



## Green Economy & Freight Initiative projects

**Name of Project** Concept Development for Hwy 217 Overcrossing at Hunziker Street -- Potential multimodal/High Capacity Transit Alignment

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

### 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.** This 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. Primary: Project #10751- Highway 217 Overcrossing at Hunziker Road. Related and/or influence area: Project 10599 (Hwy 217/72<sup>nd</sup> Avenue Interchange Improvements); Project 10767 (72<sup>nd</sup> Avenue Intersection Improvements); and Projects 10755 (72<sup>nd</sup> Avenue Improvements, widen to 5 lanes).
2. Project extent or area description. The project is in the vicinity of the Hwy 217/SW 72<sup>nd</sup> Avenue interchange located in the Tigard Triangle. The focus would be on realignment of Hunziker Road (west of Hwy 217) to connect with Hampton Street (east of Hwy 217). Preliminary concepts for the Hunziker-Hampton overcrossing would also identify potential impacts to the Highway 217/72<sup>nd</sup> Avenue interchange and surrounding local street circulation.
3. Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: the project increases access and relieves congestion in to support development of the X industrial area that is forecasted to grow by 2,000 jobs in the priority job sector of Y). Freight, transit, and auto modes would benefit from reduced congestion and improved safety in the SW 72<sup>nd</sup> Employment corridor, which has nearly 11,415 employees. Based on the Metro travel forecast model, the area is expected to add approximately 8,500 new jobs between 2005-2035. The overcrossing would also provide a multimodal connection from the Tigard Triangle to Tigard Town Center and Transit Center, which was identified in Tigard's High Capacity Transit Land Use Plan as essential to realizing the development aspirations for both areas. The project is timely because the Hunziker-Hampton realignment has been identified in the Southwest Corridor Plan as a potential alignment for future High Capacity Transit (HCT).
4. Description of project design elements. See attached figure. The grant request is for \$800,000 (plus \$100,000 local match) to begin concept development, to be integrated into environmental engineering work for the Southwest Corridor Plan. The main design elements would be realignment of Hunziker Road to cross over Hwy 217, connecting with Hampton Street on the east side of the highway and closure of Hunziker at 72<sup>nd</sup> Avenue. Hunziker would

still provide local site access. Concept development would be needed to determine impacts and/or opportunities related to other projects (RTP project numbers identified above) in the vicinity, including interchange impacts, potentially widening of 72<sup>nd</sup> Avenue, and other intersection improvements. On the east side of Hwy 217, alternatives to Hampton may be considered, such as Beveland Road. This will depend on right of way needs, property impacts, environmental challenges and other issues to be identified in the concept design. In addition to a potential HCT alignment, this overcrossing should also be designed to provide pedestrian, bicycle, and auto connections between the Tigard Triangle and Tigard Town Center. Therefore, the concepts will need to include complete street elements. While this design would be very high level and focus on the overcrossing, this project is also intended to identify impacts or opportunities related to the interchange, such as changes in ramp or ramp intersection configurations.

5. Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). Because this is intended to be integrated with future SW Corridor Plan engineering work, a critical outcome will be based on the ability to incorporate findings and advance SW Corridor efforts. The reduced number of intersections on SW 72<sup>nd</sup> Avenue would improve traffic flow to and from Highway 217 ramps. These could be measured by traditional traffic operations analysis to determine travel speeds and congestion. Pedestrian and bicycle improvements could be measured by linear metrics of continuous facilities, network connectivity or other metrics already used in Metro plans.

#### **Map of project area**

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

#### **Project sponsor agency**

1. Contact information (name, e-mail, phone number) for:
  - Application lead staff Judith Gray
  - Project Manager (or assigning manager) Mike Stone
  - Project Engineer (or assigning manager) Mike McCarthy
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 has successfully delivered several federally funded projects and continues to work on federally funded projects, including the Main Street Green Street and the Hwy 99W/Gaarde-McDonald intersection.

#### **Location**

1. Describe how you identified the travel corridor or general area for the project and how regional and local data relevant to the project criteria support this location as your top priority(s). (See [Appendix D](#) of the Nomination Packet for criteria relevant to prioritizing project location)

Highway 217 connects to SW 72<sup>nd</sup> Avenue, providing access to more than 1,100 acres within the employment corridor, which connects Highway 99W in Tigard to Bridgeport Village in Tualatin. There are more than 600 individual businesses located in the corridor, with more than 11,000

employees. In the segment south of Highway 217, the majority of land within Tigard is zoned for industrial uses; while the area to the north (Tigard Triangle) is the location of several big box retailers and some of the city's largest employers.

The Hwy 217 Overcrossing/Hunziker realignment (RTP #10751) is listed in the Regional Freight Plan as a "Medium High Priority." Each of the other three "secondary projects" is also listed in the Regional Freight Plan. The Regional Freight Plan identifies Highway 217 as a Main Roadway Route; and identifies SW 72<sup>nd</sup> Avenue and Hunziker Road as Road Connectors.

### **Highest priority criteria**

1. Describe how the project will reduce freight delay. SW 72<sup>nd</sup> Avenue in the project area is shown in Metro data maps to have low travel reliability, particularly in the AM and midday peak periods. Significant traffic issues on SW 72<sup>nd</sup> Avenue occur at the Hwy 217 ramp intersections due to limited capacity on SW 72<sup>nd</sup> Avenue, exacerbated by the closely spaced signalized intersections in the immediate vicinity. Currently, a 0.2-mile (1,040 ft.) segment of SW 72<sup>nd</sup> Avenue has four signalized intersections. (For comparison, ODOT standards would require a minimum 1,320 distance between any two signalized intersections). The result is that congestion at any one intersection frequently backs up into adjacent intersections. The proposed grant would focus on concept development for RTP Project #10751, which would reduce the number of intersections by closing the existing SW 72<sup>nd</sup>/Hunziker intersection and realigning Hunziker to cross over Hwy 217 and connect to Hampton. Concept development would also consider potential impacts, implementation issues, or refinement of the other projects. The overcrossing may also reduce existing traffic on SW 72<sup>nd</sup> Avenue by providing the direct connection, via Hunziker, between the Tigard Triangle and the Hunziker industrial land and Tigard Town Center. Improvements to this interchange area would also reduce the probability of traffic queues extending onto the mainline of Hwy 217.
2. Describe how the project increases freight access to industrial lands, employment centers & local businesses, and/or rail facilities for regional shippers. This interchange provides critical freight access to several large retail sites in the Tigard Triangle (e.g. Costco; WinnCo; and a planned Walmart) as well as industrial businesses on SW 72<sup>nd</sup> Avenue south of the Triangle all the way to Tualatin. The proposed realignment of Hunziker would allow closure of the SW 72<sup>nd</sup> Avenue intersection, which is located between the Hwy 217 northbound and southbound ramp intersection, thereby reducing congestion on this industrial employment corridor. Further, ultimate design and construction of a multimodal (including HCT) overcrossing will improve options for non-freight travel, preserving capacity for freight movement.
3. Describe how the project contributes to "greening the economy" and how the project helps expand economic opportunities to Environmental Justice/underserved communities. (For the purposes of this allocation we are defining "greening the economy" to be initiatives that contribute to creating a low carbon, resource efficient, and socially inclusive economy) The SW 72<sup>nd</sup> Avenue corridor has a relatively high concentration of industrial jobs. Growth in this area has been hampered by congestion issues. Improving traffic flow will improve traffic conditions for continued concentration of industrial development and the multimodal Hwy 217 crossing will support a balance of travel options, including HCT. There are considerable EJ

communities living near the corridor (especially SW 74<sup>th</sup> Avenue) with relatively high proportions of households with minorities (10-15%) and senior citizens (30%). These households would benefit from reduced congestion in the corridor, as well as the future multimodal overcrossing connecting the Tigard Triangle and Tigard Town Center.

### **High priority criteria**

1. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design mitigate these conflicts? SW 72<sup>nd</sup> Avenue in the project area is identified as a "Caution area" in the City of Tigard Bike Tigard map. Metro's map of fatal/near fatal bike/ped crashes shows a "hot spot" on SW 72<sup>nd</sup> Avenue directly south of the Hwy 217 interchange. The City of Tigard database identifies two such crashes between 2007 and 2010. While there are continuous sidewalks on SW 72<sup>nd</sup> Avenue, pedestrians have to navigate large, high volume, closely spaced intersections. There are no sidewalks on SW Hunziker. This project would mitigate this problem in two ways: 1) it would reduce the number of intersections on SW 72<sup>nd</sup> Avenue; and 2) the multimodal overcrossing would provide an alternative connection between the Triangle and Tigard Town Center, which would allow some bicycle and pedestrian trips to bypass SW 72<sup>nd</sup> Avenue all together.
2. Does the project help reduce air toxics or particulate matter? Please explain. Traffic congestion in this interchange area results in additional hours of vehicles idling per day, with resulting vehicle emissions and their resultant effects on air, energy and greenhouse gas goals. This project would develop and evaluate options to reduce those emissions. Further, by providing for multimodal access on SW 72<sup>nd</sup> Avenue and crossing Hwy 217, the project will facilitate safe and efficient alternatives to automobile travel.
3. Does the project help reduce impacts, such as noise, land use conflicts, emissions, etc. to Environmental Justice communities? Please explain. There are considerable EJ communities living near the corridor (especially SW 74<sup>th</sup> Avenue) with relatively high proportions of households with minorities (10-15%) and senior citizens (30%). These households would benefit from reduced congestion -- and associated noise and emissions -- in the corridor, as well as less expensive travel options made possible by the multimodal overcrossing connecting the Tigard Triangle and Tigard Town Center
4. Describe how the project increases freight reliability. The interchange and surrounding area frequently operates at or near capacity. These capacity constraints are made worse by the frequent intersections on SW 72<sup>nd</sup> Avenue with freeway ramp termini as well as local streets. The system has limited capacity to accommodate even small spikes in demand or constraints in capacity. Each intersection point contributes uncertainty to freight reliability, because an overcapacity condition at one intersection can quickly have downstream impacts on other intersections and the ramps, potentially spilling back into the mainline of Hwy 217 and/or I-5. This project will examine opportunities to realign and consolidate intersections.

### **Priority criteria**

1. Is the project of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources such as state trust fund pass through to

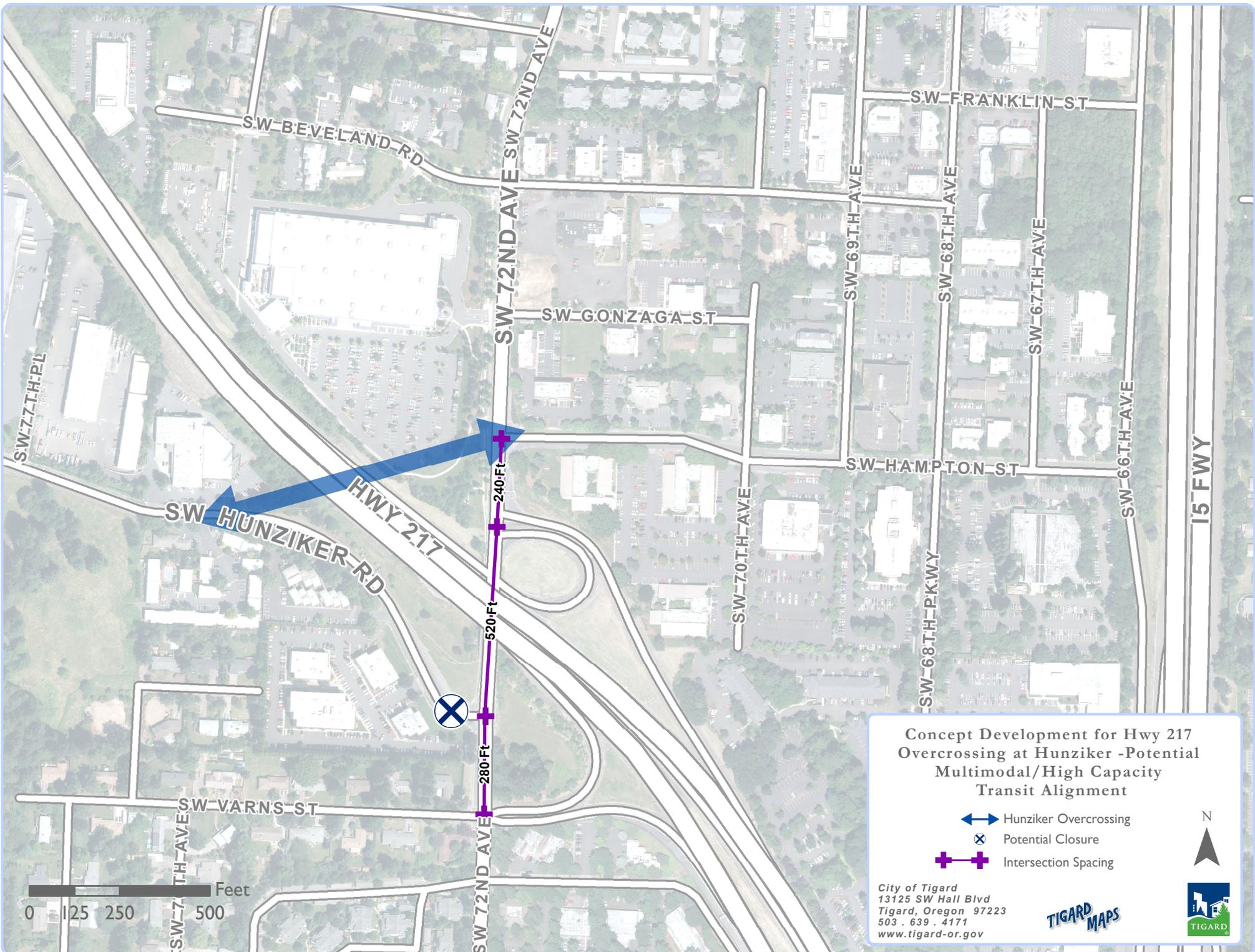
local agencies, local bridge program, or large state funding programs or have any other significant sources of funds? Please explain. The project is identified initially as a freight project, and is considered of "Medium High" priority in the Regional Freight Plan. Within the Southwest Corridor Plan, this overcross has been shown as part of the alignment for high capacity transit. Therefore, while the ultimate construction could be funded using a combination of funds for transit, freight, and other sources this development work is appropriate now in order to effectively integrate the transit and freight needs for this interchange. The timing of this round of RFFA funds is expected to correspond with later stages of DEIS work.

2. Will this nomination leverage other funds or prepare a project to compete for discretionary funding that may otherwise not come to the region? Describe any opportunities you have identified. Very much so. Ultimate construction could potentially use New Starts or other transit funds that will be needed for a future high capacity transit alignment over Hwy 217.
3. Describe how the project may help reduce the need for highway expansion. The overcrossing is planned to be a multimodal facility, including high capacity transit. Improving traffic flow in this location will help the area achieve its forecast employment growth of approximately 8,500 jobs. Both the improved concentration of jobs within the corridor and the provision of more travel alternatives will help reduce the need for highway expansion.
4. Describe any multi-modal elements included in the design of your project. The proposed overcrossing would be a multimodal facility, including high capacity transit. It would also provide direct pedestrian, bicycle, and auto access between the Tigard Triangle and Tigard Town Center.

#### **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](#)) This project is included in the Tigard Transportation System Plan. It is also included in the Regional Freight Plan as a Medium High priority. The Southwest Corridor Plan (not yet adopted) shows the Hunziker overcrossing as part of the alignment for future high capacity transit service.
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. As this grant application is for concept development work, coordination at this time has been at the planning level. The overcrossing is in the City of Tigard TSP and is identified in the Regional Freight Plan. Most recently, the regional Southwest Corridor Plan has identified this overcrossing as a potential alignment for future high capacity transit service. Regarding the specific funding request, the City of Tigard submitted an application for this project during the recently completed STIP process. Although this application did not make it to the regionwide

150% list, it did receive votes from the four Washington County selection committee members, Metro, and the Port.



**Concept Development for Hwy 217  
Overcrossing at Hunziker - Potential  
Multimodal/High Capacity  
Transit Alignment**

-  Hunziker Overcrossing
-  Potential Closure
-  Intersection Spacing

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**TIGARD MAPS**

