Active Transportation & Complete Streets Projects

Name of Project: Beaverton Canyon Road Streetscape and Safety Enhancement Project

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

Project Definition

Base project information
1. Corresponding RTP project number(s) for the nominated project (if applicable).

The project is not included in the current Regional Transportation Plan's financially constrained project list. The City of Beaverton expects to the include the project in the 2014 RTP update.

2. Project extent or area description.

The project area extent includes the portion of Canyon Road (OR Highway 8) just west of OR Highway 217 This segment of Canyon Road is bounded by to SW 117th Ave. to the east and SW Hocken Avenue to the west. Canyon Road currently bisects Beaverton's downtown and Metro-designated Regional Center, dividing Beaverton's Transit Center and the nascent Creekside District, from Old Town Beaverton.

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

Today, Canyon Road is a state highway that carries upwards of 33,000 cars per day. Canyon is also a critical multimodal facility – it is served by one of TriMet's busiest bus lines (ridership on the #57 line is consistently in the top 10 system wide). And the Beaverton Transit Center, just steps away from Canyon Road, is the busiest transit stop in the TriMet system. But despite these high levels of demand by all travelers, and its location in a Metro 2040 Regional Center, Canyon Road has numerous safety, access, and connectivity problems. Accident rates, as analyzed by the Oregon Department of Transportation, are high on Canyon and several segments of the study area in the top 5% and 10% of crash locations for the entire state highway system. Between 2009 and 2011, the total number of crashes within the project extent increased from 70 to 95, an increase of about 36%. Of the total 257 crashes between 2009 and 2011, one crash was fatal, 45% resulted in injury, 58% were rear collisions, 70% occurred in dry conditions, 74% occurred during the day, and 58% occurred at intersections. See Attachment A for illustration of safety and access issues.

The purpose of the RFFA request is to provide funding assistance for engineering and construction of the Phase 2 of the Canyon Road Safety and Streetscape Enhancement Project, as identified during the conceptual planning stage of the project. The general concept for Canyon Road includes four phases:

Phase 1: includes the construction of alternative east/west bike routes to Canyon on parallel collector streets. Improvements will be made along Broadway and Millikan, at key intersections, and provide transitions for high quality, low-stress bike routes. This portion of the project is being funded separately, (pending design & funding) by the City of Beaverton as its completion is a more immediate need than the MTIP funding schedule permits.

Phase 2: this stage, and **subject of this funding application**, includes intersection and crossing improvements/additions, stormwater treatment, and a short, on-Canyon bike connection for easier transition to the alternative east/west bike routes completed in Phase 1.

Phase 3: includes access management, raised median, vegetated buffer behind curb, additional stormwater treatment, and sidewalk widening within the existing 60' curb to curb.

Phase 4: additional sidewalk easement/dedication and the addition of a behind-the-curb cycle track/shared facility accompanying redevelopment. No change to the roadway as reconstructed in Phase 3.

The intent of the project is to support the redevelopment of Beaverton's Regional Center through the following:

1. Improved urban business climate through the combination of streetscape enhancements and addressing environmental issues such as storm water quality.
2. Enhanced pedestrian - and by extension, transit user – safety and experience along and across Canyon Road to bridge a divide in the Regional Center
3. Address real and perceived safety issues
4. Improved access to TriMet's busiest transit station, (the Beaverton Transit Center) and most heavily used transit lines in the system
5. Improved bicycle and pedestrian access, fill gaps in a highly transit-oriented Regional Center network, and increase safety in order to encourage non-auto travel and to reduce greenhouse gases associated with motor vehicle emissions.
6. Improved safety through the application of access management techniques to improve corridor safety for all modes, freight and traffic flow.

4. Description of project design elements.

Design Elements

The Canyon Road Safety and Enhancement project is currently in the planning stage of development and design. The project proposes the following elements that will help to achieve the project goals (see Attachment B for illustration of Phase 2 project elements):

- Improvement of six (6) existing intersections with high-visibility paint, paving and bulb-outs, where appropriate
- Addition of a signalized intersection at Rose Biggi Ave & Canyon Road to create a new protected crossing
- Installation of a mid-block pedestrian refuge & beacon at East Ave & Canyon Road to create a new protected crossing
- Installation of a bike lane on the south side of Canyon from Hocken to Broadway. A short bike lane segment will facilitate comfortable access to the eastbound parallel bikeway on Broadway (established in Phase 1) and eliminate a gap in the local and regional bikeway network.

- Installation of a sidewalk on the south side of Canyon Road from Hocken Ave to Broadway St, and from Broadway St to Cedar Hills Blvd, where none exists today
- Installation of a crosswalk and curb ramps across Broadway St connecting the two new sidewalks
- Installation of stormwater quality treatment on Canyon Road from Cedar Hills Blvd to Broadway St, including utility reconstruction & drainage
- Reconstruction of a bridge structure over Beaverton Creek on Canyon Road to widen the currently substandard sidewalk

Relation to goals: These design elements help to achieve project goals related to improved safety, enhanced user experience, improved access to transit, improved business climate and improved traffic flow.

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

In order to measure the project effectiveness, the following post-implementation measures are proposed:

- Measuring Safety: Crash data from ODOT's Safety and Priority Index System, before and after project implementation, will be monitored
- Measuring Transit Ridership: TriMet ridership data will be used to compare ridership levels before and after implementation.
- Measuring Active Transportation: Bicycle and pedstrian counts within the project area will be monitored to track non-auto mode share.
- Measuring Economic Development: Building permit activity and total acres of redeveloped land within the project area, before and after implemention, will be compared.

Map of project area

1. Provide a map of the project consistent with instruction in Exhibit B

Project sponsor agency

1. Contact information for:

- Application lead staff: Luke Pelz, lpelz@BeavertonOregon.gov, (503) 526-2466
- Project Manager (or assigning manager): Laura Kelly, lkelly@BeavertonOregon.gov, (503) 526-2548. Robert McCracken, rmccracken@BeavertonOregon.gov, (503) 526-2557
- Project Engineer (or assigning manager): Nelson\Nygaard Consulting Associates, (503) 227-3463. DKS Associates, (503) 243-3500

2. Describe whether the lead agency has recently led or failed to deliver a federal aid transportation project, and how the agency currently has the technical, administrative and budget capacity to deliver the project.

The City of Beaverton has long delivered successful federal aid transportation projects and continues to retain the technical, administrative abilities and budget capacity to deliver current and future projects. The following are examples of successfully delivered federal projects and current federal projects being delivered by the City of Beaverton:

- Fanno Creek Trail extension from 105th to Allen Boulevard (complete)
- Rose Biggi Avenue extension from OR Highway 8 to Crescent Street (complete)

- Crescent Connection PE and ROW phases (underway)
- Sidewalk improvements along Birchwood (underway), Laurelwood (complete), and 87th Avenue (complete), OR Highway 8 to OR Highway 10 (ARRA)
- Pavement overlay of Hall Boulevard (ARRA - complete)
- Rose Biggi Avenue extension from Crescent Street to Hall Boulevard (underway)
- OR Highway 8 adaptive signals (underway)

With each application for federal funds, the Beaverton City Council adopts a resolution of support for the project which includes local funding commitment. Moreover, with each IGA between the City and ODOT, the City commits to comply with all federal and state regulations and requirements for expenditures and administration of federal funds.

Location

1. Describe how you identified the travel corridor/area for the project and how regional and local data relevant to the project criteria support this location as your top priority(s). (See page 11 for criteria relevant to prioritizing project location)

The City of Beaverton has identified improvements for the Canyon Road travel corridor through prior planning efforts including the Beaverton Transportation System Plan, the Beaverton Civic Plan, and the Beaverton Creekside District Master Plan.

- Beaverton Community Vision: The 2008 Community Visioning process included nearly 1,500 volunteer hours, more than 120 community events and gathered over 6,500 ideas from more than 5,000 people. Fixing Canyon Road in the Regional Center was a high priority outcome of this process.
- Civic Plan: The 2011 Beaverton Civic Plan, a strategic plan for urban revitalization, identified the transformation of Canyon Road as the primary transportation priority for the Beaverton Regional Center. With adoption of the Civic Plan, Beaverton City Council authorized immediate implementation measures to improve the corridor.
- Creekside District Master Plan: The Creekside District Master Plan, funded in part by a 2011 HUD Community Challenge Grant, provides planning for high priority projects identified in the Civic Plan. The plan, currently under development, establishes a transit-oriented district in Downtown Beaverton, supported by enhancements to Canyon Road, the local transportation network, and waterways within the district. The plan indicates that enhancements are needed on Canyon Road to support redevelopment within the Regional Center. ODOT and other local and regional partners have joined this planning process to develop a specific design for the facility.
- Transportation System Plan: Pedestrian, bike, sidewalk and access management improvements for Canyon Road and within the Regional Center are included in the Beaverton Transportation System Plan (Table 6-1: Action Plan; Chapter Six: Transportation Element; Beaverton's Comprehensive Plan).

In addition, the City of Beaverton has participated closely in the development of the TV Highway Corridor Plan (2013, pending adoption), which calls for a set of multimodal safety, access, connectivity and streetscape enhancements along the TV Highway corridor from Hillsboro to Beaverton. The overall vision for TV Highway aligns with the Canyon Road safety & streetscape enhancement project. Beaverton is a co-sponsor of TriMet's Highway 8 STIP application, which is currently under consideration at the 150% list level.

Highest priority criteria

1. Describe how the project improves access to priority destinations mixed-use centers, large employment areas, schools, and essential services for EJ/underserved communities. (See maps/data on Metro FTP site).

Priority Destinations and Essential Services in the Mixed Use Regional Center

Canyon Road bisects the Beaverton Regional Center, which is an employment, civic, service, and transit hub for Washington County. The Beaverton Regional Center includes the following priority destinations and essential services:

- Employment: According to Metro's 2011 State of the Centers Report, there are approximately 5,300 jobs within the Beaverton Regional Center, and about 20,200 jobs within a one-mile buffer. Within the center, about 75% of the jobs are retail or service jobs. On average, business density in the Beaverton Regional Center is greater than in other regional centers, with 1.34 businesses per acre compared to an average of 0.86 per acre.
- Transit: Two TriMet MAX stations (the Beaverton Transit Center and the Beaverton Central Station), two MAX lines (Blue and Red), WES Commuter Rail, and eleven bus lines run through the Beaverton Regional Center. The Beaverton Transit Center has one of the highest bus ridership rates in the TriMet system with approximately 20,000 average weekday boardings (source: TriMet: Fall 2012, Monday through Friday).
- Essential Services: Metro's Equity Analysis shows that the Beaverton Regional Center has a Significantly Above Average concentration of Essential Services, which include Civic Establishments, Essential Retail, Health Services, Essential Food, and Financial and Legal Establishments.
- Civic and Service Destinations: The Beaverton Regional Center is comprised of civic and service destinations including but not limited to the Beaverton Area Chamber of Commerce, City Library, City Hall, Social Security Administration offices, Beaverton High School, and Oregon Department of Human Services offices.

Improving Access

The project improves access to priority destinations and essential services in the Beaverton Regional Center through the following methods:

- Parallel bikeways within the study area (Phase 1): Broadway and Millikan, two lower volume collector streets, will have full bikeway improvements that provide a more comfortable, safe, and attractive alternative to Canyon Road (Please note: funding for Phase 1 is requested through Beaverton's FY13-14 Capital Improvement Program. Pending funding approval, estimated completion date for Phase 1 is spring 2014).
- On-street bike improvements (Phase 2): Improvements include integration of bicycles at intersections with special design treatments and installation of a bike lane on the south side of Canyon from Hocken to Broadway. These improvements will encourage access to the parallel east-west bikeways in addition to facilitating north-south movements across Canyon Road.
- Strategic access management and operational changes on Canyon Road: Although the posted speed in the project area is 35 mph, the design speed on Canyon Road is currently 45 mph. Through installation of higher visibility crossings (Phase 2), and raised medians and street trees (Phase 3), the project aims to reduce the design speed to 30 mph. These changes will improve aesthetics, improve traffic flow, direct pedestrian and bicycle traffic towards legal crossings, and make driveway and intersection turn movements more predictable and therefore safer for all modes of transportation.

2. Identify the safety issues in the project area. How does the project design address safety in the area? (See bike/pedestrian crash map/data on Metro FTP site).

Safety Issues
Safety problems on Canyon Road are serious and are documented in the Creekside District Master Plan Mobility Audit, the Oregon Department of Transportation's Safety Priority Index System (SPIS), and Metro's fatality hotspot maps.

Mobility Audit Report Findings: A mobility audit was conducted in September of 2012 as part of the City's planning efforts for the Creekside District and Canyon Road. The Mobility Audit specifically examined issues related to pedestrian comfort and quality, accessibility for persons with mobility impairments, transit access, and traffic safety. The report identifies many safety issues, which include: substandard sidewalks (e.g., cracked, missing, narrow, steep cross slope); very long street crossing distances (between 75 to 94 feet), with inadequate timing for pedestrian crossing signal; sidewalk obstructions, which mainly include utilities, sign posts, and unclipped shrubs; lack of an audible signal at MAX tracks; relatively large corner radii; missing crosswalk at desired crossings; high pedestrian exposure at intersections and driveways; excessive number of driveways, which results in a high number of pedestrian and bicycle conflict points; and high vehicle speeds.

ODOT SPIS Data: Using data from ODOT's Safety Priority Index System (SPIS), additional safety concerns have been identified on Canyon Road. SPIS is a method developed by ODOT to identify high instances of crash activity and potential safety problems on state highways using a composite score based on rate, frequency, and severity of crashes. Most of the project area is within the 90th percentile, and about one quarter of the project area is within the 95th percentile, of crash locations in the state highway system. Collisions from 2009-2011 were highest near collector and arterial crossings, including SW Hocken Avenue, SW Cedar Hills Boulevard, SW Watson Avenue, SW Hall Boulevard, SW Lombard Avenue, SW 117th Avenue, and SW 115th Avenue. The OR Highway 217 northbound and southbound ramps experienced the highest number of collisions, followed by SW Cedar Hills Boulevard and SW 117th Avenue. During this timeframe, a total of three collisions resulting in serious injury or fatality occurred at SW Hocken Avenue, SW Watson Avenue, and SW Hall Boulevard.

Metro Hotspot Analysis: According to Metro's 2007-2011 Fatal/near fatal crash hotspot map for all crashes, the entire project extent of the Canyon Road project has a relatively high incidence of fatal/near fatal crashes. Regarding bicycle and pedestrian crashes, Metro's hotspot maps shows that the project area has a moderately high incidence of fatal/near fatal crashes.

Solutions:
Solutions to improve safety that are under consideration and may be part of the final project design include:

Phase 1 (funded separately)

1. Installation of a parallel bikeway network to provide a low stress alternative to biking on Canyon Road

Phase 2

1. Modification of pedestrian signal timing during off-peak periods to provide for longer crossing times, limit turn movements for vehicles, and recall the WALK signal eliminating the need for user actuation.
2. Restriping all marked crossings with the continental stripe design or other high visibility treatment, and contrasting paving treatments to improve pedestrian visibility.
3. Conversion of intersection signals to protected-only left turns, which will reduce conflicts with left turning vehicles and pedestrians.

4. Installation of Rectangular Rapid Flashing Beacons (RRFBs) and refuge islands to provide pedestrians a safe place to wait while crossing the street, especially with the existing long blocks along Canyon which encourage mid-block crossing (Note: the average block length is about 1,000 feet).
5. Adoption of the highest standards of universal design established in the newly developed Public Right-of-Way Accessibility Guidelines (PROWAG).

Phase 3 (funded separately)

1. Reduction of vehicle speeds by changing the design speed from 45 mph to 30 mph, planting street trees along Canyon Road to encourge slow travel speeds, and modification of existing Engineering Design Manual standards to allow for smaller corner radii.
2. Installation of raised medians and consolidation of driveway access with redevelopment, which would control left turns at select locations- thereby reducing conflicts.
3. Installation of curb extensions and wider sidewalks at strategic locations, which will improve the ability of pedestrians and motorists to see each other and help to slow turning vehicles at intersection corners.
4. Installation of vegetated buffers (e.g., landscaping, street trees) between the sidewalk and travel lane, which provides a physical and psychological buffer for pedestrians.

Phase 4 (funded separately)

1. Installation of Canyon Road bike facilities behind the vegetated buffer; filling a gap between SW Cedar Hills Blvd and SW East St.

3. How does the project serve traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities? Explain how your project responds to data identifying concentrations of underserved communities and what project elements address the transportation needs of these communities. (See Transportation Equity maps/data on Metro FTP site for help identifying concentrations of EJ and underserved communities and how well they are served/not served).

Identifying the Traditionally Underserved

Based on Metro's 2016-18 Regional Flexible Funding Allocation Equity Analysis, the project will serve areas of "Significantly Above" and "Above Average" concentrations of Environmental Justice and Underserved Populations including low English proficiency populations, communities of color, low income populations, and the elderly. Furthermore, Census data shows that all of the Census tracts surrounding Beaverton's Downtown area have unemployment rates of 10% or greater; more than 50% of households in these communities have incomes below 80% ($45,020) of the median income of the metro area ($56,275); the median household income around downtown Beaverton is $37,522 compared to $55,061 citywide; and 25% of the area population either cannot speak English well or at all.

Project Elements That Address Transportation Needs

Studies have shown that low-income populations are more likely to rely on transit than higher income groups. Because the proposed project is located in an area with Significantly Above Average concentrations of Environmental Justice and Underserved populations, ensuring improved access to transit is paramount. Metro's Equity Analysis Mobility Map shows that the traditionally underserved populations in the Beaverton Regional Center have an above average proximity to transit facilities; however the existing barriers on Canyon decrease the usefulness of transit proximity. The proposed project (Phase 2) includes the following elements that improve access to transit:

- Modification of pedestrian signal timing on Canyon Road.
- On-street bike lane connection to the parallel bikeway routes to Canyon Road.
- Crossing improvements on Canyon Road, including:
    - improvement of six (6) existing intersections with high-visibility paint, paving and bulb-outs, where appropriate,
    - addition of a signaled intersection at Rose Biggi Ave & Canyon Road to create a new protected crossing,
    - installation of a mid-block pedestrian refuge & beacon at East Ave & Canyon Road to create a new protected crossing

High priority criteria

1. Describe any outreach that has been conducted with EJ/underserved communities to date. (Targeted outreach to these communities may be facilitated by Metro during the regional public comment period for comments on project scope. Additional outreach during project development phases (final design, preliminary engineering, etc.) may be a condition of funding approval.

Canyon Road bisects the Beaverton Regional Center, an area that includes Significantly Above Average and Above Average concentrations of Environmental Justice and Underserved Populations. These communities were invited to participate in workshops and open house events, and to provide testimony at public hearings throughout the process for the Beaverton Civic Plan and the Creekside District Master Plan. The aforementioned Creekside District and Canyon Road Mobility Audit included participants from the city's Senior Citizens Advisory Committe and Citizens with Disabilities Advisory Committee. In particular, the Mobility Audit documented safety problems and barriers for users who are visually impaired and who use mobility devices. Opportunities for public involvement are outlined in greater detail within the Process section of this application.

2. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design address or provide mitigation to these conflicts?

As a designated freight route, Canyon Road is an important freight corridor for the region. Freight trucks comprise of approximately 2% to 3% of the total traffic volume on Canyon Road, while the percentage is about 1% near Hall Boulevard and Cedar Hills Boulevard.

The Canyon Road project team is working closely with the ODOT Freight Mobility division to address potential freight impacts and met with the Freight Advisory Committee at their March 14, 2013 meeting. The Freight Advisory Committee endorsed the Canyon Road Streetscape and Enhancement project concept. In particular, the committee acknowledged the benefits of the project's access management and bikeway alternatives strategies.

3. Does the project design include "last mile" connections? Please explain. (Last mile connections create safe and comfortable biking and walking routes that directly connect transit stops to nearby origins and destinations, and can include the provision of secure and convenient bicycle parking at stations).

Large block sizes and the lack of street intersections in the Creekside District and downtown Beaverton in general limit route choice for pedestrians and often require pedestrians and cyclists to travel along high speed and high volume arterials to find the most direct route to key destinations. Additionally, the current system limits motor vehicles to a small number of District access points, which contributes to downtown Beaverton's congestion issues. Therefore, the following improvements are proposed in order to create "last mile" connections:

Phase 1 (funded separately)

1. Installation of a parallel bikeway network will complete the Regional Center bike route by connecting cyclists on Millikan Way from SW Murray Blvd to the Beaverton Transit Center. Transition designs at Canyon Road for both the eastbound and westbound alternative routes will be designed to enhance visability and safety for bicyclists.

Phase 2

1. Modification of pedestrian signal timing will enhance pedestrian connections to transit stops along Canyon Road and to nearby transit stops at the Beaverton Transit Center and Beaverton Central stations.
2. Restriping all marked crossings will improve pedestrian visibility and create safer and more comfortable routes along and across Canyon Road.
3. Conversion of intersection signals to protected-only left turns will improve pedestrian visibility and create safer and more comfortable routes along and across Canyon Road.
4. Installation of Rectangular Rapid Flashing Beacons (RRFBs) and refuge islands will improve pedestrian visibility and create safer and more comfortable routes along and across Canyon Road.
5. Adoption of the highest standards of universal design will improve pedestrian visibility and create safer and more comfortable routes along and across Canyon Road.

Phase 3 (funded separately)

1. Reduction of vehicle speeds by changing the design speed from 45 mph to 30 mph will create safer and more comfortable pedestrian routes along and across Canyon Road.
2. Installation of raised medians and consolidation of driveway access with redevelopment, will create safer and more comfortable pedestrian routes along and across Canyon Road.
3. Installation of curb extensions and wider sidewalks at strategic locations will create safer and more comfortable pedestrian routes along and across Canyon Road.
4. Installation of vegetated buffers (e.g., landscaping, street trees) will create safer and more comfortable pedestrian routes along and across Canyon Road.

Phase 4 (funded separately)

1. Installation of Canyon Road bike facilities behind the vegetated buffer; will complete the Canyon Road bike route by connecting cyclists to all transit stops on Canyon Road from Hillsboro to OR 217.

4. Describe how the project will lead to an increase in non-auto trips through improvements in the user experience. (See Appendix C for design elements that improve the user experience).

Strategic project elements that will encourage walking and biking, and improve the user experience include the following:

Phase 1 (funded separately)

1. Bicycle wayfinding signage that guides user to the proposed alternative parallel bike routes on Broadway and Millikan.
2. Coordination with a Regional Transportation Options pedestrian wayfinding program (pending grant award).

Phase 2

1. Modification of pedestrian signal timing during off-peak periods to provide for longer crossing times, limit turn movements for vehicles, and recall the WALK signal eliminating the need for user actuation.

2. Installation of Rectangular Rapid Flashing Beacons (RRFBs) and refuge islands to provide pedestrians a safe place to wait while crossing the street.
3. Reconstruction of curb ramps to avoid conflicts with vehicles, improving the pedestrian experience.
4. Restriping crosswalks with a high-visibility design to improve comfort and safety.

Phase 3 (funded separately)

1. Installation of vegetated buffers along Canyon Road to provide physical space between vehicles and pedestrians.
2. Removal of sidewalk obstructions by relocation of sign posts, utility poles, hydrants, etc..
3. Installation of wider sidewalks using consistent materials, cross-slopes, and design.
4. Construction of raised median and concrete median noses to further protect pedestrians in marked crossings.

5. Does the project serve a high density or projected high growth area? Please explain. (For high growth areas, explain how the project is coordinated with growth plans to focus or orient future development to maximize use of the project).

The Canyon Road Safety and Enhancment Project is located at the south end of the City's Creekside District, which is recognized by the the Beaverton Civic Plan as a catalytic redevelopment and pedestrian district of the Beaverton Regional Center. As designated by Beaverton's Comprehensive Plan, future land use in the district will be mixed use and transit-oriented. The densest area of central Beaverton will be located in the Creekside District located on the north side of Canyon Road and west of SW 117th Avenue with allowable heights up to 120 feet, or 12 stories. Densities will decrease incrementally away from the Creekside District, stepping down from 80 feet to 35 feet. It is expected that that the planned public improvements in the Creekside District, including improvements to Canyon Road itself, will help spur redevelopment in the area. This redevelopment will leverage additional improvements to the pedestrian, bicycle, and transit environment (see Phase 4 description).

Priority criteria

1. Please describe the outreach/education/engagement element of the project nomination (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination).

The Canyon Road Safety and Enhancment Project was identified through the Beaverton Community Vision, Civic Plan and Creekside District Master Plan processes. These planning processes included public engagement activities including Steering Committee meetings, open houses, workshops, visual preference surveys, focus groups, and public hearings. The public was invited to these events by advertising on local Spanish and English speaking radio stations, local newspaper ads, the City website and City newsletters. The Civic Plan prioritized strategic investments for the City, based on extensive community feedback. At community events, Canyon Road was consistently chosen as a "high priority" investment.

2. Are there opportunities to leverage other funds or investments with this project? Describe any opportunities you have identified and how you plan to coordinate with other project(s) or leverage other funds.

The planning and preliminary design for the Canyon Road Safety and Streetscape Enhancement Project (all phases) is funded by a $1,000,000 HUD Sustainable Communities Challenge grant.

The City of Beaverton expects to leverage the following additional funds:

- Phase 1: Beaverton's Capital Improvement Program
- Phase 2: Beaverton is a co-sponsor of TriMet's Highway 8 STIP application, which is currently under consideration at the 150% list level. The STIP project would fund the necessary bus stop improvements associated with the streetscape improvements.
- Phase 3: TIGER (Transportation Investment Generating Economic Recovery) grant. The City of Beaverton anticipates submitting a TIGER IV grant application in the summer of 2013, which is the tentative timeframe for the application release.

3. Describe how the project may help reduce the need for road and highway expansion.

Improvements made in association with the Canyon Road Safety and Enhancement Project will increase the pedestrian, bicycle and transit mode shares for the Beaverton Regional Center. The increase in non-auto mode share helps to reduce the need for added vehicle capacity. The project is specifically designed to work within the context of an an urban downtown environment, with limited right of way. The project includes substantial improvements to the pedestrian, transit, bicycle, and vehicle environment without need for highway expansion or modification to the existing 60' curb to curb dimension.

Process

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

IN 2010, the Beaverton Community Vision established improvement of Canyon Road as a critical community aspiration. Subsequently, the Canyon Road Safety and Enhancement Project was identified as a priority as part of the Beaverton Civic Plan and Creekside District Master Plan, which included extensive outreach and public involvement in the planning process. The following is a summary of the process that identified the Canyon Road Safety and Enhancement Project as a "high priority" community improvement:

Civic Plan Timeline:

- Technical Phase, April – August 2010: Background reports were developed, and Task Forces and Steering Committee were formed. Regular meetings were held from July-December. The Steering Committee was made up of citizens, while the Task Forces were made up of city staff.
- Development Phase, September 2010 – January 2011: The Task Force and Steering Committee created strategies for implementing and funding many of the aspirations and ideas from the Beaverton Community Vision project. The Development Phase included community events (design workshops, a drop-in work session with the project consultants, a results unveiling, and open houses); community feedback (a visual preference survey, focus groups, and community feedback report); criteria development for the Civic Plan process; and development of a topic paper based on the Task Force feedback.
- Strategy Development, October 2010: The strategy development phase included the identification of opportunities and constraints, transportation modeling, street grid expansion alternatives, establishment of 20-minute neighborhood performance factors (density, transit, etc.), and identification of growth and open space balance options.
- Recommendations, January 2011: The Steering Committee made its final recommendation.

- Refinement Phase, Spring – Early Summer 2011: The Civic Plan document was drafted and presented to City Council and the community for final input and adoption. At community events, Canyon Road was consistently voted as a "high priority" investment. The plan was adopted on April 12, 2011. **The final plan document indicates that the transformation of Canyon Road is the number one transportation priority of the Civic Plan.**

Creekside Master Plan: Canyon Road Portion

- September 2012, Mobility Audit: A Mobility Audit of the Creekside District and Canyon Road was conducted as a daylong field visit. The team included representatives from the City of Beaverton, ODOT, TriMet, Citizens with Disabilities Advisory Committee, Senior Citizens Advisory Committee, Willamette Pedestrian Coalition, Westside Transportation Alliance, and project consultants. Each representative actively participated in identifying mobility and safety related issues based on their unique expertise and experience.
- November 2012, Canyon Road Goals and Objectives Work Session: The City of Beaverton staff, ODOT, transportation professionals, and other stakeholders participated in a work session to establish design, safety, and functionality objectives for Canyon Road.
- December 2012, Canyon Road Design Alternatives Workshop: The City of Beaverton partnered with ODOT and held a Design Alternatives Workshop as part of Canyon Road's redesign and the broader Beaverton Creekside District Master Plan process. Participants included regional and local stakeholders, many of whom contributed to the Goals and Objectives Work Session held in November 2012.

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

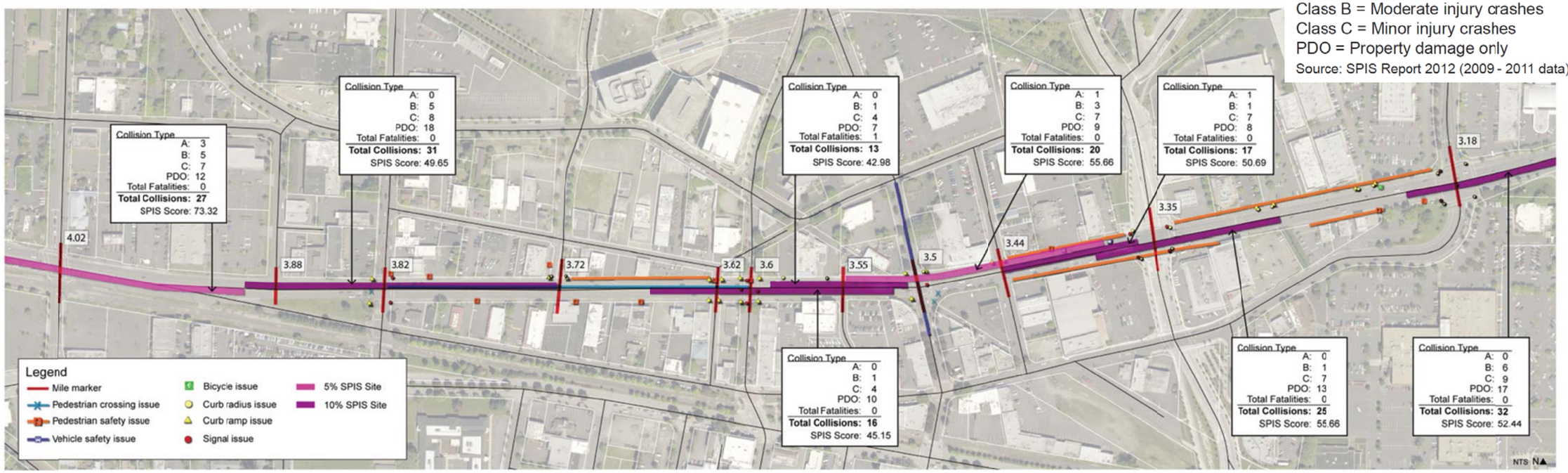
The City of Beaverton collaborated with other transportation agencies in the forementioned Mobility Audit, Goals and Objectives Work Session, and Design Alternatives workshop for the Creekside District Master Plan. These collaborative meetings have ensured buy-in from all groups and that the final design elements are practical, implementable, and meet the existing needs or enhance the user experience for the freight community, transit users, motorists, pedestrians, bicyclists, seniors, and the mobility impaired. Other opportunities for coordination are planned after the date of this application submittal, which include the following:

- March 2013, Concept Refinement: The City of Beaverton will be arranging several meetings with ODOT to begin the refinement of the draft concept design for this project. We expect the meetings to result in a design that will meet ODOT's technical engineering and mobility standards.
- March 2013, Freight Stakeholder Group meeting: The City of Beaverton and ODOT Region 1 freight mobility liaison, Tony Coleman, presented the Canyon Road Safety and Streetscape Plan (all Phases) to the Freight Advisory Committee (FAC) at their March 14, 2013 meeting. At that meeting, the FAC endorsed the design and authorized reduction of Hole in the Air from 29.5' to 26.5'.

Active Transportation & Complete Streets Projects

Attachment A: Safety Conditions
Name of Project: City of Beaverton, Canyon Road Streetscape and Safety Enhancement Project

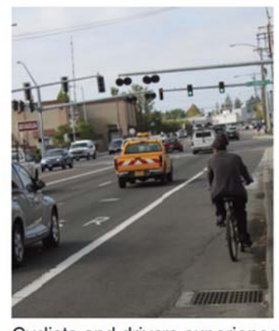
Note:
Class A = Severe injury crashes
Class B = Moderate injury crashes
Class C = Minor injury crashes
PDO = Property damage only
Source: SPIS Report 2012 (2009 - 2011 data)



Safety Priority Index Systems (SPIS) Sites Map
Canyon Road Safey and Streetscape Enhancement Project

View of Canyon Road near the intersection with Watson Avenue. The lack of defined parking lot entrances increases accident risk

Sidewalks along much of Canyon Road are constructed of multiple materials and include obstructions to pedestrians



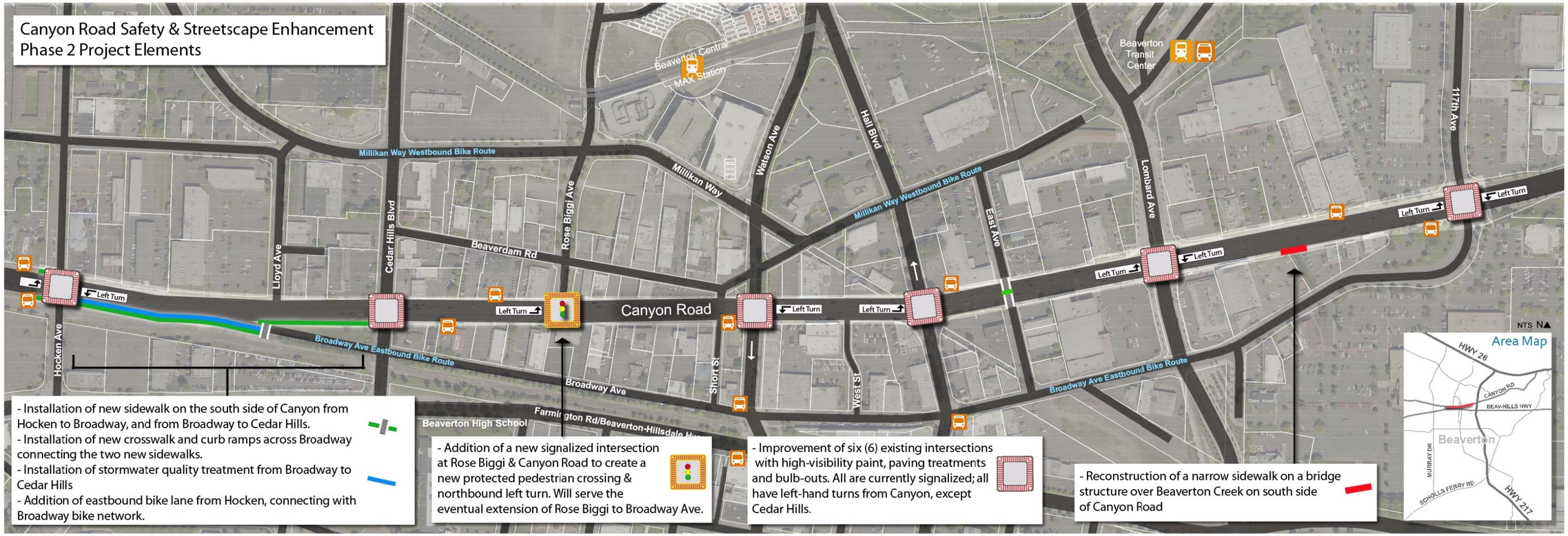
Cyclists and drivers experience confusion because there is not a clear, safe travel route

Mobility impaired users encounter inconsistencies in sidewalk grade and width throughout the corridor

Sidewalks and safe crossings are not clearly defined, leading to dangerous conditions for automobile drivers and pedestrians

Active Transportation & Complete Streets Projects

Attachment B: Project Elements
Name of Project: City of Beaverton, Canyon Road Streetscape and Safety Enhancement Project



RESOLUTION NO. 4159

RESOLUTION SUPPORTING THE MTIP COMMUNITY INVESTMENT FUNDS PROJECT APPLICATION (PROJECTS FOR 2016-2018) FOR CANYON ROAD SAFETY & STREETSCAPE ENHANCEMENT

WHEREAS, Metro is updating its Metropolitan Transportation Improvement Program funding (MTIP), which is submitted to Metro for funding; and

WHEREAS, Metro has solicited application for approximately $94 million of federal Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ), Transportation Alternative (TA) funds; and

WHEREAS, the City of Beaverton, through its adopted Comprehensive Plan Transportation Element and Civic Plan, is committed to investing in infrastructure to provide excellent access to neighborhoods, jobs, and other destinations using all travel modes, including walking, biking, and mass transit; and

WHEREAS, the City of Beaverton, with support from a 2011 HUD Sustainable Communities Community Challenge Grant, is undertaking master planning for a 49-acre district known as the Beaverton Creekside; and

WHEREAS, the Creekside District Master Plan includes the planning and design for the Canyon Road Safety & Streetscape Enhancement project; and

WHEREAS, City staff identified the following project aligns with City priorities identified in its Transportation and Civic Plans; is a key project within Beaverton Creekside; and supports the MTIP funding criteria:

- Canyon Road Safety & Streetscape Enhancement project, and

WHEREAS, City staff prepared the above-named project application for submission to Metro; and

WHEREAS, a resolution of endorsement for proposed projects from the governing body of all agencies sponsoring candidate projects is required; now, therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BEAVERTON, OREGON:

The Council hereby strongly supports the City of Beaverton's Metro MTIP funding project application for the Canyon Road Safety & Streetscape Enhancement and directs staff to submit the application to Metro by March 15, 2013, for potential funding through the MTIP process.

ADOPTED by the Council this 19 day of February, 2013.

APPROVED by the Mayor this 20 day of February, 2013.

AYES: 4 NAYS: 0

ATTEST:

CATHY JANSEN, City Recorder

APPROVED:

DENNY DOYLE, Mayor

March 15, 2013

Metro Council and JPACT Members
C/O Josh Naramore, Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear Selection Committee:

I am writing this letter to offer TriMet's support for the **City of Beaverton's Canyon Road Safety & Streetscape Enhancement** project application for the 2016-2018 Metropolitan Transportation Improvement Program (MTIP) funding program.

Today, Canyon Road is a state highway that carries upwards of 33,000 cars per day. Canyon is also a critical **multimodal** facility – it is served by one of TriMet's busiest bus lines (ridership on the #57 line is consistently in the top 10 system wide). And the Beaverton Transit Center, just steps away from Canyon Road, is the busiest transit stop in the TriMet system.

But despite these high levels of demand for all kinds of travel, and it's location in a Regional Center, Canyon Road presents numerous safety, access, and connectivity problems. Accident rates, as analyzed by the Oregon Department of Transportation are high, and several segments of Canyon Road are in the top 5% and 10% of crash locations for the whole state highway system. Downtown Beaverton's need and desire to attract reinvestment & redevelopment to the Regional Center depends on improving these conditions in a cost-effective manner.

The City is applying for MTIP funding to make the following improvements:

- **Increase safety for all mode types and users** through sidewalk repair & enhancements, safer pedestrian crossings, fixing auto and freight turning conflicts, and traffic calming.
- **Provide better connectivity and access** with low-stress bicycle alternatives to Canyon Road, and improved amenities at transit stops (in collaboration with TriMet).
- **Facilitate economic development and reinvestment** by integrating cost-effective streetscape enhancements like pedestrian buffers, stormwater quality facilities.

TriMet's Highway 8 STIP application (currently under consideration at the 150% list level) would fund the necessary bus stop improvements associated with the streetscape improvements. By working together, Beaverton and TriMet are leveraging state and regional funds to enhance the pedestrian experience in Beaverton's downtown.

As a result, I request that City of Beaverton's Canyon Road Safety & Streetscape Enhancement MTIP application be approved for funding.

Sincerely,

Alan Lehto
Director Planning and Policy

March 13, 2013

Dear Selection Committee:

As the Executive Director of the Westside Transportation Alliance, I am pleased to endorse the City of Beaverton's application for project safety and streetscape improvements to the Canyon Road (OR 8), also known as Tualatin Valley Highway.

Along with representatives from Beaverton's Citizens with Disabilities Committee, Senior Citizens Advisory Committee, ODOT, TriMet, and others, the WTA participated in a mobility audit in September of 2012 for the Creekside District and Canyon Road. The mobility audit focused on issues of pedestrian comfort and quality, accessibility for persons with mobility impairments, transit access, and traffic safety.

Through this first-hand experience, participants, including myself, identified many safety issues on Canyon Road, which include:

- A lack of defined parking lot entrances, which increases accident risk
- Narrow sidewalks constructed of multiple materials and containing obstructions
- Confusion between drivers and cyclists due to lack of a clear, safe travel route for bikes
- Inconsistencies in sidewalk grade and width, which presents challenges to mobility impaired users
- Undefined or unclear sidewalks and safe crossings, leading to dangerous conditions for drivers and pedestrians
- Very long street crossing distances (between 75 to 94 feet), with inadequate timing for pedestrian crossing signal
- Relatively large corner radii
- High pedestrian exposure at intersections and driveways
- High vehicle speeds

The Canyon Road Safety and Streetscape Project addresses many of these concerns. It includes sidewalk expansion, intersection and corner improvements, an alternative bike network, improved crossings and other treatments designed to improve safety and accessibility in Central Beaverton. The WTA believes this project will increase the use of active transportation throughout the Beaverton area and improve the safety of all roadway users. We strongly encourage the Selection Committee to fund this project.

If I can answer any questions or provide additional information, please do not hesitate to contact me.

Sincerely,

Heather McCarey

Heather McCarey
Executive Director

Westside Transportation Alliance
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www.wta-tma.org