



## Metro | Agenda

Meeting: SW Corridor Plan Steering Committee  
Date: October 22, 2012  
Time: 9:00 to 11:00 a.m.  
Place: Metro Regional Center, Council Chambers  
Objective: Prioritize the wide range of transit and roadway projects identified in the Southwest Corridor to define the projects that should be considered for further study and analysis

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9:00 a.m. Welcome and introductions Co-chairs

### **ACTION ITEM**

9:05 a.m. Consideration of the Steering Committee meeting summary from September 24, 2012 ACTION REQUESTED Co-chairs

### **INFORMATION/DISCUSSION ITEMS**

9:10 a.m. Prioritization process overview Malu Wilkinson  
*Recap of prioritization approach, what it means to sort into the "time buckets" and focus for this meeting and the November meeting.*

9:15 a.m. Engagement update Karen Withrow  
*Community Planning Forum input, reminder of Economic Summit and Community Partners, online tool launch.*

9:30 a.m. Transit terminology 101 Alan Lehto  
*Review definitions that describe and define transit projects to inform the prioritization discussion. (Included in agenda packet)*

### **ACTION ITEMS**

9:40 a.m. Transit project prioritization Matt Bihn  
ACTION REQUESTED  
*Consider action to prioritize the list of transit projects to be studied further in the Southwest Corridor Plan (included in agenda packet).*

10:20 a.m. Roadway project prioritization Talia Jacobson & Anthony Buczek  
ACTION REQUESTED  
*Consider action to prioritize the list of roadway projects to be studied further in the Southwest Corridor Plan (included in agenda packet).*

## **DISCUSSION ITEMS**

- 10:45 a.m.      Project partner updates      All  
*One-two minute updates from project partners to share information related to the Southwest Corridor Plan.*
- 10:55 a.m.      Public Comment
- 11:00 a.m.      Adjourn

### ***Next meetings:***

#### ***11/26***

- Discuss active transportation and parks/natural resource projects prioritization recommendation
- Early opportunities
- Corridor land use vision and investments – preparation for December workshop

#### ***December (date TBA)***

- Workshop on tradeoffs, coordinating local community vision with other investments and developing a corridor vision
- Discussion of how to package shared investment strategies

### **Irving Street Garage visitor parking policy**

Visit our website for a list of parking options for visitors conducting business at the Metro Regional Center: <http://www.oregonmetro.gov/index.cfm/go/by.web/id=3315>



## Southwest Corridor Plan Steering Committee

Monday, September 24, 2012

9 to 11 a.m.

Metro Council Chamber, 600 NE Grand, Portland, OR 97323

### Committee Members Present

Barbara Roberts, Co-Chair

Neil McFarlane

Loretta Smith

Lou Ogden

Jason Tell

Gery Schirado

Metro Council

TriMet

Multnomah County

City of Tualatin

Oregon Department of Transportation

City of Durham

### Committee Members Excused

Roy Rogers

Jack Hoffman

Sam Adams

Carl Hosticka

Keith Mays

Susan Turley

Craig Dirksen

Denny Doyle

Washington County

City of Lake Oswego

City of Portland

Metro Council

City of Sherwood

City of King City

City of Tigard

City of Beaverton

### Alternate Members Present

Andy Duyck

Katja Dillman

Margaret Middleton

Nick Wilson

Donna Jordan

Washington County

City of Portland

City of Beaverton

City of Tigard

City of Lake Oswego

### Metro Staff

Elissa Gertler, Malu Wilkinson, Karen Withrow, Robin McArthur, Emma Fredieu, Clifford Higgins,

## **1.0 Welcome and introductions**

Co-chair Barbara Roberts, Metro Councilor, called the meeting to order at 9:07 a.m. She notified committee members that Co-chair Carl Hosticka would not be attending the meeting. Co-chair Roberts then asked the committee members to introduce themselves. After introductions, she explained that the committee would lay the groundwork for the project screening process to occur in October, 2012. She stated that the project screening results would reflect the collective priorities and community visions of the SW Corridor Plan area members. Co-chair Roberts added that the screening process would allow the committee to examine how to spend their resources and how to focus their efforts on the most important projects.

Co-chair Roberts also mentioned recent ballot measures in Clackamas County and King City that would require an election to approve the use of public resources toward light rail projects. She asserted that the efforts to include those measures on local ballots highlighted the importance of the political and planning processes for citizens and the need for inclusion.

## **2.0 Review fall schedule**

Ms. Malu Wilkinson, Metro, directed committee members to the fall steering committee schedule (included in the agenda packet). She reminded committee members of the upcoming change of committee membership after the November 2012 elections. She then informed the committee that a steering committee workshop planned for December 2012 would allow newly elected members and new jurisdictional staff to meet with current steering committee members to ease the transition. Ms. Wilkinson also mentioned upcoming Community Planning Forums in October and December 2012 that will convene community stakeholders to discuss the SW Corridor Plan. She concluded by describing private sector outreach efforts as well as efforts to identify a community partner group for the SW Corridor.

Mr. Jason Tell, ODOT, expressed surprise over the high level of agreement amongst the public regarding the importance of the plan, as noted by the public feedback summary (included in the agenda packet). He believed it would be the committee's responsibility to deliver on the plan's promises, and Co-chair Roberts added that it would also be the responsibility of the committee to keep the approval numbers from the public high.

Ms. Donna Jordan, Lake Oswego, asked where the Community Planning Forums would be held. Ms. Karen Withrow, Metro, responded that the October 9, 2012 forum would be held at the Multnomah Arts Center, and that staff were working to identify a location for December.

## **3.0 Consideration of the Steering Committee meeting summary from June 11, 2012**

Co-chair Roberts asked the committee if they had any comments on the meeting minutes from the June 11, 2012 steering committee meeting.

Mr. Neil McFarlane, TriMet moved to approve the June 11, 2012 minutes. Ms. Jordan seconded Mr. McFarlane's motion. No committee members opposed approving the minutes.

## **4.0 Transportation plan problem statement**

Co-chair Roberts introduced the documents need for the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA): the SW Corridor transportation plan problem statement and the Transit AA purpose and need (both included in the agenda packet). She reminded the committee that these documents were reviewed and edited during the previous steering committee meeting, and she asked if there was any additional feedback that the committee would like to give. Ms. Jordan wondered why the Boones Ferry connection to Terwilliger and I-5 was not included in the main body of the problem statement. She noted that many residents use that connection and argued that it should be included. Ms. Wilkinson responded that the Boones Ferry connection could easily be included in the main body since it was already listed in a bulleted section.

Mr. Nick Wilson, Tigard, addressed the Transit AA purpose and need and asked the phrase "in the corridor" be inserted in two places for better clarity. Co-chair Roberts asked the committee if they had any opposition to inserting "in the corridor." No committee members voiced opposition.

Mr. Tell asked what the phrase "mass transit" meant in the two documents. Mr. McFarlane replied that he considers it to be all encompassing, including buses, rail, trains, etc.

Co-chair Roberts wondered if the committee was ready to take action on the two documents. Ms. Jordan motioned to approve the transportation plan problem statement. Mr. McFarlane seconded. No committee members opposed approving the problem statement, and the motion passed.

Mr. McFarlane moved to approve the Transit AA purpose and need. Ms. Jordan seconded the motion to approve the Transit AA purpose and need. No committee members opposed approving the transit AA purpose and need, and the motion passed.

Ms. Wilkinson noted that the SW Corridor Plan staff were coordinating with the Native American tribes in the region, so the Transit AA may need to be altered if the tribes submit feedback in the future.

## **5.0 Investment capacity for transit**

Co-chair Roberts directed the committee to the transportation investment document (included in the agenda packet). She informed them that there would be presentations by two cities on opportunities for investments in local jurisdictions.

Mr. Alan Lehto, TriMet, presented the transportation investment document. He reviewed Figure 1 with the committee and noted that investments from the federal government to the

region have decreased over time. Mr. Lehto then outlined several difference sources of funding opportunities listed on the documents, such as highway trust funds, transit discretionary funds, state lottery, and local sources. He added that the committee would need to discuss which funding sources are reasonable and possible as they move through the project screening process.

Mr. Tell noted that the cost to build projects has increased as funding opportunities have decreased.

Mr. Wilson asked Mr. Lehto if the costs listed on the document were adjusted for inflation. Mr. Lehto responded that they are not. Mr. Wilson and Mr. Lehto discussed the challenges to adjusting past and projected costs for inflation.

Mr. Tell argued that the message to take away from Mr. Lehto's presentation is that local governments, the region and the state will need to take on more of the cost burden, as federal funding for transportation projects decreases. Co-chair Roberts noted that one the evaluation criteria in the project screening process is cost, and that the information imparted by Mr. Lehto would be useful when deciding to pursue funding for projects or screen them out of the planning process.

Mr. McFarlane commented that the federal government had tightened the eligibility requirements for the kinds of transportation projects that can receive funding. He also noted that Congress had given the New Starts category additional funding, but that general fund expenditures would be restricted. Mr. Lehto agreed that New Starts could be a good future opportunity for funding and added that the highway trust funds would not be restricted similarly to the general fund. He noted that funding for bus rapid transit (BRT) projects with designated right of ways had increased, representing a significant investment from the federal agencies.

Mr. Tell wondered if funding strategies differed between BRT and light rail projects. Mr. Lehto informed him that the federal agencies distinguished between larger and smaller cost projects above and below \$100 million, but did not distinguish between modes of transportation. Mr. Wilson asked if the \$100 million figure was the amount of federal investment or the total cost of the project. Andy Cotugno, Metro, responded the \$100 million represented the federal investment.

Mayor Lou Ogden, City of Tualatin, referred back to Figure 1 in the transit investment document. He noted that Figure 1 estimated federal investment in future projects to be 50% of costs. Mayor Ogden asked if 50% was a guess or a reliable projection for the level of federal investment in future projects. Mr. Lehto replied that the estimate was based on communications from the FTA that agencies should assume federal investment at 50% or less. Mr. McFarlane agreed that 50% would be a sound assumption for the SW Corridor Plan, but that projects much larger than the SW Corridor Plan would need to reevaluate their assumptions and possibly use a smaller estimate. Co-chair Roberts noted that as the steering committee membership changes after the November 2012 elections, there would also be changes at the state and federal levels, so the steering committee should not view the 50% estimate as a guarantee, but as a realistic maximum investment from the federal government.

Mr. McFarlane commented that operating costs of transportation projects create a challenge when pursuing realistic funding as well. Mr. Tell asked Mr. McFarlane if he believed that the operating costs of a project deserve their own analysis. Mr. McFarlane responded that he thought it was too early in the planning process to do an analysis of operating costs but that SW Corridor staff should consider operating costs in order to prevent making unrealistic promises.

Mr. Wilson argued that the economic environment could be different and improved ten or fifteen years into the future, so the committee should take a more positive approach to future funding opportunities. Co-chair Roberts agreed but noted that the planning process should be practical, as well as visionary.

## **6.0 Land use vision and connections to transit**

Co-chair Roberts guided the committee to the document relating to land use development and transit options (included in the agenda packet). Ms. Elissa Gertler, Metro, explained how the land use development and transit options were related to the questions of investments in transit. She explained that the documents outlined how certain transit modes might yield certain types of development. Co-chair Roberts asked the committee to read the chart regarding how certain transit modes meet certain land use goals in detail for clarity.

### **6.1 City of Tigard's High Capacity Transit (HCT) Land Use Plan**

Ms. Judith Gray, City of Tigard, presented Tigard's High Capacity Transit (HCT) Land Use Plan (presentation included in the meeting packet). She explained that the City of Tigard was looking city-wide to identify locations that could support HCT station communities. The City of Tigard considered the kinds of neighborhoods, needed investments, and plans for future growth.

Mr. Tell commented that certain neighborhoods had not expressed the desire for changes or improvements. He asked Ms. Gray if those neighborhoods would be accepting of change or if it might be challenging to implement projects there. Ms. Gray replied that it might be a challenge, but that the purpose of Tigard's plan was to confront that question and identify places most ready for change. She highlighted the importance of finding shared desired outcomes in Tigard, such as increased safety. Mr. Wilson noted that the community within the Tigard triangle had expressed the desire for changes and had identified the triangle as an opportunity for high density building.

Mayor Ogden and Mr. Wilson discussed the top priority areas for the City of Tigard. Mr. Wilson informed him that areas marked 1 and 2 in the powerpoint presentation commanded most of the City of Tigard's focus.

Ms. Jordan wondered if the City of Tigard was pursuing partnerships with the private sector for development in the Tigard triangle. Ms. Gray replied that the upcoming economic development summit and community partners group would be good opportunities for forging those partnerships.

### **6.2 City of Portland's Barbur Concept Plan**

Mr. Jay Sugnet, City of Portland, presented the Barbur Concept Plan (presentation included in the agenda packet). He explained that the City of Portland was working to transform Barbur Boulevard from a thoroughfare to a destination. He outlined a number of scenarios for Barbur Boulevard that Portland has evaluated and presented to members of the public. He noted that the most popular scenario, moderate mixed use, did not currently have support among developers according to the consultants on the project. However, developers noted that investment in HCT could change their motivation to build there.

Mr. Wilson asked if the City of Portland considered linking centers between Hillsdale and Multnomah, and if not, why not. Mr. Sugnet replied that Portland focused on Barbur Boulevard because it has the greatest potential for change in the area. He noted that connections to Hillsdale could be possible, but that Hillsdale had its own plans for development.

Ms. Gertler explained that the committee would need to consider the links between transportation and land use moving forward in order to find the right transit investment for the SW Corridor Plan.

Co-chair Roberts commented that both the City of Tigard and the City of Portland had included an outreach campaign to the public regarding their local plans. She expressed appreciation for allowing the local communities to give feedback as to the kind of development they would like, and which transit investments would work best with that kind of development. She noted that the screening process explanation outlined the benefits of different kinds of modes of transportation and how they would line up with the development need of the local communities.

## **7.0 Wide range of projects update and screening approach**

Ms. Wilkinson directed the committee to three handouts: the project workflow, the summary of the online open house, and a copy of her power point presentation (included in the agenda packet). She presented the steering committee considerations for the next steps in the project workflow. Ms. Wilkinson informed the committee that 500-plus projects will be screened, and she outlined the steps of the screening process. She concluded that the goal of the screening process is to develop a shorter list of projects for the committee to consider.

Mayor Ogden expressed concerns regarding the decision making process of the project screening. He asked who would make the decision to apply the screening criteria to each project. Ms. Wilkinson replied that SW Corridor staff would work together over the next month to come up with a screening recommendation to present to the steering committee in October. She confirmed that the steering committee would make the final decision on the recommendation. Ms. Gertler added that the committee would discuss the major screening recommendations in project packages in October, but most likely would not need to approve each individual project's screening outcome.

### **7.1 Parks and natural resources examples**



Ms. Janet Bebb, Metro, presented examples of the green infrastructure projects, which include parks, trails, stream corridors, storm water, and tree canopy (presentation included in the agenda packet).

## **7.2 Transit and roadway examples**

Mr. Matt Bihn, Metro, presented examples of the roadway and transit projects that would be included in the screening process (presentation included in the agenda packet). He discussed examples such as the I-5 southbound climbing lane, and the Boones Ferry road bridge improvements. He provided a brief list of potential HCT alternatives, and their investment magnitude and property impacts of: light rail from Portland to Sherwood, bus rapid transit from Portland to Sherwood, and bus rapid transit from Portland to Tigard.

Mayor Ogden asked Mr. Bihn if the presented transit alternatives were examples of projects or recommendations to the steering committee. Mr. Bihn replied that the transit alternatives were examples to illustrate the kind of considerations and data used during the screening process. Mayor Ogden wondered when and who would be making decisions regarding the screening of the transit and roadway projects. Mr. Bihn informed him that the Project Team Leader (PTL) group and other staff members were developing recommendations to take to the steering committee on October 22, 2012, and that the steering committee would ultimately decide whether or not to accept the recommendation.

Ogden also asked if staff would analyze the impacts of the 99W lane uses in time for the October 22<sup>nd</sup> steering committee meeting. Mr. Bihn answered that analysis at that level of detail would wait until after the screening process had narrowed down the list of projects to consider. Once the screening process is concluded, staff can develop a more detailed evaluation of the remaining projects.

Mr. Wilson requested clarification as to why impractical transit alternatives, such as using existing lanes on 99W, remain on the list of potential projects. Mr. Bihn informed him that federal planning processes require all alternatives to be considered.

Co-chair Roberts highlighted the importance of the screening process time buckets: short-term, mid-term, and long-term. She explained that the committee would be able to place projects in the correct buckets in order to focus analysis on the most current and short-term projects.

Ms. Jordan commented that short-term projects, such as adding a lane for BRT, might need to be flexible to consider long term goals. She wondered if the time buckets would be flexible if local plans change. Ms. Gertler responded that corridor refinement plans, such as the SW Corridor often result in amendments to the Regional Transportation Plan (RTP) which can be amended as local plans change.

Co-chair Roberts addressed concerns that projects designated as long-term would be rejected. She clarified that long-term projects would continue to be included in the future vision of the SW Corridor Plan.

Ms. Katja Dillman, City of Portland, asked analysis of the transit projects could include the value of the projects, in addition to the costs and impacts. Mr. Bihn responded that it would be difficult to calculate the value of the projects, given the variety of factors contributing to value, and that the level of modeling necessary would come after the screening process.

## **8.0 Project partner updates**

Co-chair Roberts invited the committee members to give brief updates on the status of projects in their jurisdictions.

Mayor Ogden described the completion of the citizen involvement effort to identify local interest in transit and land use in Tualatin. He summarized comments and conclusions from the involvement effort, including the importance of local travel, east-west connections, and the need for reliable transit.

Mr. Wilson updated the committee on the City of Tigard charter amendment that will appear on the upcoming ballot in November. The amendment includes changes to allow staff to attend corridor planning meetings at Metro. Mr. Tell asked if the amendment applies to light rail. Mr. Wilson replied that it only applies to light rail construction, and that he believes that Tigard citizens support light rail in general.

Ms. Margaret Middleton, City of Beaverton, explained that Beaverton is concentrating on the Washington Square portion of their local plans.

Mr. Gery Schirado, City of Durham, informed the committee that Durham was coordinating with ODOT regarding improvements to Upper Boones Ferry Road. He described an upcoming apartment and commercial development project in Lower Boones Ferry Road across from Providence and the Claim Jumper restaurant.

Ms. Jordan reported that the City of Lake Oswego approved an urban renewal district and would be exploring ways to use existing TriMet service to improve the use of transit. She mentioned a \$5 million bond on the ballot in November for making improvements to Boones Ferry Road from Madrona to Oakridge/Resso.

Mr. Lehto reported that TriMet had updated fares and completed a service change in September. Next year, TriMet will begin a southwest service enhancement plan to include the transit network to the south of Portland.

Ms. Loretta Smith, Multnomah County, commented Multnomah County would not be able to provide a support letter to Metro regarding funding for health initiatives as the county would be pursuing some of the same funding opportunities.

Mr. Tell noted that ODOT would soon update their statewide transportation improvement program (STIP), and that there would be a solicitation for projects to include in the update. He hoped that the committee would be able to add to the STIP program, starting in November.

Co-chair Roberts reminded the committee that the next meeting is scheduled for October 22, 2012.

## 9.0 Public Comment

Mr. Tim Esaw, resident of Tigard, disagreed with the observation from Mr. Wilson that Tigard supports light rail. He expressed concerns that the suburban community of Tigard does not need high capacity transit, and does not want to spend the money on transit when it is not needed or wanted. He noted that car use in Tigard is the most practical and well used mode in the community. He stressed that transit did not serve the transportation needs for Tigard.

Mr. Jim Howell disagreed with Mr. Esaw, and expressed hope that the committee would keep visionary options on the table and not screen them out. He believed in a need for a rapid transit alternative to I-5 to the south. He argued that light rail would be the correct mode of transit to travel from Portland to Tualatin. He hoped that the committee would not become wrapped up in discussion regarding project cost.

Mr. Roger Averback, SW Neighborhood Coalition Transportation Committee, hoped that 99W would not be characterized as a relief valve for traffic on I-5. He expressed the importance of improvements and changes on 99W for job creation and neighborhood development.

Co-chair Roberts adjourned the meeting at 11:19 A.M.

*Meeting summary respectfully submitted by:*

<SIGN HERE FOR FINAL VERSION>

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Emma Fredieu

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	9/24/12	August meeting agenda	092412swcpssc-01
2	Summary	9/24/12	SW Corridor steering committee schedule	092412swcpssc-02
3	Document	6/11/12	June 11, 2012 meeting minutes	092412swcpssc-03
4	Document	9/24/12	Public feedback summary	092412swcpssc-04
5	Document	9/24/12	Transportation plan problem statement	092412swcpssc-05
6	Document	9/24/12	Transit AA purpose and need	092412swcpssc-06
7	Document	9/24/12	Transit investment document	092412swcpssc-07
8	Document	9/24/12	Transit and community benefits	092412swcpssc-08
9	Document	9/24/12	SW Corridor workflow	092412swcpssc-09
10	Powerpoint	9/24/12	City of Tigard powerpoint	092412swcpssc-10
11	Powerpoint	9/24/12	City of Portland powerpoint	092412swcpssc-11
12	Powerpoint	9/24/12	Screening approach powerpoint	092412swcpssc-12
13	Powerpoint	9/24/12	Parks screening powerpoint	092412swcpssc-13
14	Powerpoint	9/24/12	Transit and roadways screening powerpoint	092412swcpssc-14



Bus rapid transit in other cities

Boston, Mass.



The Massachusetts Bay Transit Authority’s (MBTA) Silver Line in Boston is an example of bus rapid transit in an urban corridor. The Silver Line operates using dedicated transit lines as well as in mixed traffic. In addition, the Silver Line has a 1.5 mile underground segment which includes three underground stations.

Eugene, Ore.



The Eugene Emerald Express (EmX) operates using both separate running ways and in dedicated lanes alongside mixed traffic. The separate running ways account for about 60 percent of the route and consist of exclusive single and dual bus lanes. The remaining 40 percent of the route is dedicated bus lanes, which are at a grade and separated from general traffic by yellow bus lane marking. When operating alongside traffic, the EmX utilizes traffic signal prioritization and queue jump lanes.

Cleveland, Ohio



The HealthLine operates in Cleveland in dedicated bus lanes and uses traffic signal prioritization. In downtown Cleveland, buses run along exclusive lanes in the center of the street.

Las Vegas, Nev.



The Metro Area Express (MAX) in Las Vegas has 4.5 miles of dedicated lanes (out of a total route of 7.5 miles). These dedicated lanes are aligned at the curb and shared with right turning traffic. The Strip Downtown Express (SDX) includes the same elements as the MAX plus a central median and dedicated right of way for 2.25 miles.

Los Angeles, Calif.



The Orange Line operated by the Los Angeles County Metropolitan Transit Authority (Metro) is a two lane, fourteen mile dedicated busway. The Orange Line operates using signal prioritization, dedicated bus lanes and uses an existing railroad right of way.

Kansas City, Mo.



The Metro Area Express (MAX) runs on a 6-mile linear route in Kansas City. The MAX operates using bus only curb lanes during peak hours and full time bus only lanes in downtown Kansas City. The MAX is also given signal priority during peak hours.

What is bus rapid transit?

Bus rapid transit service uses high capacity buses in their own guideway or mixed in with traffic, with limited stops and a range of transit priority treatments to provide speed, frequency and comfort to users. Most stations have significant and easily identifiable passenger infrastructure, including waiting areas that are weather protected. Additional station amenities may include real-time schedule information, trip planning kiosks, ticket machines, special lighting, benches and bicycle parking.

**Building a Better Bus**  
How some cities are tricking out their rapid-transit systems

Most rapid-transit bus systems, especially those that allow riders to pay at the bus stop, outfit their buses with **three or four doors** for quicker loading and unloading of passengers.

**Electric-diesel hybrid** systems cut emissions and noise.

Some buses include rows of **seats that face the aisle** rather than the front, providing more leg room and wider aisles.

Rapid-transit buses such as those in Los Angeles include **bike racks** on the front of most buses, while buses in Las Vegas include racks inside to stow bikes on board.

Express buses in San Jose, Calif., offer overhead **reading lights**.

Bus systems such as those in San Jose, Calif., and the Kansas City area offer seats with **high backs** for comfort.

MAX rapid-transit buses in Kansas City have **larger windows** than its regular local-service buses. The MAX passenger seats are set higher to give riders a better view.

Kansas City's rapid-transit buses offer **13 inches of leg room** as opposed to 11 inches on regular buses. Buses in San Jose, Calif., include footrests.

Some systems use **signal priority transmitters** to hold a green light long enough for the bus to get through the intersection. The transmitters can change a red light to green more quickly as a bus approaches.

**Off-board ticketing** allows customers to pay at machines at each bus stop. Without needing to pay the driver, riders can board the bus more quickly through any of several doors.

Systems include **estimated arrival signs** at covered bus stops that estimate the number of minutes until the next rapid-transit bus arrives.

**Curb-level boarding** ensures the height of the curb at the bus stop matches the bus floor so that riders don't need to scale stairs.

Most bus rapid-transit systems feature a slightly **aerodynamic sleek exterior design** to mimic a train, with a sloped front end.

**Dedicated lanes** are set aside specifically for fast-service buses on portions of their routes, freeing the vehicles from traffic.

Sources: Transportation districts, Wall Street Journal research

The Wall Street Journal



Vehicles

Bus rapid transit vehicles often have a larger passenger capacity than conventional buses and utilize modern designs and special branding to differentiate bus rapid transit from standard local bus service. They often have level-platform boarding and multiple doors to make entering and exiting the vehicles easier and faster. Many bus rapid transit systems use vehicles with alternative fuels and pollutant emissions controls.



Cleveland vehicle (Matt Johnson, GGW)



Eugene vehicle



Vehicle interior

Stops and stations

Bus rapid transit stations are generally spaced further apart than standard service stops in order to improve travel time for riders. Stations are typically designed similarly to light rail stations, with features that enhance the passenger experience. These may include enhanced shelters, improved accessibility, improved security elements, and real-time arrival information. Stations contribute to the branding of bus rapid transit systems that distinguish them from standard bus service.



Eugene station and crosswalk



Cleveland's HealthLine (Institute for Transportation and Development Policy; Urban Indy)

Dedicated lanes

Bus rapid transit can operate in mixed traffic, in transit priority lanes or in dedicated transitways. Dedicated transitways operate much like light rail tracks, providing the bus rapid transit with exclusive use of a transit guideway that greatly improves speed and reliability. Transitways could be constructed over long distances or over shorter distances in targeted areas, and could operate in one or both directions.



Eugene dedicated lane and station



Eugene double track median guideway with landscaping



Eugene single track median guideway and station

Off-board ticketing

Some bus rapid transit systems include off-board ticketing similar to light rail. Off-board ticketing minimizes dwell times and expedites boardings since passengers can board through either door, contributing to improved travel times and reliability.



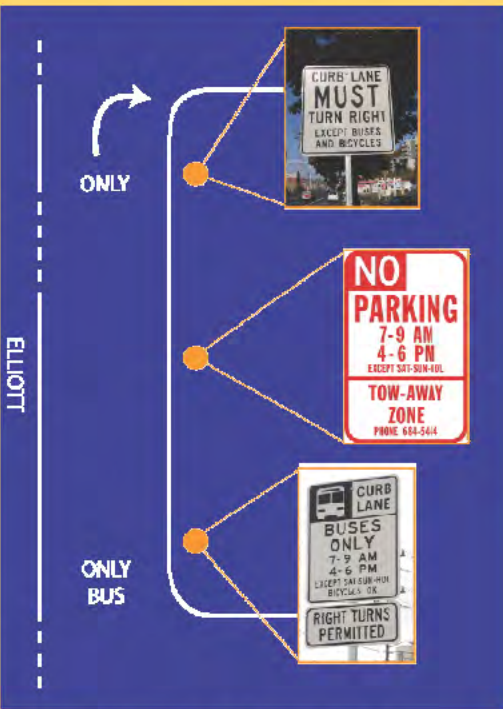
Eugene fare machine with emergency call button



Cleveland fare machine (Marvin Fong, The Plain Dealer)

Business access and transit lanes

Transit priority lanes might include business access and transit (BAT) lanes, in which buses share the lane with autos turning right at the next intersection or into business access. Such lanes might operate as BAT lanes all-day or only in peak periods. BAT lanes provide auto access to businesses along the alignment while allowing bus rapid transit vehicles to bypass congestion on the main roadway.



Seattle Department of Transportation



## Local and high capacity transit

### Transit modes



#### Local bus

Local bus service focuses on community access, with stops about every 2 blocks to a quarter mile. This service typically uses traditional buses (about 45 seats) but may also use articulated buses (about 65 seats). Local bus service shares roadway and ranges in frequency depending on the route and time of day.



#### Express bus

Express buses in the region are local bus service, using the same vehicles and following the same routes. Express bus service moves the focus toward regional mobility by reducing the number of stops during peak periods between concentrated housing and employment areas.



#### Enhanced bus

Enhanced bus service focuses on regional mobility, connecting concentrated housing and employment areas. The service may use traditional buses or those with more amenities (for instance, coach-style vehicles) or more capacity, be given signal priority, have few stops, and/or have special lanes in limited areas. Service frequency can be increased during peak hours.



#### Streetcar

Streetcar focuses on community access within an urban area, with stops about every three or four blocks. Local streetcar service has been used in Portland to encourage development of shopping, housing and other destination areas. Streetcars have 30 seats per car with room and design for several passengers to stand. Cars can be doubled, and service frequency increased, during peak hours. The service operates in mixed traffic.



#### Rapid streetcar

Using the same technology as local streetcar, rapid streetcar focuses on regional mobility, offering fewer stops through less populated areas to connect housing areas to jobs or other destinations. Cars can be doubled, and service frequency increased, during peak hours. The service operates in mixed traffic, in exclusive right of way or a combination of the two.



#### Bus rapid transit

Bus rapid transit uses coach-style or high capacity buses (40-60 seats with room and design for several passengers to stand). The service may be in the roadway with turnouts and signal priority for stops, have an exclusive right of way, or be some combination of the two. The service focuses on regional mobility, with higher speeds, fewer stops, higher frequency and more substantial stations than local bus, connecting concentrated housing or local bus hubs and employment areas. Service frequency can be increased during peak hours.



#### Light rail

Light rail uses high capacity trains (68 seats with room and design for several passengers to stand) and focuses on regional mobility with stops typically one-half to 1 mile apart, connecting concentrated housing or local bus hubs and employment areas. The service has its own right of way. Cars can be doubled, and service frequency increased, during peak hours.



#### Commuter rail

Commuter rail uses high capacity heavy rail trains (74 seats in a single car, 154 in doubled cars), typically sharing right of way with freight or other train service (though out of roadway). The service focuses on connecting major housing or local bus hubs and employment areas with few stops and higher speeds. The service may have limited or no non-peak service.

SW Corridor Plan - Roadway Project Draft Screening 10/9/12

New Project Numbers	Project Title/Location	Project Description	Estimated Cost	Primary Mode	No. of Trans Needs Met	STEP 1					STEP 2	STEP 3		Recommendation	Screening Notes	Beaverton	Durham	King City	Lake Oswego	Por land	Tigard	Tualatin	Sherwood Washington Co.	ODOT
						Vision, goals, and objectives Screen 1	Meets Transportation Needs Screen 2	Meets RTP Roadway Standards Screen 3a	Supports Local Land Use Goals Screen 3b	Supports Land Use Goals Screen 3	Protects or Enhances Screen 4	Can we afford it and when? Screen 5	Are the impacts reasonable? Screen 6											
1132	65 h	Signal at Sagart. Bike and ped improvements. Currently being refined in TSP process.	\$19,000,000	Auto/Freight	6	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use	Tualatin refined description.							x		x
5027	72nd Ave. Widening: Hunziker to Durham	Widen to 3 lanes (see RTP #10756 and 10757 as 5 lanes)	\$14,000,000	Multimodal	7	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x			x	
4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks. Crossing improvements as identified in the Portland Aerial Tram Final Recommendations and Rep	\$6,594,100	Multimodal	11	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use	Changed title				x					x
5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Bertha - City Limits).	\$24,833,100	Multimodal	10	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use					x					x
5006	Barbur Lane Diet: Terwilliger to Capitol	Reduce number of travel lanes on Barbur NB from terwilliger to capitol highway (north) from two to one, add bike lanes over newberry and vermont bridges.	unknown	Multimodal	5	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use					x					x
1019	Barbur Road Diet	Reduce number of southbound lanes from three to two from Capitol Hwy (north) to 1/4 mile south of Hamilton to reduce speeds, improve ped/bike crossing safety and add protected bike lanes	unknown	Auto/Freight	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use					x					x
5008	Barbur/ Capitol Hwy./ Huber/ Taylors Ferry Intersection Improvements	Construct safety improvements, including traffic signals, at the intersection of Capitol Hwy, Taylors Ferry, Huber, and Barbur. Provide better sidewalks and crossings.	\$1,403,000	Multimodal	7	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use					x					x
1052	Bertha Blvd extension	Add a street extension from Bertha Blvd. behind Barbur Shops, US Bank and A-Boy to Barbur east of Kaady carwash.	unknown	Auto/Freight	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use					x					
5004	Boones Ferry Road improvements (Madronea to Kruse Way)	Widen to include bike lanes, sidewalks, and turn lanes. (Phase 1 = \$23 Million; Phase 2 = \$9 Million)	\$32,000,000	Multimodal	6	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use					x					
5009	Capitol Hwy, SW	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the 1996 Capitol Highway Plan. Replace Existing Roadway and add Sidewalks	\$19,100,000	Multimodal	7	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use						x				x
5010	Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements	Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.	\$1,403,000	Multimodal	10	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use						x				x
5003	Carman Dr. Improvements	Reconstruct and widen to three lanes from I-5 to Quarry to include bike lanes.	\$8,979,923	Multimodal	4	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use					x					
1088	Durham Road Widening: Upper Boones Ferry to Hall.	Widen to 5-lanes from Upper Boones Ferry to Hall Blvd including bikeways and sidewalks.	\$40,000,000	Auto/Freight	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use	Portland identified additional needs (barrier crossings at interchange ramps,						x		x	
1092	Greenburg Road Improvements	Widen to 5 lanes with bikeways and sidewalks from Shady Lane to North Dakota. Includes bridge replacement.	\$4,000,000	Auto/Freight	6	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use							x		x	
5035	Hall Boulevard Widening, Highway 99W to Fanno Creek	Preserve ROW for 3 lanes plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$2,500,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use							x		x	x
5036	Hall Boulevard Widening, McDonald Street to Bonita Road	Widen to 3 lanes; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	\$1,500,000	Multimodal	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use							x		x	
5037	Hall Boulevard Widening, Oleson to 99W	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements	\$3,500,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use							x		x	x
1015	Hwy 99W TSMO	New Transportation System Management and Operations projects on OR 99W that install varible message signs, cameras and road weather information systems.	\$150,000	Auto/Freight	6	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use			x		x	x			x	x
1013	I-5: Active Traffic Management	Install sensors, variable message signs, and other techniques, such as variable speeds, to reduce congestion and improve safety.	\$7,000,000	Auto/Freight	7	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use						x	x	x		x
5039	McDonald Street Widening, 99W to Hall	Widen to three lanes with sidewalks, bike lanes, and safety improvements	\$8,000,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use							x		x	x
5013	Naito/South Portland Improvements	Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Is Br ramps, Arthur/Kelly viaduct & Grover ped bridge.	\$39,695,079	Multimodal	6	yes	yes	yes	yes	yes	no	Short/Mid-term	Yes	Short/Mid-term Trans+Land-Use					x					
5014	Northbound Macadam 3rd Lane	Widen SW Macadam to a three lane cross section (northbound only) from Bancroft to Curry with a sidewalk on the east side of the street.	\$36,300,000	Auto/Freight	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x				x
1129	Pacific Highway 99W (access management)	Implement access management strategies and median projects in Hwy 99W Plan.	\$6,000,000	Auto/Freight	7	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use							x		x	x
1034	Porter/Kelly Improvement	Signalization and Kelly slip ramp closure	\$960,000	Auto/Freight	5	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use	Portland identified additional needs (barrier crossings at interchange ramps,					x				
1039	River Parkway: New Street	New north-south local access street in the emerging North Macadam District. This street will have an enhanced pedestrian environment and will be built to accommodate future streetcar. It will be constructed in four phases beginning FY00/01.	\$4,910,500	Auto/Freight	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x				



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						Screen 1	Screen 2	Screen 3a	Screen 3b	Screen 3	Screen 4	Screen 5	Screen 6											
1043	South Portal, Phase I & II (includes Moody/Bond extension not in 2035 Low Build)	Improve SW Bancroft, SW Moody and SW Bond Streets. Extend Moody/Bond couplet to SW Hamilton St. Realign SW Hood to connect to SW Macadam/SW Hamilton intersection.	\$41,478,000	Auto/Freight	5	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use	Corrected timing from Long to Short.					x			x	
1044	South Portland Circulation and Connectivity	Improve circulation and connectivity between Macadam Avenue and the Ross Island Bridge and along the Barbur Boulevard Corridor, including land uses and I-5.	unknown	Auto/Freight	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use						x			x	
1068	Town Center Signal & Intersection Improvements	Improve 3-leg intersec ion at Edy & Borchers; remove traffic signal at Baler; on Sherwood Blvd. remove traffic signal at Langer and disallow left turns from Langer to Sherwood, and add traffic signal at Century Dr.	\$2,812,000	Auto/Freight	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use									x	
5043	Upper Boones Ferry Road south of Durham Road	Upgrade with turn lanes, pedestrian and bicycle facilities per City of Durham.	\$2,000,000	Multimodal	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use			x						x	
1123	Upper Boones Ferry Road widening: upper 72nd to lower 72nd.	Widen Upper Boones Ferry from lower 72nd Avenue to upper 72nd Avenue. Assumes 5 lanes on 72nd Avenue.	\$2,000,000	Auto/Freight	8	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use							x		x	
1125	Upper Boones Ferry/ I-5 northbound	Widen bridge to 6 lanes to provide 2nd westbound through lane, 2nd northbound left-turn lane, eastbound separate through and left-turn lanes.	\$34,300,000	Auto/Freight	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use							x		x	
5046	105th Ave/Avery Street	Signalize intersection of Avery/105th, sidewalks on 105th from Avery to 108th, and o her bike/ped improvements.	\$5,000,000	Multimodal	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x		
5023	121st Avenue Complete street, Walnut to N Dakota	Walnut Street to North Dakota Street A two lanes wi h turn lanes where necessary plus bike lanes and sidewalks	\$380,000	Multimodal	3	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term							x		x	
1071	121st/ North Dakota	Traffic signal	\$500,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x		x	
5012	4th/Barbur Lane Diet	Reduce number of lanes from two to one from SW Caru hers and 5th to SW hooker street. Add hybrid bike/bus lane, on street parking at Duniway Park.	unknown	Multimodal	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term	FYI, there is a major concern regarding wetland impacts in this location. be packaged with removal of a different at-grade crossing.				x				x	
1131	65 h	Extension across the Tualatin River from Nyberg to Childs Road. Currently being refined in TSP process.	\$24,000,000	Auto/Freight	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x	x	
5024	68 h Avenue	Widen to 3 lanes between Dartmouth/I-5 Ramps and south end	\$13,500,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term						x			x	
5028	72nd Avenue Widening: 99W to Dartmou h	Widen to 3 lanes.	unknown	Multimodal	3	no	no	yes	yes	yes	no	Short/Mid-term	Yes	Short/Mid-term						x			x	
1074	99W and Canterbury	Intersection improvements such as a westbound left turn lane (final improvements to be determined upon further refinement) at 99W and Canterbury	\$2,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term						x			x	
1017	Arthur Street/1st Avenue Improvement	Add sou hbound and eastbound through lanes and a westbound right turn lane at the new intersection.	\$2,600,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term	Tualatin says this supports land use by improving connection btwn centers.				x					
1076	Ash Avenue Extension	Extend Ash Avenue from Maplewood, across Fanno Creek, to Burnham.	\$5,000,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x				
1077	Ash Avenue railroad crossing	Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street.	\$3,000,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x				
1078	A lanta Street Extension	Extend Atlanta Street west to Dartmouth Street	\$3,800,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x				
1045	Bancroft / Hood / Macadam SW Intersection improvements	The Bancroft/Hood/Macadam intersection is the sou h ern portal of the south waterfront district. Intersection work includes widening, realignment and signal improvements. (cost updated by North Macadam Transporta ion Development Strategy)	\$32,000,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x				x	
5007	Barbur Signals	Add signalized intersections to improve pedestrian/bike crossing and moderate traffic speeds at Baird, Alice and 13 h	unknown	Multimodal	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x				x	
1020	Beaverton Hillsdale/ Bertha/ Capitol Hwy. Intersection Improvements	Redesign intersec ion to improve safety.	\$1,403,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x				x	
1021	Beaverton-Hillsdale Hwy. ITS	CCTV at Terwilliger, Berth, Shattuck; changeable signs.	\$315.675	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x				x	
1135	Boones Ferry	Interconnect signals on Boones Ferry Road from Tualatin-Sherwood Road to Ibach (4 signals).	\$78,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x		x	
1134	Boones Ferry	Reconstruction/widen from Martinazzi to Lower Boones Ferry Road, including bridge.	\$12,300,000	Auto/Freight	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term							x		x	
5056	Boones Ferry Road (Norwood to Day)	Safety and capacity improvements for motorists, bicyclists, and pedestrians - improvements include one travel lane in each direction with an intermittent center turn lane, bike lanes on both sides and pedestrian facilities on the west side of the road.	unknown	Multimodal	7	no	yes	yes	no	no	no	Short/Mid-term	yes	Short/Mid-term							x		x	
5017	Brookman Rd	Reconstruct road to collector standards.	\$20,510,000	Multimodal	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x		
1022	Capitol Hwy/26th, SW	Intersection Signalization	\$120,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x					
1060	Cedar Brook Way	Construction of 2 lane road from Handley Street to Elwert Road.	\$4,000,000	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x		
1061	Cedar Brook Way	Construction of 2 lane road from end of Cedar Brook Way to Meinecke Roundabout.	\$2,640,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x		
5047	Cipole	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road with sidewalks and bike lanes.	\$13,000,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term							x	x	x	
1137	Cipole	Signalize intersection at Herman Road & realign railroad crossing.	\$5,600,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x			

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1139	Cummins Drive, new street	Add a new street east of Cipole Road. New street includes new 128th Avenue (south of Leveton Drive) and Cummins Drive from Cipole Road to new 128th Avenue.	\$4,700,000	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term	x																																																																																									
1138	Cummins Drive/Cipole Road	Signalize intersection	unknown	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term											x																																																																															
5002	Davies Rd. multimodal street extension	Extend 2 lane street from Scholls Ferry Road to Barrows with turn lanes, bike lanes and sidewalks.	\$4,900,000	Multimodal	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term																					x																																																																					
1085	Durham and 99W	Intersection improvements (final improvements to be determined upon further refinement) at Durham and 99W.	\$1,500,000	Auto/Freight	5	no	yes	no	no	no	yes	–	–	Short/Mid-term																															x																																																											
1087	Durham Road Widening: 99W- Hall	Widen to 5-lanes from 99W to Hall Blvd including bikeways and sidewalks. Add 2nd southbound left-turn lane at the intersection of Hall/Durham.	\$38,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	no	Short/Mid-term	yes	Short/Mid-term																																									x																																																	
1089	Durham Road/Upper Boones Ferry/72nd Ave. realignment and widening	Realign/reconfigure Durham Road, Upper Boones Ferry Road intersections/roadway to accommodate traffic flow between Durham Road and Interstate 5.	\$6,000,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term																																																			x																																							
5018	Edy Rd from Elwert to Borchers.	Reconstruct road to collector standards w/ sidewalks and bike lanes.	\$8,760,000	Multimodal	3	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term																																																													x																													
5019	Elwert Rd	Upgrade road to 3-lane arterial standards from Hwy 99W to Edy Road.	\$11,430,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term																																																																							x																			
1023	Hwy - Multnomah): Mul i-modal Improvements	Improve and signalize the intersection at SW Garden Home and SW Multnomah Blvd.	\$1,931,033	Auto/Freight	5	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term																																																																																	x									
5011	Gibbs Street Promenade	Build promenade from Bond to Greenway Trail.	unknown	Multimodal	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term																																																																																										
5032	Greenburg Rd. Improv.	Widen to five lanes with bike lanes and sidewalks from Gormartin to Washington Sq. Dr.	\$29,500,000	Auto/Freight	7	no	yes	yes	no	no	no	Short/Mid-term	yes	Short/Mid-term	x																																																																																									
1091	Greenburg Rd. Widening	Widen to 4 lanes adjacent to cemetery	\$3,780,000	Auto/Freight	7	no	yes	yes	no	no	yes	–	–	Short/Mid-term											x																																																																															
1093	Greenburg Road Improvements	Widen to 5 lanes from Tiedeman to Hwy 99W.	\$28,500,000	Auto/Freight	7	no	yes	yes	no	no	no	Short/Mid-term	yes	Short/Mid-term																					x																																																																					
1094	Greenburg/North Dakota Intersection Geometry Improvement	After realignment of Tiedeman (Project: #12), realign remaining legs to conventional form.	\$4,000,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term																															x																																																											
1095	Greenburg/Oleson/Hall	Intersection Improvements; add eastbound right turn lane.	\$3,000,000	Auto/Freight	4	no	yes	yes	no	no	yes	–	–	Short/Mid-term																																									x																																																	
1096	Greenburg/Tiedeman/N. Dakota Reconfiguration	Realign one or more streets to improve intersection configurations, railroad crossings & creek crossings	\$10,000,000	Auto/Freight	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term																																																			x																																							
5033	Greenburg/Washington Square Road	Install Boulevard treatment at Greenburg/Washington Square Road	\$1,000,000	Multimodal	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term																																																													x																													
1001	Hall and Greenway	Signal phase change to permitted/protected phasing for EB and WB approaches and EB RT Lane at Hall and Greenway	\$190,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term																																																																							x																			
1002	Hall and Nimbus	Signal phase change to permitted/protected phasing for NB and SB approaches at Hall and Nimbus	\$190,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term																																																																																	x									
1098	Hall Boulevard Widening, Bonita Road to Durham	Widen to 5 lanes; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	\$3,000,000	Auto/Freight	4	no	yes	yes	no	no	no	Short/Mid-term	yes	Short/Mid-term																																																																																										
1100	Hall/Hunziker/Scoffins Intersection Realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$5,000,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term	x																																																																																									
5049	Herman	Reconstruction from Cipole to 124th with sidewalks and bike lanes	\$4,100,000	Multimodal	3	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term											x																																																																															
5048	Herman	Improve to urban standard from Teton to Tualatin.	\$2,500,000	Multimodal	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term																					x																																																																					
1062	Herman Road (Arrow Street)	Construct road to collector standards. Build new 3 lane roadway with stream crossing (Herman Road Extension) and with bike lanes and sidewalks from Langer Farms Parkway Phase 2 to Gerda Lane/Herman Road Extension.	\$8,190,000	Auto/Freight	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term																															x																																																											
1103	Highway 217 NB Ramps/Highway 99W	Intersection capacity improvements such as a second northbound left turn lane (final improvements to be determined upon further refinement).	\$8,000,000	Auto/Freight	5	no	yes	yes	no	no	yes	–	–	Short/Mid-term																																									x																																																	
1104	Highway 217 SB Ramps/Highway 99W	Intersection capacity improvements such as a 2nd right turn lane from off ramp (final improvements to be determined upon further refinement).	\$8,000,000	Auto/Freight	5	no	yes	yes	no	no	yes	–	–	Short/Mid-term																																																			x																																							
1142	Highway 99W Improvements (Cipole to Tualatin River)	Widen to 6 lanes from Cipole to the Tualatin River.	\$27,300,000	Auto/Freight	7	no	yes	no	no	no	no	Short/Mid-term	yes	Short/Mid-term																																																													x																													
1114	Highway 99W/68th Ave	68th (final improvements to be determined upon further refinement).	\$1,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term																																																																							x																			
1113	Highway 99W/I-5 SB	Intersection improvements such as dual northbound through lanes on 99W and dual lanes for I-5 to reduce confusion, congestion and related accidents (final improvements to be determined upon further refinement).	\$5,000,000	Auto/Freight	7	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term																																																																																	x									
1028	Intersection Improvements	Improve intersection at Terwilliger /Barbur Boulevard;	unknown	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term																																																																																										
1026	Intersection Improvements	Improve intersection at Taylors Ferry Road/62nd	unknown	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term	x																																																																																									
1025	Intersection Improvements	Improve intersection at Sunset Boulevard /Capitol Highway	unknown	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term											x																																																																															
1027	Intersection Improvements	Improve intersection at Taylors Ferry Road/26th Avenue;	unknown	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term																					x																																																																					

SW Corridor Plan - Roadway Project Draft Screening 10/9/12

New Project Numbers	Project Title/Location	Project Description	Estimated Cost	Primary Mode	No. of Trans Needs Met	Vision, goals, and objectives	Meets Transportation Needs	Meets RTP Roadway Standards	Supports Local Land Use Goals	Supports Land Use Goals	Protects or Enhances	Can we afford it and when?	Are the impacts reasonable?	Recommendation	Screening Notes	Beaverton	Durham	King City	Lake Oswego	Portland	Tigard	Tualatin	Sherwood Washington Co.	ODOT	
						Screen 1	Screen 2	Screen 3a	Screen 3b	Screen 3	Screen 4	Screen 5	Screen 6												
	Macadam, SW (Bancroft - 1029 Sellwood Br): ITS	new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$401,794	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x				x	
	1140 Martinazzi/Sagert	Add a signal or roundabout at Sagert/ Martinazzi	unknown	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x			
	5050 McEwan	Widen to 3 lanes from 65 h to Lake Oswego. Currently being refined in TSP process.	\$3,520,000	Multimodal	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term					x			x			
	5051 Myslony	Reconstruct/widen bridge. Widen from 112th to 124th.	\$15,800,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x			
	North Dakota - Pfaffle - Hwy 217 5040 over-crossing	Pfaffle-North Dakota east-west connection with Hwy 217 over-crossing to provide a neighborhood route	\$25,700,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term							x			x	
	North Portal: Kelly Ave./Corbett 1031 Ave. Improvement	Realign Corbett Avenue where it intersects Kelly Ave. and construct new traffic signal.	\$10,600,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x					
	North Portal: Sheridan Street 1032 Extension (Moody to Bond)	Extend Sheridan from Moody to Bond.	unknown	Auto/Freight	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x					
	Oak-Lincoln-Locust Street Collector System (Connectivity 1111 Improvements)	Improvements to distribute east/west traffic between Locust and Oaks Streets and improve accessibility to Lincoln Center Commercial district. Includes Lincoln Street extension to Oak Street.	\$1,000,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x				
	Oregon-Tonquin Intersection & 5020 Street Improvements	Intersection improvements (consider roundabout) on Oregon at Tonquin Road; sidewalks and bike access through the intersection.	\$1,945,000	Multimodal	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term									x		
	Palatine Street: Street 5015 Extension (27th to Lancaster)	Complete neighborhood collector to provide multi modal access to Lancaster road	\$672,228	Multimodal	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x					
	1115 Pfaffle St/Hall Blvd	Traffic signal or other intersection treatment	\$500,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x			x	
	Porter/Kelly Improvement - Kelly 1035 ramp realignment	reconstructed to align with a five legged intersection at SW Kelly and SW Porter.	\$14,900,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x					
	Raleigh Hills and upper 1058 Beaverton-Hillsdale Highway	Fix "five way intersec ion" traffic snarl that is the intersection of SW Beaverton-Hillsdale, SW Scholls Ferry Road, and SW Oleson Road. Phaseable.	unknown	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term			x							x	x
	Roshak Rd Extension (Venezia 1151 Terrace)	3 lane Collector Extension - Roshak Rd to Roy Rogers Rd	unknown	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term							x			x	
	1152 Roy Rogers Rd.	Construct road to 5 lane Arterial standard from 99W to Borchers Drive.	\$1,900,000	Auto/Freight	7	no	yes	yes	no	no	yes	–	–	Short/Mid-term									x	x	x
	1156 Scholls Ferry Rd. ATMS	Install integrated surveillance and management equipment.	\$1,109,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term			x							x	x
	Sheridan Street Roadway Extension (SW 3rd Ave. to SW 1041 Naito Parkway)	Builds new two lane roadway that includes new signals at 3rd, 1st and Naito Parkway.	\$9,800,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x					
	1064 Sherwood at Sunset Blvd.	Traffic control enhancement at Sherwood/Sunset	\$250,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term									x		
	Signalize Intersections - Sou h 1042 Waterfront District	Signalize two intersections on SW Moody (Curry and Gaines), and signalize two intersections on SW Bond (Curry and Gaines)	\$2,500,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x					
	1066 South Loop Road	Construction of 2 lane frontage road on south side of Hwy 99W .	\$3,410,000	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term									x	x	x
	1067 SW Blake St	Construct new road	\$5,600,000	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term									x	x	
	SW Macadam Avenue/SW 1047 Boundary Street Improvement	Widen eastbound and westbound legs of the intersection for dual left turn lanes.	\$2,600,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x				x	
	1153 Taylors Ferry Extension	Construct new two lane extension with bike lanes and sidewalks from Oleson Road to Washington Drive.	\$4,390,000	Auto/Freight	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x			x	
	1144 Teton & Tuala in signal	Signalize intersection at Tuala in Road.	\$307,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x			
	1145 Teton and Avery	Signalize intersection of Teton and Avery	\$200,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x			
	Tiedeman Realignment at Nor h 1118 Dakota	Realign Tiedeman between Tigard Street and North Dakota to form a T Intersection at North Dakota west of he railroad tracks.	\$5,500,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x					
	5042 Tiedeman Street/Tigard Street	Install a traffic signal; construct left-turn lanes, sidewalk, and bike lanes	\$750,000	Multimodal	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x					
	1119 Tigard Street	Install sidewalks on both sides of the street from 115th Avenue to Highway 99W, Widen to 5-lanes from 116 h to Tiedman	\$1,200,000	Auto/Freight	4	no	yes	no	yes	no	no	Short/Mid-term	yes	Short/Mid-term	Tigard indicated improves pedestrian safety.						x				
	1048 Traffic Calming	Calm traffic in he Burlingame and Hillsdale retail districts.	unknown	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
	1147 Tualatin-Sherwood Road	Add eas bound lane on Tualatin-Sherwood from Martinazzi to I-5	unknown	Auto/Freight	4	no	yes	no	no	no	no	Short/Mid-term	yes	Short/Mid-term							x		x	x	
	Upper Boones Ferry Road/ I-5 1124 southbound	Eastbound right turn lane	\$2,000,000	Auto/Freight	1	no	no	yes	neutral	neutral	yes	–	–	Short/Mid-term						x			x	x	
	1069 Villa Road	Construction of 2 lane road from Park Street to Stellar Drive..	\$5,010,700	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x			
	1126 Walnut and Ash	(final improvements to be determined upon further refinement) at Walnut and Ash	\$1,500,000	Auto/Freight	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x					



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	Walnut to Ash Avenue 1127 Extension	Extend Walnut east of OR99W to meet Ash Avenue	\$14,000,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term	Wetland impacts.						x		x	x	
	1130 124th Ave	Construct new street from Tualatin-Sherwood to Tonquin Rd - 5 lanes.	\$156,600,000	Auto/Freight	4	yes	yes	yes	yes	yes	no	Long-term	no	Long-term								x		x	
	extension Brockman to Hall 5001 Blvd.	Construct new multimodal street with bike lanes and sidewalks.	\$13,900,000	Multimodal	4	yes	yes	yes	yes	yes	no	Short/Mid-term	No	Long-term			x							x	
	5052 Beef Bend Rd Improvements	Widen to 3 lanes with sidewalks and bike lanes from SW 150th to Highway 99W.	\$96,000,000	Multimodal	3	no	no	yes	yes	yes	no	Long-term	no	Long-term							x		x		
	Bonita Road Widening: Hall to 1082 Bangy	Widen to 5-lanes from Hall Boulevard to city limits east of I-5 (Bangy)	\$45,000,000	Auto/Freight	5	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term		Bundle with 1081 and place in long term.						x		x	
	1084 Dartmouth Street Extension	3 lane extension; new Highway 217 overcrossing.	\$111,400,000	Auto/Freight	3	no	no	yes	yes	yes	no	Long-term	no	Long-term	Tualatin has removed this from their TSP.						x		x		
	1097 Hall Blvd.Extension	Extend Hall Boulevard across Tualatin River from Durham Road to Tualatin Road.	\$165,500,000	Auto/Freight	4	yes	yes	yes	yes	yes	no	Long-term	no	Long-term							x	x		x	
	1148 Hwy 217 Capacity Improvement	Widen to 3 travel lanes in each direction - Possible Toll	\$532,000,000	Auto/Freight	4	no	yes	yes	No	no	no	Long-term	yes	Long-term			x				x		x	x	
	Hwy 217 Operations 1014 Improvements	Improvements for OR 217 to increase safety and produce substantial operational and reliability improvements at a relatively low cost. Includes sensors, variable message signs, and other techniques that work within existing ROW. Phaseable.	\$142,300,000	Auto/Freight	7	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term			x				x		x	x	
	Hwy 217/72nd Ave. Interchange 1149 Improvements	Complete interchange reconstruction with additional ramps and overcrossings.	\$37,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term							x		x	x	
	Hwy. 217 Auxiliary Lane 1157 Connections	Connect auxiliary lanes through Scholls Ferry Road, Greenburg Road, and OR 99W interchanges southbound and through Greenburg Road and Scholls Ferry Road interchanges northbound, resulting in three northbound and three southbound lanes between Scholls Ferry and OR 99W.	\$60,000,000	Auto/Freight	7	no	yes	yes	neutral	neutral	no	Long-term	Yes	Long-term	priority and should be placed in the long term, WashCo agrees										
	Hwy. 217 Overcrossing - 1106 Cascade Plaza	Construct new overcrossing of Hwy. 217 from Nimbus Avenue (south of Scholls Ferry Road) to Greenburg Road.	\$9,800,000	Auto/Freight	2	no	no	yes	Yes	yes	no	Long-term	yes	Long-term							x		x		
	Hwy. 217 Over-crossing - 1107 Hunziker Hampton Connection	Connect Hunziker Road to 72nd Avenue, requires overcrossing over ORE 217, removes existing 72nd Avenue/Hunziker intersection	\$51,400,000	Auto/Freight	3	no	no	yes	Yes	yes	no	Long-term	yes	Long-term		same as 1106						x		x	
	Hwy. 99W Intersection 1108 Improvements	Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road. Phaseable.	\$94,900,000	Auto/Freight	8	no	yes	no	no	no	no	Long-term	yes	Long-term		x				x		x	x		
	I-405/US-26/Ross Island Bridge 1024 Access Improvements	Construct new freeway access from Ross Island Bridge to I-405 and US 26 to improve connections between regional facilities and separate traffic from neighborhood streets	\$50,000,000	Auto/Freight	5	yes	yes	yes	Yes	yes	no	Long-term	Yes	Long-term	Fills freight network and arterial gaps.					x				x	
	I-5 congestion and bottleneck 1008 operational improvements	This project would construct several improvements to address recurring bottlenecks on I-5 south of the central city. Two priority projects include constructing a southbound auxiliary lane along I-5 from the SW Lower Boones Ferry Road interchange to the SW Nyberg Street interchange, and reconstructing the SW Lower Boones Ferry Road off-ramp from one to two lanes. Other projects include auxiliary lanes, ramp reconfigurations, changes to striping, and ITS. Phaseable.	\$220,000,000	Auto/Freight	7	no	yes	yes	neutral	neutral	no	Long-term	Yes	Long-term	with injury As and history of community concern, addresses congestions where V/C not met on state highway.						x			x	
	I-5 Southbound Climbing Lane: 1009 Hood Ave to Terwilliger Blvd	Phase 1: Hood Ave entrance-south of Corbett, \$25M; Phase 2: south of Corbett-Brier Place, \$18M; Phase 3: Brier Place-Terwilliger exit, \$20M.	Need corrected 2018 costs from consultants	Auto/Freight	6	no	yes	yes	No	no	no	Long-term	yes	Long-term							x			x	
	1016 I-5 to 99W replacement projects	Construct improvements consistent with recommendations from I-5/99W connector process. (includes RTP: 10598, 11340, 11342)	\$10,000,000	Auto/Freight	3	no	no	yes	neutral	neutral	no	Long-term	–	Long-term											
	I-5/99W Arterial Improvements (Basalt Creek Transportation 1150 Refinement Solutions)	Construct the initial 2-3 lane arterial phase of the Southern Arterial from OR99W to the SW 124th Ave. Extension when all project conditions are met (see study for details).	\$130,000,000	Auto/Freight	6	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term		Meets additional transportation needs, should be Long Term							x	x	x
	I-5/OR 217 Interchange - Phase 1012 2	New structure for OR217 SB Exit Ramp to I-5 SB that goes over the modified ramps that connect I-5 Southbound with Kruse Way; relocate existing entrance ramp Kruse WB to I-5 SB to accommodate loop ramp; install a loop exit ramp from I-5 SB to Kruse Way EB; convert the existing I-5 SB Exit Ramp to a free flowing merge ramp onto OR217 NB.	\$94,900,000	Auto/Freight	8	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term						x	x		x	x	
	5054 Scholls Ferry Rd. Widening	Widen to seven lanes with bike lanes and sidewalks. Local TSPs and the TV Hwy. Corridor Refinement Plan will need to re-evaluate the need for this project which exceeds the RTP policy of 5 lane arterials. Sufficient documentation will need to be provided	\$37,500,000	Auto/Freight	10	no	yes	no	no	no	no	Short/Mid-term	no	Long-term		x				x		x			
	1065 Smith Ave.	Construction of 2 lane road from Meinecke to Woodhaven.	\$2,090,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Long-term	Sherwood says Long-term								x		
	5021 Sunset Blvd.	Reconstruct road to 3 lane arterial standards.	\$8,316,000	Multimodal	2	no	no	yes	yes	yes	no	Long-term	yes	Long-term	Sherwood says Long-term								x		

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1037	SW Portland I-5 Diamond Interchange	Construct a diamond interchange at I-5 and SW 26th, remove existing Spring Garden ramps, remove NB Taylor's Ferry off-ramp.	\$86,000,000	Auto/Freight	1	no	no	yes	yes	yes	no	Long-term	Yes	Long-term						x				x
1036	SW Portland I-5 Partial Split Interchange	Reconfigure the I-5 Spring Garden interchange as a partial split, by creating I-5 SB ramps connecting to Barbur Blvd just south of SW 26th, and creating NB on- and off-ramps at Spring Garden. Would close existing SB off-ramp at Spring Garden and NB off-ramp at Taylor's Ferry. Could be constructed in two phases.	\$79,900,000	Auto/Freight	1	no	no	yes	yes	yes	no	Long-term	Yes	Long-term						x				x
1154	Tualatin-Sherwood Rd. Improvements	Widen from three to five lanes with bike lanes and sidewalks from 99W to Teton Ave.	\$93,300,000	Auto/Freight	9	yes	yes	yes	yes	yes	no	Long-term	yes	Long-term	this in short-term, technical screening puts in Long Term due to costs.							x	x	x
1121	Upper Boones Ferry Intersection Improvements	Reconfigure intersection of Durham & Upper Boones Ferry to create a through route between Durham & I-5/Carmen Interchange; 2nd Northbound Turn Lane at 72nd/Carmen; 72nd/Boones Ferry assuming Boones Ferry/72nd widened to 5 lanes; eastbound right turn lane	\$9,630,000	Auto/Freight	5	yes	yes	yes	yes	yes	no	Short/Mid-term	no	Long-term			x				x		x	
5045	Walnut Street Improvements	Widen to 3 lanes, with bike/pedestrian facilities, storm drainage, street lighting.	\$12,000,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	no	Long-term	long term, due to potential property impacts.						x			
1073	72nd Ave./ Upper Boones Ferry Road	Intersection Improvements	\$2,000,000	Auto/Freight	2	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC							x		x	
1051	Auxiliary lane on I-5 between Haines St and the Kruse Way/72nd St	Add an auxiliary lane on I-5 South between Haines St on ramp and the Kruse Way / 72nd St. exit (next one down.)	\$1,200,000	Auto/Freight	3	no	no	yes	neutral	neutral	no	Short/Mid-term	Yes	Not considered further in SWC					x	x	x		x	x
1083	Dartmouth St. Widening	Widen to 4 lanes plus turn lanes and sidewalks between 72nd Avenue and I-5 (68th)	\$3,000,000	Auto/Freight	0	no	no	no	no	no	yes	–	–	Not considered further in SWC							x		x	
1090	Greenburg Intersection Improvements	2nd Northbound turn lane, modify signal timing at Greenburg/Oleson/Hall; install boulevard treatment at Greenburg/Washington Square Road; improve geometry/alignment and extend cycle length at intersection of Greenburg/Tiedeman.	\$7,000,000	Auto/Freight	1	no	no	yes	no	no	yes	–	–	Not considered further in SWC							x		x	
1099	Hall Boulevard, Washington Square Regional Center	Add an eastbound through lane on Hall Blvd. from Pamelad Road to Greenburg Road that removes the right-turn lane drop at Pamelad Road and ends as a right-turn lane at Greenburg Road. This completes the five-lane section on Hall Blvd. from Scholls Ferry R	\$500,000	Auto/Freight	1	no	no	yes	no	no	yes	–	–	Not considered further in SWC							x		x	
1101	Hall/McDonald	Add southbound right-turn lane from Hall Blvd to McDonald Street.	\$400,000	Auto/Freight	2	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC							x		x	
1102	Highway 217 NB On-ramp/Scholls Ferry Road/Washington Square Road Interchange Improvement	Intersection Improvements: Add 2nd NB LT lane and a 2nd WB LT Lane	\$5,000,000	Auto/Freight	2	no	no	yes	no	no	yes	–	–	Not considered further in SWC							x		x	x
1003	Hwy. 217 southbound ramp/Hall Blvd.	Add southbound right turn lane.	\$250,000	Auto/Freight	3	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC	safety and 217 operations in congested segment by preventing ramp queue	x							x	x
1057	I-5 Terwilliger curves	Bury the I-5 Terwilliger curves in a tunnel to straighten them out	unknown	Auto/Freight	1	no	no	yes	No	no	no	Long-term	No	Not considered further in SWC						x				x
1004	Intersection of Scholls Ferry and Hall	Add west-bound right turn lane on Hall.	\$250,000	Auto/Freight	2	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC	helps with safety issues at ramp terminals.	x							x	
1063	Ladd Hill Rd.	Upgrade street to arterial standards.	\$6,340,000	Auto/Freight	3	no	no	yes	no	no	yes	–	–	Not considered further in SWC									x	
1110	North Dakota/ 125th/ Scholls Ferry Rd	Intersection improvements: Add a southbound right turn lane	\$1,500,000	Auto/Freight	1	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC							x		x	x
1033	North Portal: Southbound Harbor Drive/Sheridan St. Improvement	Project adds one lane southbound on Harbor Drive and one lane eastbound on Sheridan and signals the intersection.	\$2,600,000	Auto/Freight	1	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC						x				
1116	Scholls Ferry Rd ROW preservation, 121st to SW Barrows	ROW preservation for potential 7 lanes (both directions) between 121st Avenue and Barrows and improve intersections	\$13,700,000	Auto/Freight	3	no	no	no	no	no	no	Short/Mid-term	yes	Not considered further in SWC							x		x	
1005	Scholls Ferry/Barrows	Close Barrows at Scholls Ferry Road East	\$225,000	Auto/Freight	0	no	no	yes	no	no	yes	–	–	Not considered further in SWC		x					x		x	x
5022	SW Murdock Rd	Upgrade street to arterial standards.	\$3,000,000	Multimodal	2	no	no	yes	no	no	no	Short/Mid-term	no	Not considered further in SWC									x	
1143	Teton & Tualatin-Sherwood Road turn lane	Add a dedicated right turn lane on Teton at Tualatin-Sherwood	unknown	Auto/Freight	0	no	no	yes	neutral	no	yes	–	–	Not considered further in SWC	Tualatin ok with screening							x		
1155	Tualatin-Sherwood/ Boones Ferry Intersection	Potentially grade separate Tualatin-Sherwood/Boones Ferry intersection.	\$47,400,000	Auto/Freight	6	no	yes	no	no	no	no	Long-term	No	Not considered further in SWC	Tualatin recommends this be screened out due to incompatibility with land use							x		x
1122	Upper Boones Ferry Rd./Durham Road.	Construct intersection improvements at Durham Road and Upper Boones Ferry Road to provide dual southbound right-turns, dual eastbound left-turns, eastbound right-turns,	\$2,000,000	Auto/Freight	3	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC	Tigard indicates improves safety.		x					x		x
Number of Projects Screened in each step >>>						37 Y / 112 N	66 Y / 83 N	143 Y / 6 N	119 Y / 16 N / 14 ?	118 Y / 17 N / 14 M	87 Y / 62 N	40 ST / 22 LT	54 Y / 7 N											

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						Vision, goals, and objectives Screen 1	Meets Transportation Needs Screen 2	Meets RTP Roadway Standards Screen 3a	Supports Local Land Use Goals Screen 3b	Supports Land Use Goals Screen 3	Protects or Enhances Screen 4	Can we afford it and when? Screen 5	Are the impacts reasonable? Screen 6												
	Davies Rd. multimodal street 5002 extension	Extend 2 lane street from Scholls Ferry Road to Barrows with turn lanes, bike lanes and sidewalks.	\$4,900,000	Multimodal	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term	Wetland impacts.	x				x			x		
	1002 Hall and Nimbus	Signal phase change to permitted/protected phasing for NB and SB approaches at Hall and Nimbus	\$190,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term		x								x	
	Raleigh Hills and upper 1058 Beaverton-Hillsdale Highway	Fix "five way intersection" traffic snarl that is the intersection of SW Beaverton-Hillsdale, SW Scholls Ferry Road, and SW Oleson Road. Phaseable.	unknown	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term		x								x	x
	1156 Scholls Ferry Rd. ATMS extension Brockman to Hall	Install integrated surveillance and management equipment.	\$1,109,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term		x								x	x
	5001 Blvd.	Construct new multimodal street with bike lanes and sidewalks.	\$13,900,000	Multimodal	4	yes	yes	yes	yes	yes	no	Short/Mid-term	No	Long-term		x								x	
	1148 Hwy 217 Capacity Improvement	Widen to 3 travel lanes in each direction - Possible Toll	\$532,000,000	Auto/Freight	4	no	yes	yes	No	no	no	Long-term	yes	Long-term		x				x				x	x
	Hwy 217 Operations 1014 Improvements	substantial operational and reliability improvements at a relatively low cost. Includes sensors, variable message signs, TSPs and the TV Hwy. Corridor Refinement Plan will need to re-evaluate the need for this project which exceeds the RTP	\$142,300,000	Auto/Freight	7	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term		x				x				x	x
	5054 Scholls Ferry Rd. Widening		\$37,500,000	Auto/Freight	10	no	yes	no	no	no	no	Short/Mid-term	no	Long-term		x				x				x	
	72nd Ave./ Upper Boones Ferry 1073 Road	Intersection Improvements	\$2,000,000	Auto/Freight	2	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC		Beaverton identified that project helps safety and 217 operations in congested segment by preventing ramp queue spillbacks.  Beaverton identified that this project helps with safety issues at ramp terminals.					x			x	
	Hwy. 217 southbound ramp/Hall 1003 Blvd.	Add southbound right turn lane.	\$250,000	Auto/Freight	3	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC	x									x	x
	Intersection of Scholls Ferry and 1004 Hall	Add west-bound right turn lane on Hall.	\$250,000	Auto/Freight	2	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC	x									x	
	1005 Scholls Ferry/Barrows	Close Barrows at Scholls Ferry Road East	\$225,000	Auto/Freight	0	no	no	yes	no	no	yes	–	–	Not considered further in SWC	x					x				x	x

New Project		Project Title/Location	Project Description	Estimated Cost	Primary Mode	No. of Trans Needs Met	STEP 1					STEP 2	STEP 3		Recommendation	Screening Notes										
							Vision, goals, and objectives Screen 1	Meets Transportation Needs Screen 2	Meets RTP Roadway Standards Screen 3a	Supports Local Land Use Goals Screen 3b	Supports Land Use Goals Screen 3	Protects or Enhances Screen 4	Can we afford it and when? Screen 5	Are the impacts reasonable? Screen 6			Beaverton	Durham	King City	Lake Oswego	Portland	Tigard	Tualatin	Sherwood	Washington Co.	ODOT
		Upper Boones Ferry Road south 5043 of Durham Road	Upgrade with turn lanes, pedestrian and bicycle facilities per City of Durham.	\$2,000,000	Multimodal	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use			x						x		
		Hwy. 99W Intersection 1108 Improvements	Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved	\$94,900,000	Auto/Freight	8	no	yes	no	no	no	no	Long-term	yes	Long-term		x				x			x	x	
		Upper Boones Ferry Intersection 1121 Improvements	Reconfigure intersection of Durham & Upper Boones Ferry to create a through route between Durham & I-5/Carmen Interchange; 2nd Northbound Turn Lane at 72nd/Carmen; 72nd/Boones Ferry assuming Boones Ferry/72nd widened to 5 lanes; eastbound right turn lane	\$9,630,000	Auto/Freight	5	yes	yes	yes	yes	yes	no	Short/Mid-term	no	Long-term		x				x			x		
		Upper Boones Ferry 1122 Rd./Durham Road.	Construct intersection improvements at Durham Road and Upper Boones Ferry Road to provide dual southbound right-turns, dual eastbound left-turns, eastbound right-turns, existing and improve signal timing.	\$2,000,000	Auto/Freight	3	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC	Tigard indicates improves safety.	x					x			x	

New Project Numbers	Project Title/Location	Project Description	Estimated Cost	Primary Mode	No. of Trans Needs Met	STEP 1					STEP 2	STEP 3		Recommend- ation	Screening Notes	Beaverton	Durham	King City	Lake Oswego	Portland	Tigard	Tuala in	Sherwood Washington Co.	ODOT
						Vision, goals, and objectives Screen 1	Meets Transpor- tation Needs Screen 2	Meets RTP Roadway Standards Screen 3a	Supports Local Land Use Goals Screen 3b	Supports Land Use Goals Screen 3	Protects or Enhances Screen 4	Can we afford it and when? Screen 5	Are the impacts reasonable? Screen 6											
1015 Hwy 99W TSMO		New Transportation System Management and Operations projects on OR 99W that install variable message signs, cameras and road weather information systems.	\$150,000	Auto/Freight	6	yes	yes	yes	yes	yes	yes	-	-	Short/Mid-term Trans+Land-Use			x		x	x			x	x



New Project Numbers	Project Title/Location	Project Description	Estimated Cost	Primary Mode	No. of Trans Needs Met	STEP 1					STEP 2	STEP 3		Recommendation	Screening Notes	Beaverton	Durham	King City	Lake Oswego	Portland	Tigard	Tualatin	Sherwood Washington Co.	ODOT
						Vision, goals, and objectives Screen 1	Meets Transportation Needs Screen 2	Meets RTP Roadway Standards Screen 3a	Supports Local Land Use Goals Screen 3b	Supports Land Use Goals Screen 3	Protects or Enhances Screen 4	Can we afford it and when? Screen 5	Are the impacts reasonable? Screen 6											
	Boones Ferry Road improvements (Madrona to 5004 Kruse Way)	Widen to include bike lanes, sidewalks, and turn lanes. (Phase 1 = \$23 Million; Phase 2 = \$9 Million)	\$32,000,000	Multimodal	6	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use	Changed title				x					
	5003 Carman Dr. Improvements	Reconstruct and widen to three lanes from I-5 to Quarry to include bike lanes.	\$8,979,923	Multimodal	4	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use					x					
	I-5/OR 217 Interchange - Phase 1012 2	New structure for OR217 SB Exit Ramp to I-5 SB hat goes over the modified ramps that connect I-5 Southbound with Kruse Way; relocate existing entrance ramp Kruse WB to I-5 SB to accommodate loop ramp ; install a loop exit ramp from I-5 SB to Kruse Way EB; convert the exis ing I-5 SB Exit Ramp to a free flowing merge ramp onto OR217 NB.	\$94,900,000	Auto/Freight	8	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term					x		x		x	x
	Auxiliary lane on I-5 between Haines St and the Kruse 1051 Way/72nd St	Add an auxiliary lane on I-5 South between Haines St on ramp and the Kruse Way / 72nd St. exit (next one down.)	\$1,200,000	Auto/Freight	3	no	no	yes	neutral	neutral	no	Short/Mid-term	Yes	Not considered further in SWC				x	x	x		x	x	

SW Corridor Plan - Portland Roadway Project Draft Screening 10/9/12

New Project Numbers	Project Title/Location	Project Description	Estimated Cost	Primary Mode	No. of Trans Needs Met	STEP 1					STEP 2	STEP 3		Recommendation	Screening Notes	Beaverton	Durham	King City	Lake Oswego	Por land	Tigard	Tualatin	Sherwood Washington Co.	ODOT
						Vision, goals, and objectives Screen 1	Meets Transportation Needs Screen 2	Meets RTP Roadway Standards Screen 3a	Supports Local Land Use Goals Screen 3b	Supports Land Use Goals Screen 3	Protects or Enhances Screen 4	Can we afford it and when? Screen 5	Are the impacts reasonable? Screen 6											
4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks. Crossing improvements as identified in the Portland Aerial Tram Final Recommendations and Rep	\$6,594,100	Multimodal	11	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use	Descrip ion of project purpose from Portland identified additional needs (barrier crossings at interchange ramps, safety at loca ions of community concern, safety at interchange ramps)				x					x
	5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings,	\$24,833,100	Multimodal	10	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use		x								x
5006	Barbur Lane Diet: Terwilliger to Capitol	Reduce number of travel lanes on Barbur NB from terwilliger to capitol highway (north) from two to one, add bike lanes over newberry and vermont bridges.	unknown	Multimodal	5	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use					x					x
	1019	Barbur Road Diet	Reduce number of southbound lanes from three to two from Capitol Hwy (north) to 1/4 mile south of Hamilton to reduce speeds, improve ped/bike crossing safety and add protected bike lanes	unknown	Auto/Freight	4	yes	yes	yes	yes	yes	yes	–	–		Short/Mid-term Trans+Land-Use				x				
5008		Barbur/ Capitol Hwy./ Huber/ Taylors Ferry Intersection Improvements	Construct safety improvements, including traffic signals, at the intersection of Capitol Hwy, Taylors Ferry, Huber, and Barbur. Provide better sidewalks and crossings.	\$1,403,000	Multimodal	7	yes	yes	yes	yes	yes	yes	–	–		Short/Mid-term Trans+Land-Use				x				
	1052	Bertha Blvd extension	Add a street extension from Bertha Blvd. behind Barbur Shops, US Bank and A-Boy to Barbur east of Kaady carwash.	unknown	Auto/Freight	4	yes	yes	yes	yes	yes	yes	–	–		Short/Mid-term Trans+Land-Use				x				
5009		Capitol Hwy, SW	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the 1996 Capitol Highway Plan. Replace Existing Roadway and add Sidewalks	\$19,100,000	Multimodal	7	yes	yes	yes	yes	yes	yes	–	–		Short/Mid-term Trans+Land-Use				x				
	5010	Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements	Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.	\$1,403,000	Multimodal	10	yes	yes	yes	yes	yes	yes	–	–		Short/Mid-term Trans+Land-Use				x				
1015		Hwy 99W TSMO	New Transportation System Management and Operations projects on OR 99W that install varible message signs, cameras and road weather information systems.	\$150,000	Auto/Freight	6	yes	yes	yes	yes	yes	yes	–	–		Short/Mid-term Trans+Land-Use			x	x				x
	1013	I-5: Active Traffic Management	Install sensors, variable message signs, and other techniques, such as variable speeds, to reduce congestion and improve safety.	\$7,000,000	Auto/Freight	7	yes	yes	yes	yes	yes	yes	–	–		Short/Mid-term Trans+Land-Use				x	x	x		x
5013		Naito/South Portland Improvements	Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Is Br ramps, Arthur/Kelly viaduct & Grover ped bridge.	\$39,695,079	Multimodal	6	yes	yes	yes	yes	yes	no	Short/Mid-term	Yes		Short/Mid-term Trans+Land-Use				x				
	5014	Northbound Macadam 3rd Lane	Widen SW Macadam to a three lane cross section (northbound only) from Bancroft to Curry with a sidewalk on the east side of the street.	\$36,300,000	Auto/Freight	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes		Short/Mid-term Trans+Land-Use				x				
1034		Porter/Kelly Improvement	Signalization and Kelly slip ramp closure	\$960,000	Auto/Freight	5	yes	yes	yes	yes	yes	yes	–	–		Short/Mid-term Trans+Land-Use				x				
	1039	River Parkway: New Street	New north-south local access street in the emerging North Macadam District. This street will have an enhanced pedestrian environment and will be built to accommodate future streetcar. It will constructed in four phases beginning FY00/01.	\$4,910,500	Auto/Freight	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes		Short/Mid-term Trans+Land-Use				x				
1043		(includes Moody/Bond extension not in 2035 Low Build)	Extend Moody/Bond couplet to SW Hamilton St. Realign SW Hood to connect to SW Macadam/SW Hamilton intersection.	\$41,478,000	Auto/Freight	5	yes	yes	yes	yes	yes	yes	–	–		Short/Mid-term Trans+Land-Use				x				
	1044	South Portland Circulation and Connectivity	Improve circulation and connectivity between Macadam Avenue and the Ross Island Bridge and along the Barbur Boulevard Corridor, including land uses and I-5.	unknown	Auto/Freight	4	yes	yes	yes	yes	yes	yes	–	–		Short/Mid-term Trans+Land-Use				x				
5012		4th/Barbur Lane Diet	Reduce number of lanes from two to one from SW Caru hers and 5th to SW hooker street. Add hybrid bike/bus lane, on street parking at Duniway Park.	unknown	Multimodal	2	no	no	yes	yes	yes	yes	–	–		Short/Mid-term				x				
	1017	Arthur Street/1st Avenue Improvement	Add sou hbound and eastbound through lanes and a westbound right turn lane at the new intersection.	\$2,600,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–		Short/Mid-term				x				
1045		Bancroft / Hood / Macadam SW Intersection improvements	The Bancroft/Hood/Macadam intersection is the sou h ern portal of the south waterfront district. Intersection work includes widening, realignment and signal improvements. (cost updated by North Macadam Transporta ion Development Strategy)	\$32,000,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–		Short/Mid-term				x				
	5007	Barbur Signals	Add signalized intersections to improve pedestrian/bike crossing and moderate traffic speeds at Baird, Alice and 13 h	unknown	Multimodal	3	no	no	yes	yes	yes	yes	–	–		Short/Mid-term				x				
1020		Beaverton Hillsdale/ Bertha/ Capitol Hwy. Intersection Improvements	Redesign intersec ion to improve safety.	\$1,403,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term				x					x
	1021	Beaverton-Hillsdale Hwy. ITS	CCTV at Terwilliger, Berth, Shattuck; changeable signs.	\$315,675	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term				x					

New Project Numbers	Project Title/Location	Project Description	Estimated Cost	Primary Mode	No. of Trans Needs Met	Vision, goals, and objectives	Meets Transportation Needs	Meets RTP Roadway Standards	Supports Local Land Use Goals	Supports Land Use Goals	Protects or Enhances	Can we afford it and when?	Are the impacts reasonable?	Recommendation	Screening Notes	Beaverton	Durham	King City	Lake Oswego	Portland	Tigard	Tualatin	Sherwood	Washington Co.	ODOT
						Screen 1	Screen 2	Screen 3a	Screen 3b	Screen 3	Screen 4	Screen 5	Screen 6												
1022	Capitol Hwy/26th, SW	Intersection Signalization	\$120,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
1023	Hwy - Multnomah): Mul i-modal Improvements	Improve and signalize the intersection at SW Garden Home and SW Multnomah Blvd.	\$1,931,033	Auto/Freight	5	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term					x						
5011	Gibbs Street Promenade	Build promenade from Bond to Greenway Trail.	unknown	Multimodal	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
1028	Intersection Improvements	Improve intersection at Terwilliger /Barbur Boulevard;	unknown	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						x
1026	Intersection Improvements	Improve intersection at Taylors Ferry Road/62nd	unknown	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
1025	Intersection Improvements	Improve intersection at Sunset Boulevard /Capitol Highway	unknown	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
1027	Intersection Improvements	Improve intersection at Taylors Ferry Road/26th Avenue;	unknown	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
1029	Macadam, SW (Bancroft - Sellwood Br): ITS	new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide	\$401,794	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						x
1031	North Portal: Kelly Ave./Corbett Ave. Improvement	Realign Corbett Avenue where it intersects Kelly Ave. and construct new traffic signal.	\$10,600,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
1032	North Portal: Sheridan Street Extension (Moody to Bond)	Extend Sheridan from Moody to Bond.	unknown	Auto/Freight	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
5015	Palatine Street: Street Extension (27th to Lancaster)	Complete neighborhood collector to provide multi modal access to Lancaster road	\$672,228	Multimodal	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
1035	Porter/Kelly Improvement - Kelly ramp realignment	A segment of Kelly Ave. would be closed to SW Corbett and reconstructed to align with a five legged intersection at SW Kelly and SW Porter.	\$14,900,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
1041	Sheridan Street Roadway Extension (SW 3rd Ave. to SW Naito Parkway)	Builds new two lane roadway that includes new signals at 3rd, 1st and Naito Parkway.	\$9,800,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
1042	Signalize Intersections - Sou h Waterfront District	Signalize two intersections on SW Moody (Curry and Gaines), and signalize two intersections on SW Bond (Curry and Gaines)	\$2,500,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
1047	SW Macadam Avenue/SW Boundary Street Improvement	Widen eastbound and westbound legs of the intersection for dual left turn lanes.	\$2,600,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						x
1048	Traffic Calming	Calm traffic in he Burlingame and Hillsdale retail districts.	unknown	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term					x						
1024	I-405/US-26/Ross Island Bridge Access Improvements	Construct new freeway access from Ross Island Bridge to I-405 and US 26 to improve connections between regional facilities and separate traffic from neighborhood streets	\$50,000,000	Auto/Freight	5	yes	yes	yes	Yes	yes	no	Long-term	Yes	Long-term	Fills freight network and arterial gaps.					x					x
1008	I-5 congestion and bottleneck operational improvements	This project would construct several improvements to address recurring bottlenecks on I-5 sou h of the central city. Two priority projects include constructing a southbound auxiliary lane along I-5 from the SW Lower Boones Ferry Road interchange to the SW Nyberg Street interchange, and reconstructing the SW Lower Boones Ferry Road off-ramp from one to two lanes. O her projects include auxiliary lanes, ramp reconfigurations, changes to striping, and ITS. Phaseable.	\$220,000,000	Auto/Freight	7	no	yes	yes	neutral	neutral	no	Long-term	Yes	Long-term					x						x
1009	I-5 Southbound Climbing Lane: Hood Ave to Terwiliger Blvd	2: south of Corbett-Brier Place, \$18M; Phase 3: Brier Place-Terwiliger exit, \$20M.	2018 costs from consultants	Auto/Freight	6	no	yes	yes	No	no	no	Long-term	yes	Long-term	with injury As and history of community concern, addresses congestions where					x					x
1037	SW Portland I-5 Diamond Interchange	existing Spring Garden ramps, remove NB Taylor's Ferry off-ramp.	\$86,000,000	Auto/Freight	1	no	no	yes	yes	yes	no	Long-term	Yes	Long-term					x						x
1036	SW Portland I-5 Partial Split Interchange	split, by creating I-5 SB ramps connec ing to Barbur Blvd just south of SW 26th, and creating NB on- and off-ramps at	\$79,900,000	Auto/Freight	1	no	no	yes	yes	yes	no	Long-term	Yes	Long-term					x						x
1051	Auxiliary lane on I-5 between Haines St and the Kruse Way/72nd St	Add an auxiliary lane on I-5 South between Haines St on ramp and the Kruse Way / 72nd St. exit (next one down.)	\$1,200,000	Auto/Freight	3	no	no	yes	neutral	neutral	no	Short/Mid-term	Yes	Not considered further in SWC				x	x	x			x		x
1057	I-5 Terwilliger curves	Bury the I-5 Terwilliger curves in a tunnel to straighten them out	unknown	Auto/Freight	1	no	no	yes	No	no	no	Long-term	No	Not considered further in SWC					x						x
1033	North Portal: Southbound Harbor Drive/Sheridan St. Improvement	Project adds one lane southbound on Harbor Drive and one lane eastbound on Sheridan and signalizes the intersection.	\$2,600,000	Auto/Freight	1	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC					x						

SW Corridor Plan - Tigard Roadway Project Draft Screening 10/9/12

New Project Numbers	Project Title/Location	Project Description	Estimated Cost	Primary Mode	No. of Trans Needs Met	STEP 1					STEP 2	STEP 3		Recommendation	Screening Notes	Beaverton	Durham	King City	Lake Oswego	Portland	Tigard	Tualia in	Sherwood Washington Co.	ODOT
						Vision, goals, and objectives Screen 1	Meets Transportation Needs Screen 2	Meets RTP Roadway Standards Screen 3a	Supports Local Land Use Goals Screen 3b	Supports Land Use Goals Screen 3	Protects or Enhances Screen 4	Can we afford it and when? Screen 5	Are the impacts reasonable? Screen 6											
72nd Ave. Widening: Hunziker 5027 to Durham		Widen to 3 lanes (see RTP #10756 and 10757 as 5 lanes)	\$14,000,000	Multimodal	7	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x			x	
Durham Road Widening: Upper 1088 Boones Ferry to Hall.		Widen to 5-lanes from Upper Boones Ferry to Hall Blvd including bikeways and sidewalks.	\$40,000,000	Auto/Freight	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x			x	
1092 Greenburg Road Improvements		Widen to 5 lanes with bikeways and sidewalks from Shady Lane to North Dakota. Includes bridge replacement.	\$4,000,000	Auto/Freight	6	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use						x			x	
Hall Boulevard Widening, 5035 Highway 99W to Fanno Creek		Preserve ROW for 3 lanes plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$2,500,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x			x	x
Hall Boulevard Widening, 5036 McDonald Street to Bonita Road		Widen to 3 lanes; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	\$1,500,000	Multimodal	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use						x			x	
Hall Boulevard Widening, 5037 Oleson to 99W		Widen to 3 lanes; build sidewalks and bike lanes; safety improvements	\$3,500,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x			x	x
1015 Hwy 99W TSMO		New Transportation System Management and Operations projects on OR 99W that install varible message signs, cameras and road weather information systems.	\$150,000	Auto/Freight	6	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use			x		x	x			x	x
1013 I-5: Active Traffic Management		Install sensors, variable message signs, and other techniques, such as variable speeds, to reduce congestion and improve safety.	\$7,000,000	Auto/Freight	7	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use					x	x	x		x	x
McDonald Street Widening, 5039 99W to Hall		Widen to three lanes with sidewalks, bike lanes, and safety improvements	\$8,000,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x			x	x
Pacific Highway 99W (access 1129 management)		Implement access management strategies and median projects in Hwy 99W Plan.	\$6,000,000	Auto/Freight	7	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use						x			x	x
Upper Boones Ferry Road widening: upper 72nd to lower 1123 72nd.		Widen Upper Boones Ferry from lower 72nd Avenue to upper 72nd Avenue. Assumes 5 lanes on 72nd Avenue.	\$2,000,000	Auto/Freight	8	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use						x			x	
Upper Boones Ferry/ I-5 1125 northbound		Widen bridge to 6 lanes to provide 2nd westbound through lane, 2nd northbound left-turn lane, eastbound separate through and left-turn lanes.	\$34,300,000	Auto/Freight	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use						x			x	x
121st Avenue Complete street, 5023 Walnut to N Dakota		Walnut Street to North Dakota Street A two lanes wi h turn lanes where necessary plus bike lanes and sidewalks	\$380,000	Multimodal	3	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term						x			x	
1071 121st/ North Dakota		Traffic signal	\$500,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x			x	
5024 68 h Avenue		Widen to 3 lanes between Dartmouth/I-5 Ramps and south end	\$13,500,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term						x				x
72nd Avenue Widening: 99W to 5028 Dartmou h		Widen to 3 lanes.	unknown	Multimodal	3	no	no	yes	yes	yes	no	Short/Mid-term	Yes	Short/Mid-term						x			x	x
1074 99W and Canterbury		Intersection improvements such as a westbound left turn lane (final improvements to be determined upon further refinement) at 99W and Canterbury	\$2,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term						x			x	
1076 Ash Avenue Extension		Extend Ash Avenue from Maplewood, across Fanno Creek, to Burnham.	\$5,000,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term	FYI, there is a major concern regarding wetland impacts in this location. ODOT rail has indicated this project must be packaged with removal of a different at-grade crossing.					x				
1077 Ash Avenue railroad crossing		Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street.	\$3,000,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x				
1078 A lanta Street Extension		Extend Atlanta Street west to Dartmouth Street	\$3,800,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x				
Davies Rd. multimodal street 5002 extension		Extend 2 lane street from Scholls Ferry Road to Barrows with turn lanes, bike lanes and sidewalks.	\$4,900,000	Multimodal	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term			x			x			x	
1085 Durham and 99W		Intersection improvements (final improvements to be determined upon further refinement) at Durham and 99W.	\$1,500,000	Auto/Freight	5	no	yes	no	no	no	yes	–	–	Short/Mid-term						x			x	x
Durham Road Widening: 99W- 1087 Hall		and sidewalks. Add 2nd southbound left-turn lane at the intersection of Hall/Durham.	\$38,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	no	Short/Mid-term	yes	Short/Mid-term						x			x	x
Durham Road/Upper Boones Ferry/72nd Ave. realignment 1089 and widening		Realign/reconfigure Durham Road, Upper Boones Ferry Road intersections/roadway to accommodate traffic flow between Durham Road and Interstate 5.	\$6,000,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x			x	
5032 Greenburg Rd. Improv.		Widen to five lanes with bike lanes and sidewalks from Gormartin to Washington Sq. Dr.	\$29,500,000	Auto/Freight	7	no	yes	yes	no	no	no	Short/Mid-term	yes	Short/Mid-term						x			x	
1091 Greenburg Rd. Widening		Widen to 4 lanes adjacent to cemetery	\$3,780,000	Auto/Freight	7	no	yes	yes	no	no	yes	–	–	Short/Mid-term						x			x	
1093 Greenburg Road Improvements		Widen to 5 lanes from Tiedeman to Hwy 99W.	\$28,500,000	Auto/Freight	7	no	yes	yes	no	no	no	Short/Mid-term	yes	Short/Mid-term	Corrected error in tallying transportation needs.						x		x	
Greenburg/North Dakota Intersection Geometry 1094 Improvement		After realignment of Tiedeman (Project: #12), realign remaining legs to conventional form.	\$4,000,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x			x	
1095 Greenburg/Oleson/Hall		Intersection Improvements; add eastbound right turn lane.	\$3,000,000	Auto/Freight	4	no	yes	yes	no	no	yes	–	–	Short/Mid-term	congestion, local circulation, provides alternative to 99W, opens bottleneck.					x			x	
Greenburg/Tiedeman/N. Dakota 1096 Reconfiguration		Realign one or more streets to improve intersection configura tions, railroad crossings & creek crossings	\$10,000,000	Auto/Freight	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term	Tigard commented that addresses congestion, local circulation, provides alternative to 99W, opens bottleneck.					x			x	
Greenburg/Washington Square 5033 Road		Install Boulevard treatment at Greenburg/Washington Square Road	\$1,000,000	Multimodal	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x			x	



SW Corridor Plan - Tigard Roadway Project Draft Screening 10/9/12

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1001	Hall and Greenway	Signal phase change to permitted/protected phasing for EB and WB approaches and EB RT Lane at Hall and Greenway	\$190,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term	Move to low-build – already in STIP.						x		x	
1098	Hall Boulevard Widening, Bonita Road to Durham	Widen to 5 lanes; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	\$3,000,000	Auto/Freight	4	no	yes	yes	no	no	no	Short/Mid-term	yes	Short/Mid-term							x		x	
1100	Hall/Hunziker/Scoffins Intersection Realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$5,000,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x		x	
1103	Highway 217 NB Ramps/Highway 99W	Intersection capacity improvements such as a second northbound left turn lane (final improvements to be determined upon further refinement).	\$8,000,000	Auto/Freight	5	no	yes	yes	no	no	yes	–	–	Short/Mid-term							x		x	x
1104	Highway 217 SB Ramps/Highway 99W	Intersection capacity improvements such as a 2nd right turn lane from off ramp (final improvements to be determined upon further refinement).	\$8,000,000	Auto/Freight	5	no	yes	yes	no	no	yes	–	–	Short/Mid-term							x		x	x
1114	Highway 99W/68th Ave	Intersection improvements such as protected left-turns at 68th (final improvements to be determined upon further refinement).	\$1,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term							x		x	x
1113	Highway 99W/I-5 SB	Intersection improvements such as dual northbound through lanes on 99W and dual lanes for I-5 to reduce confusion, congestion and related accidents (final improvements to be determined upon further refinement).	\$5,000,000	Auto/Freight	7	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term							x		x	x
5040	North Dakota - Pfaffle - Hwy 217 over-crossing	Pfaffle-North Dakota east-west connection with Hwy 217 over-crossing to provide a neighborhood route	\$25,700,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term							x		x	
1111	Collector System (Connectivity Improvements)	and Oaks Streets and improve accessibility to Lincoln Center Commercial district. Includes Lincoln Street extension to Oak	\$1,000,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x			
1115	Pfaffle St/Hall Blvd	Traffic signal or other intersection treatment	\$500,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x		x	
1151	Roshak Rd Extension (Venezia Terrace)	3 lane Collector Extension - Roshak Rd to Roy Rogers Rd	unknown	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term						x		x		
1153	Taylor's Ferry Extension	Construct new two lane extension with bike lanes and sidewalks from Oleson Road to Washington Drive.	\$4,390,000	Auto/Freight	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x		x		
1118	Tiedeman Realignment at North Dakota	Realign Tiedeman between Tigard Street and North Dakota to form a T Intersection at North Dakota west of the railroad tracks.	\$5,500,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x				
5042	Tiedeman Street/Tigard Street	Install a traffic signal; construct left-turn lanes, sidewalk, and bike lanes	\$750,000	Multimodal	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x				
1119	Tigard Street	Install sidewalks on both sides of the street from 115th Avenue to Highway 99W, Widen to 5-lanes from 116 h to Tiedman	\$1,200,000	Auto/Freight	4	no	yes	no	yes	no	no	Short/Mid-term	yes	Short/Mid-term	Tigard indicated improves pedestrian safety.					x				
1124	Upper Boones Ferry Road/ I-5 southbound	Eastbound right turn lane	\$2,000,000	Auto/Freight	1	no	no	yes	neutral	neutral	yes	–	–	Short/Mid-term						x		x	x	
1126	Walnut and Ash	Intersection improvements such as a westbound left turn lane (final improvements to be determined upon further refinement) at Walnut and Ash	\$1,500,000	Auto/Freight	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x				
1127	Walnut to Ash Avenue Extension	Extend Walnut east of OR99W to meet Ash Avenue	\$14,000,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x		x	x	
5052	Beef Bend Rd Improvements	Widen to 3 lanes with sidewalks and bike lanes from SW 150th to Highway 99W.	\$96,000,000	Multimodal	3	no	no	yes	yes	yes	no	Long-term	no	Long-term						x		x		
1082	Bangou Bonita Road Widening: Hall to	Widen to 5-lanes from Hall Boulevard to city limits east of I-5 (Bangou)	\$45,000,000	Auto/Freight	5	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term	Bundle with 1081 and place in long term.					x		x		
1084	Dartmouth Street Extension	3 lane extension; new Highway 217 overcrossing.	\$111,400,000	Auto/Freight	3	no	no	yes	yes	yes	no	Long-term	no	Long-term						x		x		
1097	Hall Blvd.Extension	Extend Hall Boulevard across Tualatin River from Durham Road to Tualatin Road.	\$165,500,000	Auto/Freight	4	yes	yes	yes	yes	yes	no	Long-term	no	Long-term	Tualatin has removed this from their TSP.					x	x		x	
1148	Hwy 217 Capacity Improvement	Widen to 3 travel lanes in each direction - Possible Toll	\$532,000,000	Auto/Freight	4	no	yes	yes	No	no	no	Long-term	yes	Long-term		x				x		x	x	
1014	Hwy 217 Operations Improvements	Improvements for OR 217 to increase safety and produce substantial operational and reliability improvements at a relatively low cost. Includes sensors, variable message signs, and other techniques that work within existing ROW. Phaseable.	\$142,300,000	Auto/Freight	7	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term		x				x		x	x	
1149	Hwy 217/72nd Ave. Interchange Improvements	Complete interchange reconstruction with additional ramps and overcrossings.	\$37,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term						x		x	x	
1106	Hwy. 217 Overcrossing - Cascade Plaza	Construct new overcrossing of Hwy. 217 from Nimbus Avenue (south of Scholls Ferry Road) to Greenburg Road.	\$9,800,000	Auto/Freight	2	no	no	yes	Yes	yes	no	Long-term	yes	Long-term	Tigard suggests this is not an immediate priority and should be placed in the long term, WashCo agrees					x		x		
1107	Hwy. 217 Over-crossing - Hunziker Hampton Connection	crossing over ORE 217, removes existing 72nd Avenue/Hunziker intersection	\$51,400,000	Auto/Freight	3	no	no	yes	Yes	yes	no	Long-term	yes	Long-term		same as 1106					x		x	
1108	Hwy. 99W Intersection Improvements	bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access	\$94,900,000	Auto/Freight	8	no	yes	no	no	no	no	Long-term	yes	Long-term						x		x	x	
1012	I-5/OR 217 Interchange - Phase 2	New structure for OR217 SB Exit Ramp to I-5 SB that goes over the modified ramps that connect I-5 Southbound with Kruse Way; relocate existing entrance ramp Kruse WB to I-5 SB to accommodate loop ramp ; install a loop exit ramp from I-5 SB to Kruse Way EB; convert the existing I-5 SB Exit Ramp to a free flowing merge ramp onto OR217 NB.	\$94,900,000	Auto/Freight	8	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term					x	x		x	x	

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5054	Scholls Ferry Rd. Widening	Widen to seven lanes with bike lanes and sidewalks. Local TSPs and the TV Hwy. Corridor Refinement Plan will need to re-evaluate the need for this project which exceeds the RTP policy of 5 lane arterials. Sufficient documentation will need to be provided	\$37,500,000	Auto/Freight	10	no	yes	no	no	no	no	Short/Mid-term	no	Long-term		x					x		x	
1121	Upper Boones Ferry Intersection Improvements	Reconfigure intersection of Durham & Upper Boones Ferry to create a through route between Durham & I-5/Carmen Interchange; 2nd Northbound Turn Lane at 72nd/Carmen; 72nd/Boones Ferry assuming Boones Ferry/72nd widened to 5 lanes; eastbound right turn lane	\$9,630,000	Auto/Freight	5	yes	yes	yes	yes	yes	no	Short/Mid-term	no	Long-term			x				x		x	
5045	Walnut Street Improvements	Widen to 3 lanes, with bike/pedestrian facilities, storm drainage, street lighting.	\$12,000,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	no	Long-term	Tigard requested this be placed in the long term, due to potential property impacts.						x			
72nd Ave./ 1073	72nd Ave./ Upper Boones Ferry Road Intersection Improvements		\$2,000,000	Auto/Freight	2	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC							x		x	
1051	Haines St and the Kruse Way/72nd St	Add an auxiliary lane on I-5 South between Haines St on ramp and the Kruse Way / 72nd St. exit (next one down.)	\$1,200,000	Auto/Freight	3	no	no	yes	neutral	neutral	no	Short/Mid-term	Yes	Not considered further in SWC				x	x	x			x	x
1083	Dartmouth St. Widening	Widen to 4 lanes plus turn lanes and sidewalks between 72nd Avenue and I-5 (68th)	\$3,000,000	Auto/Freight	0	no	no	no	no	no	yes	–	–	Not considered further in SWC							x		x	
1090	Greenburg Intersection Improvements	2nd Northbound turn lane, modify signal timing at Greenburg/Oleson/Hall; install boulevard treatment at Greenburg/Washington Square Road; improve geometry/alignment and extend cycle length at intersection of Greenburg/Tiedeman.	\$7,000,000	Auto/Freight	1	no	no	yes	no	no	yes	–	–	Not considered further in SWC							x		x	
1099	Hall Boulevard, Washington Square Regional Center	Road to Greenburg Road that removes the right-turn lane drop at Pamelad Road and ends as a right-turn lane at	\$500,000	Auto/Freight	1	no	no	yes	no	no	yes	–	–	Not considered further in SWC							x		x	
1101	Hall/McDonald	Add southbound right-turn lane from Hall Blvd to McDonald Street.	\$400,000	Auto/Freight	2	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC							x		x	
1102	ramp/Scholls Ferry Road/Washington Square Road	Intersection Improvements: Add 2nd NB LT lane and a 2nd WB LT Lane	\$5,000,000	Auto/Freight	2	no	no	yes	no	no	yes	–	–	Not considered further in SWC							x		x	x
1110	North Dakota/ 125th/ Scholls Ferry Rd	Intersection improvements: Add a southbound right turn lane	\$1,500,000	Auto/Freight	1	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC							x		x	x
1116	Scholls Ferry Rd ROW preservation, 121st to SW Barrows	ROW preservation for potential 7 lanes (both directions) between 121st Avenue and Barrows and improve intersections	\$13,700,000	Auto/Freight	3	no	no	no	no	no	no	Short/Mid-term	yes	Not considered further in SWC							x		x	
1005	Scholls Ferry/Barrows	Close Barrows at Scholls Ferry Road East	\$225,000	Auto/Freight	0	no	no	yes	no	no	yes	–	–	Not considered further in SWC		x					x		x	x
1122	Upper Boones Ferry Rd./Durham Road.	Construct intersection improvements at Durham Road and Upper Boones Ferry Road to provide dual southbound right-turns, dual eastbound left-turns, eastbound right-turns, existing and improve signal timing.	\$2,000,000	Auto/Freight	3	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC	Tigard indicates improves safety.		x				x		x	

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						Vision, goals, and objectives Screen 1	Meets Transportation Needs Screen 2	Meets RTP Roadway Standards Screen 3a	Supports Local Land Use Goals Screen 3b	Supports Land Use Goals Screen 3	Protects or Enhances Screen 4	Can we afford it and when? Screen 5	Are the impacts reasonable? Screen 6											
1132	65 h	Signal at Sagart. Bike and ped improvements. Currently being refined in TSP process.	\$19,000,000	Auto/Freight	6	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use	Tualatin refined description.							x		x
1013	I-5: Active Traffic Management	Install sensors, variable message signs, and other techniques, such as variable speeds, to reduce congestion	\$7,000,000	Auto/Freight	7	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use					x	x	x		x	x
5046	105th Ave/Avery Street	Signalize intersection of Avery/105th, sidewalks on 105th from Avery to 108th, and o her bike/ped improvements.	\$5,000,000	Multimodal	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x		
1131	65 h	Extension across the Tualatin River from Nyberg to Childs Road. Currently being refined in TSP process.	\$24,000,000	Auto/Freight	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term	Corrected timing from Long to Short.							x		x
1135	Boones Ferry	Interconnect signals on Boones Ferry Road from Tualatin-Sherwood Road to lbach (4 signals).	\$78,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x		x
1134	Boones Ferry	Reconstruction/widen from Martinazzi to Lower Boones Ferry Road, including bridge.	\$12,300,000	Auto/Freight	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term	Tualatin says this supports land use by improving connection btwn centers.							x		x
	Boones Ferry Road (Norwood to 5056 Day)	Safety and capacity improvements for motorists, bicyclists, and pedestrians - improvements include one travel lane in each direction with an intermittent center turn lane, bike lanes on both sides and pedestrian facilities on the west side of the road.	unknown	Multimodal	7	no	yes	yes	no	no	no	Short/Mid-term	yes	Short/Mid-term								x		x
5047	Cipole	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road with sidewalks and bike lanes.	\$13,000,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x		x x
1137	Cipole	Signalize intersection at Herman Road & realign railroad crossing.	\$5,600,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x		
1139	Cummins Drive, new street	Add a new street east of Cipole Road. New street includes new 128th Avenue (south of Leveton Drive) and Cummins Drive from Cipole Road to new 128th Avenue.	\$4,700,000	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x		
1138	Cummins Drive/Cipole Road	Signalize intersection	unknown	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x		
5049	Herman	Reconstruction from Cipole to 124th with sidewalks and bike lanes	\$4,100,000	Multimodal	3	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x		
5048	Herman	Improve to urban standard from Teton to Tualatin.	\$2,500,000	Multimodal	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x		
1142	Highway 99W Improvements (Cipole to Tualatin River)	Widen to 6 lanes from Cipole to the Tualatin River.	\$27,300,000	Auto/Freight	7	no	yes	no	no	no	no	Short/Mid-term	yes	Short/Mid-term								x		x
1140	Martinazzi/Sagert	Add a signal or roundabout at Sagert/ Martinazzi	unknown	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x		
5050	McEwan	Widen to 3 lanes from 65 h to Lake Oswego. Currently being refined in TSP process.	\$3,520,000	Multimodal	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x		
5051	Myslony	Reconstruct/widen bridge. Widen from 112th to 124th.	\$15,800,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x		
1144	Teton & Tuala in signal	Signalize intersection at Tuala in Road.	\$307,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x		
1145	Teton and Avery	Signalize intersection of Teton and Avery	\$200,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x		
1147	Tualatin-Sherwood Road	Add eas bound lane on Tualatin-Sherwood from Martinazzi to I-5	unknown	Auto/Freight	4	no	yes	no	no	no	no	Short/Mid-term	yes	Short/Mid-term								x		x
1130	124th Ave	Construct new street from Tualatin-Sherwood to Tonquin Rd - 5 lanes.	\$156,600,000	Auto/Freight	4	yes	yes	yes	yes	yes	no	Long-term	no	Long-term								x		x
1097	Hall Blvd.Extension	Extend Hall Boulevard across Tualatin River from Durham Road to Tualatin Road.	\$165,500,000	Auto/Freight	4	yes	yes	yes	yes	yes	no	Long-term	no	Long-term	Tualatin has removed this from their TSP.					x	x		x	
	I-5/99W Arterial Improvements (Basalt Creek Transportation 1150 Refinement Solutions)	Construct the initial 2-3 lane arterial phase of the Southern Arterial from OR99W to he SW 124th Ave. Extension when all project conditions are met (see study for details).	\$130,000,000	Auto/Freight	6	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term	Meets additional transportation needs, should be Long Term							x	x	x x
	Tualatin-Sherwood Rd. 1154 Improvements	Widen from three to five lanes with bike lanes and sidewalks from 99W to Teton Ave.	\$93,300,000	Auto/Freight	9	yes	yes	yes	yes	yes	no	Long-term	yes	Long-term	this in short-term, technical screening puts in Long Term due to costs.							x	x	x x
1143	Teton & Tuala in-Sherwood Road turn lane	Add a dedicated right turn lane on Teton at Tualatin-Sherwood	unknown	Auto/Freight	0	no	no	yes	neutral	no	yes	–	–	Not considered further in SWC	Tualatin ok with screening							x		
1155	Tualatin-Sherwood/ Boones Ferry Intersection	Potentially grade separate Tualatin-Sherwood/Boones Ferry intersection.	\$47,400,000	Auto/Freight	6	no	yes	no	no	no	no	Long-term	No	Not considered further in SWC	Tualatin recommends this be screened out due to incompatibility wi h land use							x		x

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						Vision, goals, and objectives Screen 1	Meets Transportation Needs Screen 2	Meets RTP Roadway Standards Screen 3a	Supports Local Land Use Goals Screen 3b	Supports Land Use Goals Screen 3	Protects or Enhances Screen 4	Can we afford it and when? Screen 5	Are the impacts reasonable? Screen 6												
	Town Center Signal & 1068 Intersection Improvements	Improve 3-leg intersec ion at Edy & Borchers; remove traffic signal at Baler; on Sherwood Blvd. remove traffic signal at Langer and disallow left turns from Langer to Sherwood, and add traffic signal at Century Dr.	\$2,812,000	Auto/Freight	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use									x		
	5017 Brookman Rd	Reconstruct road to collector standards.	\$20,510,000	Multimodal	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term									x		
	1060 Cedar Brook Way	Construction of 2 lane road from Handley Street to Elwert Road.	\$4,000,000	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term									x		
	1061 Cedar Brook Way	Construction of 2 lane road from end of Cedar Brook Way to Meinecke Roundabout.	\$2,640,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term									x		
	5018 Edy Rd from Elwert to Borchers.	Reconstruct road to collector standards w/ sidewalks and bike lanes.	\$8,760,000	Multimodal	3	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term									x		
	5019 Elwert Rd	Upgrade road to 3-lane arterial standards from Hwy 99W to Edy Road.	\$11,430,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term	Sherwood feels it supports land use and tpn goals, should be short-term								x		
	1062 Herman Road (Arrow Street)	Construct road to collector standards. Build new 3 lane roadway with stream crossing (Herman Road Extension) and with bike lanes and sidewalks from Langer Farms Parkway Phase 2 to Gerda Lane/Herman Road Extension.	\$8,190,000	Auto/Freight	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term									x	x	
	Oregon-Tonquin Intersection & 5020 Street Improvements	Intersection improvements (consider roundabout) on Oregon at Tonquin Road; sidewalks and bike access through the intersection.	\$1,945,000	Multimodal	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term									x		
	1152 Roy Rogers Rd.	Construct road to 5 lane Arterial standard from 99W to Borchers Drive.	\$1,900,000	Auto/Freight	7	no	yes	yes	no	no	yes	–	–	Short/Mid-term									x	x	x
	1064 Sherwood at Sunset Blvd.	Traffic control enhancement at Sherwood/Sunset	\$250,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term									x		
	1066 South Loop Road	Construction of 2 lane frontage road on south side of Hwy 99W .	\$3,410,000	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term									x	x	x
	1067 SW Blake St	Construct new road	\$5,600,000	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term									x	x	
	1069 Villa Road	Construction of 2 lane road from Park Street to Stellar Drive..	\$5,010,700	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term									x		
	I-5/99W Arterial Improvements (Basalt Creek Transportation 1150 Refinement Solutions)	Construct the initial 2-3 lane arterial phase of the Southern Arterial from OR99W to he SW 124th Ave. Extension when all project conditions are met (see study for details).	\$130,000,000	Auto/Freight	6	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term	Meets additional transportation needs, should be Long Term							x	x	x	x
	1065 Smith Ave.	Construction of 2 lane road from Meinecke to Woodhaven.	\$2,090,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Long-term	Sherwood says Long-term								x		
	5021 Sunset Blvd.	Reconstruct road to 3 lane arterial standards.	\$8,316,000	Multimodal	2	no	no	yes	yes	yes	no	Long-term	yes	Long-term	Sherwood says Long-term								x		
	Tualatin-Sherwood Rd. 1154 Improvements	Widen from three to five lanes with bike lanes and sidewalks from 99W to Teton Ave.	\$93,300,000	Auto/Freight	9	yes	yes	yes	yes	yes	no	Long-term	yes	Long-term	Tualatin and Sherwood would like to see this in short-term, technical screening puts in Long Term due to costs.							x	x	x	x
	1063 Ladd Hill Rd.	Upgrade street to arterial standards.	\$6,340,000	Auto/Freight	3	no	no	yes	no	no	yes	–	–	Not considered further in SWC									x		
	5022 SW Murdock Rd	Upgrade street to arterial standards.	\$3,000,000	Multimodal	2	no	no	yes	no	no	no	Short/Mid-term	no	Not considered further in SWC									x		



SW Corridor Plan - Washington County Roadway Project Draft Screening 10/9/12

New Project Numbers	Project Title/Location	Project Description	Estimated Cost	Primary Mode	No. of Trans Needs Met	STEP 1					STEP 2	STEP 3		Recommendation	Screening Notes	Beaverton	Durham	King City	Lake Oswego	Por land	Tigard	Tualatin	Sherwood Washington Co.	ODOT
						Vision, goals, and objectives Screen 1	Meets Transportation Needs Screen 2	Meets RTP Roadway Standards Screen 3a	Supports Local Land Use Goals Screen 3b	Supports Land Use Goals Screen 3	Protects or Enhances Screen 4	Can we afford it and when? Screen 5	Are the impacts reasonable? Screen 6											
1132	65 h 72nd Ave. Widening: Hunziker	Signal at Sagart. Bike and ped improvements. Currently being refined in TSP process.	\$19,000,000	Auto/Freight	6	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use	Tualatin refined description.							x		x
5027	to Durham	Widen to 3 lanes (see RTP #10756 and 10757 as 5 lanes)	\$14,000,000	Multimodal	7	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x			x	
1088	Durham Road Widening: Upper Boones Ferry to Hall.	Widen to 5-lanes from Upper Boones Ferry to Hall Blvd including bikeways and sidewalks.	\$40,000,000	Auto/Freight	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x			x	
1092	Greenburg Road Improvements	Widen to 5 lanes with bikeways and sidewalks from Shady Lane to North Dakota. Includes bridge replacement.	\$4,000,000	Auto/Freight	6	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use						x			x	
5035	Hall Boulevard Widening, Highway 99W to Fanno Creek	Preserve ROW for 3 lanes plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$2,500,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x			x	x
5036	Hall Boulevard Widening, McDonald Street to Bonita Road	Widen to 3 lanes; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	\$1,500,000	Multimodal	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use	Corrected timing from Long to Short.						x		x	
5037	Hall Boulevard Widening, Oleson to 99W	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements	\$3,500,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use							x		x	x
1015	Hwy 99W TSMO	New Transportation System Management and Operations projects on OR 99W that install variable message signs, cameras and road weather information systems.	\$150,000	Auto/Freight	6	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use				x		x	x		x	x
1013	I-5: Active Traffic Management	Install sensors, variable message signs, and other techniques, such as variable speeds, to reduce congestion and improve safety.	\$7,000,000	Auto/Freight	7	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use						x	x	x	x	x
5039	McDonald Street Widening, 99W to Hall	Widen to three lanes with sidewalks, bike lanes, and safety improvements	\$8,000,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use							x		x	x
1129	Pacific Highway 99W (access management)	Implement access management strategies and median projects in Hwy 99W Plan.	\$6,000,000	Auto/Freight	7	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use	Tualatin says this supports land use by improving connection btwn centers.						x		x	x
5043	Upper Boones Ferry Road south of Durham Road	Upgrade with turn lanes, pedestrian and bicycle facilities per City of Durham.	\$2,000,000	Multimodal	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use		x							x	
1123	Upper Boones Ferry Road widening: upper 72nd to lower 72nd.	Widen Upper Boones Ferry from lower 72nd Avenue to upper 72nd Avenue. Assumes 5 lanes on 72nd Avenue.	\$2,000,000	Auto/Freight	8	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use							x		x	
1125	Upper Boones Ferry/ I-5 northbound	Widen bridge to 6 lanes to provide 2nd westbound through lane, 2nd northbound left-turn lane, eastbound separate through and left-turn lanes.	\$34,300,000	Auto/Freight	4	yes	yes	yes	yes	yes	yes	–	–	Short/Mid-term Trans+Land-Use							x		x	x
5023	121st Avenue Complete street, Walnut to N Dakota	Walnut Street to North Dakota Street A two lanes wi h turn lanes where necessary plus bike lanes and sidewalks	\$380,000	Multimodal	3	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term							x		x	
1071	121st/ North Dakota	Traffic signal	\$500,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term	Corrected error in tallying transportation needs.						x		x	
1131	65 h 72nd Avenue Widening: 99W to 5028 Dartmou h	Extension across the Tualatin River from Nyberg to Childs Road. Currently being refined in TSP process.	\$24,000,000	Auto/Freight	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x	x	
5028	Dartmou h	Widen to 3 lanes.	unknown	Multimodal	3	no	no	yes	yes	yes	no	Short/Mid-term	Yes	Short/Mid-term							x		x	x
1074	99W and Canterbury	Intersection improvements such as a westbound left turn lane (final improvements to be determined upon further refinement) at 99W and Canterbury	\$2,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term							x		x	
1135	Boones Ferry	Interconnect signals on Boones Ferry Road from Tualatin-Sherwood Road to Ibach (4 signals).	\$78,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term								x	x	
1134	Boones Ferry	Reconstruction/widen from Martinazzi to Lower Boones Ferry Road, including bridge.	\$12,300,000	Auto/Freight	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term	Corrected error in tallying transportation needs.							x	x	
5056	Boones Ferry Road (Norwood to Day)	Safety and capacity improvements for motorists, bicyclists, and pedestrians - improvements include one travel lane in each direction with an intermittent center turn lane, bike lanes on both sides and pedestrian facilities on the west side of the road.	unknown	Multimodal	7	no	yes	yes	no	no	no	Short/Mid-term	yes	Short/Mid-term								x	x	
5047	Cipole	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road with sidewalks and bike lanes.	\$13,000,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x	x	x
5002	Davies Rd. multimodal street extension	Extend 2 lane street from Scholls Ferry Road to Barrows with turn lanes, bike lanes and sidewalks.	\$4,900,000	Multimodal	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term		x					x		x	
1085	Durham and 99W	Intersection improvements (final improvements to be determined upon further refinement) at Durham and 99W.	\$1,500,000	Auto/Freight	5	no	yes	no	no	no	yes	–	–	Short/Mid-term							x		x	x
1087	Durham Road Widening: 99W- Hall	Widen to 5-lanes from 99W to Hall Blvd including bikeways and sidewalks. Add 2nd southbound left-turn lane at the intersection of Hall/Durham.	\$38,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	no	Short/Mid-term	yes	Short/Mid-term	Corrected error in tallying transportation needs.						x		x	x
1089	Durham Road/Upper Boones Ferry/72nd Ave. realignment and widening	Realign/reconfigure Durham Road, Upper Boones Ferry Road intersections/roadway to accommodate traffic flow between Durham Road and Interstate 5.	\$6,000,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x		x	
5032	Greenburg Rd. Improv.	Widen to five lanes with bike lanes and sidewalks from Gormartin to Washington Sq. Dr.	\$29,500,000	Auto/Freight	7	no	yes	yes	no	no	no	Short/Mid-term	yes	Short/Mid-term							x		x	
1091	Greenburg Rd. Widening	Widen to 4 lanes adjacent to cemetery	\$3,780,000	Auto/Freight	7	no	yes	yes	no	no	yes	–	–	Short/Mid-term							x		x	
1093	Greenburg Road Improvements	Widen to 5 lanes from Tiedeman to Hwy 99W.	\$28,500,000	Auto/Freight	7	no	yes	yes	no	no	no	Short/Mid-term	yes	Short/Mid-term							x		x	

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	Greenburg/North Dakota Intersection Geometry 1094 Improvement	After realignment of Tiedeman (Project: #12), realign remaining legs to conventional form.	\$4,000,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term	Tigard commented that addresses congestion, local circulation, provides alternative to 99W, opens bottleneck. Tigard commented that addresses congestion, local circulation, provides alternative to 99W, opens bottleneck.						x		x	
	1095 Greenburg/Oleson/Hall	Intersection Improvements; add eastbound right turn lane.	\$3,000,000	Auto/Freight	4	no	yes	yes	no	no	yes	–	–	Short/Mid-term						x			x	
	Greenburg/Tiedeman/N. Dakota 1096 Reconfiguration	Realign one or more streets to improve intersection configurations, railroad crossings & creek crossings	\$10,000,000	Auto/Freight	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x			x	
	Greenburg/Washington Square 5033 Road	Install Boulevard treatment at Greenburg/Washington Square Road	\$1,000,000	Multimodal	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x			x	
	1001 Hall and Greenway	Signal phase change to permitted/protected phasing for EB and WB approaches and EB RT Lane at Hall and Greenway	\$190,000	Auto/Freight	1	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x			x	
	1002 Hall and Nimbus	Signal phase change to permitted/protected phasing for NB and SB approaches at Hall and Nimbus	\$190,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term			x						x	
	Hall Boulevard Widening, 1098 Bonita Road to Durham	Widen to 5 lanes; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve	\$3,000,000	Auto/Freight	4	no	yes	yes	no	no	no	Short/Mid-term	yes	Short/Mid-term						x			x	
	Hall/Hunziker/Scoffins 1100 Intersection Realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$5,000,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x			x	
	1062 Herman Road (Arrow Street)	Construct road to collector standards. Build new 3 lane roadway with stream crossing (Herman Road Extension) and with bike lanes and sidewalks from Langer Farms Parkway Phase 2 to Gerda Lane/Herman Road Extension.	\$8,190,000	Auto/Freight	1	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term	Move to low-build – already in STIP.								x	x
	Highway 217 NB 1103 Ramps/Highway 99W	Intersection capacity improvements such as a second northbound left turn lane (final improvements to be determined upon further refinement).	\$8,000,000	Auto/Freight	5	no	yes	yes	no	no	yes	–	–	Short/Mid-term						x			x	x
	Highway 217 SB 1104 Ramps/Highway 99W	lane from off ramp (final improvements to be determined upon further refinement).	\$8,000,000	Auto/Freight	5	no	yes	yes	no	no	yes	–	–	Short/Mid-term						x			x	x
	Highway 99W Improvements 1142 (Cipole to Tualatin River)	Widen to 6 lanes from Cipole to the Tualatin River.	\$27,300,000	Auto/Freight	7	no	yes	no	no	no	no	Short/Mid-term	yes	Short/Mid-term							x		x	x
	1114 Highway 99W/68th Ave	68th (final improvements to be determined upon further refinement).	\$1,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term						x			x	x
	1113 Highway 99W/I-5 SB	Intersection improvements such as dual northbound through lanes on 99W and dual lanes for I-5 to reduce confusion, congestion and related accidents (final improvements to be determined upon further refinement).	\$5,000,000	Auto/Freight	7	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term						x			x	x
	North Dakota - Pfaffle - Hwy 217 5040 over-crossing	Pfaffle-North Dakota east-west connection with Hwy 217 over-crossing to provide a neighborhood route	\$25,700,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term						x			x	
	1115 Pfaffle St/Hall Blvd	Traffic signal or other intersection treatment	\$500,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x			x	
	Raleigh Hills and upper 1058 Beaverton-Hillsdale Highway	Fix "five way intersection" traffic snarl that is the intersection of SW Beaverton-Hillsdale, SW Scholls Ferry Road, and SW Oleson Road. Phaseable.	unknown	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term		x							x	x
	Roshak Rd Extension (Venezia 1151 Terrace)	3 lane Collector Extension - Roshak Rd to Roy Rogers Rd	unknown	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term						x			x	
	1152 Roy Rogers Rd.	Construct road to 5 lane Arterial standard from 99W to Borchers Drive.	\$1,900,000	Auto/Freight	7	no	yes	yes	no	no	yes	–	–	Short/Mid-term								x	x	x
	1156 Scholls Ferry Rd. ATMS	Install integrated surveillance and management equipment.	\$1,109,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term	Wetland impacts.	x							x	x
	1066 South Loop Road	Construction of 2 lane frontage road on south side of Hwy 99W .	\$3,410,000	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x	x	x
	1067 SW Blake St	Construct new road	\$5,600,000	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x	x	
	1153 Taylors Ferry Extension	Construct new two lane extension with bike lanes and sidewalks from Oleson Road to Washington Drive.	\$4,390,000	Auto/Freight	3	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x			x	
	1147 Tualatin-Sherwood Road	Add eas bound lane on Tualatin-Sherwood from Martinazzi to I-5	unknown	Auto/Freight	4	no	yes	no	no	no	no	Short/Mid-term	yes	Short/Mid-term	Bundle with 1081 and place in long term.						x		x	x
	Upper Boones Ferry Road/ I-5 1124 southbound	Eastbound right turn lane	\$2,000,000	Auto/Freight	1	no	no	yes	neutral	neutral	yes	–	–	Short/Mid-term						x			x	x
	Walnut to Ash Avenue 1127 Extension	Extend Walnut east of OR99W to meet Ash Avenue	\$14,000,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x			x	x
	1130 124th Ave	Construct new street from Tualatin-Sherwood to Tonquin Rd - 5 lanes.	\$156,600,000	Auto/Freight	4	yes	yes	yes	yes	yes	no	Long-term	no	Long-term							x		x	
	125th Ave. multimodal extension Brockman to Hall 5001 Blvd.	Construct new multimodal street with bike lanes and sidewalks.	\$13,900,000	Multimodal	4	yes	yes	yes	yes	yes	no	Short/Mid-term	No	Long-term	Tualatin has removed this from their TSP.	x							x	
	5052 Beef Bend Rd Improvements	Widen to 3 lanes with sidewalks and bike lanes from SW 150th to Highway 99W.	\$96,000,000	Multimodal	3	no	no	yes	yes	yes	no	Long-term	no	Long-term						x			x	
	Bonita Road Widening: Hall to 1082 Bangy	Widen to 5-lanes from Hall Boulevard to city limits east of I-5 (Bangy)	\$45,000,000	Auto/Freight	5	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term							x		x	
	1084 Dartmouth Street Extension	3 lane extension; new Highway 217 overcrossing.	\$111,400,000	Auto/Freight	3	no	no	yes	yes	yes	no	Long-term	no	Long-term							x		x	
	1097 Hall Blvd.Extension	Extend Hall Boulevard across Tualatin River from Durham Road to Tualatin Road.	\$165,500,000	Auto/Freight	4	yes	yes	yes	yes	yes	no	Long-term	no	Long-term						x	x		x	

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1148	Hwy 217 Capacity Improvement	Widen to 3 travel lanes in each direction - Possible Toll Improvements for OR 217 to increase safety and produce substantial operational and reliability improvements at a relatively low cost. Includes sensors, variable message signs, and other techniques that work within existing ROW. Phaseable.	\$532,000,000	Auto/Freight	4	no	yes	yes	No	no	no	Long-term	yes	Long-term		x					x		x	x	
1014	Hwy 217 Operations Improvements		\$142,300,000	Auto/Freight	7	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term		x					x		x	x	
1149	Hwy 217/72nd Ave. Interchange Improvements	Complete interchange reconstruction with additional ramps and overcrossings.	\$37,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term							x		x	x	
1106	Hwy. 217 Overcrossing - Cascade Plaza	Construct new overcrossing of Hwy. 217 from Nimbus Avenue (south of Scholls Ferry Road) to Greenburg Road. Connect Hunziker Road to 72nd Avenue, requires over-crossing over ORE 217, removes existing 72nd Avenue/Hunziker intersection	\$9,800,000	Auto/Freight	2	no	no	yes	Yes	yes	no	Long-term	yes	Long-term	priority and should be placed in the long term, WashCo agrees						x		x		
1107	Hwy. 217 Over-crossing - Hunziger Hampton Connection		\$51,400,000	Auto/Freight	3	no	no	yes	Yes	yes	no	Long-term	yes	Long-term	same as 1106						x		x		
1108	Hwy. 99W Intersection Improvements	Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road. Phaseable.	\$94,900,000	Auto/Freight	8	no	yes	no	no	no	no	Long-term	yes	Long-term			x				x		x	x	
1150	(Basalt Creek Transportation Refinement Solutions)	Arterial from OR99W to he SW 124th Ave. Extension when all project conditions are met (see study for details).	\$130,000,000	Auto/Freight	6	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term	Meets additional transportation needs, should be Long Term							x	x	x	x
1012	I-5/OR 217 Interchange - Phase 2	New structure for OR217 SB Exit Ramp to I-5 SB hat goes over the modified ramps that connect I-5 Southbound with Kruse Way; relocate existing entrance ramp Kruse WB to I-5 SB to accommodate loop ramp ; install a loop exit ramp from I-5 SB to Kruse Way EB; convert the exis ing I-5 SB Exit Ramp to a free flowing merge ramp onto OR217 NB.	\$94,900,000	Auto/Freight	8	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term					x		x		x	x	
5054	Scholls Ferry Rd. Widening	TSPs and the TV Hwy. Corridor Refinement Plan will need to re-evaluate the need for this project which exceeds the RTP	\$37,500,000	Auto/Freight	10	no	yes	no	no	no	no	Short/Mid-term	no	Long-term		x					x		x		
1154	Tualatin-Sherwood Rd. Improvements	Widen from three to five lanes with bike lanes and sidewalks from 99W to Teton Ave.	\$93,300,000	Auto/Freight	9	yes	yes	yes	yes	yes	no	Long-term	yes	Long-term	this in short-term, technical screening puts in Long Term due to costs.							x	x	x	x
1121	Upper Boones Ferry Intersection Improvements	Reconfigure intersection of Durham & Upper Boones Ferry to create a through route between Durham & I-5/Carmen Interchange; 2nd Northbound Turn Lane at 72nd/Carmen; 72nd/Boones Ferry assuming Boones Ferry/72nd widened to 5 lanes; eastbound right turn lane	\$9,630,000	Auto/Freight	5	yes	yes	yes	yes	yes	no	Short/Mid-term	no	Long-term		x					x		x		
1073	72nd Ave./ Upper Boones Ferry Road	Intersection Improvements	\$2,000,000	Auto/Freight	2	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC							x		x		
1051	Auxiliary lane on I-5 between Haines St and the Kruse Way/72nd St	Add an auxiliary lane on I-5 South between Haines St on ramp and the Kruse Way / 72nd St. exit (next one down.)	\$1,200,000	Auto/Freight	3	no	no	yes	neutral	neutral	no	Short/Mid-term	Yes	Not considered further in SWC					x	x	x		x	x	
1083	Dartmou h St. Widening	Widen to 4 lanes plus turn lanes and sidewalks between 72nd Avenue and I-5 (68th)	\$3,000,000	Auto/Freight	0	no	no	no	no	no	yes	–	–	Not considered further in SWC							x		x		
1090	Greenburg Intersection Improvements	Greenburg/Oleson/Hall; install boulevard treatment at Greenburg/Washington Square Road; improve	\$7,000,000	Auto/Freight	1	no	no	yes	no	no	yes	–	–	Not considered further in SWC							x		x		
1099	Hall Boulevard, Washington Square Regional Center	Road to Greenburg Road that removes the right-turn lane drop at Pamelad Road and ends as a right-turn lane at	\$500,000	Auto/Freight	1	no	no	yes	no	no	yes	–	–	Not considered further in SWC							x		x		
1101	Hall/McDonald	Add sou hbound right-turn lane from Hall Blvd to McDonald Street.	\$400,000	Auto/Freight	2	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC							x		x		
1102	Highway 217 NB On-ramp/Scholls Ferry Road/Washington Square Road Interchange Improvement	Intersection Improvements: Add 2nd NB LT lane and a 2nd WB LT Lane	\$5,000,000	Auto/Freight	2	no	no	yes	no	no	yes	–	–	Not considered further in SWC							x		x	x	
1003	Hwy. 217 sou hbound ramp/Hall Blvd.	Add sou hbound right turn lane.	\$250,000	Auto/Freight	3	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC	Beaverton iden ified that project helps safety and 217 operations in congested segment by preventing ramp queue spillbacks.	x							x	x	
1004	Intersection of Scholls Ferry and Hall	Add west-bound right turn lane on Hall.	\$250,000	Auto/Freight	2	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC	Beaverton iden ified that this project helps with safety issues at ramp terminals.	x							x		
1110	North Dakota/ 125th/ Scholls Ferry Rd	Intersection improvements: Add a southbound right turn lane	\$1,500,000	Auto/Freight	1	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC							x		x	x	
1116	preservation, 121st to SW Barrows	between 121st Avenue and Barrows and improve intersections	\$13,700,000	Auto/Freight	3	no	no	no	no	no	no	Short/Mid-term	yes	Not considered further in SWC							x		x		
1005	Scholls Ferry/Barrows	Close Barrows at Scholls Ferry Road East	\$225,000	Auto/Freight	0	no	no	yes	no	no	yes	–	–	Not considered further in SWC		x					x		x	x	
1155	Tualatin-Sherwood/ Boones Ferry Intersection	Potentially grade separate Tualatin-Sherwood/Boones Ferry intersection.	\$47,400,000	Auto/Freight	6	no	yes	no	no	no	no	Long-term	No	Not considered further in SWC	Tualatin recommends this be screened out due to incompatibility wi h land use							x		x	
1122	Upper Boones Ferry Rd./Durham Road.	Construct intersection improvements at Durham Road and Upper Boones Ferry Road to provide dual southbound right-turns, dual eastbound left-turns, eastbound right-turns, existing and improve signal timing.	\$2,000,000	Auto/Freight	3	no	no	yes	neutral	neutral	yes	–	–	Not considered further in SWC	Tigard indicates improves safety.		x				x		x		



SW Corridor Plan - ODOT Roadway Project Draft Screening 10/9/12

New Project Numbers	Project Title/Location	Project Description	Estimated Cost	Primary Mode	No. of Trans Needs Met	STEP 1					STEP 2	STEP 3		Recommendation	Screening Notes	Beaverton	Durham	King City	Lake Oswego	Portland	Tigard	Tualatin	Sherwood Washington Co.	ODOT
						Vision, goals, and objectives Screen 1	Meets Transportation Needs Screen 2	Meets RTP Roadway Standards Screen 3a	Supports Local Land Use Goals Screen 3b	Supports Land Use Goals Screen 3	Protects or Enhances Screen 4	Can we afford it and when? Screen 5	Are the impacts reasonable? Screen 6											
4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks. Crossing improvements as identified in the Portland Aerial Tram Final Recommendations and Rep	\$6,594,100	Multimodal	11	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use					x					x
5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings,	\$24,833,100	Multimodal	10	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use					x					x
5006	Barbur Lane Diet: Terwilliger to Capitol	Reduce number of travel lanes on Barbur NB from terwilliger to capitol highway (north) from two to one, add bike lanes over newberry and vermont bridges.	unknown	Multimodal	5	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use					x					x
1019	Barbur Road Diet	Reduce number of southbound lanes from three to two from Capitol Hwy (north) to 1/4 mile south of Hamilton to reduce speeds, improve ped/bike crossing safety and add protected bike lanes	unknown	Auto/Freight	4	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use					x					x
5008	Barbur/ Capitol Hwy./ Huber/ Taylors Ferry Intersection Improvements	Construct safety improvements, including traffic signals, at the intersection of Capitol Hwy, Taylors Ferry, Huber, and Barbur. Provide better sidewalks and crossings.	\$1,403,000	Multimodal	7	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use					x					x
5009	Capitol Hwy, SW	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the 1996 Capitol Highway Plan. Replace Existing Roadway and add Sidewalks	\$19,100,000	Multimodal	7	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use					x					x
5010	Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements	Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.	\$1,403,000	Multimodal	10	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use					x					x
5035	Hall Boulevard Widening, Highway 99W to Fanno Creek	Preserve ROW for 3 lanes plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$2,500,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x			x	x
5037	Hall Boulevard Widening, Oleson to 99W	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements	\$3,500,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x			x	x
1015	Hwy 99W TSMO	New Transportation System Management and Operations projects on OR 99W that install varible message signs, cameras and road weather information systems.	\$150,000	Auto/Freight	6	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use			x		x	x			x	x
1013	I-5: Active Traffic Management	Install sensors, variable message signs, and other techniques, such as variable speeds, to reduce congestion and improve safety.	\$7,000,000	Auto/Freight	7	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use					x	x	x		x	x
5039	McDonald Street Widening, 99W to Hall	Widen to three lanes with sidewalks, bike lanes, and safety improvements	\$8,000,000	Multimodal	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use						x			x	x
5014	Northbound Macadam 3rd Lane	Widen SW Macadam to a three lane cross section (northbound only) from Bancroft to Curry with a sidewalk on the east side of the street.	\$36,300,000	Auto/Freight	5	yes	yes	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term Trans+Land-Use					x					x
1129	Pacific Highway 99W (access management)	Implement access management strategies and median projects in Hwy 99W Plan.	\$6,000,000	Auto/Freight	7	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use						x			x	x
1043	(includes Moody/Bond extension not in 2035 Low Build)	Extend Moody/Bond couplet to SW Hamilton St. Realign SW Hood to connect to SW Macadam/SW Hamilton intersection.	\$41,478,000	Auto/Freight	5	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use					x					x
1044	South Portland Circulation and Connectivity	Improve circulation and connectivity between Macadam Avenue and the Ross Island Bridge and along the Barbur Boulevard Corridor, including land uses and I-5.	unknown	Auto/Freight	4	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use					x					x
1125	Upper Boones Ferry/ I-5 northbound	Widen bridge to 6 lanes to provide 2nd westbound through lane, 2nd northbound left-turn lane, eastbound separate through and left-turn lanes.	\$34,300,000	Auto/Freight	4	yes	yes	yes	yes	yes	yes	—	—	Short/Mid-term Trans+Land-Use						x			x	x
5012	4th/Barbur Lane Diet	Reduce number of lanes from two to one from SW Caru hers and 5th to SW hooker street. Add hybrid bike/bus lane, on street parking at Duniway Park.	unknown	Multimodal	2	no	no	yes	yes	yes	yes	—	—	Short/Mid-term					x					x
5024	68 h Avenue	Widen to 3 lanes between Dartmouth/I-5 Ramps and south end	\$13,500,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term						x				x
5028	72nd Avenue Widening: 99W to Dartmou h	Widen to 3 lanes.	unknown	Multimodal	3	no	no	yes	yes	yes	no	Short/Mid-term	Yes	Short/Mid-term						x			x	x
1045	Bancroft / Hood / Macadam SW Intersection improvements	The Bancroft/Hood/Macadam intersection is the sou hern portal of the south waterfront district. Intersection work includes widening, realignment and signal improvements. (cost updated by North Macadam Transporta ion Development Strategy)	\$32,000,000	Auto/Freight	1	no	no	yes	yes	yes	yes	—	—	Short/Mid-term					x					x
5007	Barbur Signals	Add signalized intersections to improve pedestrian/bike crossing and moderate traffic speeds at Baird, Alice and 13 h	unknown	Multimodal	3	no	no	yes	yes	yes	yes	—	—	Short/Mid-term					x					x
1020	Beaverton Hillsdale/ Bertha/ Capitol Hwy. Intersection Improvements	Redesign intersec ion to improve safety.	\$1,403,000	Auto/Freight	2	no	no	yes	yes	yes	yes	—	—	Short/Mid-term					x					x
1021	Beaverton-Hillsdale Hwy. ITS	CCTV at Terwilliger, Berth, Shattuck; changeable signs.	\$315,675	Auto/Freight	0	no	no	yes	yes	yes	yes	—	—	Short/Mid-term					x					x
5047	Cipole	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road with sidewalks and bike lanes.	\$13,000,000	Multimodal	0	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term							x		x	x
1085	Durham and 99W	Intersection improvements (final improvements to be determined upon further refinement) at Durham and 99W.	\$1,500,000	Auto/Freight	5	no	yes	no	no	no	yes	—	—	Short/Mid-term						x			x	x

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	Durham Road Widening: 99W-1087 Hall	Widen to 5-lanes from 99W to Hall Blvd including bikeways and sidewalks. Add 2nd southbound left-turn lane at the intersection of Hall/Durham.	\$38,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	no	Short/Mid-term	yes	Short/Mid-term	Move to low-build – already in STIP.						x		x	x	
	Highway 217 NB 1103 Ramps/Highway 99W	Intersection capacity improvements such as a second northbound left turn lane (final improvements to be determined upon further refinement).	\$8,000,000	Auto/Freight	5	no	yes	yes	no	no	yes	–	–	Short/Mid-term							x		x	x	
	Highway 217 SB 1104 Ramps/Highway 99W	Intersection capacity improvements such as a 2nd right turn lane from off ramp (final improvements to be determined upon further refinement).	\$8,000,000	Auto/Freight	5	no	yes	yes	no	no	yes	–	–	Short/Mid-term							x		x	x	
	Highway 99W Improvements 1142 (Cipole to Tualatin River)	Widen to 6 lanes from Cipole to the Tualatin River.	\$27,300,000	Auto/Freight	7	no	yes	no	no	no	no	Short/Mid-term	yes	Short/Mid-term								x		x	x
	1114 Highway 99W/68th Ave	Intersection improvements such as protected left-turns at 68th (final improvements to be determined upon further refinement).	\$1,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term							x		x	x	
	1113 Highway 99W/I-5 SB	Intersection improvements such as dual northbound through lanes on 99W and dual lanes for I-5 to reduce confusion, congestion and related accidents (final improvements to be determined upon further refinement).	\$5,000,000	Auto/Freight	7	no	yes	yes	neutral	neutral	yes	–	–	Short/Mid-term							x		x	x	
	1028 Intersection Improvements	Improve intersection at Terwilliger /Barbur Boulevard;	unknown	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x			x	
	Macadam, SW (Bancroft - 1029 Sellwood Br): ITS	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$401,794	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x			x	
	Raleigh Hills and upper 1058 Beaverton-Hillsdale Highway	Fix "five way intersec ion" traffic snarl that is the intersection of SW Beaverton-Hillsdale, SW Scholls Ferry Road, and SW Oleson Road. Phaseable.	unknown	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term			x						x	x	
	1152 Roy Rogers Rd.	Construct road to 5 lane Arterial standard from 99W to Borchers Drive.	\$1,900,000	Auto/Freight	7	no	yes	yes	no	no	yes	–	–	Short/Mid-term									x	x	x
	1156 Scholls Ferry Rd. ATMS	Install integrated surveillance and management equipment.	\$1,109,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term		x							x	x	
	1066 South Loop Road	Construction of 2 lane frontage road on south side of Hwy 99W .	\$3,410,000	Auto/Freight	2	no	no	yes	yes	yes	no	Short/Mid-term	yes	Short/Mid-term								x	x	x	
	SW Macadam Avenue/SW 1047 Boundary Street Improvement	Widen eastbound and westbound legs of the intersection for dual left turn lanes.	\$2,600,000	Auto/Freight	0	no	no	yes	yes	yes	yes	–	–	Short/Mid-term						x				x	
	1147 Tualatin-Sherwood Road	Add eas bound lane on Tualatin-Sherwood from Martinazzi to I-5	unknown	Auto/Freight	4	no	yes	no	no	no	no	Short/Mid-term	yes	Short/Mid-term								x	x	x	
	Upper Boones Ferry Road/ I-5 1124 southbound	Eastbound right turn lane	\$2,000,000	Auto/Freight	1	no	no	yes	neutral	neutral	yes	–	–	Short/Mid-term							x		x	x	
	Walnut to Ash Avenue 1127 Extension	Extend Walnut east of OR99W to meet Ash Avenue	\$14,000,000	Auto/Freight	2	no	no	yes	yes	yes	yes	–	–	Short/Mid-term							x		x	x	
	1148 Hwy 217 Capacity Improvement	Widen to 3 travel lanes in each direction - Possible Toll Improvements for OR 217 to increase safety and produce substantial operational and reliability improvements at a relatively low cost. Includes sensors, variable message signs, and other techniques that work within existing ROW. Phaseable.	\$532,000,000	Auto/Freight	4	no	yes	yes	No	no	no	Long-term	yes	Long-term		x					x		x	x	
	Hwy 217 Operations 1014 Improvements		\$142,300,000	Auto/Freight	7	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term		x					x		x	x	
	Hwy 217/72nd Ave. Interchange 1149 Improvements	Complete interchange reconstruction with additional ramps and overcrossings.	\$37,000,000	Auto/Freight	4	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term							x		x	x	
	Hwy. 99W Intersection 1108 Improvements	Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road. Phaseable.	\$94,900,000	Auto/Freight	8	no	yes	no	no	no	no	Long-term	yes	Long-term			x				x		x	x	
	I-405/US-26/Ross Island Bridge 1024 Access Improvements	Construct new freeway access from Ross Island Bridge to I-405 and US 26 to improve connections between regional facilities and separate traffic from neighborhood streets	\$50,000,000	Auto/Freight	5	yes	yes	yes	Yes	yes	no	Long-term	Yes	Long-term	Fills freight network and arterial gaps.					x				x	
	I-5 congestion and bottleneck 1008 opera ional improvements	This project would construct several improvements to address recurring bottlenecks on I-5 sou h of the central city. Two priority projects include constructing a southbound auxiliary lane along I-5 from the SW Lower Boones Ferry Road interchange to the SW Nyberg Street interchange, and reconstructing the SW Lower Boones Ferry Road off-ramp from one to two lanes. O her projects include auxiliary lanes, ramp reconfigurations, changes to striping, and ITS. Phaseable.	\$220,000,000	Auto/Freight	7	no	yes	yes	neutral	neutral	no	Long-term	Yes	Long-term	Addresses safety needs at 5% SPIS site with injury As and history of community concern, addresses congestions where V/C not met on state highway.					x				x	
	I-5 Southbound Climbing Lane: 1009 Hood Ave to Terwiliger Blvd	Phase 1: Hood Ave entrance-south of Corbett, \$25M; Phase 2: south of Corbett-Brier Place, \$18M; Phase 3: Brier Place-Terwiliger exit, \$20M.	Need corrected 2018 costs from consultants	Auto/Freight	6	no	yes	yes	No	no	no	Long-term	yes	Long-term							x				x

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1150	I-5/99W Arterial Improvements (Basalt Creek Transportation Refinement Solutions)	Construct the initial 2-3 lane arterial phase of the Southern Arterial from OR99W to he SW 124th Ave. Extension when all project conditions are met (see study for details).	\$130,000,000	Auto/Freight	6	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term	Meets additional transportation needs, should be Long Term							x	x	x	x
1012 2	I-5/OR 217 Interchange - Phase 2	over the modified ramps that connect I-5 Southbound with Kruse Way; relocate existing entrance ramp Kruse WB to I-5 Construct a diamond interchange at I-5 and SW 26th, remove existing Spring Garden ramps, remove NB Taylor's Ferry off-	\$94,900,000	Auto/Freight	8	no	yes	yes	neutral	neutral	no	Long-term	yes	Long-term					x		x			x	x
1037	SW Portland I-5 Diamond Interchange	Construct a diamond interchange at I-5 and SW 26th, remove existing Spring Garden ramps, remove NB Taylor's Ferry off-Reconfigure the I-5 Spring Garden interchange as a partial split, by creating I-5 SB ramps connec ing to Barbur Blvd just south of SW 26th, and creating NB on- and off-ramps at Spring Garden. Would close existing SB off-ramp at Spring Garden and NB off-ramp at Taylor's Ferry. Could be constructed in two phases.	\$86,000,000	Auto/Freight	1	no	no	yes	yes	yes	no	Long-term	Yes	Long-term						x					x
1036	SW Portland I-5 Partial Split Interchange		\$79,900,000	Auto/Freight	1	no	no	yes	yes	yes	no	Long-term	Yes	Long-term						x				x	
1154	Tualatin-Sherwood Rd. Improvements	Widen from three to five lanes with bike lanes and sidewalks from 99W to Teton Ave.	\$93,300,000	Auto/Freight	9	yes	yes	yes	yes	yes	no	Long-term	yes	Long-term	Tualatin and Sherwood would like to see this in short-term, technical screening puts in Long Term due to costs.							x	x	x	x
1051	Haines St and the Kruse Way/72nd St	Add an auxiliary lane on I-5 South between Haines St on ramp and the Kruse Way / 72nd St. exit (next one down.)	\$1,200,000	Auto/Freight	3	no	no	yes	neutral	neutral	no	Short/Mid-term	Yes	Not considered further in SWC					x	x	x			x	x
1102	Highway 217 NB On-ramp/Scholls Ferry Road/Washington Square Road Interchange Improvement	Intersection Improvements: Add 2nd NB LT lane and a 2nd WB LT Lane	\$5,000,000	Auto/Freight	2	no	no	yes	no	no	yes	—	—	Not considered further in SWC	Beaverton iden ified that project helps safety and 217 operations in congested segment by preventing ramp queue spillbacks.					x			x	x	
1003	Hwy. 217 sou hbound ramp/Hall Blvd.	Add sou hbound right turn lane.	\$250,000	Auto/Freight	3	no	no	yes	neutral	neutral	yes	—	—	Not considered further in SWC		x								x	x
1057	I-5 Terwilliger curves	Bury the I-5 Terwilliger curves in a tunnel to straighten them out	unknown	Auto/Freight	1	no	no	yes	No	no	no	Long-term	No	Not considered further in SWC						x					x
1110	North Dakota/ 125th/ Scholls Ferry Rd	Intersection improvements: Add a southbound right turn lane	\$1,500,000	Auto/Freight	1	no	no	yes	neutral	neutral	yes	—	—	Not considered further in SWC							x			x	x
1005	Scholls Ferry/Barrows	Close Barrows at Scholls Ferry Road East	\$225,000	Auto/Freight	0	no	no	yes	no	no	yes	—	—	Not considered further in SWC			x				x			x	x

	Project	Description	Design options	Considerations
Additional analysis and study for SWCP	1. Bus Rapid Transit operating generally between Portland and Tigard and possibly Tualatin with other potential connections	BRT operating on or near Hwy 99W/Barbur Blvd from Portland to Tigard, and possibly continuing to Tualatin, including other corridor locations either as an alternative to Tigard or Tualatin or as additional branches of service by lines that extend beyond the BRT transitway. These locations could include PCC, Washington Square, Kruse Way/Lake Grove, or others.	<ul style="list-style-type: none"><li>Dedicated transitways, either in both directions or in a single direction, and either over extended distances or in targeted locations, either as added new lanes, converted from existing traffic lanes, or a combination of both;</li><li>All-day bus priority lanes that would allow autos to use the lane only for the next turn or to enter businesses (referred to as <b>BAT</b> lanes – Business Access and Transit lanes), either as added new lanes, converted from existing traffic lanes, or a combination of both</li><li>Operation in mixed traffic where dedicated transitways and bus priority lanes are considered unsuitable or unnecessary</li></ul>	The flexibility in routing BRT potentially makes it a good fit for serving the polycentric Southwest Corridor. Identified focus areas are generally aligned linearly between Portland and Tigard, but more broadly distributed past Tigard. A transitway with BRT lines between Portland and Tigard could be branched into multiple lines past Tigard to maximize service to focus areas. Typically, BRT is less expensive to construct than LRT and is adaptable to right-of-way constraints, but it has higher operating cost per boarding in high demand corridors. Where right-of-way is relatively less expensive, BRT could operate in exclusive transitways. Where right-of-way is more expensive, BRT could operate in converted lanes or in mixed traffic. The ability to mix-and-match the infrastructure could help balance the needs for transit improvements with the realities of funding limitations. Because of this flexibility of design leading to lower costs, BRT investment could be constructed sooner than an LRT investment. BRT could support land use goals in focus areas it serves, if designed appropriately to match land use aspirations of the local jurisdictions.
	2. Extension of Bus Rapid Transit (BRT) operating on-street generally between Sherwood and Tigard or Tualatin	Extension of BRT line described above, connecting to Sherwood, but in mixed traffic or with more limited and targeted transit priority treatments which could include short transit-only sections, but not for long distances.	Designs would exclude addition of transitway or conversion of lanes, except possibly in short, targeted locations, but would likely include improvements such as signal priority, queue jumps, enhanced stations and other amenities that differentiate BRT from standard service.	Transportation needs analysis suggests that the trip demand from Sherwood to the rest of the corridor is not at, nor forecast to reach, a level that would require HCT. However, extending a BRT route to Sherwood (or other destinations) as on-street BRT would not be prohibitively expensive and riders would benefit from more robust BRT capital improvements further north in the corridor.
	3. Local bus service enhancement	Review current travel patterns and locations of jobs and housing along with current local bus service and identify changes that best support travel demands and leverage future investments in high capacity transit.		Local service planning is typically done along with considering an investment in high capacity transit but it can also be done significantly prior to investments in HCT to better support travel demands that have changed along with the region’s employment and residential growth.
TBD	4. Light rail transit (LRT) to Tigard	LRT operating on or near Hwy 99W/Barbur Blvd from Portland to Tigard, potentially accessing other corridor locations such as PCC, Washington Square, Kruse Way/Lake Grove, Bridgeport Village, or others.	Dedicated right of way, either as added new lanes or converted from existing traffic lanes, or a combination of both.	LRT could serve a strong spine of demand along the corridor but could not directly serve as many focus areas identified for development as a multi-branched or “open” BRT could. LRT would support land use goals in the focus areas it could serve. The technical conclusion based on investment magnitudes, existing identified funds and anticipated FTA share is that LRT projects would be long-term; however, local voluntary commitments can vary and the Steering Committee may determine that LRT could reasonably be funded within 5-15 years.
	5. Extension of LRT to Tualatin	LRT operating on or near Hwy 99W/Barbur Blvd from Portland to Tigard, and continuing to Tualatin, potentially accessing locations such as PCC, Washington Square, Kruse Way/Lake Grove,Bridgeport Village, or others.	Dedicated right of way, either as added new lanes or converted from existing traffic lanes, or a combination of both.	LRT could serve a strong spine of demand along the corridor but could not directly serve as many focus areas identified for development as BRT could. LRT would support land use goals in the focus areas it could serve. The technical conclusion based on investment magnitudes, existing identified funds and anticipated FTA share is that LRT projects would be long-term; however, local voluntary commitments can vary and project partners and Steering Committee may determine that LRT could reasonably be funded within 5-15 years.
Supports future vision(not studied further in the SWCP)	6. Extension of LRT to Sherwood	Extension of LRT operating on or near Hwy 99W to Sherwood.	LRT in dedicated right-of-way	Transportation needs analysis suggests that the trip demand from Sherwood to the rest of the corridor is not at, nor forecast to reach a level that would require HCT. Sherwood may be best served by local bus connections to nearby communities. As an Implementing Action to follow the SW Corridor Plan, TriMet has committed to conduct a Southwest Service Enhancement Plan. This plan will propose future improvements in the bus network to serve the future of the corridor and the surrounding communities and employment areas. Other shorter representative projects would serve the transportation needs of the corridor. Lower investment magnitude BRT options to Sherwood (those that do not add dedicated right of way except perhaps for short stretches) remain under consideration for the Southwest Corridor Plan.
	7. Extension of transit-exclusive right-of-way BRT to Sherwood	Extension of transit-exclusive right-of-way BRT operating on or near Hwy 99W to Sherwood	BRT in dedicated transitway(s), either in both directions or in a single direction, over extended distances, either as added new lanes, converted from existing traffic lanes, or a combination of both.	Transportation needs analysis suggests that the trip demand from Sherwood to the rest of the corridor is not at, nor forecast to reach a level that would require HCT. Sherwood may be best served by local bus connections to nearby communities. As an Implementing Action to follow the SW Corridor Plan, TriMet has committed to conduct a Southwest Service Enhancement Plan. This plan will propose future improvements in the bus network to serve the future of the corridor and the surrounding communities and employment areas. Other shorter representative projects would serve the transportation needs of the corridor. Lower investment magnitude BRT options to Sherwood (those that do not add dedicated right of way except perhaps for short stretches) remain under consideration for the Southwest Corridor Plan.
	8. WES improvements: Construction improvements to allow increased frequencies during the peak and/or all-day service	This represents substantial capital improvements which might include the <i>addition</i> of dedicated north and southbound WES tracks to accommodate frequent, all-day commuter rail service between Wilsonville and Beaverton.	Capital improvements allowing for additional WES service, which could include addition of double tracks for the length of the WES line.	WES improvements would have the highest property impact magnitude and the highest operating costs per boarding of the representative projects studied. While the cost per boarding for WES is in line with comparable commuter rail projects nationally, its cost is more than four times the average cost per boarding for buses or LRT. Further, WES serves circumferential travel demand in this corridor but not demand along the spine of the corridor. Improvements would only serve the limited locations that already have WES service, and would not sufficiently support identified land use goals within the corridor. These issues combine to suggest that WES improvements should not be prioritized as a near- or mid-term project as part of the Southwest Corridor Plan. The WES corridor (Beaverton to Wilsonville) ranks as a Near Term Regional Priority Corridor in Metro’s High Capacity Transit System Plan. As such, WES merits further analysis as part of a corridor study separate from the Southwest Corridor Plan.
No further consideration	9. I-5 options to convert a lane or to add a lane for HOV/HOT/ BRT use	The addition or conversion of a lane to I-5 for all hours use or peak period use by buses, high occupancy vehicles (HOV), or high occupancy toll (HOT).		The SW Corridor Plan integrates local land use plans with transit and other investments. Most of the identified potential station areas in the corridor are not near enough to freeway accesses for freeway-based transit in the entire corridor to serve them effectively, and physical barriers would make new access difficult in some locations.
	10. Streetcar to Sherwood using existing lanes	Streetcar on or near 99W/Barbur from Portland to Sherwood with a significant proportion of the route using existing lanes mixed with auto traffic.		Streetcar is most typically and most effectively utilized as an urban city circulator and not as a long-distance HCT mode (where BRT or LRT is more typical). Streetcar in exclusive right of way, or rapid streetcar, would be similar to LRT and should be considered as a design option of the LRT representative projects.