

July 29, 2009 Metro Call for Active Transportation Demonstration Projects

Project Title: Aloha Bike Boulevard Corridor Connector

Project Type: Active Transportation Corridor

1. Project Description:

Summary of Project Elements:

- Installation of way-finding signage to direct cyclists, via appropriate routes to destinations, including schools, transit locations, grade-separated bike/pedestrian roadway crossings and other destinations.
- Improvements such as roadway widening to provide bicycle-friendly lane configurations near signalized intersections that provide connections across high-volume arterial roadways.
- Installation of up to several grade-separated crossings of Tualatin Valley Highway. The exact locations of these crossings would be determined as part of the project development process should this project be advanced by Metro. One crossing should be considered for incorporation as part of the Westside Trail, at the east end of this Active Transportation Project area.
- Adding bicycle-friendly signal activation facilities to existing arterial intersections that would likely be used as crossing points of major roadways.
- Widening of streets, consistent with the adopted Washington County Transportation Plan and State RTP to improve bike access, connectivity and safety (see Projects 10562, 10582, 10584, 10585, and 10586).
- Other minor improvements to enhance bicycle and/or pedestrian safety at locations that may be identified during project development.

Existing Conditions: Washington County has inventoried a network of 'secondary bicycle routes' that include identification of trail facilities, low speed, low to moderate traffic volume streets, connecting low speed, low traffic volume streets and higher traffic volume streets that include wide shoulders. The inventory can be found in the Technical Appendix C-8 of the Washington County 2020 Transportation Plan. A set of the Secondary Streets maps is also provided with this proposal.

The identified secondary street network provides an alternative for bicycle travel to the established and planned on-street bicycle facilities on the arterial and collector street system. However, the network of secondary streets would benefit from additional improvements to enhance the attractiveness and accessibility of these routes; the Active Transportation Project could provide these improvements and help create a network of bicycling streets that less experienced or less courageous riders could use as an alternative to the system of bike lanes located on high traffic volume arterial roadways.

Project Context and Partnerships: This project is being submitted by Washington County but it will provide potential connections to the Tualatin Hills Park and Recreation District's Westside Trail and to potential Active Transportation corridors within the cities of Hillsboro and Beaverton. The county acknowledges that other worthwhile projects may be submitted by jurisdictions within the county's boundaries and supports and encourages such submissions as part of this call for projects.

Recognizing that funding may not be adequate to support all of the elements of projects from multiple agencies and jurisdictions, the county anticipates that projects may be combined or modified to provide the greatest benefits for potential users. While this may result in the loss of some project elements, the identification of complete projects via this submission effort will help direct comprehensive project development over time as funds are identified and become available. Furthermore, the county anticipates that Metro will develop appropriate scoring criteria for Active Transportation Projects that will allow the ranking and prioritization of various projects as this process evolves.

Project Overview: This proposed Active Transportation Demonstration Project would provide appropriate way-finding signage through the Aloha area and infrastructure improvements that could include one or more grade separated crossings of major arterials, in particular Tualatin Valley Highway and, possibly, 185th Avenue. Identification of grade separation candidate locations would need to be refined through the project development process. Other infrastructure improvements could include minor roadway widening, if needed, to provide for shared roadway bicycling facilities and to provide for safe crossings at existing, signalized intersections where on-street bicycle facilities are currently lacking.

The completed project will provide a seamless, accessible, connected bicycle route system that includes major east-west as well as north south connectivity through a major residential area with proximity to important regional transit. While this project would primarily serve to enhance and make use of existing lower traffic speed and volume streets, it would also likely provide improvements (grade-separated overcrossing(s)) that would be highly beneficial to pedestrians and transit users.

In addition, the project will provide connectivity between the Westside Trail on the east, with its own Active Transportation project merits, past NW Cornelius Pass Road and into the City of Hillsboro, where the network of low-speed, low-volume, connecting east-west streets continues and provides potential links with at least one of Hillsboro's own (north-south) potential Active Transportation Project corridor.

Active Transportation Principles: Project Consistency: Metro has developed a number of 'Active Transportation Principles' that help define compatible projects. This section is intended to discuss how this project meets the Active Transportation Principles. The proposed project would provide enhancements to a portion of Washington County's on-street, shared-roadway bike network on existing Local, Neighborhood Route and Collector streets that have lower traffic volumes and speeds than the parallel arterial streets (which generally include on-street bike lanes). These are identified as secondary bike routes in Appendix C-8, Attachment C, of the Washington County 2020 Transportation Plan's Technical Appendix (these maps are attached to this submission).

The Aloha area includes east-west and north-south connection secondary bicycle route connections. Because the secondary bicycle route streets have much lower traffic speeds and volumes than the nearby parallel arterials (e.g., Tualatin Valley Highway (east-west) and Cornelius Pass Road, 185th Avenue, 170th Avenue (north-south)) they are good routes for less skilled cyclists or those riders that are uncomfortable on higher speed arterial roadways.

Enhancing these connections would be consistent with the Active Transportation Principles of providing a system to supplement the regional bike and pedestrian system. Other important characteristics of this project that are consistent with the Active Transportation Principles include:

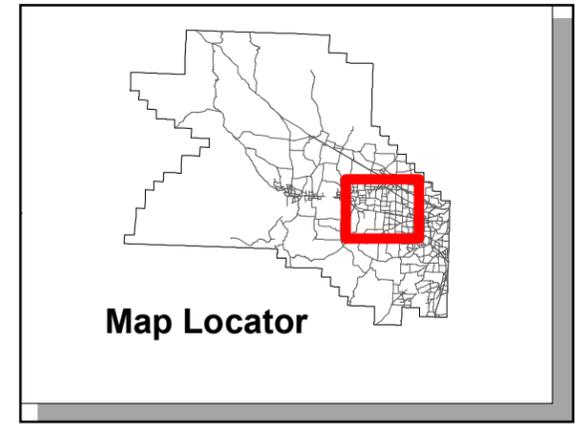
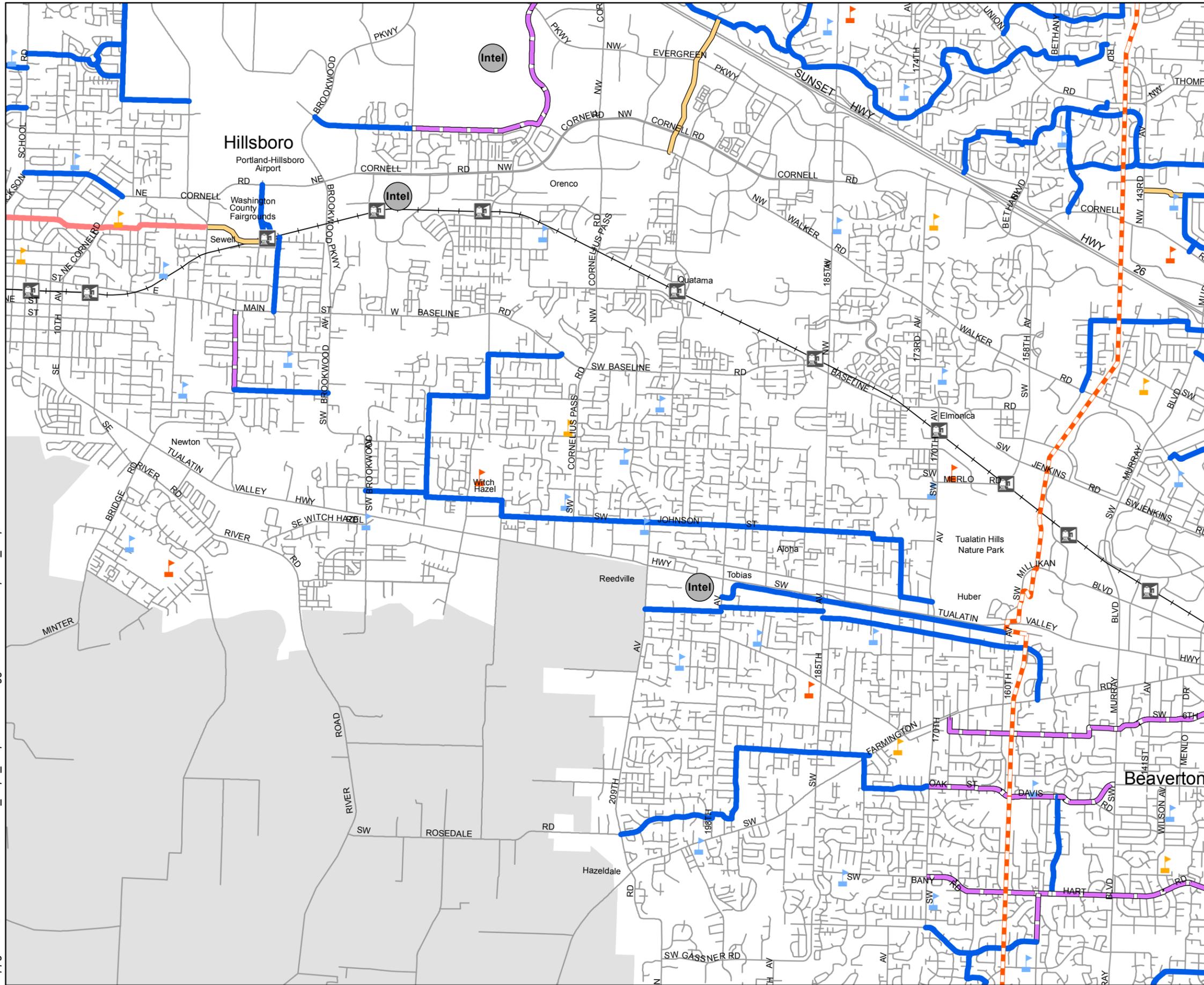
- Proximity and direct access to transit (including frequent bus service) on the parallel arterial network as well as providing connections to north-south routes that provide access to MAX LRT.
- Including grade separated crossings will benefit pedestrians as well as cyclists in crossing very busy, multi-lane arterials with few safe crossing points and strong crossing demand due to transit and presence of many commercial/retail uses.
- The project would improve bicycle access to schools in the project area; there are more than a dozen schools that would have improved bicycle access as a result of the project.
- Providing a grade-separated crossing of Tualatin Valley Highway would benefit cyclists, pedestrians and users of the frequent-bus transit service on this high-volume arterial. There is a history of mid-block fatal pedestrian crashes along Tualatin Valley Highway.
- Census data indicates significant concentrations of low to moderate income populations in the project area (some portions of the project area include over 73% low or moderate income households)¹; these households are often more alternative mode dependent and could benefit from transportation alternatives to the automobile.
- The project would improve way-finding and several arterial crossings on one of the densest, connected grid networks that can be found in unincorporated Washington County.
- Tualatin Valley Highway is an employment corridor, which includes an Intel campus, and this project would improve alternative mode access to the corridor.
- The identified Aloha secondary bicycle route street network (in particular, SW Shaw, SW Blanton, and SW Johnson Streets) all provide connectivity to the Westside Trail, a major north-south, off-street corridor that provides a highly significant transportation corridor for pedestrians and cyclists (which also connects to the MAX LRT) in addition to being a recreational resource.

¹ Cogan Owens Cogan, LLC Consolidated Plan for Housing and Community Development, 2005-2010, Washington County OR, May 2005

- The secondary bicycle route street network also provides potential connectivity to other suitable cycling routes into the Beaverton Regional Center, including links to MAX transit at Millikan and 170th/Merlo stations as well as the Hillsboro Regional Center located to the west.

Other Submission Elements:

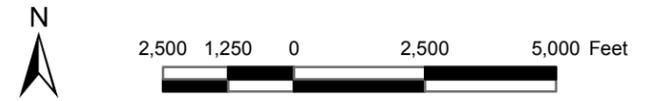
Maps (Part 2), Cost estimate and general project timeline (Part 3) are attached. Project partnership is addressed in Part 1, above.



Active Transportation Corridor Proposal

Aloha Bike Boulevard Corridor Connector

- Connecting Bike Facility
Higher volume low-moderate speed street
(25-35 mph / Includes wide shoulders)
- Connecting Low Speed Street
- Low Speed, Moderate Volume Street
No Bike Lanes
- Narrow Roads-Low Volume, Higher Speed
No Bike Lanes
- Connecting Trail Facility - Paved
(May be < 10' wide)
- Elementary School
- Middle or Jr. High School
- High School
- MAX
- Westside_Trail
- MAX Station
- Intel Corporation
- Rural Washington County
(Land outside the Urban Growth Boundary
(UGB))



Rough Cost Estimates - Pre Planning Level General Activities		
Tasks		
1 - Scope of Work Refinement, Project Management Roles		\$35,000
2 - Data Gathering, Field Inventory, Research and Analysis		\$175,000
3 - Public Involvement and Information		\$100,000
4 -Feasibility Assessment & Alternatives Analysis		\$100,000
5 - Design - Preliminary Engineering	\$1.4 Million/Structure x up to three structures	\$4,200,000
6- Engineering Contingencies	\$1.4 Million/Structure x up to three structures	\$4,200,000
7- Right-ofWay Acquistion	\$560,000/Structure x up to three structures	\$1,680,000
8 - Structure Cost - Grade Separated Crossing	\$3.5 Million/Structure x up to three structures	\$10,500,000
9- Construction of Incidental Rd Improvements	Includes installation of way-finding signage and incidental widenings to improve bicycle safety at pinch	\$1,000,000
TOTAL		\$21,990,000