



Transportation Project Sponsors

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

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

2. Co-Sponsor(s)

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

Transportation Project Information

3. Project Name–REQUIRED

Project Name:

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

	Project Funds	% of Project Costs
Total Costs	\$3,882,000	100%
Non-Eligible Costs	\$0	0%
Total Transportation Project Cost	\$3,882,000	100%
Matching Funds	\$1,300,000	33.49%
Requested Funds	\$2,582,000	66.51%

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

Dawson Way/Cedar Hills Blvd/Westgate Drive Intersection realignment - Beaverton Capital Improvements Plan's Project #3321 corrects a multimodal gap and safety concern at an offset intersection of an arterial and two collectors by realigning and signaling the intersection providing direct multimodal routes and safe crossings/travelways for all modes and enhancing safety and access for all users--pedestrians, cyclists, mobility device users, and motorists. The two collectors intersect with Cedar Hills Blvd, the adjacent arterial. The connections are offset by 125 feet. Preliminary design work to determine the alignment options and refine right of way and construction costs is underway by City staff and is partially funded by a HUD grant.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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

- Yes No

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

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: Crescent Street - Hall Boulevard STIP Key 17271, and Crescent Connection: 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 PE and ROW is scheduled to be complete by 12/2014. 2016-2018 funding for intersection realignment, signalization, and bike/pedestrian/access-to-transit improvements is optimal for this next step improvement. The locally-funded Dawson Way extension to Hocken Ave. was recently constructed adding to the timeliness of the proposed project as the next priority improvement in this core area.

8. Project Problem Statement–REQUIRED

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

Multimodal system gap and safety concern at intersection of arterial Cedar Hills Boulevard and two collectors, Dawson Way and Westgate Drive, in Regional Center core transit-oriented mixed use district. Gap limits safe bike and pedestrian access to employment, office, and commercial center in and around Beaverton Central MAX Station for all users including environmental justice populations. Unsignalized unmarked intersections are off-set by 125 feet creating an area with minimal safe gaps for vehicle movements and indirect crossing patterns for pedestrians and bicycles. Increased volumes/turning movements from recently constructed Dawson Way connection to Hocken Ave. inhibit direct access and exacerbate the issues of the off-set intersection.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Beaverton"/>	County: <input style="width: 90%;" type="text" value="Washington County"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text" value="ODOT Region 1"/>



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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)

Intersection of Cedar Hills Blvd. with Dawson Way to the west and Westgate Drive to the east. Sidewalks exist on all streets.
 Served by TriMet bus #20 and MAX service at Beaverton Central MAX Station
 Adjacent Crescent Connection (Beaverton Creek) Trail – PE/ROW funded; seeking STIP construction funding; accepted for Phase 2 TE 2014/2015 application.
 Dawson Way: Begin X coordinate 7610222.33; Y coordinate 674056.44
 End X coordinate 7609445.64; Y coordinate 674017.35

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

<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)

Request is for funding for preliminary engineering, right of way, and construction of the curb, gutter, sidewalk, bikeways, with street realignment. Signalization at the intersection of Dawson Way/Cedar Hills Blvd/Westgate Drive per warrants will be to standards. Cedar Hills Blvd. 5-lane cross section remains. In the intersection area, Westgate Drive will be built within a 60 foot right of way and include two twelve-foot travel lanes, eight-foot parking strips and ten-foot sidewalks. In the intersection area, Dawson Way will be built within a 60 foot right of way and include two twelve-foot travel lanes and ten-foot sidewalks. A right turn lane from Dawson Way to southbound Cedar Hills Blvd. is planned. Asphalt concrete pavement shall be designed and constructed to ODOT standards. Project design will finalize realignment and move Dawson Way to the north and



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Westgate Drive to the south to obtain an intersection angle to meet all applicable ODOT standards. All phases and analyses/documentation of design, engineering, right of way, environmental and acquisition of necessary right of way are requested along with full funding for construction of the realigned streets, sidewalks, bikeways, markings, and signalization. Project can be phased; however, full implementation of any identified safety improvement is critical to project integrity and performance. Project includes purchase of right of way determined necessary for the final alignment and any necessary easements and purchases for location of signal. Expected operational life of the project is 20-25 years.

Project development used Practical Design principles of SCOPE. Safety and connectivity/access needs were identified in the Transportation Plan and Civic Plan as a subsequent improvement to the recently-completed City-funded Dawson Way connection to Hocken Avenue. The Corridor Context ties into the City's new Civic Plan and HUD Grant Creekside Enhancement Project aimed at making adjacent Beaverton Creek and its Crescent Connection Trail a downtown amenity in order to jump-start its economy and area redevelopment.

The Civic and Transportation Plans rely on tying the bike/pedestrian/transit modes together in this specific area for existing and future land uses and densities. Optimizing and connecting the non-auto system is a primary project goal along with access to an upgraded creek and trail. Public and stakeholder support for the plans were accomplished through multiple ongoing Visioning, Civic Plan, and HUD Grant tasks and Transportation Plan involvement processes. Expectations are established for ongoing communication and involvement per HUD grant work task commitments. Efficient costs are maximized through multiple funding sources: City funds and Washington County Major Streets Transportation Improvement Program Funds, supplemented by HUD-funded tasks. Efficient cost is also achieved because the full multimodal system benefits due to higher non-SOV mode shares through improved access, connectivity, and the closure of these last system gaps. Project could be phased; however, the project is critical and timely due to its importance to the HUD grant planning tasks, economic development of the Westgate site, and close proximity to the two transit centers and adjacent transit-oriented development.

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
Sept 2019	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
Oct 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 adopted 2015 and 2020 Transportation System Plan Updates. Project is most currently listed as Project #24 in City's adopted 2035 Transportation System Plan update and Comprehensive Plan Transportation Element (page IV-34). It is Project 3321 in the City's adopted Capital Improvements Plan (page 51) 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 10618).

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, project construction of the multimodal realignment project with signalization 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. Dawson Way and Westgate Drive parallel OR 8 and are a part of the areawide access and circulation system for the downtown core, and are part of the system of reliever routes for OR 8. The safe more direct bicycle and pedestrian access to transit connection that the realignment facilitates allows commuters to easily access Beaverton Central MAX Station and Beaverton Transit Center bus, MAX, and WES Commuter Rail.

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?

This additional multimodal connection parallel to OR 8 encourages and accommodates safe bike and pedestrian travel and access to adjacent transit, thus relieving congestion and miles traveled on OR 8 and providing an alternative travel route. The project is part of the City's Transportation and Civic Plans that help preserve the area's State-owned highways, OR 217, OR 8 and OR 10. This solution will:

- Signalize and realign streets/sidewalks/bikeways in order to complete necessary direct safe local access travelways and the seamless multimodal system in the city core.
- Complete the multimodal system of collectors and locals that help to relieve OR 8 and OR 10 and connect major north-south and east-west streets to two area transit centers. Over the past decade, many of these additional street segments were constructed, which will allow new development and redevelopment of core properties including the Westgate site.
- Continue the planning phase begun by City forces, which are partially funded through a HUD grant.
- Implement a regionally important project in a 2040 Regional Center. Its importance is recognized by its inclusion in Metro's 2035 Regional Transportation Plan.
- Accomplish a state goal for such projects: the proposed project is significantly less expensive than increasing capacity on OR 8 and OR 10.
- Respond to Metro and ODOT's goal to reduce crashes. The existing non-signalized intersection is offset by 125 feet, which poses a safety concern.

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 provides mobility for all users as it is an important component of Beaverton's downtown integrated balanced multimodal circulation system that provides safe direct travel ways for all modes. The project:

- Increases mobility by providing connectivity and access to key employment, retail, and residential destinations for pedestrians and bikes and mobility devices.
- Encourages active, healthy, environmentally sound transportation choices of walking, cycling, and transit use (bus, MAX and WES at Beaverton Transit Center), will reduce vehicle trips, air pollution, and greenhouse gases, and will foster livability, economic vitality, and better health through active lifestyles.
- Per Metro's Equity Analysis, it extensively serves Environmental Justice populations in Beaverton: 'Significantly Above' and 'Above Average' concentrations of Environmental Justice and Underserved Populations including low English proficiency populations, communities of color, low income populations, and the elderly.
- Per Metro's Equity Analysis, provides mobility and access to priority destinations and Essential Services for Environmental Justice and underserved populations: Significantly above and above average concentrations of Essential Services including Civic Establishments, Essential Retail, Health Services, Essential Food, and Financial and Legal Establishments.
- Is cost-effective and an adopted project in the City's Financially Constrained Transportation Plan and CIP.

19. Accessibility

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

For example, will the solution:

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

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

20. Economic Vitality

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

For example, will the solution:

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

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

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

21. Environmental Stewardship

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

For example, will the solution:

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

The proposed project fulfills environmental stewardship objectives because it:

- Results in more cycling, walking, and transit use, that improves user health due to increased activity leading to reduced health care costs.
- Improves environmental quality through vehicle trip, fuel consumption, air pollution, and greenhouse gas reductions. Such reductions increase global energy security.
- Promotes more efficient energy use with alternative fuel buses and light rail access through the direct connection.
- Helps implement the Creekside District Master Plan to clean and revitalize adjacent Beaverton Creek. The Master Plan includes water quality improvements and public space enhancements to highlight environmental stewardship of the area.
- Will consider low impact development techniques to improve surface water quality. Clean Water Services oversees stormwater and creek facilities and provides multiple options for meeting regulatory requirements for stormwater, including options provided through 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 proposed project is the result of the transportation analysis of the 2035 Transportation Plan that assumes the underlying land uses and zoning districts for the project area:

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

23. Livability

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

For example, will the solution:

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

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

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

24. Safety and Security

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

For example, will the solution:

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

Dawson Way was recently connected to Hocken Avenue a major collector to the west, creating a new connection, but with that connection, additional volumes at the project intersection. The intersection is off-set by 125 feet, limiting turn gaps. Compounding these safety concerns are the bicycle and pedestrian crossing movements within the area. To correct these issues, the project will:

- Be designed to City and ODOT standards for a multimodal street and safe signalized marked street crossing. More direct access to transit is enhanced as the street connects to the new Rose Biggi Avenue project that provides a defined direct safe travel way for bikes, pedestrians, and those with mobility devices to Beaverton Central MAX and the regional MAX system.
- Reduce pedestrian/bicycle/vehicle conflicts with a standard intersection design with markings and signalization.
- Minimize the number of vehicle travel lanes, lane width, and crossing distances.
- Provide approved street trees as traffic buffers for pedestrian safety and storm water benefits.
- Provide parking on street, which also buffers the pedestrian travel way.
- Provide a safe and secure travel environment with pedestrian friendly access from surrounding employment, retail, and office development to the north, and mixed use residential, office, retail, and commercial development to the south and east at The Round at Beaverton Central MAX Station and the Westgate site.
- Reduce out-of-direction travel by all modes.

25. Equity

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

For example, will the solution:

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

The proposed project will provide increased bicycle, pedestrian, mobility device, and transit access and mobility to key destinations in the surrounding area. Users can connect to TriMet services that access the entire region including PDX. It expands transportation choices for everyone that uses the system by filling a gap in the transportation circulation system, connecting and building a grid-style multimodal travelway that accesses transit stop and transit oriented district-supportive infrastructure.

Metro's 2010 Equity Analysis documents that the project will serve high priority areas of Environmental Justice and Underserved Populations including Low English Proficiency, Communities of Color, Low Income Populations, and the elderly and disabled. Project also provides access to priority destinations and Essential Services with concentrations of Essential Services including Civic Establishments, Essential Retail, Health Services, Essential Food, and Financial and Legal Establishments. See Map: demographic composite; Map: essential services composite; Map: mobility composite; Map: disability posted at bottom of website: <http://www.oregonmetro.gov/index.cfm/go/by.web/id=19681>

26. Funding and Finance

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

For example, will the solution:

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

The proposed project builds on a huge investment in the 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 realignment and safety project 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	\$420,000	
Environmental Work	\$84,000	
Coordination and Outreach	\$25,000	
Leased Space	\$0	
Building purchase and/or Right of Way	\$403,000	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$962,000
Utility Relocation	\$146,000	
Construction	\$2,774,000	
Construction Project Costs Total		\$2,920,000
Total Eligible Project Cost		\$3,882,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)	\$0	

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.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Beaverton	\$800,000	21%
Co-Sponsor			0%
Participant	Washington County MSTIP3d funds	\$500,000	13%
Participant			0%
Total		\$1,300,000	33%

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:

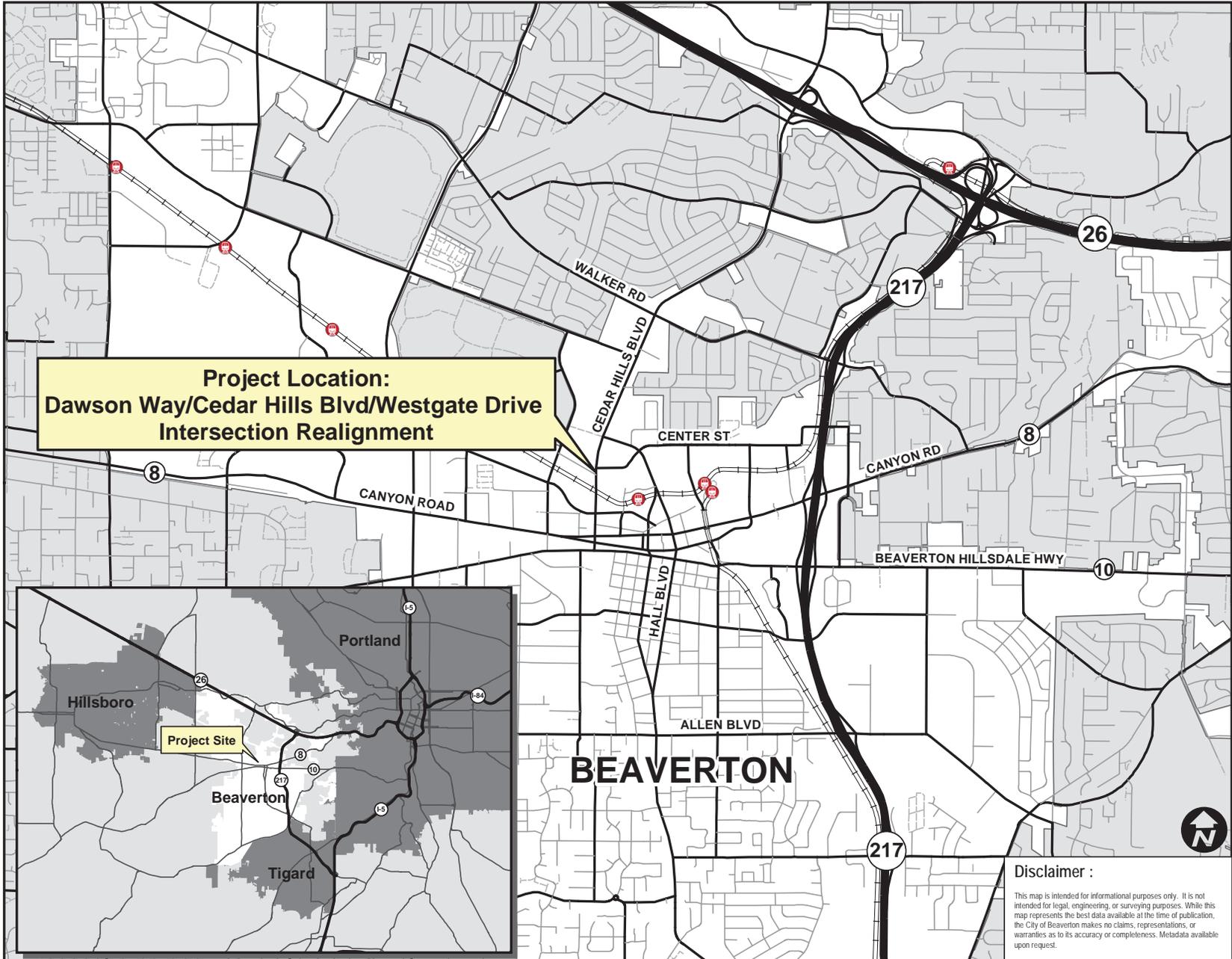
Signature: Date:

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.

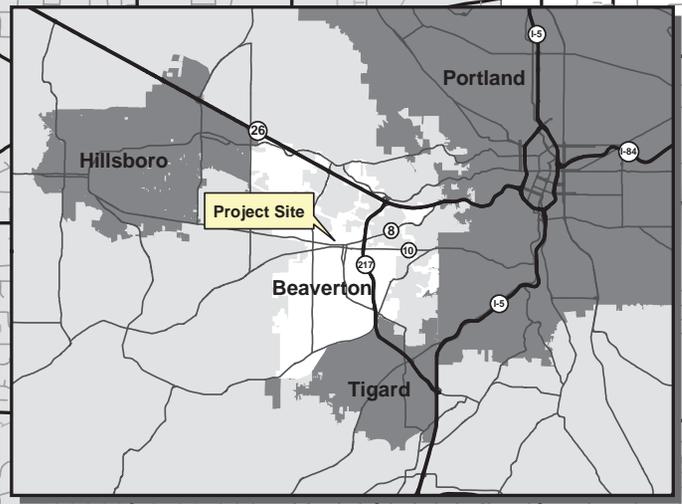
Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

VICINITY MAP

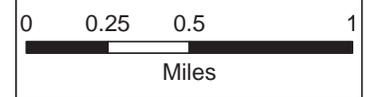
STIP Application:
Dawson Way/Cedar Hills Blvd/
Westgate Drive
Intersection Realignment



**Project Location:
Dawson Way/Cedar Hills Blvd/
Westgate Drive
Intersection Realignment**



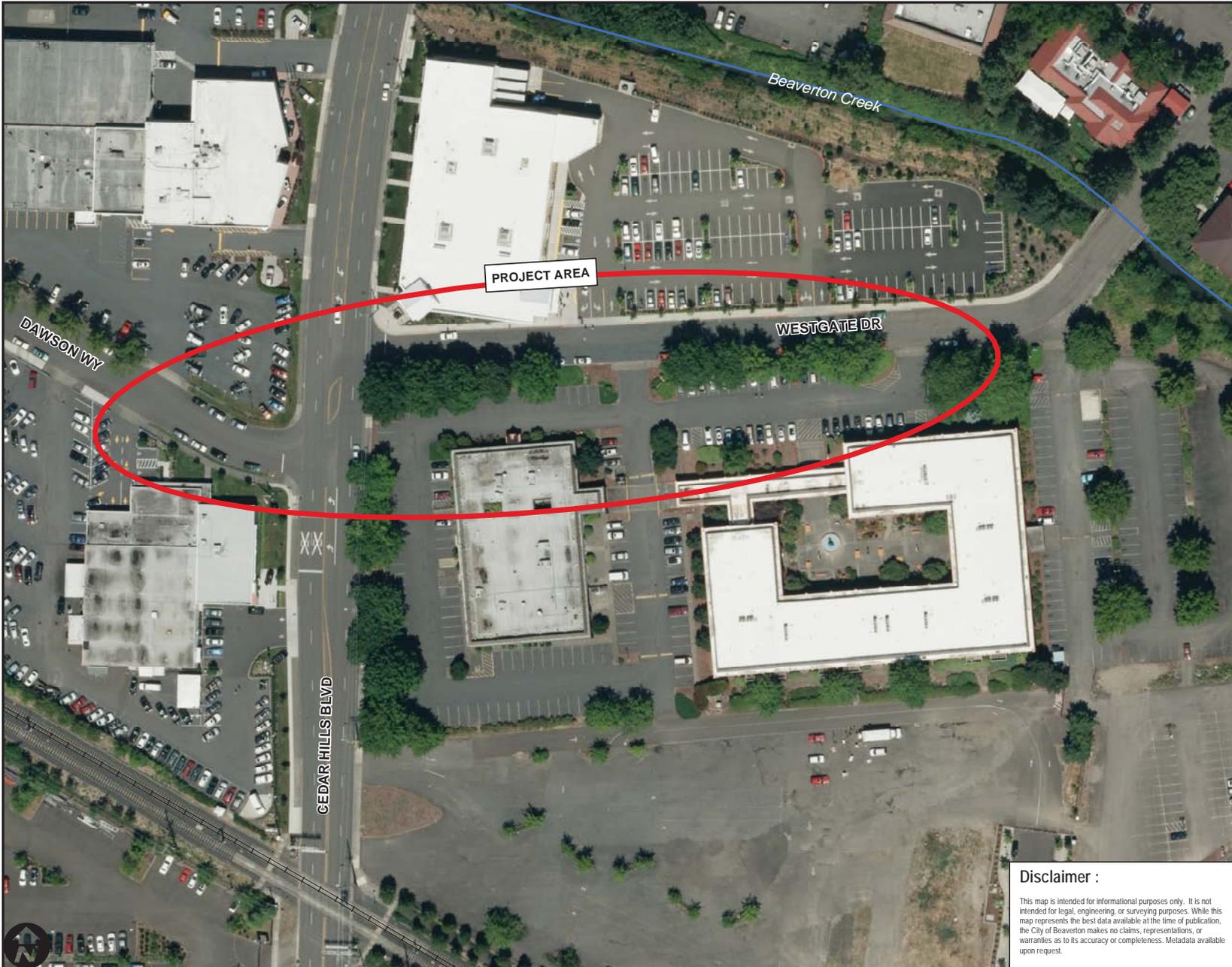
- Light Rail Station
- Light Rail
- Freeways
- Arterials
- Minor Streets
- Private Roads
- Beaverton
- Outside City Limits



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.





Date: 10/31/2012

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

GEOGRAPHIC INFORMATION SYSTEM

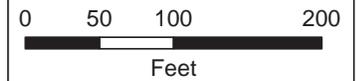
EXISTING CONDITIONS

STIP Application:
Dawson Way/Cedar Hills Blvd
Westgate Drive
Intersection Realignment

☐ Light Rail

Notes:

1. The aerial photo was taken in 2011.



Disclaimer :

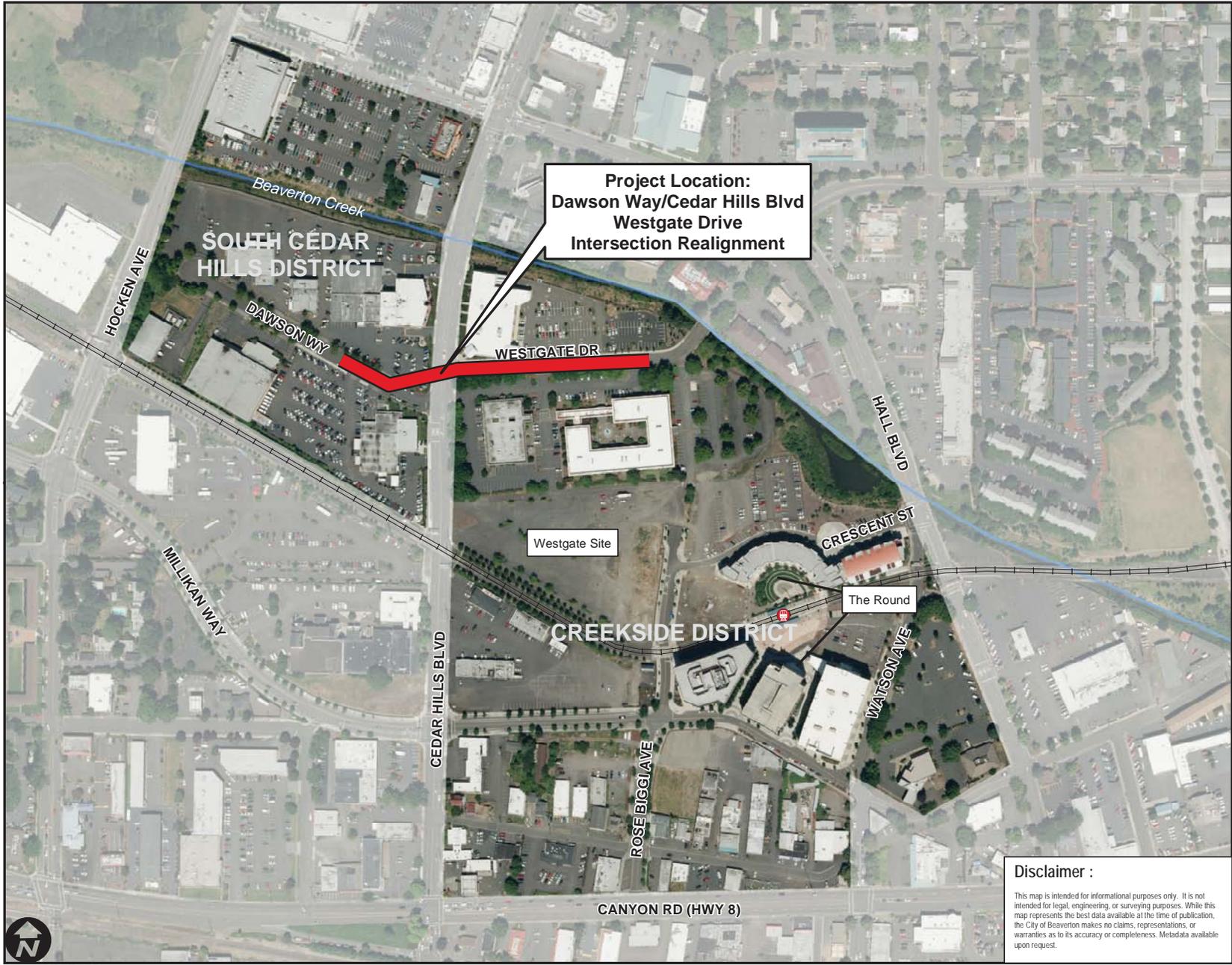
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SITE MAP

STIP Application:
Dawson Way/Cedar Hills Blvd
Westgate Drive
Intersection Realignment

- █ Intersection Realignment
-  Light Rail Station
-  Light Rail



**Project Location:
Dawson Way/Cedar Hills Blvd
Westgate Drive
Intersection Realignment**

Westgate Site

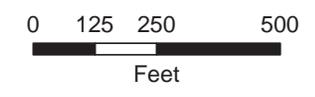
The Round

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Notes:

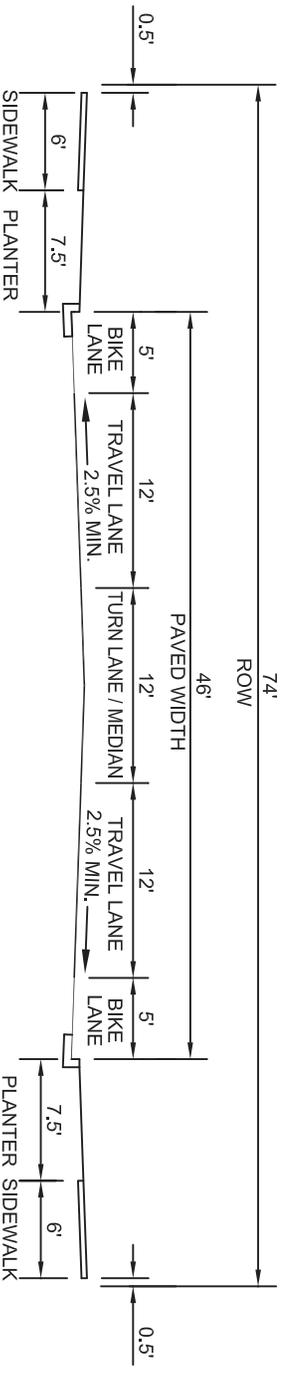
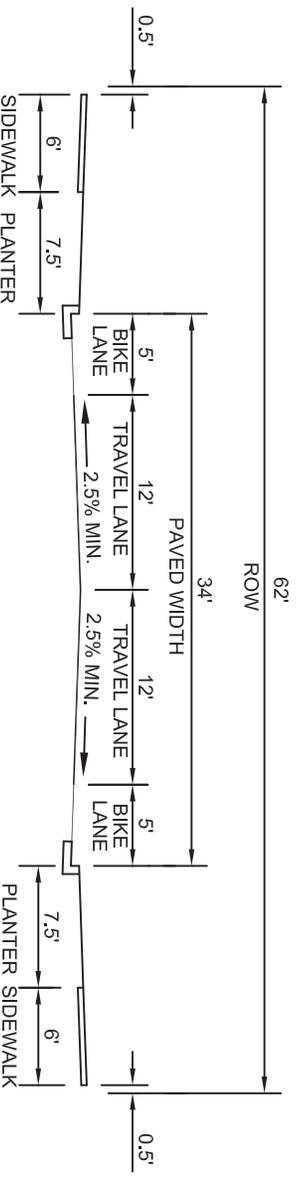
1. The aerial photo was taken in 2011.



Date: 10/31/2012

Path: S:\STIP Applications 2012\Dawson Site Map.mxd





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,

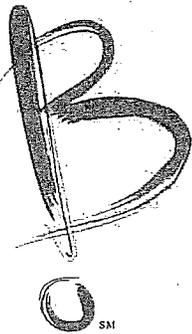
A handwritten signature in black ink, appearing to read "Alan Lehto".

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.

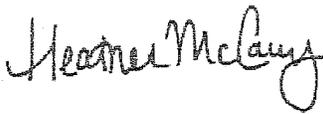
We strongly encourage the STIP Project Selection Committee to recommend that funds are allocated because the proposals demonstrate the following benefits for Beaverton's Regional Center:

- 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