



Transportation Project Sponsors

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

Organization Name: <input type="text" value="City of Beaverton"/>	
Contact Person Name: <input type="text" value="Margaret Middleton"/>	Title: <input type="text" value="Principal Planner"/>
Street Address: <input type="text" value="4755 Griffith Drive"/>	Phone: <input type="text" value="(503) 526-2424"/>
City, State Zip: <input type="text" value="Beaverton OR 97076-4755"/>	
E-mail: <input type="text" value="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:

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

	Project Funds	% of Project Costs
Total Costs	\$3,215,000	100%
Non-Eligible Costs		0%
Total Transportation Project Cost	\$3,215,000	100%
Matching Funds	\$1,130,000	35.15%
Requested Funds	\$2,085,000	64.85%

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

Crescent Street: Westgate Drive - Rose Biggi Ave. multimodal street improvement builds approximately 700 feet of new two-lane collector street, including sidewalks, planter strip, lighting, parking, and bikeway to provide access to transit and a redevelopment site in Beaverton's downtown core.

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

- Yes No



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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

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.

Proposed project complements adjacent Rose Biggi Avenue multimodal Crescent Street to Hall Boulevard STIP Key 17271, and Crescent Connection Trail: Cedar Hills Blvd. – Denney Rd. STIP Key 18173. Rose Biggi Ave. project is in PE now and ROW in 2013, and is scheduled to be constructed in 2014. Crescent Connection Trail PE and ROW is scheduled to be complete by 12/2014. 2016-2018 funding for vehicle/bike/pedestrian/access-to-transit improvements is optimal for this next step improvement.

8. Project Problem Statement–REQUIRED

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

Private investment within the Creekside District, including the Round and Westgate Transit-Oriented Development, is partially inhibited by an existing multimodal gap, lack of good site access, and insufficient access to transit and land uses in the area. The area is a regionally recognized Regional Center and ensuring full build-out is vital to catalyze further investment in the vicinity.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Beaverton"/>	County: <input style="width: 90%;" type="text" value="Washington"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text" value="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)

Served by Beaverton Central MAX Station
Crescent Street Begin X coordinate 7610234.44; Y coordinate 673708.43
End X 7609896.82; Y 674026.72

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



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> 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)

Funds will be used to complete construction of approximately seven hundred feet of a new collector road, which includes:

- Right of way purchase
- Professional engineering services for pre-engineering design, survey work, construction plans, excavation, grading, and installation of street lights, power, and communication lines.
- Construction materials including base rock, pavement, curb, gutter, sidewalk, street lights, and street trees.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Bike	<input checked="" type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> 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
March 2018	Bid Let Date
May 2018	Construction Contract Award
June 2019	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
July 2019	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.

The project was originally identified and listed in the Beaverton Downtown Connectivity Plan and subsequent 2015 and 2020 Transportation System Plan Updates. Project is most currently listed as Project #25 in City's adopted 2035 Transportation System Plan update and Comprehensive Plan Transportation Element (page IV-34). It is Project 5080 in the City's adopted Capital Improvements Plan (page 107) and is included as a critical multimodal connection in the Beaverton Civic Plan, Section One (pages 8-17). It is also included in Metro's adopted 2035 Regional Transportation Plan (Project 10619).

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 2035 Transportation Plan, which was developed through a corridor-level analysis of needed transportation improvements to the complete multimodal access and circulation 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 and Beaverton's downtown core connectivity and access network, construction of the multimodal project accomplishes the most cost-effective access and modal solution that benefits all systems: bike/pedestrian/access to transit/motor vehicle/freight.

OHP Action 1.G.1: Filling this gap in the multimodal system encourages the safe use of non-auto modes and over the long term reduces vehicle miles traveled, thus protecting and preserving existing capacity and the motor vehicle system. Crescent Street parallels OR 8 and OR 10 and is a part of the areawide access and circulation system for the downtown core, and a part of the system of reliever routes for OR 8 and OR 10. The bicycle and pedestrian access to transit connection that the project facilitates allows commuters to easily access Beaverton Central MAX Station and Beaverton Transit Center bus, MAX, and WES Commuter Rail to the east.

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?

The project will provide an alternative to travel on OR 8 and OR 10 and acts as a reliever route allowing through freight and vehicle traffic to use through routes to OR 217/I-5 as intended. Project will allow local access for local trips and will enhance east west connectivity. It is expected that when local traffic avoids OR 8, operational efficiency for regional traffic will improve. The 2015 2020 and 2035 TSPs confirm the capacity-relieving effect of the overall downtown grid system that is being built segment by segment in the city core.

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?

The project will close a gap in the pedestrian circulation system between Cedar Hills Boulevard and Hall Boulevard, two Major Pedestrian Routes as identified in the Beaverton Development Code. Major Pedestrian Routes are those routes in the public right of way that are presently used or are likely to be used by pedestrians to access transit. Currently the distance is about 0.56 miles for pedestrians travelling from the intersection of Westgate Dr/Cedar Hills Blvd to Hall Blvd east of the Round at Beaverton Central MAX Station. The existing route is indirect. With Crescent Street construction, the same trip distance would be about 0.34 miles, which provides a more direct east to west route.

It will also improve east west travel times for local traffic. With improved connectivity, east west travel times will improve for local vehicle traffic by providing better local access so that OR 8 can be avoided during peak periods.

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 will improve access to:

- Transit. The project will improve the ability of all income groups to reach the Beaverton Central MAX station, which subsequently provides increased access to the Beaverton Transit Center just east of the project location (MAX, WES, bus transfer and bike station) and the entire MAX system (Green, Red/PDX, Yellow, etc.).
- Jobs and services. The proposed project will improve the ability for all income groups to reach existing and planned jobs and services located at the South Cedar Hills District and the Creekside District.
- Recreation and open space. The proposed project 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, future Crescent Trail, and a future park at the intersection of 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 project will help to:

- Catalyze development. Beaverton's Civic Plan notes that it may be necessary to jump start development with public investment at the Round/Westgate sites in order to spur development in the vicinity. The Westgate property has several benefits for redevelopment: the site size is large and undeveloped, it is owned by the City and Metro, and it could be developed with a use that would support regional transit ridership goals. The proposed project will provide an incentive for development by significantly reducing the financial and time costs associated with public street construction. Furthermore, having existing site access provides developers with a greater degree of certainty for potential uses of the Westgate site.
- Link workers with jobs. The project will help to link local workers with regional jobs and regional workers with local jobs. Workers living in the vicinity of the project will have better access to regional employers via the Beaverton Central MAX station and Beaverton Transit Center. Conversely, workers that live in the region and travel by transit are better able to access jobs at the South Cedar Hills District, which is planned for three-story mixed use retail, office, and residential.
- Create long-term jobs. The Creekside District includes high density mixed use employment center, the Round/Westgate TOD that has some of the most permissive zoning for height and density with the same retail/office potential as the Round.

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:

- Provides direct access to transit that 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 connection.
- Will use 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 their 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 through the environmental improvements served by the proposed project.

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 project helps to implement existing plans, including:

- The Beaverton Transportation Plan: The extension is identified in Beaverton's Transportation Plan as a "High Priority" area for needed bike way improvements, which supports the policy to develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, cycletracks, bike boulevards, shared roadways, multi-use paths, and sidewalks according to the pedestrian and bicycle system maps and the Development Code and Engineering Design Manual requirements.
- The Beaverton Development Code: The extension is identified in Beaverton's Development Code as a Major Pedestrian Route. Major Pedestrian Routes are those routes in the public right of way that are presently used and/or are likely to be used by pedestrians to access public transportation.
- The Beaverton Civic Plan: The extension is identified in the Civic Plan as a proposed route to support development within Catalyst Site #2 - the Round and Westgate Transit Oriented District.
- Metro's Regional Transportation Plan: The extension is located within the Beaverton Regional Center, as identified in the RTP.

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 project will:

- Encourage a healthy lifestyle. The project encourages a healthy lifestyle by providing more opportunities for walking and biking to and from the Beaverton Central MAX station and the Round/Westgate TOD.
- Help to reduce negative effects of automobile use. More opportunities for walking and biking means a potential to reduce the rate of increase of vehicle miles traveled and number of single-occupancy vehicle trips, which subsequently helps to reduce total vehicle emissions and associated pollutants.

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?

The project will:

- Provide a safe travelway. The extension will be designed for slow speeds and include a planter strip and street trees both of which provide a physical and psychological buffer for pedestrians.
- Improve site access spacing distance. The existing western access to the Westgate site off Cedar Hills Boulevard is too close to the MAX crossing and too narrow to accommodate future traffic. The project will provide an alternate site access that is located at a safer distance from the MAX crossing and can better accommodate planned traffic volumes to the site. Furthermore, the extension provides an alternate route from Cedar Hills Boulevard to the Round. Currently in order to access the Round from Cedar Hills Boulevard, travelers need to take an indirect route by taking Millikan Way or Hall Boulevard.
- Improve emergency access. The extension allows for additional direct emergency vehicle access to the Round/Westgate TOD and existing development in the vicinity.

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 project will:

- Benefit Environmental Justice and underserved populations: The Beaverton Transportation System Plan indicates that the extension is located in an area that serves low-income households. Metro's Equity Atlas shows that the project site is located in an area that extensively serves Environmental Justice populations including low English proficiency populations, low income populations, and the elderly. Metro's Equity Atlas shows that the project site is located in an area that provides access to priority destinations and Essential Services including Civic Establishments, Essential Retail, Health Services, Essential Food, and Financial and Legal Establishments.
- Benefit a large segment of the community. The project will improve the ability of all income groups to reach the Beaverton Central MAX station, which subsequently provides increased access to the Beaverton Transit Center just east of the project location (MAX, WES, bus transfer and bike station) and the entire TriMet MAX system (Green, Red/PDX, Yellow etc.). Furthermore, the proposed project will improve the ability for all income groups to reach existing and planned jobs and services located at the South Cedar Hills District and the Creekside District.

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 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 multimodal street extension that will leverage benefits for area investments. Past improvements include The Round, Rose Biggi Ave., Crescent Street, Millikan Way, and area redevelopment like Goodwill and Standard Appliance. Future includes Crescent Connection Trail, Rose Biggi to Hall Blvd. and Westgate site redevelopment.



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)	\$0	
Project development and PE	\$385,000	
Environmental Work	\$65,000	
Coordination and Outreach	\$17,000	
Leased Space	\$0	
Building purchase and/or Right of Way	\$486,000	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$983,000
Utility Relocation	\$0	
Construction	\$2,232,000	
Construction Project Costs Total		\$2,232,000
Total Eligible Project Cost		\$3,215,000
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.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Beaverton	\$630,000	20%
Co-Sponsor			0%
Participant	Washington County MSTIP3d funds	\$500,000	16%
Participant			0%
Total		\$1,130,000	35%

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 than 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:

Authorizing Authority Title:

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.

VICINITY MAP

STIP Application:
Crescent Street Extension:
Westgate Drive-Rose Biggi Avenue

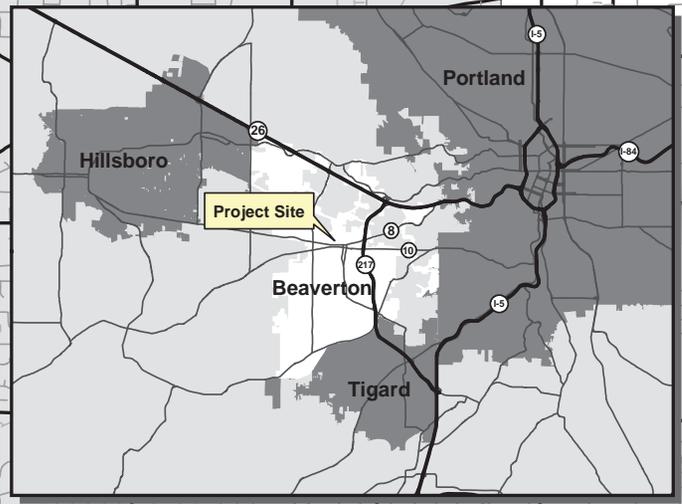
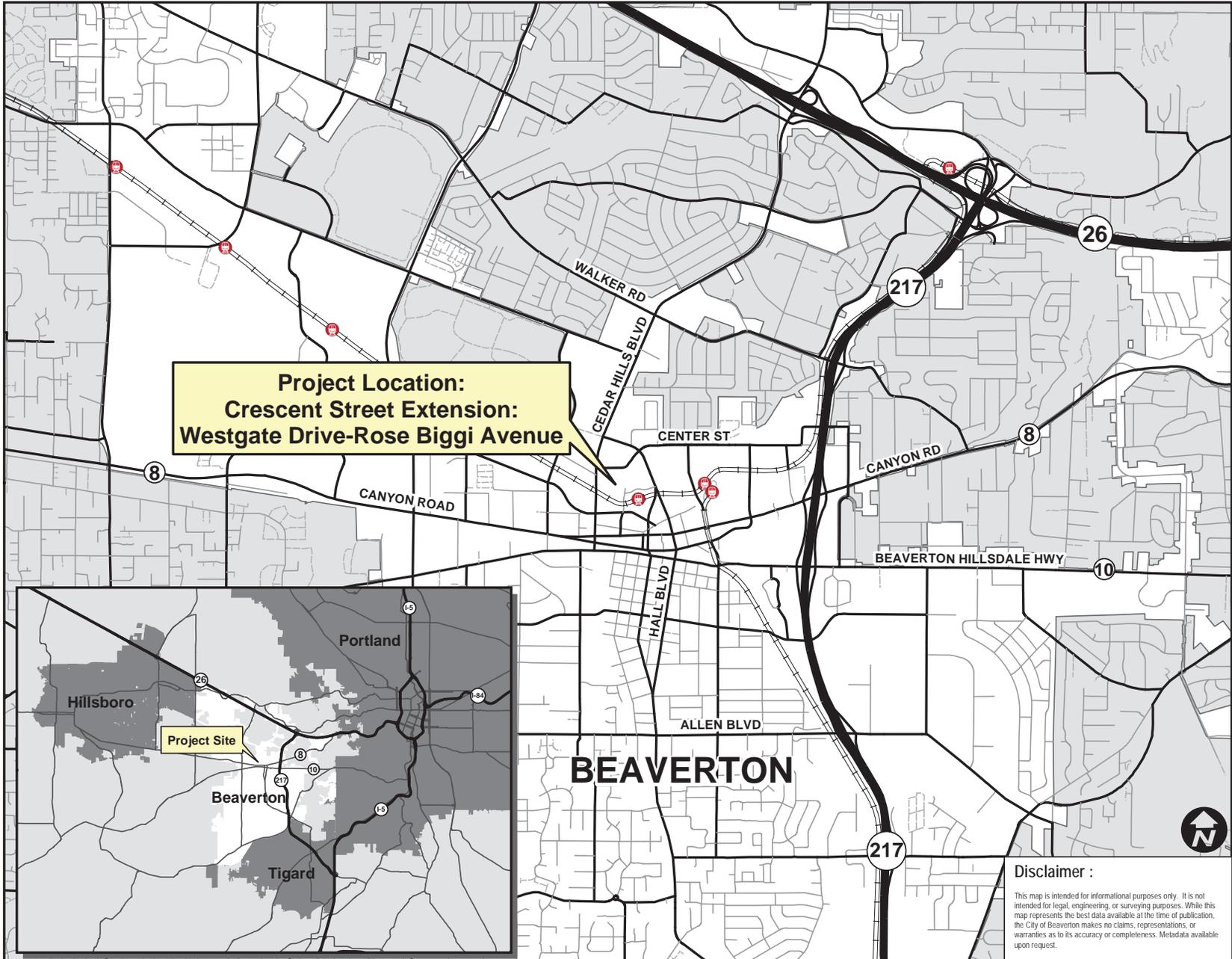
**Project Location:
Crescent Street Extension:
Westgate Drive-Rose Biggi Avenue**

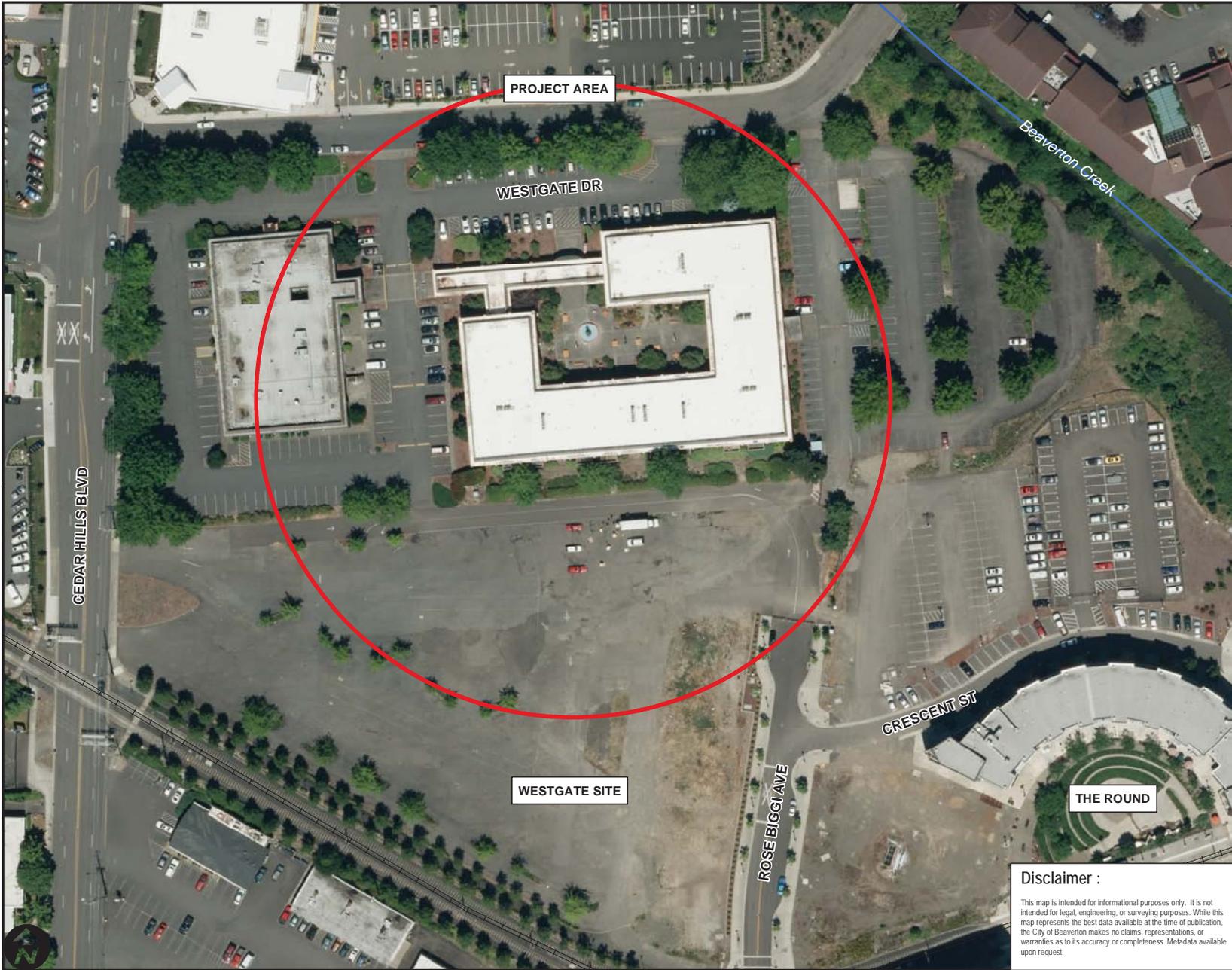
-  Light Rail Station
-  Light Rail
-  Freeways
-  Arterials
-  Minor Streets
-  Private Roads
-  Beaverton
-  Outside City Limits



Disclaimer :

This map is intended for informational purposes only. It is not intended for legal, engineering, or surveying purposes. While this map represents the best data available at the time of publication, the City of Beaverton makes no claims, representations, or warranties as to its accuracy or completeness. Metadata available upon request.



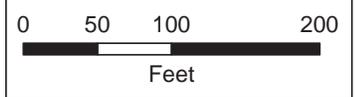


EXISTING CONDITIONS

STIP Application:
Crescent Street Extension:
Westgate Drive-Rose Biggi Avenue

☰ Light Rail

Notes:
1. The aerial photo was taken in 2011.



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SITE MAP

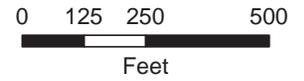
STIP Application:
Crescent Street Extension:
Westgate Drive-Rose Biggi Avenue

-  Crescent Street Extension
-  Light Rail Station
-  Light Rail



Notes:

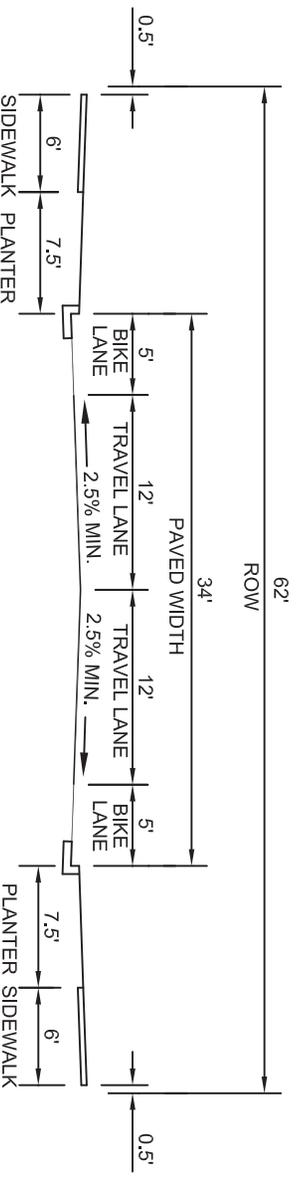
- The aerial photo was taken in 2011.



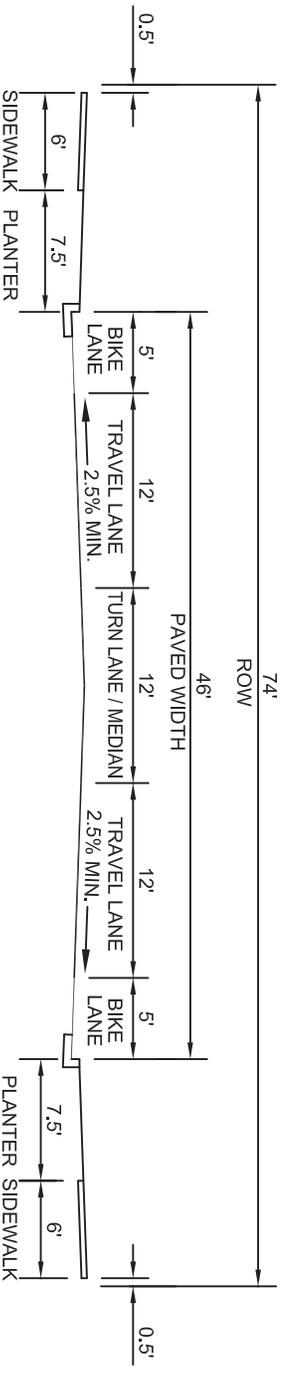
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2 LANES



3 LANES

NOTES:

1. A planter strip is required on all Collectors.
2. Paved width and planter strip are measured to face of curb.
3. Provide 0.5 feet from right-of-way line to the back of sidewalk for maintenance and survey monument protection.
4. Street trees and street lights are required and shall be located within the planter strip.



City Of Beaverton

**PUBLIC WORKS
DEPARTMENT**

TRAFFIC ENGINEER
Randall R. Wooley

**MINIMUM
COLLECTOR STREET WIDTHS**

DATE
6 - 10 - 04

DRAWN BY
JR - CPD

DRAWING NO.
101



November 12, 2012

Margaret Middleton
City of Beaverton
PO Box 4755
Beaverton, OR 97076-4755

Dear Margaret,

I am writing in support of the City of Beaverton's Crescent Street multimodal extension (Rose Biggi Ave. to Westgate Drive) and its Dawson Way/Cedar Hills Blvd./Westgate Drive intersection safety and access improvement, projects. These two projects will increase bicycle, pedestrian, and transit accessibility and safety in TriMet's Beaverton Central MAX Station area and are important to Beaverton's continued development of the Beaverton Regional Center.

Access to transit for people riding bikes, walking, and those with mobility devices is critical to their ability to access jobs and services in Beaverton and the Metro region. The two projects close multimodal system gaps in this area and respond to the need for safe street crossings adjacent to TriMet's Beaverton Central MAX Station in its Regional Center core transit-oriented mixed use district.

According to a 2010 analysis conducted by Metro, environmental justice populations in the area are largely underserved. Filling these gaps allows these environmental justice populations to more safely and easily get to services, jobs, and shopping directly or via transit.

Funding for the intersection realignment of Westgate Drive, and its connecting Crescent Street extension that ties into the MAX Station is key to safe, comfortable, convenient bike/pedestrian/mobility device access-to-transit. A fully integrated transportation system that allows easy access to services, jobs, and housing that promotes transit use, cycling, and walking is key to continued smart growth and economic prosperity. It is TriMet's hope that Beaverton's two projects be funded and move forward to help accomplish this goal.

Sincerely,

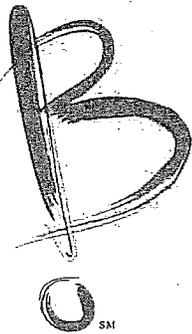
A handwritten signature in black ink, appearing to read "Alan Lehto". The signature is fluid and cursive, with a large loop at the end.

Alan Lehto
Director Planning & Policy

November 20, 2012

ODOT Region 1
STIP Project Selection Committee

RE: Beaverton's STIP applications



BEAVERTON AREA
Chamber of Commerce

12655 SW Center St, Suite 140
Beaverton, Oregon 97005

503.644.0123 MAIN
503.526.0349 FAX

www.beaverton.org

This letter is in support of the City of Beaverton's Dawson Way/Cedar Hills Blvd./Westgate Drive intersection safety and access improvement, and its Crescent Street multimodal extension (Rose Biggi Ave. to Westgate Drive) projects. These two projects will increase bicycle, pedestrian, and transit accessibility and safety the City's nascent urban renewal area and are critical to the City's and the region's smart and strategic growth.

Access to transit for people riding bikes, walking, and those with mobility devices is critical to their ability to access jobs and services in Beaverton and the Metro region. The City of Beaverton's Dawson Way/Cedar Hills Blvd./Westgate Drive intersection safety and access improvement, and its Crescent Street extension (Rose Biggi Ave. to Westgate Drive) projects close the final multimodal system gaps in this area and respond to the need for safe street crossings adjacent to TriMet's Beaverton Central MAX Station in its Regional Center core transit-oriented mixed use district.

According to a 2010 analysis conducted by Metro, environmental justice populations in the area are largely underserved. Filling these gaps allows these populations to safely and easily get to services, jobs, and shopping within the City's urban renewal district and the region as a whole.

Funding for the intersection realignment of Westgate Drive, and its connecting Crescent Street extension that ties into the MAX Station is key to safe, comfortable, convenient bike/pedestrian/mobility device access-to-transit. The timing is optimal for these next step improvements. The City and TriMet

have invested millions within this core area, and the Crescent Street extension and Dawson/Cedar Hills Blvd./Westgate Drive projects complete the full access to transit connections within the Beaverton Central MAX Station Area.

A fully integrated transportation system that allows easy access to services, jobs, and housing that promotes transit use, cycling, and walking is key to continued smart growth and economic prosperity. It is the Beaverton Area Chamber of Commerce's hope that Beaverton's two projects be funded and are completed as soon as possible to accomplish this goal.

Regards,

Lorraine Clarno
President/CEO
Beaverton Area Chamber of Commerce

November 21, 2012

Dear ODOT Region 1 STIP Project Selection Committee:

On behalf of the Westside Transportation Alliance, I would like to offer strong support for the City of Beaverton's STIP Enhance applications for the 2015-2018 fiscal years, which include funding requests for three important multimodal projects: the Crescent Connection Trail; Dawson Way/Cedar Hills Boulevard/Westgate Drive Intersection Safety and Access Improvement; and the Crescent Street Multimodal Extension (Rose Biggi Avenue to Westgate Drive) projects.

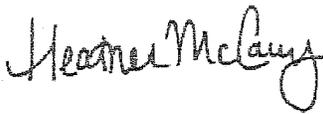
We strongly encourage the STIP Project Selection Committee to recommend that funds are allocated because the proposals demonstrate the following benefits for Beaverton's Regional Center:

- Improved mobility for all mode types and users
- Improved safety for bicyclists, pedestrians, and transit users
- Improved accessibility to jobs, services, and shopping for all income groups including environmental justice populations
- The projects will catalyze economic development and show a commitment to support existing and future private investment
- A commitment to follow through on projects supported by the community, as demonstrated by inclusion in local and regional plans

The Westside Transportation Alliance is committed to supporting these outcomes, and we are pleased that the City of Beaverton is making an ambitious effort to transform these projects from a vision to measurable community benefit.

Thank you for thoughtfully considering the City of Beaverton's STIP Enhance applications for the 2015-2018 funding cycle. We look forward to your decision.

Sincerely,



Heather McCarey
Executive Director