



Active Transportation & Complete Streets Projects

Name of Project BCT Crescent Connection: Westside Trail - SW Hocken Avenue

(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.** 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). 10811
2. Project extent or area description. The proposed BCT Crescent Connection is located along the TriMet light rail corridor between the Westside Regional Trail & SW Hocken Avenue in Beaverton. The corridor is developed on both sides with employment-related land uses with some areas of open space.
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). THPRD's Beaverton Creek Trail (BCT) Crescent Connection project will provide 1.4-miles of off-street multi-use trail offering a transportation alternative that will: 1) improve safety; 2) improve access to employment & commercial areas, transit service, & essential public services; & 3) help reduce auto-trips. Currently only on-street routes exist in the project area for bicycles & pedestrians. These routes tend to be undesignated & offer out-of-direction connections & create conflicts between vehicles & bicycles/pedestrians. These routes may also be inaccessible &/or require extra time for people to reach their destinations. The proposed project also reinforces public investment in other bicycle & pedestrian projects occurring at both ends of the of the project area. At its east end, the proposed BCT Crescent Connection will connect to the City of Beaverton's efforts to complete on-street sections of the BCT Crescent Connection between SW Hocken Avenue & SW Denney Road. This project goes through the downtown & central Beaverton area & connects mixed-use & employment areas with transit services, essential public services, residential neighborhoods, & the Fanno Creek Regional Trail, & is expected to be completed by the end of 2014. At its west end, the proposed BCT Crescent Connection will connect to THPRD's recently completed section of the Westside Trail & the soon-to-be completed (by end of 2014) Westside-to-Waterhouse Connection (which connects the Westside Trail to the Waterhouse Community Trail). Both of these off-street multi-use trails offer access to transit services, employment & commercial areas, schools, parks & recreation, & residential neighborhoods.

4. Description of project design elements. The proposed project would design & construct a 1.4-mile long, 10-foot wide multi-use off-street trail. The trail will be hard-surfaced (asphalt), but will include sections of permeable pavement if appropriate, & will include 2-foot wide gravel shoulders. At the east end of the project area, the BCT Crescent Connection will parallel Beaverton Creek, which may warrant the need for boardwalks in sections where the trail crosses wetlands &/or floodplain areas. No bridges are anticipated, as the trail is not expected to cross the creek. At the west end of the project area, the BCT Crescent Connection will parallel the TriMet light rail line & installation of a barrier (fencing) may be required. Street crossings, four (4) in total, are anticipated at SW 153rd Avenue & SW Hocken Avenue (collector streets) & at SW Shannon Place & Schottky Terrace (local streets). The crossing at 153rd Avenue would also include a crossing of the TriMet light rail tracks. It is anticipated that the crossing at Hocken Avenue will be a signalized mid-block crossing. Pedestrian-scaled amenities, such as lighting, benches, & trash receptacles, would be included at the street crossings. Connections to adjacent transit stops & employment centers will also be included as part of the project where such connections are appropriate & desired. Additional design elements associated with the “high priority criteria” are described below in that section of the application.
5. Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). THPRD anticipates 60,000 to 80,000 users per year once the proposed BCT Crescent Connection is completed. This is based on actual trail counts along THPRD’s Fanno Creek Trail between SW Denney & SW Scholls Ferry Roads. This stretch of the Fanno Creek Trail shares some similarities with the proposed BCT Crescent Connection, such as length, proximity to transit services, & proximity to employment & commercial areas. As part of its trail maintenance program, THPRD uses electronic trail counters to better gauge the number of people using its trails. These counters allow THPRD to capture trail use on a daily, weekly, monthly, & yearly basis. Upon completion of this project, trail counters will be located at each end of the project area, & at least one will be located at a critical location within the project area (i.e., near the Millikan Way MAX Station), in order to determine trail usage. Each year, THPRD also uses volunteers to take trail counts at specific locations at specific times in order to gauge type of trail user, such as commuter, recreation, or short trip destination. This monitoring activity would also be incorporated along the proposed trail each year,

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 Brad Hauschild, Park Planner; 503.629.6305; bhauschild@thprd.org
 - Project Manager (or assigning manager) Same
 - Project Engineer (or assigning manager) N/A
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. THPRD has led multiple federally funded projects & has completed them successfully, on-time, & on-budget. From 2006-2009, THPRD managed its

Beaverton Powerline (Westside) Trail project, which designed & constructed 2-miles of trail. Total project cost was \$1,864,338 & included \$1,030,500 in federal funds. From April 2011-October 2012, THPRD managed an alternatives analysis planning study to determine a feasible crossing of SW Hall Boulevard by the Fanno Creek Trail. Total project cost was \$357,222 & included \$320,535 in federal funds. Since February 2012 THPRD has managed its Westside Trail #18 project, which will design & construct 1-mile of trail. Total project cost is estimated at \$2,674,000 & includes \$2,399,337 in federal funds. This project is currently in the 60% PE phase & is expected to be constructed by summer 2015. THPRD has the staff resources & funding capacity to ensure the proposed BCT Crescent Connection can be completed successfully & on time. The proposed project manager, Brad Hauschild, has worked on past federally funded projects & is familiar with the processes needed to ensure successful project completion. THPRD has also incorporated its local match requirement of approximately \$486,163 into its budgeting process to ensure those funds will be available, with a successful funding request, in 2016 through its System Development Charge (SDC) fund. Based on the previous trail projects using federal funds, THPRD intends to proceed with ROW phase in order to ensure all land acquisitions &/or easements are secured prior to the PE phase. This will help ensure the proposed BCT Crescent Connection can be designed & constructed in a timely manner, without the uncertainty of the ROW phase potentially slowing the project down.

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 proposed project is identified in THPRD's Trails Master Plan, updated in 2006. The Beaverton Creek Trail is planned to be an 8-mile long east-west trail through the center of THPRD's 50-square mile service area. It will connect the cities of Hillsboro & Beaverton, & will provide access to residential neighborhoods, commercial & employment centers, transit services, schools, parks & recreation, other essential public facilities, & other off-street trails, such as the Westside & Fanno Creek Regional Trails & the Waterhouse & Willow Creek Community Trails. The proposed project includes portions of Segments #3 & #4, & is part of the Crescent Connection (which connects the cities of Beaverton & Tigard). The proposed 1.4-mile trail will fill a gap in THPRD's east-west regional trail system & provide a connection between the Westside Trail & TriMet's Merlo Road/SW 158th Avenue MAX Station & the Cedar Hills Crossing shopping center & adjacent downtown Beaverton. The proposed BCT Crescent Connection will provide an off-street transportation alternative for bicycles & pedestrians where only on-street routes currently exist. As has been mentioned previously, the proposed BCT Crescent Connection will connect at its east end with the City of Beaverton's Crescent Connection project. The proposed project was selected because the Beaverton Creek Trail represents a significant gap in THPRD's regional trail network & is a top priority of THPRD to begin implementation on as its other regional trails are being completed.

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). Based on the Metro pedestrian corridor maps, the proposed BCT Crescent Connection is generally bordered by four (4) corridors ... #4 - Aloha to

Beaverton (TV Highway), #9 - Tanasbourne to Beaverton (Walker Road), #10 - Murray/Scholls to Cedar Mill (Murray Boulevard), & #14 - Cedar Hills Boulevard. These corridors are generally less supportive to pedestrians as it relates to auto speed, volume, & lanes; tree canopy; signalized crossings; & street connectivity. These corridors are generally more favorable as it relates to pedestrian & cyclist crashes (meaning fewer); sidewalk completion; & people & places. Based on the Metro pedestrian district maps, the proposed project will help improve access to four (4) districts ... #10 - Merlo Road, #11 - Beaverton Creek, #12 - Millikan Way, & #14 - Beaverton. These districts are generally more favorable to pedestrians in regards to auto speed, volume, & lanes; pedestrian & cyclist crashes; sidewalk completion; & people & places. These districts are generally less supportive towards tree canopy; signalized crossings; & street connections. These districts are generally: 1) average in the number of signalized crossings available compared to other districts adjacent to the project area, 2) more dense than surrounding areas, but moderately dense compared to the region, & 3) at a high level of sidewalk completeness compared to nearby corridors. As it relates to the bicycle comfort index, the project area is moderate & is lower compared to other areas adjacent to it. Bicycle connectivity & bikeway density are high compared to adjacent areas, & is comparable to densities found in Portland. There is also a high level of cycle zone potential in the project area, which is comparable to those found in Portland. The proposed BCT Crescent Connection will improve & strengthen existing connections within these pedestrian corridors & districts by providing an off-street travel option that provides direct connections to transit services, employment & commercial areas, & essential services. The proposed trail will also greatly improve safety for travelers because it will reduce conflicts with vehicles relative to the on-street routes that are currently used by travelers.

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). The biggest issue with safety stems from the fact that there is no direct east-west connection for bicycles & pedestrians traveling from the downtown Beaverton & Cedar Hills Crossing area to the Westside Trail & all points in-between. Only on-street options exist, generally by way of SW Millikan Way or SW Jenkins Road. Both of these streets do not offer bike lanes or sidewalks along the entire 1.4-mile distance of the proposed BCT Crescent Connection. Because these are on-street routes, there are also more street & private driveway crossings & more likelihood for conflicts & crash incidents between bicyclists/pedestrians & vehicles. According to the Metro crash data map for bicycles & pedestrians, the project area is generally free of weighted crash incidents, except at the east end of the project area where crash data appears. However, it does not appear to be considered a “hotspot”. The proposed BCT Crescent Connection will offer an off-street alternative to those using the current on-street options. As an off-street trail, conflicts with vehicles will be greatly reduced as there are only four (4) street crossings proposed within the project area (& none of these streets are considered to be heavily travelled or arterial-type streets).
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). Data from Metro's transportation equity maps shows that the project area contains significantly above average concentrations of EJ & underserved communities & that proximity to active transportation is significantly above average, which means that access to active transportation within these communities is already available. The proposed BCT Crescent Connection will simply strengthen & improve upon these existing connections. The maps also show that the concentration of essential services within the project area is average. The proposed project will better serve these communities & help improve access to essential services by providing an off-street direct east-west connection through the project area. This connection will provide direct access to two (2) TriMet light rail stations, as well as improved access to transit services located at the edges of the project area. Additionally, the proposed BCT Crescent Connection will provide improved access to essential services & employment & commercial areas within & adjacent to the project area.

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. To date, there has been no specific outreach of the proposed BCT Crescent Connection to underserved communities beyond that as part of THPRD's Trails Master Plan update process in 2006. With a successful funding request, a public outreach & involvement process would be undertaken as part of the master planning/preliminary engineering phase.
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? Conflicts with freight within the project area include SW Murray Boulevard, SW Milikan Way, SW Terman, & SW Jenkins Road Road, which currently serve as on-street options for bicycles & pedestrians. The proposed project would design & construct an off-street multi-use trail that will encourage bicycles & pedestrians to avoid these major streets & freight routes. While the proposed BCT Crescent Connection will generally follow the TriMet light rail corridor, access will still be provided to the streets in order to allow trail users easy access to employment & commercial areas, transit stops & services, & other area destinations.
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). The proposed BCT Crescent Connection will provide direct connections to the Millikan Way MAX Station, which has bus service, & the Beaverton Creek MAX Station. Both of these transit stops are located near major employment centers, such as Nike World Headquarters & Tektronix. At the east end of the project area, the proposed BCT Crescent Connection will connect to SW Hocken Avenue, within ¼-mile of bus stops in either direction. The trail will also offer access to the Cedar Hills Crossing commercial area & downtown Beaverton, as well as the Beaverton Central MAX Station, & bus service on SW

Cedar Hills Boulevard. At the west end of the project area, the proposed BCT Crescent Connection will connect to the Westside Trail, which offers a direct connection to the Merlo Road/SW 158th Avenue MAX Station (includes bus service), & the Tualatin Hills Nature Park. Access to the Waterhouse Trail will also be available via the 1/3-mile long Westside-to-Waterhouse Connection.

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). The proposed BCT Crescent Connection includes direct connection to two (2) TriMet light rail stations (Millikan Way & Beaverton Creek), as well as improves access to two (2) additional stations (Merlo Road/SW 158th Avenue & Beaverton Central). In addition, improved access to nearby bus service, including those located at the light rail stations, will also result from the proposed BCT Crescent Connection. These connections alone are likely to increase non-auto trips, especially for those using transit to commute to/from employment within the project area. In addition, the proposed trail will provide an off-street alternative for bicyclists & pedestrians. Between SW Hocken Avenue & SW Murray Boulevard, the proposed BCT Crescent Connection will generally parallel Beaverton Creek offering trail users a connection to natural open space nestled within developed employment centers. Between SW Murray Boulevard & the Westside Trail, the proposed BCT Crescent Connection will be located between the light rail tracks & the natural area of Nike Woods. This off-street alternative with connections to nature & open spaces is also likely to increase non-auto trips within the project area. The proposed BCT Crescent Connection also offers a more direct route to destinations within the project area than what currently exists today. The on-street routes often take longer to navigate & can be confusing without previous knowledge of the area being traveled. The proposed trail will include wayfinding signage, consistent with THPRD standards established with a Regional Travel Options (RTO) grant from Metro in 2010. The provision of appropriate signage & a more direct route with infrequent conflicts with vehicles (only four (4) mid-block crossings are located within the project area) are both likely to increase non-auto trips through the project area.
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 proposed BCT Crescent Connection is located within a high density employment area in west-central Beaverton. The area includes a number of large & small-scale employers, such as Nike, Tektronix, TriMet, & Washington County. There is a higher density residential area on the south side of Millikan Way at the east end of the project area. The proposed BCT Crescent Connection also connects to SW Hocken Avenue at its east end, providing access to downtown Beaverton. The City recently completed its visioning process for what its residents want the City to be, including within its downtown. An outcome of this process was the creation of an urban renewal district at the east edge of the project area. Over the next several years, the downtown Beaverton area is expected to increase in density, including its residential, commercial, & employment components. The proposed BCT Crescent Connection will provide an opportunity to act as a catalyst for this re-

development effort being undertaken by the City of Beaverton.

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 Beaverton Creek Trail has been identified in a number of long-range planning & transportation plans for a number of years, including THPRD's Comprehensive & Trails Master Plans, Beaverton's Comprehensive & Transportation Plans, Washington County's Transportation Plan, & Metro's Trails & Greenspaces & Transportation Plans. In 2006, as part of THPRD's Comprehensive & Trails Master Plans update process, an extensive public outreach effort was undertaken. This included a number of public meetings, online & mailed surveys, & media releases & publications in order to solicit community feedback. The outcome of this process helped to identify priority projects for THPRD. Completing gaps in existing trails, such as the Fanno Creek, Westside, & Rock Creek Trails were established as priorities. Over the past five (5) years, THPRD has completed gaps in these trails providing its patrons with over fifteen (15) miles of continuous off-street travel options for transportation & recreation. With the completion of these gaps, THPRD has shifted its focus to completing new trails that offer connections to its existing trail network. This includes the Beaverton Creek Trail & the proposed BCT Crescent Connection. With a successful funding request, a project-specific public outreach process will be undertaken in order to determine project-specific needs & desires as it relates to the project area. This effort will occur during the master planning/preliminary engineering phase, & will include (at a minimum) two (2) neighborhood meetings, an online comment period, & a public hearing with the THPRD Board of Directors.
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. At this point, no additional leveraging opportunities or funding sources have been identified for the proposed project. An application to the Oregon Department of Transportation (ODOT) STIP Enhance program was submitted in 2012, but the proposed BCT Crescent Connection did not make the 150% project list. However, the proposed project does connect to projects that utilized federal funding ... the City of Beaverton's Crescent Connection to the east & THPRD's Beaverton Powerline (Westside) Trail to the west. Both of these projects will be or have been completed successfully on time & on budget, & the proposed BCT Crescent Connection will reinforce this investment & strengthen the area's non-motorized active transportation system.
3. Describe how the project may help reduce the need for road and highway expansion. The proposed project will construct 1.4-miles of off-street multi-use trail along the TriMet light rail corridor. The proposed BCT Crescent Connection will provide direct access to employment, commercial, & mixed-use area; transit stops for light rail & bus service; other regional trails; essential public services; & natural areas & open spaces. This direct access will be provided with minimal conflicts with vehicles & freight, & provides better non-motorized travel options than what exists currently in the project area. For these reasons, the proposed BCT Crescent

Connection will help reduce the need for expanding the existing street & highway network as more people, especially commuters who may work within the project area, may be more likely to use the proposed trail in combination with transit services to reach their destinations.

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) As has been noted previously, the Beaverton Creek Trail has been identified in long-range planning & transportation plans of a number of agencies. As part of its 2006 Trails Master Plan update process, THPRD undertook an extensive outreach process in order to determine what the priorities should be in completing the trail system. The outcome of this process was to complete gaps in the existing trail system. Since 2008, THPRD has focused on filling these critical gaps in order to provide its patrons with continuous off-street trails for transportation & recreation. With the completion of these gaps, THPRD has shifted its focus to completing new trails that offer connections to its existing trail network. This includes the Beaverton Creek Trail & the proposed BCT Crescent Connection, which represents a major east-west deficiency in the existing trail system.
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 proposed BCT Crescent Connection will need to use a small portion of the Bonneville Power Administration (BPA) powerline corridor at its west end where the proposed trail connects with the Westside Trail. THPRD has enjoyed a good partnership with BPA over the past several years as many of the recent trail projects completed have been located in BPA powerline corridors. The proposed BCT Crescent Connection will also require the use of a portion of TriMet property where the proposed trail will parallel the light rail tracks. Like BPA, THPRD has had a successful partnership in working with TriMet on recent trail projects, including the Westside-to-Waterhouse Connection (which the proposed BCT Crescent Connection will connect to). Both of these agencies are aware of the proposed project & THPRD's pursuit of requesting funds in order to implement it. THPRD will continue to work with both agencies as master planning & preliminary engineering get underway. Other agencies that may need to be coordinated with for the success of this project include Clean Water Services (CWS), Washington County, & the City of Beaverton, as the proposed BCT Crescent Connection will need to use road right-of-way for street crossings & crossing of water quality facilities, floodplain, & wetlands. THPRD has partnered successfully with each of these agencies over the years on a number of trail & park projects, & THPRD would expect these partnerships to continue with the implementation of the proposed BCT Crescent Connection. It is not yet known what additional coordination will be needed with other utility companies, such as PGE or NW Natural, but THPRD has been able to work successfully with these & other utility companies on past projects.