

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 97-2497
THE RECOMMENDED ARTERIAL AND)
HIGHWAY IMPROVEMENTS CONTAINED) Introduced by
WITHIN ODOT'S WESTERN BYPASS) Jon Kvistad, Presiding Officer
STUDY AND AMENDING THE 1995) Chair, JPACT
INTERIM FEDERAL REGIONAL)
TRANSPORTATION PLAN)

WHEREAS, The Oregon Department of Transportation initiated the *Western Bypass Study* in 1989 to address north-south circumferential transportation needs in Washington County; and

WHEREAS, The *Western Bypass Study* provided for a comprehensive, multi-modal analysis and evaluation of alternative transportation options to address the identified transportation needs in the Study Area; and

WHEREAS, The study process included three standing committees: a Steering Committee, a Citizen Advisory Committee, and a Technical Advisory Committee; and

WHEREAS, A study *Statement of Purpose and Need Report* (February 1991) and an *Alternatives Analysis Report* (May 1995) consistent with federal planning rules were published and underwent public review; and

WHEREAS, A *Recommended Alternative Report* was approved by the three study committees in 1996; and

WHEREAS, The recommendations are included as Attachment 1 to the Staff Report; and

WHEREAS, The recommended alternative strategies will be evaluated as part of Metro's 1997 update to the *Regional Transportation Plan* (RTP) consistent with any adopted performance

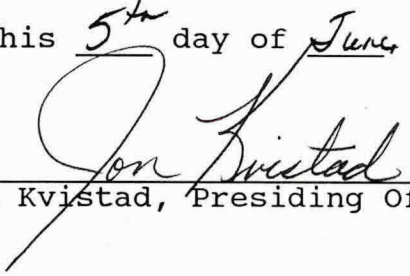
measures and standards; now, therefore,

BE IT RESOLVED:

1. That the Preferred Project list of the 1995 Interim Federal RTP be amended to include the highway and arterial improvements identified within the *Western Bypass Study* as shown in Exhibit A, and that the text reflect the changes as shown in Exhibit B.


2. That the study recommendations be evaluated consistent with adopted performance measures and standards as part of the 1997 RTP Update to determine full consistency with the Region 2040 Growth Concept and requirements contained within the State Transportation Planning Rule.

ADOPTED by the Metro Council this 5th day of June, 1997.



Jon Kvistad, Presiding Officer

Approved as to Form:



Daniel B. Cooper, General Counsel

Exhibit A
New Highway and Arterial Projects from Western Bypass Study to Add to Interim Federal RTP Preferred Project List

Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1995 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
ODOT	143	I-5/ I-205 Interchange	I-5/ I-205 Interchange	n/a	n/a				◆			\$1,040,000
ODOT	144	TV Highway Intersections	At 170th, 198th, and Brookwood Avenue	n/a	n/a	□	◆	◆	◆		◆	\$133,000
ODOT	145	Scholls Ferry Road	Murray Blvd. to Fanno Creek	2	5	□	◆	◆				\$7,935,000
Washington Co.	107	Hall Blvd. at SW Oak	Hall Blvd./SW Oak St. Intersection	n/a	n/a	□	◆	◆			◆	\$550,000
Washington Co.	108	Farmington Road	Murray Blvd. to 172nd Ave.	3	5	□	◆	◆				\$11,786,000
Washington Co.	109	Beef Bend Road	King Arthur to 131st Ave.	2	3		□	□				
Washington Co.	110	Baseline Road	158th to 185th	2	5	□	◆	◆				\$5,649,000
Washington Co.	111	McDonald Street at Hall Blvd.	McDonald Street/Hall Blvd. Intersection	n/a	n/a	□	◆	◆			◆	\$856,000
Washington Co.	112	Greenburg Road	Tiedeman to Highway 99W	2	3		◆	◆				\$1,985,000
Washington Co.	113	Bonita Road	Fanno Creek to I-5	2	3		□	□				
Washington Co.	114	McDonald Street	Highway 99W to 97th Ave.	n/a	n/a		◆	□				\$608,000
Washington Co.	115	Beaverton Hillsdale Highway	117th Ave. to Highway 217	5	6	□	◆	◆	◆			
Washington Co.	116	SW Davis Road	160th Ave. to Murray Blvd.	2	3		□	□				\$4,483,000
Washington Co.	117	SW Farmington Road	149th to Murray Blvd.	3	5	□	◆	◆				\$893,000
Washington Co.	118	SW Hart Road	165th to Murray Blvd.	n/a	n/a		□	□				\$3,193,000
Washington Co.	119	SW Lombard Ave.	Highway 10 to Broadway St.	0	3	□	□	◆				\$1,434,000
Washington Co.	120	Bull Mountain Road at Highway 99W	Bull Mountain Road/Highway 99W Intersection	n/a	n/a		◆	◆	◆		◆	\$21,000
Washington Co.	121	Taylor's Ferry Road	Washington Dr. to Oleson Road	0	2		◆	□				\$1,697,000
Washington Co.	122	135th Ave.	Walnut St. to Bull Mountain Road	0	2		□	□				\$1,417,000
Washington Co.	123	132nd Ave.	Walnut St. to Bull Mountain Road	0	2		□	□				\$1,313,000
Washington Co.	124	SW 170th Extension	Baseline Road to Walker Road	0/2	3		□	□				\$2,821,000
Washington Co.	125	Murray Blvd. Connection	Walnut/135th to Gaarde St.	0	3		□	□				
Washington Co.	126	Gaarde Street	121st Ave. to Highway 99W	2	3		□	□				\$2,000,000
ODOT	146	Scholls Ferry Road: 121st - Hwy. 217	121st to Highway 217	5	7	□	◆		□			\$13,518,000
ODOT	147	Highway 99W: I-5 to Durham	I-5 to Durham Road	5	7	□	◆		◆			
ODOT	148	Highway 99W: Durham to Six Corners	Durham Road to Edy/Scholls Sherwood Road	5	6		◆		◆		◆	
Washington Co.	127	216th/219th Ave.	Cornell Road to Tualatin Valley Highway	2	5		◆		□			\$25,000,000
											Total	\$88,332,000
									◆			= Improves/Expands Regional System
									□			= Complements Regional System

Note: Metro staff continues to work on obtaining cost estimates (in 1995 dollars) for some projects.



METRO

EXHIBIT B

Text revisions to the Interim Federal Regional Transportation Plan

Western Bypass Study Recommendations

April, 1997

With adoption of Resolution No. 97-2497, the 1995 Interim Federal Regional Transportation Plan will incorporate the following text amendments:

Page 8-13:

~~4. Tualatin Hillsboro Corridor~~

~~The Western Bypass was adopted as a contingent recommendation subject to the findings of a land use and environmental analysis. ODOT continues a study of the Tualatin Hillsboro Corridor evaluating the need for transportation improvements in the corridor and assessing the land use consequences of a range of reasonable alternatives. The ODOT Western Bypass Study is incorporating the results of 1000 Friends of Oregon Land Use/Transportation/Air Quality (LUTRAQ) Study if that study produces a viable land use/transportation strategy.~~

4. I-5/99W Connector

The Western Bypass Study was adopted in June, 1997. Included in the study was the need for a I-5/99W Connector to serve inter-state and inter-regional traffic and separate that traffic from 99W, Tualatin-Sherwood Road and other arterials and collectors in the study area. The designation of the actual alignment for the Connector will be determined as part of the alignment-level Environmental Impact Statement (EIS) Process. As part of that process, statewide planning goal exception(s) consistent with OAR 660-12-070 will be required if any portion of the alignment is outside the Urban Growth Boundary.

MH
Bypass.ExhB

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 97-2497 FOR THE PURPOSE OF ENDORSING THE RECOMMENDED ARTERIAL AND HIGHWAY IMPROVEMENTS CONTAINED WITHIN ODOT'S WESTERN BYPASS STUDY AND AMENDING THE 1995 INTERIM FEDERAL REGIONAL TRANSPORTATION PLAN

Date: April 25, 1997

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution endorses the arterial and highway recommendations contained within the Oregon Department of Transportation (ODOT) *Western Bypass Study Recommended Alternative Report*, June 1996. This resolution also acts to amend the Preferred Project List of the 1995 Interim Federal Regional Transportation Plan (RTP) to incorporate the recommended arterial and highway projects identified in the *Recommended Alternative Report*.

With this resolution, the Metro Council and JPACT also recognize that the recommended highway and arterial improvements represent a minimal 20-year need for the study area to meet current performance standards. It is recognized that the full transportation needs in the study area require a complementary strategy of transit, transportation demand management (TDM), transportation system management (TSM), and other alternative modes. As Metro updates the RTP through 1997, a number of issues will be addressed which may refine the recommendations contained within the *Recommended Alternative Report*. Specifically, appropriate transit, TDM, TSM, and other alternative mode strategies will be identified for the area and all arterial and highway recommendations contained in the current RTP Preferred Project List will be reviewed consistent with adopted performance measures and standards.

TPAC has reviewed this proposed amendment to the 1995 *Interim Regional Transportation Plan* and recommends approval of Resolution No. 97-2497.

FACTUAL BACKGROUND AND ANALYSIS

Study Background

ODOT initiated the *Western Bypass Study* in 1989. The study responded to issues related to the adequacy of north-south circumferential transportation needs in Washington County. Those issues were identified both in Metro's 1987 *Southwest Corridor Study* and during the *Washington County Transportation Plan* development in 1988.

The *Western Bypass Study* provided a focused analysis and evaluation of the mobility needs and related problems in a large study area that included essentially the entire urban portion of Washington County and westernmost portions of both the City of

Portland and Clackamas County. The study area also included portions of rural Washington County. The study provided for a comprehensive, multi-modal analysis and evaluation of alternative options to address the identified transportation problems in the Study Area. A Statement of Purpose and Need (February 1991) and an Alternatives Analysis Report (May 1995) were published and underwent a public review as part of that process.

Three committees participated in the study throughout the process. The Citizens Advisory Committee (CAC) was comprised of representatives from diverse interest groups and neighborhoods. The Technical Advisory Committee (TAC) was comprised of representatives from the cities within the Study Area, Washington County, Metro, Tri-Met, and other state and federal agencies. The Steering Committee was comprised of policy-makers, elected or top level appointed officials from each jurisdiction or agency. A complete listing of the members of each committee is included in Appendix A of the *Recommended Alternative Report*.

The study began prior to the USDOT's promulgation of planning rules related to the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. As such, the project was initiated as a corridor-level Draft Environmental Impact Statement consistent with the National Environmental Policy Act. The process was designed to look at the impact of viable alternatives on the built and natural environment. With the release of new federal planning rules in 1993, the project was completed as a Major Investment Study (MIS). The MIS incorporates an environmental analysis with alternatives analysis. Five alternative packages were examined as part of the study. These included the No Build, the TSM/Planned Project Alternative, the Arterial Expansion/HOV Express Alternative, the Bypass Alternative, and the LUTRAQ Alternative.

Recommended Alternative

The Western Bypass Study Recommended Alternative, summarized in the *Recommended Alternative Report*, includes a package of multi-modal improvements which reflect the best performing components of the five alternatives that meet the study needs. The needs are based on current traffic operational performance measures identified in the RTP, the State Highway Plan, and local plans, or necessary strategies to address a specific traffic function that is otherwise not being met. The latter includes the recommendation for a new expressway-type connector facility between Highway 99W and I-5. The facility addresses an inter-regional, interstate function that is missing in that portion of the study area. The *Recommended Alternative Report* summarizes the transportation problems within the Study Area.

Attachment 1 shows the recommended study area projects as identified in the study *Recommended Alternative Report*. Included are roadway projects that build on the existing arterial system and

add new connections, a TDM program, transit service and facilities, and bicycle and pedestrian facilities. The recommendations are additive throughout the three tables. Table 3, No Build Alternative, identifies projects already identified in other plans or programs. Table 4, TSM Alternative, identifies roadway projects already under active planning or are suggested system, demand management, and transit improvements to meet study area needs. Table 5, Study Recommended Alternative adds the road projects specifically recommended as a result of the study.

The Recommended Alternative includes packages of transit, TDM, bicycle, and pedestrian improvements. Also evaluated as part of the study was the Land Use Transportation Air Quality (LUTRAQ) alternative. It is not recommended that those specific strategies be adopted into the RTP at this time. Those packages were included in the *Western Bypass Study* as a means of showing the maximum potential demand reduction that could be accomplished in the study area. The arterial and highway projects respond to that demand.

Instead, it is recommended that the appropriate alternative mode, TDM, and TSM packages reflect the more comprehensive activities that have and will occur. First, the study recommendations were reviewed for consistency with the regionally adopted 2015 population/employment forecast. That forecast was developed consistent with the Region 2040 Growth Concept and represents the adopted land use alternative. Second, recent TDM actions should be recognized as generally superseding the *Western Bypass Study* strategies. These primarily include the Employee Commute Option program developed for the region's air quality maintenance plan and the regional parking ratios developed as part of the *Urban Growth Management Functional Plan (UGMFP)*. Third, the transit component for the area should reflect work resulting from Tri-Met's Transit Choices for Livability process intended to identify suburban transit strategies. Fourth, the RTP update will further define other TDM, TSM, transit, and alternative mode actions for the area which will be balanced against other regional needs.

Finally, the study concluded that circumferential vehicular traffic within the study area is best served by the identified highway, arterial, and TSM improvements. As a result, the study does not recommend continued study or action on a full bypass. A minority conclusion of the Steering Committee was that the I-5/99W Connector should still be considered as a first leg of a full bypass. That recommendation was not supported by the full Steering Committee and is not included in this resolution.

JPACT/Metro Council Action

Resolution No. 97-2497 endorses in Exhibit A only the new highway and arterial recommendations contained in the *Western Bypass Study Recommended Alternatives Report*, June 1996, for inclusion into Metro's 1995 *Interim Federal Regional Transportation Plan Preferred Project List*. A number of the projects contained in

Attachment 1, Tables 3 and 4, are already contained in the RTP. Exhibit A to the resolution identifies those highway and arterial projects that are new as a result of the *Western Bypass Study* and are being recommended to be included in the Interim Federal RTP, Chapter 5, Preferred Project List. The resolution also notes that significant environmental, land use, and other project development activities remain for a number of the projects shown in Exhibit A.

Exhibit B to the resolution contains the specific text changes being made to the Interim Federal RTP resulting from the *Western Bypass Study*. Those changes primarily delete reference to the study process as an outstanding issue.

Following this adoption process, the arterial and highway projects contained within the current RTP Preferred System, including the *Western Bypass Study* recommendations, will be evaluated against potentially new performance measures and standards that are oriented towards implementing the Region 2040 Growth Concept. Consequently, the project status of some of the recommended improvements contained in the Bypass Study may change as a result of the RTP update.

I-5/99W Connector

The *Western Bypass Study* and supporting documentation identified the need, mode, function, and general corridor for the I-5/99W Connector. Ordinance No. 97-689 is being reviewed concurrent with this resolution and contains a number of conditions as part of its recognition in the State RTP. That recognition enables the project to move into an alignment-level EIS process consistent with State land use planning goals for its need, mode, function, and general corridor. The staff report and adopting ordinance provide the details of that action.

Table 3: No Build Alternative

ATTACHMENT 1

ROADWAY IMPROVEMENTS

NO.	PROJECT	DESCRIPTION
1	I-5/I-205 INTERCHANGE	REALIGN, WIDEN NB RAMP, ADD AUXILIARY LANE TO I-205
2	I-5: UPPER BOONES FERRY RD. - I-205	CONSTRUCT AUXILIARY LANES
3	TV HWY: SW 170TH, 190TH, BROOKWOOD AVE	CONSTRUCT RIGHT-TURN LANES
5	SCHOLLS FERRY RD AT BEEF BEND RD	CONSTRUCT LEFT-TURN REFUGE
6	SCHOLLS FY RD: MURRAY BLVD - FANNO CRK	WIDEN TO 5 LANES
8	HALL BLVD AT SW WASHINGTON	CONSTRUCT LEFT-TURN REFUGE
9	HALL BLVD AT SW OAK ST.	CONSTRUCT LEFT-TURN LANES
11	HWY. 26 AT NW 185th AVE. INTERCHANGE	WIDEN INTERCHANGE AND STRUCTURE, LEFT-TURN STORAGE
15	I-5/HWY. 217 INTERCHANGE	INTERCHANGE IMPROVEMENTS INCLUDING 72ND AVE. RAMPS
18	U.S. 26 BETWEEN KATHERINE LANE AND SYLVAN INTERCHANGE	SCHOLLS FY. RD. TO CANYON RD.: ADD 12' TO EXISTING WB LANES. CANYON RD. TO KATHERINE LANE: WIDEN TO 3 LANES EACH DIRECTION
25	TV HWY: SE 21st AVE - OAK ST.	WIDEN TO 5 LANES
26	HALL BLVD: ALLEN BLVD. - GREENWAY	WIDEN TO 5 LANES
30	BARNES EXTENSION: HWY. 217 - BARNES RD	CONSTRUCT NEW 3-LANE ROAD E/W OF CEDAR HILLS
32	SW 170th AVE. AT FARMINGTON RD	ADD LEFT-TURN LANES N/S, MODIFY SIGNAL
34	SW 185th AVE. AT KINNAMAN RD	ADD LEFT-TURN - 4 LEGS, TRAFFIC SIGNAL
35	SW 185th AVE. AT ROSA RD	ADD LEFT-TURN LANES, TRAFFIC SIGNAL
36	DURHAM RD: HALL BLVD. - 72ND. AVE.	ADD LEFT-TURN LANES, EXTEND TO SW 72ND AVE.
37	GREENBURG RD. AT HWY. 217 INTERCHANGE	WIDEN, IMPROVE OVERCROSSING
38	BEEF BEND RD: HWY. 99W - 131ST AVE.	IMPROVE ALIGNMENT, TURN LANES AT INTERSECTION, WIDEN AS POSSIBLE
40	NW 185th AVE: ROCK CK. BLVD-TAMARACK WAY	WIDEN TO 5 LANES, TURN LANES AT INTERSECTION
41	MURRAY BLVD: ALLEN BLVD - OLD SCHOLLS FERRY RD	WIDEN TO 5 LANES, ADD TURN LANES
42	BASELINE RD: 158th AVE. - 185th AVE.	WIDEN TO 3 LANES: 170TH - 185TH AVE. CONSTRUCT NEW ROAD W/158TH
43	EAST MAIN ST: 10th AVE - BROOKWOOD AVE	WIDEN TO 3 LANES, BIKE LANES, SW
45	FOREST GROVE ARTERIAL: HWY 47 - QUINCE RD	CONSTRUCT NEW 3-LANE ROAD
46	TUALATIN-SHERWOOD/EDY RD: 99W TO AVERY AVERY TO BOONES FERRY RD.	WIDEN TO 3 LANES WIDEN TO 5 LANES
48	MCDONALD ST: HALL BLVD.	ADD TURN LANES AT INTERSECTION
50	121st AVE: SCHOLLS FERRY RD - BURLHEIGHTS DR	ADD TURN LANES
58	I-5 AT STAFFORD INTERCHANGE	WIDEN BRIDGE TO 5 LANES
62	CORNELL RD: CORNELIUS PASS RD - 185TH AVE	WIDEN TO 5 LANES
63	NE EVERGREEN PKWY: SHUTE RD - CORNELIUS PASS RD	CONSTRUCT 3 LANE EXTENSION
64	CORNELIUS PASS RD: CORNELL RD - HWY. 26	WIDEN TO 5 LANES
65	NW 229th AVE: CORNELL RD-EVERGREEN PKWY	CONSTRUCT 3 LANE EXTENSION
129	GREENBURG RD: TIEDEMAN AVE. - HWY. 99W	WIDEN TO 3 LANES
132	SW 65TH ST.: NYBERG ST. - BORLAND RD	WIDEN TO 3 LANES
166	DURHAM RD: HWY 99W - HALL BLVD.	WIDEN TO 3 LANES
167	BONITA RD: HALL BLVD. - I-5	WIDEN TO 3 LANES
168	MCDONALD STREET: HWY 99W - 97TH AVENUE	ADD TURN LANES, SIDEWALKS

OTHER ELEMENTS

WESTSIDE LRT	TO 185TH AVE. - SUPPORTED BY FEEDER BUS ROUTES
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WESTERN BYPASS STUDY
Oregon Department of Transportation



Table 4:

Transportation Systems Management (TSM)/ Planned Projects Alternative

ROADWAY IMPROVEMENTS

NO.	PROJECT	DESCRIPTION
100	EASTWEST ARTERIAL: MURRAY BLVD. - HWY. 217	NEW 5-LANE ROAD
101	SW 125TH AVE: BROCKMAN AVE. - HALL BLVD.	NEW 5-LANE ROAD
103	SW BEAVERTON-HILLSDALE HWY. 117TH AVE. - HWY. 217	CONSTRUCT 6-LANE SECTION
104	SW DAVIS RD: 160TH AVE. - MURRAY BLVD.	RECONSTRUCT RDWY. CONNECT TO ALLEN BLVD
105	SW DENNEY RD: HWY. 217 - SCHOLLS FERRY RD.	RECONSTRUCT ROADWAY WITH LEFT-TURN
106	SW FARMINGTON RD: 149TH AVE. - MURRAY BLVD.	RECONSTRUCT ROADWAY, LEFT-TURN, NEW LANES
107	SW HART RD: 165TH AVE. - MURRAY BLVD.	RECONSTRUCT ROADWAY, LEFT-TURNS
108	SW LOMBARD AVE.: HWY. 10 - HWY. 8	CONSTRUCT NEW 5-LANE ROAD
109	DARTMOUTH ST: I-5/HAINES - HWY 99W/78TH AVE	CONSTRUCT NEW 3-LANE ROAD
110	BULL MOUNTAIN RD AT HWY. 99W	ADD APPROACH LANE ON BULL MTN. ROAD
113	HWY. 99W: PFAFFLE ST. - COMMERCIAL ST.	WIDEN TO 6 TRAVEL LANES
114	TAYLORS FERRY RD: WASHINGTON DR - OLESON RD	EXTENSION OF TAYLORS FERRY ROAD - 2 LANE
115	MURRAY BLVD: OLD SCHOLLS FERRY RD-135TH AVE	CONNECTION, CONSTRUCTION OF NEW ROAD
116	135TH AVE.: WALNUT ST. - BULL MOUNTAIN RD.	CONSTRUCT NEW 2-LANE ROAD
117	132ND AVE: WALNUT ST. - BULL MOUNTAIN RD.	CONSTRUCT NEW 2-LANE ROAD
120	CORNELIUS PASS RD: HWY. 26 - WEST UNION RD.	CONSTRUCT 5-LANE SECTION, BIKE LANES
121	CORNELL RD: 185TH AVE. - 158TH AVE.	WIDEN TO 5 LANES WITH BIKE PATH
122	MURRAY BLVD.: MILLIKAN WAY - JENKINS RD.	WIDEN STRUCTURE TO 5 LANES, BIKE PATH
123	OLD SCHOLLS FERRY RD: MURRAY BLVD - REUSSER RD	WIDEN TO 5 LANES
124	112TH AVE. EXTENSION: CORNELL RD - BARNES RD	CONSTRUCT NEW 3-LANE ROAD
125	NW BARNES RD: CORNELL RD - BARNES EXT.	RECONSTRUCT TO 5 LANES, ALIGN
126	SW BARNES RD: MILLER RD - LEAHY RD	WIDEN TO 5 LANES
127	SW BARNES RD: MULTNOMAH CO. LINE - MILLER RD.	WIDEN TO 5 LANES
128	CORNELL RD: HWY. 26 - BARNES RD	RECONSTRUCT TO 5 LANES
130	JENKINS RD: MURRAY BLVD. - 158TH AVE.	RECONSTRUCT TO 5 LANES W/BIKE
131	MURRAY BLVD.: HWY. 26 - CORNELL RD	WIDEN TO 5 LANES, INCLUDING INTERCHANGE
134	SW 158TH AVE.: WALKER RD - JENKINS RD	WIDEN TO 5 LANES, W/BIKE PATH
135	BARNES EXTENSION: HWY. 217 - CEDAR HILLS BLVD.	BUILD 5 LANE ULTIMATE SECTION
137	CORNELL RD: SALTZMAN RD. - WASH. COUNTY LINE	RECONSTRUCT TO 3 LANES, W/BIKE

Transportation Systems Management (TSM)/ Planned Projects Alternative

ROADWAY IMPROVEMENTS

NO.	PROJECT	DESCRIPTION
138	NYBERG RD: INTERSTATE 5 - 65TH AVE.	RECONSTRUCT TO 5 LANES
139	WALKER ROAD: 185TH AVE. - CORNELL RD	WIDEN TO 5 LANES
142	SW 170TH EXTENSION: BASELINE RD - WALKER RD	CONSTRUCT NEW 3-LANE ROAD, BIKE LANE
143	BROOKWOOD AVE.: CORNELL RD - BASELINE RD	CONSTRUCT 2-LANE ROAD, NEW
150	HWY. 217: HWY. 26 - TV HWY.	HIGHWAY IMPROVEMENTS ONLY, INCLUDING ALL ROW
151	HWY. 26: HWY. 217 - KATHERINE LANE	ADD 2 LANES - 1 EACH DIRECTION
152	HWY. 26: HWY. 217 - CORNELIUS PASS RD	WIDEN TO 6 LANES
153	HWY. 26: JACKSON RD INTERCHANGE	CONSTRUCT NEW INTERCHANGE
155	HALL BLVD.: SCHOLLS FERRY RD - DURHAM RD	WIDEN TO 3 LANES
156	SW 170TH AVE.: FARMINGTON RD - MERLO RD	UPGRADE TO 3 LANES
157	FARMINGTON RD: 149TH AVE. - 209TH AVE.	WIDEN TO 5 LANES
159	BEEF BEND RD: SOUTH OF SCHOLLS FERRY RD TO ELSNER RD	ALIGNMENT IMPROVEMENTS TO SCHOLLS/SHERWOOD WIDEN TO 3 LANES CONSTRUCT NEW 3-LANE FACILITY TO ELSNER RD.
160	HWY. 217: CANYON RD - 72ND AVENUE	WIDEN TO 3 LANES EACH DIRECTION
161	MURRAY BOULEVARD CONNECTION: WALNUT/135TH AVE. - GAARDE ST. GAARDE STREET: 121ST AVE. - HWY. 99W	CONSTRUCT NEW 3-LANE COLLECTOR WIDEN TO 3 LANES
163	TV HIGHWAY: INTERSECTION IMPROVEMENTS	
164	BASELINE RD: BROOKWOOD AVE. - 216TH AVE. 216TH AVE. - 158TH AVE.	WIDEN TO 3 LANES WIDEN TO 5 LANES
165	WALKER RD: 185TH AVE. - MURRAY BLVD.	WIDEN TO 5 LANES
169	TUALATIN RD: HWY 99W - UPPER BOONES FERRY	WIDEN TO 3 LANES
170	UPPER/LOWER BOONES FERRY RD: TUALATIN RD - I-5	WIDEN TO 3 LANES

OTHER ELEMENTS

ALL ELEMENTS OF NO-BUILD ALTERNATIVE	
WESTSIDE LRT - HILLSBORO EXTENSION	185th AVE. TO HILLSBORO - SUPPORTED BY FEEDER BUS ROUTES
DEMAND RESPONSIVE TRANSIT (DRT)	DIAL-A-RIDE SERVICE
TRANSPORTATION DEMAND MANAGEMENT (TDM)	DEMAND REDUCTION MEASURES
HWY 217 EXPRESS BUS SERVICE (HCT)	SUPPORTED BY FEEDER BUS ROUTES

Table 5: Study Recommended Alternatives - Improvement Projects

No.	Project	Description
171	Scholls Ferry Road: 121st Ave - Highway 217	Capacity 2,700 vph per direction
402	Highway 99W: I-5 to Durham Road	Intersection Improvements
406	Highway 99W: Durham Road to Six Corners (Edy/Scholls Sherwood Road)	Capacity 2,700 vph per direction Upgrade to limited access facility
412	216th/219th Ave.: Cornell Road - TV Highway	Capacity 1,800 vph per direction
413	Limited Access Expressway: I-5 to Highway 99W	Capacity 3,000 vph per direction. Grade-separated facility with interchanges at Tualatin/Sherwood-Edy Road and ramps at I-5/I-205 and Highway 99W