



2028-30 Regional Flexible Funds Allocation

Step 2 – Project Summaries

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Clackamas Industrial Area Multimodal Improvements: SE Jennifer Street Multi-use Path

Metro RTP Project #11772 | Clackamas County TSP Projects #1015 and #3015

Area and context

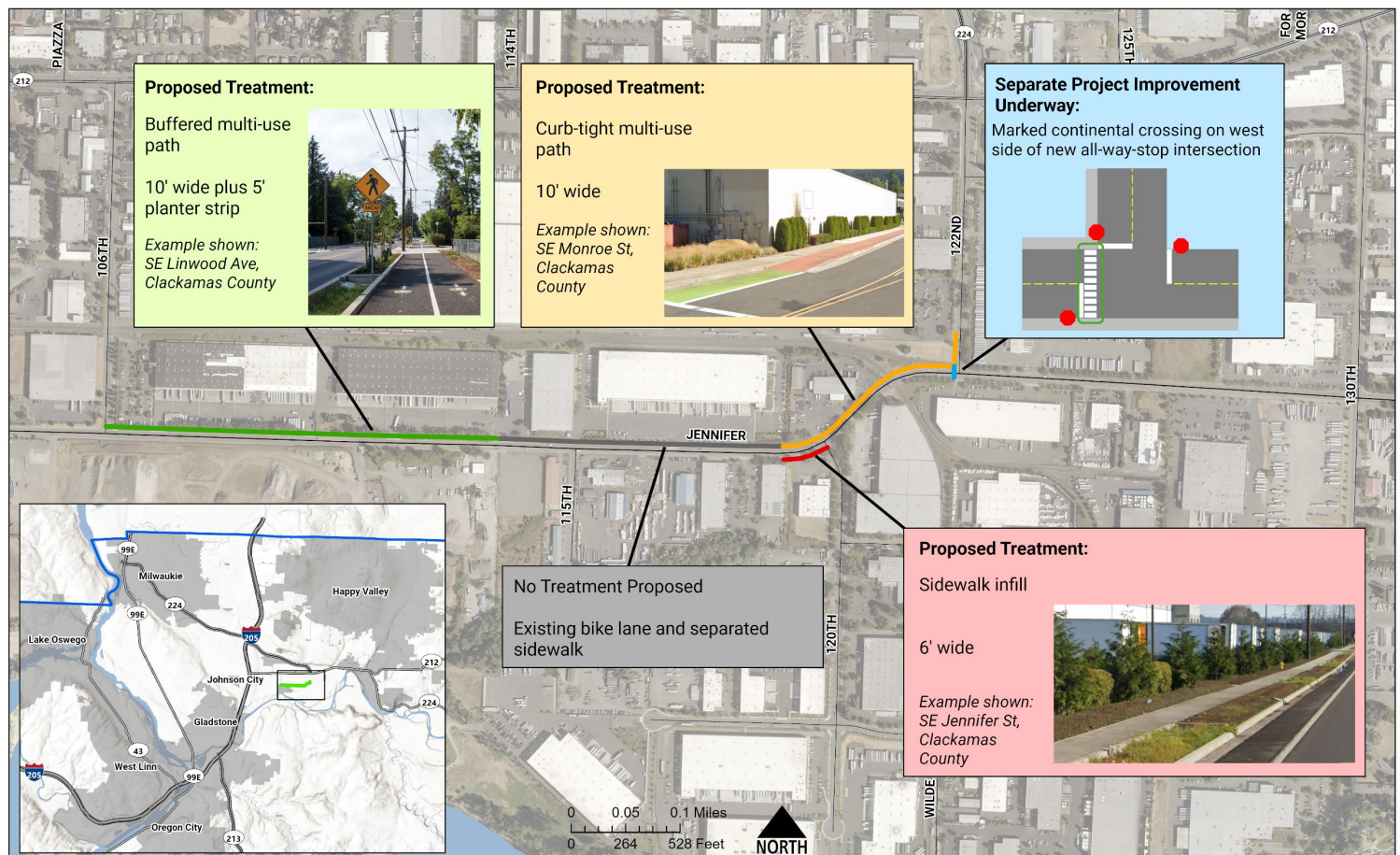
Located next to the major transportation routes of I-205, Hwy 212, and Hwy 224 in Clackamas County, the Clackamas Industrial Area has leveraged its strategic location into one of the busiest freight distribution centers in the region and state. This regional distribution, warehousing and wholesale trade center district was created in 1984 to support development of the area as a vital employment center and has transformed into an attractive commercial and residential service center that now boasts more than 7,500 jobs within 1,187 acres. Within this area, SE Jennifer Street is an east-west Minor Arterial that connects people to destinations of all types.

Project description

Design and construct sidewalks, ADA ramps, and multi-use paths to fill gaps along the northern side of Jennifer St between 106th Ave and 122nd Ave, a small gap along the western edge of 122nd Ave, and a small gap on the southern side of Jennifer St just west of 120th Ave. These proposed elements will improve access to jobs, transit bus routes and shuttles, shopping, eateries, and transitional housing communities in the Clackamas Industrial Area.

The proposed design treatments are context sensitive and respond to specific constraints along the corridor. Proposed treatments in each segment support Clackamas County design standards informed by recent best practices.

Total cost	Local match	RFFA 2028 2030 funding request
\$ 8,055,600	\$ 827,310	\$ 7,228,290



SE Jennifer St project location, major scope elements, and proposed design segments.



Clackamas Industrial Area Multimodal Improvements: SE Jennifer Street Multi-use Path

Existing conditions and challenges

Intermittent sidewalks and bike lanes on Jennifer Street force people walking, rolling, and biking to travel along narrow or nonexistent shoulders, creating unsafe conditions for all travelers.

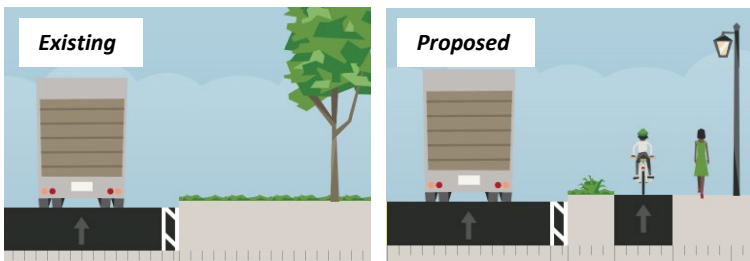
Two communities of concern reside in the area with specific transportation needs. These vulnerable populations rely on institutional supports to receive critical services. Reducing barriers in the built environment can have significant impact on the health and quality of life of our communities of concern and would be beneficial for all people who walk and bike to jobs in the immediate area, or for recreational use.



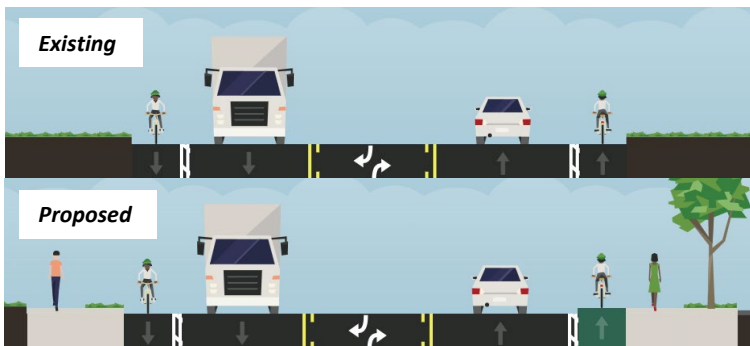
Existing conditions photos highlight gaps in the sidewalk and biking network, and non-compliant ADA curb ramps.

Proposed design treatments

The existing conditions vary along the corridor and include many gaps in the active transportation network. Portions of the proposed improvements shown below include a shared multi-use path with a landscaping buffer, pedestrian-scale lighting and new sidewalks and bike lanes.



Existing conditions between 106th Ave and 115th Ave at left, and proposed improvements at right.



Existing conditions immediately west of 120th Ave above, and proposed improvements below.

Connecting vulnerable residents to critical services

In the middle of the proposed project area near SE 115th Street, two important communities will benefit from the proposed multimodal improvements.

Since 2018, the Veterans Village has served as a transitional shelter and community space for up to 24 veterans at a time. Each person has a pod to sleep and store personal items. Residents access a shared kitchen, bathroom, showers, meeting spaces and other services onsite.

In 2025, the Clackamas Village will build on the Veterans Village transitional housing success and will provide even more supportive services for houseless adults including health care, housing and employment assistance, peer support, mental health and recovery services, counseling, life skills training, financial education, and more.



Residents of both communities will benefit from these proposed multimodal improvements, enhancing safe travel options to nearby destinations, transit services, and employment sites.

2028-2030 RFFA Project Descriptions



Amount Requested

- \$8,722,000

Total Project Cost

- \$9,720,196

Project Contact

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Coordinator

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Project Name: Gladstone Historic Trolley Trail Bridge

Applicant: City of Gladstone

Project Purpose and Need:

The Trolley Trail is part of greater Portland’s trail system for people walking, bicycling and rolling. The historic Trolley Trail Bridge across the Clackamas River was destroyed in a 2014 flood; its reconstruction will provide the “missing link” in the Trolley Trail. The new bridge connection will enhance the role of McLoughlin Blvd to serve as a major regional transportation, transit, and freight corridor by creating a safe and convenient alternative connection for active transportation modes, reducing modal conflicts on McLoughlin Blvd. The project is aligned with the region’s goals of equitable transportation, safe systems, climate action and resilience, mobility options, and thriving economy.

- **Equitable transportation:** The bridge would reduce dependence on automobile trips and provide convenient alternative modes of travel between Gladstone and Oregon City. The bridge would make access to jobs in northern Oregon City, including the Oregon City Shopping Center, more available to residents of Gladstone.
- **Safe Systems:** The nearest parallel route, McLoughlin Blvd, is identified as one of 25 high-injury corridors in the region according to Metro. This project would divert active modes of transportation onto a safe and convenient alternative route.
- **Climate Action and Resilience:** By providing a safe and efficient non-motorized route across Clackamas River, the project will reduce reliance on vehicles and will lead to the reduction of greenhouse gas emissions. The new bridge will be resilient against high flood events and earthquake events, providing resilience to the region.
- **Mobility Options:** The project expands multimodal options by providing a dedicated pedestrian and bicycle path for residents and commuters. The project will also be designed to current ADA standards, providing accessibility for users with vision and mobility impairments.
- **Thriving Economy:** The bridge will provide a safe and efficient non-motorized route across the Clackamas River, enhancing regional connectivity. Improved connectivity can attract and retain a talented workforce, benefiting local businesses and the overall economy. Additionally, providing an alternative non-motorized route, the bridge will reduce transportation costs for businesses and residents, boosting economic activity.

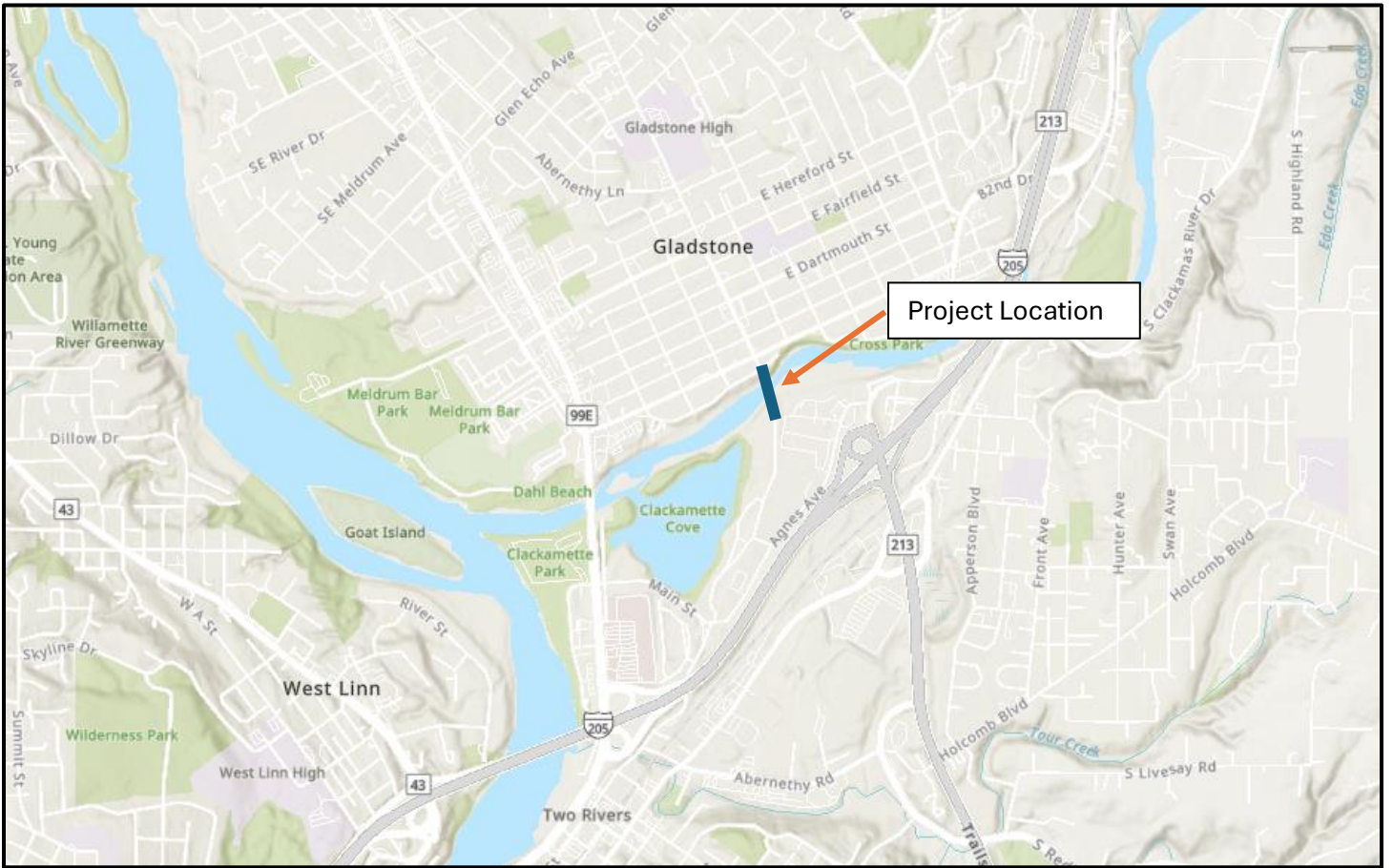
Proposed Design:

The proposed design consists of a 12-foot wide trail that connects the communities of Gladstone and Oregon City. The project crosses Clackamas River with a 365-foot span bridge crossing that has 16-foot wide walking/biking surface. The project starts at the intersection of Portland Avenue and Clackamas Boulevard on the north end of the project and connects to the Clackamas River Greenway Trail on the south end of the project. A feasibility study was previously completed and several bridge type alternatives were investigated. The City of Gladstone is pursuing funding for the preferred alternative, a single span steel truss bridge that imitates the character of the original railroad trolley bridge.

Funding:

The City recognizes the high construction cost estimate for the project and remains committed to delivering this project within the RTP project scope. The City is open to exploring other funding sources and other bridge alternatives in order to successfully deliver this crucial project to the community.

Project Vicinity Map



Project Concept Visualization



RECONFIGURING Rock Creek Junction



PROJECT NEED

Happy Valley, Estacada, Sandy, and the unincorporated communities of east Clackamas County rely on Rock Creek Junction to access industrial lands within the Metro Urban Growth Boundary. However, increased housing production in East Clackamas County has caused significant traffic congestion, frequent accidents, and transit delays. As a result, the extended area has become a high-traffic, high-injury corridor.

To address these issues, the proposed Rock Creek Junction reconfiguration project will:

- ✓ Add a second eastbound right turn lane at the intersection and a corresponding southbound receiving lane
- ✓ Extend southbound receiving lanes 1,000 feet past the intersection, merging into a single lane
- ✓ Upgrade substandard bike and pedestrian facilities along the route
- ✓ Fill regional network gaps, providing safer non-motorized travel options

THE BOTTOM LINE

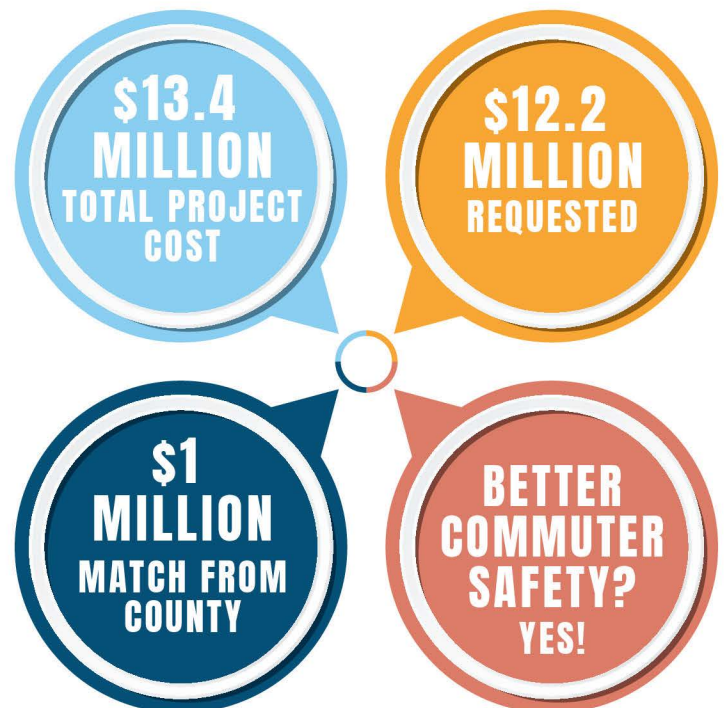
This project is essential to enhancing safety, improving transit reliability, and supporting further housing development in the region.

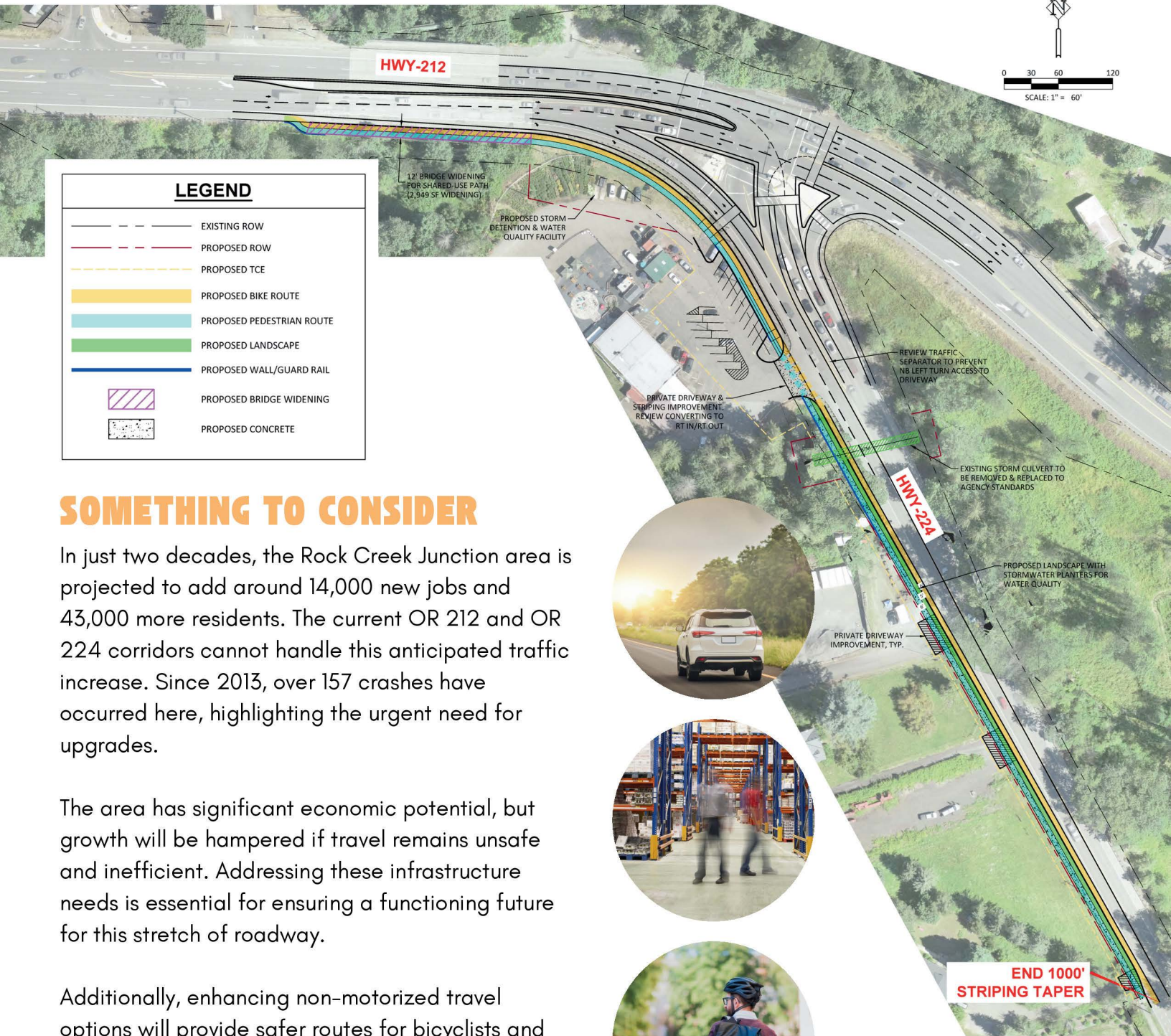
MAKING ROOM

Over the next 20 years, the Rock Creek Junction area is poised to experience substantial growth. As the region continues to develop, it is expected to attract numerous new jobs and an expanding population.

Unfortunately, OR 212 and OR 224 are not capable of handling the expected traffic increase predicted to occur. Infrastructure improvements are desperately needed to accommodate this projected influx.

FAST FACTS





SOMETHING TO CONSIDER

In just two decades, the Rock Creek Junction area is projected to add around 14,000 new jobs and 43,000 more residents. The current OR 212 and OR 224 corridors cannot handle this anticipated traffic increase. Since 2013, over 157 crashes have occurred here, highlighting the urgent need for upgrades.

The area has significant economic potential, but growth will be hampered if travel remains unsafe and inefficient. Addressing these infrastructure needs is essential for ensuring a functioning future for this stretch of roadway.

Additionally, enhancing non-motorized travel options will provide safer routes for bicyclists and pedestrians, promoting healthier and more sustainable commuting practices. This will not only improve individual safety but also support local businesses by making the area more accessible to employees and customers.

SECURE A SAFER, MORE PROSPEROUS FUTURE

The reconfiguration project at Rock Creek Junction is critical for enhancing safety, improving transit reliability, and fostering economic growth. These improvements will lay the foundation for a thriving, prosperous community for years to come.

2028-2030 RFFA Project Descriptions

Project Name: Lakeview Boulevard Improvements

Applicant: City of Lake Oswego

Amount requested: \$112,500

Total project cost: \$983,000

Project purpose and need:

Lakeview Boulevard between Jean Road and McEwan Road separates one of the City's major employment areas and a residential neighborhood. Currently, the street contributes to barriers for both the businesses in the district and the local neighborhood with its limited pedestrian infrastructure, poor employment access, and little-to-no stormwater facilities. The safety of pedestrians, congestion at adjacent intersections, and the presence of large trucks using local neighborhood streets are common concerns raised by both neighbors and businesses in this area.

The City would like to pursue funding to assist with project planning, community outreach, and the development of 30% engineering design plans to advance the project to a position it can be further considered for construction funding. Based on prior planning efforts, the City believes that Lakeview Boulevard can be reconstructed to not only provide better access to businesses to improve the activity and diversity of the district, but also to provide a safer and more comfortable pedestrian facility to increase mobility options for both employees and nearby residents.

Proposed design:

The City's Transportation System Plan, the Southwest Employment Area Plan, and Metro's 2018 Regional Transportation Plan all describe reconstructing Lakeview Boulevard to include two 14-foot travel lanes (to be shared between vehicles and bicyclists), a separated pedestrian facility, and facilities to treat stormwater. Based on the Southwest Employment Area Plan, the area dedicated to sidewalks, landscaping, and stormwater facilities would vary depending on the available right-of-way; however, it is expected that residents on the south/east side and the businesses on the north/west side of Lakeview would receive a landscaped area and the north/west side of Lakeview would receive stormwater facilities and a sidewalk.

Since the Southwest Employment Area Plan was completed back in 2016, the City would like to conduct further planning efforts and community outreach to begin the design of a facility that will serve the needs of businesses and residents while increasing the livability of the streets in the area.

2028-2030 RFFA Project Descriptions

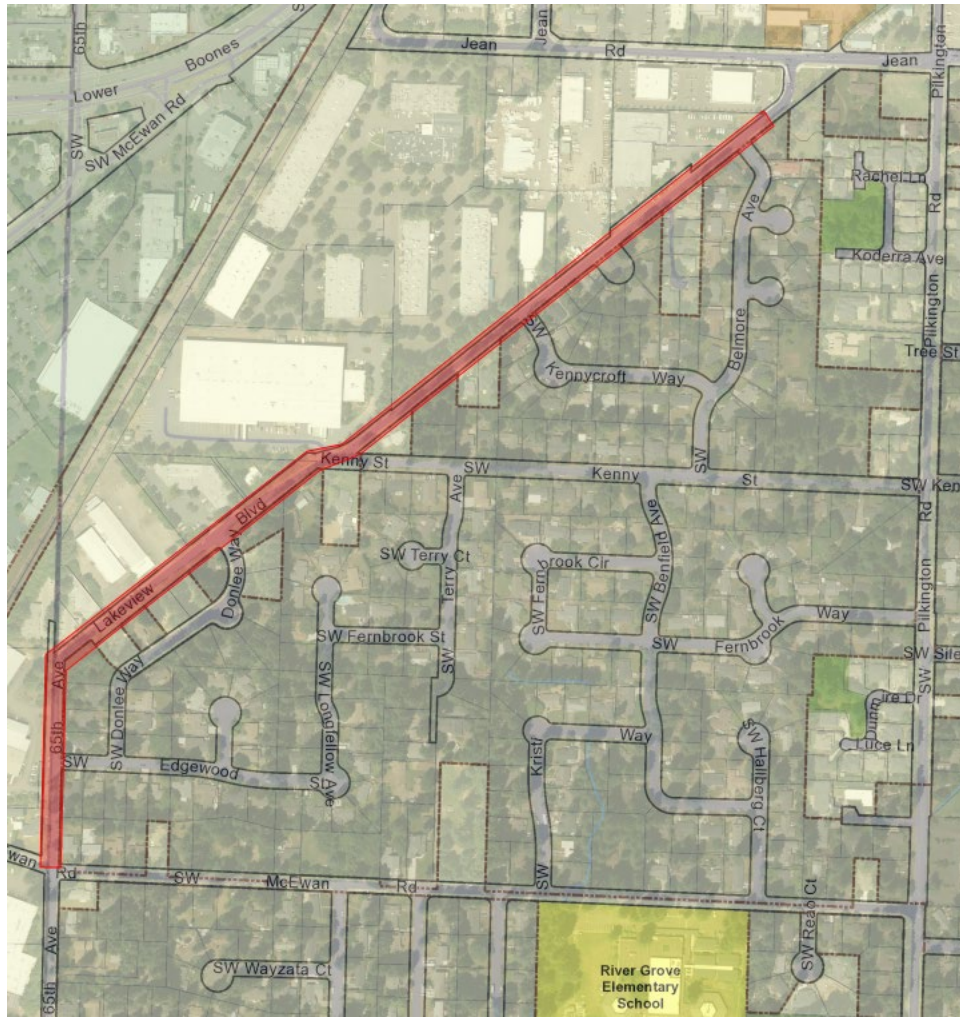


Figure 1: Vicinity Map for Lakeview Boulevard Improvements

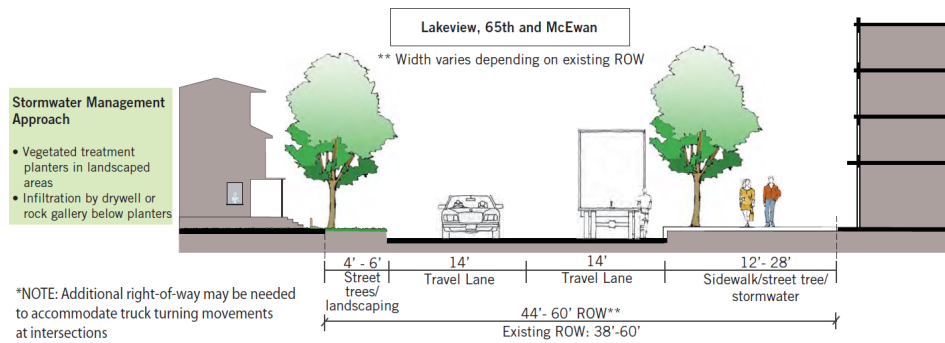


Figure 2: Proposed Street Cross Section for SWEA Plan

Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue



CITY OF MILWAUKIE

Project purpose and need Railroad Avenue is an efficient east-west route from commercial and industrial areas in Clackamas County to downtown Milwaukie, Milwaukie Marketplace, and the Ardenwald-Johnson Creek, Hector Campbell, and Linwood neighborhoods. Railroad Avenue is designed for the movement of motor vehicles, and lacks connected sidewalks and bike paths along the corridor. A multiuse path will improve physical and psychological safety along the corridor for those walking, rolling, and cycling by providing a designated area for all users of all abilities. By improving the safety and connectivity of the route, the Railroad Avenue project will improve active transportation and reduce travel times in this area. On the east end of the project corridor, the multiuse path will connect to multi-modal facilities on Linwood Avenue, multi-modal access to Clackamas Community College and Clackamas Town Center, and to industrial areas on Harmony Road. On the west end, the multiuse path will connect to sidewalks on 37th Avenue, leading to the Monroe Street Greenway and Milwaukie Marketplace. Through the project corridor the multiuse path will connect to existing sidewalks along the route, on Home Avenue, and to the Stanley Greenway. Project corridor intersections will be assessed and improved for safety and ADA accessibility. The Railroad Avenue multiuse path will decrease drive alone vehicle trips, reducing greenhouse gas emissions. Planted street trees and shrubs will reduce heat island effects, and improved stormwater management facilities will increase climate resiliency and surface water quality.

The Railroad Avenue multiuse path is a priority 1 Milwaukie SAFE project. Railroad Avenue borders the Cascade Heights Public Charter School, is in the watershed of six additional K-12 schools, and the enrollment area of ten K-12 schools. The multiuse path will improve safe multi-modal access to existing transit, currently more than 0.25 mile from portions of the project area, and pave the way for a future bus route. **Proposed design** The Railroad Avenue project will construct a 12-foot multiuse path along the north side of Railroad Avenue from 37th Avenue to Linwood Avenue. The project will connect to sidewalks one block south of the Monroe Greenway on the west end, tie into sidewalks on Home Avenue and the Stanley Greenway, and connect to multiuse paths on Linwood Avenue on the east end. The multiuse path will be separated from Railroad Avenue by a 5.5-foot planter strip, providing shade and protection to users. The existing open stormwater ditches will be replaced with updated stormwater management infrastructure, and retaining walls will be installed to accommodate steep slopes along the project corridor. Conceptual Project Construction Cost: **\$8,866,375** Total Project Cost for Engineering Support: **\$3,017,070** Requested RFFA Funds: **\$2,707,217** Local Match: **\$309,853**

Project Map



Evaluate intersections for safety

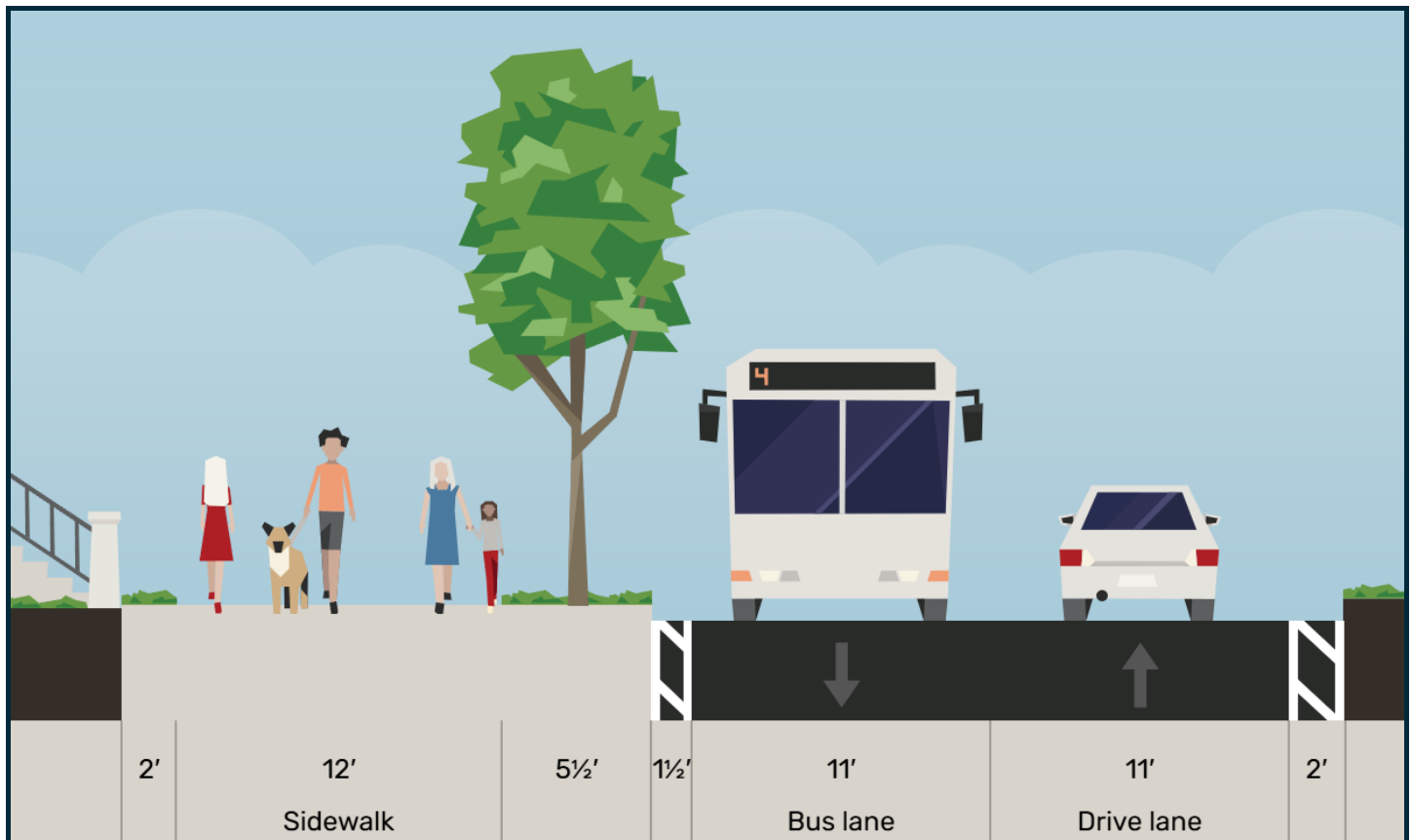


Connect to existing sidewalks/paths



Lower level of stress for all users

Cross-Section: Railroad Avenue Multiuse Path



2028-2030 RFFA Project Descriptions

Project Name: OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development

Applicant: Oregon City

Amount requested: \$3,927,917.29 **Total project cost:** \$4,377,485

Project purpose and need:

Connecting downtown Oregon City to the waterfront for people walking and biking is a dream that has been several decades in the making. Two segments of a waterfront path have already been built, connecting downtown Oregon City with the pathway along the Clackamas River. The last critical gap is McLoughlin Boulevard (OR99E) between 10th Street and Railroad Avenue.

The proposed project will deliver streetscape enhancements along McLoughlin Boulevard to invite more activity along the waterfront, encourage travel to downtown Oregon City and construct a new shared-use path that would fill a critical active transportation gap. This shared-use path is intended to contribute to the sense of place and community identity while providing recreational access and closing a critical gap in the region's active transportation network for people walking, biking, and rolling. It will allow people to visit the future Willamette Falls Riverwalk and tumwata village without having to mix with traffic. Within the project area, the following transportation needs have been identified by the project team to guide the development of an active transportation solution:

- **There is a gap in safe, comfortable, and accessible facilities for people of all ages and abilities who are walking and biking on McLoughlin Boulevard.** The cross-section along McLoughlin Boulevard between 10th Street and the proposed tumwata village and riverwalk consists of curb-tight sidewalks and four vehicle lanes. This cross-section does not meet the current ODOT Highway Design Manual or City of Oregon City design standards and creates an imbalance between how the needs of non-motorized and motorized users are being addressed in the corridor.
- **Oregon City's waterfront is currently disjointed and not seen as a contiguous amenity.** Locally, active transportation facilities along McLoughlin Boulevard are needed to provide connections to the planned tumwata village and riverwalk, historic downtown Oregon City, envisioned pedestrian and bicycle bridge, and recreation opportunities along the Willamette River. This active transportation connection will create additional opportunities for people to access, experience, and visually imagine the historic significance of the river, Willamette Falls, and adjacent lands, while honoring the indigenous connections to the land and acknowledging traditional ways of movement along waterways.
- **The chosen design will support Oregon City's tourism, economic, and community development goals by improving walking and biking facilities to better integrate and reorient the downtown area's relationship with the Willamette River.** Active transportation facilities are shown to improve economic conditions by creating attractive and walkable business districts and providing access to various destinations, local businesses, and jobs. Vehicle congestion and parking limitations discourage travel in downtown Oregon City and are therefore a barrier to businesses and expanded economic development. A complete connection for people walking, biking, and rolling along McLoughlin Boulevard and to historic downtown Oregon City, Oregon City Transit Center, and the municipal elevator is needed to encourage mode shift support transportation demand management efforts, minimize impacts to adjacent residential areas, and support the Oregon City 2040

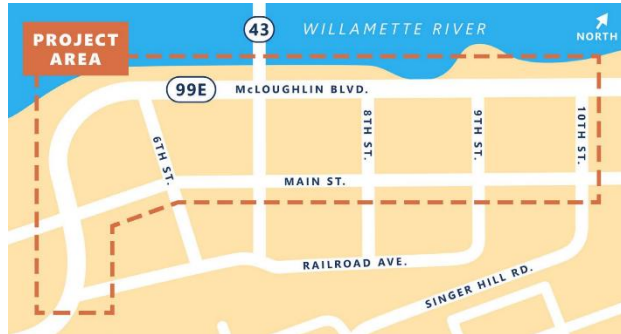
2028-2030 RFFA Project Descriptions

Comprehensive Plan policies related to multimodal connectivity and transportation demand management.

- **Vehicular congestion impacts the historical, cultural, and environmental aspects of the site.** Vehicular congestion creates noise and emissions that detract from the historic, cultural, and environmental aspects of the site. A continuous shared-use path connection is needed to create an opportunity for transportation mode shifts consistent with the region’s climate goals, and ensure that historical, cultural, and environmental resources are preserved for future generations.

Proposed Design:

The proposed project will complete a Type, Size, & Location report to refine the design of the proposed shared-use path on McLoughlin Boulevard between 10th Street and tumwata village. The preferred alternative for this shared-use path is an external long-span cable-supported structure connecting to McLoughlin Boulevard at 10th, 7th, and Water Streets. In addition, the proposed project will complete



project development activities through the Design Acceptance Package (DAP) and National Environmental Policy Act (NEPA) environmental process for streetscape reconfiguration on McLoughlin Boulevard between 10th Street and Railroad Avenue. The Streetscape Enhancements will:

- Reconstruct a sidewalk on the south side of the roadway that meets Highway Design Manual guidance for sidewalk, frontage, and buffer zone widths for improved pedestrian comfort.
- Rehabilitate and upgrade existing deficient pedestrian crossings at Main, 7th, and 10th Streets with reflective backplates, high visibility crosswalks, and pedestrian friendly signal timing strategies.
- Construct curb extensions at Main Street, 6th Street, 8th Street, and 9th Street.
- Reconstruct driveway accesses at the McLoughlin Boulevard ‘elbow’.
- Explore opportunities to create new green, open spaces between 6th and 8th Streets and at the McLoughlin Boulevard elbow.



Proposed Cross-Section: 6th Street to 8th Street (Option A)

Project Purpose and need

The project area is a barrier to walking, bicycling, and accessing transit because there are no sidewalks and bicycle lanes are striped at the edge of pavement and shared with pedestrians. The project will removed barriers by constructing continuous and ADA-compliant sidewalks, curbs, curb ramps, and cycle tracks along both sides of NE Halsey Street from west of NE 192nd Avenue to NE 201st Avenue. Instead of bicycling along a high-volume arterial in a bike lane, bicycles will use a cycle track behind the curb, which is more protected and separated from vehicles and will reduce crash risks for bicyclists.

The project area does not have easy access to transit stops or a safe place to wait for transit because it is missing a curb and sidewalk and has only stop poles adjacent to the pavement edge. Crossing the street near 195th Avenue to access the bus stop must be done in gaps in traffic, as there is no marked crossing nearby. To support access to transit the project will construct curb, sidewalks, and a new enhanced mid-block crossing to provide safe access to bus stops along

NE Halsey Street. Providing access to transit removes transportation barriers to family-wage jobs, as the Line 77 bus connects to the Troutdale Reynolds Industrial Area in Troutdale and to the Line 71 bus Airport Way.

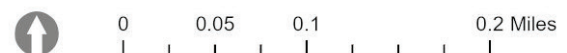
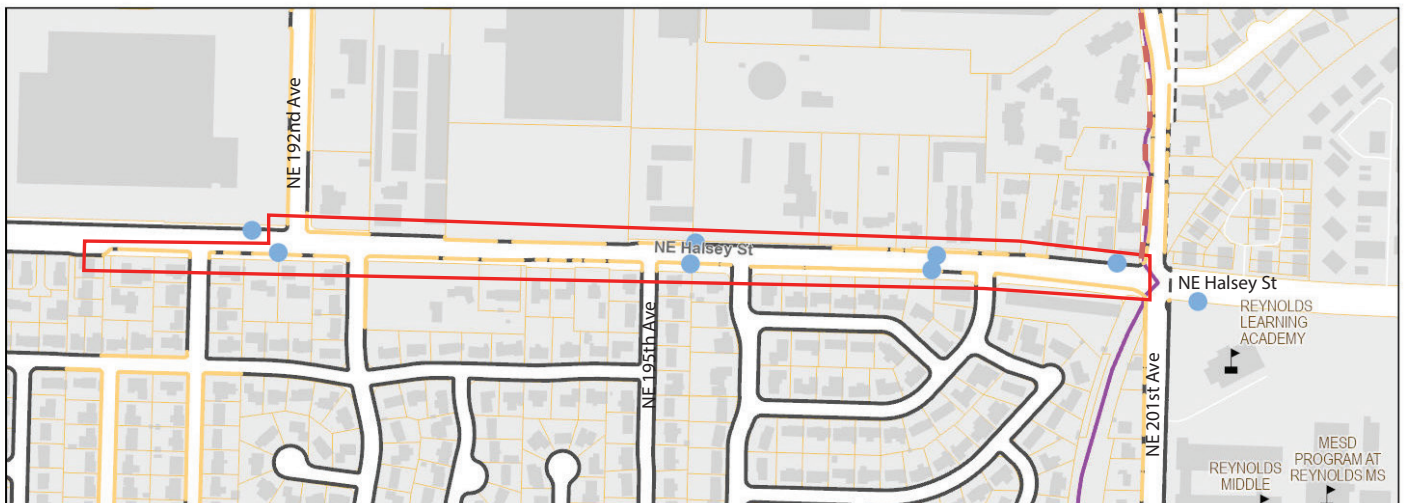
The intersection of NE Halsey Street and NE 192nd Avenue is signalized, but has sidewalk approaching only from the north west corner. Missing sidewalks make the intersection a barrier to pedestrians. The project will include construction of sidewalks, ADA-compliant curb ramps, leading pedestrian interval, and retroreflective signal backplates at the intersection to address the pedestrian and vehicle crash history.

Request:	\$ 9,420,793
Match:	\$ 1,078,252

Total Project Cost: \$10,499,045

NE Halsey Street - Vicinity Map

- Bus Stop - Line 77
- Sidewalk or Driveway
- No Sidewalk
- Project Area
- Gresham Fairview Trail
- Gresham Fairview Trail - Funded Trail Bond Project





NE Halsey Street & NE 192nd Avenue intersection



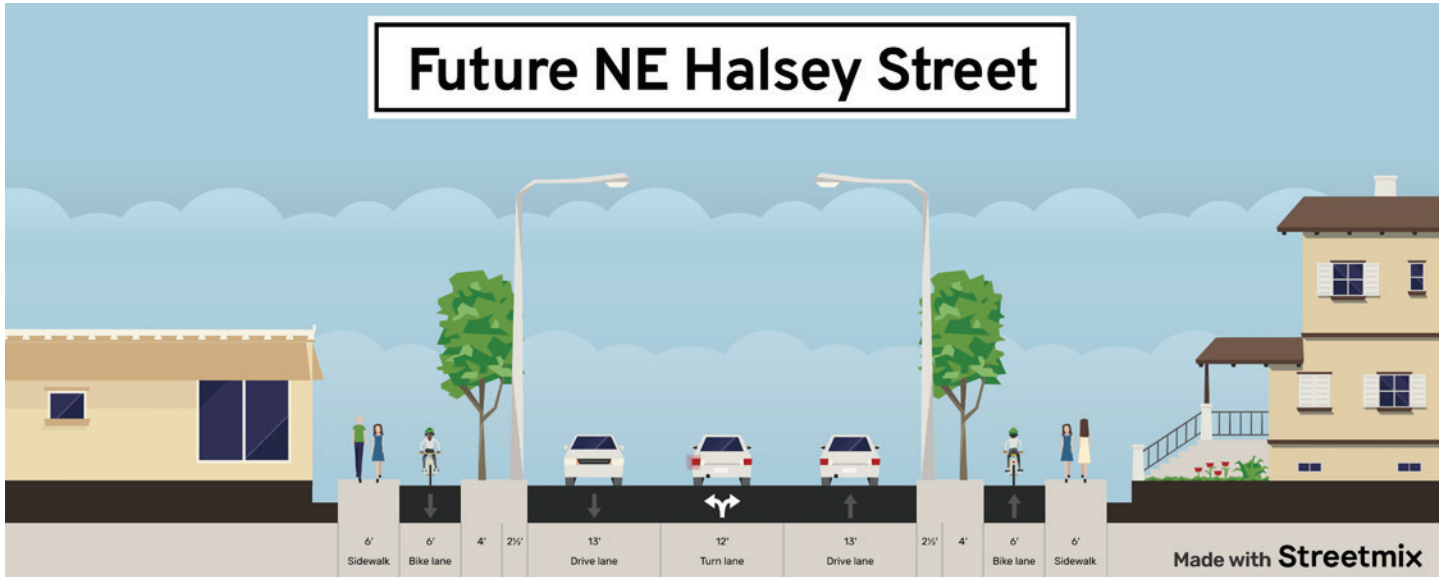
NE Halsey Street - east of NE 192nd Avenue



NE Halsey Street - Bus stops at NE 195th Avenue



NE Halsey Street & NE 201st Avenue intersection



Project Purpose and need

There is a 800-foot gap in sidewalk on the north side of NW Division Street and a 275 foot gap in sidewalk on the south side of the street. The sidewalk segments on the south side of the street, before and after the sidewalk gap, are curb tight and don't provide a comfortable environment for pedestrians next to high volume and high speed traffic.

This gap in sidewalk and bicycle lanes between Gresham-Fairview Trail and NW Birdsdale Avenue is on a short but steep section of NW Division Street that runs uphill from the Gresham-Fairview Trail crossing to NW Birdsdale Avenue. With no sidewalks, pedestrians walk beside the street in a muddy goat path, separated from high-speed traffic by only a curb as a buffer. With no bicycle lanes, bicyclists must ride with fast moving traffic or navigate the uneven surfaces of the goat paths on the sides of the street.

By constructing sidewalks there will also be improved access to transit along NW Division Street for the line FX2 to bus stops just outside the project area.

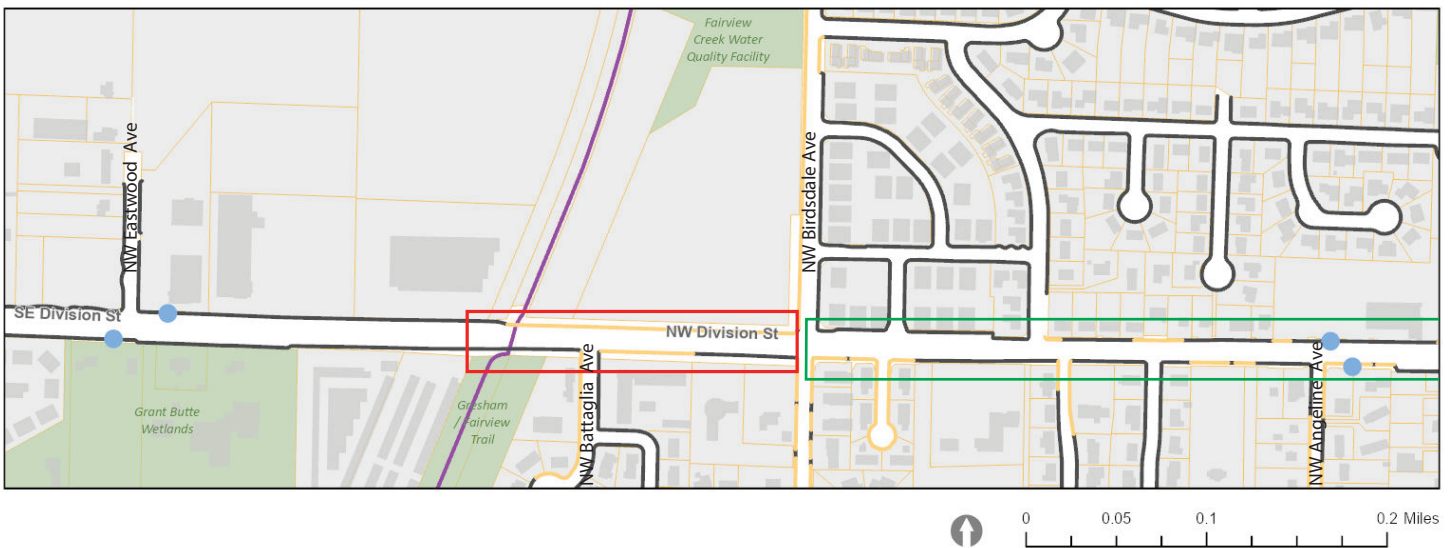
Better access to transit provide better access to jobs and everyday local destinations. New sidewalks and bicycle facilities will also improve job access by connecting to the Gresham-Fairview Trail multi-use path and the regional trail network at the west edge of the project.

At the NW Birdsdale Avenue intersection the curb ramps at the two west corners are not ADA compliant. The driveway on the southside of NW Division Street and the NW Battaglia Avenue intersection are also not ADA compliant. The project will construct all these ramps and driveways to ADA standards.

Request:	\$ 4,067,495
Match:	\$ 465,543
<hr/>	
Total Project Cost:	\$ 4,533,038

NW Division Street - Vicinity Map

- Bus Stop - FX2
- Sidewalk or Driveway
- No Sidewalk
- Project Area
- RFFA 2022-2024 Division Complete Street Project Area
- Gresham Fairview Trail





NW Division Street & Gresham-Fairview Trail Crossing



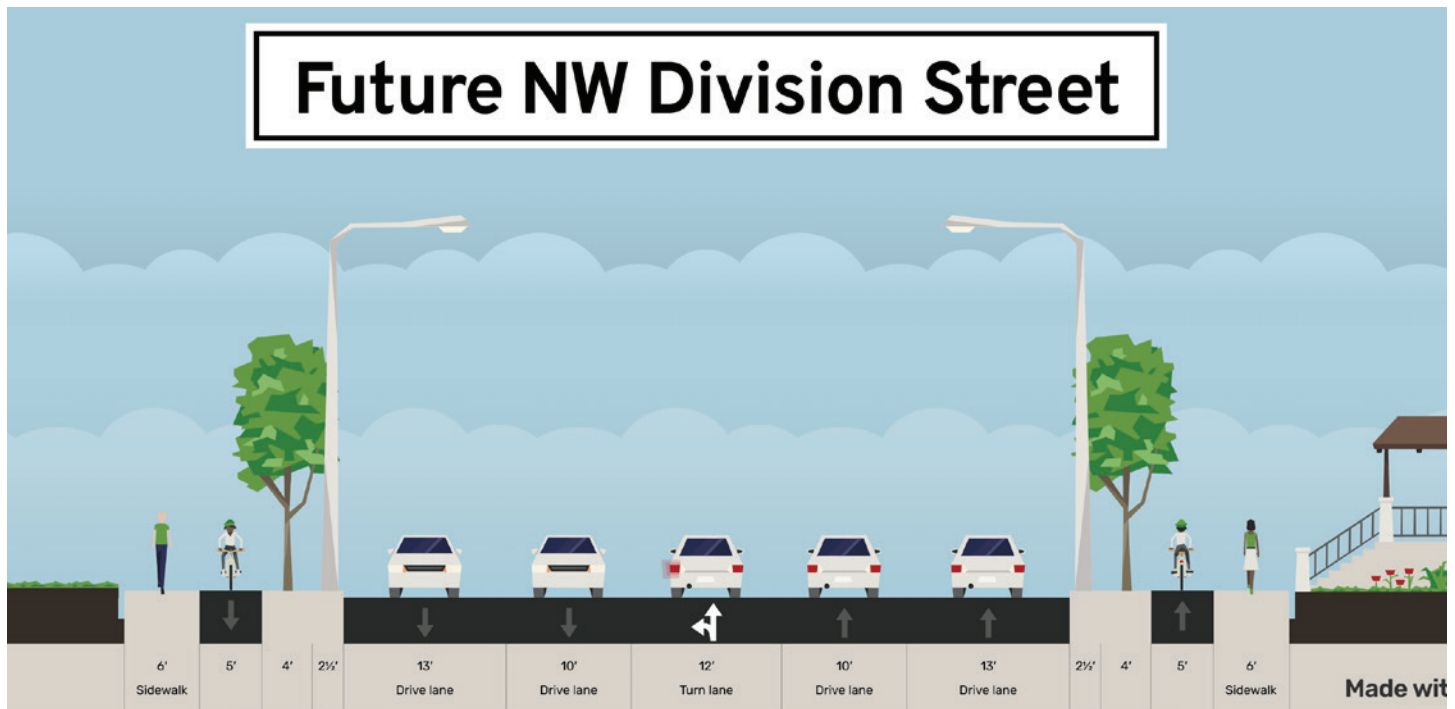
NW Division Street & NW Battaglia Avenue intersection



NW Division Street - north side sidewalk gap



NW Division Street & NW Birdsdale Avenue intersection



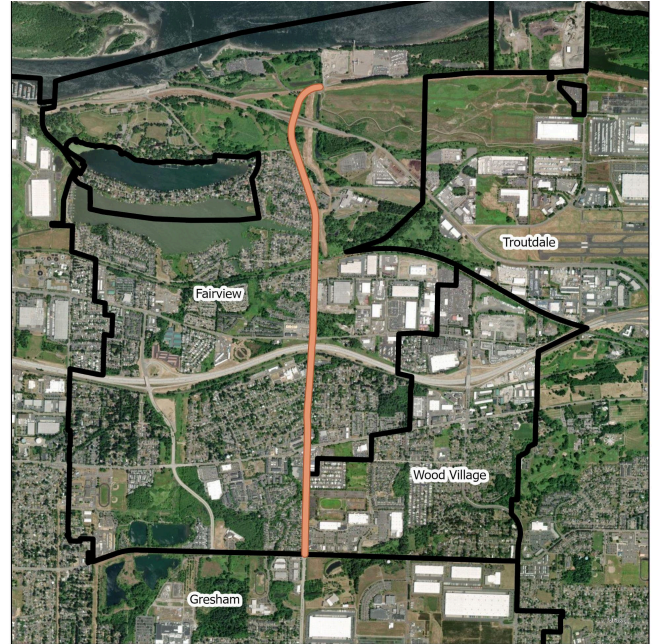
2028-2030 RFFA Project Descriptions

Project Name: NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning

Applicant: Multnomah County

Amount Requested: \$897,300 **Total Project Cost:** \$1,000,000

Project Description: On NE 223rd Ave, between NE Glisan St to north of NE Marine Dr, conduct project development activities to examine existing conditions, analyze crash/safety information, engage community, evaluate alternatives and make safety recommendations, and develop preliminary designs for high priority locations. The project will focus on inclusive community engagement to guide how the corridor will continue to be upgraded to a complete street cross section and promote multimodal mobility. This corridor planning work will prioritize projects and advance readiness to pursue future construction funding opportunities to fill gaps in the bike and pedestrian facilities and install safety countermeasures that will benefit all users, especially those walking, biking, and taking transit in this corridor.



Project Purpose and Need

Thriving Economy

NE 223rd Ave is an important north-south corridor for East Multnomah County connecting residential communities to schools, commercial destinations, industrial jobs, and regional recreational opportunities. The corridor includes industrial lands in the Columbia Corridor, 2040 Town Centers, and Blue Lake Regional Park and Chinook Landing Marine Park.

Equity

223rd is also the center of a diverse equity-focus area that is experiencing increasing traffic safety concerns. Within a half mile radius from this corridor, over 20% of the population speaks a language other than English, approximately 30% of the population are people of color, and about 15% of the population currently falls under the poverty line.



In our 2024 summer community engagement, we focused on reaching out to underserved communities and heard many safety concerns along NE 223rd Ave including speeding, lack of safe crossing opportunities, missing sidewalks, and feeling unsafe as a pedestrian.



2028-2030 RFFA Project Descriptions

Safety

With 217 crashes over the past 5 years along the corridor and missing or substandard facilities for bicyclists and pedestrians, there is a critical need for safety countermeasures. A recently completed safety analysis shows that crashes have been trending upward along a majority of NE 223rd Ave. The NE Glisan St- 223rd Ave intersection at the southern end of our project is one of the most concerning crash hotspots with an increasing trend in East Multnomah County.



There are numerous sections of 223rd with gaps in sidewalks and lighting, low visibility and needed additional crossings, and substandard bike facilities. Despite all of these barriers, bus ridership in this area is high and there is also an active Safe Routes to School program that has been working to make it safer for children attending Fairview Elementary. This project will create a much needed strategy for this corridor to meet the needs of the community, increasing healthy, active transportation opportunities and working towards our vision zero goals.

Proposed Design

We want to address the identified needs of the 223rd corridor with a combination of data analysis and multiple opportunities for the community to engage and provide direction on what is most important to them as users of the NE 223rd Ave corridor. This corridor serves a variety of users: it is a designated freight and emergency transportation route in the northern portion as well as a bus route that connects to planned high capacity transit routes, a pedestrian parkway, and a regional bikeway. A detailed corridor plan that considers the context-specific needs and unique right of way constraints while centering equity and safety is needed to determine the future cross section of 223rd and advance new safety projects.



There will be a number of design treatments that will be considered and vetted through this project including: upgrading street corners, travel lane width adjustments, medians/speed management treatments, green street/stormwater management elements, bikeway facility (separated bike lanes or multiuse path), transit stop upgrades, transit priority treatments, signalized intersection upgrades, midblock crossing treatments, crossing treatments, lighting, wayfinding, placemaking elements, transportation system management/operations elements, and pedestrian facilities (sidewalk, expanded sidewalk, detached sidewalk, and multiuse path).



2028-2030 RFFA Project Descriptions

Project Name: Outer NE Halsey St and Outer SE Foster Rd (ITS Signal Improvements)

Applicant: City of Portland Bureau of Transportation

Amount requested: \$4,416,999

Total project cost: \$4,922,544

Project purpose and need:

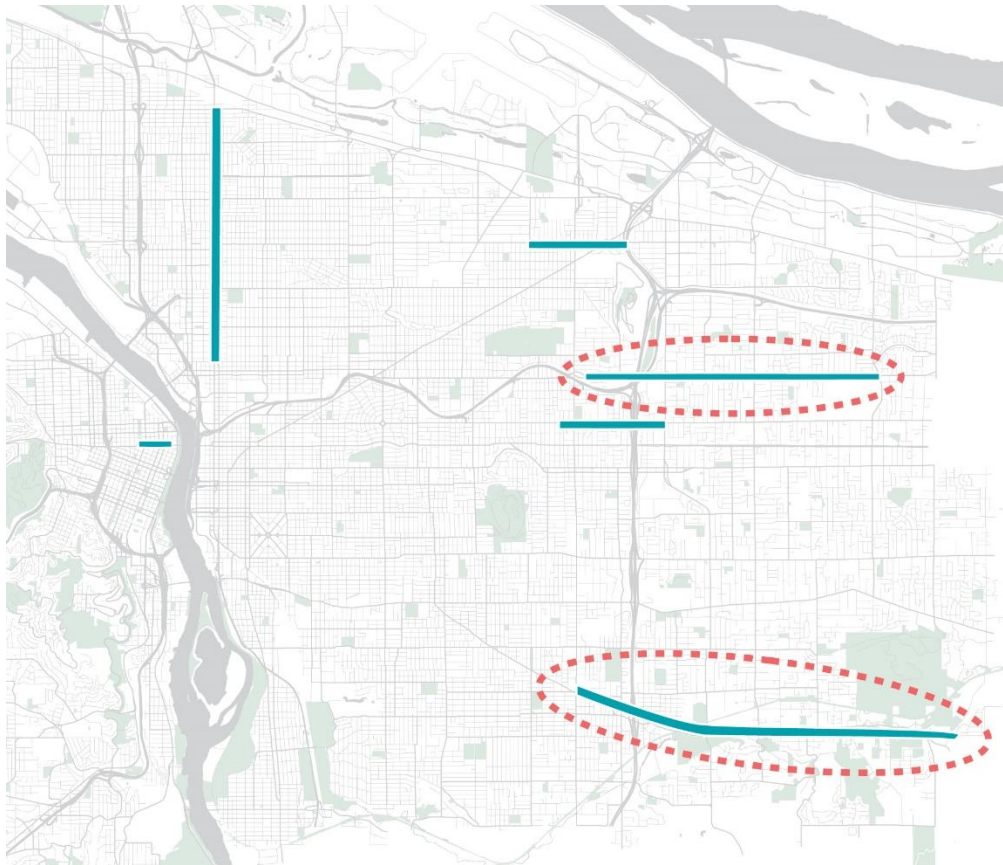
Enhance speed management, enable transit and freight signal priority, and address safety concerns with implementation of intelligent transportation system technology and signal timing from NE Jonesmore St (near 82nd Ave) to 148th Ave along the Halsey St high crash corridor, and on SE Foster Rd from SE 82nd Avenue to SE Jenne Rd.

Proposed design:

The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and address safety concerns with implementation of intelligent transportation system technology and signal timing. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.

Maps and Illustrations

Vicinity Map

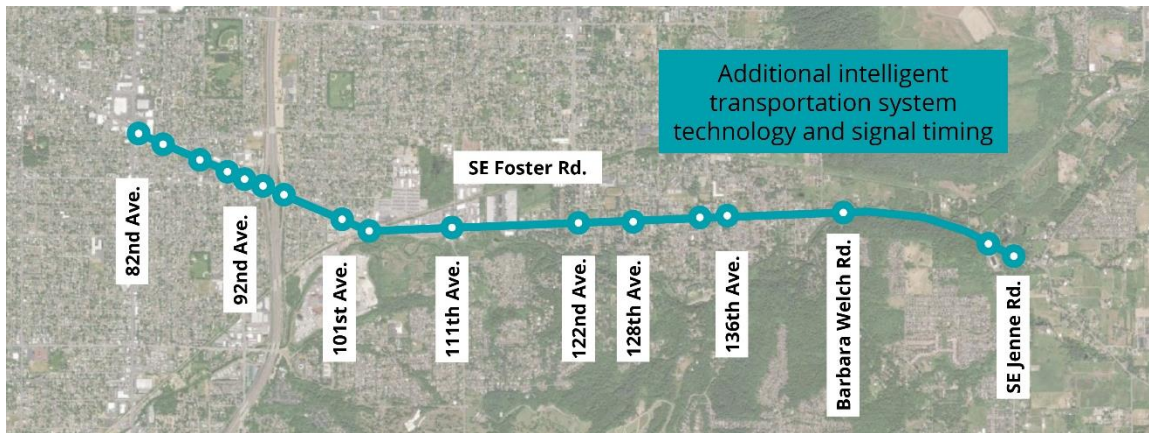


2028-2030 RFFA Project Descriptions

NE Halsey Project Map



SE Foster Project Map



NE Halsey St and NE 150th Avenue Signals Today



2028-2030 RFFA Project Descriptions

Project Name: NE MLK Jr Blvd Safety and Access to Transit

Applicant: City of Portland Bureau of Transportation

Amount requested: \$4,879,517 **Total project cost:** \$5,438,000

Project purpose and need: NE Martin Luther King Jr Blvd (NE MLK Jr Blvd) is the major North/South transportation corridor in Northeast Portland and plays an outsized role in the movement of people in goods in this part of the city. It is the civic corridor that connect neighborhoods in the historic Albina area of Portland, the center of Black civic and cultural life in the City of Portland.

This street is also home to many small businesses, important community destinations, and many larger scale housing developments, including many affordable housing developments. With increased traffic and pedestrian activity, this corridor experiences high crash rates, especially for vulnerable road users like pedestrians and cyclists.

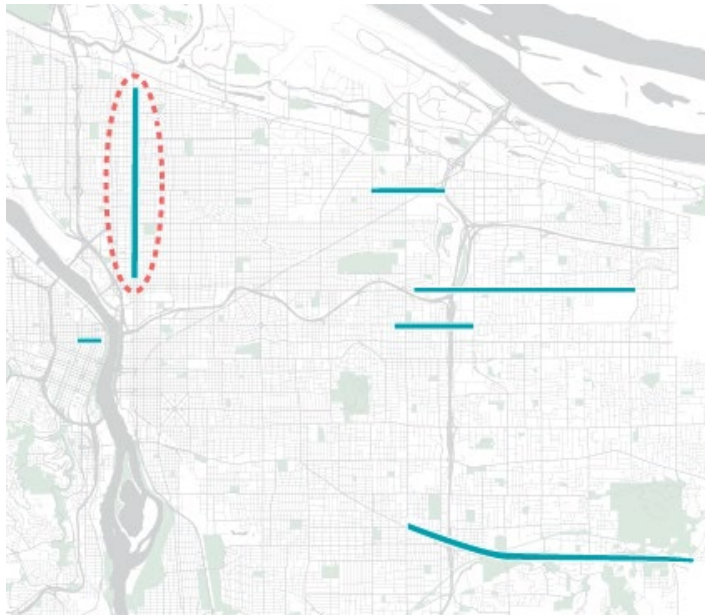
NE MLK Jr Blvd is identified as a regional High Injury Corridor and is on the City of Portland’s Vision Zero High Crash network for people walking and cycling. There are many identified deficient crossings and crossing gaps along the corridor, which present both safety and access challenges for people work, play, learn, live, or worship along this corridor.

This project was developed in close partnership with Soul District Business Association and builds on previous a previous RFFA grant application.

Proposed design:

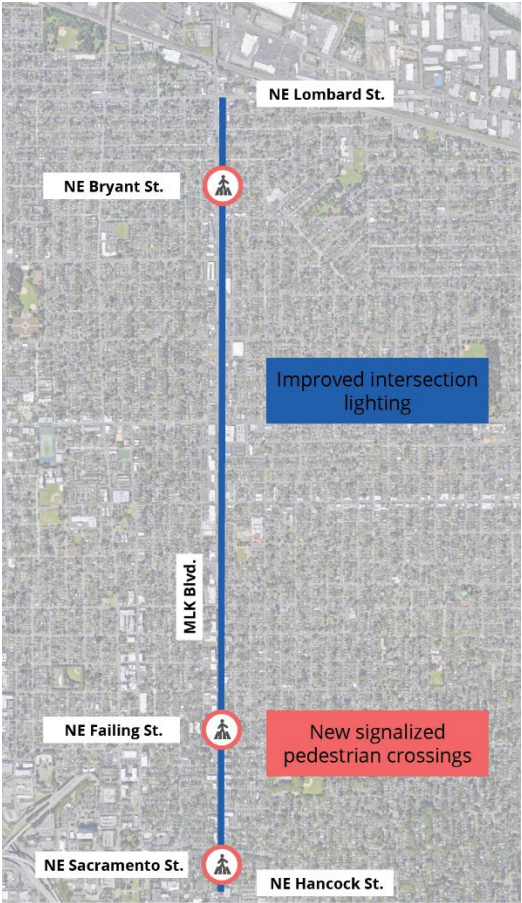
New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations to improve safety for people walking, crossing, and accessing transit along this corridor. In addition to enhanced pedestrian crossings, the project with improve intersection lighting.

Vicinity Map

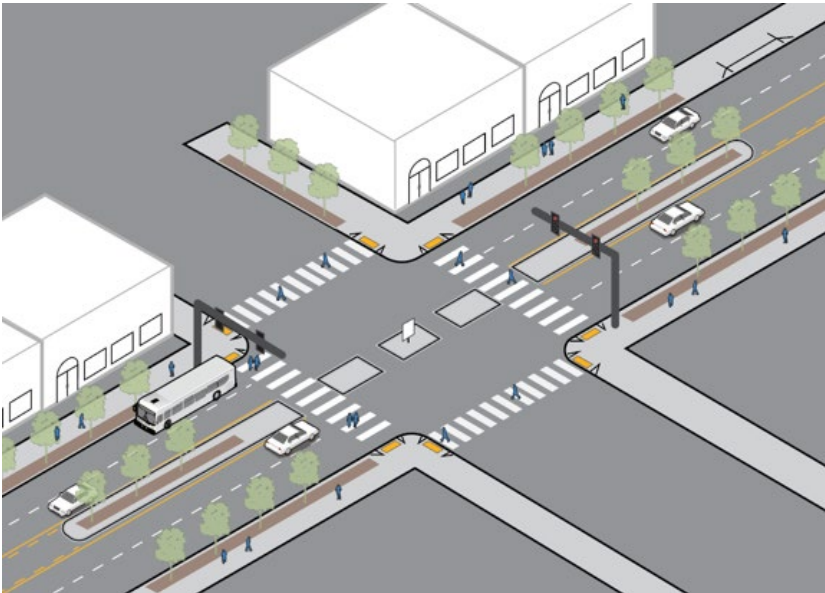


2028-2030 RFFA Project Descriptions

Project Map



Proposed Crossing Concept



2028-2030 RFFA Project Descriptions

Project Name: NE Glisan St – 82nd Avenue Multimodal Safety and Access

Applicant: City of Portland Bureau of Transportation

Amount requested: \$7,578,000 **Total project cost:** \$8,445,000

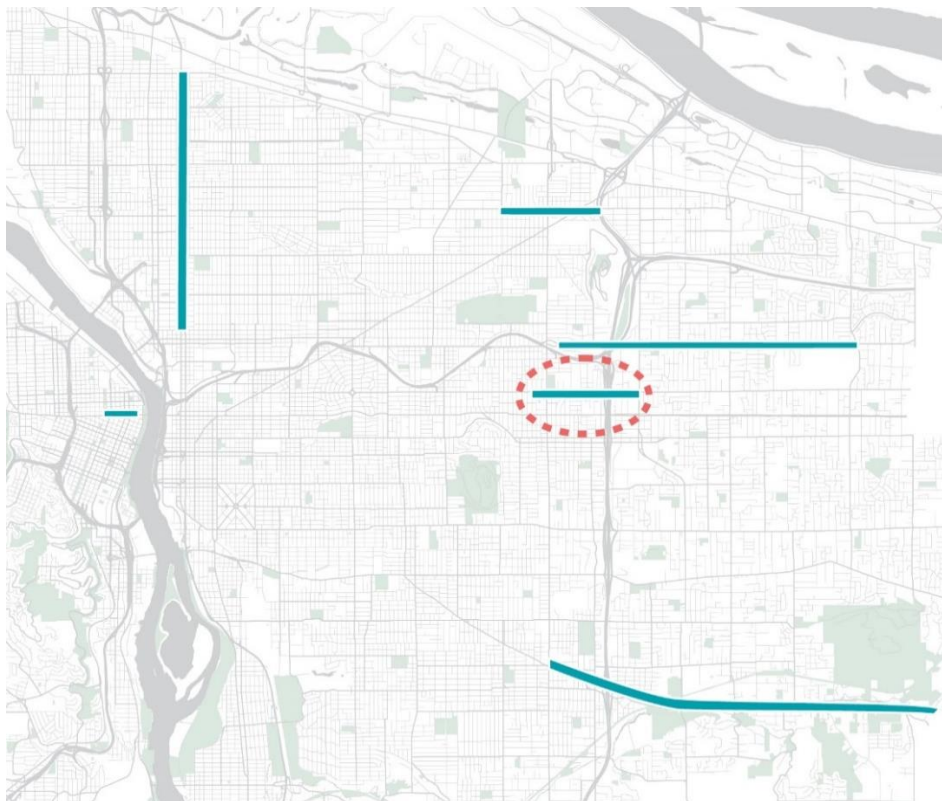
Project purpose and need:

This project will improve safety and access to transit and other destinations on NE 82nd Avenue by redesigning a segment of NE Glisan Street, a critical east-west connection across 82nd Avenue and Interstate 205 linking the Montavilla neighborhood with the Gateway Regional Center. It will address major infrastructure needs along the project area including enhanced pedestrian crossings, transit priority treatments, new separated bicycle lanes, and a safer roadway cross-section. This project supports the future 82nd Avenue FX Transit Project and directly responds to community safety concerns on a high-crash segment of NE Glisan Street.

Proposed design:

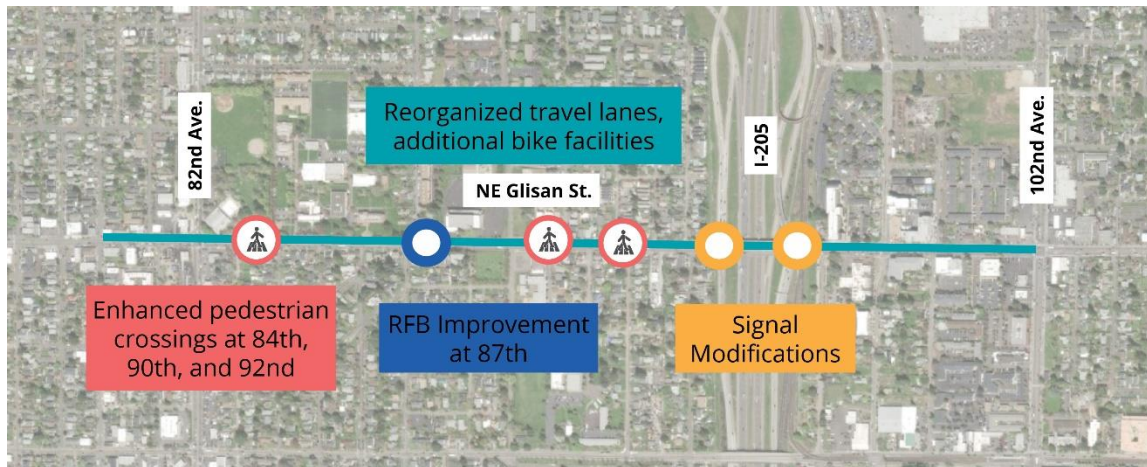
The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections to improve safety along the NE Glisan Street high crash corridor and improve access to transit and other destinations on 82nd Ave. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing ped/bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified to allow for better safety and comfort of non-motorized street users.

Vicinity Map



2028-2030 RFFA Project Descriptions

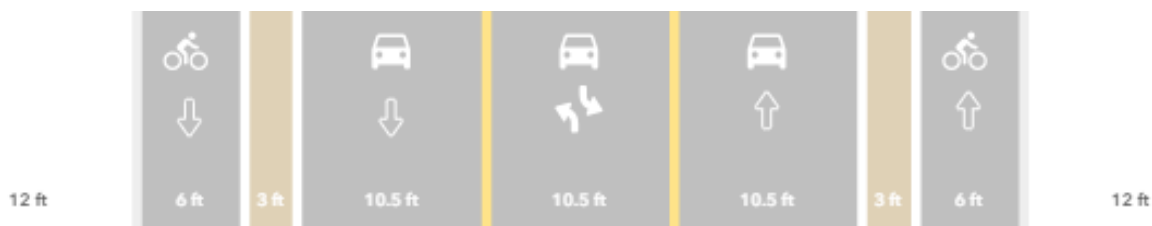
Project Map



Glisan Today



Proposed Cross Section*



*Cross-section for 80th Ave to I-205 segment. Additional lanes may be needed near I-205 freeway interchange area and east to 102nd Ave, but roadway is wide enough for bike lanes to be added.

2028-2030 RFFA Project Descriptions

Project Name: W Burnside Street – Green Loop Crossing

Applicant: City of Portland Bureau of Transportation

Amount requested: \$ 3,938,250 **Total project cost:** \$4,389,000

Project purpose and need:

This project improves multimodal safety and access to transit and other destinations through the heart of the Central City along W Burnside Street. It implements priority project from the Central City in Motion Plan and supports the future Green Loop.

Proposed design:

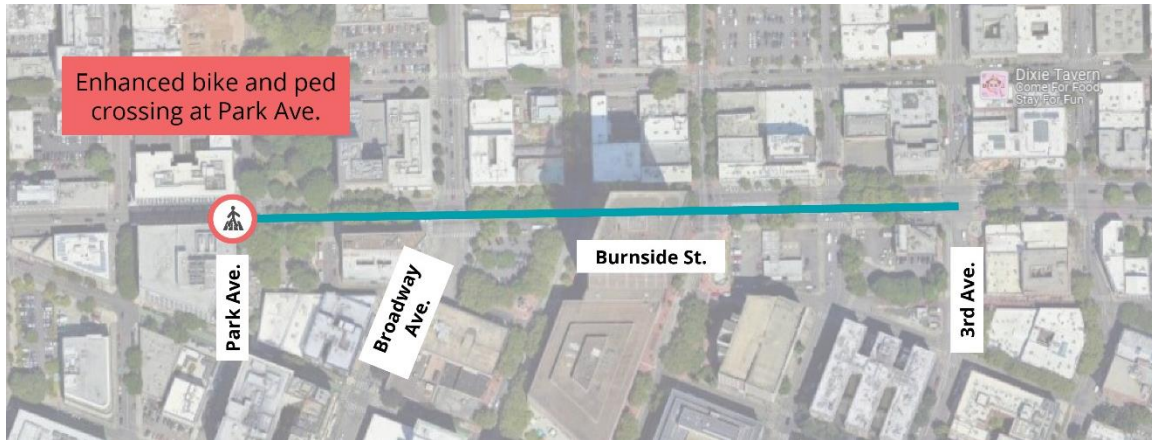
The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.

Vicinity Map



2028-2030 RFFA Project Descriptions

Project Map



W Burnside and Park Ave Today



2028-2030 RFFA Project Descriptions

Project Name: NE Prescott – 82nd Ave. Multimodal Safety and Access

Applicant: City of Portland Bureau of Transportation

Amount requested: \$7,732,932 **Total project cost:** \$8,618,000

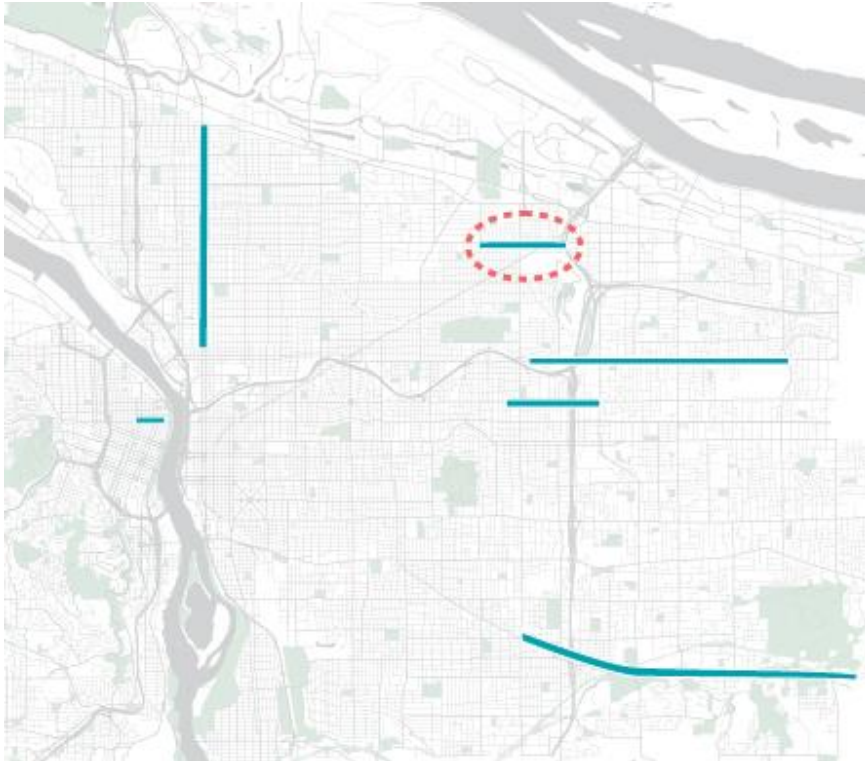
Project purpose and need:

This project will improve safety and access to transit and other destinations on 82nd Avenue by redesigning Prescott Street. It addressed major infrastructure needs along the project area particularly with regards to crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan currently underway and supports the future 82nd Avenue FX transit project.

Proposed design:

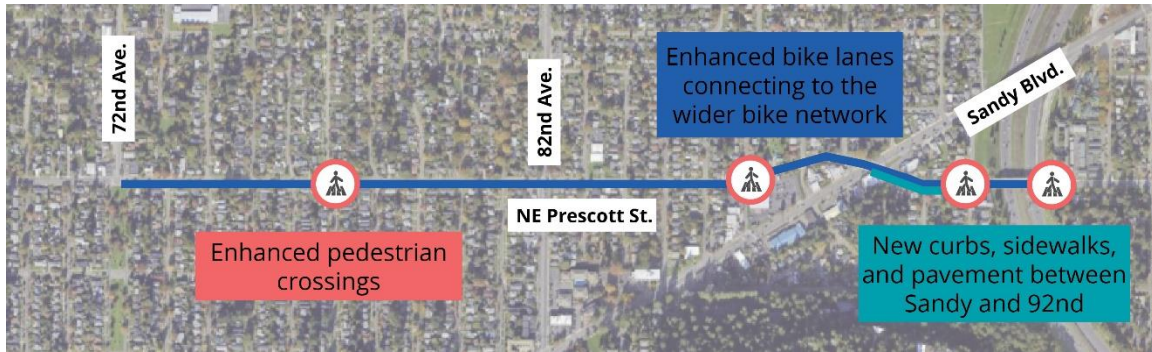
The project will improve pedestrian crossings at regular intervals along the corridor including at bus stops. Crossings are planned along NE Prescott at 77th, 87th, 92nd, and the I-205 path. This will provide enhanced bike lanes connecting the area to the wider bicycle network. This includes the I-205 path and funded 72nd Avenue path in Cully. Between Sandy Boulevard and 92nd Avenue the project will add new curbs, sidewalks, and improved pavement to address major infrastructure needs there.

Vicinity Map



2028-2030 RFFA Project Descriptions

Project Map



NE Prescott Today



Proposed Cross Section



2028-2030 RFFA Project Descriptions

Project Name: Red Electric Trail: SW Shattuck Rd to Cameron Rd

Applicant: City of Portland, Bureau of Parks and Recreation

Amount requested: \$ 7,525,109 **Total project cost:** \$9,176,962

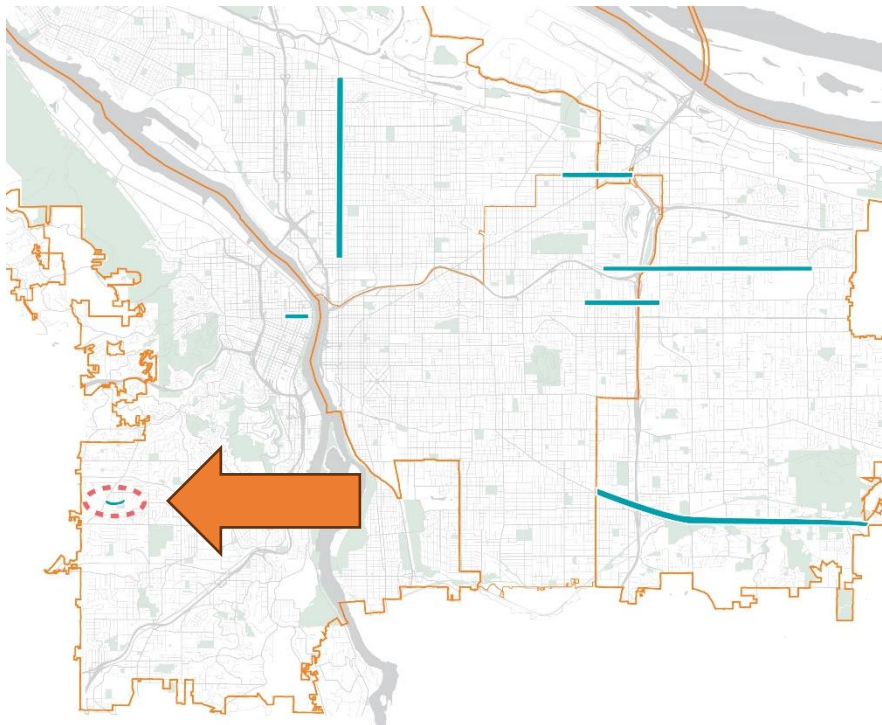
Project purpose and need:

The Red Electric Trail alignment follows the historic Red Electric, which was an interurban train that ran between 1914 and 1929. The trail is an important regional connector long planned and advocated for construction. In the spring of 2022, the City of Portland was awarded a Coronavirus State Fiscal Recovery Fund Grant for the Red Electric Trail Design and Planning (for \$750,000). The grant funds completed 30% design drawings for the segment east of Alpenrose, from SW Shattuck to SW Cameron Road. The total segment is nearly a half a mile. The Red Electric Trail is part of the Portland region's 220 miles of regional trails. When completed, there will be 16 miles of safer, mostly off-road Red Electric trail between the Tualatin and Willamette Rivers. This project creates a new safe active transportation connection to Hayhurst Elementary School and area parks.

Proposed design:

This project will construct a segment of the Red Electric Trail running parallel to SW Beaverton-Hillsdale Hwy, from SW Shattuck Rd to SW Fairvale Ct. connecting the upcoming Alpenrose housing development path to Pendleton Park, Hayhurst Elementary School, and adjacent neighborhoods. It partners PBOT with Portland Parks and Recreation on development and delivery. The total segment is a nearly half a mile, in addition to neighborhood pathways that will connect to it at SW 55th Dr, SW 54th and SW 52nd Avenues.

Vicinity Map



2028-2030 RFFA Project Descriptions

Project Map



Red Electric Trail Today



2028-2030 RFFA Project Descriptions

Project Name: Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St

Applicant: City of Beaverton

Amount requested: \$4,649,687 **Total project cost:** \$5,181,865

Project purpose and need:

The Beaverton Downtown Loop Complete Street Concept Plan proposes bold moves to support the City’s vision of a vibrant and inclusive downtown—with streets designed to be safe and feel safe, for everyone. Transportation investments on Hall Boulevard and Watson Avenue, one of Beaverton’s key north-south arterial corridors, will create a strong connection between Old Town and Beaverton Central in the Downtown Beaverton Regional Center.

The City of Beaverton is taking steps to make downtown a livelier, more welcoming destination, a place that offers diverse housing options for people, and that fosters creative, flexible work environments, business innovation, and space for the arts. But people walking, biking, and taking transit along The Loop face challenges and barriers to safe and comfortable movement. Top concerns voiced by the hundreds of community members who weighed in on the plan include narrow and missing sidewalks, major intersections that are noisy, polluted and unsafe to cross, disconnected and unprotected bike lanes, and bus stops that lack weather protection or a place to sit. The neighborhood surrounding The Loop is identified as a Metro Equity Focus Area, with higher-than-average numbers of residents who are people of color, people who do not speak English well, and households with lower incomes.

The proposed RFFA project would design and construct a key segment of The Loop on SW Hall Boulevard between SW 3rd Street and SW 5th Street and increase safety and access to several key destinations, including the Beaverton City Library, the Beaverton Farmers Market, Beaverton City Park, and the planned Senior Affordable Housing Project on 5th Street, which is third of three Metro Affordable Housing Bond projects in Beaverton. The proposed RFFA project also leverages two federal grants previously awarded to The Loop. In FY 24/25, the City will begin work on a \$2 million federal RAISE Planning Grant to complete 30% design. In addition, \$5.6 million in federal Community Project Funding is secured for a Phase One Demonstration Project along SW Hall Boulevard between 1st Street and 3rd Street that will begin construction in 2027.

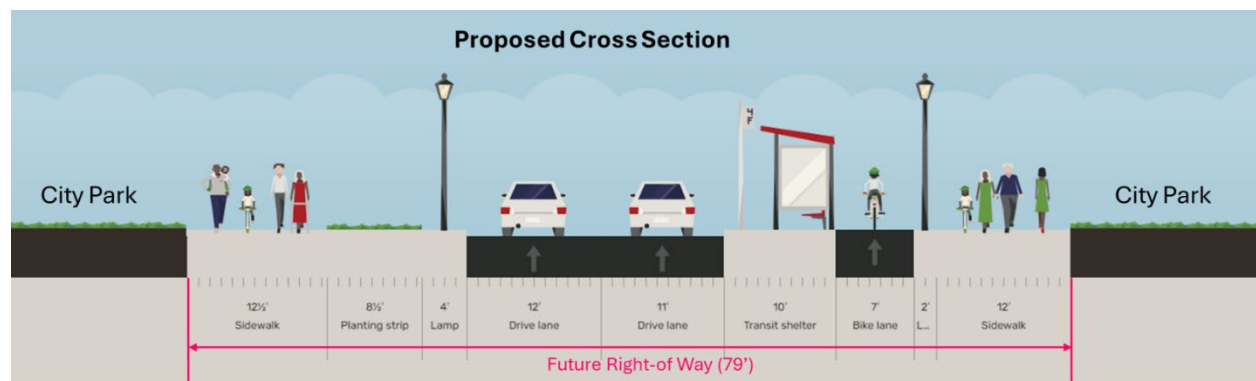
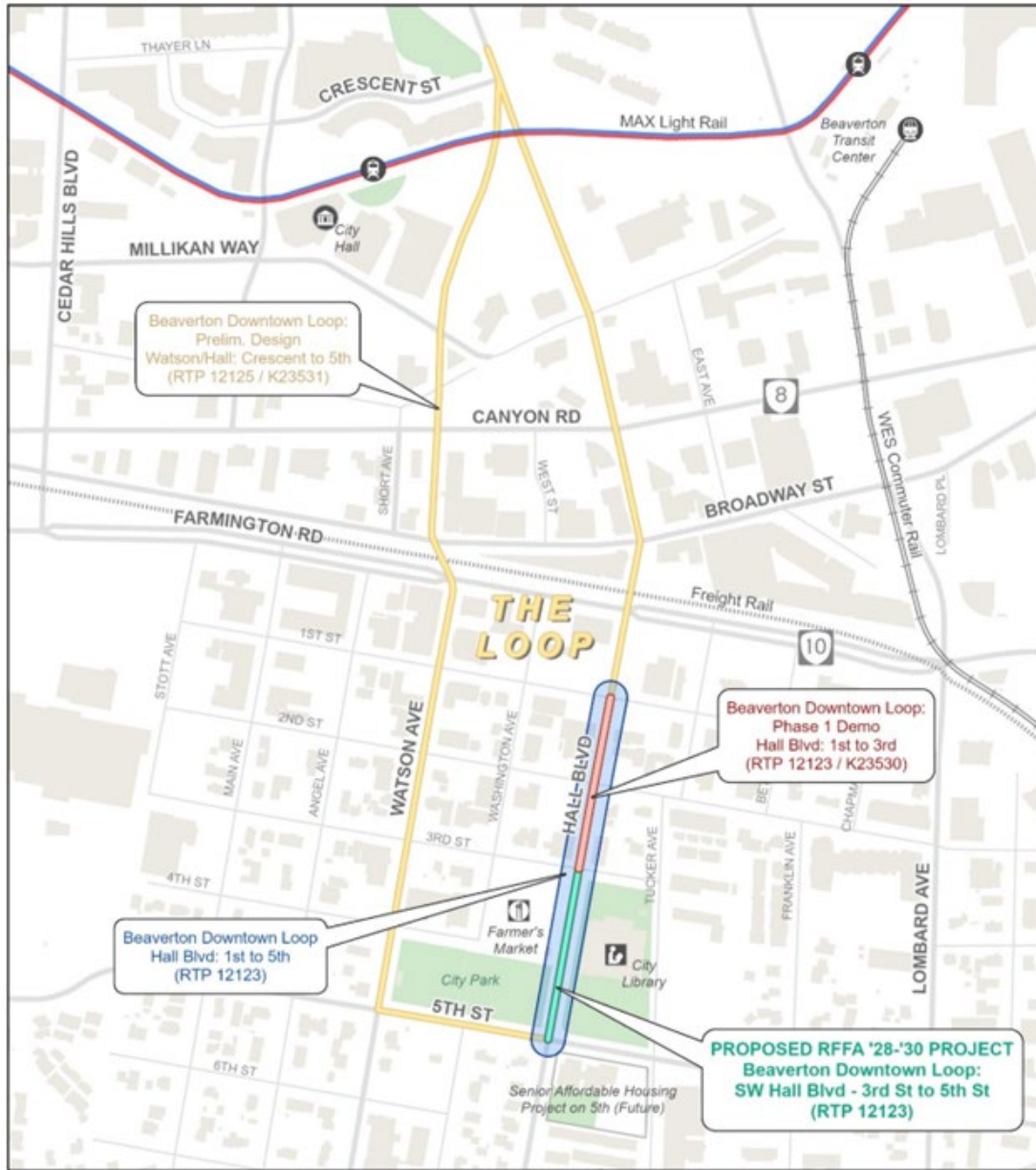
Proposed design:

Key elements of the project include:

- Construct 7-foot-wide raised cycle track
- Install two-stage left turn bike boxes and cross-bike markings at SW 5th/Hall
- Replace traffic signals at SW 5th/Hall and at SW 4th/Hall and implement transit signal priority
- Install new high visibility crosswalks and curb ramps at SW 5th/Hall and SW 4th/Hall
- Construct far-side shared bike/ped or island-style bus stop for Line 76 – Hall/Greenburg
- Retain existing street trees between SW 4th and SW 5th
- Remove on-street parking on the east side between SW 3rd Street and SW 4th Street and extend sidewalk furnishing zone
- Retain on-street parking/flex zone on the west side between SW 3rd Street and SW 4th Street
- Construct new inlets and vegetated stormwater management facilities
- Pavement grind and overlay

2028-2030 RFFA Project Descriptions

VICINITY MAP





Purpose and Need:

The 185th Avenue MAX grade separation project has been pending for Washington County, the Cities of Beaverton and Hillsboro and TriMet ever since the Westside MAX line opened in September 1998. According to the 1994 Environmental Impact Statement (EIS), Westside MAX light rail trains could safely cross SW 185th Avenue at-grade until about 2015. After 2015 the combination of vehicular traffic, pedestrian crossings and train traffic signal pre-emption would increase to the point that the intersection of SW 185th Avenue and W Baseline Road would fail.

Fast forward to the 2024 MAX Better Red transit project, which increased the rush hour train crossing frequency from 8-9 trains per hour to 16 trains per hour. Current traffic analysis is showing an unmitigated double digit increase in bus, pedestrian and vehicles delays and queues in the corridor.

While the permanent solution for the at-grade crossing would be to construct a MAX overcrossing of SW 185th Avenue, the project partners propose to construct a technological solution with Transit Signal Priority and a Better Bus southbound slip lane that can reduce pedestrian, bicycle, train, bus and vehicle delays in the 185th Avenue corridor through the implementation of an intelligent AI-powered interconnected traffic and rail controller signaling system. The interconnected traffic and rail signaling system will help to extend the useful life of the at-grade crossing and maintain pedestrian and bicycle safety until such a time as the permanent solution is funded, designed and constructed.

Project Elements:

1. Install intelligent sensors, radars and cameras on 34 existing traffic signal mast arms along a 7,500-foot section of the SW 185th Avenue and W Baseline Road corridors. Use existing fiber cabling where possible, fill known fiber cabling gaps and upgrade network infrastructure hardware as required.
2. Hardwire 8 traffic signals together into a coordinated signaling system that can operate independently according to traffic signal advance detection sensors.
3. Conduct a traffic signal and rail controller network diagnostic to bench test traffic and rail controller programming for both pre-preemption and post-preemption events.
4. Reconstruct the northwest corner of the SW 185th Avenue and W Baseline Road to build a bus preferential treatment and slip lane to allow southbound through bus movements out of the right turn lane.
5. Implement Transit Signal Priority along the SW 185th Avenue corridor throughout the project area.
6. Implement new pre-preemption and/or post-preemption traffic controller signal programming. Monitor results and refine programming as necessary. Conduct a before and after study to report on findings and results.

Transportation Systems Division

Objectives:

1. Adjust traffic signal cycle lengths in real time to reduce delay for all users
2. Ensure pedestrians are not stranded on corners during pre-emption events
3. Allow southbound through bus movements in the right turn lane
4. Evaluate pre-preemption and post-preemption strategies and bench test appropriate solutions.

TABLE 1. PROJECT FINANCIALS

FUNDING SOURCE	AMOUNT
RFFA Grant	\$4,572,741
City of Hillsboro Local Match	\$175,000
MSTIP Opportunity Fund Match	\$175,000
TriMet Local Match	\$350,000
TOTAL PROJECT COST	\$5,272,740

Effective Local Match = 13.28%



FIGURE 1. CONCEPTUAL DESIGN



Westside Trail Segment 1

City of King City

The Westside Trail Segment 1 will be part of a new linear park in King City located between the Tualatin River and Beef Bend Road. The approximately 0.8-mile trail segment follows the Bonneville and PGE powerline corridor.



The Westside Trail Segment 1 will serve as the foundational southern piece of the Westside Trail as identified in the regional trail system plan, which envisions an active transportation network that is separated from other modes of transportation.

Segment 1 will improve access to the Tualatin River and, ultimately, be complete with a bike and pedestrian bridge over the Tualatin River. When complete, the bridge will connect the Westside Trail to the northern end of the Ice Age Tonquin Trail and the two trails will span roughly 25 miles.

Westside Trail Segment 1 will directly serve residents of King City, Tualatin, Tigard, and unincorporated Washington County by providing much needed park space, active recreation, and improved river access while creating a safe, non-motorized travel route near Deer Creek Elementary School. The trail will be paved and ADA compliant, enhancing the community of King City, which has a median age of over 60.

Project Partners

- **Lead agency: City of King City**
- City of Tualatin
- City of Tigard
- Washington County

Total Estimated Project Cost

- \$8.12 million

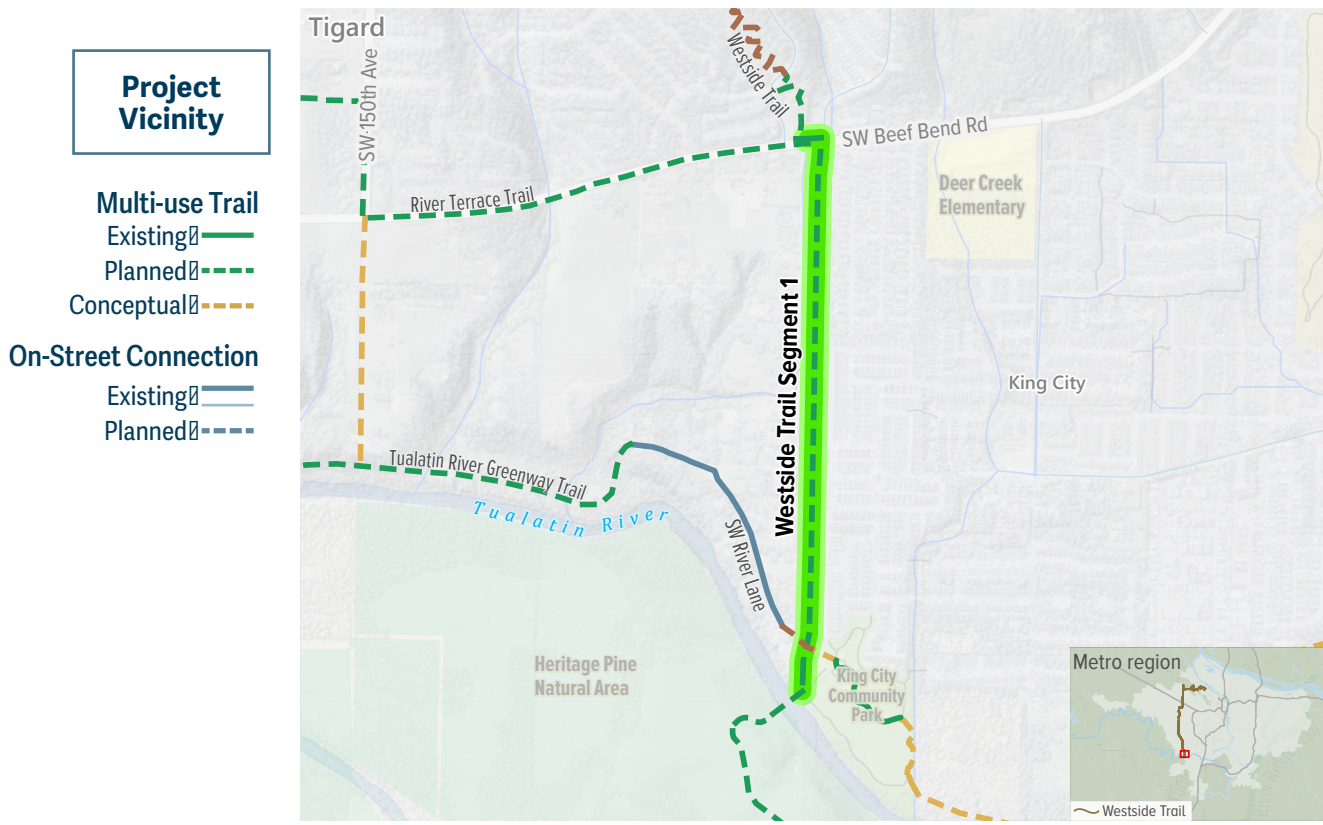
Remaining Funding Gap

- Up to \$10 million
- *Costs for coordination, concept design, and engineering are estimated at roughly \$780,000. Additionally, the costs of construction for the park and trail portion (not including the bridge over the Tualatin River) will cost approximately \$3.3 million. Based upon comparable costs from similar projects, the eventual bridge will cost up to an additional \$4 to \$12 million.*

In Summer 2024 Metro staff collaborated with local agency partners to compile a list of "shovel-ready" projects key to building out the regional trail system, with fact sheets that can be used to advocate for and secure state, federal, and private funding for trail design and construction.

Graphics are for illustration purposes only and may not reflect final designs.





State & Federal Agency Coordination

Permitting and construction must be coordinated with Bonneville Power Administration. Construction near and within the Tualatin River, regardless of whether the bridge over the river is included with this phase of the project, would require extensive permitting and consultation with a wide range of federal, state, regional, and local agencies.

Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 225,000
- Tons of greenhouse gases reduced: 9
- VMT² reduction: 56,000
- Enhanced amenities benefits³: \$105,000
- Emission benefits: \$2,000
- Health benefits: \$109,000
- Total emissions, amenities, and health benefits: \$216,000

1 - These benefits were calculated using outputs from the Metro travel demand model and guidance from the forthcoming NCHRP 08-149 Report. Values are in 2022 dollars.
 2 - Vehicle Miles Traveled
 3 - Enhanced amenity benefits include reductions in travel costs and quality improvements experienced by the user.

Major Opportunities & Constraints

There are no significant barriers to trail development within the powerline corridor along this planned trail segment. Slopes are

gradual and impacts to an existing wetland would likely be easily mitigated. Depending on final location of the trail within the powerline corridor, easements and permits may be required from Portland General Electric (PGE).

Creating a new public park offers great opportunities to understand the community’s vision for park design and needs. The project also allows the City to make improvements to adjacent city streets. Community outreach efforts have been made by the City and are ongoing, with the overall feedback from members of the public being extremely positive and enthusiastic for the trail and the park.

Assuming grant funding can be acquired, the City could begin construction in late 2025.

Project Contact
 Maxwell Carter
 City Planner
 mcarter@ci.king-city.or.us



City of Sherwood

Cedar Creek / Ice Age Tonquin Trail: Roy Rogers to OR 99W

Project Summary

Sherwood currently lacks completed pedestrian and bicycle connections through the City. The existing path system is incomplete or obstructed by a principal arterial and collector road barriers, SW Edy Road, and SW Roy Rogers Road. There are inadequate connections to significant destinations within and around Sherwood, including schools, parks, industrial, employment, residential, mixed-use areas, and the city's Town Center. Additionally, the City bike/ped system is not connected with the regional trails or the National Wildlife Refuge.

This project will construct the segment of the Cedar Creek Trail from Roy Rogers Rd to OR99W, which will provide connections between neighborhoods and multiple land-uses. The project will construct 1.02 miles of shared-use path, beginning with the addition of an at-grade crossing of SW Roy Rogers Rd. The crossing will include a rectangular rapid flashing beacon. The shared-use path will then head northwest toward Cedar Creek via a powerline corridor. The shared-use path will follow the Cedar Creek corridor until the crossing of SW Edy Rd. The project will add a pedestrian activated beacon at the Edy Rd crossing and the shared-use path will continue south along the Cedar Creek corridor until it connects with an existing path at a housing development north of the OR99W & SW Meinecke Rd intersection.

Sherwood has two major barriers to a multi-modal transportation system that connects neighborhoods and adjacent communities to schools, retail and jobs. One barrier is Cedar Creek itself, which runs north-south with only four creek crossings within the city limits that connect east and west Sherwood. All four of the existing creek crossings are made along roads at culverts and bridges, some with and without sidewalks. This project will construct two bicycle/pedestrian bridge structures over Cedar Creek between Roy Rogers Rd and OR99W. The other barrier is OR99W. This project will connect to the Cedar Creek/Tonquin Trail: OR99W - Murdock project via a new crosswalk constructed as part of that earlier project.

This project improves access for residents by providing a scenic off-street connection along the banks of Cedar Creek. The project provides improved pedestrian and bicycle facilities which can ultimately reduce traffic congestion, pollution, noise and the immediate need for highway expansion because it provides an alternate mode of transportation away from the major east-west OR99W arterial.

This project will complete a segment of the 22-mile Ice Age Tonquin Trail that will provide a regional active transportation link between the Willamette and Tualatin Rivers when all segments are complete. The Ice Age Tonquin Trail will be constructed in phases by the jurisdictions, through which it passes, as funding becomes available. This project is listed in City of Sherwood's long range planning projects, but funding is not yet available for final design or construction.

Additionally, the City is known as "the Home of the Tualatin River National Wildlife Refuge" and one of the City's goals is to provide better access to the wildlife refuge for pedestrians and bicyclists. This project extends the City's existing shared-use path system closer to the northern city limits and wildlife refuge. The project also connects to the future segment of the Cedar

Creek Trail located south of OR99W, thus making it a complete and usable system at day of opening.

The following is a summary of public feedback and stakeholder concerns from previous phase of the project and outreach efforts. The trail, which is identified in City master plans, is supported by a robust public involvement program including outreach to affected public and private landowners, potential trail users, jurisdictional partners, and other interested members of the community. The Ice Age Tonquin Trail steering committee included staff from Washington and Clackamas Counties; the cities of Wilsonville, Sherwood, and Tualatin; ODOT; citizen-appointees from Sherwood, Tualatin, and Wilsonville; a countywide cycling advocate; and Clean Water Services. Public outreach included open houses; booths at summer events; publications in local newsletters; feature articles in local and regional newspapers; Metro GreenScene; Metro's social media channels; postcards; and project website with online surveys and "virtual open houses." The Cedar Creek/Tonquin Trail representatives met with the Local Trail Advisory Committee, and Parks and Recreation Board, to identify opportunities and constraints. There are no major public stakeholder concerns; however, concern has been expressed about: ownership/private property impacts, user safety, and environmental compatibility. Balancing wetland/environmental impacts with property owner needs and overall public access are the greatest concerns of the City, CWS, and citizens of Sherwood. Reducing vehicles-miles traveled, improving air quality, connecting neighborhoods and land uses, improving the natural environment, and nature experience are the primary goals of the project, which has been presented to and is understood by the public.

End of project summary

2028-2030 RFFA Project Descriptions



Amount Requested

- \$8,000,000

Total Project Cost

- \$26,336,556

Project Contact

Tiffany Gehrke

Principal Transportation Planner

tiffany.gehrke@tigard-or.gov

Project Name: North Dakota Street (Fanno Creek) Bridge Replacement

Applicant: City of Tigard

Project Purpose and Need:

The Fanno Creek Trail will be a 15-mile trail connecting the City of Portland to the City of Tualatin. This trail has the possibility to be a vital bicycle and pedestrian corridor for the region if appropriate non-motorized links are provided to and from residents and destinations. With the necessary improvements, North Dakota Street will act as one of those important connections.

The City has an identified high-equity needs area as well as a designated regional center (Washington Square Regional Center) to the east of the proposed project. Without bicycle and pedestrian facilities connecting to Fanno Creek Trail within this part of the City, residents and visitors looking to access Fanno Creek Trail from transit stops off of SW Greenburg Rd (Line 76) or from Washington Square Regional Center will not have low-stress access to the trail. Currently there are neither bike lanes nor shoulders on North Dakota Street at the bridge and only a wooden walkway structure on the south side for pedestrian use. Consequently, cyclists must share the travel lanes with vehicles and pedestrians are forced to walk on the limited shoulder prior to the bridge and cross the roadway at undesignated locations to get to the wooden structure.

The project is aligned with the region's goals of equitable transportation, safe systems, climate action and resilience, mobility options, and thriving economy.

- **Equitable transportation:** The new bridge would create a vital connection between nearby identified high-equity need neighborhoods and the regional Fanno Creek Trail.
- **Safe Systems:** The project would add sidewalks and buffered bike lanes to North Dakota Street, which do not exist today, promoting safety for all modes of travel.
- **Climate Action and Resilience:** By providing convenient access to the regional Fanno Creek Trail, the project will reduce reliance on vehicles and will lead to the reduction of greenhouse gas emissions. The new bridge will be resilient against high flood and earthquake events, providing resilience to the region.
- **Mobility Options:** The project expands multimodal options by providing bike and pedestrian connections to the regional Fanno Creek Trail. The project will also be designed to current ADA standards, providing accessibility for users with vision and mobility impairments.
- **Thriving Economy:** The project will improve a vital link between the neighborhoods to the west of the project and the Washington Square Regional Center, which is one of the largest shopping districts in the region as well as provides opportunities for employment. By creating better connectivity for active transportation, this project will help connect residents and visitors to shopping and employment opportunities.



Existing Conditions

This important bridge connection to cross Fanno Creek to Fanno Creek Trail not only lacks vital multimodal accommodations, but also has deteriorated and needs replacement. The project was selected as part of the Local Bridge Program and includes \$3,514,679 of federal funds which still leaves a substantial financial need due to the many needed improvements. The project will be delivered by the Oregon Department of Transportation and the project is reflected in the STIP as well as the City's CIP.

Proposed Design:

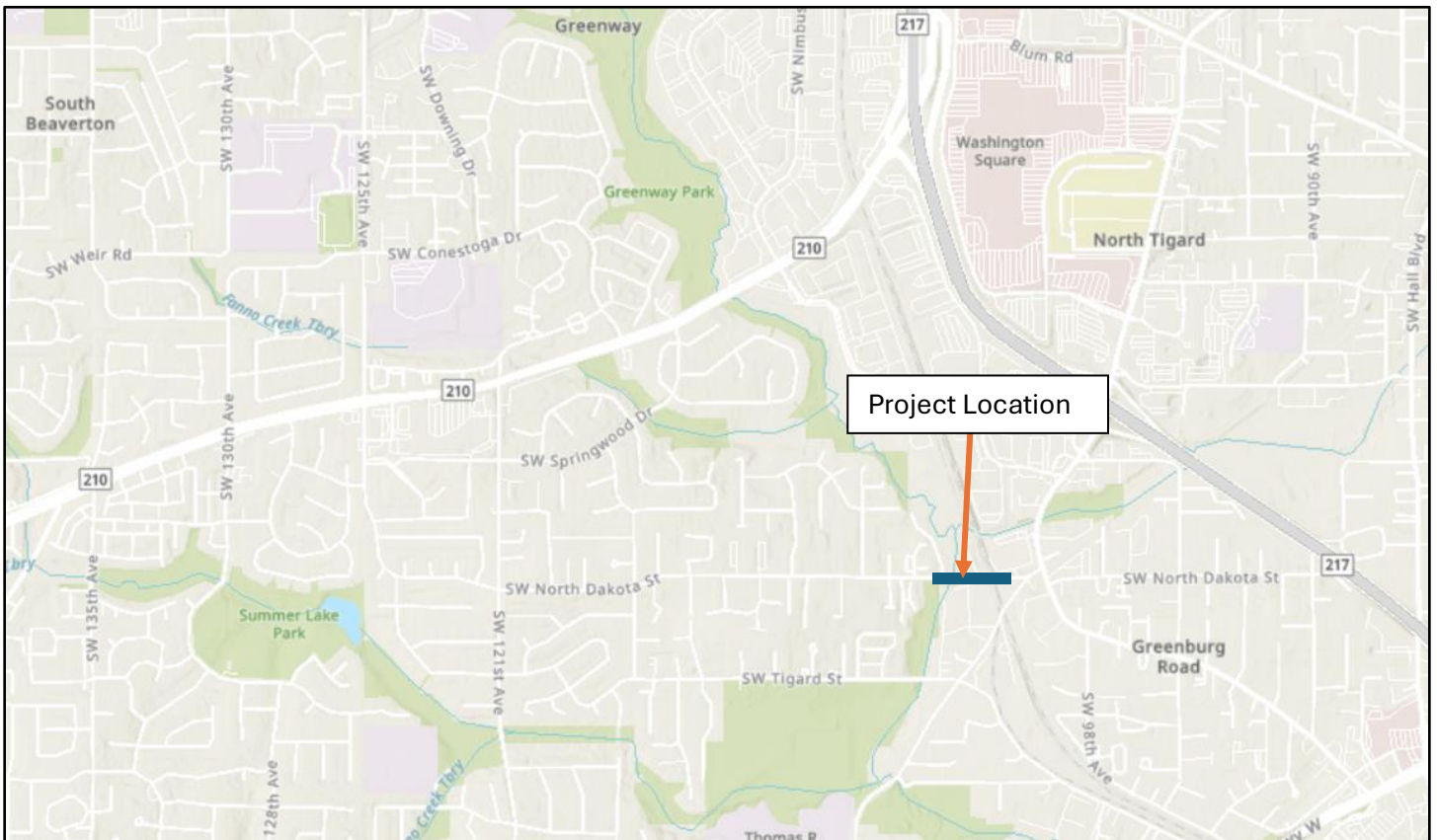
This project will replace the existing bridge with a new bridge wide enough to accommodate pedestrian and cyclists (on both sides) along with vehicles. Environmental regulations will require a new bridge to be significantly higher and longer than the current bridge. The following facilities will be included within the project which begins west of the Fanno Creek Trail crossing and terminates just east of the railroad crossing.

- 11-foot travel lanes (1 eastbound, 1 westbound)
- 7-foot buffered bicycle lanes (1 eastbound, 1 westbound)
- 6-foot sidewalks (on both north and south side of roadway)
- Channelized ADA-compliant pedestrian crossing at railroad crossing
- ADA-compliant crossing improvements at Fanno Creek Trail crossing
- Lighting enhancements
- Rectangular Rapid Flashing Beacon at Trail Crossing

Funding:

The City recognizes the high construction cost estimate for the project and remains committed to delivering this project within the RTP project scope. The project is a high priority for the city and additional funding will be provided through the city's capital improvement funding to ensure bicycle and pedestrian accommodations are provided into the future, if awarded.

Project Vicinity Map



PROJECT NAME: Westside Trail Pedestrian and Bicycle Bridge

APPLICANT: Tualatin Hills Park & Recreation District

AMOUNT REQUESTED: \$6,000,000

TOTAL PROJECT COST: \$30,334,019

RFFA GRANT MATCH: \$686,727

PROJECT NEED: The Westside Trail Pedestrian and Bicycle Bridge (WSTB) project addresses a critical need for safe, equitable, and accessible active transportation in Beaverton and Washington County, by constructing a grade-separated bridge over US Highway 26. This essential connection will complete a key gap in the regional Westside Trail, linking neighborhoods, schools, employment hubs, transit facilities, and recreational areas north and south of the highway. The need for this project arises from the lack of safe, convenient crossings over US 26, which currently forces pedestrians and cyclists to navigate Metro-designated High Injury Corridors NW Murray Blvd. and NW Cornell Rd. In an Equity Focus Area, these hazardous conditions disproportionately impact low-income residents, communities of color, and individuals with disabilities.

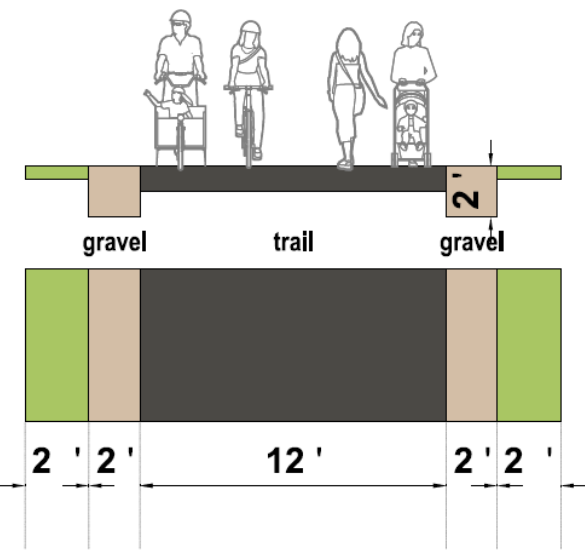
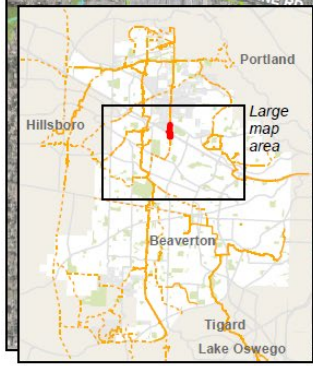
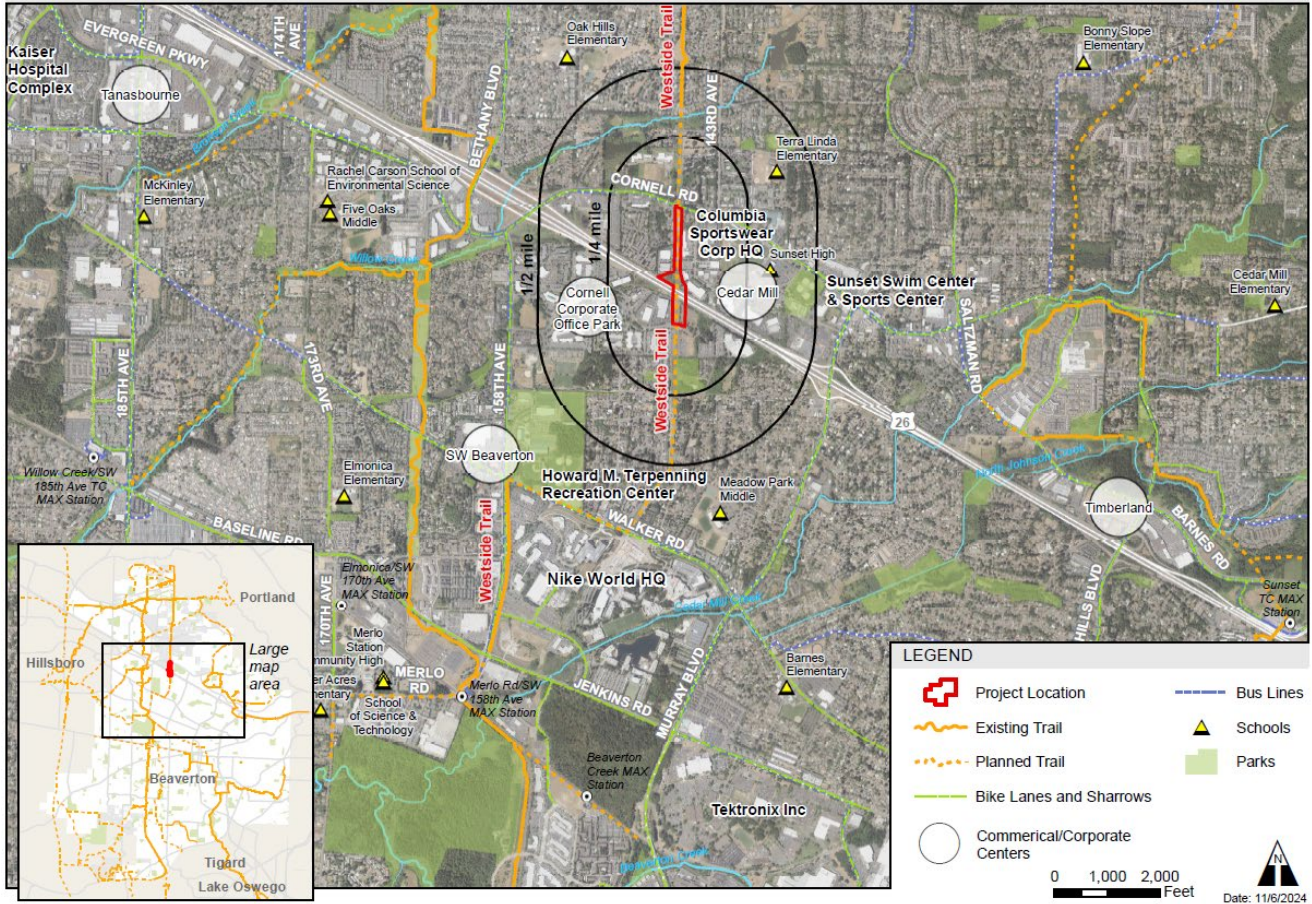
PROJECT PURPOSE: The purpose of the WSTB is to:

- Enhance safety by eliminating conflicts between vehicles and vulnerable road users.
- Improve connectivity for pedestrians and cyclists by linking destinations across the highway.
- Support active transportation and sustainable travel options, reducing reliance on motor vehicles and greenhouse gas emissions.
- Address transportation equity by providing low-cost, accessible mobility options for historically underserved populations.

PROPOSED DESIGN: The WSTB project will not only enhance safety and mobility, but serve as a visually appealing, functional landmark that integrates with the community and its natural surroundings by including following elements:

- Grade-separated single-span bridge structure.
- 12-foot-wide pathway with 2-foot shoulders on either side.
- ADA-compliant ramps with gentle slopes.
- Safety features such as enhanced lighting, protective railings, and throw barriers.
- Fiber Reinforced Polymer decking for durability, low maintenance and reduced environmental impact.
- Stormwater management features such as bioretention facilities.
- Aesthetic and ecological integration features such as landscaping with native plants.

PROJECT MAP:



Graphics are for illustration purposes only and may not reflect final designs.



Beaverton Creek Trail - Merlo Road Improvements

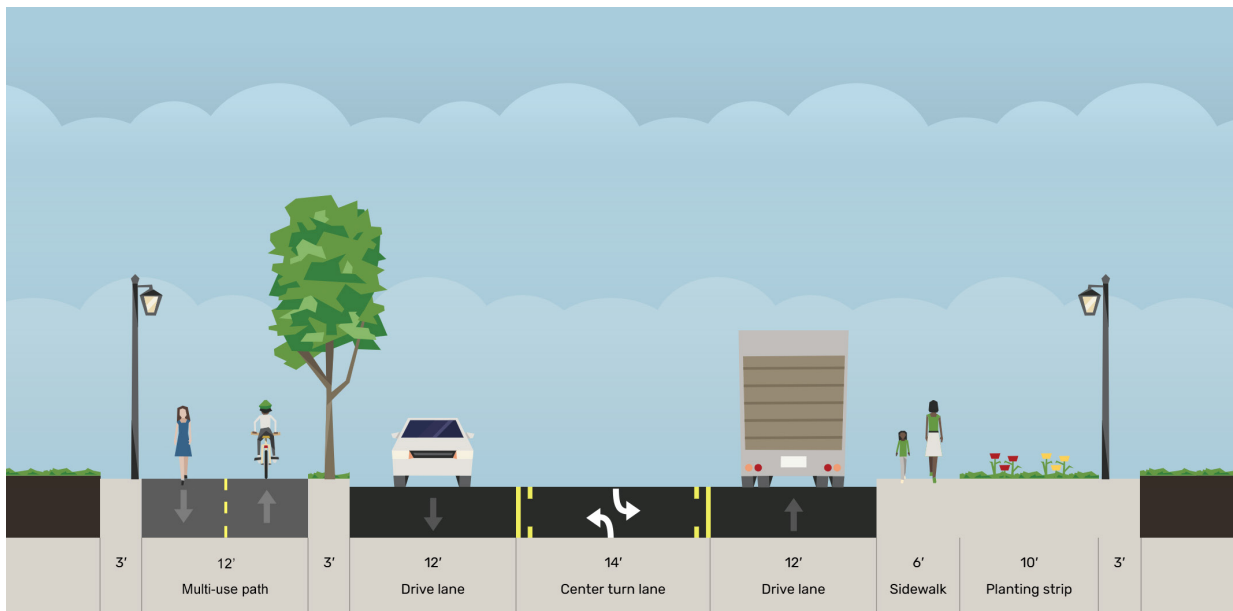
Total Project Cost: \$7,401,700	Grant Request: \$6,644,506	Match Amount: \$757,194
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Project purpose and need:

Washington County Department of Land Use & Transportation (LUT) is seeking a Metro Regional Flexible Funds Allocation (RFFA) Step 2 Capital Investments Grant for construction of the Beaverton Creek Trail along Merlo Road between 170th Avenue and 158th Avenue/Merlo MAX stop.

The project will close a critical half mile gap in the Beaverton Creek Trail along Merlo Road, which currently lacks bike lanes and has narrow sidewalks. This gap creates an access barrier for community members in Aloha, which is a Metro designated equity focus area. The project aims to improve the utility of existing bike and pedestrian infrastructure, such as the Augusta Lane Bike/Ped Bridge, and increase access to local schools, housing, nature parks, employment centers, other trails, and the nearby MAX station. Tualatin Hills Park & Recreation District (THPRD) and Beaverton School District support the project.

Figure 1. Project Cross Section



Beaverton Creek Trail - Merlo Road Improvements

Proposed design:

This proposed project will construct a 12-foot-wide multi-use path within the right-of-way adjacent to Merlo Road, including a landscape buffer and an enhanced pedestrian crossing at SW Merlo Drive. The design will fill the gap in the trail network and connect existing infrastructure to create a safer and more accessible environment for pedestrians and cyclists.

Figure 2. Project Map

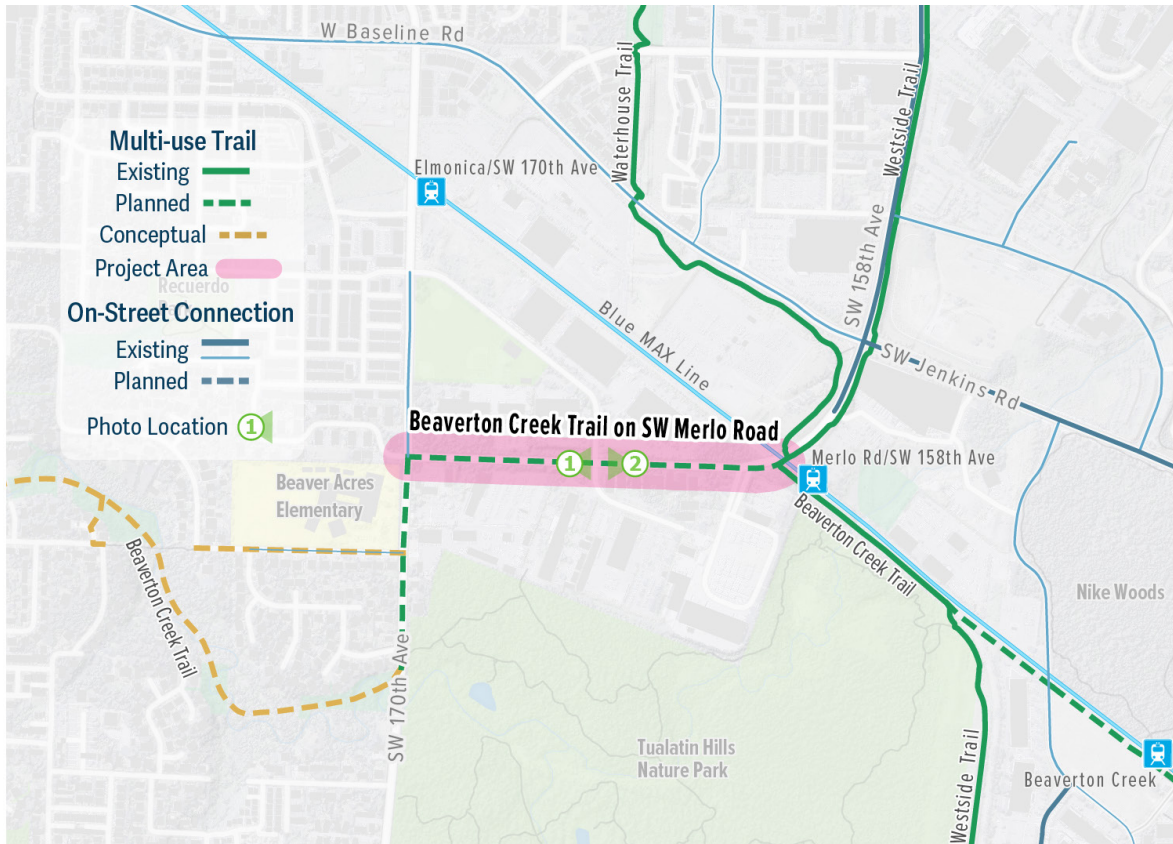


Figure 3. Existing Conditions





SW 175th Avenue Project Development

Total Project Cost:
\$2,890,000

Grant Request:
\$2,593,200

Match Amount:
\$296,800

Project purpose and need:

Washington County Department of Land Use & Transportation (LUT), in partnership with the City of Beaverton, is seeking a Metro Regional Flexible Funds Allocation (RFFA) Step 2 Project Development Grant. SW 175th Avenue is a two-lane road that lacks adequate bicycle and pedestrian facilities yet serves as a key transportation route for a rapidly growing part of Washington County. SW 175th is a designated snow route. It is also a school bus route serving Mountainside High School. The roadway features a sharp curve near SW High Hill Lane, with signage recommending speeds of 15 mph. The project will benefit a Metro-designated equity focus area.

Proposed design:

Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and right-of-way identification to realign 175th Avenue between SW Cooper Mountain Lane and SW Siler Ridge Lane. The project will produce detailed plans, specifications, and cost estimates.

Specific design features include:

- Realigning sharp curves to improve safety and enhance roadway capacity.
- Installing a large wildlife culvert to support wildlife connectivity through the riparian area.
- Two 11-foot travel lanes and a 12-foot center median/turn lane.
- Constructing two 8-foot buffered bike lanes and two 8-foot sidewalks with wide planter zones between the bike lanes and sidewalks.

**2028-30 Regional Flexible
Funding Allocation**



**Department of Land Use
& Transportation**

SW 175th Avenue Project Development

Figure 1. Cooper Mountain Community Plan area, projected for 5,000 future housing units

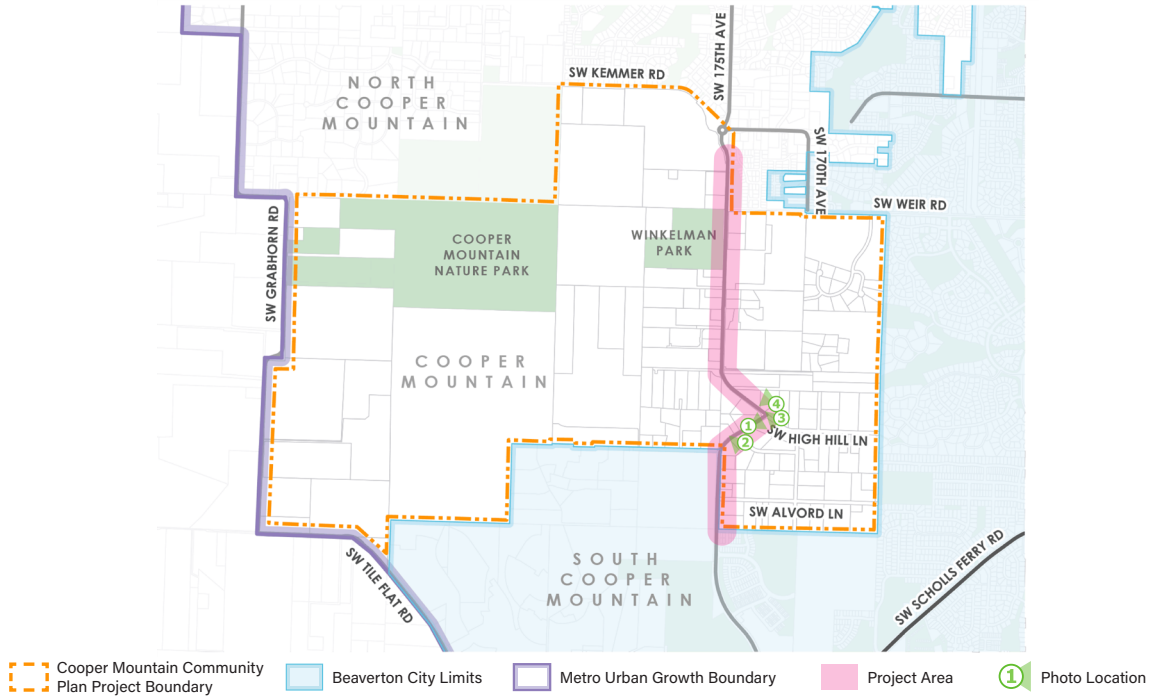


Figure 2. Existing Conditions





Cedar Mill Better Bus and Access to Transit Enhancements

Total Project Cost:
\$7,401,700

Grant Request:
\$5,252,300

Match Amount:
\$601,200

Project purpose and need:

Washington County Department of Land Use & Transportation (LUT) is seeking a Metro Regional Flexible Funds Allocation (RFFA) Step 2 Capital Investments Grant for the Cedar Mill-Line 48 Better Bus and Access to Transit Enhancements Project. The project was developed in collaboration with TriMet and Metro's Better Bus program, which focuses on improving bus reliability and reducing localized delays.



Cornell Road, particularly through the Cedar Mill Town Center, is a key source of bus delays in Washington County, affecting Line 48-Cornell and Line 62-Murray in the eastbound direction during afternoon peak hours. Through a collaboration between Metro, TriMet and County staff, several locations along this corridor have been identified for roadway modifications to improve bus travel times, reliability and access to transit. This includes reducing gaps between safe crossings and consolidating bus stops along the corridor. The project has been prioritized due to its feasibility and the expected benefits in terms of congestion relief and improved bus service.

The Washington County Transit Study (2024) identified key strategies to serve the travel needs of people who live, work and visit Washington County for the next 20 years. The study designated the Cedar Mill Town Center as an opportunity area for bus speed and reliability and access to transit enhancements with high priority need. The town center is home to two regulated affordable housing developments and several naturally occurring affordable housing communities. In addition, the project is included in the 2023 Regional Transportation Plan, which included a robust public involvement process.

Figure 1: Existing Conditions



**2028-30 Regional Flexible
Funding Allocation**



**Department of Land Use
& Transportation**

Cedar Mill Better Bus and Access to Transit Enhancements

<p>A Cornell Road at Murray Boulevard</p> <p>Transit signal priority</p> <p>New eastbound right turn except bus lane with bus-only receiving lane</p>	<p>B Cornell Road between Dale and 129th avenues</p> <p>New enhanced pedestrian crossing with median island and Rectangular Rapid Flashing Beacon (RRFB)</p>
<p>C Cornell Road at Saltzman Road</p> <p>Transit signal priority</p> <p>New eastbound Business Access and Transit (BAT) lane with bus-only receiving lane</p> <p>New westbound right turn except bus lane with shared bike-bus receiving lane</p> <p>Bicycle facility and signal upgrades</p>	<p>D Cornell Road at Barnes Road</p> <p>Transit signal priority</p> <p>New eastbound right turn except bus lane with bus-only receiving lane</p> <p>Bicycle facility and signal upgrades</p>
<p>E Barnes Road at Timberland Town Center</p> <p>New enhanced pedestrian crossing with median island and Pedestrian Hybrid Beacon (PHB)</p>	

Figure 2: Project Map

