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## 2025-2027 RFFA Project Descriptions

Project Name: Allen Boulevard Complete Street Plan  
SW Allen Boulevard: SW Murray Boulevard to SW King Avenue

Applicant: City of Beaverton

Amount requested: \$723,670                      Total project cost: \$806,500

### Project purpose and need:

The Allen Boulevard Complete Street Plan project will identify, develop, and prioritize infrastructure investments to make walking, biking and taking transit safer and more comfortable, while maintaining vehicle mobility.

Allen Boulevard is a culturally diverse neighborhood that is experiencing change. In 2018 and 2019, the City of Beaverton led a planning study of the area with broad community input and engagement led with an equity lens. The [Allen Boulevard District Plan](#), adopted by the Beaverton City Council in December 2019, identifies actions and programs that will help address the special needs and desired outcomes for Allen Boulevard.

A top concern for community members is an incomplete, uncomfortable and sometimes challenging environment for walking and bicycling. The existing cross-section on Allen Boulevard varies between four and five lanes. Narrow, curb tight sidewalks are in place along much of the corridor. With the exception of a 500-foot segment between SW Wilson Ave and SW Menlo Drive that has a striped five-foot bike lane, Allen Boulevard does not have any bike facilities today. The posted speed is 30 MPH and pre-pandemic traffic counts ranged from 24,000 to 27,000 vehicles per day. The roadway is on the region's High Injury Corridor map and two people died while walking on Allen Boulevard in recent years, one in 2015 and one in 2016. Allen Boulevard is well-connected with transit with multiple bus lines connecting Allen Boulevard to destinations within Beaverton and across Washington County.

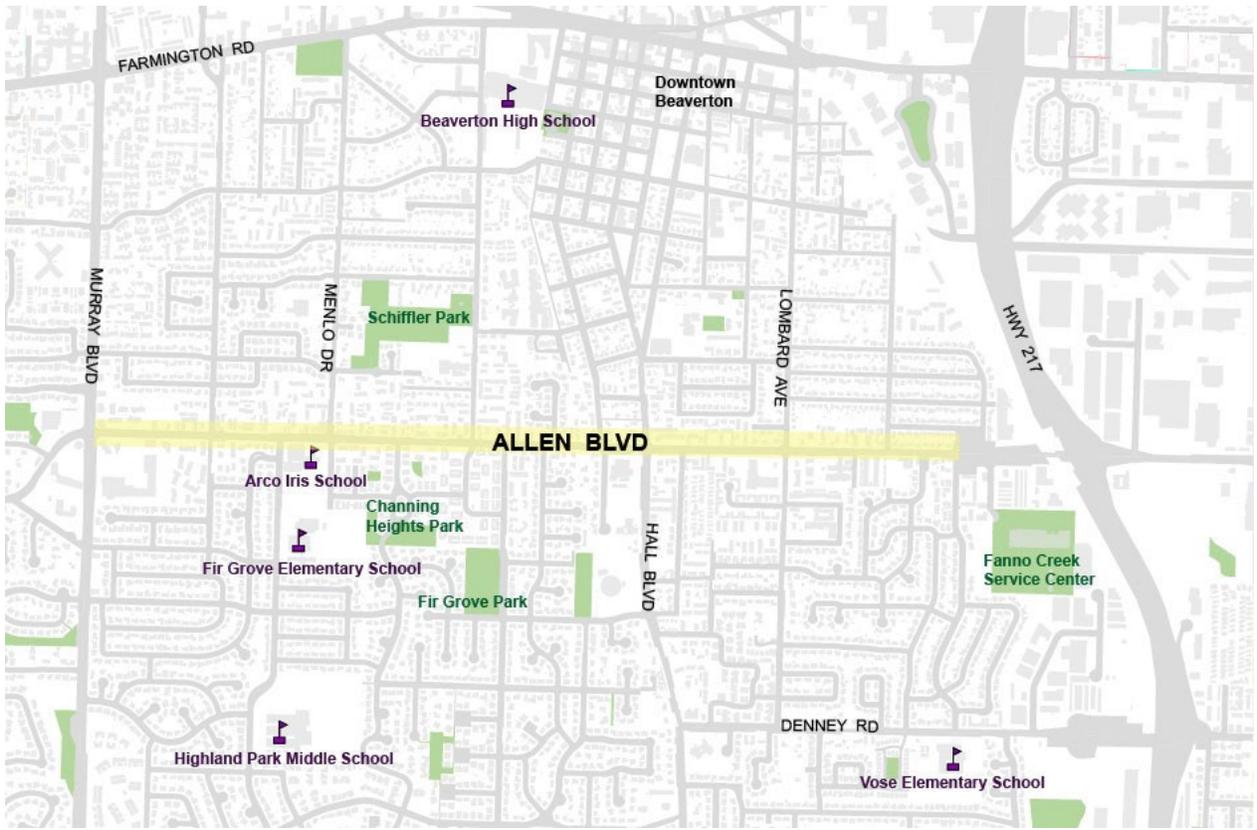
The neighborhood surrounding Allen Boulevard is in a Metro Equity Focus Area, with higher-than-average numbers of residents who are people of color, people with limited English proficiency and people with lower incomes. Improving transportation safety is a key focus of the Allen Boulevard District Plan, which calls for wider sidewalks, bike lanes, intersection improvements at SW Murray Blvd/SW Allen Blvd and at SW Erickson Avenue/SW Allen Blvd, enhanced transit stops, street lighting, and improved pedestrian crossings. Using a performance-based decision-making framework following guidance in Metro's Designing Livable Streets and Trails Guide, the project will build on the foundation of the district plan to develop design solutions that prioritize functions, promote desired systemwide outcomes, and build community support for future transportation investments.

### Proposed design:

The Allen Boulevard Complete Street Plan project will undertake a planning process to identify transportation investments with community input and engagement in alignment with the City's adopted Context Sensitive Design policy. The project will develop a plan to create a multimodal corridor that prioritizes mobility and access for people with a range of needs and physical abilities. Design alternatives will consider wider sidewalks with street trees, pedestrian crossing treatments, protected bike lanes, improved transit stops, and street lighting. The project will also consider new traffic signals, signal timing changes and transit signal priority to help keep buses on schedule. The roadway's existing constrained right of way will prompt the project to explore right of way acquisition, as well as narrowing travel lanes and a three-lane cross-section. The project will result in a plan for the corridor for City Council adoption.

## 2025-2027 RFFA Project Descriptions

### Project Area SW Allen Boulevard: SW Murray Boulevard to SW King Avenue



The existing cross-section on Allen Boulevard varies between four and five lanes. Narrow, curb tight sidewalks are in place along much of the corridor.





*A place where families and businesses thrive.*

Project Name: Emerald Necklace Trail Master Plan  
Applicant: City of Forest Grove – Parks & Recreation  
Amount Requested: \$200,000                      Total Project Cost: \$260,000

**Project purpose and need:**

In 2007, through the completion of the Forest Grove Community Trails Master Plan, trails were identified and acknowledged as an integral part of a meaningful and impactful parks and recreation system that enhances community livability. It wasn't until 2016 when the Emerald Necklace Trail was formally identified in the Parks, Recreation and Open Space Master Plan as a "Proposed Multi-Use Trail". The Trail is also identified in the Washington County Transportation System Plan as Project ID# 15.

One of the goals within the 2016 Master Plan is to enhance connectivity through identified priority areas inclusive of open spaces, greenways and trails and include guiding principles for improvement of community walkability and bikeability. City Council has demonstrated support of the goal identified in the 2016 Master Plan through their recent adoption of the 2022 City Council Goals & Objectives where the Emerald Necklace Trail Master Plan project was listed.

Although not initially identified as part of the greater Emerald Necklace Trail, segments of Trail have been developed over time. Those currently existing multi-use trails are intended to be utilized as connection points to allow for greater non-motorized movement throughout the community. The developed segments of the Trail are primarily located along the south and east borders of Forest Grove and total approximately 6.1 miles. Those trails include: Hwy 47 Trail (3.8 miles), Forest Glen Trail (0.59 miles), B Street Trail (0.74 miles), and old Town Loop Trail (0.53 miles). Undeveloped segments of the Trail total approximately 5.2 miles based on the route identified in the 2016 Parks, Recreation and Open Space Master Plan. Those trails include: David Hill Trail (2.1 miles) and Gales Creek Trail (3.1 miles). The identified route has been used to develop application responses and materials. However, we acknowledge that the route may vary and is dependent upon findings through the Emerald Necklace Trail Master Plan process.

In addition to connecting the developed and undeveloped segments to one another, the Emerald Necklace Trail is also intended to connect to the western terminus of the future Council Creek Regional Trail located in the northeast quadrant of Forest Grove. It's prudent to also note that the Emerald Necklace Trail is intended to remove transportation barriers and provide safe access to employment, schools, transit and community services as part of everyday needs. In addition, the Trail is intended to increase opportunities to access nature, greenspace and parks as well as act as a connector to neighboring communities.

Viewing the project at a more macro level, the Emerald Necklace Trail has the potential to act as a regional connector to various opportunities that either currently exist or are planned for future development and may include the Yamhelas Westsider Trail, Banks-Vernonia Trail, Stub Stewart Park, Hagg Lake Park, TriMet, and the Tualatin Valley Scenic Bikeway.

Possible challenges we are anticipating with this project are likely to be related to topography as some locations contain areas of steep terrain. Another constraint may include acquisition of land and/or property easements as well as opposition by adjacent landowners. Additionally, there is a segment of the Trail that is projected to run along Gales Creek in the southeastern portion of Forest Grove which features a rich riparian corridor and fish habitat that is also in the floodplain. We anticipate that this area will require more extensive planning. We are confident we can overcome these challenges and constraints through open dialog with the community and mindful planning.

Outside engagement will be a key factor in the success of this project. There are a number of agencies that will need to be involved to varying degrees throughout the entire process. There is also a great deal of need to interact with community members that represent the many fabrics that make up the tapestry of our community. We recognize that this has not traditionally been a strong suit for the City of Forest Grove and a concerted effort is desperately needed. This will be a large contributing factor in our assessment of contractors that submit for this project.

The City of Forest Grove has a healthy reserve of Parks System Development Charges that will be used to cover the required match and we are prepared to utilize additional funds from this account should the project exceed the \$200,000 we are requesting.

#### Proposed design:

The majority of the Trail will consist of asphalt and designed as a multiuse path. Some segments will be designed as on-street trail connections with both one way separated bicycle lanes and conventional bicycle lanes. We anticipate intersections and crossings for the Trail will primarily consist of signalized and unsignalized intersections, with minimal enhanced midblock crossings and separated bicycle facilities in a roundabout. Speed management treatment with pavement markings are also likely to be utilized. We plan to include ponds, swales and street trees along the Trail as well.

Please find the attached documents labeled: B3 Attachment, B4 Attachment and F1 Attachment per instructions contained within the application. Unfortunately I do not have a GIS shapefile of the project.

Thank you for your consideration.

Anne Lane, Parks & Recreation Director  
City of Forest Grove    [alane@forestgrove-or.gov](mailto:alane@forestgrove-or.gov)  
(503) 992-3237            (971) 260-7892  
1924 Council Street    Forest Grove, OR 97116

# Forest Grove Parks, Recreation and Open Space Master Plan

## EXISTING PARKS AND TRAILS

- Multi-use Trail
- Pedestrian Trail
- Community Park
- Neighborhood Park
- Special Use Park
- Open Space, Greenways and Trails

## PROPOSED PARKS AND TRAILS

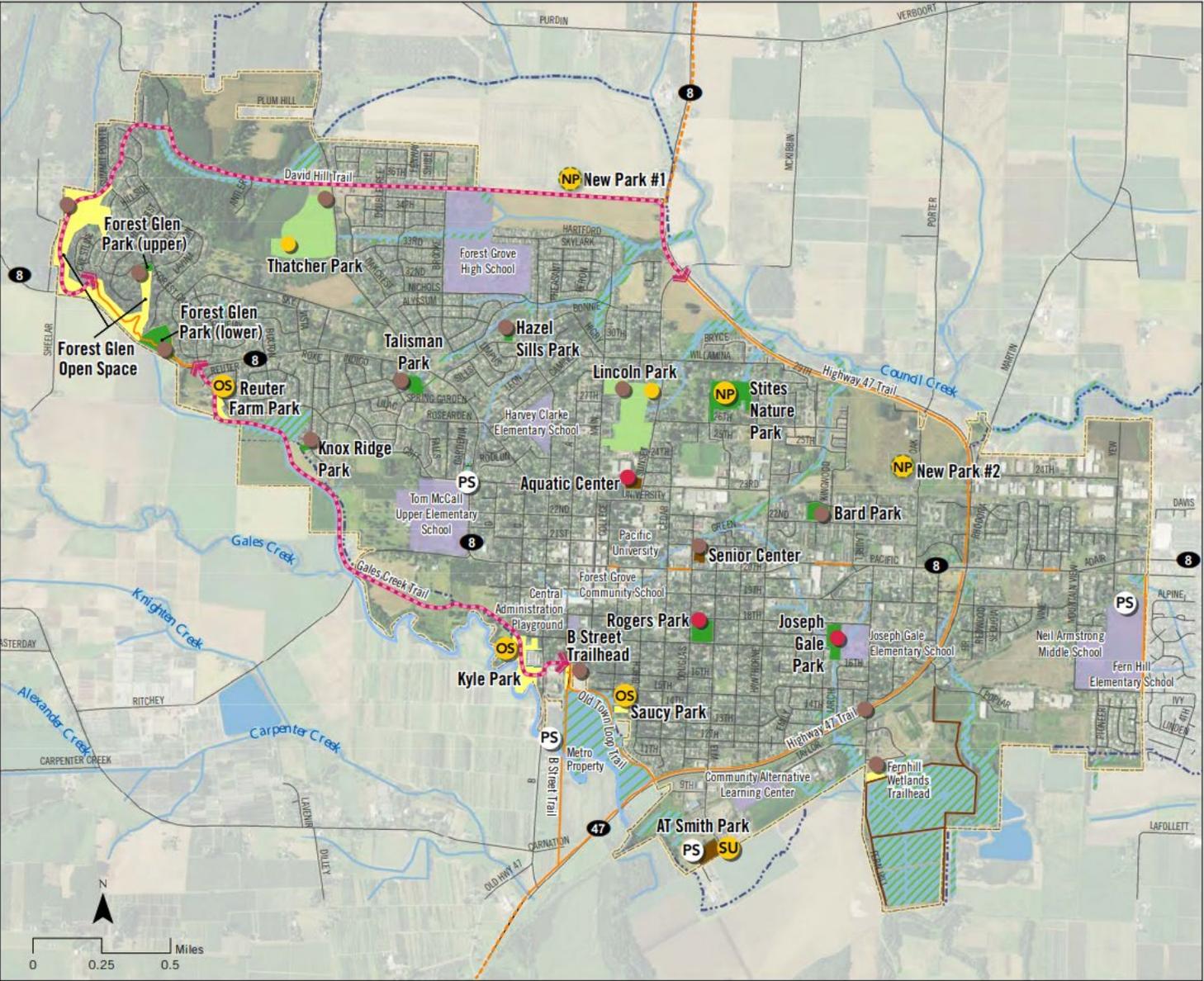
- Proposed Multi-use Trail
- Planned Metro Multi-use Trail
- Proposed Neighborhood Park
- Proposed Special Use Park
- Proposed Partner Site
- Proposed Open Space
- Provide Major Enhancements
- Provide Minor Enhancements
- Develop Park or Trail
- Improve Partner Site
- Acquire Land (somewhere in this vicinity)

## OTHER FEATURES

- Forest Grove City Limits
- Urban Growth Boundary
- Streets
- Wetlands
- Water Feature
- School Parcel

### Map 2: Proposed Park System

Data Sources: Forest Grove Engineering Department  
04.13.16



## 2025-2027 RFFA Project Description

Project Name: Crescent Greenway Bridge over Brookwood (BOB)

Applicant: City of Hillsboro

Amount requested: \$3,200,000

Total project cost: \$2,873,000 - \$3,594,000

Project purpose and need:

The proposed project is a vital section of the City of Hillsboro's planned Crescent Park Greenway – a signature destination for Hillsboro and surrounding communities on the west side of Portland metro region. The Greenway is planned to wrap around the north, west, and south periphery of Hillsboro in a crescent shape, and the project phase will begin on the west side of the Gordon Faber Recreation Complex (GFRC) and terminate on the west side of Brookwood Parkway via a new pedestrian overcrossing structure. The project phase will link to a greenway trail segment scheduled for construction in Summer 2022 between NE Starr Blvd. and Brookwood – through the City's emerging Technology Park - and will provide a safe, equitable, and sustainable transportation option to connect people with regional employers, recreation, and services in the northwest area of the city.

The Greenway is incorporated into the City's "Hillsboro 2035" Comprehensive Plan under Initiative 6, which aims to enhance alternative transportation options, services, and facilities, and make Hillsboro more walkable and bicycle-friendly citywide. The bridge will play a role in completing Crescent Park Greenway and connecting the city to the regional trail network. It is also included in the City's Transportation System Plan Update as Intersection improvement #160, constructing a grade-separated overcrossing structure for the trail. In an area positioned for long-term economic growth, this greenway will enhance lives through increasing mobility and providing greenspace access.

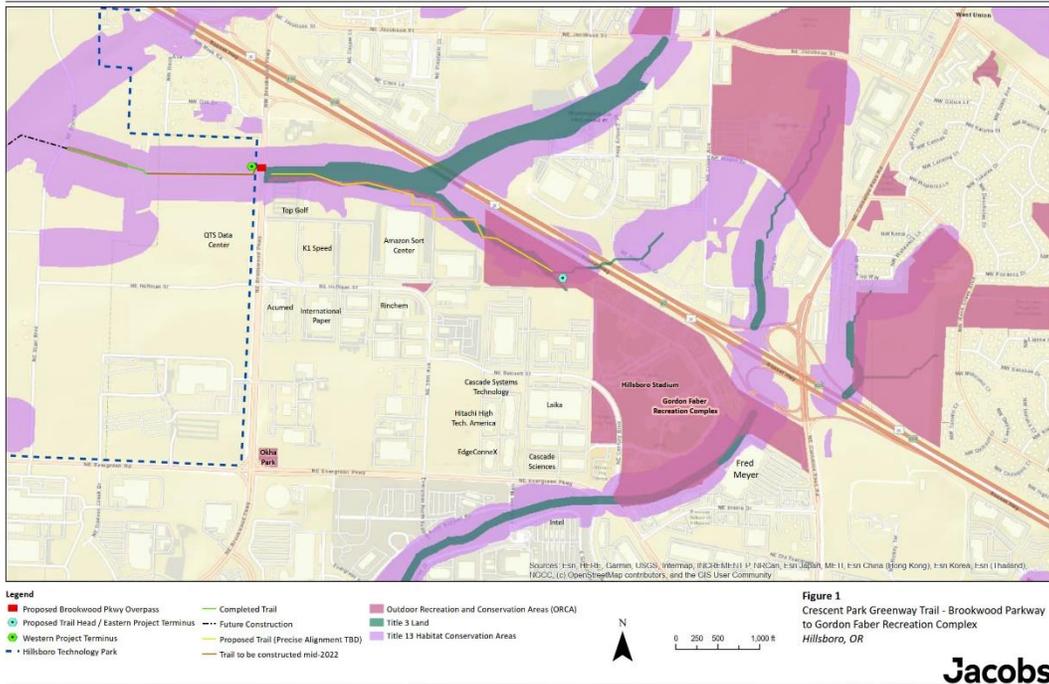
Proposed design:

The City of Hillsboro's October 2015 Trails Master Plan describes the Crescent Park Greenway as primarily recreational, serving as access to green space and the regional trail network, with the secondary benefit of enhancing connectivity to job centers or otherwise contributing to the economic development of the local area. The bridge and primary trails will be designed in accordance with ADA specifications and will be able to accommodate people of all ages and abilities. Primary trail widths will be surface concrete or asphalt and vary between 10'-12' in width with 1'-2' shoulders. Secondary side trails will be gravel and vary between 3'-6' in width with shoulders as surrounding vegetation allows. The bridge and site improvements on each end will also feature artistic expressions and distinctive placemaking elements to showcase the character and identity of the neighborhood and greater Hillsboro. The trailhead at GFRC is also an opportunity to provide both a unique experience at the Crescent Park Greenway's eastern launch point and destination for the community. Amenities envisioned for this trailhead include a gatehouse with distinctive architecture to house restroom and maintenance facilities, picnic shelter area, plaza node with wayfinding signage and small parking area.

This project will serve as a signature destination for the City of Hillsboro and surrounding communities.

# 2025-2027 RFFA Project Description

## Maps, Drawings, and Illustrations



These images depict the surrounding vicinity of the bridge over Brookwood. The upcoming Technology Park is located to the west of the bridge, with key employment and educational destinations to the east.



This image looking east shows the current extent of the trail to the west of Brookwood. The bridge will be a critical factor in closing the pedestrian gap and connecting the trail across Brookwood.



This north-facing image shows the existing conditions along Brookwood Parkway to Hwy 26 and the approximate location for the bridge over Brookwood.

## 2025-2027 RFFA Project Descriptions

Project Name: Westside Trail Segment 1 – Planning, Engineering and Design

Applicant: City of King City

Amount requested: \$210,000      Total project cost: \$273,000

### PROJECT PURPOSE AND NEED:

The Westside trail plays an integral part in connecting the western portion of the Metro Region. The Trail Plan developed and adopted in 2014 lays out a grand vision to provide safe and equitable active transportation along the western side providing a continuous link between our communities.

King City in cooperation with Metro has recently expanded our Urban Growth Boundary to encompass a portion of the westside trail. Within King City's immediate vicinity is trail segment 1 of the westside trail and part of the description is for a bridge to connect to heritage pines on the south side of the Tualatin River. Crossing the Tualatin River will be a huge undertaking and will require multiple regional, state and federal partners. However, if this trail will ever become a reality, we must be willing to develop the trail in phases. In depth and strategic planning will play a crucial role in accomplishing our goal of a connected region through active transportation and this project will allow King City to develop the plan and engineering necessary to become construction ready. This component in addition to potential local share dollars in the future could go a long way to seeing a completed project within the next few years.

Every segment is vital to the region and this segment will provide active transportation connection to many in our community who otherwise must risk the dangers of mixed on street facilities. Crossing Beef Bend Road is a large impediment for many of the students in our community that attend Deer Creek Elementary School. A lack of Sidewalks and safe crossing along Beef Bend have been identified by multiple groups including Safe Routes to Schools.

King City has multiple multimodal trails and pathways throughout our community, but many of these cannot be reached by residents living North of Beef Bend or west of the Power Lines. The Westside trail will provide those last mile connections to those systems and safe convenient routes to the transit network located along 99W.

A public outreach and engagement processes will help the city address community concerns and desires and implement those in our design approach. Our engineers will be able to incorporate those design features into final designs and cost estimates allowing the city to pursue the proper permits and acquire any additional right of way or property. Engineering plans and estimates will also allow the city to reach a phase of "Construction Ready" allowing us to put the project out for bid and apply for additional funding.

All of these steps need to be completed prior to construction and this request will allow the City to meet those demands.

### PROPOSED DESIGN:

The scope of this project is to develop a planning design and engineering that will need to include public engagement throughout the process to inform our decision making. Previous open house engagements stirred thoughts for community enhancements and features through a linear park development. Those Park Features requested included:

- Trail – Large enough for Bike and Pedestrians to safely use
- Dog Park
- Community Gardens
- Bike track facility – (BMX style Dirt Track for Bicycles)
- Enhancing the small drainage along the west side of the easement into a natural water feature

## 2025-2027 RFFA Project Descriptions

- Enhanced Street Crossing and intersection modification at Beef Bend – “Safe Routes to Schools”
- Enhanced Bike/Ped Crossing and Transportation network connections for Capulet and Fischer
- Soccer or Other Play Fields
- Pickleball Courts

The list that was accumulated from the public processes for the Concept, Master, and Transportation System plans was very extensive with multiple desires raised by the community. This process would help the City Narrow down the possibilities and develop a detailed plan with associated engineering and costs estimates to put the plan into action.

The final plan should have a minimum of two transportation connections across the Right-of-way with enhanced multimodal crossings. It should provide for the location and engineering of those street crossings. It should also provide the details for the trail corridor throughout the right-of-way including the engineering for the trail itself. The planning should identify the location for any park enhancements for future developments, this could include the fields, dog park or community gardens. It should provide detailed concept for the Stormwater Enhancement suitable for permit submittal and construction.

The trail design will comprise is approximately 4000 Linear Feet from Beef Bend to the Tualatin River, we are not proposing to undertake bridge design at this time. Limiting the scope to the area immediately adjacent to King City we should be able to provide more impactful access an active transportation network for our residents and those of the surrounding community. There are at least two low-moderate income facilities in the immediate area that would benefit greatly to the improved safety and access.

Planning could also address bottlenecks in our transportation network that forces residents through the school zone and causes transportation backups and delays. Multimodal transportation connections at Capulet Lane and Fischer Road to 137<sup>th</sup> could provide alternative exit options for residents otherwise left with only one option.

Access to the natural areas along the Tualatin River and King City Community Park are also features that are otherwise limited for the residents living near, around or north of Beef Bend. An enhanced crossing would provide a safer route for those communities to access those natural areas and provide safe routes for some of our children making their way to the park or school facilities.

Ultimately the detailed plans and engineering documents developed through this process will allow us to be shovel ready for construction for all or part of the Westside Trail Segment 1. These funds coupled with potential local share dollars have a high likelihood of resulting in an actual construction project and potentially another trail segment reaching completion. Additional park enhancements and additions can be planned and considered if funding allows, or developed in phases to reach the end goal of the Community.

**MAPS, DRAWINGS AND ILLUSTRATIONS** – include a project map and cross section of the proposed project design]

Exhibits File attached with the Application includes Cross Sections and Shared Use Pathway Descriptions outlined in the King City TSP along with Maps, Estimated Project Costs, Photos, and Current Conditions.

## 2025-2027 RFFA Project Descriptions



**Project Name:** Beaverton Creek Trail (Regional) Segment #3 & #4

**Applicant:** Tualatin Hills Park & Recreation District

**Amount requested:** \$1,774,575    **Total project cost:** \$6,093,600

### **Project Purpose and Need:**

The project will include final engineering, permitting and construction of a 1.5-mile, 12-footwide regional trail segment which will provide a critical and direct connection to transit, employment, commercial centers, and existing THPRD facilities.

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. The project will create an east-west off-street transportation alternative that will:

- Serve identified environmental justice areas such as low-income, minority and youth populations.
- Improve safety for bicyclists and pedestrians by providing off-street alternatives to regionally recognized high-injury corridors.
- Improve safety for motorist by reducing the potential for car-bicycle conflicts.
- Complete a significant gap in and expand the regional off-street active transportation network.
- Improve access to two MAX light-rail stations and TriMet bus lines #62 and #67.
- Build on previous public investments.
- Reduce single-occupancy car trips and roadway congestion by providing a safe, viable active transportation alternative that connects the community to downtown Beaverton.

### **Proposed Design:**

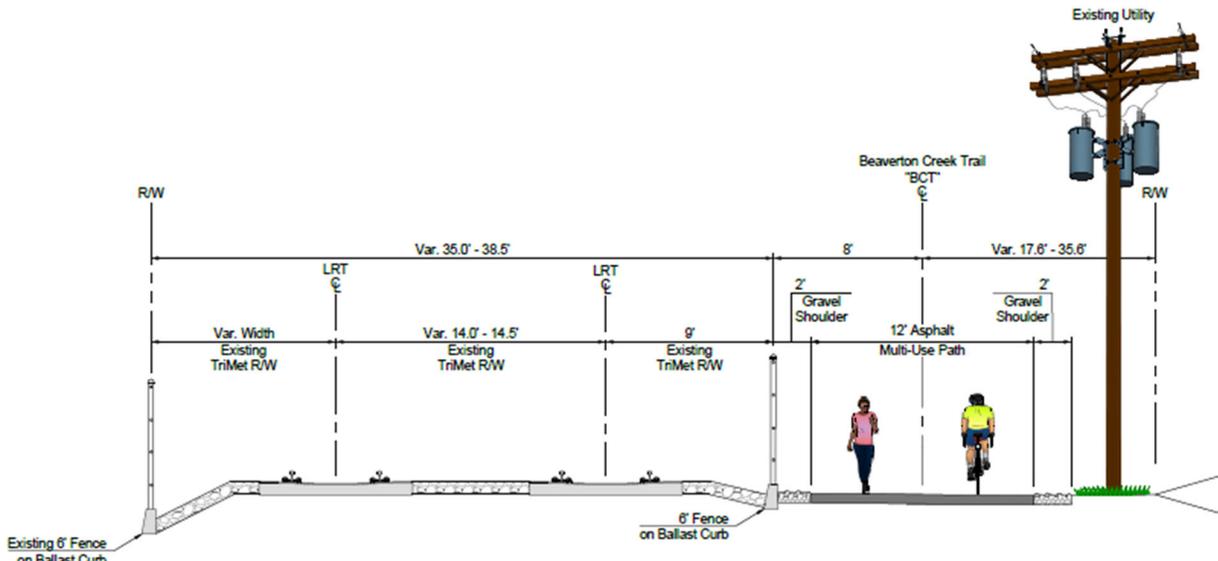
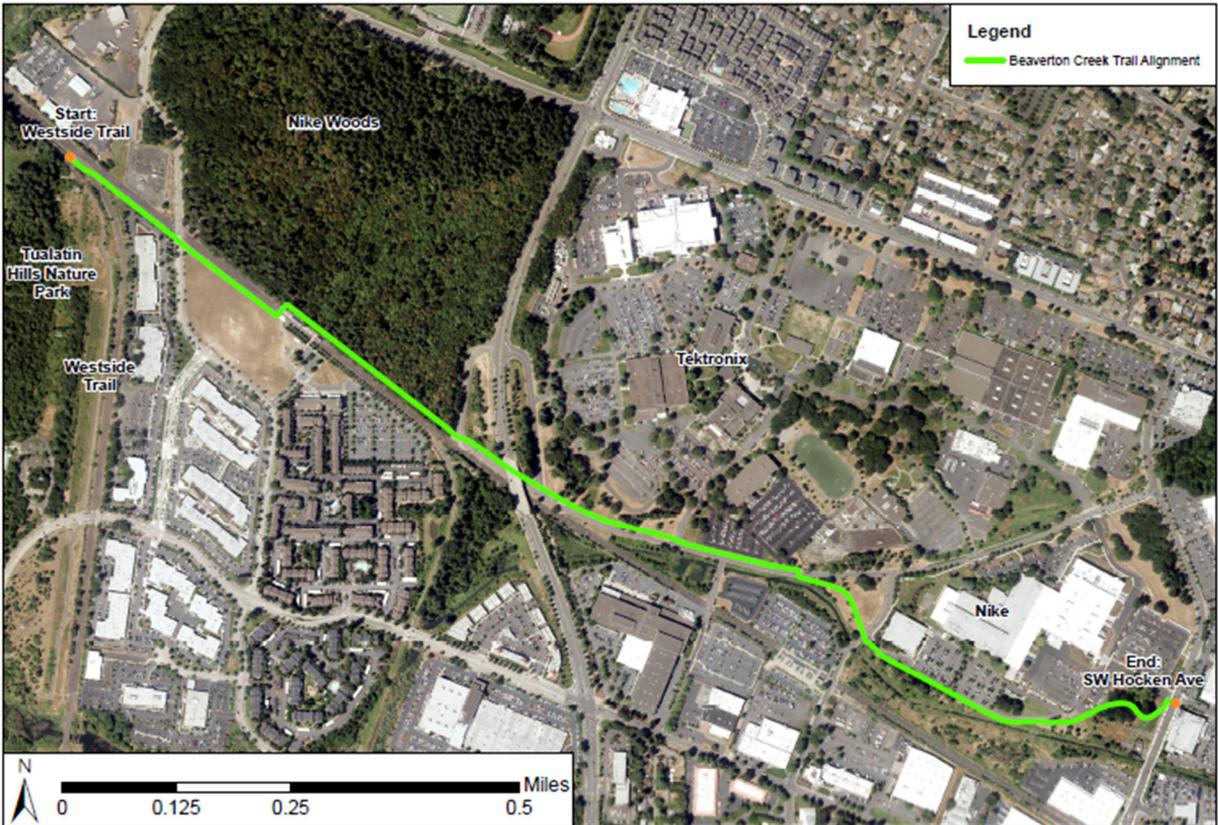
The project's design stresses minimal impacts to the natural environment and spotlights nature. This facility is designed for all ages and abilities and actively prioritizes user safety.

The trail will be designed in accordance with the current THPRD design standards for a regional trail classification as set forth in THPRD's 2016 Trails Functional Plan. The trail will also be designed in alignment with both the current American Association of State Highway and Transportation Officials (AASHTO) Bicycle Facilities Guide and the current Bicycle & Pedestrian Guide from the Oregon Department of Transportation.



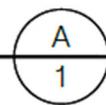
Beaverton Creek Trail Seg. 3 & 4 Aerial Map - RTP ID# 12043

Created: 2/11/22



TYPICAL SECTION

SCALE: N.T.S.



## 2025-2027 RFFA Project Descriptions



**Project Name:** Westside Trail Bicycle & Pedestrian Bridge (WST15)

**Applicant:** Tualatin Hills Park & Recreation District (THPRD)

**Amount requested:** \$1,907,500      **Total project cost:** \$2,725,000

### **Project Purpose and Need:**

The Westside Trail Bicycle & Pedestrian Bridge (WST15) will complete a major gap in the regional active transportation network and provide trail users a safe, dedicated crossing of U.S. 26. As identified in Metro’s 2014 Westside Trail Master Plan, a bridge over U.S. 26 “is a crucial link, without which intersecting Westside Trail sections would not be functional.” The proposed project will complete design and engineering for the bridge, building on a feasibility study that was completed in 2021.

WST15, a key link in the eventual 25-mile regional Westside Trail, will connect neighborhoods, employment centers, commercial areas, schools, houses of worship, parks, natural areas, regional and community trails, mass transit, and other transportation options. It will provide pedestrians and cyclists a safe alternative to traveling on high-volume, high-accident corridors including Murray Boulevard, Cornell Road, 158th Avenue, and Bethany Boulevard.

The project will serve census tracts that Metro has identified as having a higher-than-average percentage of residents who identify as people of color. These tracts also have lower average household incomes than the general population of THPRD. Completing this section of the trail will help create low- and no-cost transportation options for families and residents who cannot afford a private vehicle. It will expand and improve equitable access to job sites, schools, commercial centers, and transportation hubs in a densely populated, highly developed area.

Additionally, according to the Oregon Department of Transportation’s (ODOT) Transportation Disadvantaged and Equity Index, this project will improve walking and biking connections within a transportation-disadvantaged area.

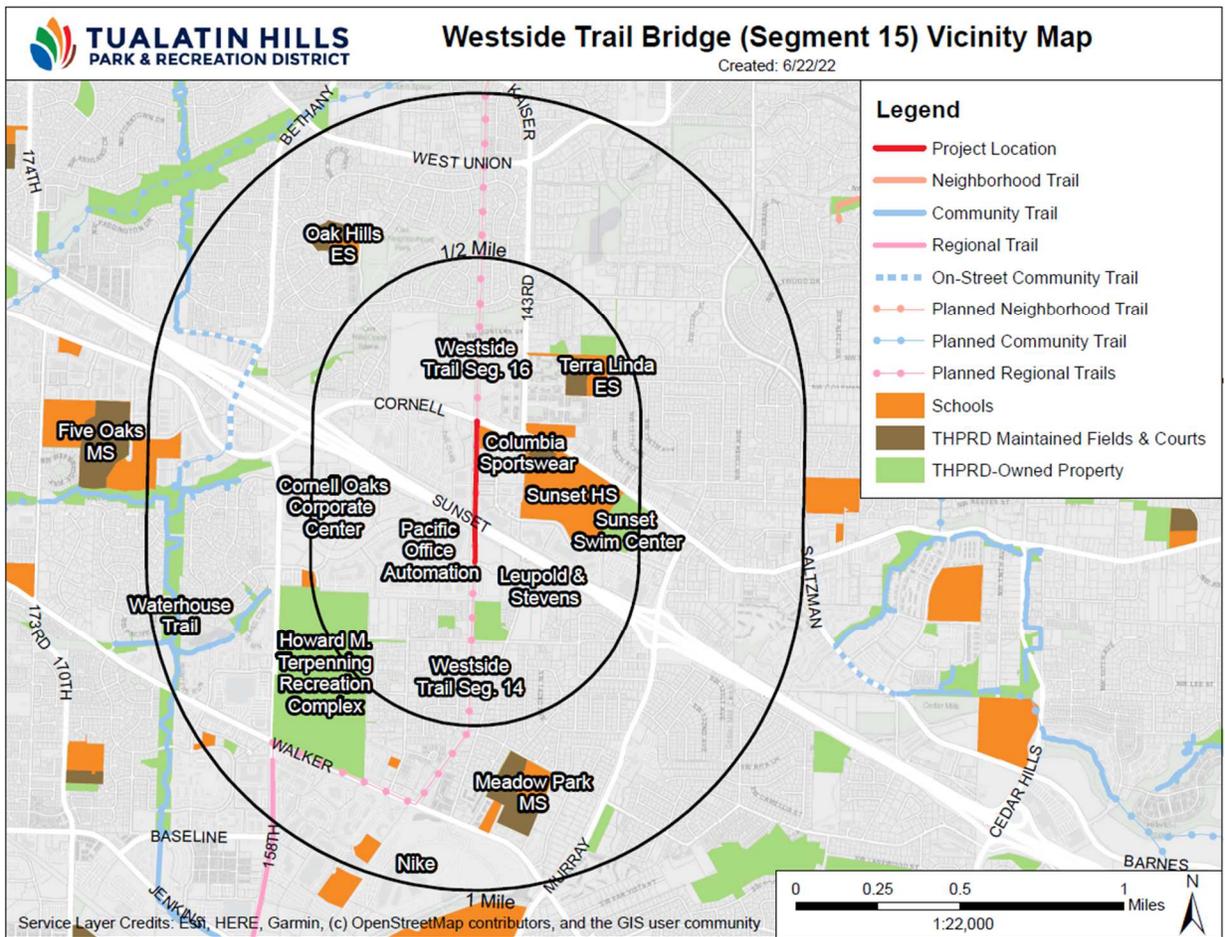
### **Proposed Design:**

The trail design includes a 12-foot-wide path with 2-foot-wide shoulders, conforming to the regional trail standards in THPRD’s 2016 Trails Function Plan and in alignment with Metro’s Multi-Use Path standards outlined in Section 4.3 of the Designing Livable Streets & Guide. Key ADA accessibility guidelines such as a running grade of less than 5% and a minimum cross slope of 1% are included in the design. The trail design was developed to provide safe and easy movement, safe and convenient trail crossings, wayfinding signage, and access for ongoing maintenance.

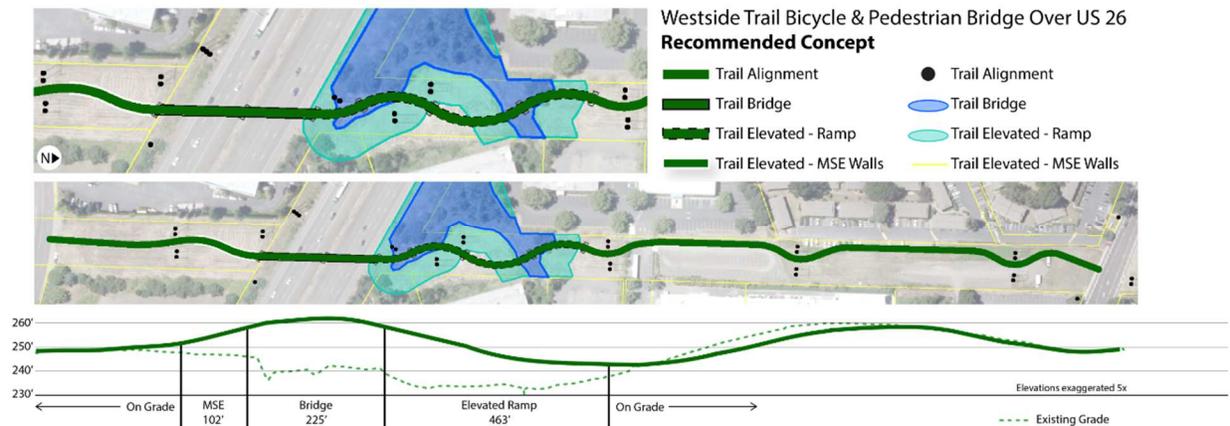
The project will be a marquee for the Westside of the Metro region as it will be highly visible from a point on U.S. 26 where more than 148,000 vehicles travel daily. Aesthetic elements may be incorporated into the bridge design, including the finish (paint or weathered steel), lighting, decorative panels, railings, approach wall finishes, and art. These items will be refined further during final design.

# 2025-2027 RFFA Project Descriptions

## Project Location Map:



## Project Cross Section:



## 2025-2027 Metro RFFA Project Description

**Project Name:** Fanno Creek Trail Project Development: Bonita Road to Durham Road

**Applicant:** City of Tigard

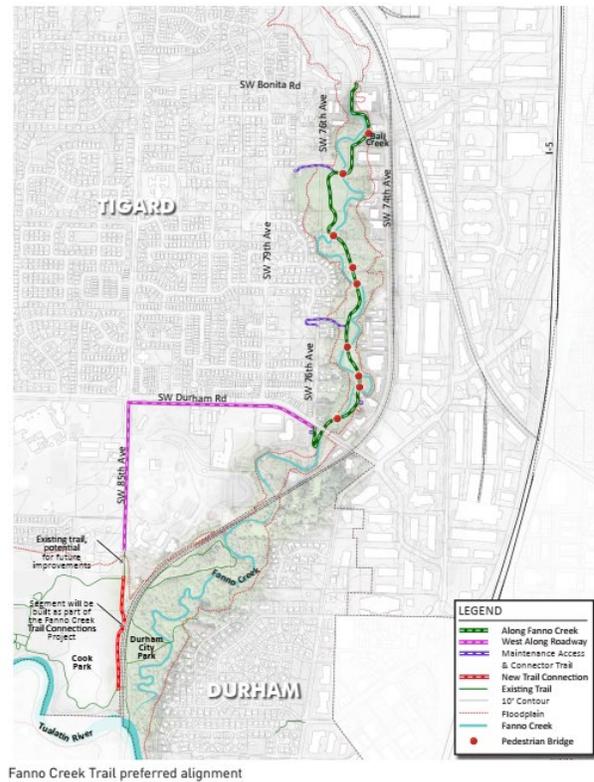
**Amount requested:** \$1,606,705

**Total project cost:** \$1,790,600

### Project purpose and need:

The Fanno Creek Trail, when complete, will be a 15-mile trail connecting the City of Portland to the City of Tualatin, from the Willamette River to the Tualatin River. The Fanno Creek Trail planning effort began in the 1970s and continues to be a priority trail project for METRO and the cities of Durham, Tigard, Beaverton, and Tualatin, as well as unincorporated Washington County. This regional trail is the primary north-south non-motorized transportation route through Washington County, paralleling I-5 and Hwy 217. Tigard is currently completing the Fanno Creek Trail Connections Project that will construct 1.5 miles of trail gaps between Woodard and Cook Parks. This will leave only one more gap in the regional trail from Bonita Road to SW 85<sup>th</sup> Avenue.

The proposed project would provide critical site analysis to prepare for funding, easement acquisition, design, and construction of the most technically challenging trail gap between SW Bonita Road to SW Durham Road. Completion of this critical gap will contribute to the larger regional trail network and reinforce Tigard's vision as an equitable community that is walkable, healthy, and accessible for everyone.



This project development phase would build off the recently completed *Fanno Creek Trail Alignment Study: Bonita Road to the Tualatin River*. The project development phase would minimize risk and obtain a more thorough understanding of the following:

- Detailed site topography (through completion of a site survey)
- Environmental impacts/mitigation requirements (through wetland and stream delineations)
- Hazardous materials assessment
- Cultural resources assessment
- Right-of-way/easement acquisition needs, strategies, and costs
- Potential utility impacts and their costs to the project
- Geotechnical investigation and recommendations
- Hydraulics analysis and floodplain fill mitigation
- Railroad coordination
- Development of a refined construction cost estimate and a funding strategy for design and construction

## 2025-2027 Metro RFFA Project Description

### Proposed design:

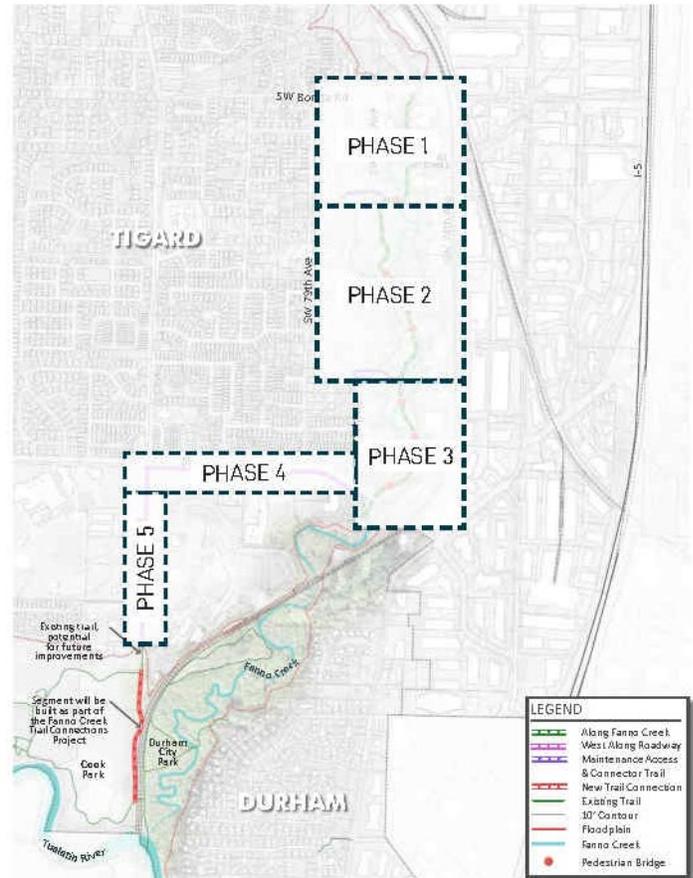
The trail alignment moves users south from SW Bonita Road, along the east bank of Fanno Creek, through the Bonita Natural Area, and connects to existing bike lane and sidewalk on SW Durham Road. The trail will be 12 feet wide with shoulders (as shown in the cross section). Bridges and boardwalks will be 14 feet wide.



METRO typical shared use path section

This section of the Fanno Creek Trail was developed in 5 phases through the alignment study. However, this project focuses on Phases 1 through 3, which includes the following major components:

- Phase 1: SW Bonita Road to Bonita Natural Area
  - Pedestrian crossing treatment
  - 2 pedestrian bridges
  - Cantilevered boardwalk
- Phase 2: Bonita Natural Area to SW 76<sup>th</sup> Avenue spur trail
  - 3 pedestrian bridges
  - Boardwalk
- Phase 3: SW 76<sup>th</sup> Avenue spur trail to SW Durham Road
  - 3 pedestrian bridges
  - Boardwalk
  - Pedestrian undercrossing



Map of potential phasing opportunities

	Phase 1	Phase 2	Phase 3	Total Cost
Project Development/Conceptual Design	\$303,800	\$676,200	\$810,600	\$1,790,600

**2025-2027 Metro RFFA & BOND-Trails Project Description and Figures, TLO.02 Tigard**

**Project Name:** Tigard/Lake Oswego (TLO) Regional Trail Gap - Alignment Study

**Applicant:** City of Tigard (with ODOT Partner)

**Amount MSTIP requested:** \$105,000 (30% Bond Trails match)

**Total project cost:** \$350,000 (\$245,000 from Bond)

**\*See Cost Estimate for RFFA grant request and match**

**Project purpose and need:**

Understand regional trail connectivity and active transportation improvements and requirements to complete the TLO Regional Trail (RTP 53) with connections to Fanno Creek Regional Trail (RTP 16).

**Proposed design:**

An alignment study from the MUP RR Xing bridge at Wall Street to west of I-5/east of 217. The TLO.02 alignment study scope would refine the RTP's concept level alignment addressing ODOT's concern for a ramp/bridge within 217 ROW (460 feet), easements over two private properties (390 feet), and the use/design of city streets (Sandburg/ 72nd/Tech Center Drive/Wall Street (3,500 feet).

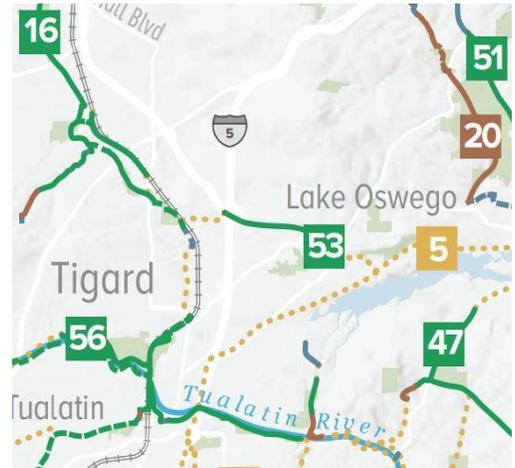


Figure 1 RTP



Figure 2 Western Terminus TLO.02 TLO.10: FCT at Brown Natural Area showing MUP RR Xing (OTAK TS&L at 30% design) to Fields Parcel 2 (public access easement obtained 3-5-21) at Wall Street. Bridge also serves Red Rock Creek Trail.

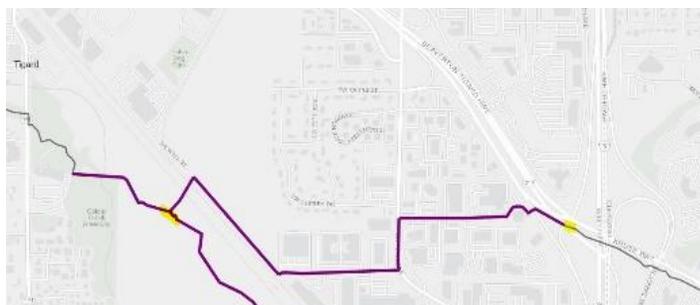


Figure 3 TLO.10 and TLO.20 segments between yellow marks at FCT and Hwy 217 at I-5

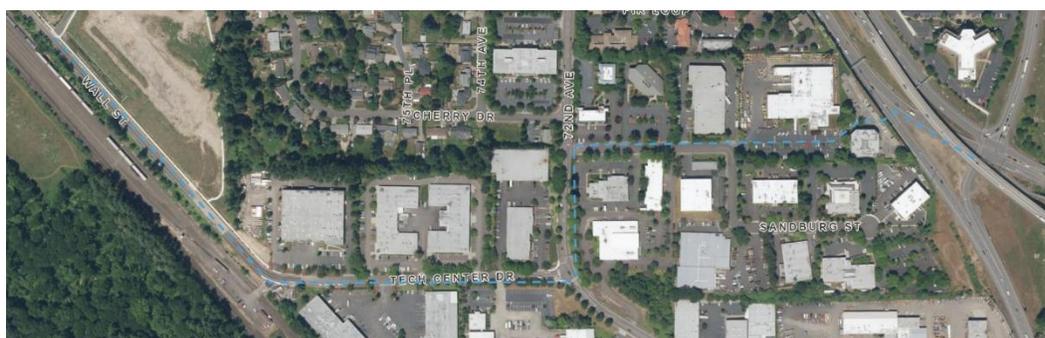


Figure 4 Aerial view of In-direction RTP Concept Alignment

## 2025-2027 Metro RFFA & BOND-Trails Project Description and Figures, TLO.02 Tigard



Figure 5 Aerial view of RTP Concept Alignment in relation to 246-unit Fields Apartments affordable housing and trails, proposed RR/Wall St. MUP Crossing Bridge and Fanno Creek Trail

**Social vulnerability in Tigard's neighborhoods**, mapping inequity and the challenges residents face in their neighborhoods. Displays indicators of potential disadvantage (IPD), resulting in a social vulnerability map tool. Nine *social vulnerability* indicators identify communities that may be impacted by limited resources and access, inequitable treatment from systemic legacies and negative externalities. The nine IPD Indicators include: Youth, Older Adults, Racial Minority, Female Population, Ethnic Minority, Foreign-Born, Disabled, Low-Income, and Limited English Proficiency.

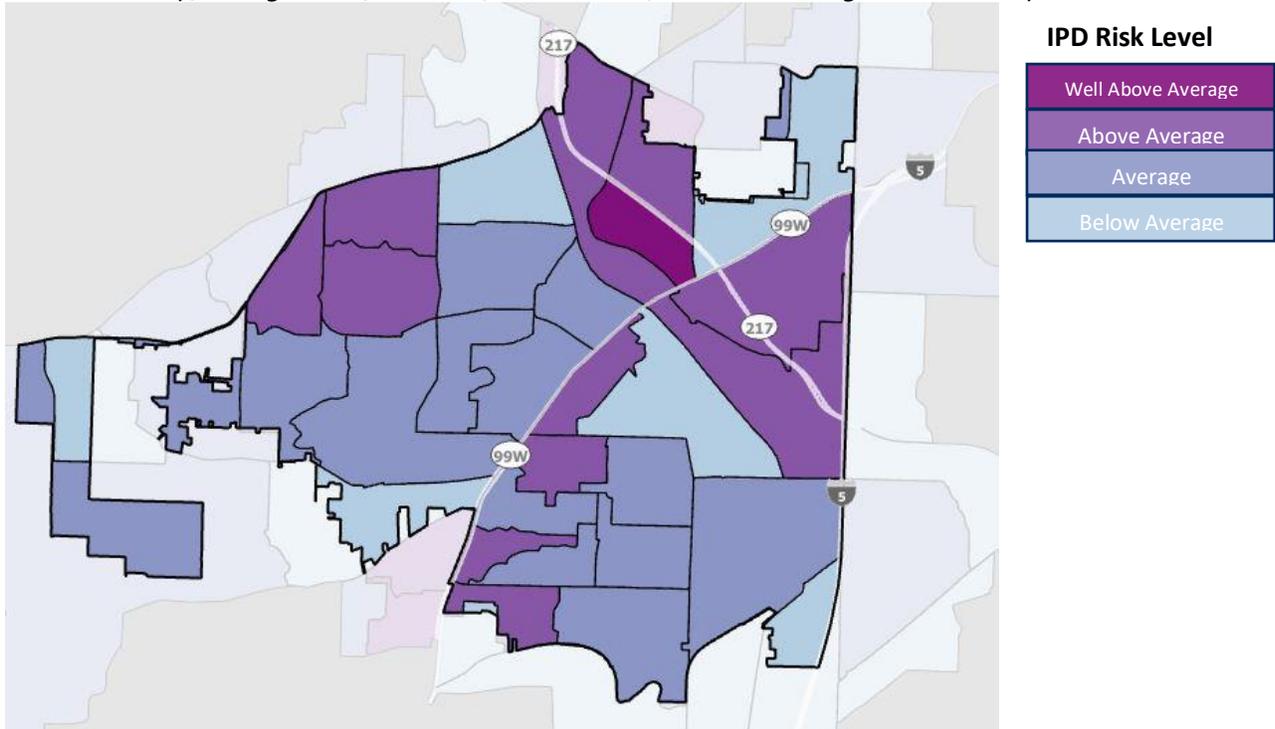


Figure 6 Social vulnerability in Tigard's neighborhoods including Tigard Triangle and Hunziker Core Districts, which have above average IPD and would be served by the TLO.02 trail.

## 2025-2027 RFFA Project Descriptions

**Project Name:** Council Creek Regional Trail Enhanced Crossings

**Applicant:** Washington County

**Amount requested:** \$5,511,000 (\$2,961,000 from RFFA and \$2,550,000 from Trails Bond)

**Total project cost:** \$6,300,000

**Project purpose and need:** The proposed project would design and implement 20 street and driveway crossings along the Council Creek Regional Trail corridor between Adams Avenue in Hillsboro and Douglas Street in Forest Grove. These crossings would facilitate safe, convenient, and comfortable connections for people walking, biking or rolling between the centers of Forest Grove, Cornelius and Hillsboro.

The trail would improve access to jobs, schools, housing, parks, services and other destinations, providing a safer alternative to the Tualatin Valley Highway, which is identified as a regional high-crash corridor. The Council Creek Regional Trail also provides access to the regional transit system at the Hatfield Government Center MAX station. The project would leverage \$17.5M of local and federal funding towards final design and construction of the trail, including a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant awarded in 2021.

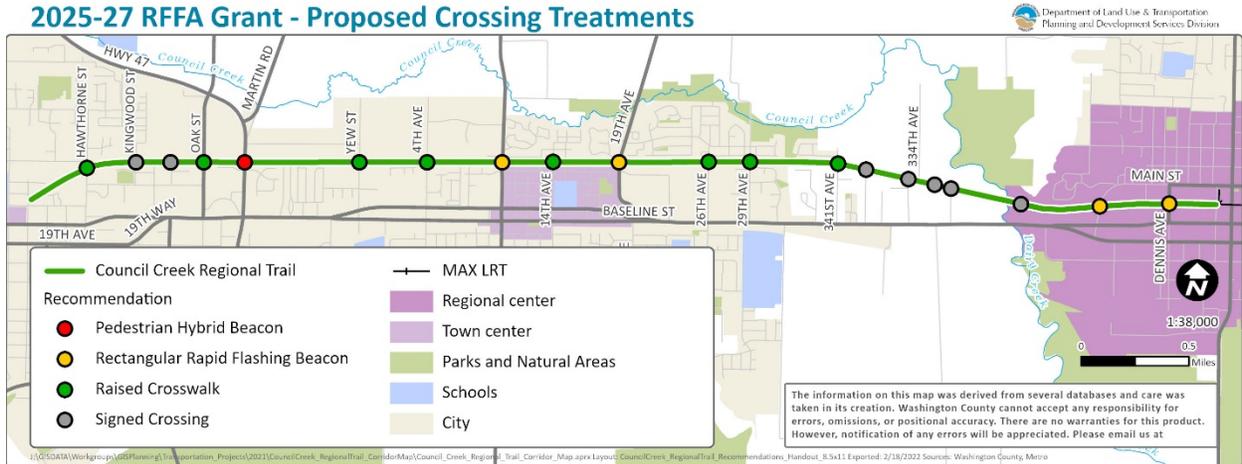
The proposed crossing improvements are integral to increasing safety and access to transit in an area of the metro region with significant transportation disadvantaged populations. Forest Grove, Cornelius and Hillsboro are communities with above-average concentrations of low-income, people of color, and limited English language proficiency residents compared to the region as a whole. Within the project study area, TV Highway is a high-speed, high-volume roadway that lacks continuous dedicated facilities to accommodate people walking and biking. TriMet bus line 57 serves this corridor every 15 minutes during peak hours and experiences its highest loads along the portion of the route connecting Forest Grove and Cornelius to the MAX Station in Hillsboro. In addition to a lack of sidewalks, much of the corridor also lacks signalized or marked crosswalks, which poses an access issue for individuals traveling in both directions along the bus route. These design characteristics have led to a total of 103 reported pedestrian and bike related injury or fatal crashes with ten fatalities between 2010-2019 along the parallel segment of TV Highway/Pacific Avenue/19th Avenue.

**Proposed design:** The project includes enhanced crossings at 13 arterial and collector roadways, and minor investments at 7 additional local street and driveway crossings, including associated traffic calming elements. All trail crossings shown in the preliminary recommendations figure below will include signage, striping and lighting. In addition, there is one proposed pedestrian hybrid beacon (PHB) crossing with median refuge island at OR 47 in Forest Grove and four proposed rectangular rapid flashing beacon (RRFB) crossings (at 10<sup>th</sup> and 19<sup>th</sup> avenues in Cornelius and at Main Street and Dennis Avenue in Hillsboro). The remaining 8 collector street crossings would consist of raised crosswalks and high-visibility crosswalk markings, and there may be curb extensions installed to reduce the crossing distance and additional sidewalk infill at cross streets if needed. These recommendations will be refined through the design process and may change based on updated traffic projections, available budget or other factors.

## 2025-2027 RFFA Project Descriptions

Project map:

### 2025-27 RFFA Grant - Proposed Crossing Treatments



Typical examples of pedestrian hybrid beacons (NACTO, Fanno Creek Trail crossing at SW Hall Blvd):



Typical example of rapid flashing beacons (NACTO, Waterhouse Trail crossing at NW West Union Rd):



Typical examples of raised crosswalks (City of Berkeley, Westside Trail crossing at SW 155<sup>th</sup> Ave):

