



Active Transportation & Complete Streets Projects

Name of Project: **Beaverton Creek Trail: Westside Trail – Hocken Avenue**

(project name will be adjusted to comply with ODOT naming convention if necessary)

Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at: <http://www.oregonmetro.gov/rffa>. Please complete the following:

Project Definition

Project Description

- Facility or area: street(s), intersection(s), path or area. **Beaverton Creek Trail**
- Beginning facility or milepost. **Westside Trail**
- Ending facility or milepost. **Hocken Avenue**
- Provide a brief description of the project elements.

The project will include final engineering, permitting and construction of a 1.5-mile long, 12-foot wide regional trail; and will consist of pervious and/or impervious paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.

- City (ies). **Beaverton**
- County(ies). **Washington**

Base project information

- Corresponding RTP project number(s) for the nominated project. **10811**
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).
- Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area).
Currently only on-street routes exist in the project corridor for bicycles and pedestrians. These routes are undesignated, provide out-of-direction connections and create conflicts between motorists and bicycles/pedestrians. These routes may also be inaccessible and/or require extra time for people to reach their destinations. The purpose of this project is to complete a 1.5-mile long section of the Beaverton Creek Trail in order to provide an east-west off-street transportation alternative that will:

- 1) **Serve identified environmental justice areas such as low-income, minority and youth populations ;**
 - 2) **Improve safety for bicyclists, pedestrians and motorists along arterial and collector streets;**
 - 3) **Serve and improve access to employment and commercial areas and essential public services, such as the Downtown Beaverton Regional Center, Cedar Hills Crossing and the Tektronix and Nike campuses;**
 - 4) **Complete a gap in the off-street transportation network by connecting to existing sections of regional trails and multi-use paths, such as the Westside Trail and Waterhouse Trail;**
 - 5) **Improve user experience by providing design elements such as lighting, furnishings and appropriate trail width in anticipated high use areas;**
 - 6) **Improve access to transit services including the Beaverton Creek, Millikan Way, Merlo Road/158th Avenue and Beaverton Central light rail stops and bus service along Hocken Avenue, Millikan Way, 153rd Avenue and Cedar Hills Boulevard;**
 - 7) **Reinforce public outreach efforts undertaken during the master planning and preliminary engineering phases that will begin in early 2017;**
 - 8) **Build upon other public investment undertaken by THPRD, TriMet and the City of Beaverton within and adjacent to the project corridor, including completion of two off-street trails, one on-street trail/multi-use path and safety/access improvements at transit stops, as well as the PD/PE phase of this project (funded by the 2013 RFFA process; and**
 - 9) **Reduce auto-trips generated by providing a pedestrian/bicycle transportation alternative that connects the community.**
- Attach a completed Active Transportation Design checklist (Appendix C).
 - Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). **THPRD anticipates 70,000 to 90,000 users per year once the project is completed. This is based on actual trail counts along THPRD's Fanno Creek Trail between Denney and Scholl's Ferry Roads, which is a stretch of regional trail sharing similarities with the proposed BCT (length, proximity to transit services and proximity to employment and commercial areas). As part of its trail management program, THPRD uses electronic trail counters to gauge the number of people using its trails on a daily, weekly, monthly and yearly basis. This data allows THPRD to identify trends in existing trail use and project future trends as gaps in the trail system are completed. Upon completion of this project, trail counters will be located at each end of the project corridor to track trail usage. Each year, THPRD also uses volunteers to administer trail user surveys and take trail counts at specific locations at specific times. The intent is to better understand how its trails are being used (e.g., commuter, recreation or short trip destination). At its completion, this project will be incorporated into THPRD's trail management program and the trail use monitoring process,**

Project Cost and Funding Request Summary

- Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology. Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support

The project cost estimate is based on current understanding of the project corridor and anticipated project elements derived from recently completed THPRD trail projects. This information was entered into the Cost Methodology Workbook (Appendix E) to determine the estimated project cost. The cost estimate includes primarily construction costs with some funds requested for final engineering. THPRD will be starting Project Development (PD) and Preliminary Engineering (PE) in early 2017 for this project. This work will be completed in mid-2018 in order to facilitate a smooth transition into final engineering in late 2018 and construction in 2019, which will ensure project readiness and obligation of funds within the 2019-2021 timeframe.

THPRD’s match will come from System Development Charges (SDC) and will be obligated in its fiscal year 2018-19 budget, which begins July 1, 2018. This will ensure local funds are obligated and available for the project during the 2019-21 timeframe. In addition to THPRD’s match, Washington County has also pledged funds to this project. Those funds will be obligated and available through THPRD’s budget during the same 2018-19 fiscal year. In addition to this financial support, the project also has support from a number of interested groups and individuals, including Washington County, City of Beaverton, TriMet, Nike, Providence Health Services and residents of THPRD’s service area (Letters of support are attached). In addition to its support for the project, the City of Beaverton will also be providing technical support during the PD/PE phase, as well as during final engineering and construction and will also be a standing member of THPRD’s internal design team.

- Total project cost
(Include and describe any cost elements beyond those funded by the request + match):
Total Project Cost I = \$5,758,079
 - **Non-RFFA Project Costs = \$1,141,564 (for PD, PE and ROW beginning in early 2017)**
 - **RFFA Project Cost = \$4,616,515**
- RFFA funding request by project phase:
(e.g. Project Development, P.E., Environmental, ROW acquisition, Construction)
RFFA Funding Request = \$3,892,399 or 84.31% of the estimated project cost
 - **PD - \$0**
 - **PE - \$278,306**
 - **Environmental - \$311,003**
 - **ROW - \$0**
 - **Construction - \$3,303,090**

- Local match or other funds
(minimum match = 10.27% of funds requested + match):
Local Match = \$724,116 or 15.69% of the project cost
 - **THPRD SDC - \$474,116**
 - **Washington County - \$250,000**

Map of project area

- Provide a map of the project consistent with GIS shapefile standards found in Appendix B

Project sponsor agency

- Contact information (phone # & email) for:
- Application lead staff. **Brad Hauschild, 503-614-4007, bhauschild@thprd.org**
- Project Manager (or assigning manager). **Rene Brucker, 503-614-4012, rbrucker@thprd.org**
- Project Engineer (or assigning manager). **To be determined**
- Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why. **THPRD has led multiple federally funded projects and has completed them successfully on-time and on-budget. From 2006-2009, THPRD managed the Beaverton Powerline (Westside) Trail project, which designed and constructed 2-miles of off-street, multi-use trail. Total project cost was \$1,864,338 and included \$1,030,500 in federal funds. From April 2011 to October 2012, THPRD managed an alternatives analysis planning study (PD) to determine a feasible crossing of the Fanno Creek Trail at SW Hall Boulevard in Beaverton. The budget for this project was \$400,000 and included \$359,000 in federal funds. The project was completed under budget at a total cost of \$357,222 and included \$320,535 in federal funds.**

Since February 2012 THPRD has managed the Westside Trail Segment 18 project, which will construct 1-mile of off-street, multi-use trail. Design and engineering was completed in July 2015, with construction beginning in June 2016. The budget for this project is \$2,674,000 and includes \$2,399,337 in federal funds. Total project cost is estimated to be \$3,200,000, as a result of higher than expected construction bids. No additional federal funds were programmed for the project. Construction is currently on schedule and is expected to be completed by year's end 2016.

In August 2016, THPRD entered into an intergovernmental agreement (IGA) with ODOT for PD/PE of this Beaverton Creek Trail (BCT) project and is currently work with ODOT to complete a scope of work. The solicitation process for consultant services is expected to begin this fall with PD beginning in early 2017. PE work will be completed by summer 2018. The budget for this project is \$891,564 and includes \$800,000 in federal funds.

- Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.
THPRD has the staff resources and funding capacity to ensure the proposed BCT can be completed successfully and on time. The proposed project manager, Rene Bruckner, is currently

managing the PD/PE phases on this BCT project and is partnered with Brad Hauschild, who has worked on current and past federally funded projects. Both are familiar with the processes needed to ensure successful project completion. The City of Beaverton has also pledged to provide technical support during the project's duration, including PD/PE, and will be part of THPRD's design team. The City's support will include transportation planning and engineering staff familiar with the federally funded project processes.

THPRD has also incorporated its local match requirement (approximately \$474,116) into its budgeting process to ensure those funds will be available (with a successful funding request) in 2019 through its System Development Charge (SDC) fund. Additionally, THPRD is working on land acquisition simultaneously with PD/PE to secure all ROW needs prior to beginning final engineering in 2018.

Highest priority criteria

1. What communities will the proposed project serve? What are the estimated totals of low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations that will benefit from this project, and how will they benefit?

Metro's environmental justice equity maps show the project corridor contains significantly above average populations of minorities, low-income and youth populations. Low English-speaking proficiency, people with disabilities and elderly populations are also present but not considered to be above average. As an off-street transportation option, the proposed BCT will improve connections for these typically underserved populations by creating a safer, more direct route than currently exists. This east-west route will provide direct access to two TriMet light rail stations (Beaverton Creek and Millikan Way) and improve access to two additional light rail stations located at each end of the project corridor (Merlo Road/158th Avenue and Beaverton Central). Additionally, the proposed BCT will improved access to essential services, employment and commercial areas, recreation and natural areas within and adjacent to the project corridor.

Based on 2016 data provided by the City of Beaverton, which analyzed a 5.8-square mile area around the proposed BCT alignment, approximately 29,500 people in 12,000 households live within one mile of the project corridor. This number is expected to be 31,500 people in 12,800 households by 2021. Key demographic information for 2016 includes:

- Approximately 39%, or 11,500 people, are considered to be minority and includes concentrations of African-Americans (10%), Asians (29%) or Other (43%).
- Approximately 30%, or 8,700 people, are considered to have Hispanic origins.
- Approximately 24%, or 7,100 people, are under the age of 18.
- Approximately 49%, or 5,900 households, are considered to be low-income.

2. What safety problem does the proposed project address in an area(s) with higher-than-average levels of fatal and severe crashes? How does the proposed project make people feel safer in an area with high walking and bicycling demand by removing vehicle conflicts?

The proposed BCT will provide an off-street transportation option that provides direct connections to transit services, employment and commercial centers, public services, recreation and natural areas that currently do not exist in the project corridor. This project addresses the fact that there is no direct east-west route for bicycles and pedestrians travelling from the Downtown Beaverton Regional Center and Cedar Hills Crossing area to the Westside Trail and Tualatin Hills Nature Park area and transit. Currently only on-street routes exist, generally Millikan Way or Jenkins Road, and do not offer bike lanes and/or sidewalks within the project corridor. Being on-street routes, there is a higher likelihood of conflicts and crash incidents between bicyclists/pedestrians and vehicles because of street intersections and private driveways. High traffic volumes are also of concern along these on-street routes, which include Murray Boulevard (26,000-29,000 vehicles per day), Jenkins Road (19,000-22,000), Millikan Way (8,00-10,000), Hocken Avenue (8,000-10,000) and 153rd Avenue (8,000-9,000), Also worth noting are TV Highway (34,000-40,000) and Cedar Hills Boulevard (24,000-26,000), which are located within a half-mile of the project corridor.

According to Metro's crash data map for bicycles and pedestrians, the project corridor is generally free of weighted crash incidents - except at the project corridor's east end where crash data appears (Cedar Hills area). However, it does not appear to be considered a "hotspot" for crash incidents. It should be noted that potential conflicts are likely to increase as the project corridor continues to develop with increased density, including the expansion of the Nike World Headquarters within the project corridor. This project can proactively minimize these conflicts as the proposed BCT will offer an off-street alternative to those using the current on-street routes. As an off-street trail, conflicts with vehicles will be greatly reduced as there are only three street crossings proposed with this project, two will be signalized midblock crossings and one will be at an existing controlled street intersection. None of these streets are considered heavily-travelled or arterial-type facilities.

3. What priority destinations will the proposed project will serve? How will the proposed project improve access to these destinations?

The proposed BCT will improve access to a number of priority destinations by providing a more direct, east-west off-street transportation alternative. This project will create a pedestrian friendly option to employment areas, such as Nike, Tektronix and Reser's Fine Foods, mixed-use areas, such as Cedar Hills Crossing and the Beaverton Round, and essential public services, such Beaverton City Hall and Providence Health Services. Based on Metro pedestrian corridor maps, the proposed BCT is generally bordered by four pedestrian corridors:

- #4 – Aloha to Beaverton (TV Highway)
- #9 – Tanasbourne to Beaverton (Walker Road)
- #10 – Murray/Scholls to Cedar Mill (Murray Boulevard)
- #14 – Cedar Hills Boulevard.

While these corridors generally have fewer pedestrian/bicyclist-vehicle crashes, good sidewalk connections and better access to people and places, they are not pedestrian friendly due to higher auto speed, volume and lanes; limited tree canopy, few signalized street crossings, and poor street connectivity.

Based on Metro pedestrian district maps, the project will help improve access to four districts located within or adjacent to the project corridor and include:

- #10 – Merlo Road
- #11 – Beaverton Creek
- #12 – Millikan Way,
- #14 – Beaverton

While these districts have lower auto speed, volume and lanes, fewer pedestrian/bicyclist-vehicle crashes, good sidewalk completion and better access to people and places, they are not pedestrian friendly due to limited tree canopy, few signalized street crossings, and poor street connectivity.

In general, these pedestrian corridors and districts are average in the number of signalized crossings available compared to nearby areas; have higher density than surrounding areas, but moderate density compared to the region; and have high levels of sidewalk completeness compared to nearby areas. The proposed BCT will improve and strengthen existing connections within these pedestrian corridors and districts by providing an off-street travel option that provides direct connection to employment areas, mixed-use centers and essential public services (including transit).

As it relates to the bicycle comfort index, the project corridor is moderate meaning some bicycle facilities exist but they may be substandard or lacking in amenities that promote a safe and comfortable cycling experience (this is lower compared to other areas adjacent to it). However, bicycle connectivity and bikeway density are high compared to adjacent areas, and is comparable to densities found in the region. There is also a high level of cycle zone potential in the project corridor, which is comparable to those found in region.

4. How will the proposed project support the existing and planned housing/employment densities in the project area?

The proposed BCT is located within a high density employment area in west-central Beaverton that includes over 1,700 businesses employing nearly 28,000 people, and includes places like Nike, Tektronix, Reser’s Fine Foods, TriMet, Providence Health Services and Cedar Hills Crossing. At the east end of the project corridor, high density residential development can be found on the south side of Millikan Way (less than a quarter mile from the trail corridor) and on the north side of Jenkins Road (less than a half mile from the trail corridor).

With its connection to Hocken Avenue, the project provides access to central Beaverton where, in 2013, the city completed a visioning process for what its downtown should be. An outcome of this process was the creation of an urban renewal district at the east edge of the project corridor. Over the next several years, the Downtown Beaverton Regional Center is expected to see increases in residential, commercial, and employment component densities. The proposed BCT will provide an opportunity to act as a catalyst for this re-development effort being undertaken by the City of Beaverton.

Higher priority criteria

5. How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network? (See Appendix 1 of the Regional ATP: Network Completion, Gaps and Deficiencies).

The proposed BCT will help improve deficiencies in the Regional Active Transportation network specially addressing the Beaverton Creek Trail (ATP ID# T4). The project also helps address deficiencies because it will provide a bicycle and pedestrian route having direct access to Hocken Avenue (ATP ID# B), Beaverton Creek TC (ATP ID# D11) and Millikan Way TC (ATP ID# D12). The project also improves access to the Merlo Road/158th Avenue TC (ATP ID# D10), Aloha Bicycle/Pedestrian District (ATP ID# D13) and Beaverton Bicycle/Pedestrian District (ATP ID # D14).

6. What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort? What barriers will be eliminated or mitigated?

The proposed BCT will addresses twelve of the design elements noted in Appendix C, Section D – Off-Street and Trail Facilities:

- **The proposed BCT will be designed to have a minimum width of 12-feet with 2-foot shoulders. In areas where high bicycle and pedestrian activity is anticipated, such as near transit stops, and site conditions are appropriate additional a trail width of 14-feet may be considered.**
- **The trail is will be off-street throughout the entire project corridor with a minimum 5-foot separation where located adjacent to Terman Road (west of Schottky Place). However, there is an approximate 500-foot long section along Terman Road, under the Murray Boulevard overpass, that may need to be located adjacent to the roadway without separation due to topography and the overpass supports.**
- **There are three street crossings anticipated with the project – two mid-block and one at a controlled intersection. All crossings will include signage and striping on street and on trail to make sure bicycles, pedestrians and motorists are aware of the crossing location. One of the mid-block crossings will be located on 153rd Avenue where the light rail track crossing occurs. This crossing will be coordinated with TriMet to ensure appropriate safety measures are in place. The other mid-block crossing will occur at Shannon Place and may warrant a rectangular rapid flashing beacon. The final crossing will occur at the**

intersection of Terman Road and Schottky Place, which is controlled by a stop sign on Schottky Place.

- All street crossings are located on 2-lane local streets. No 4-lane streets are located along the project corridor.
- All three street crossings will include lighting. Lighting will be designed to match existing lighting patterns at each respective crossing.
- The proposed BCT will have at least eight access points along its 1.5-mile project length and includes Hocken Avenue, Shannon Place, Millikan Way light rail station, Schottky Place, Terman Road (including Murray Boulevard on/off ramps), Beaverton Creek light rail station, 153rd Avenue and the Westside Trail.
- The proposed BCT will include benches with wheelchair rest areas. These are generally located between points of access along the trail and strategically located at points of interest such as interpretive areas, wildlife viewing areas or plazas/gathering spaces.
- The project will provide wayfinding standards meeting MUTCD guidelines, including directional signage and trail identification signage. Interpretive signage may also be provided along Beaverton Creek where the opportunity for outdoor education or information presents itself.
- Regulatory signage will be provided at street crossings and other areas of high use where conflicts between bicycles and pedestrians may occur. This signage will inform all users that pedestrians have the right of way and bicycles should yield.
- Signage and striping will be used to give the proposed BCT priority over local streets and driveways. Because the trail will be off-street there are minimal instances where these types of crossings occur, but signage and striping will promote awareness of the trail for motorists and trail users alike.

7. How does the proposed project complete a so-called 'last-mile' connection between a transit stop/station and an employment area(s)?

The proposed BCT will provide direct connection to TriMet's Millikan Way and Beaverton Creek light rail station, both of which also include bus service (Line 62). Both of these transit stops are located near major employment centers, such as Nike and Texkronix. At the east end of the project corridor, the proposed BCT connects to Hocken Avenue and is within one quarter-mile of bus stops (Line 62) in both directions and the Cedar Hills Crossing commercial area. At the west end of the project corridor, the proposed BCT connects to the Westside Trail and is within one quarter mile of the Merlo Road/158th Avenue light rail station (Bus Line 67) and the Reser's Fine Foods facility.

Priority criteria

8. How the public will be engaged relative to the proposed project? Include description of engagement during project development and construction, as well as demand management efforts to increase public awareness and utilization of the project post-construction. (Metro

Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination).

There has been no specific public engagement related to design or construction of the proposed BCT. To date, the only engagement has taken place through development of THPRD's 2015 Trails Functional Plan and its subsequent 2016 5-Year SDC Project List prioritization process (discussed in more detail below in the "Process" section of this application). However, as part of the PD/PE phase of this project (expected to begin in early 2017), an extensive public engagement process will be undertaken. A summary of this engage process is included with Appendix A – Environmental Justice Compliance Checklist. Generally, this process will include identifying community partners and neighborhood interests, small and large scale public meetings, distribution of project information by mail and online, posting of signage and other activities intended to engage the public of all interests, backgrounds, ages and abilities.

9. What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project?

With a successful application, THPRD will be able to leverage \$250,000 from Washington County's Major Street Transportation Improvement Program (MSTIP) Opportunity Fund. These funds will be used to help pay for construction and are in additional to THPRD's local match. A successful application will also build upon \$800,000 being used for PD/PE for this project. THPRD was awarded these funds as part of the 2013 RFFA process.

The proposed BCT will also build upon previous projects to the east and west where federal funds were used to invest in bicycle and pedestrian projects. To the east, the City of Beaverton has made improvements from Hocken Avenue east to the Beaverton Transit Center that includes new streets, bike lanes and sidewalks. The city has also added bike lanes to Lombard Avenue from the Beaverton Transit Center south to Denney Road. Over the next two years the city plans to make additional improvements to Lombard Avenue, as well as along Denny Road east to the Fanno Creek Trail, that enhance on-street portions of the BCT, such as intersection upgrades and wayfinding signage.

To the west, the proposed BCT will connect to the Westside Trail. Two miles of this trail, formerly the Beaverton Powerline Trail, was completed in 2009 using federal funds. Where it will connect to the proposed BCT, the Westside Trail continues 5-miles southward through Beaverton into Tigard. From this same point, the Westside Trail continues westward less than half a mile to the Merlo Road/158th Avenue light rail station, where it becomes the Waterhouse Trail and heads 5-miles north through Beaverton to the Bethany area of unincorporated Washington County.

10. How will the proposed project provide people with improved options to driving in a congested corridor?

The proposed BCT will provide a 1.5-mile long off-street travel option for bicyclists and pedestrians that will have direct access to two light rail stations and improved access to

two nearby stations. These connections will offer an alternative for those commuting to and from the project corridor for jobs, services or homes. This will likely help reduce congestion in the Beaverton area along Cedar Hills Boulevard, Jenkins Road, Murray Boulevard and TV Highway, which are the major roadways bordering the project corridor.

The proposed BCT also offers a more direct route to destinations within the project corridor than what currently exists today. Existing on-street routes often take longer to navigate and can be confusing without previous knowledge of the area. As part of the project, wayfinding signage, consistent with THPRD standards established with a Regional Travel Options (RTO) grant from Metro in 2010, will be installed to identify connections along the trail corridor. Appropriate signage and a more direct route to destinations within the project corridor will also help get people out of their automobiles and reduce congestion.

Between Hocken Avenue and Murray Boulevard, the proposed BCT will generally parallel Beaverton Creek offering trail users a connection to natural open space nestled within developed employment centers. Between Murray Boulevard and the Westside Trail, the proposed BCT will be located parallel with the light rail tracks along the Nike Woods natural area. This off-street alternative with connections to nature and open spaces is also likely to increase non-auto trips within the project corridor.

Process

- Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A)

As part of its 2015 Trails Functional Plan process, THPRD utilized an extensive public outreach process that included a citizen advisory committee, community open houses, an online survey and a public hearing with the board of directors. In addition to these formal efforts, comments were accepted by mail, email, online and telephone throughout the year long plan development process. This process helped to identify and prioritize new trail development and existing trail enhancement. The proposed BCT, which includes portions of Segments 3 and 4, is identified as high priority for new trail development in the Trails Function Plan. Furthermore, as part of the development of THPRD's 2016-17 6-Year SDC capital improvements project list additional public outreach occurred to help prioritize funding for development projects. This included an online survey, community open houses and a public hearing with the board of directors. This process reinforced development of the BCT as a high priority for THPRD.

As part of its outreach process, THPRD heard from its residents that completion of trails that fill gaps should be a priority. As such, THPRD has shifted its focus to completing new trails that offer connections to the existing trail network (rather than completing trails to "nowhere"). The proposed BCT falls into this approach and is why it was selected for funding consideration. As mentioned previously, a project-specific

public outreach process will be undertaken in 2017 as part of the PD/PE phase of this project. This effort will determine project-specific needs as it relates to the trail alignment and connections to specific destinations within the project corridor. A summary of the public engagement process to be used is included with Appendix A.

This project was also selected for funding consideration because it is an east-west corridor, which is lacking in THPRD's service area. Its focus has traditionally been in establishing a north-south "spine" through its service area. This project represents an opportunity to establish an east-west "spine" that will connect to the existing north-south trails (Westside/Waterhouse Trails and Fanno Creek Trail).

In addition to being identified in THPRD's Trails Functional Plan, the Beaverton Creek Trail is also identified in Beaverton's Transportation Plan, Washington County's Transportation Plan and Metro's Trails and Greenspaces Plan and Transportation Plan. All of these plans followed a similar outreach process as THPRD's for the development and approval.

- Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.

THPRD has started coordinating with the City of Beaverton, Washington County and TriMet for ROW needs adjacent to the light rail tracks and roadways, as well as mid-block crossings. As PD/PE get underway in 2017, more formal coordination will take place with these agencies to determine a feasible trail alignment in those locations where right-of-way is needed.

At the west end of the project corridor, a small portion of Bonneville Power Administration (BPA) ROW will be needed to make the connection to the Westside Trail. THPRD already has an approved Land Use Agreement for the Westside Trail. The process to amend this agreement will occur in 2017 during the PD/PE phase. Clean Water Services (CWS) is another agency that coordination will likely be needed as portions of the proposed BCT will be located in sensitive areas or water quality facilities. This coordination effort will also occur during the PD/PE phase as a feasible trail alignment is identified.

THPRD has had successful working relationships with each of these agencies on current and past projects and does not anticipate any issues in coordination on the proposed BCT. The City of Beaverton has also pledged to provide technical support to the project and will be included on THPRD's internal design team once PD/PE gets underway in 2017. It is likely that Washington County will also offer its technical support as the project corridor spans both city and county jurisdiction.