Oregon Department of Transportation

MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name:	City of Beaverton		
Contact Person Name:	Margaret Middleton	Title:	Principal Planner
Street Address:	4755 Griffith Drive	Phone:	(503) 526-2424
City, State Zip:	Beaverton OR 97076-4755		
E-mail:	mmiddleton@beavertonoregon.gov		

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Crescent Connection: Cedar Hills Blvd - Denney Road

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	$1,323,000	100%
Non-Eligible Costs		0%
Total Transportation Project Cost	$1,323,000	100%
Matching Funds	$419,000	31.67%
Requested Funds	$904,000	68.33%

5. Provide a brief summary of the project (max 800 characters)**–REQUIRED:**

Crescent Connection: Cedar Hills Blvd – Denney Rd construction phase. Project fills two bicycle, pedestrian, and pedestrian-to-transit gaps between the Fanno Creek Trailhead at Denney Road and Cedar Hills Boulevard at Beaverton Creek with on-street and shared-use path segments, pedestrian crossings, and access to the Beaverton Transit Center and the Beaverton Central Station. Gap 1: From the south at the Fanno Creek Trailhead near Denney Road, construct a 620-foot shared-use path on the north side of Denney Road to King Boulevard. Gap 2: Construct an approximate 2,690-foot on-street or shared-use path along Beaverton Creek from Beaverton Transit Center to Cedar Hills Boulevard that connects the Beaverton Central Station to area employers and services.

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

◉ Yes ○ No

If yes, describe the status of the previous STIP project.

STIP Key No. 18173; IGA 28470. Preliminary engineering and right of way phases are underway; completion by 12/31/2014.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

◉ Yes ○ No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

Project constructs and completes STIP Key No. 18173, the final phase in this project. Complements Rose Biggi Avenue STIP Key 17271, due to be constructed in 2014 with local funds. Both projects provide key bike/pedestrian/mobility device access to adjacent Beaverton Central MAX Station and Beaverton Transit Center WES/MAX/bike station and bus transfer station to the east.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

Gaps in Beaverton's Fanno Creek Trail and Beaverton Creek Trail north/south and east/west bike and pedestrian system from Denney Road to Cedar Hills Blvd. inhibit mobility, connectivity, and direct access to transit at two critically important stations in its Regional Center; Beaverton Central MAX Station and Beaverton Transit Center WES/MAX/ bike parking and bus transfer station. Over 23,000 people in the project corridor, including environmental justice populations and the disadvantaged, lack a healthy direct way to access jobs, housing, services, and industrial, commercial and civic areas due to these gaps.

9. Transportation Project Location–REQUIRED

City:	Beaverton	County:	Washington
MPO:	Metro	Special District:	ODOT Region 1

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

Denney Road (Fanno Creek Trailhead to King Blvd.) X coordinate begin 7614625.58; Y begin 665562.45; X end 7613776.87; Y end 665592.57; along Beaverton Creek (Lombard Ave. to Cedar Hills Blvd) X coordinate begin 7611736.51; Y begin 673441.59; X end 7609714.95; Y end 674332.34.

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

◉ Attached/Upload ○ Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
◉ Attached/Upload ○ Not Applicable	Site map/air photo (showing existing site) (8.5x11)
◉ Attached/Upload ○ Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
◉ Attached/Upload ○ Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether Practical Design considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

Request is for construction funds to build the approved 100% plans from the PE/ROW phase, STIP Key No. 18173 Crescent Connection: Cedar Hills Blvd – Denney Rd. PE/ROW completed by 12/31/2014 through ODOT Flexible Funds Program, so final Construction phase start date could be 10/1/2015 for federal fiscal year 2016. Project is a safety and access/connectivity improvement that fills two mobility device, bicycle, pedestrian, and pedestrian-to-transit gaps between the Fanno Creek Trailhead at Denney Road and Cedar Hills Boulevard at Beaverton Creek with a 10-foot wide shared-use path, safe street crossings, serving bus, light rail, and commuter rail transit centers in downtown. Gap 1: From the south at Fanno Creek Trailhead near Denney Road, construct a 620-foot shared-use path on the north side of Denney Road to King Boulevard. Gap 1 connects to City-provided marked sharrows along King Boulevard north to Lee Avenue, then 11th Street and Alger Avenue, and then follows existing bike lanes to the Beaverton Transit Center where Gap 2 begins. Gap 2: Construct a 2,690-foot on-street or shared-use path along Beaverton Creek that connects the Beaverton Transit Center to area housing, shopping, employers and services. A safe crossing will be constructed at Cedar Hills Boulevard.

Project was developed using Practical Design principles of SCOPE. Safety and design determines where segments are on and off-street and determines the design of the safe crossing of Cedar Hills

Blvd. The Corridor Context ties into the City's new Civic Plan and HUD Grant Creekside Enhancement Project aimed at making Beaverton Creek a downtown amenity in order to jump-start the economic engine and redevelop the adjacent transit-oriented district in the Regional Center. The Civic and Transportation Plans rely on tying the bike/pedestrian/transit modes together in this specific area for existing and future land uses and densities, and the focus of redevelopment is around Beaverton Creek. Optimizing and connecting the non-auto system is a primary project goal along with upgrading the creek to an amenity. Opportunities to remove pavement and improve drainage along Beaverton Creek are included in design. Public and stakeholder support was accomplished through multiple ongoing Visioning, Civic Plan and HUD Grant tasks and Transportation Plan involvement processes. Expectations are established for ongoing communication and involvement. Public support for Fanno Creek and Beaverton Creek Trails is evident in their inclusion in Beaverton's, Tualatin Hills Park and Recreation District's, Metro's and Washington County's transportation plans. Efficient costs are maximized through multiple funding sources: ODOT Flexible Funds Program for PE/ROW, Washington County Major Streets Transportation Improvement Program Funds, and City funds. The HUD Grant tasks/funds tie in through the design of the creek amenity. Efficient cost is also achieved as the full multimodal system benefits due to higher non-SOV mode shares through improved mobility, access, connectivity and the closure of these last gaps. Project could be phased with construction of the two segments at different times; however, the Beaverton Creek segment is most critical and timely due to its importance to the HUD grant, economic development, and close proximity to the two transit centers and the Westgate site, which awaits redevelopment. PE and ROW will be complete prior to this phase, construction will be to City standards: 10-foot AC pathway (Standard Drawing #700 included) and ODOT standards; expected operational life of the trail segments is 20-30 years.

12. Primary Project Mode(s)

☐ Passenger Rail	☐ Light Rail	☐ Bus/Transit
☒ Pedestrian	☒ Bike	☐ Highway/Road
☐ Other:		

13. Project Activities

☒ Infrastructure Engineering, Design, or Construction	☐ Project Planning and Development	☐ Operations/Service Delivery
☐ Capital Equipment Purchases	☐ Transportation Demand Management	☐ Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) **- REQUIRED**
03-15-2016	Bid Let Date
05-15-2016	Construction Contract Award
11-15-2016	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
02-28-2017	Project Completion/End of Activities funded through this request - **REQUIRED**

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

◉ Yes ○ No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

Fanno Creek and Beaverton Creek Trails are identified in the following adopted plans: Beaverton's Capital Improvements Plan (Project 3407, page 32), Beaverton Transportation System Plan (page 4-37), Beaverton Civic Plan (pages 39-43), Beaverton Comprehensive Plan Transportation Element (page VI-31), Tualatin Hills Park and Recreation District Trails Master Plan (page 55), Washington County's Transportation Plan Figures 12C-12E, Metro's 2035 Regional Transportation Plan (Projects 10811 and 10812). The PE and ROW phases are included in Metro's Metropolitan Transportation Improvement Program and the current STIP as Key No. 18173.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including OTP Strategy 1.1.4 and OHP Action 1G.1?–REQUIRED

◉ Yes ○ No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

OTP Strategy 1.1.4: The project is a high priority project in the City's financially constrained transportation plan, which was developed through a corridor-level analysis of needed transportation improvements to the complete multimodal system. The corridor analysis applied demand management and system management strategies initially, filled in the bicycle, pedestrian and pedestrian to transit gaps secondly, then analyzed the street system deficiencies, filled gaps, and added capacity where needed. As part of Metro's, THPRD's, Washington County's and Beaverton's Regional Trail System, project construction accomplishes the most cost-effective modal solutions: bike/ pedestrian/access to transit by filling the two remaining gaps.

OHP Action 1.G.1: Filling these two gaps encourages use of these non-auto modes and over the long term reduces vehicle miles traveled, thus protecting and preserving the existing motor vehicle system and capacity. The Fanno Creek Trail system parallels OR 217; Beaverton Creek Trail parallels OR 8. Instead of climbing into their cars, commuters can easily access WES Commuter Rail from as far south as Wilsonville and Tualatin, TriMet lines 76 and 78 and the Trail along its length. Reaching Beaverton Transit Center (BTC), they can access the entire TriMet system including PDX. From BTC they can access Beaverton Creek Trail to the east or west to residential, employment, commercial, and office.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

Building these two trail segments encourages and accommodates bike, mobility device, and pedestrian travel with access to transit. Project thus reduces congestion and vehicle miles traveled due to alternative mode use, and preserves adjacent State highways, OR 217, OR 8 and OR 10. ODOT/Metro OR 217 Study identified Fanno Creek and Beaverton Creek Trails as necessary non-auto travelways that contribute to a seamless multimodal system. Both trails are also part of Metro's and Tualatin Hills Park & Recreation District's Regional Trail systems. Construction of the trail segments would complete these two connecting trails. Cost of the trail projects is significantly less expensive than increasing motor vehicle capacity on state highways and roadways serving the same travelways.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

Constructing the project will complete regionally-signficant Fanno Creek Trail and Beaverton Creek Trail in Beaverton, connect all non-auto modal networks, fill bike, pedestrian, mobility device and transit access gaps, serve four cities, and in Beaverton, directly serve a corridor of at least 23,000 residents. Project will encourage active, healthy, environmentally sound transportation choices of walking, cycling, and transit use (bus, MAX and WES at Beaverton Transit Center), will reduce vehicle trips, air pollution, and greenhouse gases, and will foster livability, economic vitality, and better health. Project will also integrate travelways with the existing regional trail and park system, enable more direct access to civic, employment, residential, and industrial areas, and connect users from four cities to downtown Beaverton to access the entire metro region and PDX by transit. Safety is improved through construction of a separated off-street shared-use path and safe street crossings, specifically at Cedar Hills Blvd.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

The project provides a safe direct non-auto travelway to civic, employment, residential, commercial, and office development in the adjacent transit-oriented core and to the retail Cedar Hills Crossing Shopping Center area. This new access promotes long-term employment/jobs, livability, and economic vitality and brings more stability to existing businesses. Transportation choices for all populations are expanded when the transportation system connects comfortably and directly to area jobs and services as well as transit that ties into the Metro region's system that includes MAX, WES commuter rail, and Portland Street Car. Area accessibility is improved through safe direct connections that specifically benefit Beaverton's Environmental Justice populations. Recreation and open space access is improved as it provides the ability to reach existing and planned recreation and open space sites within the project vicinity including the existing amphitheater/park at the Round, Beaverton Creek, and a future park at Watson Avenue and Hall Boulevard.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

The City's completed transportation system is an assumed component of its long-term economic growth and vitality. The proposed project:

- Provides additional mobility and access necessary for support of development and redevelopment in and around Beaverton's downtown.
- Preserves OR 8 and OR 10 because it provides a non-auto reliever route so that these state highway connectors to OR 217/I-5/US26 may meet the capacity and through-movement capacity necessary for vehicles and freight.
- Provides safe direct lighted mobility device, bicycle, and pedestrian access to the surrounding development including Beaverton Central MAX station and Beaverton Transit Center/WES/MAX/ bus/bike station so that workers can travel to jobs throughout the region using the bus, commuter rail, and light rail systems.
- Ties directly into and accesses the City's and metro region's trail and park system in all directions, Portland to Hillsboro.
- Stimulates economic development of The Round and the Westgate site, which will benefit the local economy by creating jobs.
- The City's Civic Plan, Creeks Master Plan, and Downtown Beaverton Development Strategy documents that creating such a Center is a desirable way to stimulate the area's economy. Numerous City/Metro studies confirm this. Metro's Corridors Beaverton case study and Metro's Beaverton Downtown Regional Center Development Strategy continue to encourage 2040 development in this core area.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The proposed project fulfills environmental stewardship objectives because it:

- Results in more cycling, walking, and transit use, that improves user health due to increased activity leading to reduced health care costs.
- Improves environmental quality through vehicle trip, fuel consumption, air pollution, and greenhouse gas reductions. Such reductions increase global energy security.
- Promotes more efficient energy use with alternative fuel buses and light rail access through the direct connections.
- Helps implement the Creekside District Master Plan to clean and revitalize adjacent Beaverton Creek. The Master Plan includes water quality improvements and public space enhancements to highlight environmental stewardship of the area.
- Will consider low impact development techniques to improve surface water quality. Clean Water Services oversees stormwater and creek facilities and provides multiple options for meeting regulatory requirements for stormwater, including options provided through its Low Impact Development Approaches Handbook. Other local, regional, and state governmental agencies regulate for environmental quality toward improving water quality, habitat, and natural areas. By working with these agencies, the City will be able to further environmental sustainability.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

The proposed project is the result of the transportation analysis of the 2035 Transportation Plan that assumes the underlying land uses and zoning districts for the project area:

- Beaverton Regional Center land use assumes highly urbanized densities, mixed use, transit supportive development and redevelopment in the project area; see Chapter Three http://www.beavertonoregon.gov/index.aspx?NID=893
- Beaverton's recently adopted Civic Plan reconfirms and plans for the area in greater detail; see http://www.beavertoncivicplan.com/
- Beaverton's Urban Renewal District assumes zoning and land use assumptions; see http://www.beavertonoregon.gov/index.aspx?nid=262
- This project also responds to recent specific economic and environmental planning efforts for the Downtown; a Creekside District Master Plan and implementation of the EcoDistrict. EcoDistricts are highly integrated neighborhoods that use resources efficiently, capture, manage and reuse a majority of energy, water and waste on site, are home to a range of transportation options, and provide a rich diversity of habitat and open space while enhancing community engagement opportunities.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

The proposed project preserves the unique Beaverton context sensitive principles in design and minimizes impacts on the natural and built environment as it:

- Encourages active healthy lifestyles and enables active transportation choices by providing safe direct access to Beaverton Central MAX station connecting to jobs and community services.
- Tightly integrates bike and pedestrian travelways to transit: when the choices are more obvious to the potential user, they become aware that they can choose to not drive.
- Improves livability and better public health, which reduces health costs, VMT and fuel consumption.
- Creates synergistic relationships of these non-auto travel strategies with parking strategies, employer-based programs, and traffic management that can yield benefits, especially in this more densely populated area. Area trees and plants offer storm-water treatment as well as weather protection, reduced exposure to pollutants, and buffering from vehicular traffic. This results in a safer, healthier, more encouraging and comfortable travel experience, which increases the probability that more cycle, walk, and transit trips are taken, which leads to a healthier more livable community.
- Provides a less stressful user experience as exposure to natural areas like the adjacent Beaverton Creek increases health benefits.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

This shared-use path project will:
• Be designed to City and ODOT standards for a separated shared use path with safe marked street crossings.
• Provide a defined direct safe lighted travel way for bikes, pedestrians, and those with mobility devices to Beaverton Central MAX and the regional bus, MAX and WES systems.
• Reduce pedestrian/bicycle/vehicle conflicts with a standard shared use path design.
• Provide a safe and secure travel environment with pedestrian friendly access from surrounding employment, retail, and office development to the north, and mixed use residential, office, retail, and commercial development to the south and east at The Round at Beaverton Central MAX Station and the Westgate site.
• Reduce out-of-direction travel by non-auto modes.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

The proposed project will provide increased bicycle, pedestrian, mobility device, and transit access and mobility to key destinations in the surrounding area. Users can connect to TriMet services that access the entire region including PDX. It expands transportation choices for everyone that uses the system by filling a gap in the trail/transportation circulation system, connecting and building a grid-style travelway that accesses transit stop and transit oriented district-supportive infrastructure. Metro's 2010 Equity Analysis documents that the project will serve high priority areas of Environmental Justice and Underserved Populations including Low English Proficiency, Communities of Color, Low Income Populations, and the elderly and disabled. Project also provides access to priority destinations and Essential Services with concentrations of Essential Services including Civic Establishments, Essential Retail, Health Services, Essential Food, and Financial and Legal Establishments. See Map: demographic composite; Map: essential services composite; Map: mobility composite; Map: disability posted at bottom of website: http://www.oregonmetro.gov/index.cfm/go/by.web/id=19681

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

The proposed project builds on a huge investment in the area bike/pedestrian/trail/access-to-transit system and downtown core around the Beaverton Central MAX Station and its transit-oriented development, the Round. The project is linked to millions of dollars' worth of public and private infrastructure investment. Most recently, the Westgate site was purchased for redevelopment. Transportation analysis highlights the importance of this project that will leverage benefits for area investments by providing access to transit. Past improvements include The Round, Rose Biggi Ave., Crescent Street, Millikan Way, and area redevelopment like Goodwill and Standard Appliance. Future improvements underway in the area include Crescent Street extension, Rose Biggi to Hall Blvd., the Round buildings, and Westgate site redevelopment. The City continues to maintain these improvements.

Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	$30,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE		
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		**$30,000**
Utility Relocation	$64,000	
Construction	$1,229,000	
Construction Project Costs Total		**$1,293,000**
Total Eligible Project Cost		**$1,323,000**
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Beaverton	$169,000	13%
Co-Sponsor			0%
Participant	Washington County MSTIP3c funds	$250,000	19%
Participant			0%
Total		$419,000	32%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.

Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other then the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name: Peter Arellano

Authorizing Authority Title: Public Works Director

☒ Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

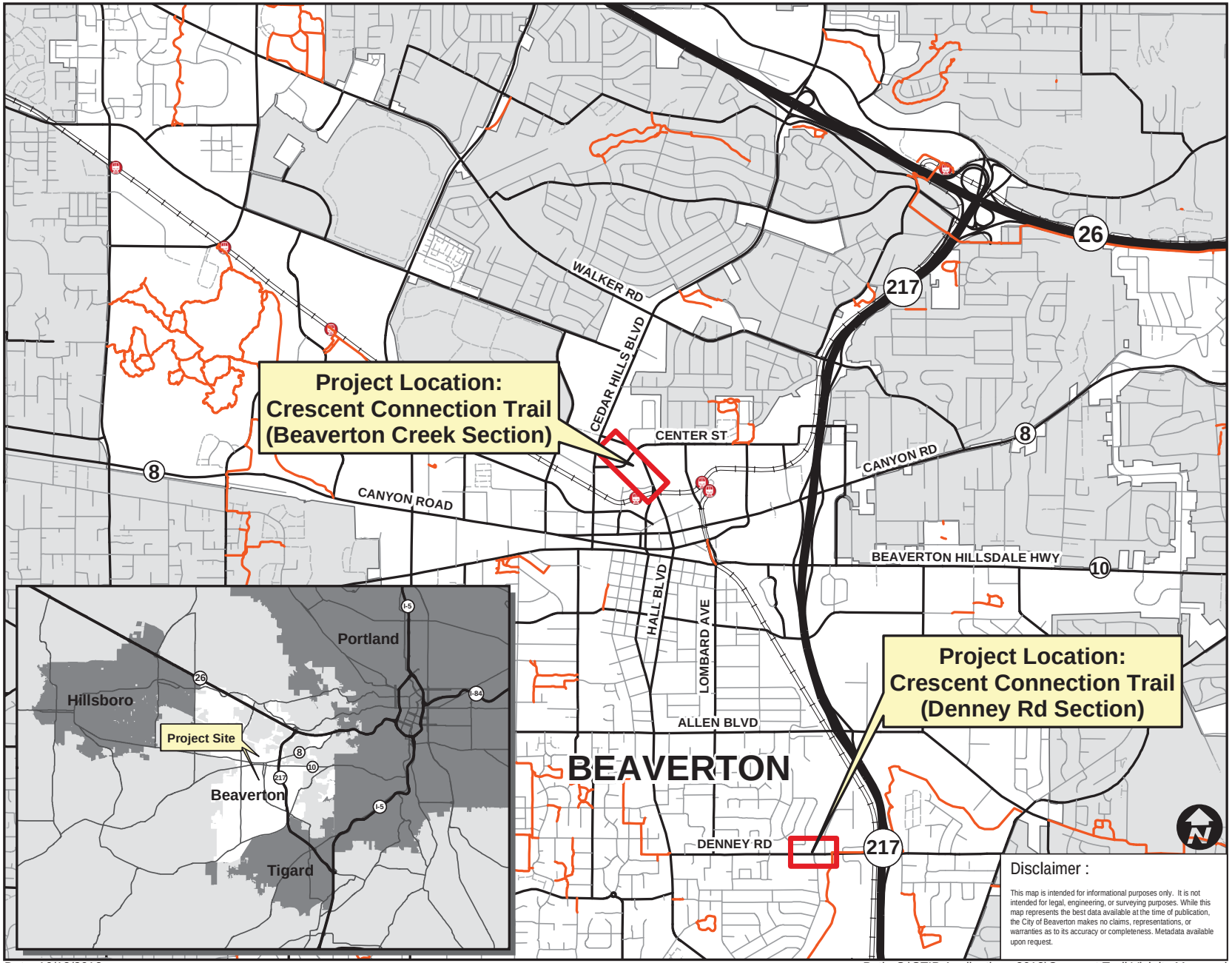
Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

☐ Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

Save Application



GEOGRAPHIC INFORMATION SYSTEM

VICINITY MAP

STIP Application: Crescent Connection Trail

- Existing Trail
- Light Rail Station
- Light Rail
- Freeways
- Arterials
- Minor Streets
- Private Roads
- Beaverton
- Outside City Limits

0 0.25 0.5 1

Miles

Beaverton OREGON

Date: 10/18/2012

Path: S:\STIP Applications 2012\Crescent Trail Vicinity Map.mxd

GEOGRAPHIC INFORMATION SYSTEM

EXISTING CONDITIONS

STIP Application: Crescent Connection Trail

Light Rail

Project Area

Notes:

1. The aerial photo was taken in 2011.

Beaverton OREGON

Date: 10/22/2012

Path: S:\STIP Applications 2012\Crescent Trail Existing Conditions Map.mxd

Date: 11/16/2012

Path: S:\STIP Applications 2012\Crescent Trail Site Map.mxd

GEOGRAPHIC INFORMATION SYSTEM

SITE MAP

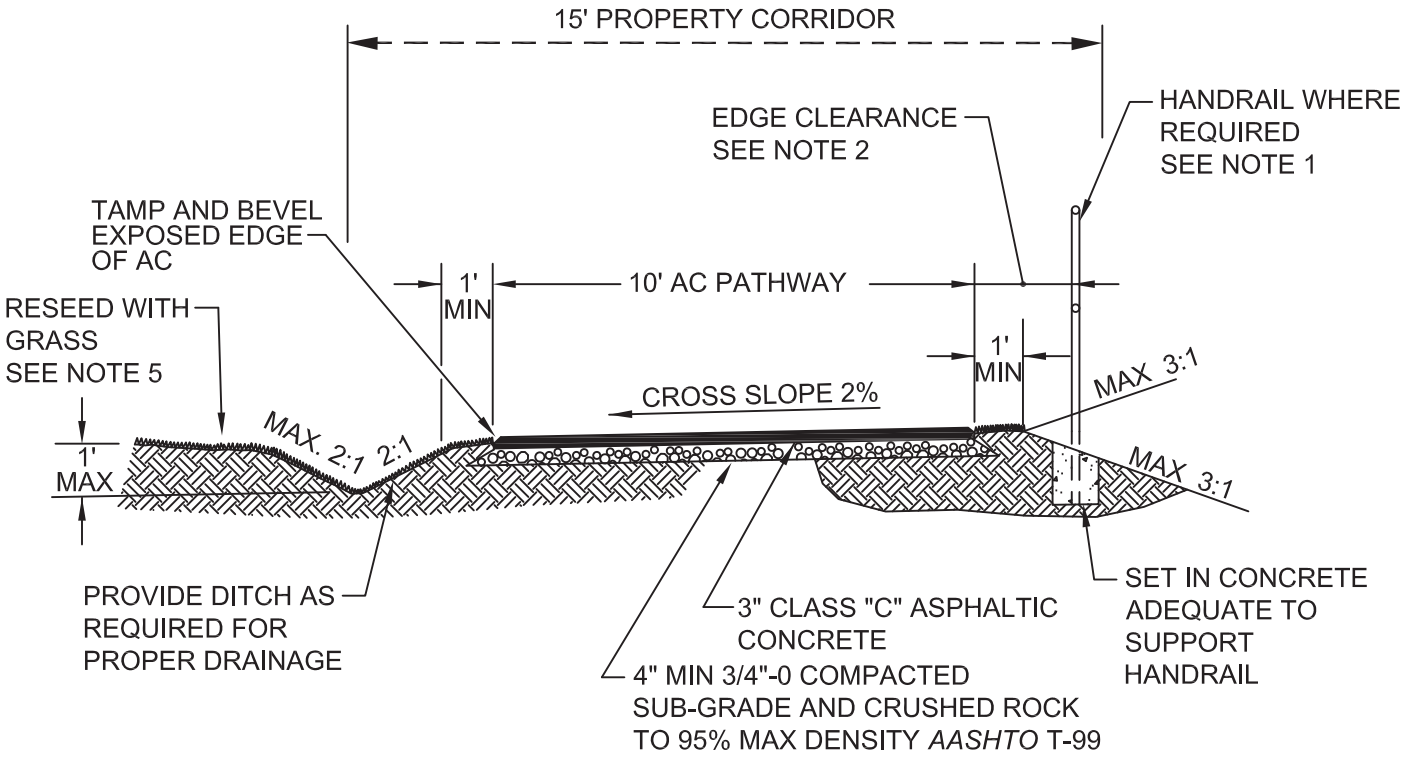
STIP Application: Crescent Connection Trail

- THPRD Adopted Path Alignment
- Alternative Alignment 1
- Alternative Alignment 2
- Light Rail

Notes:

1. The aerial photo was taken in 2011.

Beaverton
OREGON



CROSS SECTION

NOTES:

1. If maximum allowable slope of 3:1 must be exceeded or a retaining wall is to be constructed at edge of path (with City Engineer's prior approval only), provide handrail approved by the City Engineer along the entire length of the non-conforming slope or retaining wall.
2. Edge clearance of 2 feet or more is desirable from handrails, trees, walls, fences, poles, guardrails or other lateral obstructions.
3. 3:1 side slope is desirable for mowing purposes.
4. Provide *City* approved drainage pipe at low points.
5. Reseed disturbed surfaces.
6. Path may be offset from centerline of property corridor only with City Engineer's approval.

City Of Beaverton

PUBLIC WORKS DEPARTMENT		TYPICAL SHARED - USE PATH SECTION	
CITY ENGINEER Terry Waldele, P.E.	DATE 6 - 10 - 04	DRAWN BY JR - CPD	DRAWING NO. 700

SEN. SUZANNE BONAMICI

STATE SENATOR, DISTRICT 17

503-986-1717

sen.suzannebonamici@state.or.us

September 26, 201

To Whom It May Concern:

I write to you today in strong support of the City of Beaverton's Beaverton Crescent Connection Pedestrian, Bike and Transit Corridor Improvement project. This project will increase the accessibility, efficiency, environmental soundness and safety of the area's transportation system and will be critical to the City of Beaverton's smart and strategic growth.

As a Legislator representing parts of Beaverton and Washington County, I am acutely aware of the need for better alternative transportation options in the area. Currently, commuting from one point of Beaverton to another is not an easy proposition. Congestion is typical, a car is the most viable form of transportation, and the convenience of public transportation is highly variable from one part of the city to another.

The project will close gaps in the current transportation system and will achieve a fully interconnected transportation corridor with bike, pedestrian, and transit access from Tigard's and Beaverton's Fanno Trail segments north to Beaverton's Regional Center, connecting to Beaverton Creek Trail and two transit centers.

According to a recent analysis conducted by Metro, the communities in the project area are largely underserved and also possess a strong concern for environmental justice. This project will address both of those issues by creating greater ease of access to housing, jobs and services for those who are underserved and by allowing those who would like to utilize public transportation, cycling or walking as their transportation mode of choice for environmental or healthy living reasons to do so safely and conveniently.

The livability of the City of Beaverton is undeniable, as is the need to solve the transportation challenges facing the City and the region. Achieving a fully integrated transportation corridor that allows for easier commuting through Beaverton; allows for greater access to housing, employment and services; and promotes public transportation as well as cycling and walking is a necessary step for the continued growth and improvement of Beaverton and the region. It is my hope that the Beaverton Crescent Connection Pedestrian, Bike and Transit Corridor Improvement proposal is approved and that this project will move forward without delay.

Kind regards,

Suzanne Bonamici
State Senator, SD 17

CHRIS HARKER
STATE REPRESENTATIVE
DISTRICT 34
WASHINGTON COUNTY

October 11, 2011

To Whom It May Concern:

I write today in support of the City of Beaverton's Crescent Connection Pedestrian, Bike and Transit Corridor Improvement project. This project will increase the accessibility, efficiency, environmental soundness, safety of the area's transportation system and will be critical to the City of Beaverton's smart and strategic growth.

The proposed project will close gaps in the current transportation system and achieve a fully interconnected transportation corridor with bike, pedestrian, and transit access from Tigard's and Beaverton's Fanno Trail segments to Beaverton's Regional Center, connecting to Beaverton Creek Trail and two transit centers.

According to a recent analysis conducted by Metro, the communities in the project area are largely underserved and also possess a strong concern for environmental justice. The proposed improvement project addresses both of these concerns by creating greater ease of access to housing, jobs, and services for those who are underserved, and by allowing those who would like to utilize public transportation, cycling, or walking, for environmental or healthy living reasons, to do so safely and conveniently.

Achieving a fully integrated transportation corridor that allows for easier commuting through Beaverton, provides greater access to housing, employment and services, and promotes public transportation, as well as cycling and walking, is an appropriate step for the continued growth and improvement of Beaverton and the region. It is my hope that the Beaverton Crescent Connection Pedestrian, Bike and Transit Corridor Improvement proposal be approved and the project move forward without delay.

Sincerely,

Representative Chris Harker

900 Court St. NE, Salem, OR 97301 – Phone: (503) 986-1434 – rep.chrisharker@state.or.us

TRIMET

October 10, 2011

ODOT Flexible Funds Program
Planning Section
555 13th St. NE, Suite 2
Salem, Oregon 97301

Dear ODOT Flexible Funds Program Review Committee:

TriMet supports the City of Beaverton's Crescent Connection Pedestrian, Bike and Transit Corridor Improvement project. The project will allow more people to get around by walking, bicycling, and taking transit, all affordable, healthy, and environmentally sustainable travel options.

This project will make safer and more direct bicycle and pedestrian connections to TriMet's bus, light rail, and commuter rail service and provides a much-needed pedestrian and bicycle connection from Beaverton Central MAX Station to the Red Line which ends at Beaverton Transit Center. It will improve access to transit for low income populations, communities of color, and disabled populations living and working in the project area. It also provides for installation of ADA-compliant accessible bus landing pads at bus stops located along SW Lombard Ave. and other amenities, like seating and shelters where ridership warrants this level of investment.

TriMet's recently completed Pedestrian Network Analysis project identified high activity, need, and opportunity for pedestrian improvements in this area. We are pleased to see this project go forward and fully support this application.

Sincerely,

Neil McFarlane
General Manager

WASHINGTON COUNTY
OREGON

October 6, 2011

Denny Doyle, Mayor
City of Beaverton
4755 SW Griffith Dr.
P.O. Box 4755
Beaverton, OR 97076

Re: Financial Support for "Crescent Connection" application for State Flex Funds

Dear Mayor Doyle:

This letter is to confirm that Washington County will contribute $250,000 as part of the City of Beaverton's flexible funds application to the Oregon Department of Transportation. These funds will come from Washington County's Major Streets Transportation Improvement Program's (MSTIP) allocation for bicycle and pedestrian improvements. These funds will be made available if the City of Beaverton's application to ODOT is successful.

The portion in Beaverton is a key part of multi-jurisdictional network that will enhance significant links in the bicycle and pedestrian system.

Sincerely,

Andy Duyck

Andy Duyck
Chairman
Washington County Board of Commissioners

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

June 6, 2011

Washington County Coordinating Committee

Dear Chair Rogers and Committee Members,

I am writing to express the Bicycle Transportation Alliance's (BTA) support for the following projects to be submitted by the WCCC to Metro for consideration of the Region Flexible Funds:

- Crescent Connection
- Rock Creek Trail Master Plan
- Cedar Creek/Tonquin Trail
- Hillsboro Regional Center
- Cornelius 10th Ave

The BTA knows that multiuse trails and separated facilities meet the needs and desires of people who walk and ride bikes. The BTA conducted a series of research projects, including two major surveys with over 2,250 respondents, finding that people strongly prefer low- and no- traffic bicycling environments. The BTA feels it is imperative to make bicycle and pedestrian facilities easy and comfortable to use. We feel that providing a high-quality on and off-street experience will encourage more people to ride. Re-routing people to a high-volume and high-speed corridor will discourage less confident riders from using the existing trails if they must walk and ride near high-speed traffic.

While it is important to provide bike lanes on these arterials and collectors, often only the strong and fearless bicyclists use these facilities. Multi-use trails and separated facilities provide transportation and recreation options for the majority of citizens who do not want to walk and ride around fast moving (above 20mph) automobiles.

The Crescent Connection, Rock Creek Trail Master Plan, Cedar Creek/Tonquin Trail and the Hillsboro Regional Center will address many of the safety and comfort issues that keep interested but cautious people who want to walk and ride from taking to the streets. In order for each of these projects to be successful, there will need to be careful consideration of the pedestrian crossings to ensure that the projects safe, easy and accessible.

The BTA supports the 10th Avenue project in Cornelius as the Green Economy and Freight project. This project demonstrates that complete streets are critical to freight routes. Complete streets help curb preventable pedestrian and bicycle deaths. While any fatality on the roadway is tragic, it is made increasingly so when a commercial driver kills or maims a pedestrian or bicyclist. This can be a career ending fatality and have a significant economic and emotional toll on the commercial driver and the company. Upgrading 10th Avenue to include bike lanes,