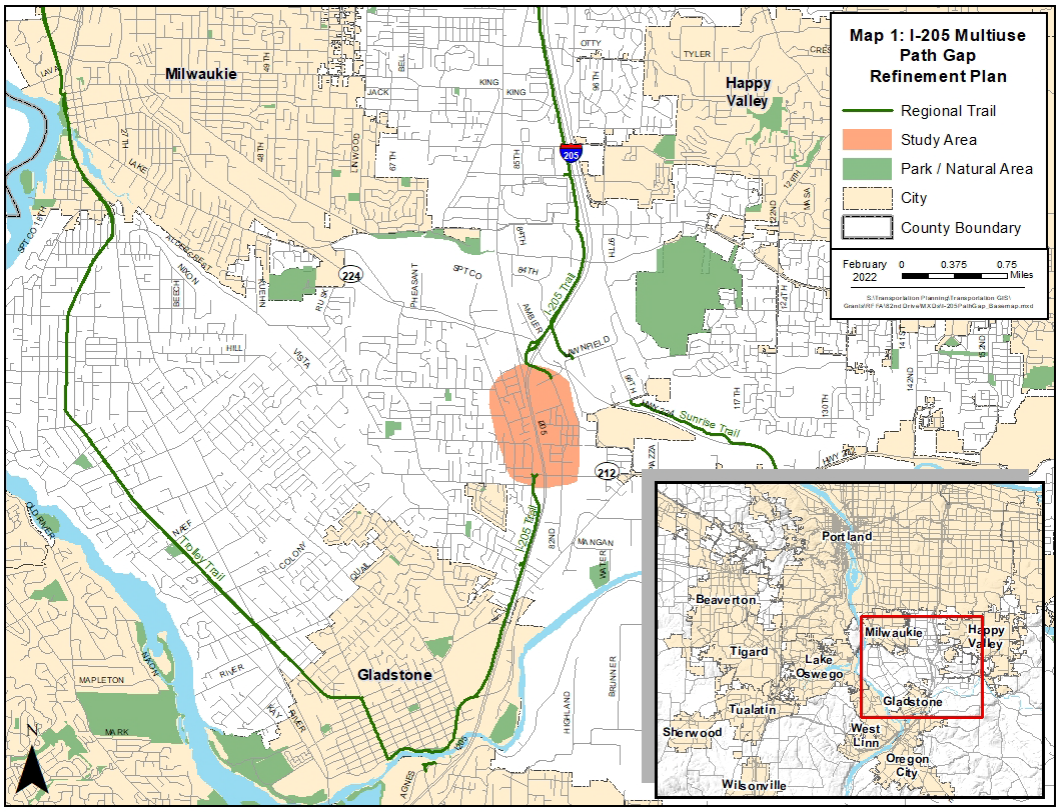
- **Fill a Gap in the Regional Active Transportation Network** – Developing a solution for the 205 MUP will fill a gap in regional trail network and provide connection to the Springwater Corridor; Marine Drive MUP; Trolley Trail; new Sunnyside Road cycle track and Sunrise Multiuse Path.
- **Address Pedestrian and Bicycle Facility Deficiencies** - Cyclists currently use substandard bike lanes on SE 82nd Dr. that frequently contain depressed storm grates, often leaving only 1-2' of smooth pavement, placing riders near high speed vehicle and truck traffic. Most sidewalks lack ADA compliant curb ramps and many have buckled and/or cracked, creating barriers to walking and wheelchair access. In addition, several areas lack appropriate access management controls, creating conflicts points for all modes. The project is needed to address these system deficiencies.
- **Evaluate the I-205 / Hwy. 212 Interchange Area–** Currently bicyclists and pedestrians alike must cross over Interstate 205 at Hwy. 212 and navigate the interchange containing multiple slip lanes leading to the freeway and large amount of truck traffic traveling to and from the Clackamas Industrial Area. The project is needed to identify design solutions for this segment.
- **Provide Access to Employment** – A connected 205 MUP would provide access to two regional employment centers: the Clackamas Town Center (17,162 employees in 1,048 firms, with a payroll of $1,114,861,996) and the Clackamas Industrial Area (15,384 employees in 604 firms, with a payroll of $968,737,426) (Source*: Oregon Employment Department, 2020 QCEW/GIS*). The project is needed to provide multimodal access to the thousands of jobs in nearby employment centers.

Proposed Design:

Final project design is dependent on a preferred alignment selected through an alternative analysis process. For the current SE 82nd Dr. route though the I-205 MUP gap, preliminary design solutions include:

- One-way *separated* bicycle lane on each side of the street
- 6-foot ADA compliant sidewalks with upgraded ADA compliant curb ramps throughout project area
- Enhanced crosswalks with RRFFB at Jannen Rd and Clackamas Ave.
- 7 foot buffer for transit amenities, landscaping, intermittent swales and bicycle parking throughout the corridor.

2025-2027 RFFA Project Descriptions



FOREST GROVE OREGON

A place where families and businesses thrive.

Project Name: Emerald Necklace Trail Master Plan
Applicant: City of Forest Grove – Parks & Recreation
Amount Requested: $200,000 Total Project Cost: $260,000

Project purpose and need:

In 2007, through the completion of the Forest Grove Community Trails Master Plan, trails were identified and acknowledged as an integral part of a meaningful and impactful parks and recreation system that enhances community livability. It wasn't until 2016 when the Emerald Necklace Trail was formally identified in the Parks, Recreation and Open Space Master Plan as a "Proposed Multi-Use Trail". The Trail is also identified in the Washington County Transportation System Plan as Project ID# 15.

One of the goals within the 2016 Master Plan is to enhance connectivity through identified priority areas inclusive of open spaces, greenways and trails and include guiding principles for improvement of community walkability and bikeability. City Council has demonstrated support of the goal identified in the 2016 Master Plan through their recent adoption of the 2022 City Council Goals & Objectives where the Emerald Necklace Trail Master Plan project was listed.

Although not initially identified as part of the greater Emerald Necklace Trail, segments of Trail have been developed over time. Those currently existing multi-use trails are intended to be utilized as connection points to allow for greater non-motorized movement throughout the community. The developed segments of the Trail are primarily located along the south and east borders of Forest Grove and total approximately 6.1 miles. Those trails include: Hwy 47 Trail (3.8 miles), Forest Glen Trail (0.59 miles), B Street Trail (0.74 miles), and old Town Loop Trail (0.53 miles). Undeveloped segments of the Trail total approximately 5.2 miles based on the route identified in the 2016 Parks, Recreation and Open Space Master Plan. Those trails include: David Hill Trail (2.1 miles) and Gales Creek Trail (3.1 miles). The identified route has been used to develop application responses and materials. However, we acknowledge that the route may vary and is dependent upon findings through the Emerald Necklace Trail Master Plan process.

In addition to connecting the developed and undeveloped segments to one another, the Emerald Necklace Trail is also intended to connect to the western terminus of the future Council Creek Regional Trail located in the northeast quadrant of Forest Grove. It's prudent to also note that the Emerald Necklace Trail is intended to remove transportation barriers and provide safe access to employment, schools, transit and community services as part of everyday needs. In addition, the Trail is intended to increase opportunities to access nature, greenspace and parks as well as act as a connector to neighboring communities.

Viewing the project at a more macro level, the Emerald Necklace Trail has the potential to act as a regional connector to various opportunities that either currently exist or are planned for future development and may include the Yamhelas Westsider Trail, Banks-Vernonia Trail, Stub Stewart Park, Hagg Lake Park, TriMet, and the Tualatin Valley Scenic Bikeway.

Possible challenges we are anticipating with this project are likely to be related to topography as some locations contain areas of steep terrain. Another constraint may include acquisition of land and/or property easements as well as opposition by adjacent landowners. Additionally, there is a segment of the Trail that is projected to run along Gales Creek in the southeastern portion of Forest Grove which features a rich riparian corridor and fish habitat that is also in the floodplain. We anticipate that this area will require more extensive planning. We are confident we can overcome these challenges and constraints through open dialog with the community and mindful planning.

Outside engagement will be a key factor in the success of this project. There are a number of agencies that will need to be involved to varying degrees throughout the entire process. There is also a great deal of need to interact with community members that represent the many fabrics that make up the tapestry of our community. We recognize that this has not traditionally been a strong suit for the City of Forest Grove and a concerted effort is desperately needed. This will be a large contributing factor in our assessment of contractors that submit for this project.

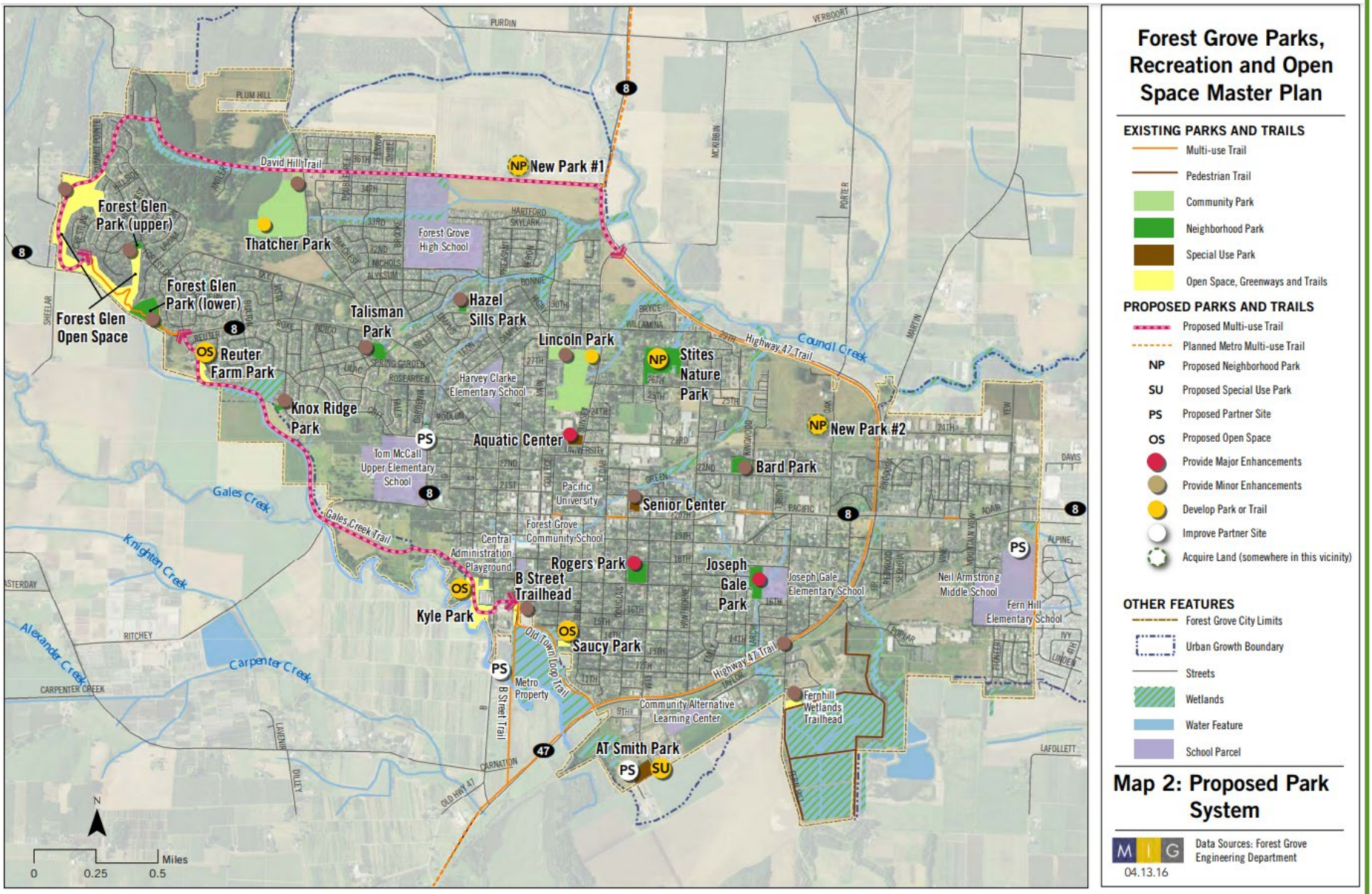
The City of Forest Grove has a healthy reserve of Parks System Development Charges that will be used to cover the required match and we are prepared to utilize additional funds from this account should the project exceed the $200,000 we are requesting.

Proposed design:
The majority of the Trail will consist of asphalt and designed as a multiuse path. Some segments will be designed as on-street trail connections with both one way separated bicycle lanes and conventional bicycle lanes. We anticipate intersections and crossings for the Trail will primarily consist of signalized and unsignaled intersections, with minimal enhanced midblock crossings and separated bicycle facilities in a roundabout. Speed management treatment with pavement markings are also likely to be utilized. We plan to include ponds, swales and street trees along the Trail as well.

Please find the attached documents labeled: B3 Attachment, B4 Attachment and F1 Attachment per instructions contained within the application. Unfortunately I do not have a GIS shapefile of the project.

Thank you for your consideration.

Anne Lane, Parks & Recreation Director
City of Forest Grove alane@forestgrove-or.gov
(503) 992-3237 (971) 260-7892
1924 Council Street Forest Grove, OR 97116



Forest Grove Parks, Recreation and Open Space Master Plan

EXISTING PARKS AND TRAILS

- Multi-use Trail
- Pedestrian Trail
- Community Park
- Neighborhood Park
- Special Use Park
- Open Space, Greenways and Trails

PROPOSED PARKS AND TRAILS

- Proposed Multi-use Trail
- Planned Metro Multi-use Trail
- NP Proposed Neighborhood Park
- SU Proposed Special Use Park
- PS Proposed Partner Site
- OS Proposed Open Space
- Provide Major Enhancements
- Provide Minor Enhancements
- Develop Park or Trail
- Improve Partner Site
- Acquire Land (somewhere in this vicinity)

OTHER FEATURES

- Forest Grove City Limits
- Urban Growth Boundary
- Streets
- Wetlands
- Water Feature
- School Parcel

Map 2: Proposed Park System

MIG

Data Sources: Forest Grove Engineering Department

04.13.16

NE 162nd Avenue Complete Street

City of Gresham

Project purpose and need

NE 162nd Avenue from NE Glisan Street to NE Halsey Street is a sidewalk gap in Gresham's active transportation network. The project is identified in Gresham's 2013 TSP and as a priority project in Gresham's 2018 Active Transportation Plan. Sidewalk gaps exist on both sides of the street and the bicycle lanes are intermittent and not comfortable for bicyclists. Providing continuous sidewalk and buffered bicycle lanes will create separation between pedestrians, bicyclists, and vehicles to reduce conflicts between modes and improve safety.

By filling a gap in the active transportation network, the project will provide better access to a nearby destinations without having to use a vehicle. Local destinations include H.B. Lee Middle School, planned Gresham Greenway local bike route on NE Holladay Street, a fresh produce stand, and a cultural food store. The project will also improve access to the regional transit network by providing sidewalks and safer places to wait for transit, including Line #74 for job access to the Sandy Boulevard and Airport Way industrial areas, and to NE 162nd Avenue MAX Station 1/3 mile to the south.

Improvements at the NE Halsey Street intersection will improve ADA access at the intersection and address the crash history and reduce crash risks for pedestrians and bicyclists.

Proposed design

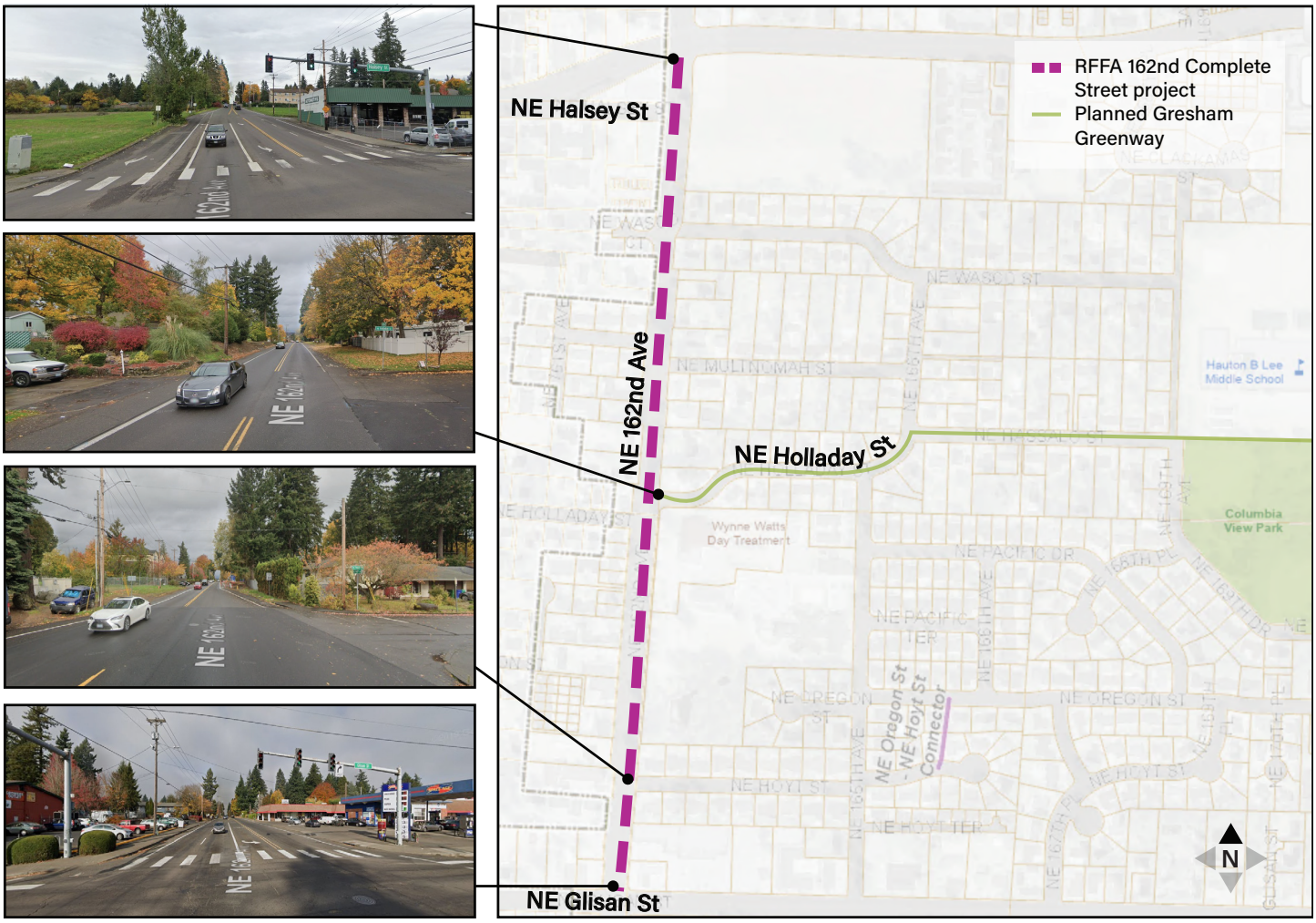
The project will construct continuous and ADA-compliant sidewalks, curbs, curb ramps, and buffered bicycle lanes from NE Glisan Street to NE Halsey Street.

Improvements at the NE 162nd Avenue and NE Holladay Street intersection will include construction of sidewalks, ADA-compliant curb ramps, signal backer plates and more protection for bicyclists at the intersection.

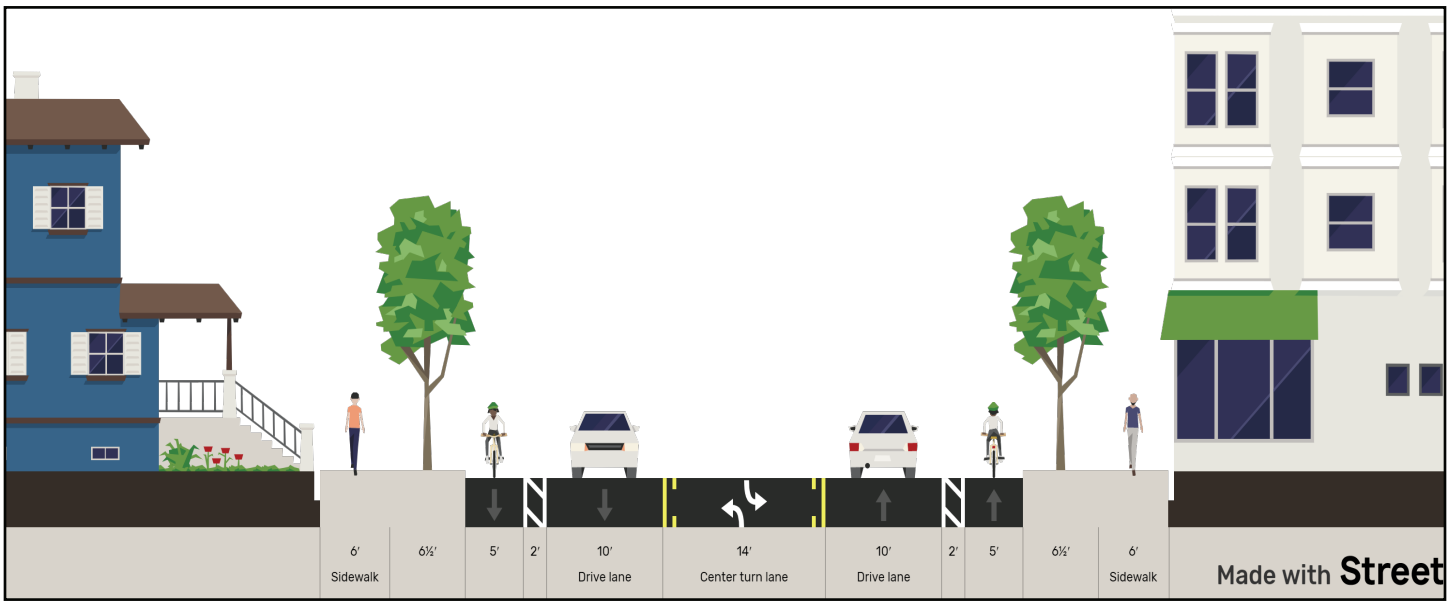
To support access to transit, the project will construct a Rectangular Rapid Flash Beacon crossing at NE Holladay Street to access the bus stops adjacent to the new affordable housing constructed on the Albertina Kerr campus.

Request:	$7,316,079.52
Match:	$837,358.04
Total project cost:	**$8,153,437.56**

Project map



Cross-section: 162nd Avenue



Gresham-Fairview Trail Gap

City of Gresham

Project purpose and need

The Gresham-Fairview Trail currently stops at NE Halsey Street, creating a barrier to pedestrians and bicyclists headed north to key destinations, including jobs in the NE Sandy Boulevard industrial corridor and recreational opportunities on the Marine Drive Trail and Blue Lake Park. Currently NE 201st Avenue has no sidewalks along most of its length. NE 201st Avenue's average daily traffic is 7128 vehicles, with a posted speed of 35 mph and is a high-injury corridor.

Closing this gap is important to Gresham's active transportation network because there are few alternative routes available under the I-84 freeway and the railroad line just south of the freeway. The Gresham-Fairview Trail is also an important north-south connecting route between other regional trails, such as the Marine Drive Trail, the Wy'East Way, and the Springwater Trail, which all run west to east.

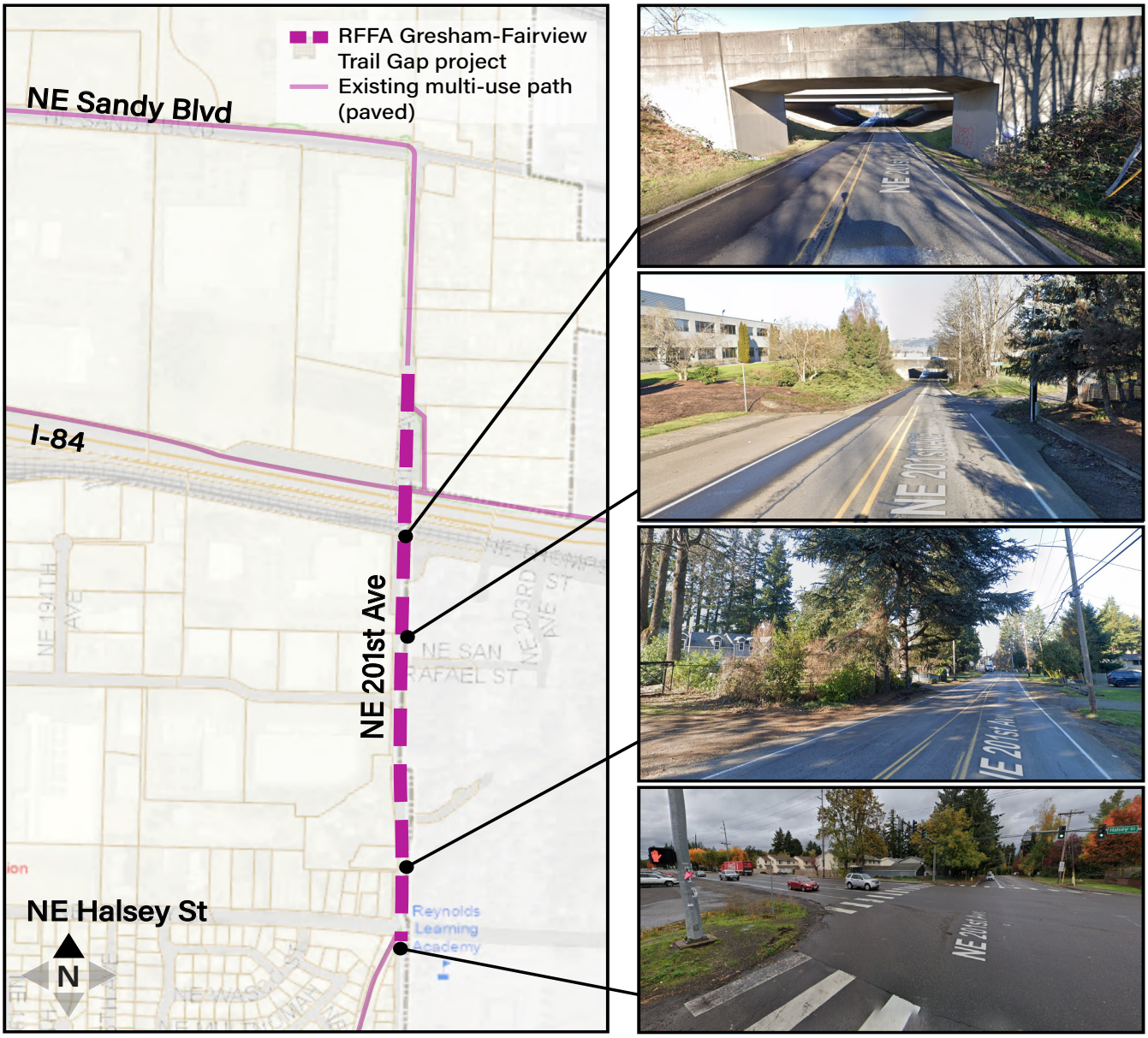
The two adjacent census tracts have higher than the regional rate of People of Color and Limited English Proficiency. The tracts also have a lower life expectancy at birth and were found to have a higher diabetes rate than the County during Active Transportation Plan analysis in 2016. Diabetes rates are directly related to overall health and communities of color experience higher rates of chronic diseases like diabetes. In addition, the tract in Gresham is located more than a ½ mile from a grocery store, which makes access to healthy food challenging. By extending the Gresham-Fairview Trail, more people of color will have easy access to the path and can access local and regional destinations along the path without using a vehicle.

Proposed design

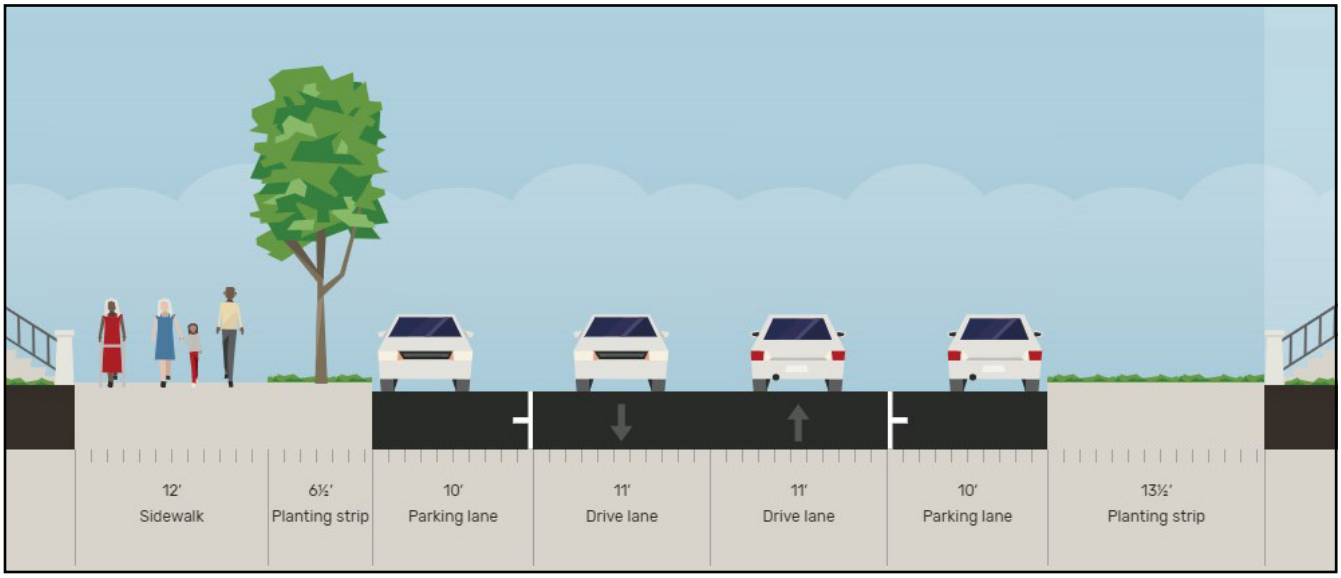
This project will construct a 12-foot pervious pavement multi-use path across NE Halsey Street and along the west side of NE 201st Avenue for .6 miles to 1130 feet south of NE Sandy Boulevard. The project will connect to existing the Gresham-Fairview Trail on both ends and construct a new RRFB crossing to connect to the I-84 multi-use path. The path will be separated from traffic by a 6-foot planter strip where possible and will follow the route of several easements purchased for the project in 2012-2014. At the underpass of the railroad tracks, the roadway will be shifted to the east and lowered to accommodate a 10-foot path width on the west side between the existing railroad bridge piers.

Request:	$4,167,722.99
Match:	$735,480.53
Total project cost:	**$4,903,203.52**

Project map



Cross-section: Gresham-Fairview Trail on NE 201st Avenue



RETURN TO THE WATERFRONT.

CLACKAMAS RIVER TRAIL

PROJECT NEED

OR 224 north of Springwater Road has neither bike lanes, nor sidewalks, and the OR 224/Springwater Road intersection has been the site of 19 crashes. These street conditions severely limit how neighbors of east Metro travel, especially our friends from nearby Carver Mobile Home Ranch.

We believe in dreaming BIG. Through the draft Pleasant Valley/North Carver Comprehensive Plan, our community partnered with Metro to reimagine the area around OR 224 as a river-oriented and mixed-use district, with a villagelike scale and character that is a both a desirable place to live and visit. A multi-use path along the Clackamas River will provide connectivity and opportunities to connect with nature.

In support of the community vision, the City has purchased a large property off the historic Clackamas riverfront. With this property, the City will restore public access to the Clackamas River with trails and a future nature area.

Join us as we **return to the waterfront**.

INNOVATIVE SOLUTIONS

The Clackamas River Trail will construct a new, 1,450-foot regional trail along the Clackamas waterfront. This ADA-accessible trail will (1) anchor development in the brand-new Carver Waterfront District, and (2) forge an interim solution to the bike/pedestrian system gap on OR 224, improving access to TriMet Line 30.

KNOW YOUR NEIGHBOR

44% Identify as a race other than white alone in the Project census block

27% Households in the census tract have one or more person with a disability

10% Households in the census tract are mobile homes

FAST FACTS

HAPPY VALLEY APPLICANT		**1,450 FT** TRAIL LENGTH	**LINE 30** TRIMET LINE BUS SERVED
$ 2,616,175 TOTAL PROJECT COST	**$ 666,174.60** AMOUNT REQUESTED		**GOOD INVESTMENT?** OH YEAH.

EST. HW 1965

DESIGN SPECIFICATIONS

The Clackamas River Trail will include a minimum 20-ft easement to accommodate a 12-ft, paved trail and two-foot shoulders. Trail width may narrow to 10-ft where needed to protect sensitive habitats along the Clackamas River.

The Trail will slope toward dominant drainage and minimize clearing of natural vegetation. The downhill slope maximum will be 4:1 for two feet beyond the trail shoulders, and then proceed to natural grade.

To enhance the user experience along the trail, the City will evaluate options to separate pedestrians and bicyclists in busier areas, such as through paint or other surface materials, and amenities such as wayfinding, collaboratively selected placemaking, educational signation, and river lookout areas.

TRAIL CROSS SECTION

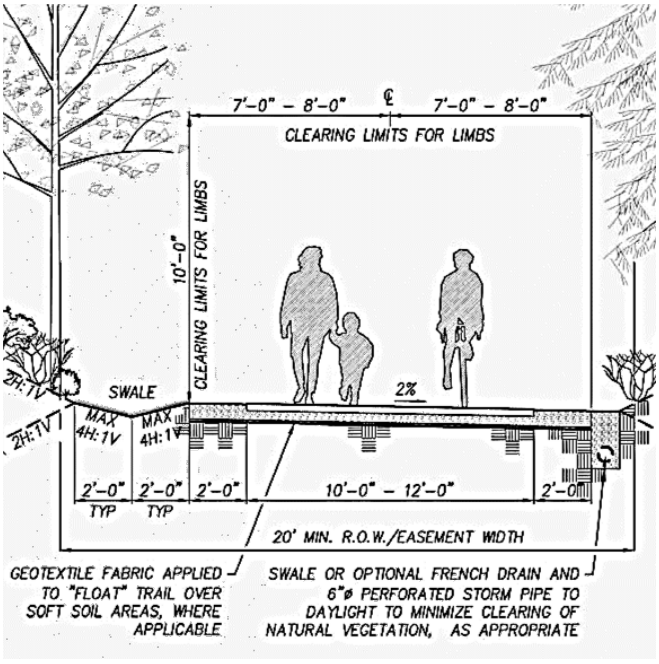


Photo courtesy Metro, Designing Livable Streets and Trails

PROJECT DEVELOPMENT

SCOTT CREEK TRAIL

PROJECT NEED

Northern Happy Valley has a robust trail network. Our trail system ends, however, at Southern Lites Park north of Sunnyside Road. To reach more southernly destinations like Mount Talbert Nature Park (Metro), medical services, and Line-155 transit, pedestrians must traverse down 117th Ave and cross Sunnyside Road, a seven-lane county road with a 40-mph speed limit. ***No, it's not just you. That makes our palms sweat, too.***

The intersection shared by 117th Ave and Sunnyside Rd has average daily traffic volume of 38,000. It has been the site of one serious vehicular injury, and there have been two more serious injuries nearby.

The bike and pedestrian system gap between Southern Lites Park and Mount Talbert Nature Park is dangerous for neighbors, their four-legged friends, and nature enthusiasts alike. Moreover, this gap prevents residents from the residential "bowl" of Happy Valley from accessing TriMet services on Sunnyside Road.

COMPLETE THE LINK

Happy Valley is **breaking down barriers** to last mile transit and nature access. **Join our squad.**

The Scott Creek Trail Development Project will partner with neighbors in an equity focus area to study two options for closing the trail gap between Mount Talbert Nature Park and Southern Lites Park, and complete 30% design for the preferred community option.

KNOW YOUR NEIGHBOR

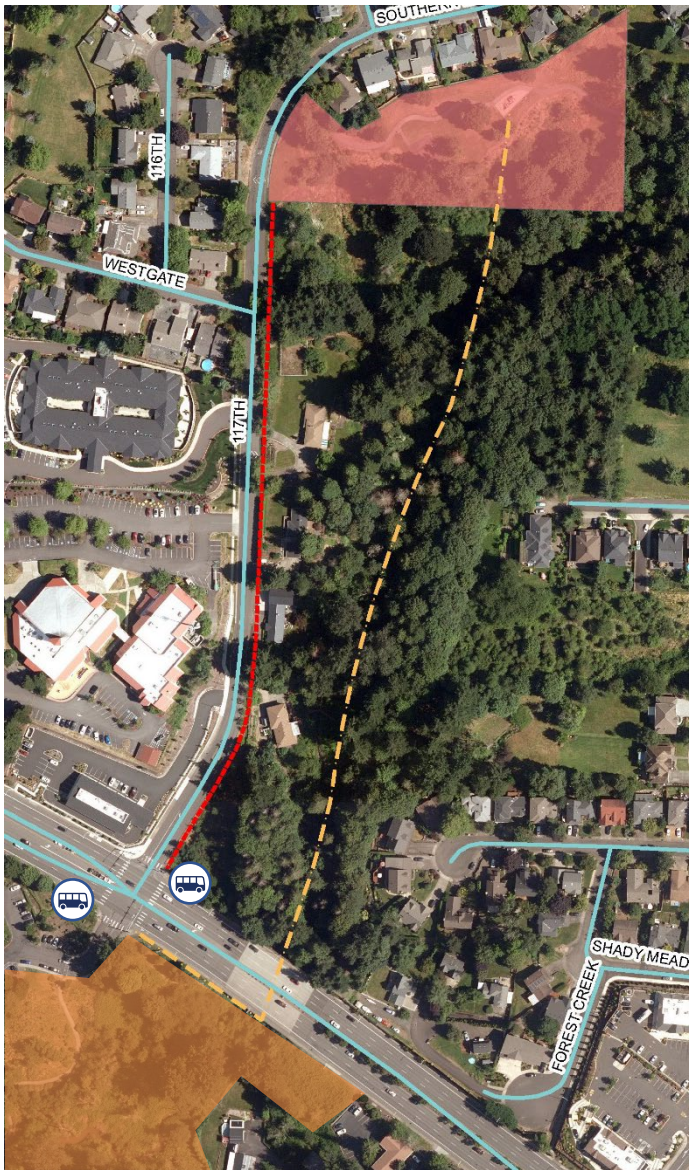
32% Identify as a race other than white alone in the Project census block group

Metro Equity Area for People of Color (POC), Limited English Proficiency (LEP) and Low Income (LI) neighbors

7% Workers commute by walking or public transit, indicating a demand for modal options

FAST FACTS

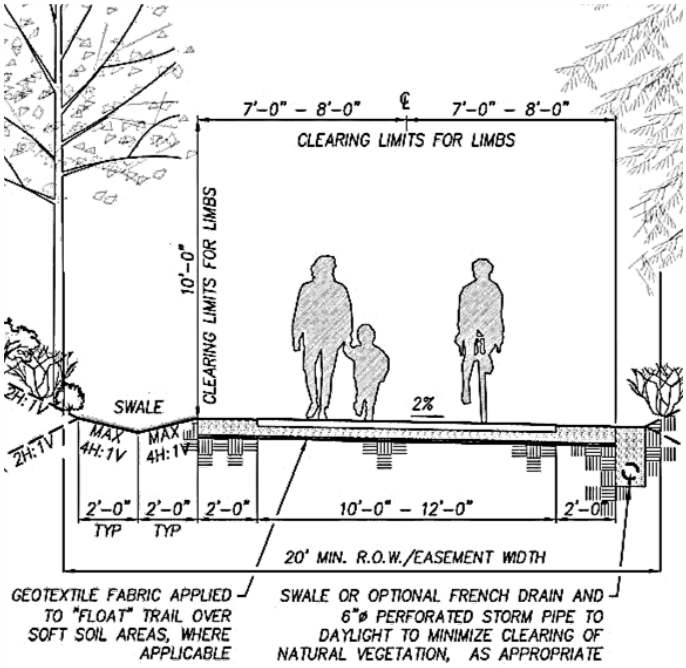
HAPPY VALLEY APPLICANT		**1,400 – 1,800 FT** TRAIL LENGTH	**LINE 155** TRIMET LINE BUS SERVED
$ 162,839 TOTAL PROJECT COST	**$ 89,562** AMOUNT REQUESTED		**GOOD INVESTMENT?** OH YEAH.



LEGEND

- Southern Lites Park
- Mount Talbert Park
- Alternative Route A (Off-Street Trail)
- Alternative Route B (On-Street Trail
- Streets
- TriMet Line 155

TRAIL CROSS SECTION: ALT-A



DESIGN SPECIFICATIONS

Alternative Route A assumes pedestrians will cross under Sunnyside Road via an existing culvert and travel north along the alignment of Mount Scott Creek.

This Alternative assumes a minimum 20-ft temporary construction easement to accommodate a 12-ft, paved trail and two-foot shoulders. Proposed facilities will be designed for ADA-integration, deferring to a local ADA-transition plan in progress and Parks Master Plan. As a guideline, the Trail will slope toward dominant drainage and minimize clearing of natural vegetation. The downhill slope maximum will be 4:1 for two feet beyond the trail shoulders, and then proceed to natural grade. The trail width may narrow to 10-ft where needed to protect sensitive habitats along Mount Scott Creek.

To the extent an on-street alignment is selected (Alternative Route B), Scott Creek Trail will be placed along 117th Ave and function as a an on-street connection to Southern Lites Park.

2025-2027 RFFA Project Description

Project Name: Crescent Greenway Bridge over Brookwood (BOB)

Applicant: City of Hillsboro

Amount requested: $3,200,000 Total project cost: $2,873,000 - $3,594,000

Project purpose and need:

The proposed project is a vital section of the City of Hillsboro's planned Crescent Park Greenway – a signature destination for Hillsboro and surrounding communities on the west side of Portland metro region. The Greenway is planned to wrap around the north, west, and south periphery of Hillsboro in a crescent shape, and the project phase will begin on the west side of the Gordon Faber Recreation Complex (GFRC) and terminate on the west side of Brookwood Parkway via a new pedestrian overcrossing structure. The project phase will link to a greenway trail segment scheduled for construction in Summer 2022 between NE Starr Blvd. and Brookwood – through the City's emerging Technology Park - and will provide a safe, equitable, and sustainable transportation option to connect people with regional employers, recreation, and services in the northwest area of the city.

The Greenway is incorporated into the City's "Hillsboro 2035" Comprehensive Plan under Initiative 6, which aims to enhance alternative transportation options, services, and facilities, and make Hillsboro more walkable and bicycle-friendly citywide. The bridge will play a role in completing Crescent Park Greenway and connecting the city to the regional trail network. It is also included in the City's Transportation System Plan Update as Intersection improvement #160, constructing a grade-separated overcrossing structure for the trail. In an area positioned for long-term economic growth, this greenway will enhance lives through increasing mobility and providing greenspace access.

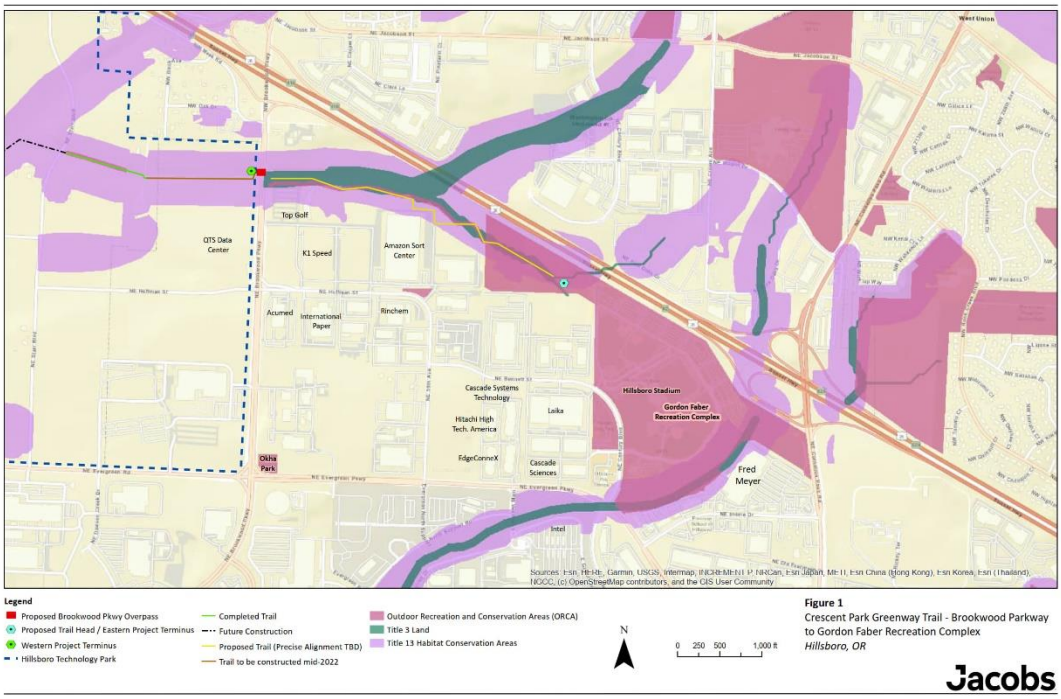
Proposed design:

The City of Hillsboro's October 2015 Trails Master Plan describes the Crescent Park Greenway as primarily recreational, serving as access to green space and the regional trail network, with the secondary benefit of enhancing connectivity to job centers or otherwise contributing to the economic development of the local area. The bridge and primary trails will be designed in accordance with ADA specifications and will be able to accommodate people of all ages and abilities. Primary trail widths will be surface concrete or asphalt and vary between 10'-12' in width with 1'-2' shoulders. Secondary side trails will be gravel and vary between 3'-6' in width with shoulders as surrounding vegetation allows. The bridge and site improvements on each end will also feature artistic expressions and distinctive placemaking elements to showcase the character and identity of the neighborhood and greater Hillsboro. The trailhead at GFRC is also an opportunity to provide both a unique experience at the Crescent Park Greenway's eastern launch point and destination for the community. Amenities envisioned for this trailhead include a gatehouse with distinctive architecture to house restroom and maintenance facilities, picnic shelter area, plaza node with wayfinding signage and small parking area.

This project will serve as a signature destination for the City of Hillsboro and surrounding communities.

2025-2027 RFFA Project Description

Maps, Drawings, and Illustrations



These images depict the surrounding vicinity of the bridge over Brookwood. The upcoming Technology Park is located to the west of the bridge, with key employment and educational destinations to the east.

This image looking east shows the current extent of the trail to the west of Brookwood. The bridge will be a critical factor in closing the pedestrian gap and connecting the trail across Brookwood.

This north-facing image shows the existing conditions along Brookwood Parkway to Hwy 26 and the approximate location for the bridge over Brookwood.

2025-2027 RFFA Project Descriptions

Project Name: Westside Trail Segment 1 – Planning, Engineering and Design

Applicant: City of King City

Amount requested: $210,000 Total project cost: $273,000

PROJECT PURPOSE AND NEED:

The Westside trail plays an integral part in connecting the western portion of the Metro Region. The Trail Plan developed and adopted in 2014 lays out a grand vision to provide safe and equitable active transportation along the wester side providing a continuous link between our communities.

King City in cooperation with Metro has recently expanded our Urban Growth Boundary to encompass a portion of the westside trail. Within King Cities immediate vicinity is trail segment 1 of the westside trail and part of the description is for a bridge to connect to heritage pines on the south side of the Tualatin River. Crossing the Tualatin River will be a huge undertaking and will require multiple regional, state and federal partners. However, if this trail will ever become a reality, we must be willing to develop the trail in phases. In depth and strategic planning will play a crucial role in accomplishing our goal of a connected region through active transportation and this project will allow King City to develop the plan and engineering necessary to become construction ready. This component in addition to potential local share dollars in the future could go a long way to seeing a completed project within the next few years.

Every segment is vital to the region and this segment will provide active transportation connection to many in our community who otherwise must risk the dangers of mixed on street facilities. Crossing Beef Bend Road is a large impediment for many of the students in our community that attend Deer Creek Elementary School. A lack of Sidewalks and safe crossing along Beef Bend have been identified by multiple groups including Safe Routes to Schools.

King City has multiple multimodal trails and pathways throughout our community, but many of these cannot be reached by residents living North of Beef Bend or west of the Power Lines. The Westside trail will provide those last mile connections to those systems and safe convenient routes to the transit network located along 99W.

A public outreach and engagement processes will help the city address community concerns and desires and implement those in our design approach. Our engineers will be able to incorporate those design features into final designs and cost estimates allowing the city to pursue the proper permits and acquire any additional right of way or property. Engineering plans and estimates will also allow the city to reach a phase of "Construction Ready" allowing us to put the project out for bid and apply for additional funding.

All of these steps need to be completed prior to construction and this request will allow the City to meet those demands.

PROPOSED DESIGN:

The scope of this project is to develop a planning design and engineering that will need to include public engagement throughout the process to inform our decision making. Previous open house engagements stirred thoughts for community enhancements and features through a linear park development. Those Park Features requested included:

- Trail – Large enough for Bike and Pedestrians to safely use
- Dog Park
- Community Gardens
- Bike track facility – (BMX style Dirt Track for Bicycles)
- Enhancing the small drainage along the west side of the easement into a natural water feature

- Enhanced Street Crossing and intersection modification at Beef Bend – "Safe Routes to Schools"
- Enhanced Bike/Ped Crossing and Transportation network connections for Capulet and Fischer
- Soccer or Other Play Fields
- Pickleball Courts

The list that was accumulated from the public processes for the Concept, Master, and Transportation System plans was very extensive with multiple desires raised by the community. This process would help the City Narrow down the possibilities and develop a detailed plan with associated engineering and costs estimates to put the plan into action.

The final plan should have a minimum of two transportation connections across the Right-of-way with enhanced multimodal crossings. It should provide for the location and engineering of those street crossings. It should also provide the details for the trail corridor throughout the right-of-way including the engineering for the trail itself. The planning should identify the location for any park enhancements for future developments, this could include the fields, dog park or community gardens. It should provide detailed concept for the Stormwater Enhancement suitable for permit submittal and construction.

The trail design will comprise is approximately 4000 Linear Feet from Beef Bend to the Tualatin River, we are not proposing to undertake bridge design at this time. Limiting the scope to the area immediately adjacent to King City we should be able to provide more impactful access an active transportation network for our residents and those of the surrounding community. There are at least two low-moderate income facilities in the immediate area that would benefit greatly to the improved safety and access.

Planning could also address bottlenecks in our transportation network that forces residents through the school zone and causes transportation backups and delays. Multimodal transportation connections at Capulet Lane and Fischer Road to 137th could provide alternative exit options for residents otherwise left with only one option.

Access to the natural areas along the Tualatin River and King City Community Park are also features that are otherwise limited for the residents living near, around or north of Beef Bend. An enhanced crossing would provide a safer route for those communities to access those natural areas and provide safe routes for some of our children making their way to the park or school facilities.

Ultimately the detailed plans and engineering documents developed through this process will allow us to be shovel ready for construction for all or part of the Westside Trail Segment 1. These funds coupled with potential local share dollars have a high likelihood of resulting in an actual construction project and potentially another trail segment reaching completion. Additional park enhancements and additions can be planned and considered if funding allows, or developed in phases to reach the end goal of the Community.

MAPS, DRAWINGS AND ILLUSTRATIONS – include a project map and cross section of the proposed project design]

Exhibits File attached with the Application includes Cross Sections and Shared Use Pathway Descriptions outlined in the King City TSP along with Maps, Estimated Project Costs, Photos, and Current Conditions.

2025-2027 RFFA Project Descriptions

Project Name: Lakeview Boulevard Improvements

Applicant: City of Lake Oswego

Amount requested: $450,036 Total project cost: $501,545

Project purpose and need:

Lakeview Boulevard between Jean Road and McEwan Road separates one of the City's major employment areas and a residential neighborhood. Currently, the street contributes to barriers for both the businesses in the district and the local neighborhood with its limited pedestrian infrastructure, poor employment access, and little-to-no stormwater facilities. The safety of pedestrians, congestion at adjacent intersections, and the presence of large trucks using local neighborhood streets are common concerns raised by both neighbors and businesses in this area.

The City would like to pursue funding to assist with project planning, community outreach, and the development of 30% engineering design plans to advance the project to a position it can be further considered for construction funding. Based on prior planning efforts, the City believes that Lakeview Boulevard can be reconstructed to not only provide better access to businesses to improve the activity and diversity of the district, but also to provide a safer and more comfortable pedestrian facility to increase mobility options for both employees and nearby residents.

Proposed design:

The City's Transportation System Plan, the Southwest Employment Area Plan, and Metro's 2018 Regional Transportation Plan all describe reconstructing Lakeview Boulevard to include two 14-foot travel lanes (to be shared between vehicles and bicyclists), a separated pedestrian facility, and facilities to treat stormwater. Based on the Southwest Employment Area Plan, the area dedicated to sidewalks, landscaping, and stormwater facilities would vary depending on the available right-of-way; however, it is expected that residents on the south/east side and the businesses on the north/west side of Lakeview would receive a landscaped area and the north/west side of Lakeview would receive stormwater facilities and a sidewalk.

Since the Southwest Employment Area Plan was completed back in 2016, the City would like to conduct further planning efforts and community outreach to begin the design of a facility that will serve the needs of businesses and residents while increasing the livability of the streets in the area.

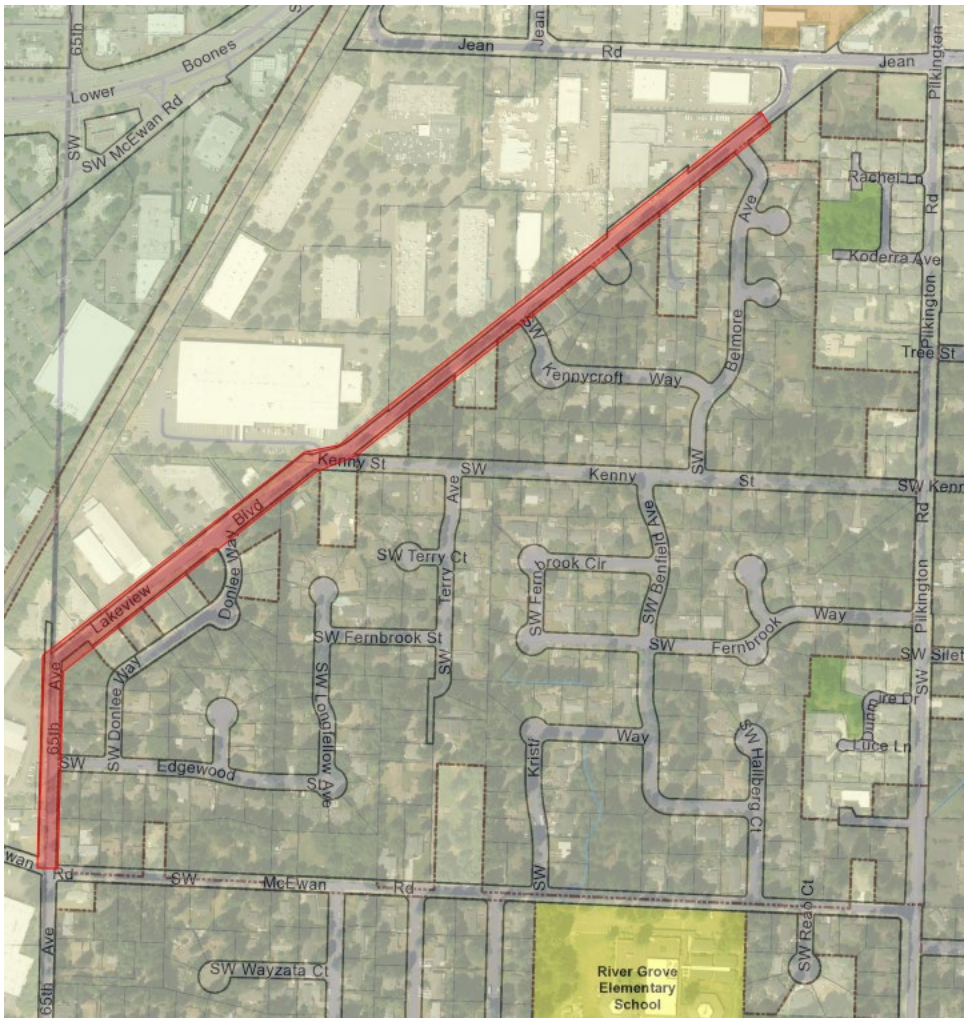


Figure 1: Vicinity Map for Lakeview Boulevard Improvements

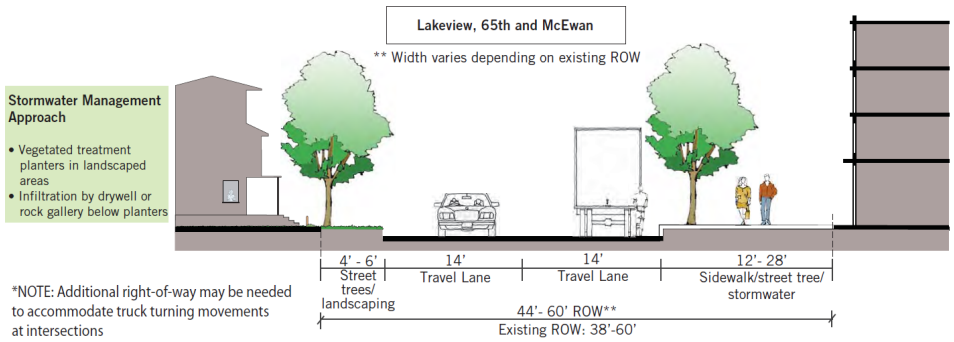


Figure 2: Proposed Street Cross Section for SWEA Plan

2025-2027 RFFA Project Descriptions

Project Name: NE Sandy Boulevard Complete Street: Gresham City Limits to NE 230th Avenue

Applicant: Multnomah County

Amount requested: $20,660,000 Total project cost: $23,020,000

Project purpose and need:

The purpose of this project is to transform NE Sandy Boulevard from Gresham City Limits to NE 230th Avenue into a complete street. This designated active transportation and freight corridor will be improved to increase the safety, comfort, and connectivity for multimodal users by filling in critical network gaps and implementing proven safety countermeasures to reduce fatal and serious injury crashes. The project is aligned with the regional investment priorities, including safety, equity, climate, and congestion relief.

- **Safety:** The project completes a significant portion of the active transportation gap by installing bicycle facilities and sidewalks. These improvements will create a continuous connection along NE Sandy Boulevard within the project area for people walking, biking, rolling, and accessing transit. The installation of bicycle facilities, sidewalks and RRFBs are proven countermeasures to reduce serious and fatal injury crashes. These improvements for people walking, biking, and rolling. The County's RCIP ranks this project higher than countywide average for Safety and Mobility, due to the significant safety improvements in a corridor where people currently walk, bike, and wait for the bus on an unimproved shoulder of the road. The City of Fairview TSP identifies NE Sandy Boulevard as a high collision corridor with sidewalk and bike lane gaps, along with limited crossing opportunities. Midblock crosswalks, rapid flashing beacons, improved street lighting, bus pull outs and improved bus pads will be additional elements to improve pedestrian safety. The design will utilize the latest guidance from Metro's Livable Streets Design Guide. Designing center turn lanes, where appropriate, medians, and access management are additional critical safety measures of this project development.
- **Equity:** Walking, biking, rolling, and other forms of self-powered mobility are equitable forms of transportation due to their independence, self-reliability, and relatively affordable cost. Based on Metro's RFFA Map resource, a portion of the project is located in an identified Equity Focus Area by Census Tract – People of Color and Limited English Proficiency (POC + LEP). The County's RCIP ranks this project higher than countywide average for equity based on the project's proximity to people of color, low-income, children, and people with disabilities. The project can enhance regional access for disadvantaged populations in the project area and adjacent neighborhoods.
- **Climate:** Closing gaps in the bicycle and pedestrian facilities will contribute to an environmentally responsible transportation system that reduces greenhouse gas emissions. By completing the multimodal gap in this area, access to goods and services will be improved and vehicle miles reduced, encouraging users to either walk or bike to nearby destinations and eliminating shorter trips or connecting to further destinations through transit. This project has additional environmental benefits by improving stormwater management and aging culverts for fish bearing streams – Osborn Creek and Fairview Creek – that cross the project area. Street trees and planter strips will decrease urban heat impacts and also encourage active transportation via an enhanced user experience. Depending on the project development

occurring in the design phase, the project may include vegetative buffers to the sidewalk for stormwater management and street trees. It will include improved stream culverts, pedestrian-scale, high efficiency street lighting, closing of gaps in the bike/ped facilities, ADA compliant sidewalk ramps, and improved crosswalks and bus stops to encourage active transportation and transit use. Increased active transportation use reduces emissions from single occupancy vehicles (SOV).

- **Congestion Relief:** Strategically placed center turn lanes reduce congestion as thru vehicles do not have to wait for vehicles making left turns. Implementing safe, accessible, and low stress active transportation facilities have the ability to increase walking, biking, and rolling mobility while reducing single occupant vehicle usage. Filling in gaps in the region's active transportation network will lead to vehicular congestion relief by providing additional options for people to travel.

Funding:

The County recognizes the high construction cost estimate for the project and remains committed to maintaining consistency with the funded design phase of the project as well as the RTP project scope. The County is open to exploring opportunities in funding the project in multiple phases and has produced a phased cost estimate approach for project implementation.

Proposed Design:

The proposed design maintains two (2) through lanes, adds a center turn lane/turn lane at strategic locations, and fills the pedestrian and bicycle and facility gap(s) along NE Sandy Boulevard between Gresham City Limits and 230th Avenue. In most locations, sidewalks will be buffered with a landscape strip and bicycle facilities will be buffered to provide additional separation. Figure 1 illustrates the proposed cross section.

Figure 1: Proposed Cross Section

2025-2027 RFFA Project Descriptions

Project Name: S Troutdale Road Complete Street and Fish Culvert

Applicant: Multnomah County

Amount requested: $1,720,000 Total project cost: $1,930,000

Project purpose and need: The purpose of the S Troutdale Road Complete Street and Fish Culvert Project is to increase safety and connectivity for people walking, biking, rolling, and accessing transit by installing proven safety countermeasures to reduce the risk of serious and fatal injuries while filling in critical gaps in the region's active transportation network. The project is aligned with the regional investment priorities, including safety, equity, climate, and congestion relief.

- **Safety**: This project completes a regionally significant gap in the RTP active transportation network by installing active transportation facilities and proven safety countermeasures to reduce fatal and serious injury crashes for all modes of travel. Even without designated pedestrian facilities, S Troutdale Road is heavily used by people walking, as evidenced by the footpath worn into the 3-foot gap between the guardrail and edge of the culvert on the west side of the road. The safety improvements proposed as part of this project will further improve connectivity between the residential neighborhood to the north and the pedestrian and bicycle destinations to the south including MLA Middle School, Mount Hood Community College. Metro College Nature Park, Sweetbriar Elementary School, and commercial services - all located within 1-mile of the project limits. The County has a strong interest in improving the safety of people using this segment of roadway. The project also proposes to install an enhanced pedestrian crossing (rectangular rapid flashing beacon with refuge median island) at the intersection of S Troutdale Road and Beaver Creek Lane, increasing connectivity and safety for people crossing to the residential neighborhood on the east side of S Troutdale Road and to the planned Beaver Creek Regional Trail.

Existing Footpath between Guardrail and Culvert

- **Equity**: This project is located in a RTP Equity Focus Area by Census Tract for People of Color, Limited English Proficiency and Low Income (POC + LEP + LI). This project is also located on a Metro designated High Injury Corridor and travels through an Equity Area - as Identified in the Multnomah County Health Department's REACH Transportation Crash and Safety Report. This report specifically identifies how transportation impacts the lives of Black residents in Multnomah County. Walking, biking, rolling, and other forms of self-powered mobility are equitable forms of transportation due to their independence, self-reliability, and relatively affordable cost. This project will increase accessibility and access to affordable travel options by

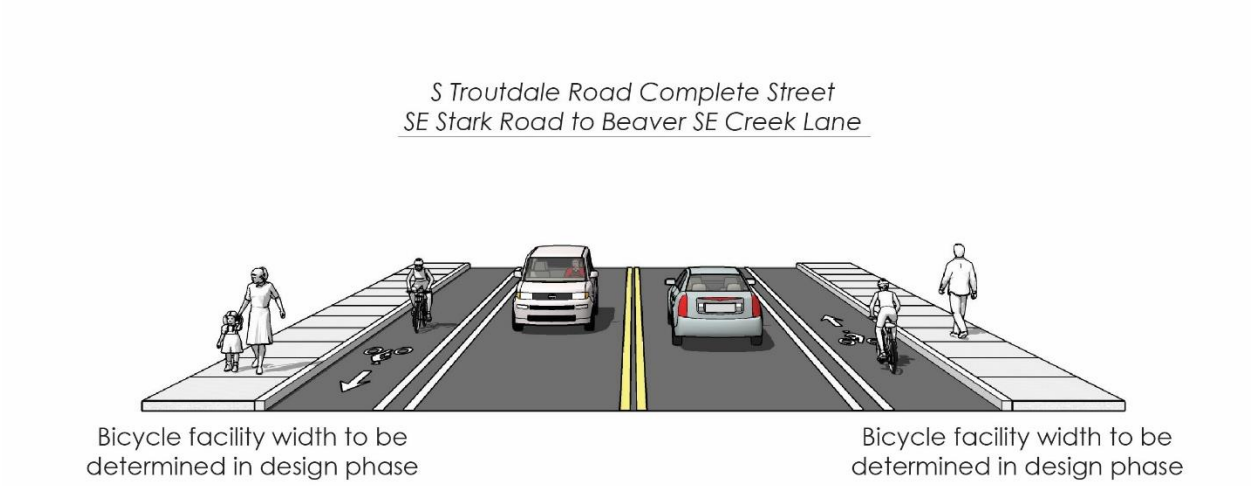
designing a complete street for people to safely and comfortably walk, bike, and roll. Additionally, the replacement of the fish passage culvert and the addition of stormwater treatment will continue the work of Multnomah County and regional partners to remove fish barriers and restore salmon populations in Multnomah County. Salmon is a culturally significant food for Native Americans in the Columbia River Basin, and the declining annual harvest threatens their cultural lifeways. Restoring salmon populations provides not only sustenance, but also keeps in the spirit of treaties with the area's Indian tribes. Among the major tributaries of Sandy River, Beaver Creek produces a significant number of coho and Chinook salmon and steelhead trout, based on juvenile fish trap data from the Portland Water Bureau.

- **Climate**: This project is uniquely poised to create multiple benefits: Walking, biking, and rolling are forms of active transportation that support the region's climate goals and policies in reducing greenhouse gas (GHG) emissions. Building a connected and comprehensive active transportation network by filling in critical sidewalk and bike lane gaps increases the opportunity for people to walk, bike, and roll to their destinations, rather than driving. Additionally, the project will design a new culvert that will improve water quality, stream health, and restore the passage of salmon in Beaver Creek.
- **Congestion Relief**: Implementing safe, accessible, and low stress active transportation facilities have the ability to increase walking, biking, and rolling mobility while reducing single occupancy vehicle (SOV) usage. Filling in gaps in the region's active transportation network will lead to vehicular congestion relief by providing additional options for people to travel.

Proposed design:

The proposed design maintains the two existing (2) 11-foot travel lanes and fills the sidewalk and bike lane gap(s) along S Troutdale Road between SE Stark Street and Beaver Creek Lane. Figure 1 illustrates the proposed cross section.

Figure 1: Proposed Cross Section



Example of Existing Transit Stop Conditions on S Troutdale Road (facing north)

Example of Existing Transit Stop Conditions on S Troutdale Road (facing north)

2025-2027 RFFA Project Descriptions
Project Name: Trolley Trail Multiuse Path – Milwaukie Bay Park

Applicant: North Clackamas Parks and Recreation

Amount requested: $624,250 **Total project cost:** $1,135,000

Project Area: The project area is at Milwaukie Bay Park between the Willamette River to the west, downtown Milwaukie to the east, Johnson Creek to the north, and Kellogg Creek to the south. It is outside the roadway along SE McLoughlin Boulevard/OR99E, between SE Harrison St to SE Washington St. It includes an approximate 1065-ft long and 20-ft wide area for construction of the multiuse path set back about 5 feet from the exiting curb. It also includes a connecting pedestrian pathway, adding an area approximately 200-ft long by 20-ft wide.

Project purpose and need: The purpose of the Trolley Trail Multiuse Path project is to complete engineering and construction of a 1,265-foot multiuse path within the 6-mile regional Trolley Trail where there is a deficiency gap today, and thereby create an amenity that invites more people of more abilities and backgrounds to use the trail and the connections to and from.

The community's need at this very prominent and connective node in the regional trail is for safer, more accessible, and more welcoming connectivity for all – with the larger trail, with nature and the river, and with a mix of residential, commercial, educational, transportation, and civic uses.

The connection today is deficient because: (1) it relies on pedestrian sidewalks to accommodate both bicycles and pedestrians, without the width or treatments to provide safety and separation; (2) some parts have tight turns and geometry that are not standard, having resulted from pieced-together work over decades as site uses changed; (3) the on-road bike lane in the vicinity is not widely used and is narrower than today's standards with no separation on a busy state route through downtown Milwaukie. As adjacent waterfront park development has progressed, as TriMet MAX rail has been developed in the adjacent blocks, and as surrounding development has increased, there are increased trail use and user conflicts.

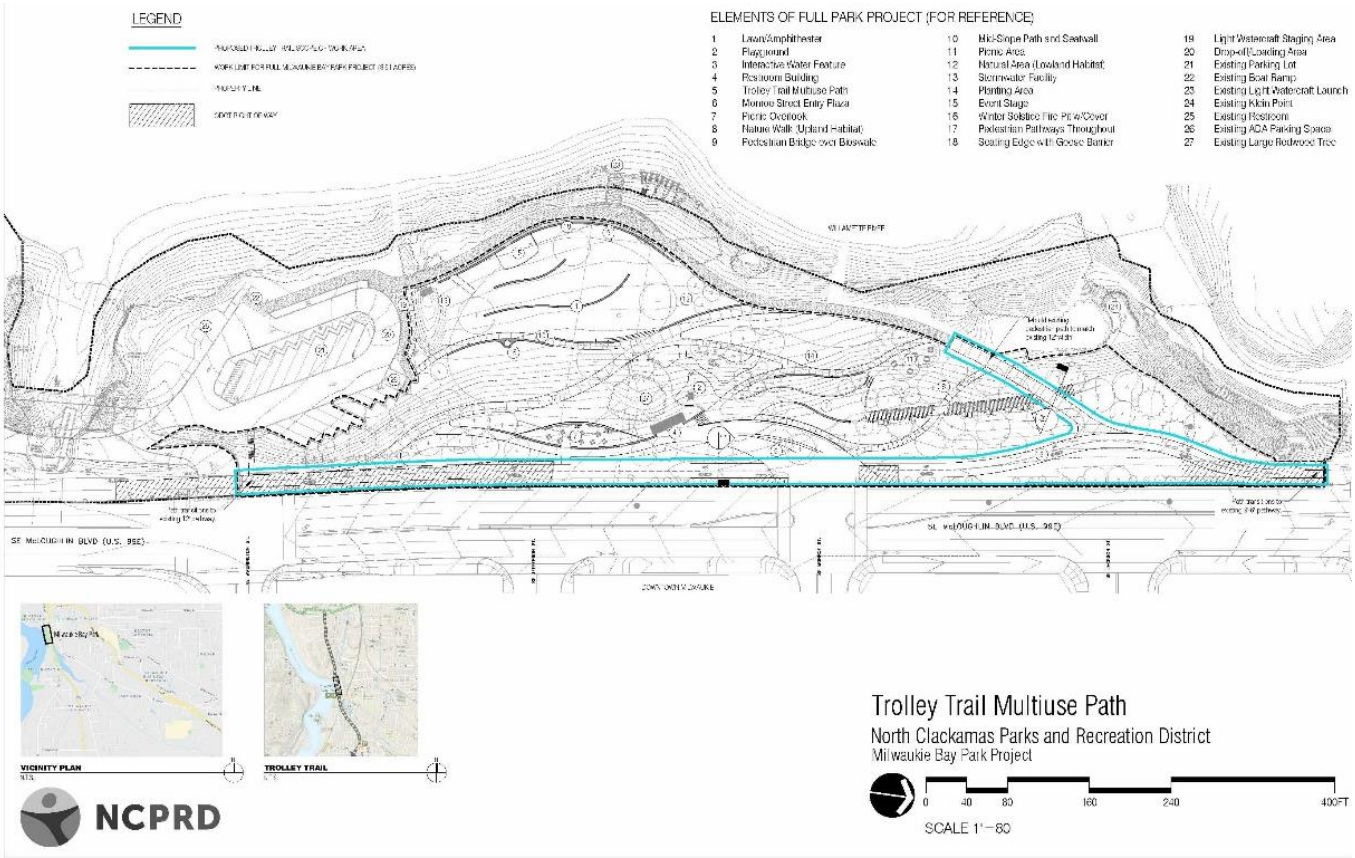
existing sidewalk

existing side loop

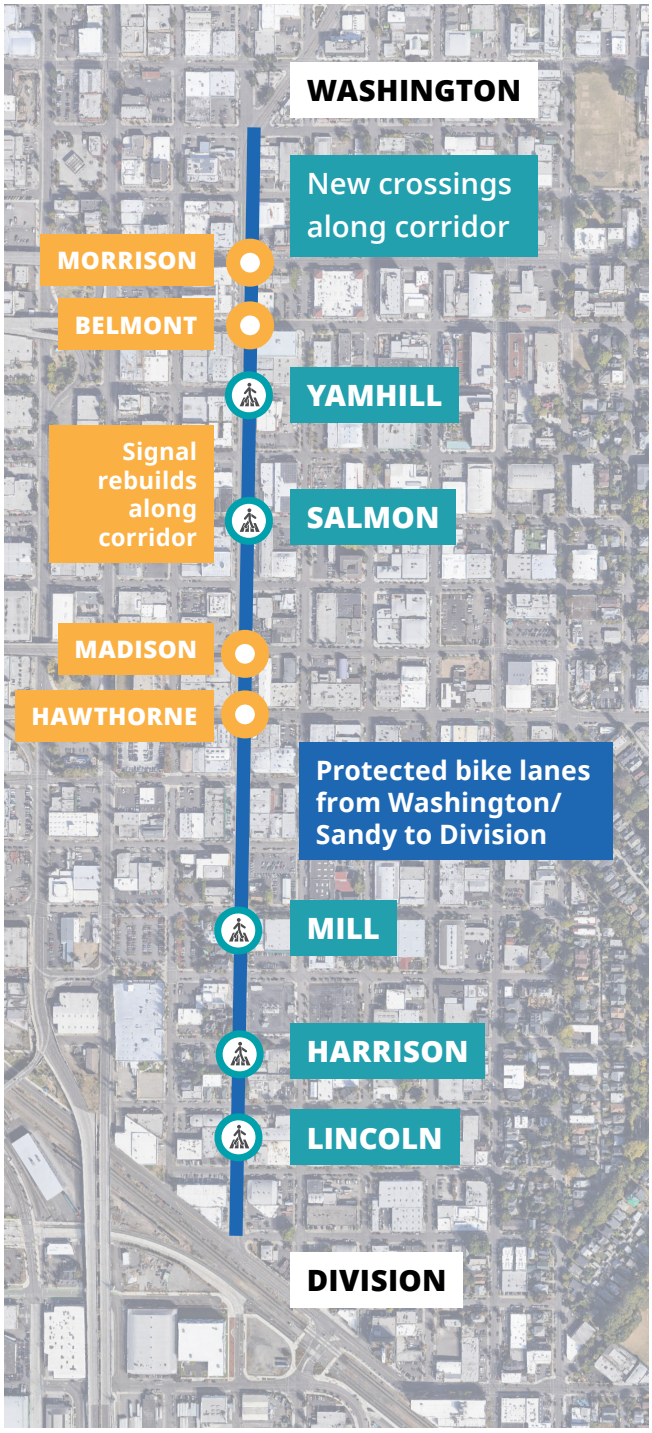
existing connecting path

Proposed design: The design is for a 14-ft wide paved multiuse path (1065 ft) along the edge of the park, a paved path (200 ft) to connect pedestrians to the park and Willamette River, improved queuing areas off the trail to access existing crossings, and directly related improvements such as electrical work and necessary replacement of a signal post and arm along OR-99E, planting of disturbed areas and associated stormwater treatment plantings at the trail perimeter, and trail furnishings such as rest stop seating, drinking fountain, and signage. The design will remove tight turns, delineate bicycling and pedestrian zones, mitigate potential crossing conflict, and provide more uniform paving.

This trail project is also being coordinated with the larger Milwaukie Bay Park project led by NCPRD to complete the park. The Trolley Trail connects to the Springwater Corridor to the North, Gladstone to the South, and to the future east-west Monroe Street Greenway now undergoing project development. This particular segment connects people from the regional trail network to the park and the river as well as from the transit stops, housing, and commercial areas in the adjacent downtown and neighboring communities.



SE 7th Ave
Complete Street Project



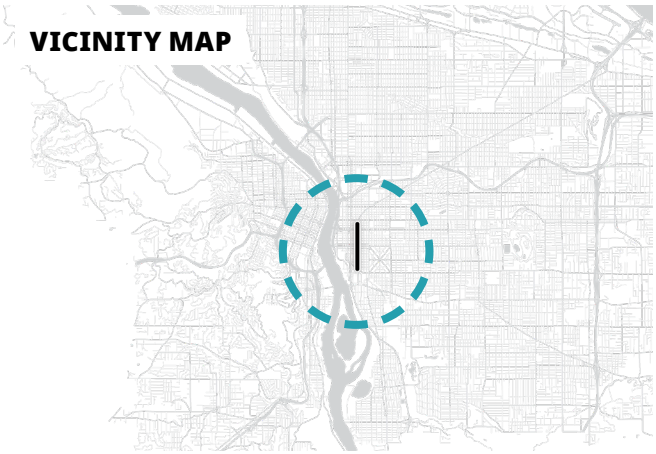
Project context and background

The 2018, Portland City Council adopted the Central City in Motion Implementation Plan, directing PBOT staff to identify funding and implement 18 key projects, including the SE 7th Avenue Complete Street project.

The SE 7th Avenue Complete Street project supports the plan's goal to create a safer and more sustainable transportation system for a growing Central City by constructing a new north / south protected bikeway connection through the heart of the Central Eastside.

The project leverages millions of dollars of regional investments in multimodal infrastructure, stitching together the Lloyd District and the Central Eastside while providing safe and comfortable connections to key Willamette River bridges and the downtown. ADA and enhanced pedestrian crossings will improve safety, accessibility and access to the Line 10, which TriMet intends to route on the corridor.

The SE 7th Avenue Complete Streets project design is based on extensive outreach and reflects public desires to increase transportation options on the corridor, particularly for people walking and biking, while preserving freight access. These investments are designed to accommodate up to 71% more people trips in the same roadway space.



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*Cost estimates are based on preliminary project scopes and are subject to change as projects are further refined.

SE 7TH & TAYLOR TODAY

Project details

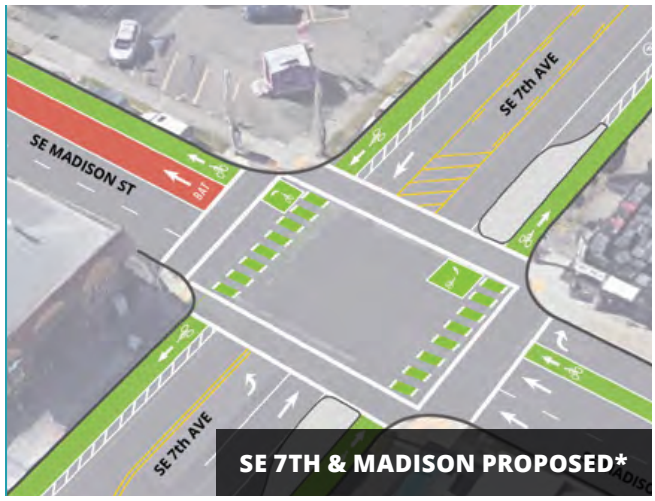
The SE 7th Avenue Complete Street Project runs from SE Washington to SE Division Street and will install directional protected bikeways along the whole length of the corridor, alongside ADA curb ramps and enhanced crossings at key intersections. The installation of modern traffic signals along the corridor will allow for more flexible traffic signal operations, increasing reliability and efficiency. The new bicycle and pedestrian facilities will increase travel options and reduce drive-alone trips, further leveraging PBOT's Transportation Wallet TDM program open to all employees and residents of the Central Eastside.

The project provides a low-stress spine through the district that allows for safe and convenient access to Willamette River bridges and adjoining facilities on the west side, such as the Tilikum Crossing, Hawthorne Bridge, the Morrison Bridge, the Burnside Bridge, and the new two-way cycletrack on Naito Parkway. It is truly a regional connector, stitching together millions of dollars of investments from PBOT, Multnomah County, and Metro and in our active transportation network in Portland's core.

PBOT hopes to construct the entire corridor, as it will provide the greatest connectivity and safety benefits, but should full funding not be available, the project team has scoped a more affordable project that runs from SE Washington to SE Clay, for a savings of roughly $4m.

Project Cost Estimate: $11,916,000

Local Match: $1,223,775; RFFA Grant Request: $10,692,225



SE 7TH & MADISON PROPOSED*

SE 7TH & SALMON PROPOSED*

Location sketches from 2018 Central City in Motion plan. Proposed project includes concrete traffic separators to protect the bikeway and a center median crossing treatment as SE Salmon

FOR MORE INFORMATION

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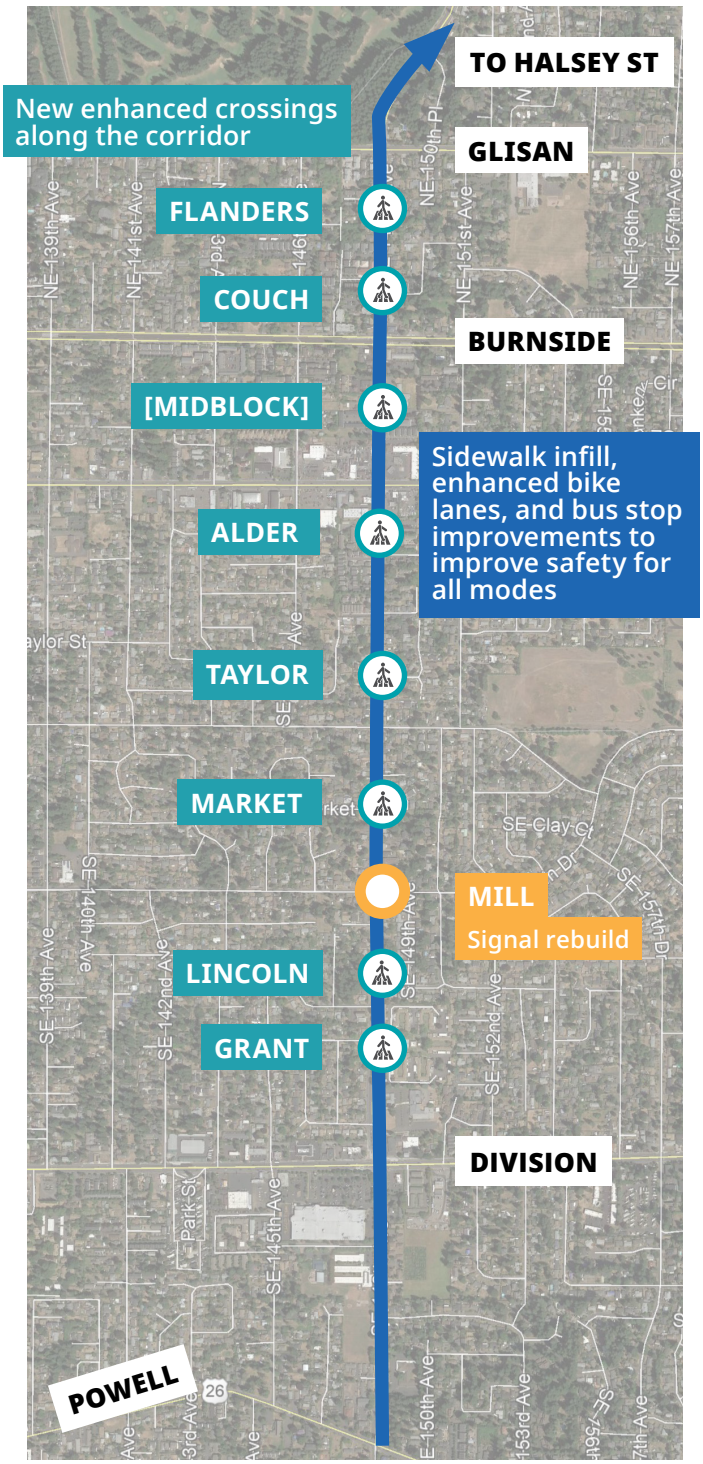
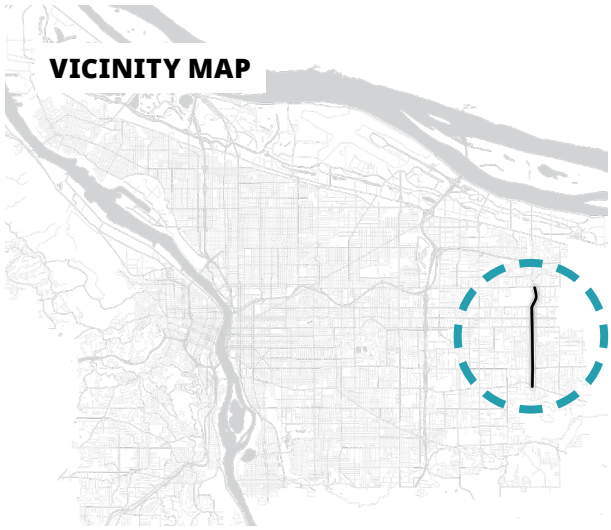
148th Ave

Safety & Access to Transit



Project context and background

148th Avenue between NE Halsey Avenue and SE Powell Boulevard moves through a part of the city with high equity needs and helps connect the Rosewood/Glenfair and Division Neighborhood Centers. Improvements to 148th have been identified in both the Regional Transportation Plan (RTP) and Portland Transportation System Plan (TSP). Despite being identified as a Major City Bikeway and Major City Walkway in the TSP, the corridor has substandard bike facilities, missing segments of sidewalk, ADA ramp deficiencies and a lack of crossing opportunities. Improvements are also needed to prepare the street for planned TriMet bus service and improve access to the MAX station at SE 148th Avenue and E Burnside Street. The project has public support from community partners such as East Portland Action Plan and The Rosewood Initiative. Project development work has already been completed for the corridor, and no significant challenges or issues are anticipated. The intersections of SE 148th Avenue and SE Stark and SE Powell Boulevard have been identified as top 30 High Crash Intersections.



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SE 148TH AVE TODAY

Project Details

The 148th Avenue Project will address major deficiencies and improve comfort and access for people walking, biking, and taking transit along and across the corridor. The project will add buffered and protected bike lanes between NE Halsey St and SE Powell Blvd, with some parking maintained on one side of the street. It will also construct enhanced crossings at NE Flanders, NE Couch, a midblock crossing between E Burnside & SE Stark, SE Alder, SE Taylor, SE Market, SE Lincoln, and SE Grant. Necessary signal modifications will be made at SE Mill and SE Grant. It will also fill in sidewalk and add lighting.

These comprehensive improvements will tie into several other funded projects: a neighborhood greenway project that will cross SE 148th Avenue and SE Mill Street, a recently constructed protected intersection at SE 148th and SE Division Street, and a funded protected intersection at the intersection of SE 148th and SE Stark Street, as well as funded improvements at SE 148th Avenue and SE Powell Boulevard. The project's improvements will prepare the corridor for transit service in coordination with TriMet.

SE 148TH & MILL TODAY

Project Cost Estimate: $7,913,000

Local Match: $812,665 RFFA Grant Request: $7,100,335

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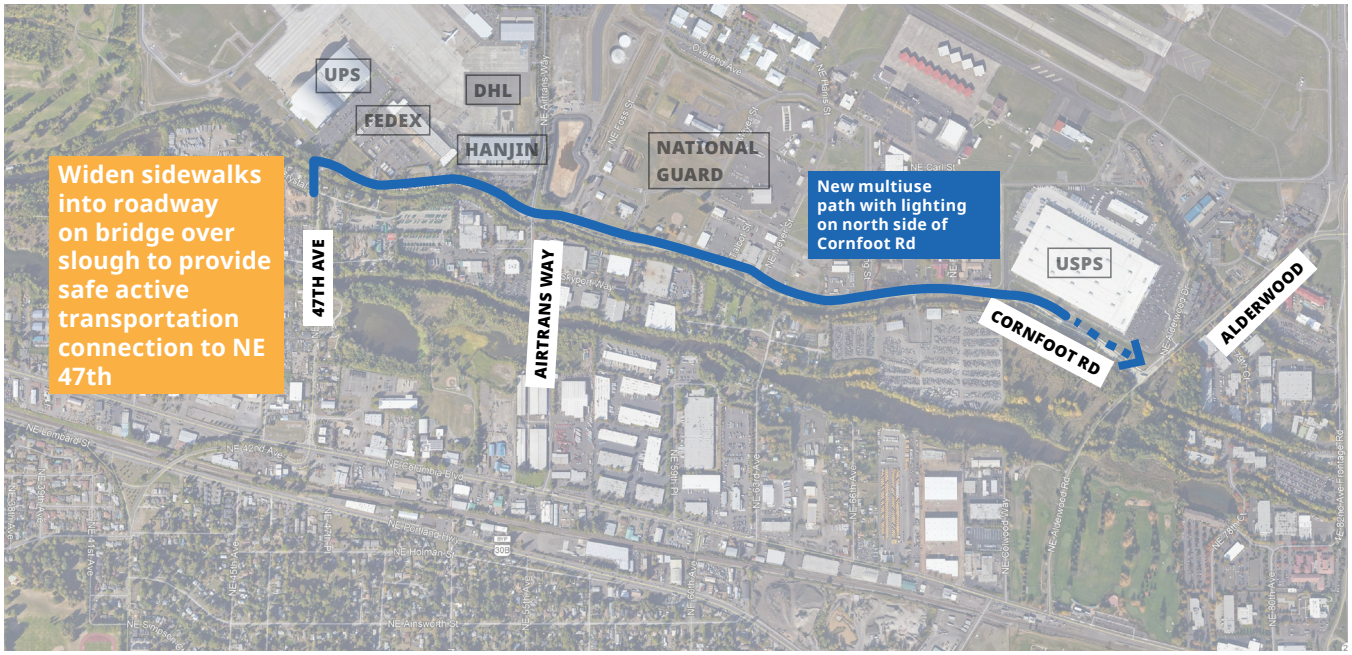
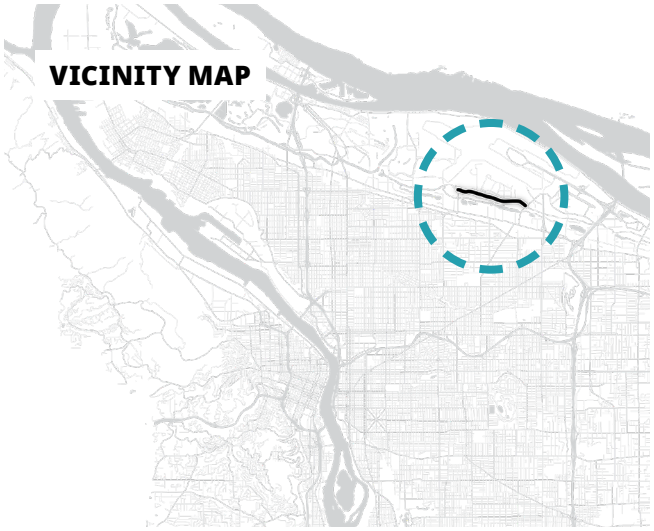
NE Cornfoot Rd

Multi-use path Project



Project details

The Cornfoot Road multi-use path project would construct a 12-foot shared use path on the north side of Cornfoot Road between NE 47th Avenue and the recently constructed path along the United States Postal Service site. The project will also add lighting along the corridor to improve visibility and safety for all users, and make intersection improvements at NE 47th Avenue and NE Airtrans Way. Additionally, the project will consider widening the sidewalks into the roadway over the 47th Avenue bridge to better connect the path to the recently constructed improvements along NE 47th Avenue if feasible based on bridge load rating. This path and other improvements will create a continuous path system to both employment opportunities as well as recreational opportunities Whitaker Ponds Nature Center and Colwood Natural Area, as well as fill a gap in the Columbia Slough Trail



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NE CORNFOOT RD TODAY

Project context and background

NE Cornfoot Road between NE 47th Avenue and NE Alderwood Road serves several major industrial employers such as FedEX, Boeing, and the United States Postal Service, as well as the Oregon Army National Guard Base. It also connects NE Alderwood Road and employment opportunities near the airport to Cully and other Northeast Portland neighborhoods. Currently, there are no bicycle or pedestrian facilities along the road, and a multi-use path is identified as a priority in the Regional Transportation Plan (RTP).

A multi-use path would fill a last gap between the improvements recently made to 47th Avenue and planned for the 42nd/47th Avenue bridge, and the Alderwood bikeway that exists from the Cully neighborhood to Portland International Airport. It also would fill a key gap in the Columbia Slough Trail, part of the 40 Mile Loop trail system. The street is identified as a regional bikeway and regional walkway in the RTP and is identified as a priority in the recently adopted Columbia Lombard Mobility Corridor Plan. The project would separate people walking and biking from freight movement, and has support from the Port of Portland, Cully neighborhood, Columbia Corridor Association, and Friends of the 40 Mile Loop.

NE CORNFOOT RD TODAY

Project Cost Estimate: $7,465,000

Local Match:
RFFA: $766,656;
Trails Bond: $2,239,500

Grant Request:
RFFA: $6,698,350
Trails Bond: $5,225,500

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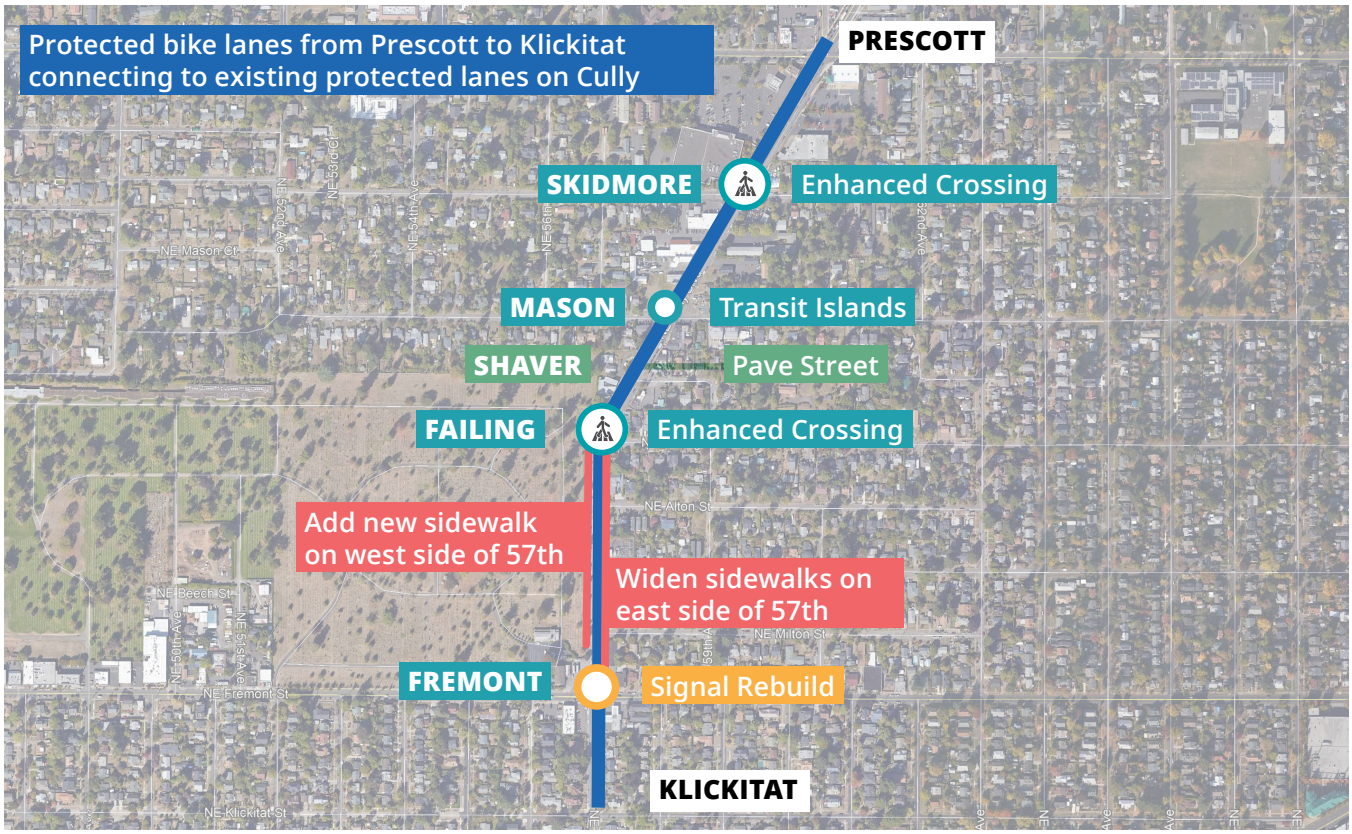
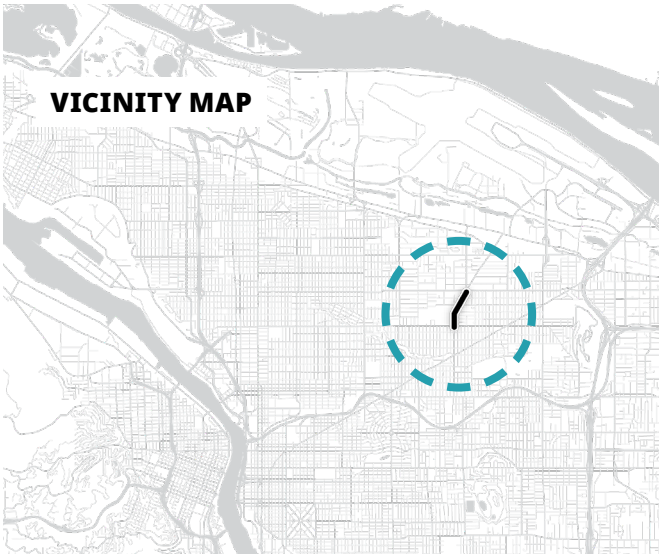
NE Cully Blvd / NE 57th Ave
Complete Street Project



Project details

The Cully/57th Complete Street Project would make improvements between NE Klickitat Street and NE Prescott Street. The project would fill the sidewalk gap on the west side of 57th Avenue and widen the sidewalk on the east side of 57th Avenue to improve pedestrian safety and comfort. It would also narrow the curb-to-curb width of the street and add protected bicycle lanes from Fremont Street to Klickitat Street to connect to already existing protected bicycle lanes on NE Cully Boulevard.

It would add new crossings at NE Failing Street and NE Skidmore Street, as well as a transit island at the Mason Street transit stops. Finally, it would rebuild the deficient signal at NE Fremont Street and pave a failing section of road on NE Shaver Street



PBOT
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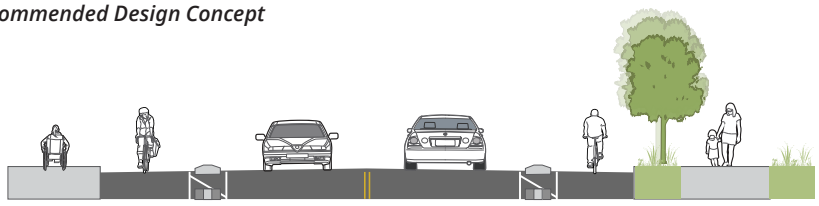
NE 57TH AVE TODAY

Recommended Design Concept



Project context and background

NE Cully Boulevard/NE 57th Avenue functions as the main street of the Cully neighborhood but lacks infrastructure that supports safe and comfortable movement for people walking or biking. While the street is classified as a Bicycle Parkway and Pedestrian Parkway in the Regional Transportation Plan (RTP), there are locations with narrow or no sidewalks, deficient bicycle facilities, substandard transit stops, and long gaps between pedestrian crossings. These deficiencies have resulted in several crashes involving people walking and biking.

A project in this area would have high equity benefits that serve the heart of the Cully neighborhood, improve the main neighborhood north/south bus line, fill a critical north-south pedestrian network gap, and make improvements to substandard signals, sidewalks, and ADA ramps. The project has public support from the Living Cully coalition members, and significant project development work has already been completed.

NE SHAVER TODAY

Project Cost Estimate: $8,518,000

Local Match: $874,800; RFFA Grant Request: $7,643,200

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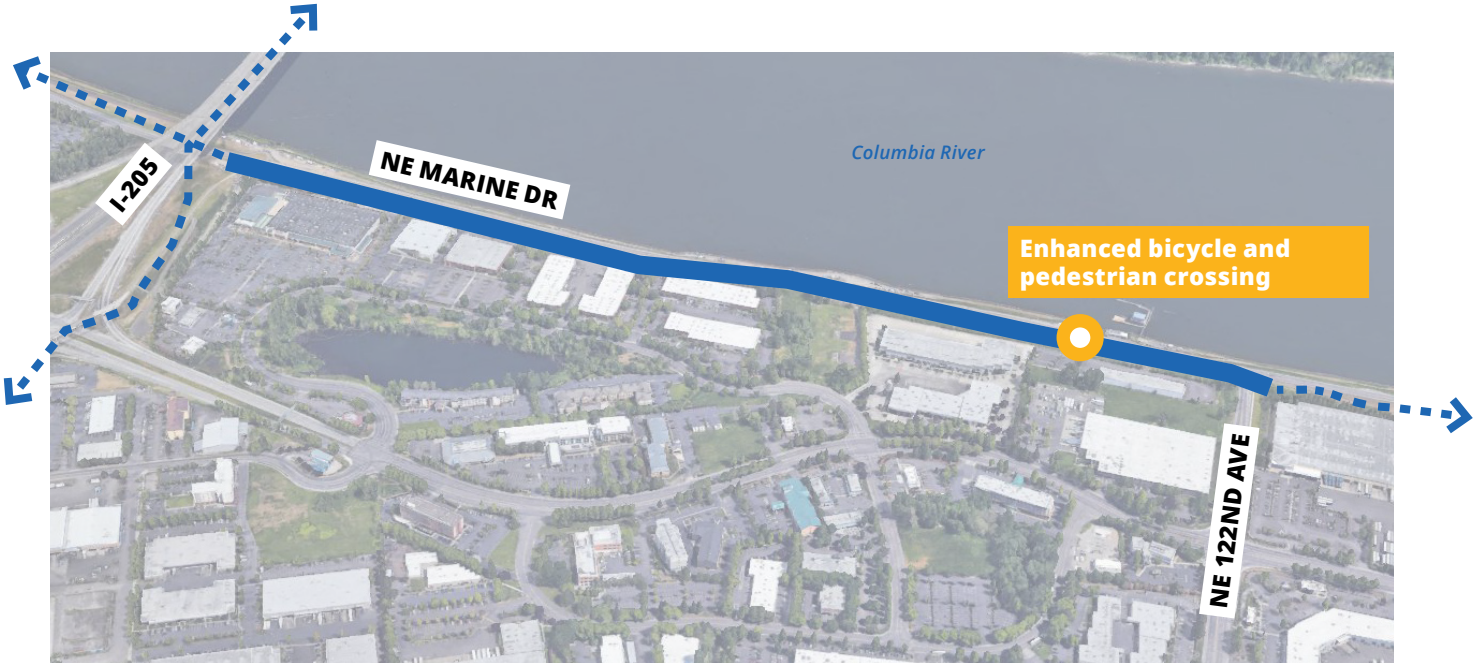
PORTLAND BUREAU OF TRANSPORTATION

**Cost estimates are based on preliminary project scopes and are subject to change as projects are further refined.*

NE Marine Dr

Marine Drive Trail I-205 to NE 122nd Ave



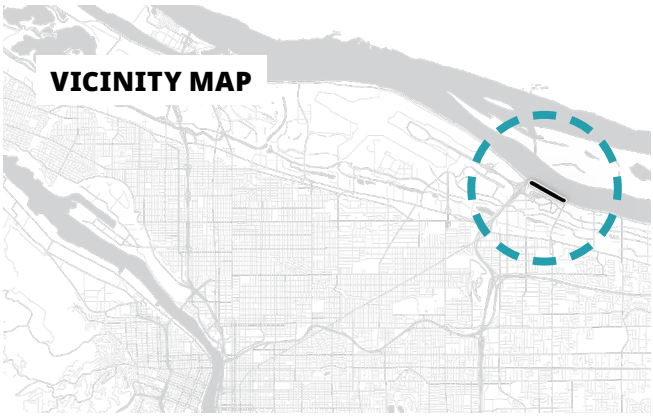
New Multi-Use Path Existing Multi-Use Path

Project context and background

Marine Drive Trail is a regional off-street multi-use trail that provides a continuous route for active transportation; recreation; access to nature; and access to residential, industrial, and commercial areas; with public transportation enhancing access to the corridor. As part of the regional trail network, Marine Drive Trail connects to other regional trails such as the I-205 Multi-use Path and North Portland Greenway.

While most of Marine Drive Trail is completed today, some gaps remain unfunded along its length. In the present condition, approximately 4,050 feet of painted bike lanes are painted along the trail gap between Interstate 205 and NE 122nd Ave, creating a barrier for cyclists and pedestrians. There is no sidewalk along this stretch. Cyclists ride in the bike lanes with no physical separation from high volumes of motor vehicle traffic, including heavy trucks.

Pedestrians (including those with disabilities) do not have any access along this stretch; they must either traverse this area via either the paved roadway or along the grassy shoulder. NE Marine Dr is considered a High Injury Corridor by Metro and a High Crash Corridor by PBOT. The project will improve safety and access for cyclists and pedestrians.



*Cost estimates are based on preliminary project scopes and are subject to change as projects are further refined.

NE MARINE DR TODAY

Project details

Construction of this 4,050-long paved, multi-use regional trail project will address the barriers created by these gaps. The trail is separated from NE Marine Dr, improving safety and access for trail users. This project will connect residents and guests of the region to the Columbia River; Portland, Gresham, and Troutdale neighborhoods; employment opportunities; recreation opportunities and natural areas; and interconnect these areas and opportunities.

The project is 4,050 feet of paved asphalt, multi-use regional trail that connects existing sections of Marine Drive Trail between I-205 and NE 122nd Ave. The trail is twelve feet wide with one-foot shoulders on each side. It will be built separate from the NE Marine Dr roadway on the bench of the levee, with approximately ten to fifteen feet of vertical separation from the NE Marine Dr roadway. The design includes one NE Marine Dr midblock crossing with a rectangular rapid-flashing beacon, enhanced signage, and high-visibility crosswalk markings. It is anticipated that the trail's minimal runoff will be treated by vegetated filter strips adjacent to the paved trail.

NE MARINE DR & 125TH TODAY

Project Cost Estimate: $3,100,000

Local match:
RFFA: $317,100
Trails Bond: $926,200

Grant request:
RFFA: $2,770,300
Trails Bond: $2,161,200

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NE MLK Jr Blvd

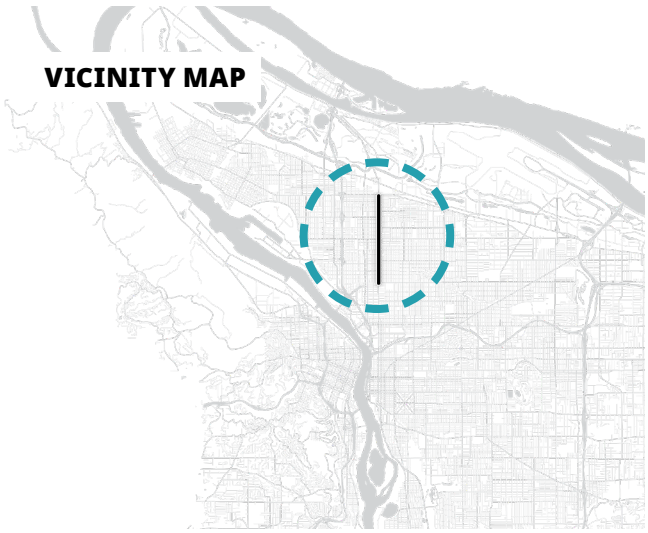
Safety & Access to Transit, Phase 2

Project context and background

NE Martin Luther King Jr Blvd (NE MLK Jr Blvd) is the major North/South transportation corridor in Northeast Portland and plays an outsized role in the movement of people in goods in this part of the city. It is the civic corridor that connect neighborhoods in the historic Albina area of Portland, the center of Black civic and cultural life in the City of Portland.

This street is also home to many small businesses, important community destinations, and many larger scale housing developments, including many affordable housing developments. With increased traffic and pedestrian activity, this corridor experiences high crash rates, especially for vulnerable road users like pedestrians and cyclists.

NE MLK Jr Blvd is identified as a regional High Injury Corridor and is on the City of Portland's Vision Zero High Crash network for people walking and cycling. There are many identified deficient crossings and crossing gaps along the corridor, which present both safety and access challenges for people work, play, learn, live, or worship along this corridor.



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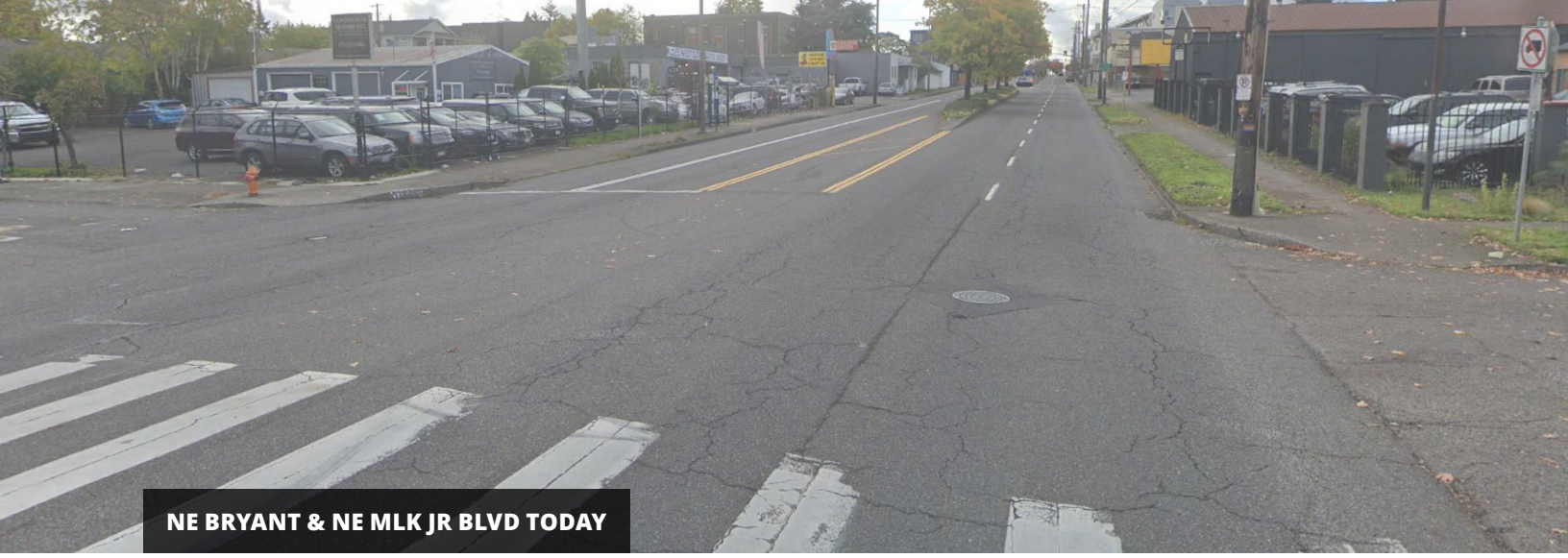


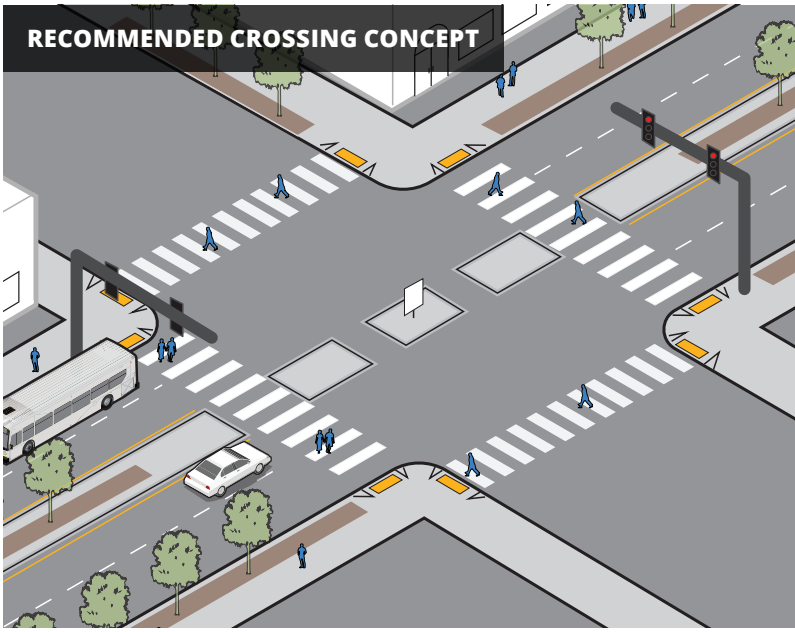
NE BRYANT & NE MLK JR BLVD TODAY

Project details

This project includes five major crossing improvements along the northern end of the corridor.

This project will add two new crossings at NE Buffalo St and NE Bryant St, addressing all identified crossing gaps between NE Rosa Parks Way and NE Lombard St. By making these two streets easier to cross, it will provide better access to frequent service bus (TriMet Line 6) that runs north-south along the corridor. These crossing improvements are also placed at existing or planned neighborhood greenways, and will help strengthen the east-west active transportation network in Northeast Portland.

This project will also invest in operational and safety improvements in existing signalized intersections at NE Ainsworth St, NE Alberta St, and NE Skidmore St. By updating outdated signals, this allows PBOT to include pedestrian safety features including protected left turns, separated signal phases for turning vehicles, and leading pedestrian intervals. These investments also allow for better communication between signals, helping to optimize the street's performance along this frequent transit corridor.



RECOMMENDED CROSSING CONCEPT

Project Cost Estimate: $6,098,000

Local Match: $644,750; RFFA Grant Request: $5,604,370

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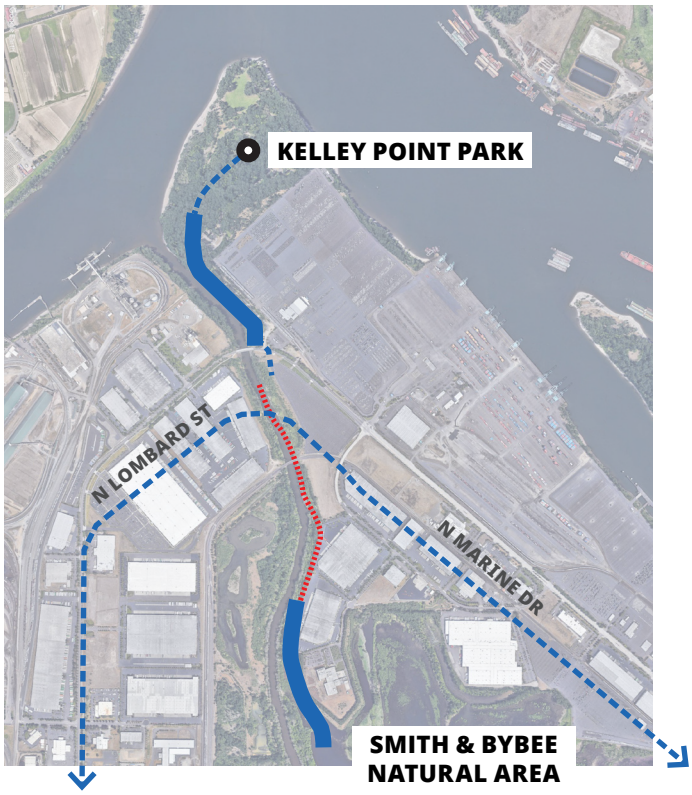
North Portland Greenway

Kelley Point Park to the North Slough



New Multi-Use Path
Existing Multi-Use Path
Planned Multi-Use Path

Project context and background

North Portland Greenway is a regional trail that provides a continuous route for active transportation; recreation; access to nature; and residential, industrial, and commercial areas; with public transportation enhancing access to the corridor. As part of the regional trail network, North Portland Greenway connects to other regional trails such as Marine Drive Trail and Peninsula Crossing Trail. While some of North Portland Greenway is completed today, many gaps remain unfunded along its length. The existing at-grade crossing of N Marine Dr is a safety barrier. Although North Portland Greenway exists as an off-street multiuse path under NE Marine Dr, it dead-ends at Kelley Point Park, and cyclists and pedestrians traveling along North Portland Greenway on Port of Portland property (the "Rivergate Trail") or Marine Drive Trail must cross N Marine Dr at-grade if they wish to enter Kelley Point Park. N Marine Dr is a PBOT-identified High Crash Corridor. This project completes North Portland Greenway's off-road multiuse connection between Kelley Point Park and the Rivergate Trail, improving safety by allowing pedestrians and cyclists to avoid crossing N Marine Dr at-grade.

*Cost estimates are based on preliminary project scopes and are subject to change as projects are further refined.

KELLEY PT PARK TODAY

Project details

The project is a paved, multi-use regional trail project consisting of 2,000 feet of new trail in Kelley Point Park and 2,600 feet of rebuilt Rivergate Trail. The Kelley Point Park trail is priority, as the rebuilt Rivergate Trail requires a North Slough Bridge (outside the scope of this grant application) to access St Johns Landfill to its south. The trail will be paved asphalt, twelve feet wide with one-foot shoulders on each side. It will be physically separate from nearby roadways. It will not include any stormwater treatment structures; it is anticipated that the trail's minimal runoff will be treated by vegetated filter strips adjacent to the paved trail. The project will also address lack of access to nature by enhancing access to and through Kelley Point Park and the Rivergate Trail. Kelley Point Park is a regional draw with significant access to nature opportunities, and the Rivergate Trail features access to habitat and wildlife.


RIVERGATE TRAIL TODAY

Project Cost Estimate: $5,000,000

Local match:
RFFA: $511,108
Trails Bond: $1,493,014

Grant request:
RFFA: $4,465.605
Trails Bond: $3,483,699

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North Portland Greenway

St Johns Prairie to Cathedral Park

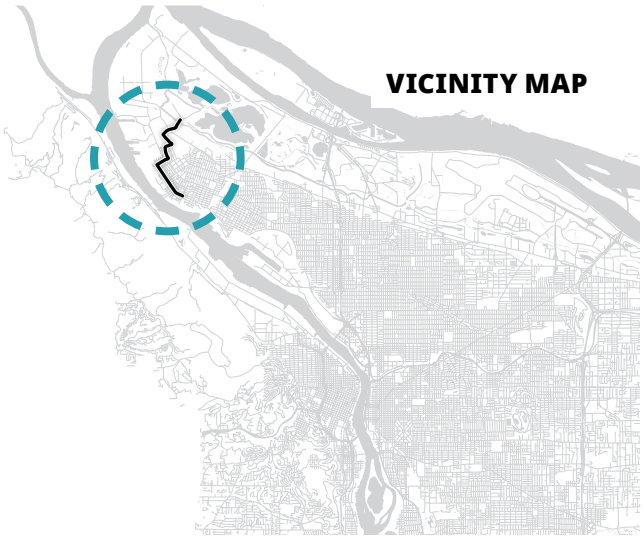
New Multi-Use Path
New On-Street Connection
Existing Multi-Use Path
Funded On-Street Connection
Existing On-Street Connection
Planned Multi-Use Path

Project context and background

North Portland Greenway is a regional trail that provides a continuous route for active transportation; recreation; access to nature; and residential, industrial, and commercial areas; with public transportation enhancing access to the corridor. As part of the regional trail network, North Portland Greenway connects to other regional trails such as Marine Drive Trail and Peninsula Crossing Trail.

While some of North Portland Greenway is completed today, many gaps remain unfunded along its length. This project completes an on-road and off-road, safe, accessible bicycle and pedestrian connection between Chimney Park and Cathedral Park. It also features a bicycle/pedestrian bridge that addresses a key safety barrier presented by the existing condition of the site: the lack of a grade-separated crossing at N Columbia Blvd. N Columbia Blvd is a Metro-identified High Injury Corridor and a Portland Bureau of Transportation-identified High Crash Corridor. Completion of the N Columbia Blvd bicycle/pedestrian bridge will provide a safe, grade-separated crossing of N Columbia Blvd for North Portland Greenway.

The project will also provide much-needed access to nature in the City of Portland by enhancing access to and through parks and natural areas along the project alignment.



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CHIMNEY PARK AT N COLUMBIA BLVD TODAY

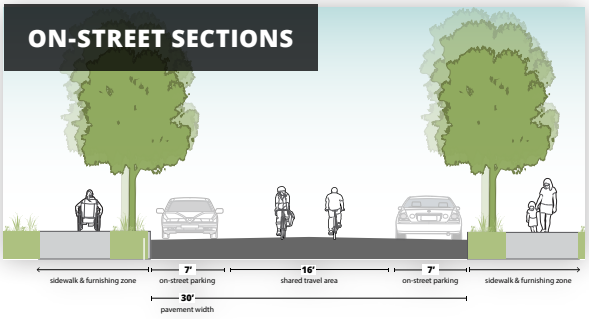
Project details

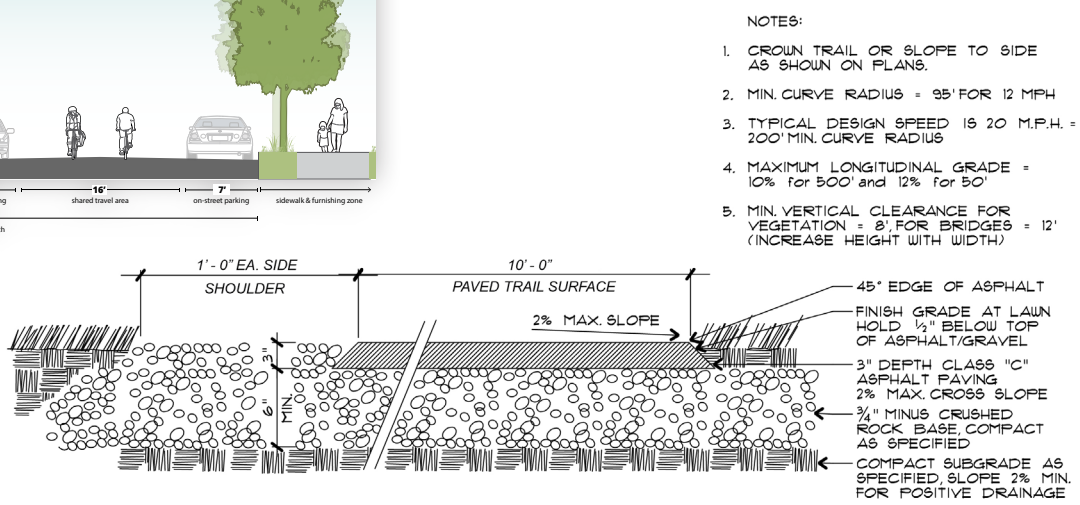
The project consists of both on-road off-street bicycle/pedestrian facilities. It is composed of three main elements:

1) A grade-separated bicycle/pedestrian bridge (already partially, but not fully designed and funded) crossing of N Columbia Blvd (fourteen feet of clear width) and its paved, multiuse trail approaches (twelve feet wide with two-foot shoulders on each side);

2) 1,450 linear feet of paved, multiuse trail (twelve feet wide with one-foot shoulders on each side) in Baltimore Woods Natural Area and Cathedral Park; and

3) Neighborhood greenways comprised of 100 linear feet of new neighborhood greenway on improved N Reno Ave, and 2,200 linear feet of new neighborhood greenways within existing already-improved rights-of-way along N Bruce Ave, N Reno Ave, and N Catlin Ave. Neighborhood greenways feature pavement markings and speed bumps in the travelway.





Project Cost Estimate: $3,100,000

Local match:
RFFA: $314,240
Trails Bond: $411,800

Grant request:
RFFA: $2,745,540
Trails Bond: $2,648,000

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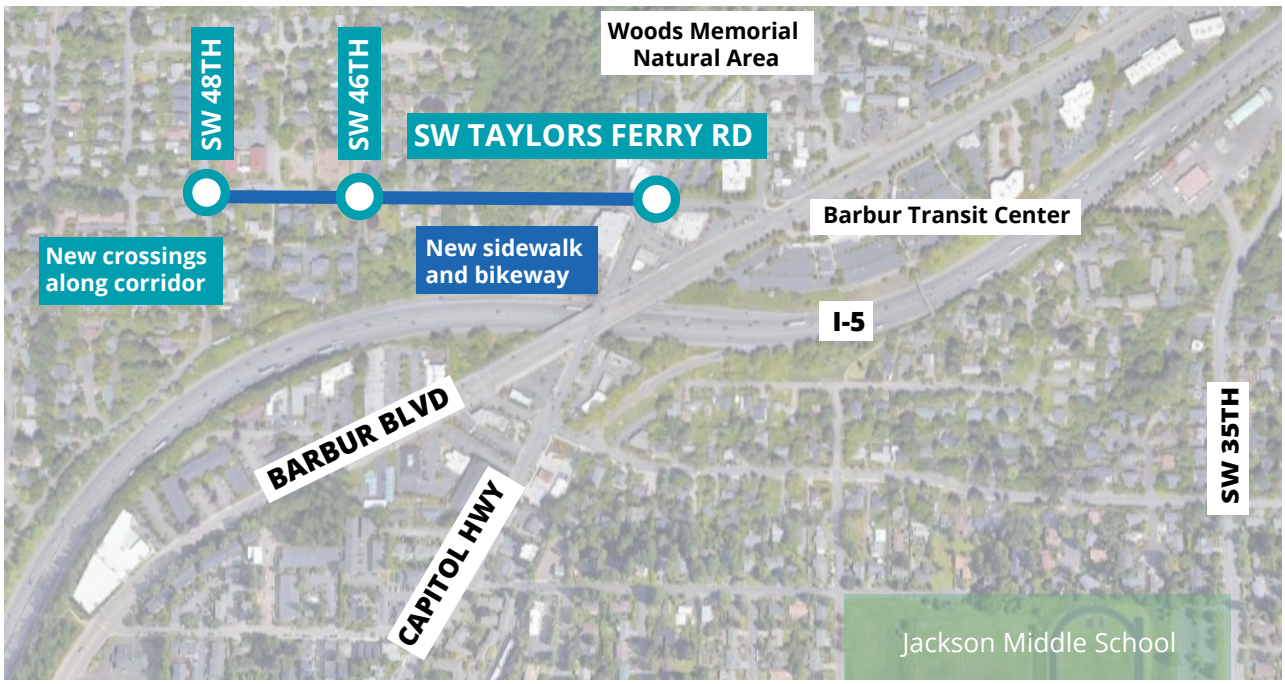
SW Taylors Ferry Rd

Walkway and Bikeway Connection



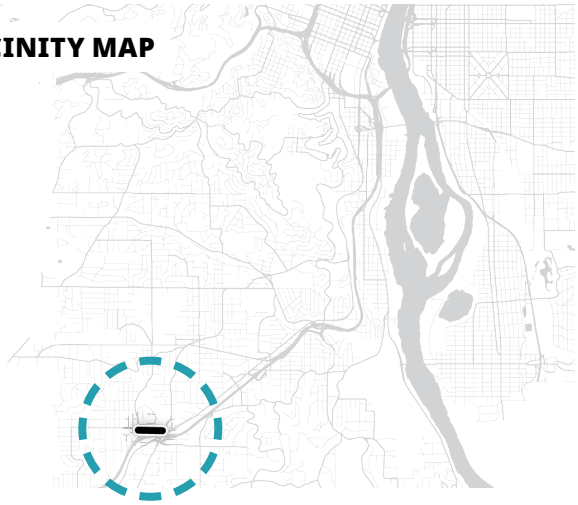
Project context and background

SW Taylors Ferry Rd from SW 48th Ave to SW Capitol Hwy is the only route to the Barbur Transit Center and other community destinations for neighbors living west of Capitol Hwy and Interstate 5. Today the street lacks bicycle facilities and has a degraded, substandard walkway on one side of the street.

The project would build upon and connect to funded complete-street upgrades of Capitol Hwy, extending the reach of those investments. The project implements Portland's 2035 Comprehensive plan by making connections to and through the West Portland Town Center, an important growth area in Southwest Portland.

SW Taylors Ferry Road is designated as a City Bikeway and City Walkway in the Portland Transportation System Plan of 2016 (2016). The project is on the Primary Investment Route for Markham Elementary School in the Portland Safe Routes to School plan (2018). The community identified this route as SW Trail #5 in the Southwest Urban Trails Plan (2000). TriMet identified this project as Tier 1 priority to improve access to the Barbur Boulevard Transit Center as a part of the TriMet Bike Plan (2016).

VICINITY MAP



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PORTLAND BUREAU OF TRANSPORTATION

**Cost estimates are based on preliminary project scopes and are subject to change as projects are further refined.*

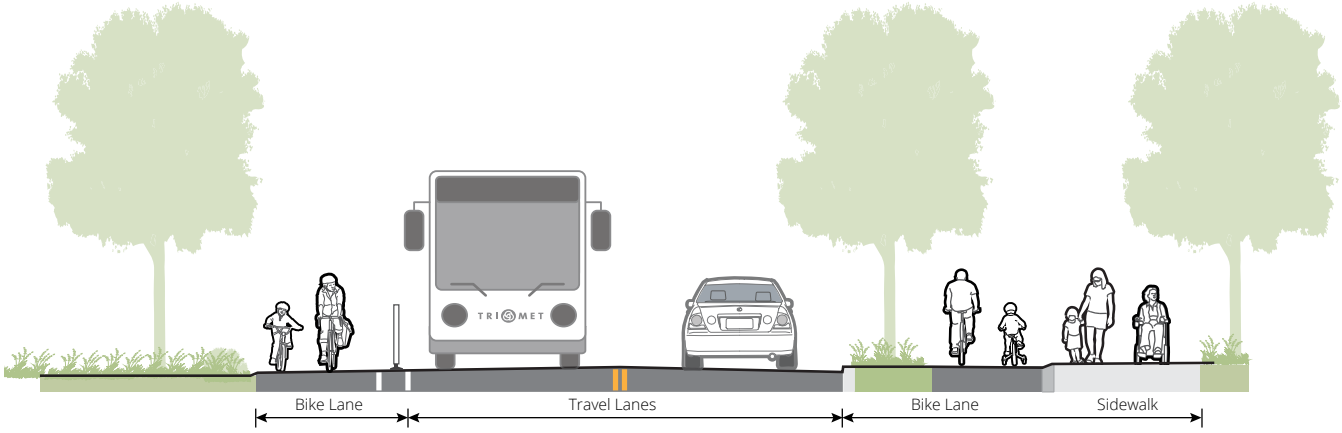
NE TAYLORS FERRY & NE 43RD TODAY

Project details

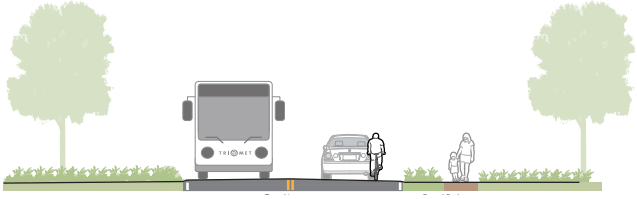
The project intends to address major infrastructure deficiencies along a critical network link in an important Town Center poised for growth. The project will construct a sidewalk and widen the roadway to provide a bikeway on SW Taylors Ferry Rd between SW Capitol Hwy and SW 48th Ave. Upgrade all intersection corners at SW 48th Ave, and install an enhanced crossing at SW 46th Ave. Retaining walls may be needed to address grades, maintain access to properties and provide necessary width for these improvements.

As part of construction for this project, PBOT will collaborate with the Bureau of Environmental Services to coordinate upgrades to the culvert at Woods Creek.

PROPOSED



EXISTING



Project Cost Estimate: $11,283,000

Local Match: $1,158,765; RFFA Grant Request: $10,124,235

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Project Name: Beaverton Creek Trail (Regional) Segment #3 & #4

Applicant: Tualatin Hills Park & Recreation District

Amount requested: $1,774,575 **Total project cost:** $6,093,600

Project Purpose and Need:

The project will include final engineering, permitting and construction of a 1.5-mile, 12-footwide regional trail segment which will provide a critical and direct connection to transit, employment, commercial centers, and existing THPRD facilities.

Currently only on-street routes exist in the project corridor for bicycles and pedestrians. These routes are undesignated, provide out-of-direction connections and create conflicts between motorists and bicycles/pedestrians. The project will create an east-west off-street transportation alternative that will:

- Serve identified environmental justice areas such as low-income, minority and youth populations.
- Improve safety for bicyclists and pedestrians by providing off-street alternatives to regionally recognized high-injury corridors.
- Improve safety for motorist by reducing the potential for car-bicycle conflicts.
- Complete a significant gap in and expand the regional off-street active transportation network.
- Improve access to two MAX light-rail stations and TriMet bus lines #62 and #67.
- Build on previous public investments.
- Reduce single-occupancy car trips and roadway congestion by providing a safe, viable active transportation alternative that connects the community to downtown Beaverton.

Proposed Design:

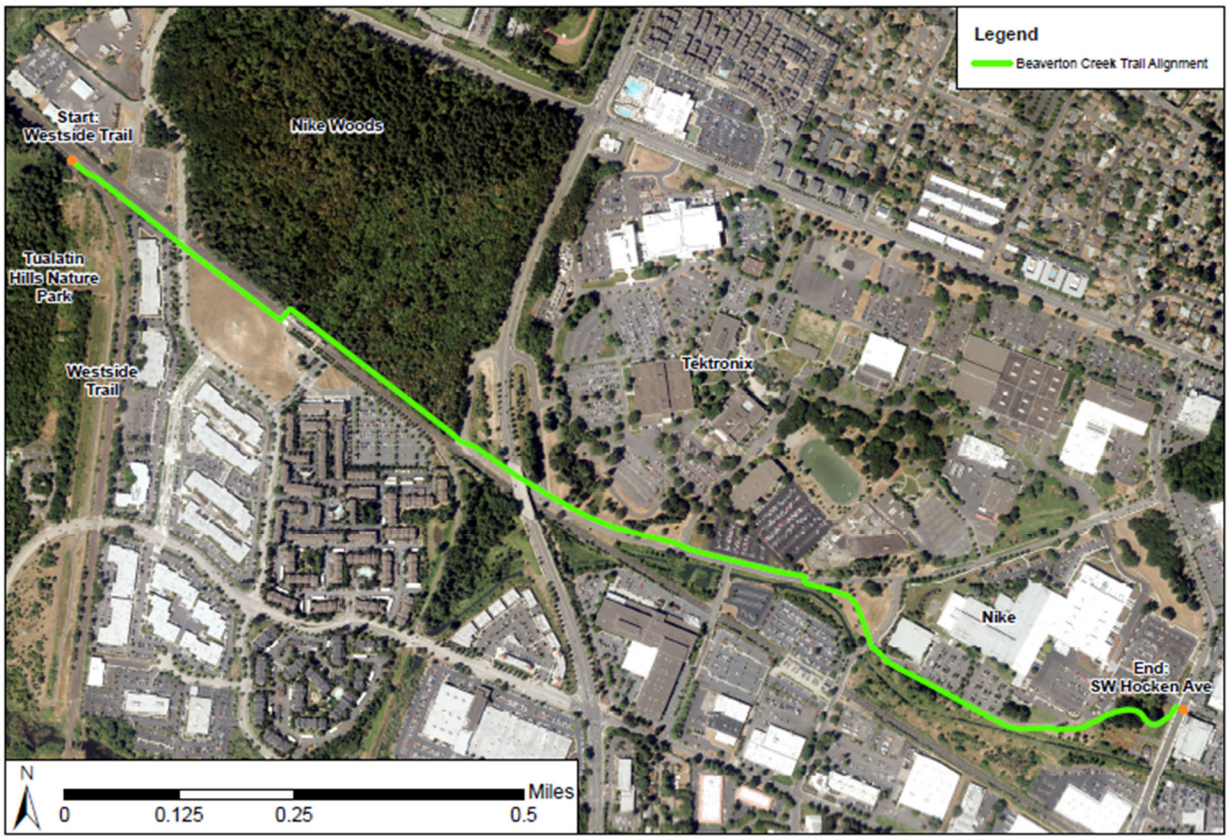
The project's design stresses minimal impacts to the natural environment and spotlights nature. This facility is designed for all ages and abilities and actively prioritizes user safety.

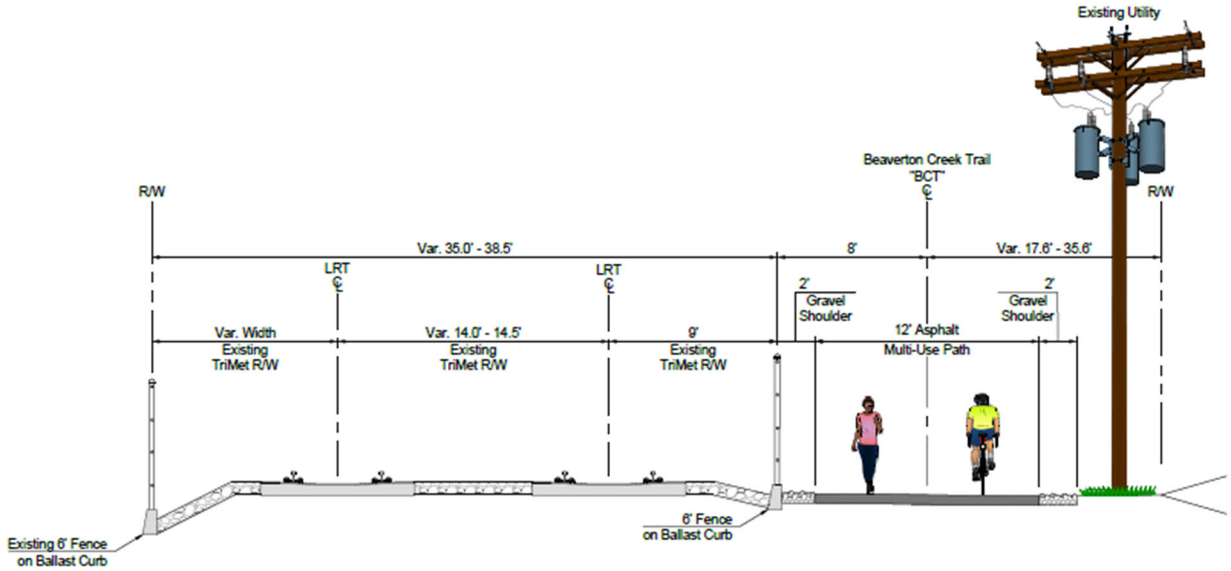
The trail will be designed in accordance with the current THPRD design standards for a regional trail classification as set forth in THPRD's 2016 Trails Functional Plan. The trail will also be designed in alignment with both the current American Association of State Highway and Transportation Officials (AASHTO) Bicycle Facilities Guide and the current Bicycle & Pedestrian Guide from the Oregon Department of Transportation.

TUALATIN HILLS PARK & RECREATION DISTRICT

Beaverton Creek Trail Seg. 3 & 4 Aerial Map - RTP ID# 12043

Created: 2/11/22





TYPICAL SECTION A

SCALE: N.T.S. 1

Project Name: Westside Trail Bicycle & Pedestrian Bridge (WST15)

Applicant: Tualatin Hills Park & Recreation District (THPRD)

Amount requested: $1,907,500 **Total project cost:** $2,725,000

Project Purpose and Need:

The Westside Trail Bicycle & Pedestrian Bridge (WST15) will complete a major gap in the regional active transportation network and provide trail users a safe, dedicated crossing of U.S. 26. As identified in Metro's 2014 Westside Trail Master Plan, a bridge over U.S. 26 "is a crucial link, without which intersecting Westside Trail sections would not be functional." The proposed project will complete design and engineering for the bridge, building on a feasibility study that was completed in 2021.

WST15, a key link in the eventual 25-mile regional Westside Trail, will connect neighborhoods, employment centers, commercial areas, schools, houses of worship, parks, natural areas, regional and community trails, mass transit, and other transportation options. It will provide pedestrians and cyclists a safe alternative to traveling on high-volume, high-accident corridors including Murray Boulevard, Cornell Road, 158th Avenue, and Bethany Boulevard.

The project will serve census tracts that Metro has identified as having a higher-than-average-percentage of residents who identify as people of color. These tracts also have lower average household incomes than the general population of THPRD. Completing this section of the trail will help create low- and no-cost transportation options for families and residents who cannot afford a private vehicle. It will expand and improve equitable access to job sites, schools, commercial centers, and transportation hubs in a densely populated, highly developed area.

Additionally, according to the Oregon Department of Transportation's (ODOT) Transportation Disadvantaged and Equity Index, this project will improve walking and biking connections within a transportation-disadvantaged area.

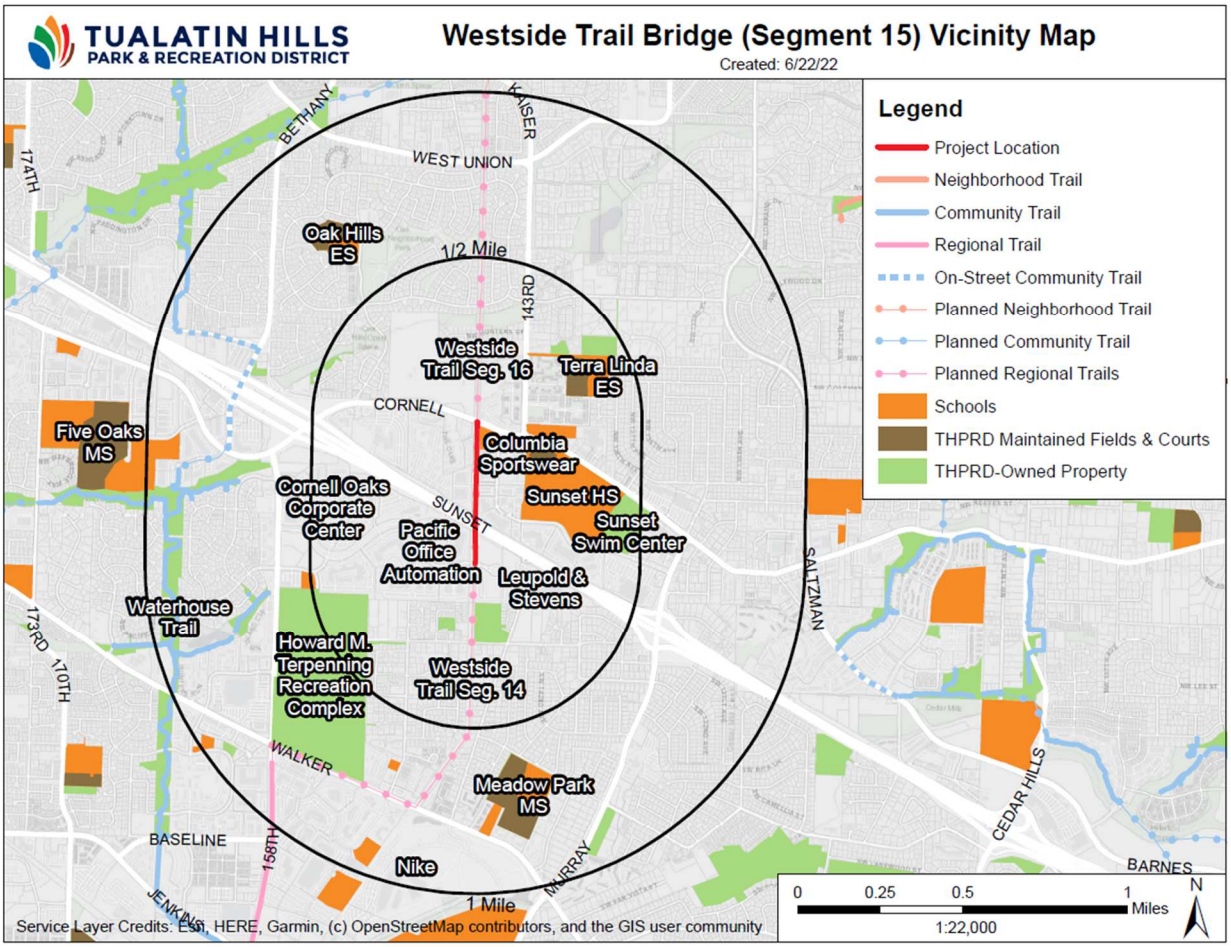
Proposed Design:

The trail design includes a 12-foot-wide path with 2-foot-wide shoulders, conforming to the regional trail standards in THPRD's 2016 Trails Function Plan and in alignment with Metro's Multi-Use Path standards outlined in Section 4.3 of the Designing Livable Streets & Guide. Key ADA accessibility guidelines such as a running grade of less than 5% and a minimum cross slope of 1% are included in the design. The trail design was developed to provide safe and easy movement, safe and convenient trail crossings, wayfinding signage, and access for ongoing maintenance.

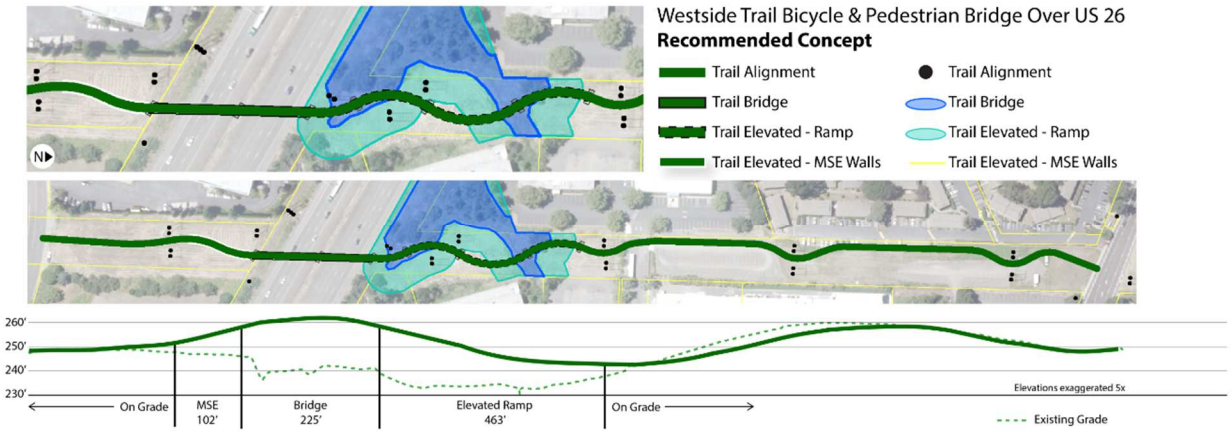
The project will be a marquee for the Westside of the Metro region as it will be highly visible from a point on U.S. 26 where more than 148,000 vehicles travel daily. Aesthetic elements may be incorporated into the bridge design, including the finish (paint or weathered steel), lighting, decorative panels, railings, approach wall finishes, and art. These items will be refined further during final design.

2025-2027 RFFA Project Descriptions

Project Location Map:



Project Cross Section:



2025-2027 Metro RFFA Project Description

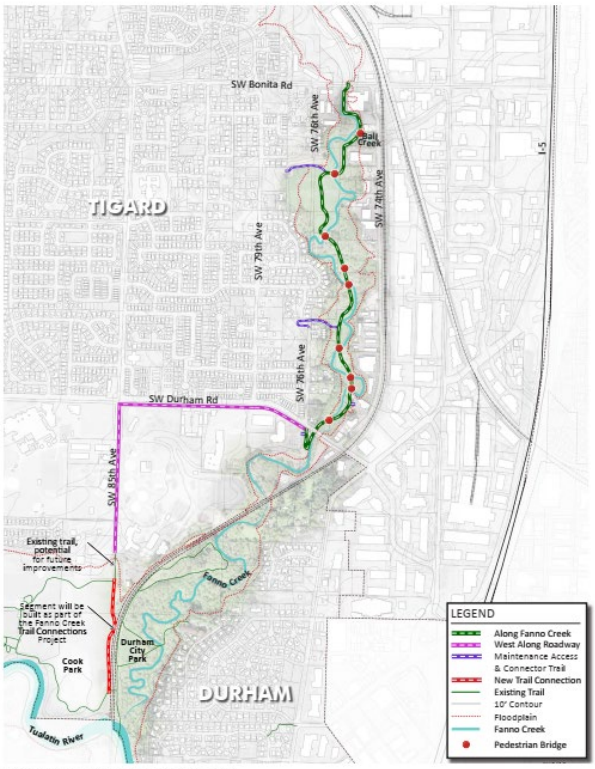
Project Name: Fanno Creek Trail Project Development: Bonita Road to Durham Road

Applicant: City of Tigard

Amount requested: $1,606,705 **Total project cost:** $1,790,600

Project purpose and need:

The Fanno Creek Trail, when complete, will be a 15-mile trail connecting the City of Portland to the City of Tualatin, from the Willamette River to the Tualatin River. The Fanno Creek Trail planning effort began in the 1970s and continues to be a priority trail project for METRO and the cities of Durham, Tigard, Beaverton, and Tualatin, as well as unincorporated Washington County. This regional trail is the primary north-south non-motorized transportation route through Washington County, paralleling I-5 and Hwy 217. Tigard is currently completing the Fanno Creek Trail Connections Project that will construct 1.5 miles of trail gaps between Woodard and Cook Parks. This will leave only one more gap in the regional trail from Bonita Road to SW 85th Avenue.



Fanno Creek Trail preferred alignment

The proposed project would provide critical site analysis to prepare for funding, easement acquisition, design, and construction of the most technically challenging trail gap between SW Bonita Road to SW Durham Road. Completion of this critical gap will contribute to the larger regional trail network and reinforce Tigard's vision as an equitable community that is walkable, healthy, and accessible for everyone.

This project development phase would build off the recently completed *Fanno Creek Trail Alignment Study: Bonita Road to the Tualatin River*. The project development phase would minimize risk and obtain a more thorough understanding of the following:

- Detailed site topography (through completion of a site survey)
- Environmental impacts/mitigation requirements (through wetland and stream delineations)
- Hazardous materials assessment
- Cultural resources assessment
- Right-of-way/easement acquisition needs, strategies, and costs
- Potential utility impacts and their costs to the project
- Geotechnical investigation and recommendations
- Hydraulics analysis and floodplain fill mitigation
- Railroad coordination
- Development of a refined construction cost estimate and a funding strategy for design and construction

2025-2027 Metro RFFA Project Description

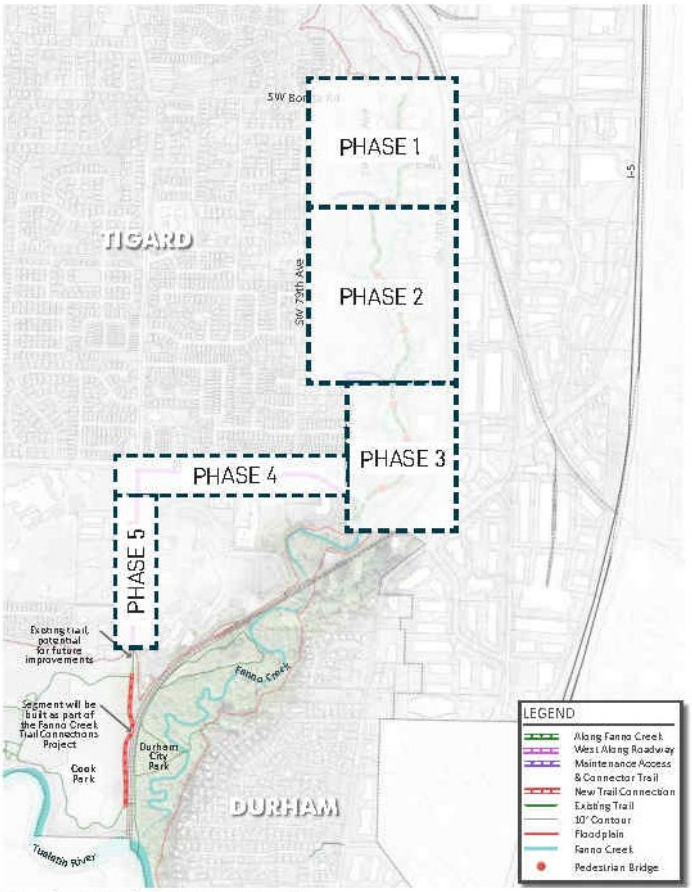
Proposed design:

The trail alignment moves users south from SW Bonita Road, along the east bank of Fanno Creek, through the Bonita Natural Area, and connects to existing bike lane and sidewalk on SW Durham Road. The trail will be 12 feet wide with shoulders (as shown in the cross section). Bridges and boardwalks will be 14 feet wide.

METRO typical shared use path section

This section of the Fanno Creek Trail was developed in 5 phases through the alignment study. However, this project focuses on Phases 1 through 3, which includes the following major components:

- Phase 1: SW Bonita Road to Bonita Natural Area
  - Pedestrian crossing treatment
  - 2 pedestrian bridges
  - Cantilevered boardwalk
- Phase 2: Bonita Natural Area to SW 76th Avenue spur trail
  - 3 pedestrian bridges
  - Boardwalk
- Phase 3: SW 76th Avenue spur trail to SW Durham Road
  - 3 pedestrian bridges
  - Boardwalk
  - Pedestrian undercrossing



Map of potential phasing opportunities

	Phase 1	Phase 2	Phase 3	*Total Cost*
Project Development/Conceptual Design	$303,800	$676,200	$810,600	$1,790,600

2025-2027 Metro RFFA & BOND-Trails Project Description and Figures, TLO.02 Tigard

Project Name: Tigard/Lake Oswego (TLO) Regional Trail Gap - Alignment Study
Applicant: City of Tigard (with ODOT Partner)
Amount MSTIP requested: $105,000 (30% Bond Trails match)
Total project cost: $350,000 ($245,000 from Bond)
See Cost Estimate for RFFA grant request and match
Project purpose and need:
Understand regional trail connectivity and active transportation improvements and requirements to complete the TLO Regional Trail (RTP 53) with connections to Fanno Creek Regional Trail (RTP 16).

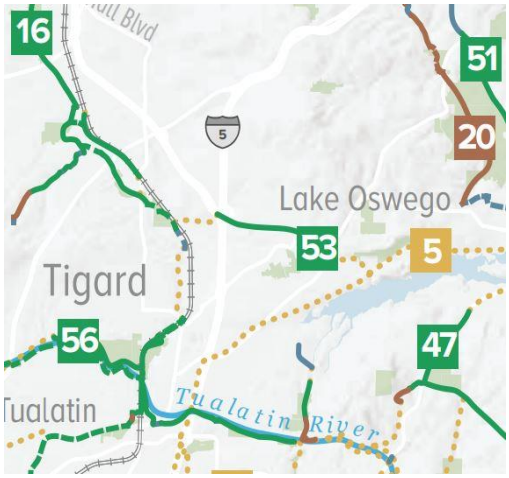


Figure 1 RTP

Proposed design:
An alignment study from the MUP RR Xing bridge at Wall Street to west of I-5/east of 217. The TLO.02 alignment study scope would refine the RTP's concept level alignment addressing ODOT's concern for a ramp/bridge within 217 ROW (460 feet), easements over two private properties (390 feet), and the use/design of city streets (Sandburg/ 72nd/Tech Center Drive/Wall Street (3,500 feet).


Figure 2 Western Terminus TLO.02
TLO.10: FCT at Brown Natural Area showing MUP RR Xing (OTAK TS&L at 30% design) to Fields Parcel 2 (public access easement obtained 3-5-21) at Wall Street. Bridge also serves Red Rock Creek Trail.

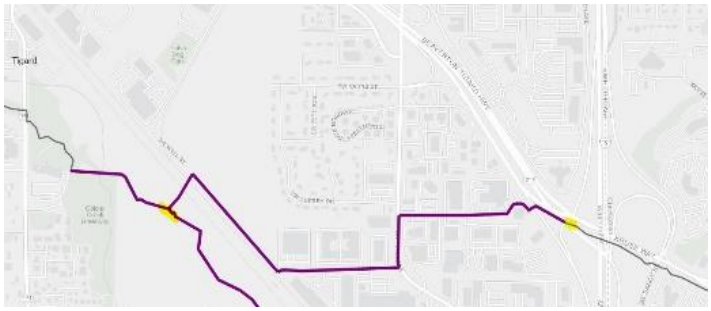


Figure 3
TLO.10 and TLO.20 segments between yellow marks at FCT and Hwy 217 at I-5

Figure 4

Aerial view of In-direction RTP Concept Alignment

Figure 5 Aerial view of RTP Concept Alignment in relation to 246-unit Fields Apartments affordable housing and trails, proposed RR/Wall St. MUP Crossing Bridge and Fanno Creek Trail

Social vulnerability in Tigard's neighborhoods, mapping inequity and the challenges residents face in their neighborhoods. Displays indicators of potential disadvantage (IPD), resulting in a social vulnerability map tool. Nine *social vulnerability* indicators identify communities that may be impacted by limited resources and access, inequitable treatment from systemic legacies and negative externalities. The nine IPD Indicators include: Youth, Older Adults, Racial Minority, Female Population, Ethnic Minority, Foreign-Born, Disabled, Low-Income, and Limited English Proficiency.

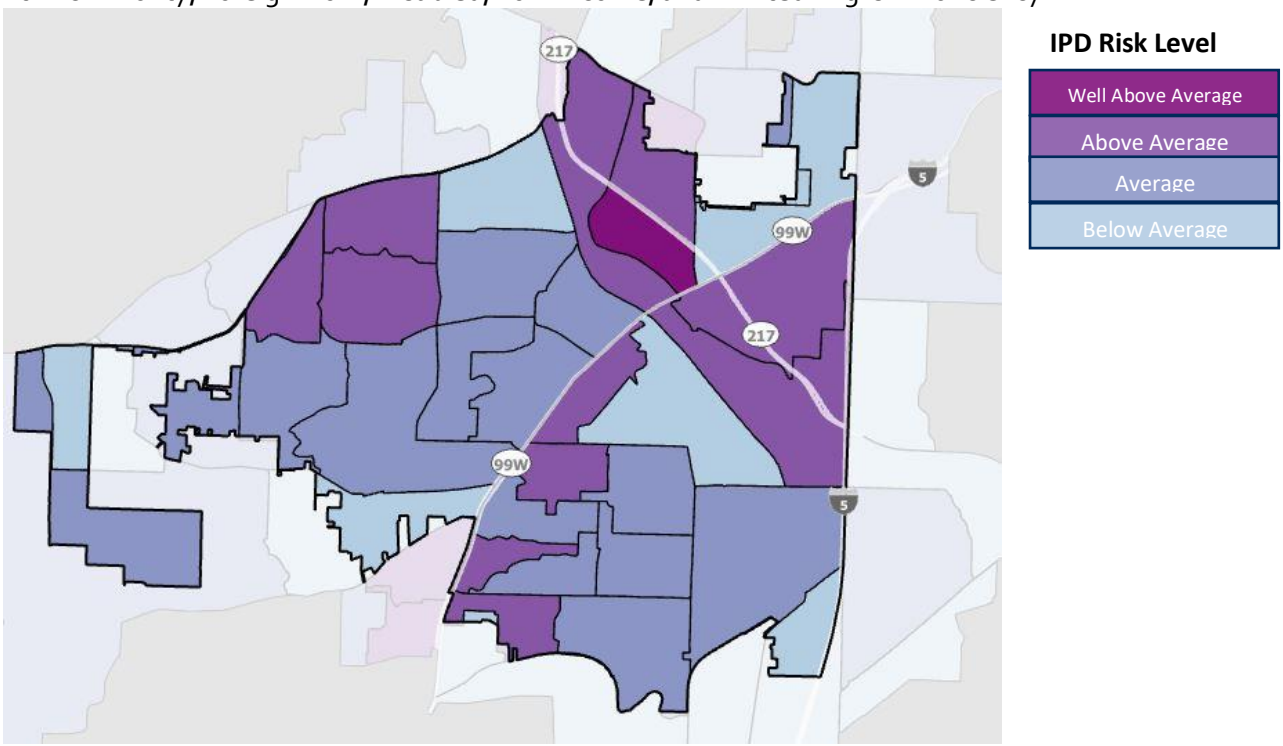


Figure 6 Social vulnerability in Tigard's neighborhoods including Tigard Triangle and Hunziker Core Districts, which have above average IPD and would be served by the TLO.02 trail.

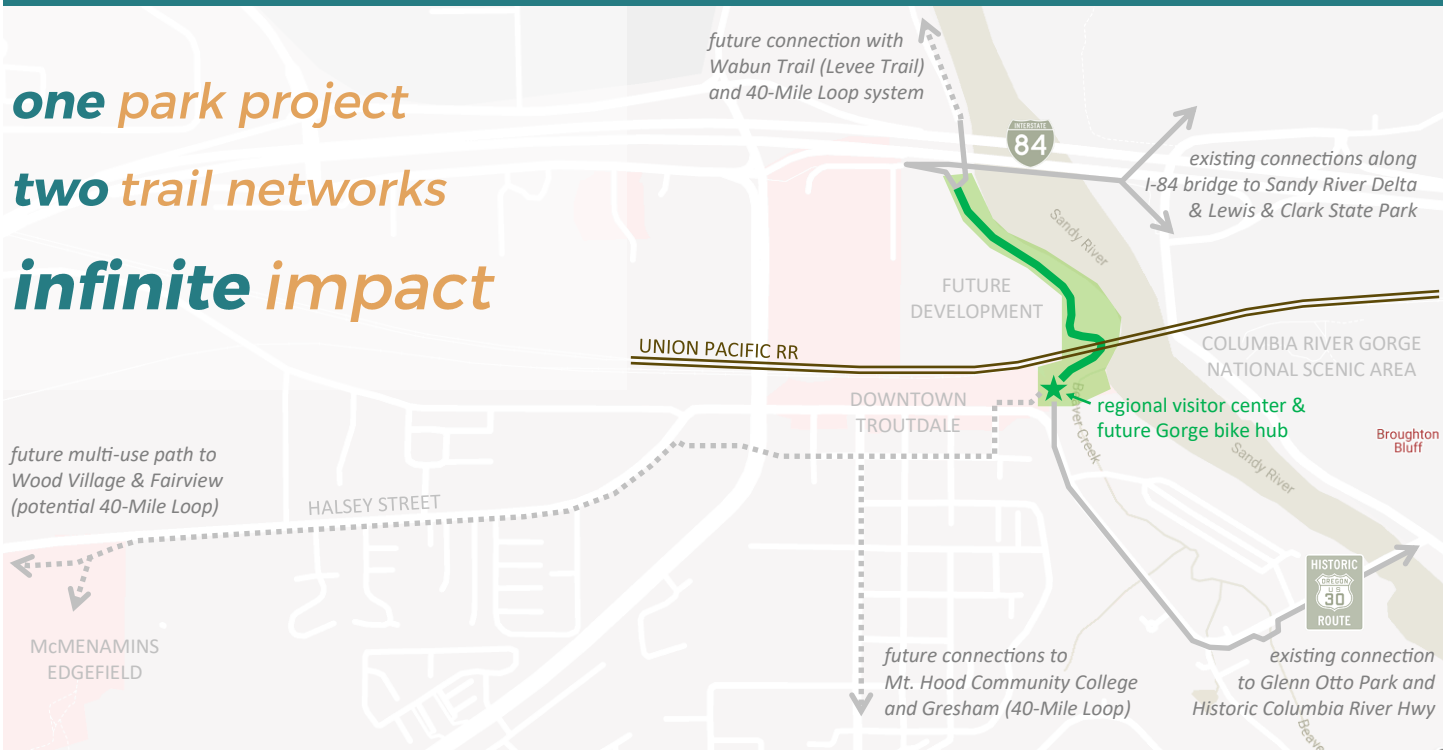
THE CITY OF TROUTDALE OREGON
EST. 1907

Sandy River Greenway
Riverfront Trail & Park

***one** park project*

***two** trail networks*

***infinite** impact*



Quick Facts

- Request for bond funding: **$1,945,800**
- Total project cost: **$3,537,818**
- 60% design complete; 90% is underway
- 1,500 foot long, 12-foot wide multi-use trail connecting existing I-84 trail segments to downtown Troutdale and other current and future pathways.
- Trail connection would link together the two sections of the riverfront park.
- Associated park improvements include three amenity areas, a meadow, and two overlooks to compliment the trail.
- Adjacent to downtown Troutdale and future mixed-use development site.
- Southern trail end connects with the regional visitor center and bike hub.
- Listed in Regional Active Transportation Plan, East Metro Transportation Plan, Regional Trails System Plan, and as a named project in bond resolution.
- Segment of the 40-Mile Loop and Columbia River Gorge trail networks.

Project Area

The **project area** stretches nearly a quarter-mile along the Sandy River, spanning from I-84 to the north to downtown Troutdale to the south. The area is bisected by an active line of the Union Pacific Railroad. To the west is The Confluence at Troutdale, a 16-acre future redevelopment site in the community's urban renewal area.

The project would connect two regional trail systems (the 40-Mile Loop and the Columbia River Gorge) by tying into existing trailheads at the I-84 bridge with a future bike hub facility at the regional visitor center, located in the historic Depot in downtown Troutdale.

Purpose & Need

This project intends to construct a 1,500 foot **multi-use trail** and fully establish a 4-acre **riverfront park** facility to compliment future mixed-use development within Troutdale's Town Center District.

The trail would provide a safe passage underneath an active rail corridor that splits the park into two sections. The park will also offer nature play opportunities, family picnic and gathering sites, and interpretive signage to signify the natural, cultural, and historic importance of this site, particularly for tribal communities. Opportunities for public art display and event programming are also factored into the project.

Partners in Design

Our design professionals completed 60 percent design work and are working towards a 90 percent in spring of 2022.

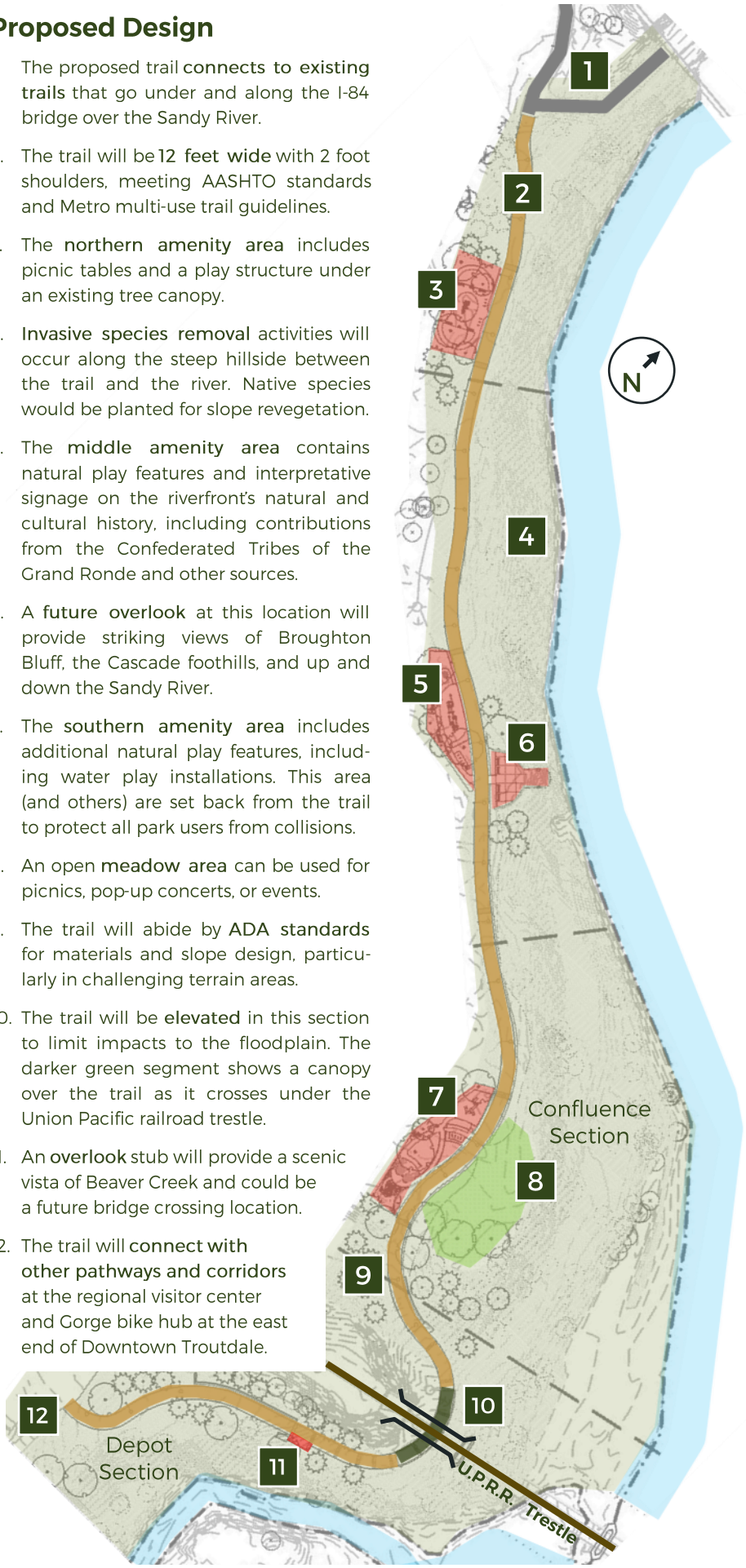
kpff

Marianne Zarkin Landscape Architects
mzla

FIRWOOD DESIGN GROUP

Proposed Design

1. The proposed trail **connects to existing trails** that go under and along the I-84 bridge over the Sandy River.
2. The trail will be **12 feet wide** with 2 foot shoulders, meeting AASHTO standards and Metro multi-use trail guidelines.
3. The **northern amenity area** includes picnic tables and a play structure under an existing tree canopy.
4. **Invasive species removal** activities will occur along the steep hillside between the trail and the river. Native species would be planted for slope revegetation.
5. The **middle amenity area** contains natural play features and interpretative signage on the riverfront's natural and cultural history, including contributions from the Confederated Tribes of the Grand Ronde and other sources.
6. A **future overlook** at this location will provide striking views of Broughton Bluff, the Cascade foothills, and up and down the Sandy River.
7. The **southern amenity area** includes additional natural play features, including water play installations. This area (and others) are set back from the trail to protect all park users from collisions.
8. An open **meadow area** can be used for picnics, pop-up concerts, or events.
9. The trail will abide by **ADA standards** for materials and slope design, particularly in challenging terrain areas.
10. The trail will be **elevated** in this section to limit impacts to the floodplain. The darker green segment shows a canopy over the trail as it crosses under the Union Pacific railroad trestle.
11. An **overlook** stub will provide a scenic vista of Beaver Creek and could be a future bridge crossing location.
12. The trail will **connect with other pathways and corridors** at the regional visitor center and Gorge bike hub at the east end of Downtown Troutdale.

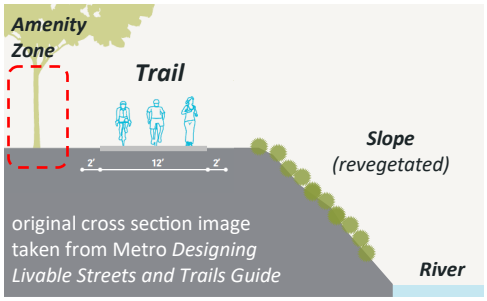


Trail Design & Cross Sections

Typical Cross Section

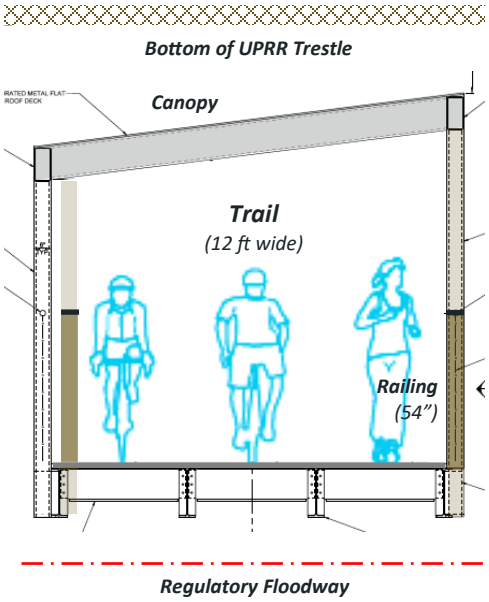
The Metro *Designing Livable Streets and Trails Guide* serves as the primary design template for the trail. At minimum, the trail will be 12 feet wide with two-foot shoulders along all ground-based segments. The trail will consist mostly of pervious concrete that will adhere to ADA standards and adhere to green design standards for stormwater management.

Opportunities to widen the trail will exist along much of the western side of the trail and may occur once adjacent development is being proposed to reduce congestion and collision risk. The amenity areas are each set back from the trail by design. Tactile pavement strips will alert users that they are entering a potentially congested area.



Elevated Path Cross Section

The elevated segment will be 12 feet wide with appropriate railing heights and will also contain a canopy to meet railroad permit requirements and ensure safety from any potential debris falling from the tracks. It will "thread a needle" by staying above the regulatory floodway and have an 18 inch clearance between the top of the canopy and the bottom of the trestle.



2025-2027 RFFA Project Descriptions

Project Name: Council Creek Regional Trail Enhanced Crossings

Applicant: Washington County

Amount requested: $5,511,000 ($2,961,000 from RFFA and $2,550,000 from Trails Bond)

Total project cost: $6,300,000

Project purpose and need: The proposed project would design and implement 20 street and driveway crossings along the Council Creek Regional Trail corridor between Adams Avenue in Hillsboro and Douglas Street in Forest Grove. These crossings would facilitate safe, convenient, and comfortable connections for people walking, biking or rolling between the centers of Forest Grove, Cornelius and Hillsboro.

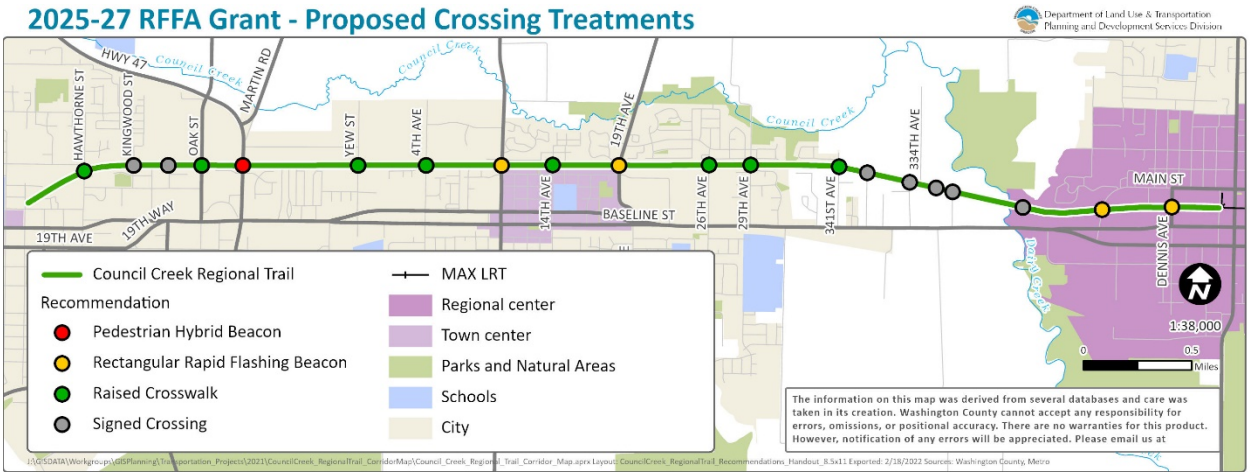
The trail would improve access to jobs, schools, housing, parks, services and other destinations, providing a safer alternative to the Tualatin Valley Highway, which is identified as a regional high-crash corridor. The Council Creek Regional Trail also provides access to the regional transit system at the Hatfield Government Center MAX station. The project would leverage $17.5M of local and federal funding towards final design and construction of the trail, including a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant awarded in 2021.

The proposed crossing improvements are integral to increasing safety and access to transit in an area of the metro region with significant transportation disadvantaged populations. Forest Grove, Cornelius and Hillsboro are communities with above-average concentrations of low-income, people of color, and limited English language proficiency residents compared to the region as a whole. Within the project study area, TV Highway is a high-speed, high-volume roadway that lacks continuous dedicated facilities to accommodate people walking and biking. TriMet bus line 57 serves this corridor every 15 minutes during peak hours and experiences its highest loads along the portion of the route connecting Forest Grove and Cornelius to the MAX Station in Hillsboro. In addition to a lack of sidewalks, much of the corridor also lacks signalized or marked crosswalks, which poses an access issue for individuals traveling in both directions along the bus route. These design characteristics have led to a total of 103 reported pedestrian and bike related injury or fatal crashes with ten fatalities between 2010-2019 along the parallel segment of TV Highway/Pacific Avenue/19th Avenue.

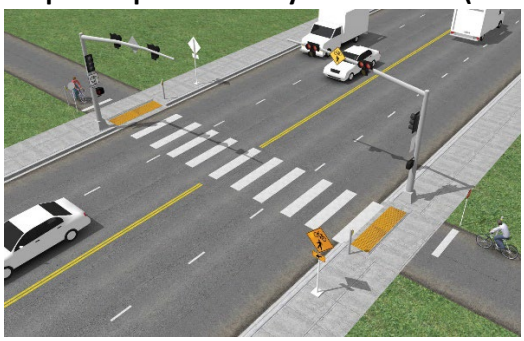
Proposed design: The project includes enhanced crossings at 13 arterial and collector roadways, and minor investments at 7 additional local street and driveway crossings, including associated traffic calming elements. All trail crossings shown in the preliminary recommendations figure below will include signage, striping and lighting. In addition, there is one proposed pedestrian hybrid beacon (PHB) crossing with median refuge island at OR 47 in Forest Grove and four proposed rectangular rapid flashing beacon (RRFB) crossings (at 10th and 19th avenues in Cornelius and at Main Street and Dennis Avenue in Hillsboro). The remaining 8 collector street crossings would consist of raised crosswalks and high-visibility crosswalk markings, and there may be curb extensions installed to reduce the crossing distance and additional sidewalk infill at cross streets if needed. These recommendations will be refined through the design process and may change based on updated traffic projections, available budget or other factors.

2025-2027 RFFA Project Descriptions

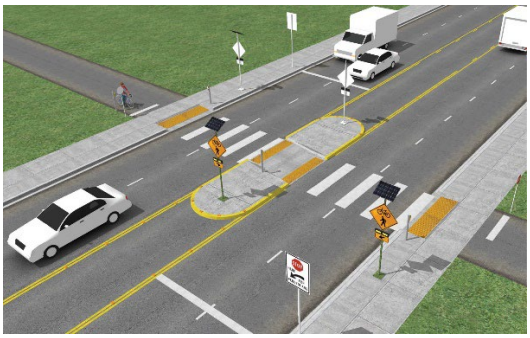
Project map:



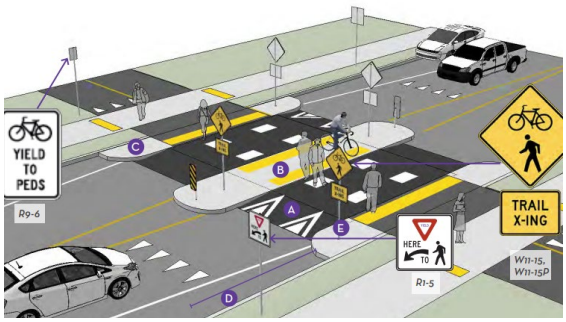
Typical examples of pedestrian hybrid beacons (NACTO, Fanno Creek Trail crossing at SW Hall Blvd):



Typical example of rapid flashing beacons (NACTO, Waterhouse Trail crossing at NW West Union Rd):



Typical examples of raised crosswalks (City of Berkeley, Westside Trail crossing at SW 155th Ave):



City of West Linn — Willamette Falls Drive Multimodal Project

Project Purpose and Need

This regionally significant multimodal and safety improvements project will greatly enhance bike, pedestrian, and transit mobility along Willamette Falls Drive between 16th St. and Ostman Rd. The proposed project will result in the continuation of uninterrupted grade-separated protected bicycle paths and sidewalks with a consistent two lane vehicle cross section. The project is focused on multimodal safety and largely fills a gap in this regional bike corridor that parallels I-205. In addition to safety improvements, the project will improve equitable access to dedicated bike and pedestrian facilities providing a direct connection to the City's Historic Main Street business center.

- ☑ **Improves Safety**
- ☑ **Enhances Bicycle and Pedestrian Access**
- ☑ **Regionally Significant**
- ☑ **Supports System Connectivity**
- ☑ **Improves Congestion**
- ☑ **Reduces Carbon Emissions**

Featured Design Elements and Project Highlights

- Grade separated bike facilities providing physical separation from the vehicle travel lane.
- Street corners will be universally accessible with improved crossings.
- Improved bus stops and accessible transit facilities.
- Connection to existing bike and pedestrian facilities recently completed, and under construction with local funding on the both sides of the project boundary.
- Intersection treatments prioritizing pedestrian visibility and protection, provide curb extensions, tight curb radii, and improved retroreflective signage.

Vision Zero

The City of West Linn is committed to a Vision Zero goal, a safety strategy that aims to make our transportation system the safest possible by eliminating fatalities through street design.

- The proposed project corridor existing conditions include intermittent or substandard sidewalks and bike facilities, and inadequate pedestrian crossings.
- When present, existing on-street bike lanes often share space with the narrow shoulder and/or on-street parking causing conflict between parking, cars, and bicyclists.

Existing Conditions (Willamette Falls Drive/19th St.)

City of West Linn — Willamette Falls Drive Multimodal Project

Advancing Equitable Access: Numerous areas within the project boundary are not ADA compliant. The proposed project will address these sub-standard facilities.

Improving Safety: New sidewalk and grade-separated bicycle facilities will provide a designated family-safe, low stress area for users of all levels. Intersection designs improve the safety for bicyclists and pedestrians through the use of tight corner radii, forward stop bars, and well defined marked crossings.

Environmental Stewardship: Active transportation design elements reduce potential greenhouse gas emissions by reducing reliance on vehicles. Installation of landscape buffer strips will enhance plantings in the area; the City will use native plants to the greatest extent possible. Existing substandard stormwater facilities will be replaced or improved.

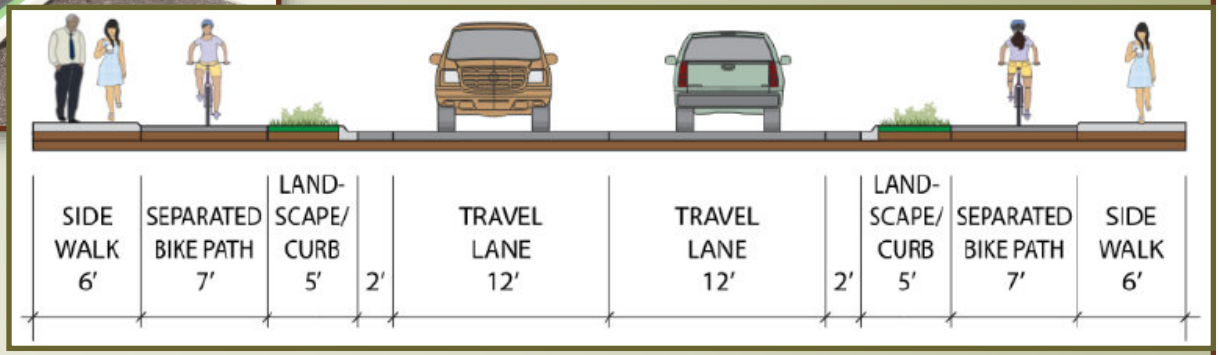
Reducing Congestion: The proposed project takes into account 2040 growth projections and future traffic volumes. The design increases opportunities for active transportation while decreasing motor vehicle use, particularly single occupancy vehicle trips while simultaneously reducing delays and optimizing the efficiency of vehicle flow in the corridor.

Example of Completed Proposed Design Elements

The Willamette Falls Drive Multimodal Project RFFA grant request is $3,362,984.82. The City of West Linn will provide a local match of $384,908.66 (10.27%) plus an additional $350,000 of local funds which fully funded the City's previously completed 30% design plan.

More than 119,000 Clackamas County residents work outside of the county and depend on a well functioning network of roadways, bike paths, and transit.

Proposed Typical Cross Section



**Slight variations in width may occur due to topography and existing right-of-way*