



Active Transportation & Complete Streets Projects

Name of Project Fanno Creek Trail (Woodard Park to Bonita Rd and 85th Ave to Tualatin)

(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). 10766
2. Project extent or area description. This project would construct four sections of the Fanno Creek Trail in Tigard: 1) Woodard Park to Grant Ave; 2) Main St to Hall Blvd; 3) Tigard Library to Bonita Road, and 4) 85th Ave (Hall Blvd Extension) to Tualatin River Bridge.
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). The Fanno Creek Regional Trail is the main north-south cycling and walking route in this part of the Metro area, and is the parallel cycling and walking route to Interstate 5 and Hwy 217. It is shown as a Regional Trail in the Regional Transportation Plan Regional Bicycle Network and Regional Pedestrian network. However, its effectiveness as a transportation facility is significantly reduced by the many gaps in the trail in Tigard. This project would fill in key gaps on the Fanno Creek Regional Trail and provide the safe, comfortable, and reasonably direct travel experience necessary for 'interested but concerned' citizens to see walking or cycling as a viable transportation option in this area.
4. Description of project design elements. Each segment has been or will be designed in accordance with the regional trail standards. At-grade sections are planned to be 10-foot wide asphalt trail with 2-foot gravel shoulders plus clear zones. The trail would be elevated (12 feet wide between railings) as necessary to cross streams and reduce wetland and environmental impacts. The conceptual design for each segment is: 1) The 1,400-foot Woodard to Grant segment will be a new trail, about 60% of which will be elevated due to the prevalence of wetlands in the area. 2) The Main to Hall segment would be 3,000 feet of new trail, mostly on a new alignment that both reduces environmental impacts and provides trail users a more natural experience in this area. The existing substandard (and environmentally un-friendly) trail would be removed except where necessary for connections. 3) The 3,000-foot Library to Bonita segment would be new trail across property newly acquired by Metro and Tigard and would be designed to allow users to experience this natural area, while still being reasonably direct and lessen environmental impacts. 4) The 1,400-foot 85th Ave to Tualatin segment would be a direct north-south connection between existing trails, running just west of the railroad right-of-way to minimize impacts on, yet allow users to enjoy views of

the nearby savannah restoration. The proposed local match for this project is \$500,000. This does not include \$430,000 of city funds dedicated to the Main to Hall portion of the project per a Memorandum of Understanding between the City of Tigard and Metro.

5. Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). Regular counts would be taken on each section of trail to measure how much each gets used.

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 Mike McCarthy
 - 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 of Tigard has successfully completed several federal aid transportation projects and is continuing to deliver projects such as the Main Street Green Street and the Hwy 99W / Gaarde / McDonald intersection project. The city anticipates that an engineering firm (with a team of subconsultants with expertise in the appropriate areas) will be hired to design and manage the day-to-day aspects of this project.

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 Fanno Creek Trail corridor is identified in the Tigard Transportation System Plan, Tigard's Downtown Connectivity Plan, and as a Regional Trail in the Regional Transportation Plan's Regional Bicycle Network and Regional Pedestrian Network.

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). The Fanno Creek Trail is (or will be) the main active transportation route connecting from both the northwest and southeast to the Downtown Tigard Town Center and Urban Renewal Area. The neighborhoods along the trail were identified by the RFFA Demographics Composite as having above average concentrations of EJ and underserved population, including a large low-income housing complex. These trail segments will provide an active transportation option for these neighbors to get to the library, transit center, post office, city hall, senior center, parks, restaurants, retail, and thousands of jobs in downtown Tigard. Seven schools are within a half-mile of this project. It is also a new route connecting to employment in the Bonita /72nd Ave area. The connection to Bonita Road is important because Bonita is the only crossing of I-5 in this area where walkers and cyclists

don't have to deal with freeway ramps, and is a key active transportation connection between Tigard and Lake Oswego. The Tualatin connection will reduce out-of-direction travel and improve safety on this key active transportation route connecting Tigard and Tualatin.

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 existing routes in this area were rated poorly in the Bicycle Comfort Index because they follow busy high-speed roads like Bonita, Hall, 99W, and Greenburg, resulting in the safety concerns and danger potential of people being hit by one of the many fast-moving vehicles. The existing route from the Tualatin River Bridge meanders through Cook Park on its way to 85th Ave, and we frequently hear safety concerns about fast commuting cyclists sharing the trail with (and sometimes colliding with) slower walkers, kids, dogs, and wheelchair users in the park. This project would provide a direct route for regional cyclists while alleviating this safety problem.
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). The RFFA Equity Analysis shows the neighborhoods around this trail include above-average concentrations of Non-White, Low-Income, people with low English proficiency. This project will provide these underserved and disadvantaged people active transportation access to essential services, jobs, and learning opportunities. The project will provide a direct trail connection from a large low-income housing complex to the Tigard Library. We frequently hear that people have trouble finding jobs, or getting to jobs because they can't afford a car, and this project will provide trail connections to help them get to jobs, or access Bus, WES, and future high-capacity transit services to get to jobs.

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. Tigard's outreach to the community has included outreach to the EJ/underserved portion of the community for all of the city's project nomination and planning efforts. The planning efforts that led to this project nomination have included extensive public outreach to all aspects of Tigard.
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? No conflicts have been identified between this project and freight movement. This project will connect with an existing undercrossing of Hwy 99W, and the City will be improving this undercrossing for active transportation with local funds in the next two years. This project

will reduce the need for people to walk or ride along the busy freight routes in Tigard, which should lessen freight/active transportation conflicts.

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). Last-mile connections to key destinations, such as the library, transit center, parks, offices, and retail areas are planned as part of this project, or as part of complementary projects in this area.
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). We see many 'bold and fearless' or 'enthused and confident' riders along routes in this area like Hall Blvd and Bonita Rd. These are not comfortable routes (as indicated by the red and orange on the comfort index) due to high volumes and speed of traffic, but they are some of the flattest, most-direct routes in the southwestern Metro area. 'Interested but concerned' people typically drive in this area because they can't get where they want to go without braving the riding conditions along a busy arterial, even with a bike lane. However, we hear many people say that if a trail connection existed, they would ride it, or they would allow their kids to ride it. This project would provide that trail connection for thousands of people.
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 project provides a direct connection from both the northwest and the southeast to the Downtown Tigard Town Center and Urban Renewal Area. Tigard's Downtown Connectivity Plan includes this trail and many connections that will be constructed with it, along with many future connections that will be built as development or redevelopment occurs. This project also improves connections to Bonita Road and its connection to the Kruse Way area of Lake Oswego, and connections to the Tualatin Town Center.

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). An extensive public involvement component is anticipated for the design of this project. The notification phase will include public notification mailers, articles in the citywide newsletter, media press-releases, and face-to-face contact with neighborhood groups and affected neighbors. The public engagement component of the trails planning which led to this project nomination included targeted outreach to the EJ communities near the Bonita segment of the trail. The design process will include a citizens/users working group, open houses, and work directly with other groups through Tigard's citizen involvement program.
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. This project will leverage the investment of all the agencies that have worked together to build the Fanno Creek Trail - including Tigard, Metro, Tualatin Hills park and Recreation District, Tualatin, Beaverton, Durham, ODOT, and Washington County. The southern portion will connect to the Ki-a-Kuts bridge recently constructed by a partnership of agencies. This project will be built on property acquired by Tigard and Metro for this purpose. This project will also facilitate a creek restoration (remeander) project by Clean Water Services.

3. Describe how the project may help reduce the need for road and highway expansion. This project would provide a viable active transportation alternative to regional routes such as I-5, Hwy 217, Hwy 99W, Hall Blvd, Bonita Road, Durham Road, and Upper Boones Ferry Road, all of which have existing capacity deficiencies. Each person using this trail for transportation reduces the number of vehicles on those roads contributing to those capacity problems (and resultant requests for road and highway expansion).

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 need has been identified through several of Tigard's planning processes - the Transportation System Plan, Downtown Connectivity Plan, Greenway Trails Plan, and many others, each of which included significant public notification and engagement components and included work with standing and project-specific committees and working groups.
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 Fanno Creek Trail has long been identified by many agencies as the backbone of the active transportation network in this area. This project would leverage investments in progress or already made by Tigard, Metro, Tualatin, Tualatin Hills Parks and Recreation District, Beaverton, Durham, ODOT, Washington County, and many others to develop the Fanno Creek Trail as a regional transportation facility.



**Fanno Creek Trail
(Woodard Park to Bonita Rd
& 85th Ave to Tualatin)
Woodard To Bonita Segment**

- - - Proposed Fanno Creek Trail Segment
- - - Trail to be built by City Summer 2013
- Existing Trail to be Removed
- Existing/Other Trails



City of Tigard
13125 SW Hall Blvd
Tigard, Oregon 97223
503 . 639 . 4171
www.tigard-or.gov





**Fanno Creek Trail
(Woodard Park to Bonita Rd
& 85th Ave to Tualatin)
85th Ave to Tualatin Segment**

- - - Proposed Fanno Creek Trail Segment
- Existing/Other Trails



City of Tigard
13125 SW Hall Blvd
Tigard, Oregon 97223
503 . 639 . 4171
www.tigard-or.gov

