

Lake Oswego to Portland Transit Project Detailed Definition of Alternatives Report

For Development of the
Draft Environmental Impact Statement (DEIS)

Draft 1

December 18, 2009



U.S. Department
of Transportation
Federal Transit Administration
Federal Highway Administration

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Transit Administration.

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1. INTRODUCTION

The *Detailed Definition of Alternatives Report* provides the description of the alternatives that will be analyzed in the *Lake Oswego to Portland Transit Project Draft Environmental Impact Statement (DEIS)*. This Detailed Definition of Alternatives Report includes as a separate attachment the *Lake Oswego to Portland Plan and Profile* sheets. These provide the detailed physical description of the capital components of the build alternatives and design options.

This report, with the plan and profile sheets, provides the basis for all of the transportation and environmental analysis that will be prepared and documented in the DEIS. The transportation impacts of the alternatives and design options will be analyzed using the regional travel demand model that includes the highway and transit networks described in Section 2.0 of this report. The plan set provides the detailed physical description of the alternatives and design options required for much of the environmental impact analysis. The system-level description of the alternatives included in this report will be used to assess broader environmental impacts.

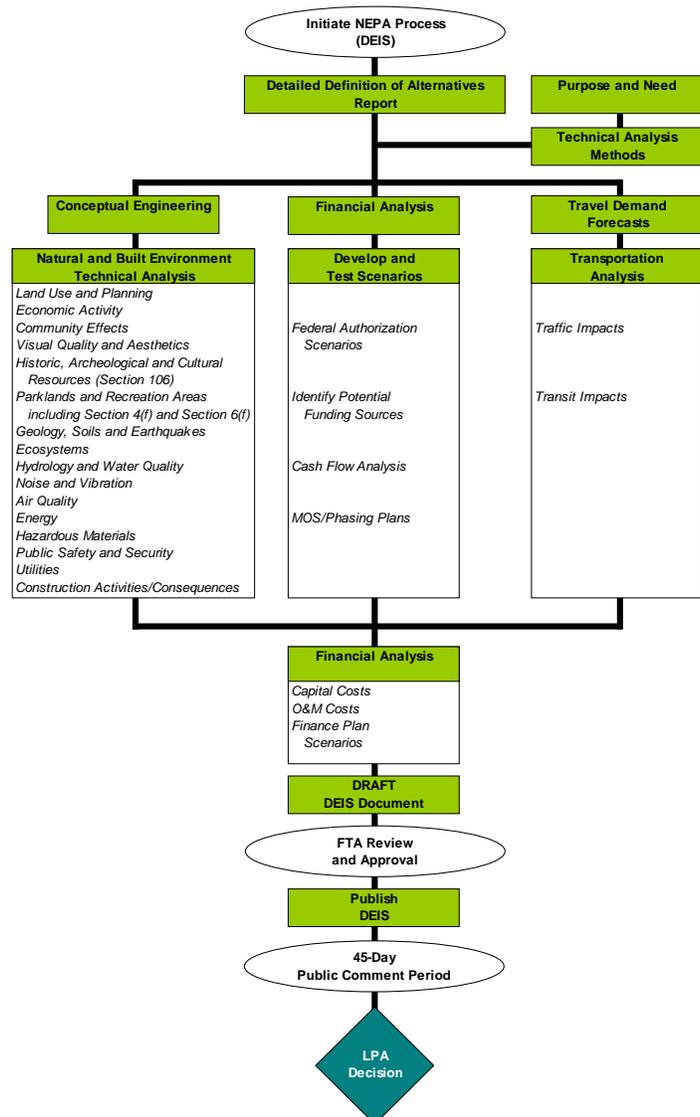
The *Detailed Definition of Alternatives Report* will be revised and updated following the completion of the DEIS. That revised and update report will be referred to as the *Final Definition of Alternatives Report*. The *Final Definition of Alternatives Report* will describe the Locally Preferred Alternative (LPA) and it will incorporate mitigation measures and design modifications based on the analysis and findings of the DEIS. The *Final Definition of Alternatives Report* will provide the basis for preliminary engineering and the completion of the Final Environmental Impact Statement.

Figure 1.1 provides a flow chart that describes the role of the *Detailed Definition of Alternatives Report* in the DEIS process.

1.1 Background

Transit improvements in the Lake Oswego to Portland corridor have been studied several times in recent history. In the 1970s and 80s a light rail alignment through Johns Landing was studied as part of the Westside Corridor Alternatives Analysis and in the 1990s potential light rail alignments through Johns Landing were studied as part of the South/North Corridor Study.

Figure 1.1 Role of the Detailed Definition of Alternatives Report



The Willamette Shore Line right-of-way was first established in 1885-1887 as the Portland and Willamette Valley Railroad, which began operation in July 1887. The Southern Pacific Railroad (SPRR) later purchased it. The railroad had a major impact on the development of southwest Portland. Initially 14 daily trains operated between Portland and "Oswego" (as it then was known) and became the main transportation link for developing residential communities along the route. The line was electrified in 1914 and passenger traffic hit its peak in 1920 with SPRR running 64 daily trains between Portland and Oswego. Passenger service ended on October 5, 1929, while freight service continued until 1983.

In August of 1984, the Interstate Commerce Commission granted SPRR permission to abandon the line. In 1988, the Willamette Shore Line Consortium (the Consortium) purchased the 6.3-mile long Jefferson Street Branch line from the Southern Pacific Railroad for approximately \$2 million. The Consortium, comprised of City of Lake Oswego, City of Portland, Oregon Department of Transportation (ODOT), Clackamas County, Multnomah County, Metro and TriMet, purchased the line to preserve it for future passenger rail transit use. TriMet holds title for the Consortium and the City of Lake Oswego provides maintenance services funded by the Consortium.

In 2005, with the endorsement of the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council directed staff to initiate the *Lake Oswego to Portland Transit and Trail Alternatives Analysis*. Previous studies by ODOT and others had noted the physical and operational limitations associated with improving Highway 43 to serve the growing demand between West Linn, Lake Oswego and downtown Portland. The alternatives analysis focused on improving the ability to serve travel demand in the corridor through improved transit service and development of a multi-use pathway.

Planning for rail transit service along the Willamette Shore Line has been active since the 1970s. The following sections describe the major, modern-era, rail transit-related planning efforts.

1.1.1 Johns Landing Master Plan

The Johns Landing Master Plan was developed in the early 1970s as the Johns Landing area was transitioning from industrial uses to riverfront condominiums. The Master Plan was an agreement between the Johns Landing developer and the City of Portland and it included a commitment to provide space for a rail transit alignment through the development. The developer identified an alignment that veered west from the Willamette Shore Line alignment near Cottonwood Bay and along the east side of Macadam Avenue south of SW Boundary Street. From SW Boundary Street, the Master Plan alignment continued south and used an old spur alignment as the connection back to the Willamette Shore Line near SW Carolina Street. While this alignment was identified on maps, research indicates that ownership of this alignment remained with adjacent property owners.

1.1.2 Westside Light Rail

Initial planning for a Westside light rail line to Beaverton included analysis of an alignment that would have connected downtown Portland to Beaverton via SW Macadam Avenue and up a ravine (Stephen's Gulch) north of SW Taylors Ferry Road to SW Barbur Boulevard and then to SW Multnomah Boulevard. The alignment envisioned for this study utilized the Johns Landing Master Plan alignment along the east side of Macadam Avenue to approximately SW Iowa Street. This was

referred to as the Multnomah LRT Alternative and it was included as one of four build alternatives in the original *Westside Corridor Draft Environmental Impact Statement* published in 1982.

1.1.3 South/North Corridor

Tier I of the South/North Corridor project included a light rail alignment using the Willamette Shore Line and the Johns Landing Master Plan alignment through Johns Landing. The alignment would have crossed the Sellwood Bridge and followed the Portland Traction Company rail alignment to a North Milwaukie Station and on to downtown Milwaukie. In November 1994, the Metro Council determined that the alignment through Johns Landing and across the Sellwood Bridge would not advance to the DEIS for further study due to poor ridership, slow transit travel times, high operating costs and a high number of potential displacements compared to alternative alignments on the east side of the Willamette River.

1.2 Development of the Alternatives

This section provides additional detail on the history and development of the transit alternatives that will be studied in the Lake Oswego to Portland Transit Project DEIS.

1.2.1 Lake Oswego to Portland Transit and Trail Alternatives Analysis

The Lake Oswego to Portland Transit and Trail Alternatives Analysis (AA) was initiated in July 2005 by Metro, TriMet, the cities of Lake Oswego and Portland, Multnomah and Clackamas counties and the Oregon Department of Transportation. The purpose of the AA was to evaluate transit and multi-use trail improvements that could address the transportation problems in the corridor.

The project's Alternatives Analysis process developed a wide range of alternatives for evaluation and early screening, which included: No-Build; Widening of Highway 43; Reversible lanes on Highway 43; River Transit (three options); Bus Rapid Transit (three options); Commuter Rail; Light Rail; and Streetcar (a wide range of alignment alternative and terminus alternatives and options).

Below describes the project's purpose and need used. The project used the following objectives in developing and screening alternatives and options for the alternatives analysis that reflect the project's Purpose and Need for that study phase.:

The purpose of the Portland to Lake Oswego Transit Project is to develop a transit project that meets future travel demand and supports local and regional land use plans, which garners public acceptance and community support and will:

- Increase mobility and accessibility within the geographically-constrained OR 43 corridor;
- Minimize adverse impacts such as increased traffic congestion and on-street parking displacement within corridor neighborhoods;
- Support and enhance the neighborhood character in an environmentally sensitive manner;
- Cost effectively increase corridor and system-wide transit ridership;
- Support transit oriented development in the Portland to Lake Oswego corridor where appropriate;
- Improve transit access to and connectivity among significant destinations and activity centers;
- Increase transportation choice in the corridor and access for persons with disabilities;
- Support community transportation, land use and development goals.
- Integrate effectively with other transportation modes; and,
- Anticipate future needs and impacts and do not preclude future expansion opportunities.

Through a screening process that assessed the ability of the alternatives to meet the project's purpose and need, the initial range of possible alternatives was narrowed. The *Lake Oswego to Portland Transit and Trail AA Evaluation Report Detailed Summary* (Metro: September 2009) provides a summary of the technical evaluation of the alternatives and options considered during the alternatives analysis phase.

The following alternatives were considered within the early screening step of the alternatives analysis:

- **Widening of Highway 43.** Based on previous ODOT studies, the project considered two variations of improvements that could be made to Highway 43, generally between the South Waterfront District and Lake Oswego: 1) widening to a four-lane cross section through the entire alignment; and 2) the introduction of reversible lanes, which would provide two lanes in the northbound direction and one lane in the southbound direction during the morning peak period and two lanes in the southbound direction and one lane in the northbound direction during the morning peak period.
- **River Transit.** Based on Metro's evaluation of river transit in 2000 as a part of the South Corridor Transit Project, three variations of the River Transit Alternative were developed and evaluated: River 1: Portland to Lake Oswego via the Willamette River; River 2: Sellwood to Lake Oswego via the Willamette River; and River 3: Portland to Oregon City via the Willamette River. Additional information on the River Transit Alternative was obtained through the *Willamette River Ferry Feasibility Study: City of Portland River Renaissance Initiative* (City of Portland: 2006).
- **Bus Rapid Transit (BRT).** Three BRT variations were developed and evaluated during the early screening: Bus 1: Portland to Lake Oswego via Highway 43; Bus 2: Portland to Lake Oswego via Terwilliger and Barbur boulevards; and Bus 3: Portland to Lake Oswego via Terwilliger/Boones Ferry/Taylor's Ferry. All of the Bus Rapid Transit (BRT) Alternatives would provide faster and more reliable bus service through the use of transit priority treatments and would provide high-level transit amenities such as enhanced stations.
- **Rail Transit.** The rail transit mode examined three rail modes: 1) commuter rail; 2) light rail; and 3) streetcar. In addition, it examined five potential rail alignments: Rail 1: Portland to Lake Oswego via the Willamette Shoreline right of way; Rail 2: Portland to Lake Oswego via Highway 43; Rail 3: Portland to Lake Oswego via the Willamette Shoreline right of way/Highway 43; Rail 4: Portland to Lake Oswego via Terwilliger and Barbur boulevards; and Rail 5: Portland to Lake Oswego via the Portland & Western Railroad Bridge to Milwaukie.

Based on consideration of the project's Purpose and Need and objectives, the project screened out the following alternatives:

- **Widening of Highway 43** was determined to be infeasible due to exceptionally high capital costs and adverse environmental impacts (e.g., property acquisition, visual), based on prior studies by the Oregon Department of Transportation (ODOT) – April 1996; see Chapter 1 of this DEIS). Reversible lanes on Highway 43 were removed from further study, because of the lack of peak directionality of travel demand in the corridor and safety concerns due to curvature and other geometric characteristics of the roadway. Therefore, this option would not meet key elements of the project's purpose and need to enhance the neighborhood character in an environmentally sensitive manner; cost effectively increase transit ridership; support transit oriented development; and support community plans and development goals.

- **The River Transit Alternative** was not advanced further due to high operating cost, slow travel times, environmental impacts, poor access and limited ability to positively influence land use. As such, River Transit would not meet key elements of the project's purpose and need of increasing mobility and accessibility in the corridor; enhance the neighborhood character in an environmentally sensitive manner; cost effectively increase transit ridership; support transit oriented development; improving access to key destinations; support community plans and development goals; and integrate effectively with other transportation modes.
- **The Commuter Rail Alternative** was not advanced for further study due to the lack of a complete alignment that would connect all or most of the corridor's key activities centers and the relatively short distances between the corridor's targeted travel markets, thereby not meeting the following key elements of the purpose, including increasing mobility and accessibility in the corridor; enhance the neighborhood character in an environmentally sensitive manner; cost effectively increase transit ridership; support transit oriented development; support community plans and development goals; and integrate effectively with other transportation modes.
- **The Light Rail Alternative** was not advanced for further study due to relatively high capital and operating costs and high level of impacts to adjacent properties, compared to relatively low ridership for a light rail line. The four alignment options located on the west side of the Willamette River would not meet key elements of the project's purpose and need to enhance the neighborhood character in an environmentally sensitive manner; cost effectively increase transit ridership; support community plans and development goals. The fifth alignment option that extends light rail from Milwaukie over the Portland & Western Railroad Bridge to Lake Oswego would not meet key elements of the purpose and need including enhancing the neighborhood character in an environmentally sensitive manner; cost effectively increase transit ridership; improving access to key destinations; and support community plans and development goals.

The following alternatives were selected for further study through the alternatives analysis phase:

1) No-Build Alternative, 2) Bus Rapid Transit (BRT) Alternative; and 3) Streetcar Alternative.

Following is a description of those alternatives as they were studied within the alternatives analysis (see the *Lake Oswego to Portland Transit and Trail Study Evaluation Report Detailed Summary* for more information):

- **No-Build Alternative.** Similar to the project's current No-Build Alternative, described in Section 2.2.1.
- **BRT Alternative.** This BRT Alternative would generally operate frequent bus service with Line 35 on Highway 43 between downtown Portland and downtown Lake Oswego, generally in mixed-use traffic, with bus station spacing that would be longer than TriMet typically provides for fixed route bus service. Transit queue bypass lanes would be constructed at congested intersections, where feasible. Signal priority could be implemented at signalized intersections to minimize delay. Stations would have a distinct look and provide shelters and pedestrian and bicycle circulation to and from the station. Vehicles would be low-floor, hybrid technology buses. The Bus 2 and Bus 3 alignments were removed from further study because they were outside of the corridor and would fundamentally not meet the project's purpose and need.
- **Streetcar Alternative.** The Streetcar Alternative would extend the existing Portland Streetcar line, which currently operates between NW 23rd Avenue and SW Lowell Street, to downtown

Lake Oswego. The six design options studied evaluated whether the Willamette Shore Line right of way would be used exclusively or whether it would be used in combination with SW Macadam Avenue. Under the Streetcar Alternative, Line 35 would continue to operate hourly between downtown Portland and downtown Lake Oswego only during weekday peak periods. The stations would be similar to the current streetcar stations located in Portland, including shelters, benches and lighting. The vehicles would be similar to the streetcars currently in operation. The Rail 4 and Rail 5 alignments were removed from further study because they were outside of the corridor and would fundamentally not meet the project's purpose and need.

At the conclusion of the second phase of the Corridor Refinement Plan and Alternatives Analysis in December 2007Phase, the Metro Council considered the results of the technical analysis, public, committee and agency comment and the project's purpose and need and concluded that the No-Build Alternative, an Enhanced Bus Alternative and the Streetcar Alternative should advance into the DEIS for further study, with the Enhanced Bus and Streetcar alternatives to be further refined before initiation of the DEIS. The Metro Council found that Streetcar alternatives should be advanced to the DEIS due to high ridership, reduced travel time, low operating cost and opportunities for transit-oriented development. The Bus Rapid Transit Alternative was removed from further consideration because of relatively high property impacts, high operating costs and poor reliability and, as such, would not meet key elements of the project purpose and need. The No-Build Alternative was advanced into the DEIS to satisfy National Environmental Policy Act (NEPA) requirements. Finally, the Enhanced Bus Alternative was advanced into the DEIS as a more practical bus-based alternative for this constrained corridor, compared to the Bus Rapid Transit Alternative, in that the Enhanced Bus Alternative would avoid the property impacts of the Bus Rapid Transit Alternative, while providing improved transit service in the corridor. The Metro Council also directed staff to refine streetcar alignment design options in the Johns Landing area and to select a preferred terminus location in Lake Oswego.

1.2.2 Multi-Use Trail

The Willamette River Greenway envisions a bicycle and pedestrian trail along the west bank of the Willamette River between Lake Oswego and downtown Portland. Portions of this trail currently exist north of the Sellwood Bridge; however, a trail connection south of the Sellwood Bridge does not exist. A multi-use trail was evaluated as part of the Lake Oswego to Portland Transit and Trail AA, in order to determine how a multi-use trail could be integrated with transit alternatives providing a connection between Lake Oswego and downtown Portland.

During the AA process, there was strong community support for development of a bicycle and pedestrian trail. However, due to the physical and right-of-way constraints in the corridor, the trail concepts that were developed had a high cost and included several areas where there could be potential property impacts. The project Steering Committee and Metro Council further directed staff to undertake additional study of a multi-use trail in order to identify trail funding sources, refine the trail design concepts and identify trail segments that could be developed as part of an initial trail-only project phase.

The work program for the trail-only project included:

- • Development of a trail alignment with lower capital costs, as well as a phasing strategy
- • Identification of a trail sponsor for the corridor to further project development for the trail
- • Consideration of funding opportunities for the trail project

In the spring of 2009, Metro convened a trail refinement process to respond to the work program defined through the AA. The trail refinement study defined the most promising trail alignments in the corridor with a phasing strategy, outlined a process for further project development of the trail project, identified funding sources, and clarified next steps for continued coordination with other projects in the corridor. In September 2009, the Lake Oswego to Portland Transit Steering Committee approved the strategy for future trail development.

1.2.3 Streetcar Refinement Studies

In the fall of 2008, Metro, TriMet, ODOT and the cities of Portland and Lake Oswego initiated two refinement studies in order to further refine streetcar alignment options in Johns Landing and terminus options in downtown Lake Oswego.

This section describes the alignment and terminus options developed, evaluated and screened in 2009 as a part of the project's Scoping and Project Refinement Study phase, prior to preparation of this DEIS. This phase focused on: 1) alignment options for the Johns Landing area; and 2) terminus options in Lake Oswego. Maps illustrating the options evaluated and the resulting evaluation criteria and measures may be found in the *Lake Oswego to Portland Transit Project Refinement Study Report* (Metro: January 2010).

In summary, the purpose of the refinement effort was to:

- Optimize the regional transit system;
- Be fiscally responsive and maximize regional resources;
- Maximize the economic development potential of the project;
- Be sensitive to the built and social environments; and
- Be sensitive to the natural environment.

For the refinement of alignments within the Johns Landing area, the project used the following criteria: streetcar operations; streetcar performance; financial feasibility; traffic operations; accessibility and development potential; neighborhood sustainability; and adverse impacts to the natural environment. Measures for each of the criteria were developed and applied to each of the alignment options studied (see Figure 1-2), which included:

- **Hybrid 1 – Macadam Avenue In Street** (Boundary Street to Carolina Street). With this option, the streetcar would continue south from South Waterfront until a transition to SW Landing Drive. Streetcar would operate in SW Landing Drive with traffic. From SW Landing Drive, the streetcar would transition to SW Macadam Avenue via SW Boundary Street. The streetcar would operate in a shared traffic environment in SW Macadam Avenue between SW Boundary Street and SW Carolina Street. The streetcar would transition from SW Macadam Avenue to the Willamette Shore Line right-of-way at SW Carolina Street.

- **Hybrid 2: East Side Exclusive** (Boundary Street to Iowa Street). With this option, the streetcar alignment would continue south from South Waterfront until a transition from the Willamette Shore Line to Landing Drive. The streetcar would operate in SW Landing Drive with mixed traffic to SW Boundary Street. From SW Boundary Street, the streetcar would operate adjacent to SW Macadam Avenue (on the east side of Macadam Avenue) between SW Boundary and Iowa streets. The streetcar would transition from the east side alignment next to SW Macadam Avenue to the Willamette Shore Line at SW Iowa Street.
- **Hybrid 3: Macadam Avenue with New Northbound Lane** (Boundary Street to Carolina Street). With this option, the streetcar alignment would continue south from South Waterfront until a transition to SW Landing Drive. Streetcar would operate in SW Landing Drive with traffic. From SW Landing Drive, the streetcar would transition to SW Macadam Avenue via SW Boundary Street. The streetcar would operate in mixed traffic in the southbound direction on SW Macadam Avenue between SW Boundary and SW Carolina streets. In the northbound direction, a new northbound lane would be added for streetcar and right turn only operations for automobiles. The streetcar would transition from SW Macadam Avenue to the Willamette Shore Line right-of-way at SW Carolina Street.
- **Willamette Shore Line.** With this option, the streetcar alignment would continue south from the South Waterfront area, generally within the existing Willamette Shore Line right-of-way.
- **Full Macadam In-Street** (Hamilton Street to Nevada Street). With this option, the streetcar alignment would continue south from the South Waterfront area and utilize SW Bancroft Street or SW Hamilton Street to access SW Macadam Avenue. It would operate in mixed traffic on SW Macadam Avenue for approximately one and one quarter mile from SW Bancroft Street or SW Hamilton Street to SW Nevada Street. At SW Nevada Street, the streetcar alignment would transition from SW Macadam Avenue to the Willamette Shore Line right of way.

For the refinement of terminus options, the project used the following criteria: expansion potential and regional context; streetcar operations; streetcar performance; financial feasibility; traffic operations; accessibility and development potential; and neighborhood sustainability. Measures for each of the criteria were developed and applied to each of the alignment options studied, which included: a) Safeway Terminus Option; b) Albertsons Terminus Option; and c) Trolley Terminus Option.

On June 1, 2009, in consultation with FTA and based on the findings of the analysis, public and agency comment and recommendations from the Lake Oswego to Portland Project Management Group, the Lake Oswego to Portland Transit Project Steering Committee selected the following options in the Johns Landing area to advance into the DEIS: Willamette Shore Line; Hybrid 1 – Macadam Avenue In Street (Boundary Street to Carolina Street); and Hybrid 3: Macadam Avenue with New Northbound Lane (Boundary Street to Carolina Street). Following is a summary of the rationale for the removal of other alignment options from further study:

- The Full Macadam In-Street Alignment was eliminated from further study because it would have high operating costs, slower travel times and adverse affect on traffic operation and it would not be financially feasible. As such, it would not meet key elements of the project’s purpose and need to optimize the regional transit system, be fiscally responsive, maximize regional resources and minimize adverse impacts to the built and social environment.

- The Hybrid 2 – East Side Exclusive Alignment was eliminated from further study because, although it was similar to the Willamette Shore Line option, it would have more right-of-way acquisition, more parking and landscape displacements, greater costs, slower transit travel times and less potential for local match. Because it does not offer any significant advantage over other options that will be studied in the DEIS, this option does not need to advance into the DEIS for further study.

Further, the Steering Committee selected the Albertsons Terminus Option to advance into the DEIS for further study because it would: allow for future extension of the line; be affordable; allow for redevelopment at the terminus; provide for multiple streetcar stations in the Foothills area; be consistent with local plans and policies; extend transit service into a new area of Lake Oswego; minimize adverse traffic impacts in downtown Lake Oswego; and distribute park-and-ride capacity over two locations. Following is a summary of the rationale for the removal of other terminus options from further study:

- The Safeway Terminus Option was removed from further study because it would: limit future extension options for the line; have the longest travel times between the terminus station and downtown Portland; be the most expensive; bypass the Foothills area and the redevelopment opportunities there; and have significant adverse impacts on local traffic operations. Further, the streetcar alignment between the Willamette Shore Line right-of-way and the Safeway terminus may not be feasible due to its proximity to the existing United Pacific Railroad (UPRR) tracks; currently, UPRR generally requires a 50-foot offset between its active tracks and a new transit line. Therefore, the Safeway Terminus Option would not meet the project's purpose in the areas of transit operations and performance, minimizing impacts to the built and social environment and being fiscally responsible.
- The Trolley Terminus Option was removed from further study because it would have the lowest streetcar ridership; have the least economic redevelopment potential and it would place all 400 spaces of park-and-ride lot capacity in one location, thereby concentrating associated impacts to traffic operations. Therefore the Trolley Terminus Options would not meet the project's purpose and need to optimize the transit system, maximize economic development opportunities and be sensitive to the built and social environments.



Lake Oswego to Portland

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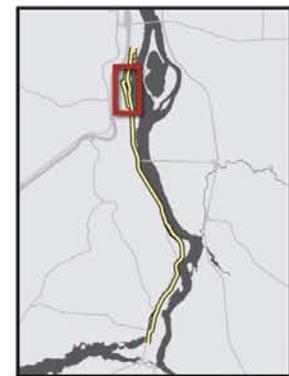
TRANSIT PROJECT

Johns Landing Design Options

Figure 1.2

Streetcar Alternative

-  Streetcar alternative
-  station
-  possible future



2. DESCRIPTION OF ALTERNATIVES AND OPTIONS

This chapter describes the alternatives and design options that are included in the Lake Oswego to Portland Transit Project Draft Environmental Impact Statement (DEIS). The alternatives are:

- No-Build alternative
- Enhanced Bus alternative
- Streetcar alternative

In order to isolate differences for evaluation purposes and to better describe project options and their respective impacts, the project has been divided into six segments numbered sequentially from Segment 1 – Downtown Portland south to Segment 6 – Lake Oswego. The Streetcar alternative includes phasing options and design options in five of the six project segments.

Segment 1 – Downtown Portland - this segment does not include any design options.

Segment 2 – South Waterfront - the Streetcar alternative includes phasing options in this segment are related to the planned South Portal roadway improvements and include:

- Willamette Shore Line (Interim Phasing Option)
- Moody/Bond Couplet Extension

Segment 3 – Johns Landing - the Streetcar alternative includes three design options in this segment:

- Willamette Shore Line
- Macadam In-Street
- Macadam Additional Lane

Segment 4 – Sellwood Bridge - the Streetcar alternative includes two design options in this segment:

- Willamette Shore Line
- New Interchange

Segment 5 – Dunthorpe/Riverdale - the Streetcar alternative includes two design options in this segment:

- Willamette Shore Line
- Riverwood In-Street

Segment 6 – Lake Oswego - the Streetcar alternative includes design options in this segment:

- UPRR Right-of-Way
- Foothills

The Streetcar alternative also includes a Minimum Operable Segment (MOS) as a phasing option whereby the first phase of streetcar infrastructure would be extended and operated from SW Lowell

Street to the Sellwood Bridge. The analysis of the Sellwood Bridge MOS would utilize the Willamette Shore Line design option within the Sellwood Bridge segment.

This chapter includes narrative and maps to describe the alternatives, the MOS, phasing options, design options, and the locations of stations, bus stops and park and rides. Roadway and railroad changes that would likely be required in order to construct the Streetcar alternative are noted. The plan and profile sheets that are a part of this Definition of Alternatives Report provide additional details of the physical capital components of the Streetcar Alternative and phasing and design options

2.1 Transportation Analysis

This section describes the elements and assumptions included in the network modeling for the transportation analysis. The analysis of the project alternatives and design options will use the regional travel demand model. The highway and transit networks and the forecasted household and employment growth are key components of the regional model. The travel demand forecast year is 2035. The basis for the transportation components is described below. Figure 2.1 shows the project study corridor for the transportation analysis.

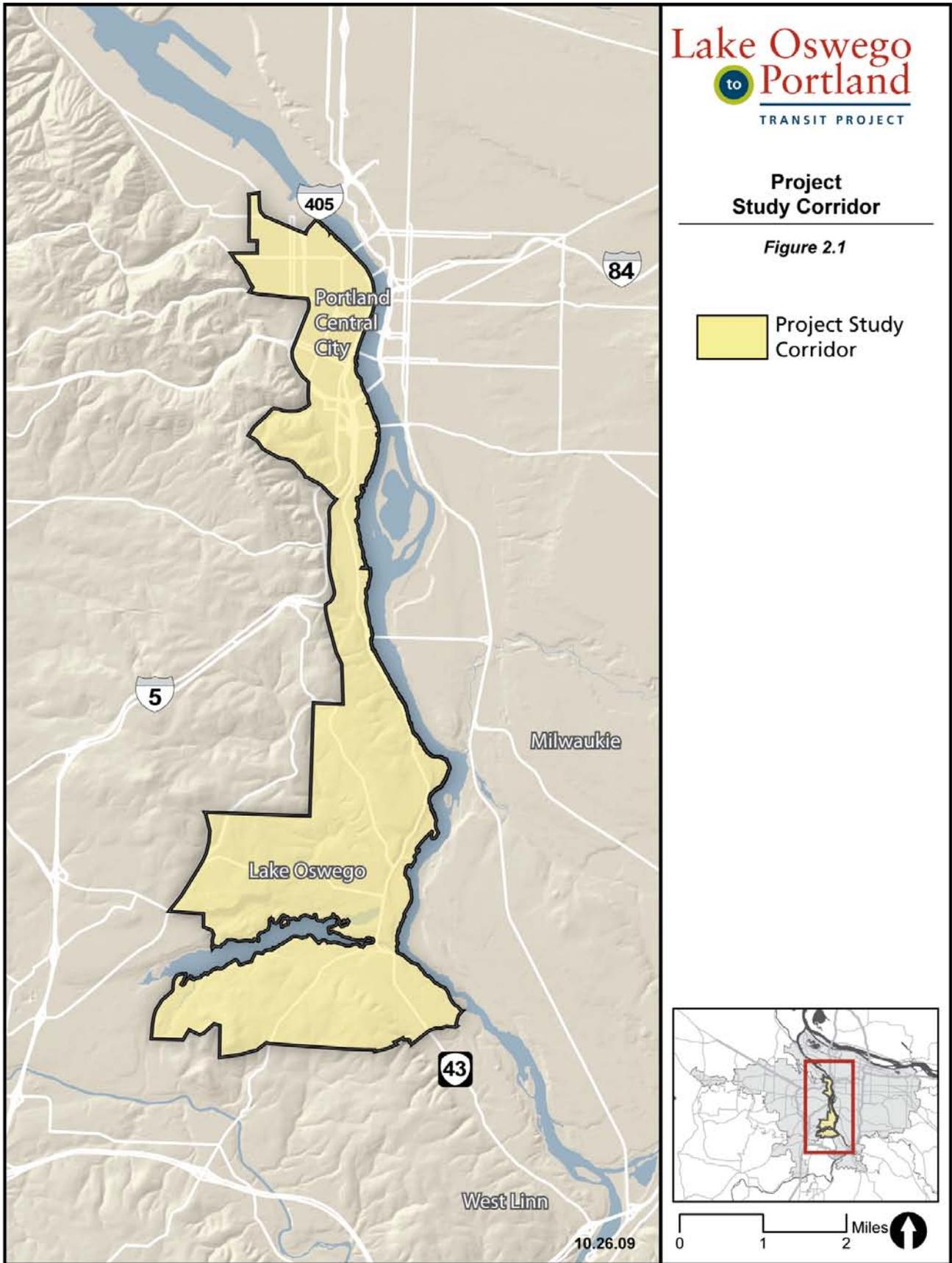
The transportation analysis includes a comparison of the No-Build alternative, the Enhanced Bus alternative and the Streetcar alternative as well as comparisons of the Streetcar alternative design options. The No-Build alternative projects future conditions if no significant transit capital improvement projects were to be developed in the corridor.

The 2035 roadway network is based on the transportation improvements in the corridor that are included in the 2008 Regional Transportation Plan (RTP) financially constrained project list. The roadway network includes improvements that are achievable with currently identified “financially constrained” revenue sources through 2035. The roadway network is virtually the same for all three alternatives except for modifications necessary to build either the Enhanced Bus alternative or the Streetcar alternative. The differences in the roadway networks for the Enhanced Bus alternative and the Streetcar alternative are noted in their respective alternative descriptions.

The roadway network includes only the projects that have an impact that can be measured with the regional model. Projects that have a model impact include roadway capacity projects, roadway projects that affect speeds and roadway projects that would establish new connections or remove existing connections.

The adopted RTP financially constrained project list also contains a variety of transportation improvement projects that would not have a direct model impact. These include projects such as pedestrian improvements, bikeway projects and boulevard improvements. Boulevard improvements refer to projects that would improve the appearance and operations of four-lane arterials within areas designated by Metro as Regional Centers or Town Centers. These types of improvements would not lead to specific model adjustments. However, they are accounted for indirectly by input variables that address the pedestrian environment and system connectivity.

The transit network for the No-Build alternative includes new transit routes, changes to existing transit line routing and adjustments to transit route headways planned for implementation by the year 2035. TriMet’s FY 2010 *Transit Investment Plan* (TIP) and C-Tran’s 2007 *20-Year Transit*



Development Plan form the basis for these changes. The transit network for the Enhanced Bus alternative and the Streetcar alternative include the changes to routes and headways that would occur if either alternative were implemented. Table 2.1 notes the capacities of the various transit vehicles in the 2035 transit networks.

**Table 2.1
Transit Vehicle Capacities**

Vehicle	Capacity
30-Foot Bus	33
40-Foot Bus	51
Streetcar ¹	92/115
Light Rail ²	133
Commuter Rail	180

Source: TriMet, 2009; Metro, 2009

¹ There is no TriMet policy standard for streetcar peak load capacity. Applying the same criteria as light rail results in a capacity of 92 per streetcar vehicle. Peak load capacity of up to 115 is acceptable within the central city due to the shorter trip lengths.

² The capacity of one light rail vehicle is 133. The capacity of a two-vehicle light rail train is 266.

2.2 No-Build Alternative

The No-Build alternative is described in detail below and includes information on the highway and transit networks and transit operations. The descriptions of the Enhanced Bus alternative and the Streetcar alternative follow and they include explanations of changes to their respective highway and transit networks and transit operations.

The No-Build alternative provides a basis of comparison for the Enhanced Bus alternative and the Streetcar alternative. By showing what would happen if no significant transit capital improvement projects were developed in the corridor, it provides a reference point for comparison. This alternative consists of a highway and transit network based on the 2035 financially constrained list of highway and transit projects, which is included in the 2008 RTP (the currently adopted transportation plan for the region). The travel demand forecasts for the No-Build alternative (and all other alternatives) are based on Metro’s most current projections for household and employment growth for the year 2035.

2.2.1 Transit Network and Operations

The No-Build alternative transit network (Figure 2.2) includes an incremental increase in transit service throughout the region consistent with existing revenue sources. The bus route structure is similar to the existing system with some increases in frequency as needed to maintain schedule reliability and to avoid peak overloads. The No-Build transit network includes an annual increase in TriMet service hours of approximately 0.5 percent. The growth in service is allocated throughout the TriMet service area and includes improved headways and a limited number of new routes.

Bus service in the corridor for the No-Build alternative would be mostly similar to the existing service in the corridor. Today, TriMet bus line 35-Macadam/Greeley provides regular service between Oregon City, Lake Oswego and downtown Portland (with generally 15-minute peak period and 30-minute off-peak period frequencies). However, line 35-Macadam/Greeley is a planned “Frequent Service” line in the current TIP, so it is expected to provide 15-minute headways throughout the day in the No-Build alternative. TriMet’s bus line 36-South Shore would be extended to King City along Durham Road to improve transit coverage and access to WES service in the No-

Build. Line 36-South Shore would also continue to provide service between Lake Oswego and downtown Portland on weekdays with generally 30-minute peak period headways. During the off-peak, line 36-South Shore would operate at 60-minute headways between Tualatin and Lake Oswego and would not connect to downtown Portland.

TriMet's bus line 37-North Shore would be extended to Sherwood via Tualatin-Sherwood Highway, and also improve transit coverage and access to WES service in the No-Build. It would provide 60-minute peak and off-peak headways. A new cross-county regional bus line is provided in the No-Build network to take advantage of the planned Sellwood Bridge replacement. This line would connect Clackamas Town Center with Beaverton Transit Center via Johnson Creek Boulevard, the planned Sellwood Bridge replacement and Beaverton-Hillsdale Highway. A transfer opportunity between Line 35 and 36 with this cross-county bus line would be available on Highway 43. This bus line would provide headways of 30 minutes throughout the day. Other modifications to transit service in the corridor are described below.

The No-Build alternative 2035 transit network includes the existing streetcar between NW 23rd Avenue and SW Lowell Street in the South Waterfront. In addition, the 2035 transit network includes the Streetcar Loop Project (currently under construction) and the planned Close-the-Loop Project. These projects would extend streetcar service from the existing streetcar at NW 10th Avenue and NW Lovejoy Street via the Broadway Bridge, the Martin Luther King Jr. Boulevard/Grand Avenue couplet and back to the west side of the Willamette River via the new Milwaukie light rail transit/bus/bicycle/pedestrian bridge.

The No-Build alternative 2035 transit network includes the existing TriMet light rail system which includes:

- MAX Blue Line – Gresham to Hillsboro
- MAX Red Line – 158th/Merlo to Portland International Airport
- MAX Green Line – Downtown Portland to Clackamas Town Center

The existing MAX Yellow Line between downtown Portland and the Expo Center would be extended north to Vancouver and south from downtown Portland to Milwaukie at 7.5-minute peak headways and 15-minute off-peak headways.

Table 2.2 summarizes the existing 2009 and 2035 No-Build transit network service for Oregon City to Lake Oswego and Lake Oswego to Portland. It shows the number of buses per hour that serve these key origin/destination pairs. Table 2.3 summarizes the existing 2009 and 2035 No-Build transit network hourly service capacities for the Oregon City to Lake Oswego and Lake Oswego to Portland origin/destination pairs.

Existing excursion trolley service using the Willamette Shore Line tracks is operated seasonally and by special arrangement by the Oregon Electric Railway Historical Society. This service is operated with self-propelled vintage vehicles between SW Bancroft Street and Lake Oswego. With the No-Build alternative the excursion trolley service could continue to operate. However, this type of excursion service is not included in the regional travel demand model.

**Table 2.2
No-Build Alternative Average Weekday
Hourly Transit Service (Number of Vehicles Per Hour)**

Origin/Destination Pairs	Vehicle	2009		2035	
		Peak	Off-Peak	Peak	Off-Peak
Lake Oswego-Downtown Portland	Bus	6	2	6	4
Oregon City-Lake Oswego	Bus	4	2	4	4

Source: TriMet, 2009; Metro, 2009

Notes: Oregon City to Lake Oswego includes Line 35-Macadam/Greeley. Lake Oswego to Downtown Portland includes Line 35-Macadam/Greeley and Line 36-South Shore. Peak period refers to two hours in the morning (7:00 AM to 9:00 AM and two hours in the evening (4:00 PM to 6:00 PM). Off-peak refers to service levels found in a typical midday hour (roughly between 9:00 AM and 4:00 PM).

**Table 2.3
No-Build Alternative Hourly Service Capacity**

Origin/Destination Pairs	Vehicle	No-Build (2035)		Enhanced Bus (2035)	
		Peak	Off-Peak	Peak	Off-Peak
Lake Oswego-Downtown Portland	Bus	306	102	306	204
Oregon City-Lake Oswego	Bus	204	102	204	204

Source: TriMet, 2009; Metro, 2009

Notes: All routes included would use standard 40-foot buses with a capacity of 51 riders per vehicle.

2.2.2 Transit Capital Facilities

The sections below describe the bus stops, park-and-ride lots and major transit access and connection facilities that are included in the No-Build alternative transit network.

2.2.2.1 Bus Stop Facilities

The 25 northbound and 26 southbound bus stops between Lake Oswego and SW Bancroft Street that would exist for bus line 35-Macadam/Greeley under the No-Build alternative are shown in Table 2.4.

**Table 2.4
No-Build Alternative Bus Stop Locations**

Bus Stop Location	Line 35- Macadam/Greeley Northbound	Line 35- Macadam/Greeley Southbound
SW Bancroft Street	●	
SW Hamilton Court	●	●
SW Julia Street	●	●
SW Boundary Street	●	●
SW Flower Street	●	●
SW Pendleton Street	●	●
SW Carolina Street	●	●
SW Nebraska Street	●	●
SW Florida Street	●	
SW California Street		●
SW Nevada Street	●	●
SW Taylors Ferry Road		●
SW Miles Street	●	
Riverview (Sellwood Br)		●
SW Radcliff Road		●
SW Riverdale Road	●	●
SW Riverwood Road	●	●
SW Palatine Hill Road	●	●
SW Military Road	●	●
SW Breyman Avenue		●
SW Greenwood Road	●	
SW Midvale Road		●
SW Elk Rock Road	●	
SW Briarwood Road	●	●
E Avenue	●	
D Avenue		●
B Avenue	●	●
B Avenue and 2nd Street	●	●
Lake Oswego TC	●	●
A Avenue and 2nd Street	●	●
Foothills	●	●
North Shore	●	●
Line 35-Macadam/Greeley would serve all stops between Lake Oswego and Oregon City TC		

Source: TriMet, 2009; Metro, 2009

● = Bus Stop

2.2.2.2 Park-and-Ride Facilities

The park-and-ride facilities with the No-Build alternative are the same as the existing and include:

- A 30-space shared-use park-and-ride facility at Christ Church at 1060 SW Chandler Road
- A 34-space shared-use park-and-ride facility at Lake Oswego United Methodist Church at 1855 South Shore Boulevard
- A 12-space shared-use park-and-ride facility at Hope Church at 14790 SW Boones Ferry Road

2.2.2.3 Transit Connection Facilities

Transit center facilities with the No-Build alternative are the same as the existing and include:

- Lake Oswego Transit Center – The existing site along 4th Street between A and B avenues in downtown Lake Oswego

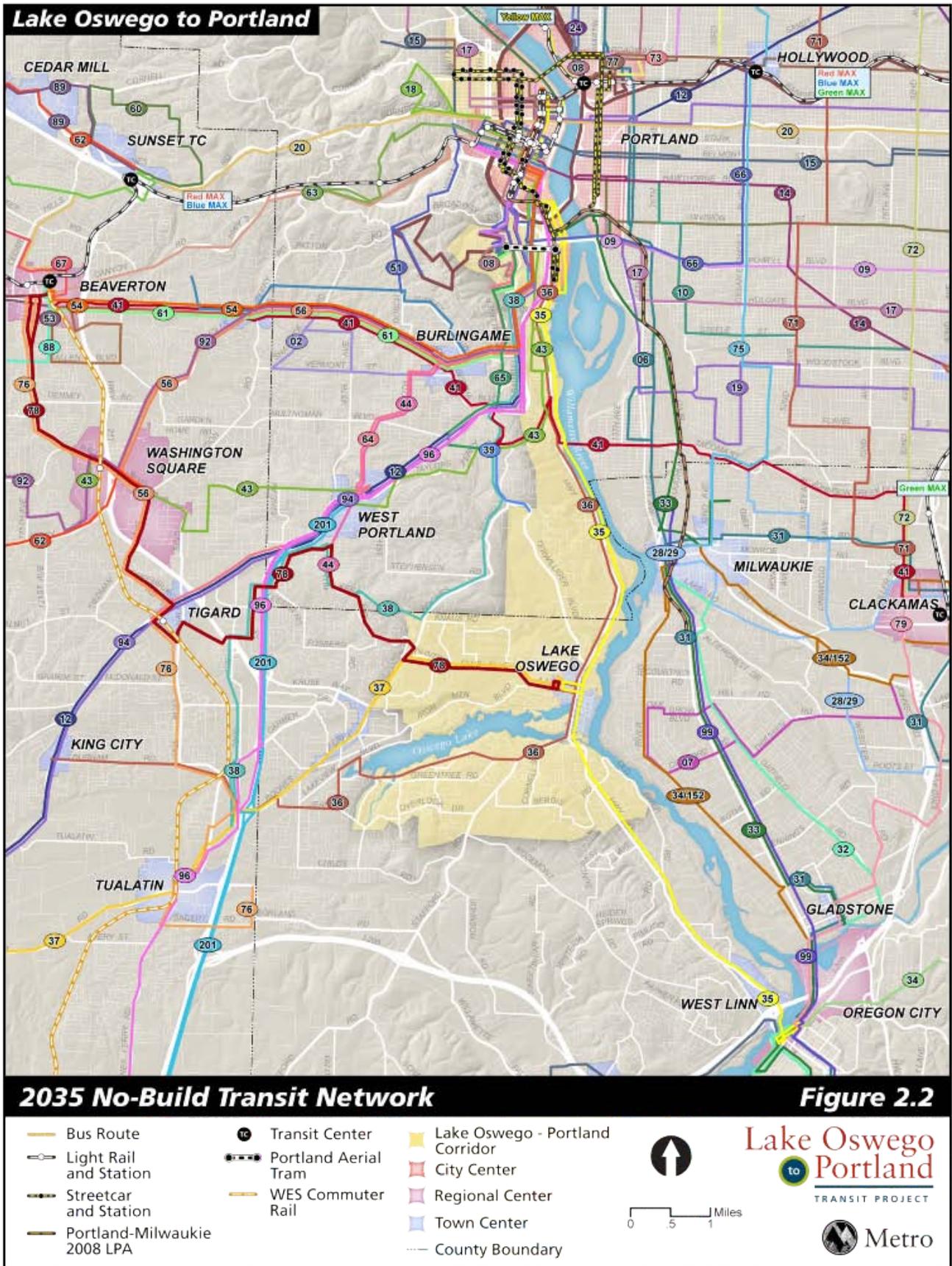
Other important transit access and connection facilities associated with the No-Build alternative are the same as existing and include:

- Portland Mall – The downtown Portland Transit Mall on SW 5th and SW 6th avenues is the regional transit hub

2.2.2.4 Transit Operations and Maintenance Facilities

According to their Bus Fleet Management Plan, dated August 1, 2008, TriMet expects to add ten buses to their fleet by 2012. Beyond this period, TriMet expects to add seven to eight vehicles a year to their base fleet. At this rate of growth, additional bus parking capacity will be required by 2020. This can be accommodated by building a parking deck at the Center Street facility or by expanding maintenance bays at the Powell Garage and moving the LIFT program to a leased site. The Powell and Center facilities are both centrally located and would minimize deadhead service costs. The cost of the needed expansion is included in the financial forecast in 2020; this need is independent of any of the alternatives in the Lake Oswego to Portland Transit Project.

In 2035 with the No-Build alternative the streetcar fleet would grow from the existing eleven vehicles (including the new streetcar prototype vehicle) to 22 with the Streetcar Loop and the Close-the-Loop projects. The Streetcar Loop project includes expansion of the existing streetcar yard on NW 16th Avenue to provide storage capacity for 25 total vehicles. The Streetcar Loop project also includes adding an additional maintenance shift at the existing facility which would provide maintenance capacity for 36 vehicles.



Draft 11/17/2009

2.2.3 Roadway Network

This section describes the roadway network for the No-Build alternative. The roadway networks for the Enhanced Bus alternative and the Streetcar alternative would be essentially the same; therefore, any differences between them and the roadway network for the No-Build alternative are described under the “Roadway and Transit Network Modifications” section of their respective alternative descriptions.

Several existing major highway facilities in the project corridor are included in the National Highway System (NHS). The NHS was established to focus federal resources on roadways that are important to interstate travel, national defense, inter-modal freight connections and international commerce. The NHS facilities in the project corridor area include:

- I-405 between SW 6th Avenue and the I-5 interchange
- I-5 between the I-405/Marquam Bridge interchange and the SW Corbett Avenue interchange
- State Street/Pacific Highway (Highway 43) between A Avenue and I-205 in West Linn
- A Avenue/Country Club Road between Boones Ferry Road and State Street

2.2.3.1 Projects Included in the No-Build Alternative

The roadway network for the No-Build alternative consists of all existing roadways in the region, plus new roadways that would be constructed by 2035. The highway and road projects for the No-Build alternative include projects contained on the 2035 RTP financially constrained system list that are included in the 2008 RTP. The highway and road projects within the project study corridor that are included in the No-Build alternative are listed below. The 2008 RTP 2035 Financially Constrained System Project List is provided in Appendix B.

- *Moody/Bond Avenue Couplet* (create couplet with two lanes northbound on SW Bond Avenue and two lanes southbound on SW Moody Avenue);
- *South Portal* (Phases I and II to extend the SW Moody Avenue/SW Bond Avenue couplet to SW Hamilton Street and realign SW Hood Avenue to connect with SW Macadam Avenue at SW Hamilton Street);
- *I-5 North Macadam* (construct improvements in the South Waterfront District to improve safety and access); and
- *Macadam Intelligent Transportation Systems* – install system and devices in the SW Macadam Avenue corridor to improve traffic flow (see Appendix B of the *Lake Oswego to Portland Transit Project Detailed Definition of Alternatives Report* for a comprehensive project list).

2.2.3.2 Bicycle and Pedestrian Projects

Bicycle and pedestrian improvement projects are included in the 2008 RTP Financially Constrained System Project List. The travel demand model is not sensitive to the inclusion or absence of bicycle and pedestrian projects and these projects are not included in the modeled networks. While bicycle and pedestrian improvements are not specifically modeled, the following list of projects in the corridor provides context for other elements of the analysis.

- *Lake Oswego to Portland Trail* (extension of a multiuse path between Lake Oswego and Portland);

- *I-5 at Gibbs Pedestrian/Bicycle Overcrossing* (construct a bicycle and pedestrian bridge over I-5 in the vicinity of SW Gibbs Street); and
Tryon Creek Bridge (construct a new pedestrian/bicycle bridge near the mouth of Tryon Creek).

2.3 Enhanced Bus Alternative

This section describes the roadway, bicycle and pedestrian and transit capital improvements and transit operating characteristic under the Enhanced Bus Alternative, generally compared to the No-Build Alternative. The intent of the Enhanced Bus Alternative is to address the project's Purpose and Need without a major transit capital investment.

The Enhanced Bus alternative (Figure 2.3) includes improvements and modifications to the existing TriMet bus line 35-Macadam/Greeley that would operate between the Oregon City Transit Center and downtown Portland. Between Oregon City and Lake Oswego, the Enhanced Bus alternative would operate with the same stops and coverage as the line 35-Macadam/Greeley. In Lake Oswego, the Enhanced Bus route would serve the planned 300-space park-and-ride structure located in the Oswego Village Shopping Center and turn west on A Avenue to the existing Lake Oswego Transit Center on 4th Street between A Avenue and B Avenue.

Between Lake Oswego and South Waterfront, the Enhanced Bus route would operate with fewer stops than the existing bus line 35-Macadam/Greeley. The Enhanced Bus alternative would include 13 stop locations (for both northbound and southbound directions) between SW Bancroft Street and Lake Oswego. Reducing the number of stops would allow the Enhanced Bus alternative to maintain walk access to residential areas along Highway 43 (although with a longer walk for certain neighborhoods) and provide a faster in-vehicle travel time than the line 35-Macadam/Greeley as defined in the No-Build alternative.

In South Waterfront north of SW Bancroft Street, the Enhanced Bus route would operate along the extension of SW Moody/Bond couplet into Riverplace and access downtown Portland via SW River Parkway and SW Harrison Street. In downtown Portland, the Enhanced Bus route would proceed along SW 5th and SW 6th avenues to SW Clay and SW Market Streets. Finally, the Enhanced Bus route would operate along SW 10th and SW 11th avenues to NW Lovejoy Street before terminating at Union Station.

2.3.1 Transit Network and Operations

The Enhanced Bus alternative transit network (Figure 2.3) includes the same transit route structure included in the No-Build alternative transit network, except for the changes to bus line 35-Macadam/Greeley in order for it to function as the Enhanced Bus and its routing changes as noted above. Comparisons between how line 35-Macadam/Greeley would operate within the Enhanced Bus alternative and the No-Build alternative, include the following:

- In the Enhanced Bus alternative, the bus would exit Highway 43 at the 300-space park-and-ride lot at the Oswego Village Shopping Center and continue north on a new roadway to Foothills Road. From Foothills Road the bus would continue north on Highway 43. In the No-Build alternative transit network, line 35-Macadam/Greeley would not exit Highway 43 to access any park-and-ride lot.

- In both the Enhanced Bus alternative and the No-Build Alternative, bus line 35-Macadam/Greeley would proceed along the SW Moody/Bond couplet extension into Riverplace and travel via SW River Parkway and SW Harrison Street to SW 5th and SW 6th avenues in downtown Portland.
- In the Enhanced Bus alternative, line 35-Macadam/Greeley would turn from SW 5th and 6th avenues and operate along SW Market and Clay streets to SW 10th and SW 11th avenues. The route would proceed along SW 10th (northbound) and SW 11th avenues (southbound) to NW Lovejoy Street and then head to Union Station. In the No-Build alternative transit network, line 35-Macadam/Greeley would use the SW 5th Avenue and SW 6th Avenue transit mall to and from Union Station.

Table 2.5 compares the hourly bus frequency available with the No-Build alternative and the Enhanced Bus alternative. The Enhance Bus alternative would provide eight additional buses per hour between Lake Oswego and downtown Portland and six additional buses per hour between Oregon City and Lake Oswego.

**Table 2.5
Enhanced Bus Alternative Hourly Transit Service**

Origin/Destination Pairs	Vehicle	No-Build (2035)		Enhanced Bus (2035)	
		Peak	Off-Peak	Peak	Off-Peak
Lake Oswego-Downtown Portland	Bus	6	4	12	4
Oregon City-Lake Oswego	Bus	4	4	10	4

Source: TriMet, 2009; Metro, 2009

Notes: All routes included would use standard 40-foot buses.

Table 2.6 shows the total hourly peak load point peak direction capacity provided with the No-Build alternative and the Enhanced Bus alternative.

**Table 2.6
Enhanced Bus Alternative Hourly Service Capacity**

Origin/Destination Pairs	Vehicle	No-Build (2035)		Enhanced Bus (2035)	
		Peak	Off-Peak	Peak	Off-Peak
Lake Oswego-Downtown Portland	Bus	306	204	612	204
Oregon City-Lake Oswego	Bus	204	204	510	204

Source: TriMet, 2009; Metro, 2009

Notes: All routes included would use standard 40-foot buses with a capacity of 51 riders per vehicle.

Existing excursion trolley service using the Willamette Shore Line tracks is operated seasonally and by special arrangement by the Oregon Electric Railway Historical Society. Operated with self-propelled vintage vehicles between SW Bancroft Street and Lake Oswego, the excursion trolley service could continue to operate with the Enhanced Bus alternative. This type of excursion service is not included in the regional travel demand model.

2.3.2 Project Related Transit Capital Facilities

The sections below describe the bus stops, park-and-ride lots and major transit access and connection facilities that are included in the Enhance Bus Alternative transit network.

2.3.2.1 Bus Stop Facilities

The bus stops between Lake Oswego and SW Bancroft Street that are included for bus line 35-Macadam/Greeley under the Enhanced Bus alternative are shown in Table 2.7.

**Table 2.7
Enhanced Bus Alternative
Bus Stop Locations**

Bus Stop Location	Enhanced Bus Line 35-Macadam/Greeley
SW Bancroft Street	●
SW Hamilton Court	●
SW Boundary Street	●
SW Taylors Ferry Rd	●
Sellwood Bridge	●
SW Military Road	●
SW Briarwood Road	●
SW Terwilliger Blvd	●
B Avenue	●
Lake Oswego TC	●
2nd Street and A Avenue	●
2nd Street and B Avenue	●
Lake Oswego Terminus	●P

Line 35-Macadam/Greeley would serve all stops between Lake Oswego and Oregon City TC

Source: TriMet, 2009; Metro, 2009

● = Bus Stop

P = Park-and-Ride

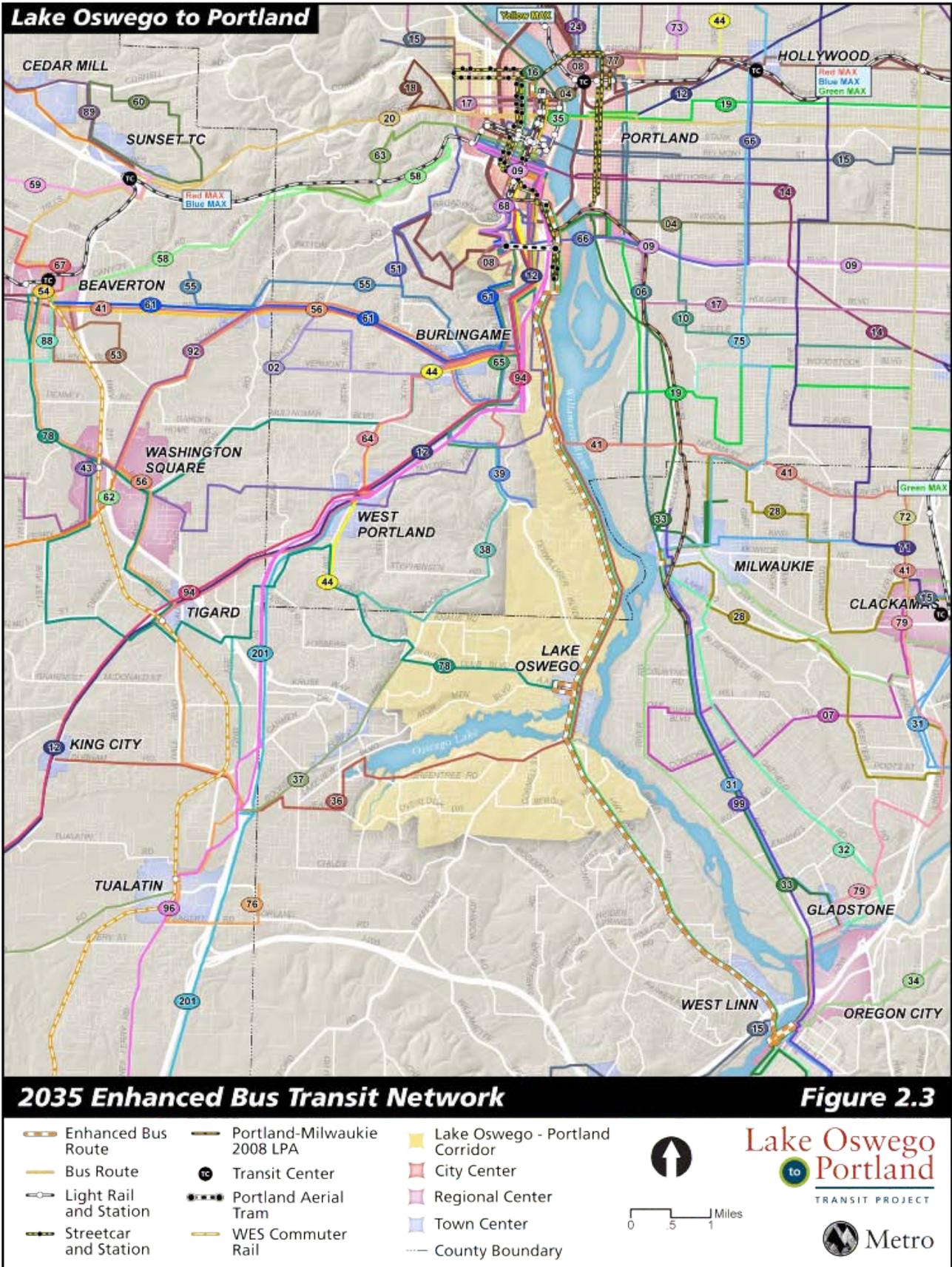
Note: The park-and-ride at the Lake Oswego Terminus bus stop includes a 300-space structured garage.

2.3.2.2 Park-and-Ride Facilities

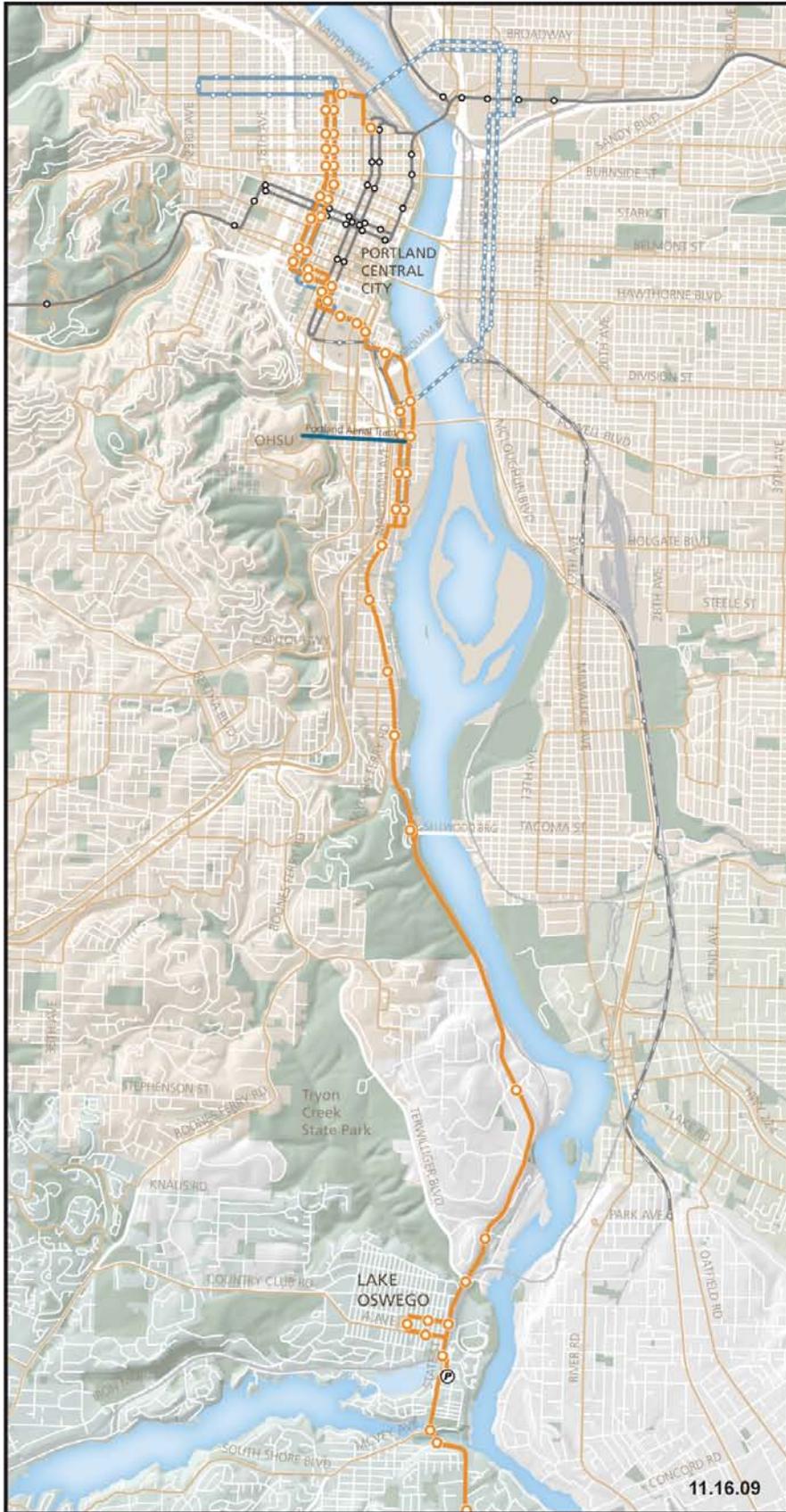
The Enhanced Bus alternative would include the same three small, shared-use park-and-ride lots in the corridor included in the No-Build alternative. In addition, the Enhanced Bus alternative would include a 300-space structured park-and-ride lot located at the Oswego Village Shopping Center.

2.3.2.3 Transit Connection Facilities

The Enhanced Bus alternative would include the same transit connection facilities that are included in the No-Build alternative. However, the Enhanced Bus route would only use a small portion of the downtown Portland transit mall.



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Lake Oswego to Portland

TRANSIT PROJECT

Enhanced Bus Alternative Bus Route

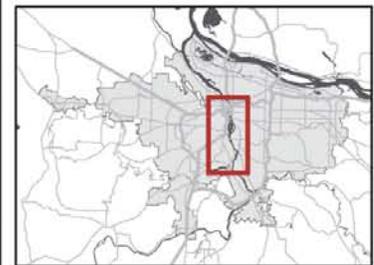
Figure 2.4

Enhanced Bus

-  Enhanced Bus
-  bus stop
-  park-and-ride

Transit: existing/planned

-  Streetcar, existing
-  Streetcar, under construction/planned
-  MAX, existing
-  MAX, planned
-  Portland Aerial Tram
-  Existing bus routes
-  Railroads



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2.3.2.4 Transit Operations and Maintenance Facilities

The Enhanced Bus alternative would add six peak period buses per hour compared to the No-Build alternative. Though this would not require major new facilities, there could be some incremental increases in maintenance and storage space necessary due to this marginal increase.

2.3.3 Roadway Network Modifications

There would be one roadway network modification with the Enhanced Bus alternative. The Enhanced Bus alternative would include a new, two-lane roadway connection between the 300-space park-and-ride lot at Oswego Village Shopping Center and Foothills Road.

2.4 Streetcar Alternative

The Streetcar alternative would extend the existing Portland Streetcar service (which currently operates from northwest Portland to SW Lowell Street) south to downtown Lake Oswego. This section provides a description of the Streetcar alternative alignment, phasing options and design options. The description is presented from north to south and divided into six segments, that will be analyzed in the DEIS. This section also describes the other improvements and modifications associated with this alternative.

Figure 2.5 provides an illustration of the six streetcar segments and the four segments (Johns Landing, Sellwood Bridge Dunthorpe/Riverdale and Lake Oswego) that include design options. Refer to the Lake Oswego to Portland Transit Project plan set for additional details on the physical capital components of the Streetcar alternative design options.

2.4.1 Downtown Portland

In the Downtown Portland segment, north of SW Lowell Street, limited improvements would be made to increase operational flexibility and to increase vehicle storage capabilities. A rail connection would be added to the existing intersecting track configuration at SW 10th Avenue and SW Market Street. This new connection would allow northbound streetcars on the existing SW 10th Avenue tracks to turn east onto the existing SW Market Street tracks. This new streetcar track connection would provide streetcars with a turnaround capability that would allow them to turn back east (and eventually south) to the South Waterfront area and Lake Oswego. Storage for an additional 8 streetcar vehicles would be required with the streetcar alternative. At least some of this additional storage would be located in the Downtown Portland segment (at a site yet to be confirmed).

2.4.2 South Waterfront Segment

The South Waterfront Segment is the portion of the streetcar alignment from SW Lowell Street to SW Hamilton Court. In this segment the streetcar would be extended south operating in-street in the planned Moody/Bond Couplet extension. The northbound streetcar tracks would be extended south of SW Bancroft Street in a new roadway extension of SW Bond Avenue to SW Hamilton Street. The southbound streetcar tracks would be extended south in the existing Willamette Shore Line right-of-way. At SW Hamilton Street the northbound and southbound tracks would meet and extend south as a double-tracked streetcar operation in a planned extension of SW Moody Avenue to SW Hamilton

Segments

Design Options

Single-Track Sections

(All others are double-track sections)

Yellow = Short-Term Single Track

Red = Long-Term Single Track

1 - Downtown Portland

2 - South Waterfront

3 - Johns Landing

Willamette Shore Line
Macadam Additional Lane
Macadam In-Street

4 - Sellwood Bridge

Willamette Shore Line
New Interchange

SW Lowell Street

SW Hamilton Ct

SW Miles Sreet

Stephens Creek Culvert
(850')

South End of Park

5 - Dunthorpe/Riverdale

Willamette Shore Line
Riverwood In-Street

South End of Park to Short Trestle
(1,500')

Elk Rock Tunnel
(1,700')

6 - Lake Oswego

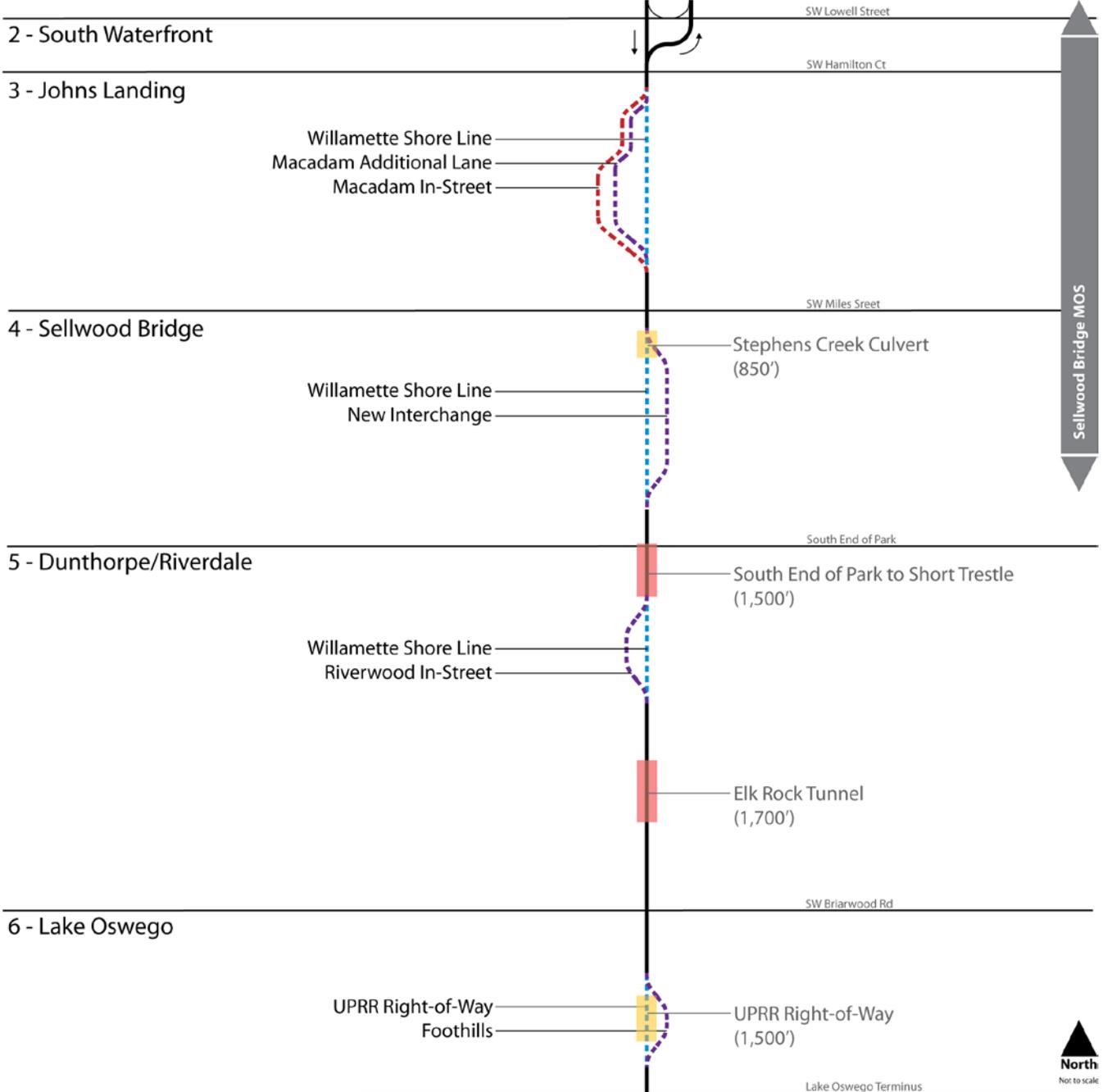
UPRR Right-of-Way
Foothills

SW Briarwood Rd

UPRR Right-of-Way
(1,500')

Lake Oswego Terminus

Sellwood Bridge MOS



Streetcar Alternative Design Option Schematic **Figure 2.5**

Note: Short-term single-track sections are defined as those that will likely convert to double track prior to 2035 (due, at least in part, to other projects). Long-term single track are those sections that will remain as single track through 2035.

Court. This design is dependent on the City of Portland's planned South Portal roadway improvements. The South Portal improvements are included in Metro's Financially Constrained 2035 project list and is planned to be implemented prior to 2020. The South Portal roadway improvements are not part of Lake Oswego to Portland Transit Project.

2.4.2.1 Willamette Shore Line (Interim Phasing Option)

The South Waterfront Segment includes a phasing option using the existing Willamette Shore Line right-of-way that provides an interim option if the streetcar extension is built prior to the South Portal roadway improvements. With this phasing option, the northbound track of the streetcar extension would extend one block south from SW Lowell Street to SW Bancroft Street and then west to meet the southbound track at SW Moody Street. South from SW Bancroft Street, the streetcar would operate with double tracks in the existing Willamette Shore Line right-of-way. A station would be located immediately north of SW Hamilton Court.

2.4.3 Johns Landing Segment

The Johns Landing Segment extends from SW Hamilton Court to SW Miles Street. In the Johns Landing area between SW Julia Street and SW Carolina Street, the Streetcar alternative includes three design options. Two design options would use SW Landing Drive and SW Macadam Avenue in order to serve the SW Macadam Avenue business district and to avoid close proximity to condominium residences. The three design options are described below.

2.4.3.1 Willamette Shore Line Design Option

The Willamette Shore Line Design Option would locate the double-track streetcar alignment within the existing Willamette Shore Line right-of-way (SW Julia Street to SW Carolina Street). Running roughly halfway between the Willamette River bank and SW Macadam Avenue, this design option would be located adjacent to several residential condominiums and Willamette Park. The streetcar would remove the existing 300-foot-long Jones Trestle between SW Boundary Street/SW Landing Square and SW Flower Street which would create an at-grade streetcar crossing of the existing Willamette Greenway public access near SW Boundary Street.. This option would replace the trestle with a lowered track section that would be stabilized by a short retaining wall, an earthen berm or a combination of the two.

The two stations in this design option would be located south of SW Boundary Street/ SW Landing Square and at SW Nebraska Street.

2.4.3.2 Macadam In-Street Design Option

The Macadam In-Street Design Option would veer west off of the existing Willamette Shore Line right-of-way across a vacant lot near SW Julia Street (immediately east of the Willamette Athletic Club building) and then head south along SW Landing Drive for about four blocks (or about 1,000 feet). As the alignment approaches SW Boundary, it would shift westward to access SW Macadam Avenue and the SW Macadam Avenue business district. SW Boundary Street would be re-aligned to allow for a perpendicular intersection at SW Macadam Avenue to improve streetcar operations at this intersection. This design option would locate the south- and northbound streetcar tracks in the two outer auto lanes along SW Macadam Avenue between SW Boundary Street in the north and SW

Carolina Street in the south (a distance of about 2,400 feet). This design option would include a new traffic signal at SW Carolina Street to transition east to the existing Willamette Shore Line right-of-way at the southern end of the Johns Landing segment.

The two stations in this design option would be located along a realigned SW Boundary Street/SW Landing Square (east of SW Macadam Avenue) and at SW Carolina Street (with southbound platform fronting SW Macadam Avenue and the northbound platform fronting SW Carolina Street). A possible future station could be located at SW Pendleton Street; the impacts of this possible future station are not analyzed in this DEIS.

2.4.3.3 Macadam Additional Lane Design Option

Similar to the Macadam In-Street Design Option, the Macadam Additional Lane design option veer west off of the existing Willamette Shore Line right-of-way across vacant lot near SW Julia Street (immediately east of the Willamette Athletic Club building) and then head south along SW Landing Drive for about four blocks (or about 1,000 feet). As the alignment approaches SW Boundary, it would turn westward to access SW Macadam Avenue and the SW Macadam Avenue business district. SW Boundary Street would be re-aligned to allow for a perpendicular intersection at SW Macadam Avenue to improve streetcar operations at this intersection. Similar to the Macadam In-Street Design Option, the Macadam Additional Lane Design Option would locate the southbound streetcar tracks in the existing outer auto lane along SW Macadam Avenue between SW Boundary Street in the north and SW Carolina Street in the south (a distance of about 2400 feet).

However, unlike the Macadam In-Street Design Option, the Macadam Additional Lane Design Option would locate the northbound streetcar tracks in a new, additional northbound lane that the streetcar would share with right-turning traffic between SW Boundary Street and SW Carolina Street. Generally, the right-of-way needed for this additional lane was reserved for transit use as a condition of development as part of the City of Portland's Johns Landing Master Plan. However, the right-of-way was never acquired and now would require the purchase of private property. This design option then uses SW Carolina Street to transition back east to the existing Willamette Shore Line right-of-way at the southern end of the Johns Landing segment.

The two stations in this design option would be located along a realigned SW Boundary Street/SW Landing Square (east of SW Macadam Avenue) and at SW Carolina Street (with both platforms fronting SW Macadam Avenue). A possible future station could be located at SW Pendleton Street; the impacts of this possible future station are not analyzed in this DEIS.

2.4.4 Sellwood Bridge Segment

The Sellwood Bridge Segment extends from SW Miles Street to the south end of Powers Marine Park. In the Sellwood Bridge segment from just north of the Stephens Creek culvert to approximately 1,200 feet south of the Sellwood Bridge, the Streetcar alternative has two design options: the Willamette Shore Line Design Option and the New Interchange Design Option. From the point approximately 1,200 feet south of the Sellwood Bridge to the south end of Powers Marine Park the streetcar would operate as a double track alignment between the park and Highway 43.

The Willamette Shore Line Design Option provides an option if the streetcar project is built prior to the Sellwood Bridge west interchange improvements. The New Interchange Design Option provides

an option if the streetcar project is built following, or in conjunction with, the west interchange improvements. The design options are described below.

2.4.4.1 Willamette Shore Line Design Option

The Willamette Shore Line Design Option would locate the streetcar alignment in the existing Willamette Shore Line right-of-way within the entire Sellwood Bridge segment (or about 1.3 miles). This option would feature double-track immediately south of SW Miles Street for about 400 feet and then narrow to single track while crossing the existing Stephen Creek culvert where the existing right-of-way narrows. Double-track operation would resume just south of the culvert where the existing right-of-way widens and continue for the rest of the segment until just north of the segment end point at the south end of Powers Marine Park.

The single station in this design option would be located approximately 200 feet north of the Sellwood Bridge and west of the Staff Jennings Boating Center main building.

2.4.4.2 New Interchange Design Option

The Sellwood Bridge Project (by others) would provide an alternate access driveway to the Macadam Bay Club as part of the new west interchange. The New Interchange Design Option assumes that the streetcar project in this segment would be designed and constructed in conjunction with the Sellwood Bridge west interchange improvements. The New Interchange Design Option would collaborate with the Sellwood Bridge Project on a new crossing of Stephens Creek that would allow for double-track streetcar operation. The double track would extend for almost the full length of the approximate 1.3-mile Sellwood Bridge segment. Single-track operation would begin just north of the segment end point at the south end of Powers Marine Park.

Similar to the Willamette Shore Line design option, the single station in this design option would be located just over 200 feet north of the Sellwood Bridge and west of the Staff Jennings Boating Center main building. However, the station would be shifted slightly to the west compared with the Willamette Shore Line Design Option.

2.4.5 Dunthorpe/Riverdale Segment

The Dunthorpe/Riverdale Segment extends from the south end of Powers Marine Park to just south of SW Briarwood Road (and the SW Briarwood Station). The segment would begin with a single-track section immediately south of Powers Marine Park and would transition to double track immediately north of the existing “short trestle.” As the alignment approaches the Elk Rock Tunnel, the streetcar would return to a single-track configuration. The single-track layout would continue through the tunnel to approximately 300 feet south of the tunnel (near SW Elk Rock Road). The streetcar would remain double-tracked for the remainder of this segment to Briarwood Road.

In the Dunthorpe/Riverdale segment between SW Riverdale Road (where the existing right-of-way widens) and the Willamette Shore Line right-of-way crossing of SW Riverwood Road, the Streetcar alternative has two design options, the Willamette Shore Line Design Option and the Riverwood In-Street Design Option. These two design options are described below.

2.4.5.1 Willamette Shore Line Design Option

The Willamette Shore Line Design Option would locate the streetcar alignment in the existing Willamette Shore Line right-of-way within the entire Dunthorpe/Riverdale segment (approximately two miles). This option would provide double-track operation within the existing right-of-way where the existing right-of-way widens immediately south of SW Riverdale Road. This design option would also rebuild or replace both the “short-trestle” and “long-trestle” and both trestles would operate double-track. The decision on rebuild or replace has yet to be finalized and will depend upon both a life-cycle cost analysis and a historic resource determination.

The Streetcar alternative would have two stations in this segment. The northernmost station in this segment would be located where the existing right-of-way intersects SW Riverwood Road. The other station would be located just north of the south end of the segment, immediately south of Briarwood Road.

2.4.5.2 Riverwood In-Street Design Option

The Riverwood In-Street Design Option would locate the streetcar alignment within the existing Willamette Shore Line right-of-way within the Dunthorpe/Riverdale segment except for one, approximately 3,100-foot-long section. Where the existing right-of-way widens just south of SW Riverdale Road, this option would leave the existing right-of-way and climb on a new, double-tracked, aerial structure (approximately 1,000 feet in length) that would parallel Highway 43 until it reaches SW Riverwood Road. From there, this option would locate the double-track railway within a realigned SW Riverwood Road and share the roadway with vehicles for about 1,900 feet until the alignment returns to the existing right-of-way at the Riverwood Road station. This design option would replace the “short trestle” and “long trestle” with the new structure that climbs from the Willamette Shore Line right-of-way to SW Riverwood Road. This option would close the SW Riverwood Road/ Highway 43 intersection. Vehicles using this portion of Riverwood Road would access Riverwood Road via SW Military Road and the intersection of SW Military Road and Highway 43.

2.4.6 Lake Oswego Segment

The Lake Oswego Segment extends from SW Briarwood Road to the Lake Oswego terminus at the Albertsons site. In the Lake Oswego segment from the overcrossing of the Union Pacific Railroad (UPRR) freight line south to the UPRR at-grade crossing of N State Street, the Streetcar alternative has two design options, the UPRR Right-of-Way Design Option and the Foothills Design Option. The Foothills Design Option would require implementation of the City of Lake Oswego’s planned improvements in the Foothills redevelopment area, while the UPRR Right-of-Way Design Option could be built under any circumstance. These two design options are described below.

2.4.6.1 UPRR Right-of-Way (ROW) Design Option

With the UPRR Right-of-Way Design Option the streetcar alignment would proceed south in the Willamette Shore Line right-of-way to immediately south of a new undercrossing of the UPRR Tillamook Branch Line. The new undercrossing would allow the streetcar tracks to cross to the east side of the UPRR tracks. South of the new undercrossing, the streetcar alignment would proceed as a

double track alignment through an at-grade crossing of Stampher Road and on a new structure over Tryon Creek.

At the south end of the Tryon Creek structure, approximately 300 feet south of Stampher Road, the alignment would transition from a double-track to a single-track operation. The alignment would continue on a single track through the B Avenue station located adjacent to the 100-space surface park-and-ride lot at Foothills Road. In order to accommodate the streetcar alignment, the existing UPRR tracks would be realigned to the west for a distance of approximately 2,800 feet immediately north of the existing UPRR crossing of State Street (Highway 43). Approximately 100 feet south of the B Avenue Station the streetcar alignment would transition back to double-track operation, in a new two-lane Foothills Road extension to the terminus station. The Lake Oswego Terminus Station would include an additional storage track and a 300-space structured park-and-ride.

2.4.6.2 Foothills Design Option

With the Foothills Design Option the streetcar alignment would operate double track from the Briarwood Station through to the Lake Oswego Terminus Station. South of the Briarwood Station the streetcar alignment would cross under the UPRR Tillamook Branch Line at a new undercrossing and continue with in street operations south in a rebuilt Foothills Road (rebuilt by others). The alignment would continue with a double-track alignment to a station at the 100-space surface park-and-ride lot and continue in a new Foothills Road extension to the Lake Oswego Terminus. The Lake Oswego Terminus Station would include an additional storage track and a 300-space structured park-and-ride.

2.4.7 Transit Network and Operations

The Streetcar alternative would operate as an extension of the existing Portland Streetcar service between NW 23rd Avenue and SW Lowell Street. During the peak hours (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) the streetcar would operate with 10-minute headways for the full length from Northwest 23rd Avenue to the Lake Oswego terminus. Additionally, in the peak hours two streetcars per hour would operate between Portland State University (PSU) and the Lake Oswego terminus. During off-peak hours the streetcar would operate at 10-minute headways between NW 23rd Avenue and PSU and at 15-minute headways between PSU and the Lake Oswego terminus.

In this alternative, bus line 35-Macadam/Greeley would be split into two routes. The portion of the route from the downtown Portland transit mall to North Portland would continue to serve its current route as line 35-Greeley. The portion of the route south of downtown Portland would change. The route would continue to provide service along the existing route between Oregon City and Lake Oswego. However, from the new Lake Oswego Terminus Station, it would then be combined with the bus line 78-Beaverton/Lake Oswego with Beaverton Transit Center as its northern terminus.

In the Streetcar alternative, bus line 36-South Shore would no longer serve stops between Lake Oswego and the downtown Portland transit mall but its route would be extended west of Tualatin and serve King City. All bus stops currently served only by lines 35-Macadam/Greeley and 36-South Shore between Lake Oswego and downtown Portland would be removed.

Table 2.8 displays the number of transit vehicles per hour in the Highway 43 corridor. Compared to the existing service, the Streetcar alternative would increase the frequency of peak hour transit

service in the corridor by four vehicles per hour between Lake Oswego and SW Lowell Street and by five vehicles per hour between SW Lowell Street and downtown Portland. Off-peak transit frequencies would increase from two vehicles per hour to four to five vehicles per hour.

**Table 2.8
Streetcar Alternative Hourly Transit Service**

Origin/Destination Pairs	Vehicle	2009		2035	
		Peak	Off-Peak	Peak	Off-Peak
Lake Oswego-Downtown Portland	Bus	4	2	NA	NA
Lake Oswego-SW Lowell Street	Streetcar	NA	NA	8	4
Oregon City-Lake Oswego	Bus	4	2	4	4

Source: TriMet, 2009; Metro, 2009

**Table 2.9
Streetcar Alternative Hourly Service Capacity**

Origin/Destination Pairs	Vehicle	2009		2035	
		Peak	Off-Peak	Peak	Off-Peak
Lake Oswego-Downtown Portland	Bus	404	202	NA	NA
Lake Oswego-SW Lowell Street	Streetcar	NA	NA	736	368
Oregon City-Lake Oswego	Bus	404	202	404	202

Source: TriMet, 2009; Metro, 2009

Notes: Streetcar capacity is 92 per vehicle south of SW Lowell Street and 115 north of SW Lowell Street (see Table 2.1)

Existing excursion trolley service using the Willamette Shore Line tracks is operated seasonally and by special arrangement by the Oregon Electric Railway Historical Society. Operated with self-propelled vintage vehicles between SW Bancroft Street and Lake Oswego, the excursion trolley service could continue to operate with the Streetcar alternative. However, this type of excursion service is not included in the regional travel demand model.

2.4.8 Project-Related Transit Capital Facilities

Sections 2.4.2 through 2.4.6 describe the physical features of the Streetcar alternative, phasing options and design options. This section provides further description of the stations, park-and-ride lots, operations and maintenance facilities and roadway improvements associated with the Streetcar alternative.

2.4.8.1 Stations

Table 2.10 shows the transit stations associated with the Streetcar alternative. It also details the stations associated with each of the Johns Landing segment design options. The station locations would not change with the design options in other segments.

**Table 2.10
Streetcar Alternative Station Locations By Design Option**

Streetcar Station Location	Willamette Shore Line	Macadam Additional Lane	Macadam In-Street
SW Bancroft Street	●	●	●
SW Hamilton Court	●	●	●
SW Boundary Street	●	●	●
SW Carolina Street	-	●	●
SW Nebraska Street	●	-	-
SW Nevada Street	●	●	●
Sellwood Bridge	●	●	●
SW Riverwood Road	●	●	●
Briarwood Road	●	●	●
B Avenue	●P	●P	●P
Lake Oswego Terminus	●P	●P	●P

Source: TriMet, 2009; Metro, 2009

● = Station

- = No Station

P = Park-and-Ride

Note: The two park-and-rides at the B Avenue and Lake Oswego Terminus stations have 100 and 300 spaces respectively in all options.

¹ The stations at SW Pendleton Street and E Avenue are possible future stations and are not part of the impacts analysis.

2.4.8.2 Park-and-Ride Facilities

The Streetcar alternative would include the same three small, shared-use park-and-ride lots in the corridor included in the No-Build and Enhanced Bus alternatives. The two new park-and-ride facilities in the Streetcar alternative include:

- A new 100-space surface park-and-ride lot east of North State Street and west of Foothills Road.
- A new 300-space structure east of North State Street in the north end of the Oswego Village Shopping Center.

2.4.8.3 Transit Connection Facilities

Transit center facilities that are associated with the Streetcar alternative include:

- Lake Oswego Transit Center – Transit center activities would be relocated from the existing site between A and B avenues on 4th Street to the Lake Oswego Terminus Station.

There would be no other changes to transit connection facilities (compared with the No-Build alternative).

2.4.8.4 Transit Operations and Maintenance Facilities

The Streetcar alternative would require an additional 11 vehicles compared with the No-Build alternative in 2035.

The operations and maintenance needs for the additional streetcar vehicles would be accommodated at the existing Portland Streetcar, Inc. (PSI) maintenance yard located in Portland at NW 16th Avenue between NW Marshall and NW Northrup streets. The existing facility has adequate capacity to accommodate the existing streetcar fleet of 11 vehicles, the planned fleet expansion of 6 vehicles for the Portland Streetcar Loop Project, 5 vehicles for the Close-the-Loop Project and 11 vehicles for Lake Oswego to Portland Transit Project. The Portland Streetcar Loop Project is expanding the maintenance facility and storage to enable storage of 25 vehicles and maintenance capacity for up to 36 vehicles at the site. These improvements are funded as part of the current Portland Streetcar Loop Project.

Storage for an additional 8 streetcar vehicles would be required with the Streetcar alternative. A new storage facility that could accommodate eight vehicles would be located at a site in the downtown Portland segment (likely adjacent to the existing streetcar tracks west of SW Moody Avenue and south of SW Sheridan Street but yet to be confirmed).

2.4.9 Roadway Network Modifications

This section describes the roadway modifications directly related to the construction and operation of Streetcar alternative.

2.4.9.1 Downtown Portland Segment

There would be no roadway modifications in the Downtown Portland segment.

2.4.9.2 South Waterfront Segment

This segment includes the planned South Portal roadway project which is included in the 2035 Financially Constrained Project List. The South Portal roadway improvements would be funded and built by others and are not part of the Lake Oswego to Portland Transit Project.

The South Portal project includes extending SW Moody Avenue and SW Bond Avenue as a couplet south of SW Bancroft Street to SW Hamilton Street. SW Moody Avenue would be further extended as a two-way street to SW Hamilton Court. In addition to the roadway extensions, the project includes raising the elevation of SW Moody Avenue, SW Bond Avenue, SW Hamilton Street and SW Hamilton Court.

The Streetcar Moody/Bond Extension Couplet Design Option would only work if it were constructed in conjunction with the South Portal roadway project. The Willamette Shore Line interim phasing option has been developed in order to analyze the impacts of the project if the streetcar were constructed prior to the South Portal roadway improvements being constructed. The phasing option is described in Section 2.4.2.

2.4.9.3 Johns Landing Segment

There would be no roadway modifications with the Willamette Shore Line Design Option, except for pedestrian access improvements to the SW Boundary Street station along SW Boundary Street.

With the Macadam In-Street and Macadam Additional Lane design options, SW Landing Drive near Cottonwood Bay to SW Boundary Street would be reconstructed from a private, local-access roadway to a public roadway that would meet city local street standards. SW Boundary Street between SW Landing Drive and SW Macadam Avenue would be realigned and reconstructed. With either design option, the streetcar would operate in-street in both SW Landing Drive and SW Boundary Street.

With the Macadam In-Street Design Option, the streetcar tracks would be constructed in the outside lanes of SW Macadam Avenue and there would be no other roadway modifications. With the Macadam Additional Lane Design Option, there would be an additional northbound lane on SW Macadam Avenue between SW Carolina Street and SW Boundary Street. The streetcar would operate in-street in the existing outside southbound lane and in the added northbound outside lane. Both design options would include a new traffic signal at SW Carolina Street. Both design options would also include reconfiguration of Southwest Beaver Avenue adjacent to the Willamette Sailing Club and Willamette Park.

2.4.9.4 Sellwood Bridge Segment

With the Willamette Shore Line Design Option, there would be no roadway modifications in this segment.

With the New Interchange Design Option, the streetcar would be integrated into the planned Sellwood Bridge west interchange improvements (by others); however, no roadway modifications would be directly attributable to the Lake Oswego to Portland Transit Project. The Sellwood Bridge west interchange improvements are not included in the Financially Constrained project list. However, the New Interchange Design Option describes how the streetcar project could be built in conjunction with the west interchange project if funding for that project were to become available.

2.4.9.5 Dunthorpe/Riverdale Segment

With the Willamette Shore Line Design Option, there would be no roadway modifications in this segment.

With the Riverwood In-Street Design Option, the streetcar would operate in-street in SW Riverwood Road from Highway 43 to just south of Military Road. The streetcar would access SW Riverwood Road in close proximity to Highway 43 and would necessitate closing SW Riverwood Road north of the northernmost driveway. The existing intersection of SW Riverwood Road and Highway 43 would be closed.

2.4.9.6 Lake Oswego Segment

Both design options in this segment include a new two-lane roadway connection Foothills Road to the Lake Oswego terminus station.

With the UPRR Right-of-Way Design Option, Foothills Road would be slightly realigned south of the 100-space surface park-and-ride lot. There would be no other roadway modifications with this design option.

The Foothills Design Option is designed to be constructed in conjunction with development of the Foothills redevelopment area. The streetcar would operate in-street south of the UPRR tracks on a realigned Foothills Road. A new roadway connection between Foothills Road and North State Street across from E Avenue is planned with the redevelopment project. All roadway modifications with this design option are by others and are not part of the Lake Oswego to Portland Transit Project.

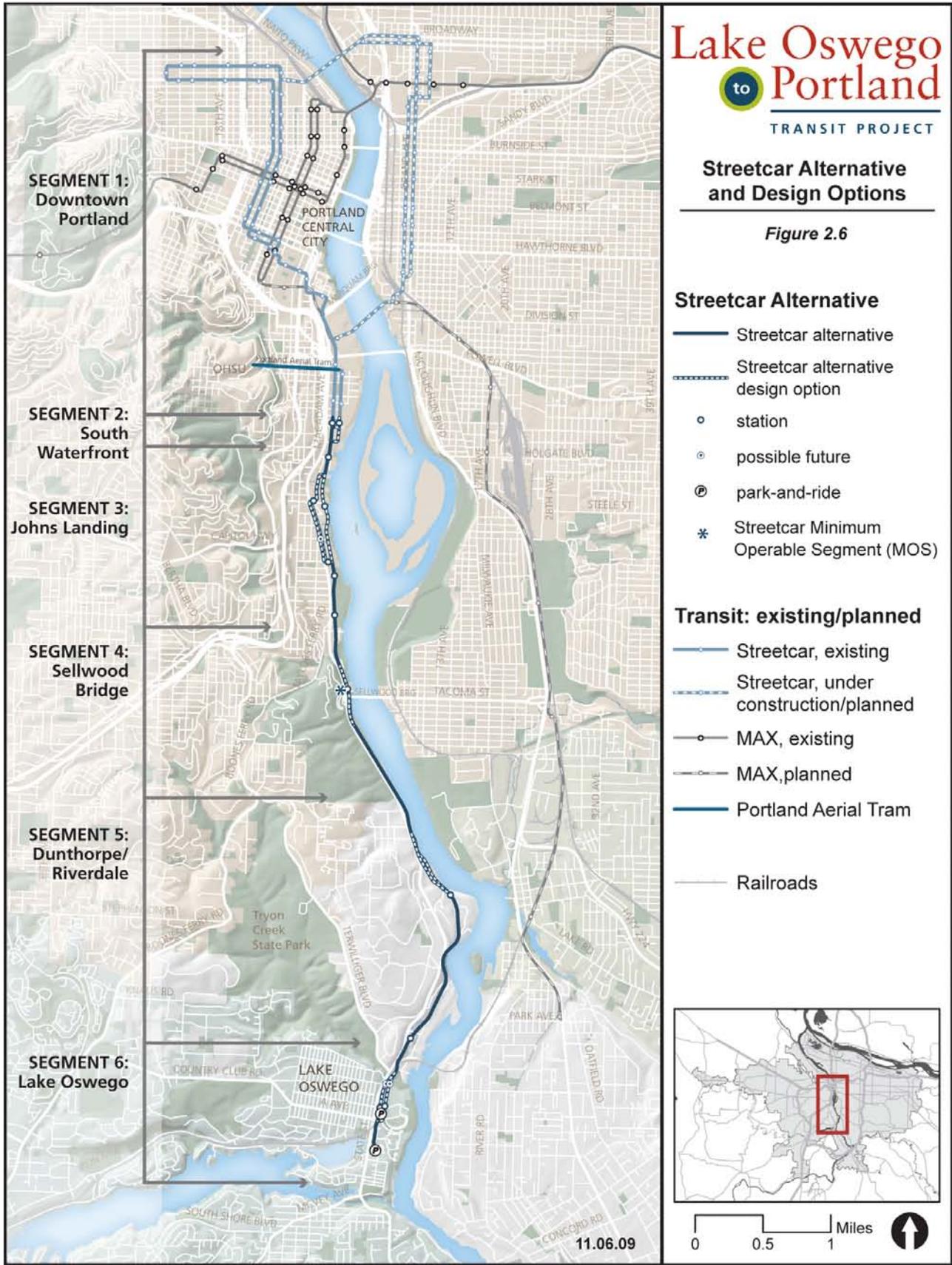
2.4.10 Sellwood Bridge Minimum Operable Segment (MOS)

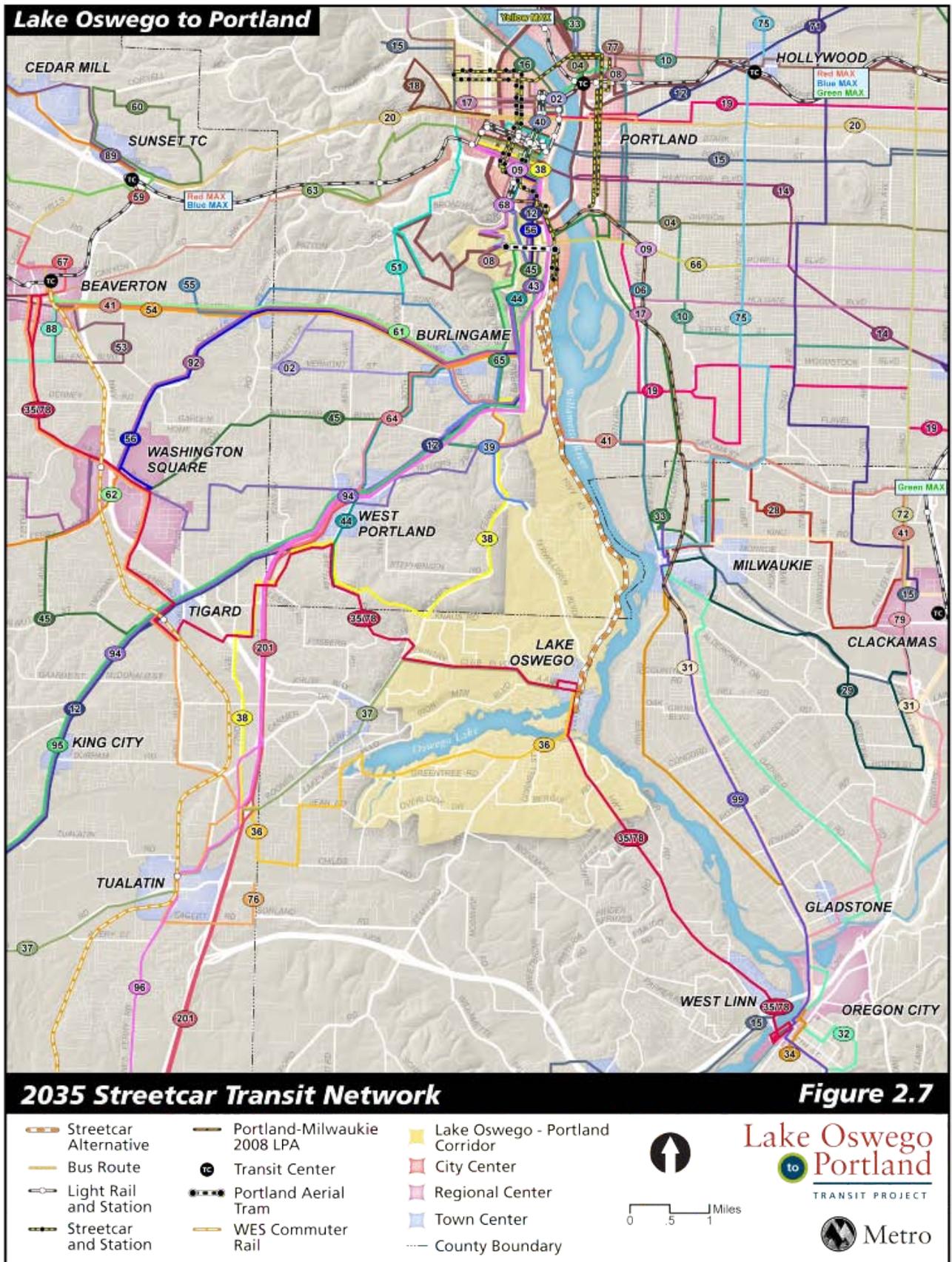
The Streetcar alternative includes as an implementation option a Minimum Operable Segment (MOS) whereby an initial phase of streetcar infrastructure could be extended and operated from SW Lowell Street to the Sellwood Bridge Station. The Sellwood Bridge MOS could be selected as an interim terminus for a Locally Preferred Alternative (LPA). However, by itself, it would not meet the project purpose and need of optimizing the regional transit system within the Lake Oswego to Portland corridor. The MOS would have the same physical description as the full length Streetcar alternative and would be feasible with any of the design options described in the South Waterfront, Johns Landing and Sellwood Bridge segments.

The transportation analysis for the Sellwood Bridge MOS is based on the Willamette Shore Line Design Option in each of the three segments north of the Sellwood Bridge. The analysis of physical impacts would be the same as with the full length Streetcar alternative and design options.

The MOS transit network includes bus line 35-Macadam/Greeley operating as it does today from Oregon City Transit Center through the existing Lake Oswego Transit Center to SW Nevada Street where it would provide a transfer to the Streetcar alternative at the Nevada Street Station. Line 35-Macadam/Greeley would turn around at this point by turning west on SW Texas Street, south on SW Virginia Street, and east on SW Nevada Street. Line 36-South Shore would use the same routing and the same turnaround as Line 35-Macadam/Greeley between the existing Lake Oswego Transit Center and SW Nevada Street.

The MOS would include the same park-and-ride lots as the No-Build alternative. There would be no park-and-ride lots directly serving streetcar stations.





Draft 11/19/2009

Streetcar Alternative
Phasing and
Design Options

Figure 2.8

A: South Waterfront Phasing
- South Portal Phasing Option
- Full-Project Construction Phasing Option

B: Johns Landing Design Options
- Willamette Shore Line
- Macadam In-Street
- Macadam Additional Lane

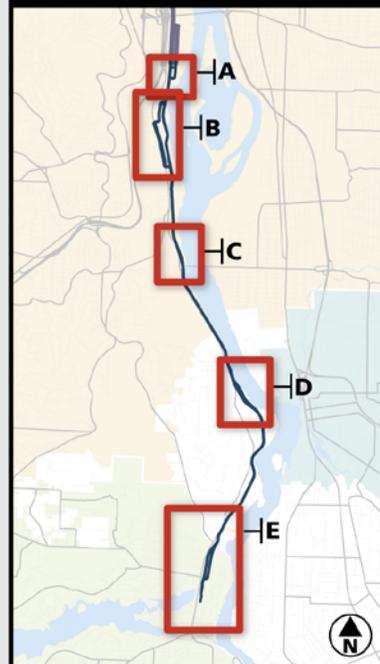
C: Sellwood Bridge Design Options
- Willamette Shore Line
- New Interchange

D: Dunthorpe/Riverdale Design Options
- Willamette Shore Line
- Riverwood In-Street

E: Lake Oswego Design Options
- UPRR Right-of-Way
- Foothills

- Streetcar alignment common for all options
- Streetcar options
- Streetcar station park-and-ride

Map Index



December 15, 2009



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Appendix A

Transit Route List for Alternatives

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Appendix B

2008 Regional Transportation Plan (RTP) Financially Constrained Project List

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Appendix C

Details of Alignment Intersections and Crossings

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Appendix A

Transit Route List for Alternatives

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10/7/2009

Line Code	Description	LO 2035 No-Build		LO 2035 Build (WSL/Hyb 1)		LO 2035 Enhanced Bus		LO 2035 MOS	
		pkhdwy	ophdwy	pkhdwy	ophdwy	pkhdwy	ophdwy	pkhdwy	ophdwy
01COMR	COM RAIL WILS-BEAV	15	15	15	15	15	15	15	15
01HGAP	LRT HILLS/GRESHAM	6	10	6	10	6	10	6	10
01I205	LRT CBD/I205/CTC mal	7.5	15	7.5	15	7.5	15	7.5	15
01PTCC	MILW (PARK)-VANCOUVER (CLARK COL)	7.5	15	7.5	15	7.5	15	7.5	15
01PDXX	PDX/158th LRT	15	15	15	15	15	15	15	15
01SLLP	STRCAR EASTSIDE LOOP	12	12	12	12	12	12	12	12
01SLLW	SCAR LOWELL-NW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
01SLNH	Streetcar (NW 23rd-Lake Oswego)	N/A	N/A	10	15	N/A	N/A	N/A	N/A
01SLPH	Streetcar (PSU-Lake Oswego)	N/A	N/A	30	N/A	N/A	N/A	N/A	N/A
01SLPW	Streetcar (PSU - Lowell)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
01SLNS	Streetcar MOS (NW 23rd-Sellwood Br)	N/A	N/A	N/A	N/A	N/A	N/A	10	15
01LCNW	SCAR (NW 23rd-Gibbs/N Macadam)	12	12	N/A	N/A	12	12	N/A	N/A
02VCBJ	VERMONT via JEFF/COL	10	15	10	15	10	15	10	15
04DGTC	DIVISION	5	12	5	12	5	12	5	12
04F	FESSENDEN	12	12	12	12	12	12	12	12
06MLKJ	MLK JR BLVD VANC	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
06M-70T13	Hayden Island/MLK/12th Ave/MTC via 13th	20	20	20	20	20	20	20	20
06M-70T17	Hayden Island/MLK/12th Ave/MTC via 17th	20	20	20	20	20	20	20	20
07THES-	THIESSEN - (O.GROVE/CONCORD-CTC)	15	30	15	30	15	30	15	30
08JVA	JACKSON PARK/VA	7.5	15	7.5	15	7.5	15	7.5	15
08M15	NE 15TH MIDDLEFIELD	7.5	15	7.5	15	7.5	15	7.5	15
09BWW	BROADWAY	12	15	12	15	12	15	12	15
09P98T	POWELL 98TH	30	30	30	30	30	30	30	30
09PGL	POWELL GRESHAM LTD	20	0	20	0	20	0	20	0
09PGTC	POWELL GRESHAM	10	15	10	15	10	15	10	15
10H	HAROLD	7.5	20	7.5	20	7.5	20	7.5	20
10T	NE 33RD AVE.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12BKC	BARBUR/KC TC	30	30	30	30	30	30	30	30
12BSHR	BARBUR/SHERWOOD	30	30	30	30	30	30	30	30
12SG	SANDY BLVD-GRESHAM	10	20	10	20	10	20	10	20
12SP	SANDY BLVD-PARKROSE	15	20	15	20	15	20	15	20
14H	HAWTHORNE	5	10	5	10	5	10	5	10
14HX	HAWTHORNE EXP	30	0	30	0	30	0	30	0
152MCT	MILWSHTL(MTC/CTC)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
154WLN	WILL/WLINN SHUTTLE	60	60	60	60	60	60	60	60
155S	SUNNYSIDE	60	60	60	60	60	60	60	60
156MR	MATHER RD.	45	60	45	60	45	60	45	60
157HV	HAPPY VALLEY	60	60	60	60	60	60	60	60
15B60	BELMONT TO 60TH AVE	30	30	30	30	30	30	30	30
15B92	BELMONT TO 92ND AVE	30	60	30	60	30	60	30	60
15BEP	BELMONT TO PARKROSE	7.5	12	7.5	12	7.5	12	7.5	12
15THUR	23RD THURMAN/GORDON	20	30	20	30	20	30	20	30
15TMPK	23RD AVE MONTG PARK	20	30	20	30	20	30	20	30
16FA	FRONT AVE.	20	0	20	0	20	0	20	0
17H136	HOLGATE	6	15	6	15	6	15	6	15
17SLIN	NW 21ST/LINNTON	10	20	10	20	10	20	10	20
17SMPK	NW 21ST/MONTG PARK	10	20	10	20	10	20	10	20
18HILL	HILLSIDE	60	0	60	0	60	0	60	0
19G	GLISAN GATEWAY	10	15	10	15	10	15	10	15
19W	WOODSTOCK	10	30	10	30	10	30	10	30
19WR	WOODSTOCK/REX	20	30	20	30	20	30	20	30
201BAR	SMART/WILS BARBUR	0	60	0	60	0	60	0	60
201BTC	WILS-COM-TUAL-BARBUR	30	60	30	60	30	60	30	60
202VIL	VILLEBOIS TO MEM PK	30	60	30	60	30	60	30	60

Line Code	Description	LO 2035 No-Build		LO 2035 Build (WSL/Hyb 1)		LO 2035 Enhanced Bus		LO 2035 MOS	
		pkhdwy	ophdwy	pkhdwy	ophdwy	pkhdwy	ophdwy	pkhdwy	ophdwy
C007	Van Mall-BG via CC	45	45	45	45	45	45	45	45
C009	FELIDA CIRCULATOR	30	60	30	60	30	60	30	60
C025	FruitVal-StJ-99TH ST	25	25	25	25	25	25	25	25
C030	Burton	20	20	20	20	20	20	20	20
C032HE	Hazel Dell-Evergreen	45	45	45	45	45	45	45	45
C037HW	HWY99-WSU	15	15	15	15	15	15	15	15
C037M	Mill PL	15	15	15	15	15	15	15	15
C039	CLARK COL/MED CNTR	60	60	60	60	60	60	60	60
C072	Orchards	60	60	60	60	60	60	60	60
C078	78th St	60	60	60	60	60	60	60	60
C080	Van Mall/Fishers	60	60	60	60	60	60	60	60
C092	Camas/Washougal	60	60	60	60	60	60	60	60
C105L	I5 LTD Salmon-VCBD	30	60	30	60	30	60	30	60
C118PN	18TH ST PnR-PCBD NB	30	0	30	0	30	0	30	0
C118PS	18TH ST PnR-PCBD SB	30	0	30	0	30	0	30	0
C134PN	Salmon Cr Exp PRM NB	25	0	25	0	25	0	25	0
C134PS	Salmon Cr Exp PRM SB	25	0	25	0	25	0	25	0
C157P	99TH ST/Lloyd Cntr	60	0	60	0	60	0	60	0
C164PN	FisherL Exp P NB	15	0	15	0	15	0	15	0
C164PS	FisherL Exp P SB	15	0	15	0	15	0	15	0
C190P	Marquam Hill Exp PRM	60	0	60	0	60	0	60	0
C199PN	99th St PR-Ptld PRMN	20	0	20	0	20	0	20	0
C199PS	99th St PR-Ptld PRMS	20	0	20	0	20	0	20	0
C301S	Ridgefld Shuttle	120	0	120	0	120	0	120	0
C302S	La Center Shuttle	120	0	120	0	120	0	120	0
C304S	Salmon PR-Rf-LaCntr	0	120	0	120	0	120	0	120
CL041E	VCBD-Camas/Wash LTD	120	0	120	0	120	0	120	0
CL041W	Camas/Wash LTD-VCBD	120	0	120	0	120	0	120	0
CL044	4TH PL LTD VCBD-WARD	20	0	20	0	20	0	20	0
CL047	Battle Ground LTD	120	0	120	0	120	0	120	0
CL065	FISHERS L-PARK ROSE	20	30	20	30	20	30	20	30

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2008 Regional Transportation Plan (RTP) Financially Constrained Project List

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2035 RTP Financially Constrained System Project List

Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Estimated Cost (YOES)	Time Period	2040 Land Use
10000	Clackamas Co.	Clackamas Co.	Linwood/Harmony Rd./ Lake Rd. Overcrossing/ Intersection	Linwood/ Harmony/ Lake Rd.		Add NB right turn lane, add EB right turn lane, add WB left turn lane and grade separate UPRR.	\$20,000,000	\$29,604,886	2008-2017	Regional center
10001	Clackamas Co.	ODOT	Johnson Creek Blvd. Interchange Improvements	JCB/I-205 interchange		Add loop ramp and NB on-ramp; realign SB off-ramp.	\$9,800,000	\$14,506,394	2008-2017	Employment area
10002	Clackamas Co.	Clackamas Co.	Johnson Creek Blvd. Improvements	45th Ave.	82nd Ave.	Widen from three to five lanes and widen bridge over Johnson Creek.	\$40,790,000	\$82,633,056	2018-2025	Industrial area
10003	Clackamas Co.	Clackamas Co.	Harmony Rd. Improvements	Hwy 224	SE 84th Ave.	Widen to five lanes, add bike lanes and sidewalks.	\$23,400,000	\$34,637,716	2008-2017	Regional center
10004	Clackamas Co.	Clackamas Co.	Otty Rd. Improvements	82nd Ave.	92nd Ave.	Widen, add turn lanes, sidewalks, on-street parking, central median and landscaping.	\$7,340,000	\$10,864,993	2008-2017	Employment area
10005	Clackamas Co.	Clackamas Co.	West Monterey Extension	82nd Ave.	Fuller Rd.	New two-lane extension.	\$6,200,000	\$12,560,062	2018-2025	Regional center
10007	Clackamas Co.	Clackamas Co.	Causey Ave. Overcrossing	over I-205	Bob Schumacher Rd.	Extend new three-lane crossing over I-205.	\$14,800,000	\$29,982,084	2018-2025	Regional center
10008	Clackamas Co.	Clackamas Co.	79th Ave. Extension	Johnson Creek Blvd.	King Rd.	Build N-S collector west of 82nd Ave..	\$12,780,000	\$18,917,522	2008-2017	Employment area
10009	Clackamas Co.	Clackamas Co.	Fuller Rd. Improvements	Otty Rd.	Johnson Creek Blvd.	Widen street and add turn lanes, sidewalks, on-street parking, central median and landscaping.	\$4,000,000	\$5,920,977	2008-2017	Employment area
10012	Clackamas Co.	Clackamas Co.	Fuller Rd. Improvements	Harmony Rd.	Monroe St.	Widen to three lanes to include disconnecting auto access to King Road.	\$5,300,000	\$15,893,128	2026-2035	Employment area
10013	Clackamas Co.	Clackamas Co.	Boyer Dr. Extension	82nd Ave.	Fuller Rd.	New two-lane extension.	\$2,520,000	\$3,730,216	2008-2017	Employment area
10014	Clackamas Co.	Clackamas Co.	82nd Ave. Multi-Modal Improvements	Clatsop Ave.	Monterey Ave.	Widen to add sidewalks, lighting, central median, planting strips and landscaping.	\$13,600,000	\$40,782,365	2026-2035	Regional center
10018	Clackamas Co.	Clackamas Co.	82nd Ave. Blvd. Design Improvements	Monterey Ave.	Sunnybrook Blvd.	Complete boulevard design improvements.	\$5,400,000	\$7,993,319	2008-2017	Regional center
10019	Clackamas Co.	Clackamas Co.	West Sunnybrook Rd. Extension	82nd Ave.	Harmony Rd.	Construct three-lane extension.	\$6,970,000	\$10,317,303	2008-2017	Regional center
10020	Clackamas Co.	Clackamas Co.	Clackamas County ITS Plan	Countywide		Deploy traffic responsive signal timing, ramp metering, traffic management equipment for better routing of traffic during incidents along the three key ODOT corridors - I-205, I-5, 99E. Install signal controller upgrades and update county ITS plan.	\$6,500,000	\$9,621,588	2008-2017	Regional center

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10021	Clackamas Co.	Clackamas Co.	102nd Ave./Industrial Way Improvements	Hwy 212	Lawnfield Rd.	Extend Industrial Way from Mather Road to Lawnfield Road.	\$8,570,000	\$12,685,694	2008-2017	Industrial area
10022	Clackamas Co.	Clackamas Co.	SE 82nd Dr. Improvements	Hwy 212	Lawnfield Rd.	Widen to five lanes to accommodate truck movement.	\$12,350,000	\$37,033,986	2026-2035	Industrial area
10025	Clackamas Co.	Clackamas Co.	Beavercreek Rd. Improvements Phase 2	Hwy 213	Clackamas Community College	Widen to 5 lanes with sidewalks and bike lanes.	\$5,800,000	\$8,585,417	2008-2017	Industrial area
10026	Clackamas Co.	Clackamas Co.	Beavercreek Rd. Improvements Phase 3	Clackamas Community College	Urban Growth Boundary	Widen to 4 lanes with sidewalks and bike lanes.	\$12,920,000	\$19,124,756	2008-2017	Industrial area
10029	Clackamas Co.	Clackamas Co.	Stafford Rd Improvements	I-205	Rosemont Rd.	Widen to three lanes including bike lanes and sidewalks.	\$46,300,000	\$93,795,305	2018-2025	Other
10033	Clackamas Co.	Clackamas Co.	172nd Ave. Improvements	Foster Rd./190th	Hwy. 212	Widen to five lanes including new bridge. Construct connection to 190th.	\$38,480,000	\$56,959,800	2008-2017	Industrial area
10038	Clackamas Co.	Clackamas Co.	242nd	Multnomah County line	Hwy. 212	Reconstruct 242nd and widen to three/five lanes. The Damascus/Boring Concept Plan identifies 242nd as a community bus transit classification.	\$53,340,000	\$108,057,053	2018-2025	Town center
10040	Happy Valley	Clackamas Co.	162nd Ave. Extension North	Hagen Rd.	Clatsop St.	Construct a new 3 lane roadway with traffic signals.	\$27,970,000	\$56,662,088	2018-2025	Neighborhood
10041	Happy Valley	Clackamas Co.	162nd Ave. Extension South	157th Ave.	Hwy. 212	Construct a new 3 lane roadway with traffic signals, bridge over Rock Creek.	\$22,610,000	\$45,803,711	2018-2025	Employment area
10042	Clackamas Co.	Clackamas Co.	97th realignment	Lawnfield Rd.	Sunnybrook Blvd.	Realign the existing Lawnfield Rd. Road from 98th to 97th, reduce the grade from 18% to 8%.	\$20,650,000	\$30,567,044	2008-2017	Industrial area
10047	Clackamas Co.	Clackamas Co.	Holcomb Blvd.	Abernethy Rd.	Bradley Rd.	Reconstruct & widen (urban).	\$22,790,000	\$33,734,767	2008-2017	Neighborhood
10048	Clackamas Co.	Clackamas Co.	Holly Lane	Redland Rd.	Maple Lane	Turn lanes, bike lanes, sidewalks, intersection improvements, bridge replacement.	\$20,740,000	\$42,015,435	2018-2025	Other
10052	Clackamas Co.	Clackamas Co.	Mather Rd.	SE 82nd Dr.	Industrial Way	Extend Mather Rd. across railroad to SE 82nd Dr.	\$17,250,000	\$25,534,214	2008-2017	Neighborhood
10057	Clackamas Co.	Clackamas Co.	Redland Rd.	Abernethy Rd.	UGB	Turn lanes, bike lanes, sidewalks, intersection improvements, bridge replacements (2).	\$17,060,000	\$25,252,968	2008-2017	Town center
10066	Clackamas Co.	Clackamas Co.	92nd/Johnson Creek Blvd. intersection	92nd/JCB intersection		Add turn lanes on 92nd (northbound left at JCB, and northbound right at Idleman).	\$1,000,000	\$1,480,244	2008-2017	Employment area

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10067	North Clackamas PRD	Clackamas Co.	Phillips Creek Trail	I-205 Trail	N Clackamas Greenway	Build trail through Clackamas Town Center for access to light rail.	\$2,270,000	\$3,360,155	2008-2017	2040 corridor
10069	Gresham	Gresham	East Buttes Powerline Trail	Springwater/Gresham-Fairview trail	Clackamas Greenway	Build trail linking Gresham and the Clackamas River.	\$1,900,000	\$2,812,464	2008-2017	2040 corridor
10070	North Clackamas PRD		Mt. Scott Creek Trail	Mt. Talbert	Springwater corridor	Build trail to Mt. Talbert regional park.	\$5,100,000	\$7,549,246	2008-2017	2040 corridor
10071	North Clackamas PRD		Scouter's Mt. Trail	Springwater/Powell Butte	Springwater corridor	Build trail to/on Scouter's Mt.	\$9,070,000	\$13,425,816	2008-2017	2040 corridor
10072	Damascus		Sunnyside Rd. Frequent Bus	Clackamas TC	Damascus TC	Construct improvements that enhance Frequent bus service.	\$1,000,000	\$1,480,244	2008-2017	Town center
10073	Damascus	ODOT	Hwy.-212 intersections	SE 162nd	Anderson Rd.	Existing Highway 212 remains two lanes with turn pockets from 162nd Ave. to Anderson Road south of limited access parkway. Design elements to be included are sidewalks, bike lanes, and a landscaped buffer.	\$5,970,000	\$8,837,058	2008-2017	Industrial area
10074	Damascus		New Connection	Parkway Interchange Near 190th Ave.	Arterial #3	Rock Creek junction interchange to 172nd Ave through Rock Creek industrial area.	\$19,800,000	\$40,111,167	2018-2025	Industrial area
10075	Damascus	Damascus	Royer Rd. Connection	Royer Rd. North Segment End	Royer Rd. South Segment	Construct a roadway connection between the northern and southern sections of Royer Road.	\$5,980,000	\$17,932,246	2026-2035	Neighborhood
10076	Damascus	Damascus	SE Sunnyside Rd East Extension	SE 172nd Ave.	SE 242nd Ave.	Extend Sunnyside Road east from 172nd Ave to 242nd Ave. Evaluate alignment options between Bohna Park Road and Tillstrom Road for the connection from Foster Road to 242nd Ave.	\$101,500,000	\$205,620,376	2018-2025	Town center
10077	Damascus	Damascus	222nd Ave.	Hwy. 212	Tillstrom Rd.	Widen 222nd Ave. from Highway 212 to Tillstrom Road to four lanes with turn pockets at intersections. All major arterials are to be designed with sidewalks, bike lanes, and a landscaped buffer between sidewalk and curb or on-street parking in town center.	\$30,370,000	\$91,070,620	2026-2035	Neighborhood

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10078	Damascus	ODOT	Hwy. 224	Sunrise End	Carver Bridge	Widen Highway 224 to four lanes with turn pockets at intersections to Carver bridge. The Damascus/Boring Concept Plan identifies Highway 224 as a community bus transit classification.	\$12,150,000	\$24,613,671	2018-2025	Industrial area
10079	Damascus	Damascus	Widen Tillstrom Rd.	Foster Rd.	242nd Ave.	Widen Tillstrom Rd to 4 lanes with turn pockets at intersections. Damascus/Boring Concept Plan identifies Tillstrom Rd as a transit street.	\$18,480,000	\$55,416,037	2026-2035	Town center
10081	Happy Valley		122nd/129th Improvements	Sunnyside Rd.	King Rd.	Widen to three lanes, smooth curves.	\$13,360,000	\$19,776,064	2008-2017	Town center
10082	Happy Valley		Mt. Scott Blvd./King Rd. Improvements	Happy Valley City Limits	145th Ave.	Widen to three lanes.	\$20,820,000	\$62,433,003	2026-2035	Town center
10083	Happy Valley		Clatsop St. Extension West	132nd Ave.	Mt. Scott Blvd	Construct a new 3 lane roadway with traffic signals.	\$17,190,000	\$34,823,786	2018-2025	Neighborhood
10088	Lake Oswego		Lower Boones Ferry Rd.	Madrona Street	Kruse Way	Widen to include bike lanes and turn lanes.	\$20,720,000	\$41,974,918	2018-2025	Town center
10089	Lake Oswego		Lake Oswego Transit center	Lake Oswego downtown	Near street car	Move existing transit center closer to the street car for better connectivity.	\$7,790,000	\$15,781,111	2018-2025	Town center
10092	Wilsonville		Tonquin Trail	Washington/Clackamas County line	Boones Ferry Landing	Shared use path with some on-street portions.	\$2,000,000	\$2,960,489	2008-2017	Other
10095	Milwaukie	Milwaukie	Railroad Ave. Bike/Ped Improvement	37th Ave.	Linwood Ave.	Construct sidewalks and bike lanes. Key E-W connection parallel route for Highway 224 mobility corridor.	\$21,500,000	\$31,825,252	2008-2017	Town center
10096	Milwaukie	Milwaukie	37th Ave. Bike/Ped Improvement	Hwy. 224	Harrison St.	Construct sidewalks and bike lanes. Key connection between Highway 224 and Harrison Street (Arterial).	\$2,800,000	\$5,672,286	2018-2025	Town center
10099	Milwaukie	Milwaukie	Monroe Bike Boulevard	21st Ave.	Linwood Ave.	Minor widening to allow shared lanes, improve signage, striping. Bicycle Boulevard treatment.	2,400,000	\$3,552,586	2008-2017	Town center
10100	Milwaukie	Milwaukie	Downtown Station Area Streetscaping (21st & Main)	TBD	TBD	Reconstruct streetscape, including street trees, rain gardens, ADA ramps, street furniture, parking meters, and pedestrian-scale lighting.	\$6,700,000	\$9,917,637	2008-2017	Station community
10101	Milwaukie	Milwaukie	Kellogg Creek Dam Removal/Bridge Replacement/Milwaukie TC River Access Improvements	Washington	Adams	Remove dam and bridge; replace bridge with full bike and pedestrian facilities and a multi-use path undercrossing.	\$12,400,000	\$18,355,029	2008-2017	Town center

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10103	Milwaukie	Milwaukie	King Rd. Blvd. Project	42nd Ave.	Linwood Ave.	Construct boulevard, including new sidewalks, bus stop shelters, planter strips, medians, pedestrian scale lighting.	\$14,300,000	\$28,969,176	2018-2025	Town center
10104	Milwaukie	Milwaukie	17th Ave. Trolley Trail Connector	17th Ave. & McLoughlin	17th Ave. & Ochoco	Construct sidewalks; improve bus stops; and correct gaps in bike lanes on 17th Ave. to provide connection between Trolley Trail and Springwater Corridor. Alternative alignment: multi-use path along Johnson Creek from Lava Drive to Ochoco.	\$3,200,000	\$4,736,782	2008-2017	Town center
10109	Milwaukie	Milwaukie	Kellogg Creek Trail	99-E	Miramonte Lodge	Construct low-impact trail-type sidewalk.	\$3,100,000	\$4,588,757	2008-2017	Town center
10110	Milwaukie	Milwaukie	Milwaukie TC reconstruction (including layover improvements)	Downtown TC	Milwaukie Park & Ride	Construct new bus shelters/stops at Transit Center, consolidating multiple bus stops. Build bus layover facility at Milwaukie Park and Ride.	\$4,900,000	\$7,253,197	2008-2017	Intermodal facility
10113	Milwaukie		River Rd. Sidewalks	99-E	City Limit	Construct sidewalks.	\$2,400,000	\$7,196,888	2026-2035	Town center
10118	Oregon City	ODOT	McLoughlin Blvd. Improvements - Phase 3	Railroad Tunnel	10th St.	Complete boulevard design improvements and viaduct improvements.	\$14,300,000	\$28,969,176	2018-2025	Regional center
10124	Oregon City	Oregon City	Molalla Ave. Streetscape Improvements Phase 3	Holmes	Warner Milne	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	\$700,000	\$1,418,072	2018-2025	Regional center
10125	Oregon City	Oregon City	Molalla Ave. Streetscape Improvements Phase 4	Beavercreek	Hwy. 213	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	\$8,000,000	\$11,841,954	2008-2017	Regional center
10126	Oregon City	Oregon City	Swan Extension	Swan	UGB	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area.	\$41,000,000	\$83,058,477	2018-2025	Regional center
10127	West Linn	ODOT	Hwy. 43 Improvements	Holly St.	Arbor Dr.	Although the project is now in the conceptual design stage (to be completed by June 30, 2007), the project should consist of roadway improvements such as widening, installation of medians, turn lanes, street trees, signal interconnections, bike lanes.	\$21,400,000	\$31,677,228	2008-2017	Town center

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10128	West Linn	West Linn	Willamette Falls Dr./bicycle lanes and streetlights	Hwy. 43	10th St.	Widen street to provide bike lanes and sidewalks on a narrow roadway. This will provide a direct connection between two town center areas. Bicycle lanes will be 6' wide adjacent to 12' wide travel lanes. The addition of streetlights to this roadway will.	\$2,500,000	\$3,700,611	2008-2017	Station community
10129	West Linn		Willamette River Greenway Trail	Willamette Park	Lake Oswego - Willamette River trail	Paved trail running parallel to the Willamette River from Willamette Park at the mouth of the Tualatin River eventually to the Lake Oswego City Limits facilitating connection to the Willamette River Trail with neighboring cities as part of the Metro Region.	\$2,000,000	\$4,051,633	2018-2025	Town center
10130	Wilsonville	Wilsonville	Kinsman Rd. Extension from Barber St. to Boeckman Rd.	Barber St.	Boeckman Rd.	Extend 3 lanes with sidewalks and bike lanes.	\$5,750,000	\$8,511,405	2008-2017	Employment area
10131	Wilsonville	Wilsonville	Tooze Rd. Improvements	110th Ave.	Grahams Ferry Rd.	Widen Tooze Rd to 3 lanes, add bike/pedestrian connections to regional trail system.	\$3,800,000	\$5,624,928	2008-2017	Neighborhood
10132	Wilsonville	Wilsonville	Boeckman Rd./I-5 Overcrossing Improvements	Boberg Rd.	Parkway Ave.	Widen Boeckman Road bridge over I-5 to 3 lanes. Add bike/pedestrian connections to regional trail system.	\$13,600,000	\$20,131,322	2008-2017	Intermodal facility
10133	Wilsonville	Wilsonville	French Prairie Bicycle/Pedestrian Bridge	Boones Ferry Rd.	Butteville Rd..	New bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River.	\$15,000,000	\$22,203,664	2008-2017	Other
10134	Wilsonville	Wilsonville	SW 65th, Elligsen Rd. and Stafford Rd. Intersection Improvements	Intersection of SW 65th, Elligsen Rd. and Stafford Rd.	Intersection of SW 65th, Elligsen Rd. and Stafford Rd.	Currently there are two intersections with a dangerous grade difference and within 100 ft of one another. Combining them into one or the construction of a round-about will help with safety and navigability concerns.	\$1,000,000	\$1,480,244	2008-2017	Other
10135	West Linn	West Linn	19th St. Improvements	Blankenship Rd.	Willamette Falls Dr.	Improvements to include curb, gutter, pavement widening and sidewalks.	\$1,200,000	\$1,776,293	2008-2017	Town center
10137	Damascus	Damascus	Multi-Use Local/Regional Trail and PRT Study	Damascus	N/A	Study for a multi-use path for bikes, pedestrians, horses that provides local access and connects with Happy Valley and Gresham. Study will also evaluate potential for personal rapid transit.	\$2,000,000	\$2,960,489	2008-2017	Town center
10138	Damascus	Damascus	Hwy 212 widening to 5 lane boulevard	Sunrise Unit 1 Terminus	East City Limits	Widen Highway 212 to a 5 lane boulevard section through Damascus.	\$58,500,000	\$118,510,266	2018-2025	Town center

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10141	Oregon City	ODOT	I-205/Hwy. 213 Interchange Phase 1	Redland Rd.	I-205	Grade separate SB Hwy. 213 at Washington Street and add a northbound lane to Hwy. 213 from just south of Washington Street to the I-205 on-ramp. Reconstruct I-205 SB off-ramp to Hwy. 213 to provide more storage and enhance freeway operations and safety.	\$22,000,000	\$32,565,374	2008-2017	Regional center
10146	Oregon City	ODOT	McLoughlin Blvd. Improvements - Phase 2	Dunes Dr.	Clackamas River Bridge	Complete boulevard and gateway improvements.	\$4,000,000	\$5,920,977	2008-2017	Regional center
10147	Oregon City	Oregon City	Newell Creek Canyon Trail (East)	Hwy 213 and Redland Rd.	Beavercreek Rd.	Regional trail would follow the Oregon City-Molalla interurban railroad bench on the east side of Newell Creek Canyon.	\$3,000,000	\$6,077,450	2018-2025	Neighborhood
10148	Oregon City	Oregon City	Oregon City Loop Trail	Beavercreek Rd.	Hwy 213	Regional trail would generally follow the Oregon City UGB on a collection of local roads, through new development, along Powerline right-of-way, and down the bluff to link up with the Promenade in downtown Oregon City	\$3,000,000	\$4,440,733	2008-2017	Neighborhood
10149	Oregon City	Oregon City	Beaver Lake Trail	Clackamas Community College	Oregon City UGB	Regional trail would travel from Clackamas Community College through the Oregon City High School campus to the airstrip area. The trail would skirt the golf course area and continue to Beaver Lake.	\$500,000	\$740,122	2008-2017	Employment area
10150	Oregon City	Oregon City	Barlow Rd. Trail	Abernethy Rd.	Oregon City limits	Regional trail would follow the perceptive alignment of the historic Barlow Road from Abernethy Green to the Oregon City UGB. The trail would primarily utilize existing and proposed roadways.	\$1,000,000	\$1,480,244	2008-2017	Regional center
10153	Wilsonville	Wilsonville	Barber St. Extension from Kinsman Rd. to Villebois Village	Kinsman Rd.	Villebois Village	Extend 3 lanes with sidewalks and bike lanes.	\$8,900,000	\$13,174,174	2008-2017	Employment area
10154	Wilsonville	ODOT	Wilsonville Rd./I-5 Interchange Improvements - Setback Abutments & Widen Wilsonville Rd.	Town Center Loop W	Boones Ferry Rd.	Provide additional left-turn lanes, setback abutments, improves signal synchronization, fixes sight distance problems, and provides for enhanced bike/pad safety.	\$11,000,000	\$16,282,687	2008-2017	Town center
10155	Wilsonville	ODOT	Wilsonville Rd./I-5 Interchange Improvements - On/Off Ramps	N. of Interchange	S. of Interchange	Widen and lengthen on/off ramps.	\$12,000,000	\$17,762,931	2008-2017	Town center

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10158	ODOT		I-5 Northbound Off Ramp at SW Macadam	I-5	I-405	Construct new off-ramp at NB I-5 to NB Macadam Ave and provide safety and modernization improvements to I-5 S.	\$40,000,000	\$59,209,771	2008-2017	Portland Central City
10159	Portland		Springwater [Trail Connection] - Sellwood Gap	SE Umatilla	SE 19th Ave.	Construct trail-with-rail shared use path between Springwater on the Willamette and Springwater Three Bridges.	\$3,032,411	\$4,488,709	2008-2017	Main street
10160	Portland	ODOT	Lloyd District Access Improvements	I-5		Add traffic signals and improve intersections at NE 2nd and Broadway and NE 2nd and Weidler Streets.	\$998,243	\$1,477,643	2008-2017	
10161	Portland		5th/6th, NW/SW (Irving - Jefferson): Portland Transit Mall Restoration and reconstruction for Light Rail Transit	Irving	Jefferson	Extend mall and reconfigure to accommodate light rail tracks and stations. Repairs to Transit Mall including sidewalk brick work, reconstruction, curbs, gutters, and other pedestrian improvements.		\$0	2018-2025	Portland Central City
10162	Portland		Willamette Greenway Trail - South Waterfront	Marquam Bridge (overhead)	SW Lowell	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps (Marquam Bridge to SW Gibbs, SW Lowell to SW Lane, Benz Springs) of South Waterfront's Willamette Greenway trail.	\$2,650,000	\$3,922,647	2008-2017	Town center
10163	Portland	ODOT	I-5 at Gibbs, SW: Pedestrian/Bike Overcrossing		I-5/SW Gibbs Bridge	Construct a bike and pedestrian bridge of I-5 at SW Gibbs to connect the Corbett-Terwilliger-Lair Hill neighborhood to North Macadam.	\$12,259,000	\$18,146,315	2008-2017	
10164	Portland		South Portal, Phase I & II	Intersection Bancroft/Hood/Macadam	Bancroft/Hood/Macadam	Improve SW Bancroft, SW Moody and SW Bond Streets.	\$57,330,684	\$84,863,417	2008-2017	Portland Central City
10165	Portland		Moody/Bond Ave, SW (Sheridan to Gibbs)	River Parkway	SW Bancroft	Five lane street improvement from SW Sheridan to SW Gibbs Street.	\$18,834,515	\$27,879,683	2008-2017	Portland Central City
10166	Portland		NW Burnside at Skyline Rd.	Intersection NW Burnside/Skyline Rd.		Intersection improvements.	\$1,850,716	\$5,549,748	2026-2035	Portland Central City
10169	Portland		Burnside/Couch, East [Blvd/Streetscape]	E 12th	Burnside Bridge	Implements a one-way couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes on-street parking and street trees.	\$23,908,393	\$35,390,262	2008-2017	Portland Central City
10171	Portland		Burnside/Couch, West [Blvd/Streetscape]	Burnside Bridge	W 15th	Implements a one-way couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes on-street parking and street trees.	\$75,895,353	\$112,343,663	2008-2017	Portland Central City

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10173	Portland/ODOT		Macadam, SW (Bancroft - Sellwood Br): ITS	SW Bancroft	Sellwood Bridge	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	\$813,961	2018-2025	Portland Central City
10174	Portland		Going, N (Interstate - Greeley): ITS	Interstate	Greeley	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.	\$950,024	\$1,406,268	2008-2017	Industrial/Employment area
10175	Portland/ ODOT		Yeon/St. Helens, NW (US 30): ITS	NW Yeon/St. Helens		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.	\$885,499	\$1,310,755	2008-2017	Industrial/Employment area
10176	Portland		PSL - Eastside Extension	NW Lovejoy/10th	NE 7th/ Oregon.	Construct streetcar from NW Lovejoy/10th to NE 7th / Oregon.	\$147,000,000	\$297,795,028	2018-2025	Portland Central City
10177	Portland		PSL - OMSI to Riverplace or South Waterfront (close loop)	NE Oregon	SE Water	Construct streetcar from NE Oregon to SE Water.	\$19,000,000	\$38,490,514	2018-2025	Portland Central City
10178	Portland		Going St Bridge, N: Seismic Retrofit	Going St Overpass	n/a	Seismic retrofit project will include work to both the substructure and superstructure to help minimize the risk of a structural collapse in a major earthquake.	\$4,000,000	\$5,920,977	2008-2017	Industrial/Employment area
10181	Portland		Fifties Bikeway, NE/SE (Tillamook to Woodstock)	SE Woodstock	NE Tillamook	Curb extensions, median refuges, signal modifications, and striping changes to create a north-south bicycle boulevard, along various interconnected portions of 52nd-57th streets between NE Thompson and SE Woodstock Blvd.	\$1,595,049	\$4,783,079	2026-2035	

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10182	Portland/ODOT		St. Johns Pedestrian District, N			Enhance pedestrian access to transit, improve safety, and enhance the streetscape such as better lighting and crossings. Improvements including realigning the "ivy" island, curb extensions, a new traffic signal at Richmond/Lombard, and pedestrian connections between St. Johns and the riverfront based on the St. Johns/Lombard Plan.	\$5,000,000	\$7,401,221	2008-2017	Town Center, Main Street or Station Community
10185	Portland		Foster & Woodstock, SE (87th - 94th): Street Improvements, Phase I	SE 87th	SE 94th	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking.	\$13,812,000	\$20,445,134	2008-2017	Town Center, Main Street or Station Community
10186	Portland		Foster & Woodstock, SE (94th - 101st): Street Improvements, Phase II	SE 94th	SE 101st	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting.	\$11,510,000	\$17,037,612	2008-2017	Town Center, Main Street or Station Community
10187	Portland		Foster Rd., SE (82nd - 87th): Lents Town Center Street Improvements	SE 82nd	SE 87th	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, and on-street parking as appropriate.	\$4,625,000	\$6,846,130	2008-2017	Town Center, Main Street or Station Community
10189	Portland		Capitol Hwy, SW	SW Multnomah Blvd	SW Taylors Ferry	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the 1996 Capitol Highway Plan.	\$9,613,958	\$14,231,006	2008-2017	Town Center, Main Street or Station Community
10190	Portland		23rd Ave., NW (Lovejoy - Burnside): Rd. Reconstruction	NW Lovejoy	W Burnside	Rebuild street.	\$3,350,000	\$4,958,818	2008-2017	Town Center, Main Street or Station Community
10191	Portland		Garden Home Rd., SW (Capitol Hwy - Multnomah): Multi-modal Improvements	SW Capitol Hwy	SW Multnomah Blvd	Improve and signalize the intersection at SW Garden Home and SW Multnomah Blvd.	\$1,931,033	\$2,858,401	2008-2017	

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10192	Portland		Division Streetscape and Reconstruction	SE 6th Ave. SE 39th Ave.	SE 39th Ave.	The project will design and build streetscape and transportation improvements between SE 12th Ave and SE 39th Ave, complete base repair and pavement reconstruction between SE 6th Ave and SE 10th Ave, and grind and overlay asphalt in the area between SE 10th Ave and SE 39th Ave.	\$5,848,135	\$8,656,668	2008-2017	
10194	Portland		Killingsworth, N (Interstate - MLK Jr Blvd): Street Improvements	N Interstate	MLK Jr Blvd	Construct street improvements to improve pedestrian connections to Interstate MAX LRT and to establish a main street character promoting pedestrian-oriented activities. Commentary: Update project to reflect recommendations in the Killingsworth Street Improvements Planning Project.	\$4,900,000	\$7,253,197	2008-2017	Town Center, Main Street or Station Community
10196	Portland		Cully Blvd. Green St.	NE Prescott St.	NE Killingsworth	The project will plan, design and rebuild NE Cully Boulevard between NE Prescott Street and NE Killingsworth Street. Project planning and preliminary engineering will analyze alternatives for the roadway with public input and involvement.	\$5,255,633	\$10,646,948	2018-2025	
10197	Portland		Russell St. Improvements, N	N Williams	N Interstate	Construct improvements to Russell (Williams - Interstate), Albina & Mississippi (Russell - Interstate) to enhance ped connections from Eliot neighborhood and Lower Albina dist to the LRT station. Improve the N Williams at N Stanton intersection.	\$3,300,000	\$6,685,195	2018-2025	Town Center, Main Street or Station Community
10198	Portland		122nd, NE/SE (NE Airport Way to SE Powell Blvd): ITS	Airport Way	SE Powell Blvd	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.	\$515,703	\$1,044,720	2018-2025	
10199	Portland		SE 136th Ave. (Division to Powell) Bikeway	SE Division	SE Foster	From SE Division Street to SE Powell Boulevard: Improve to 36' curb-to-curb with 2-13' traffic lanes and 2-5' bike lanes; 6" curbs, 9' swales and 6' sidewalks on both sides.	\$6,090,590	\$18,263,872	2026-2035	

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10201	Portland		102nd Ave., NE (Weidler - Glisan): Gateway Plan District Multi-modal Improvements, Phase I	NE Weidler	NE Glisan	Implement Gateway Regional Center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes, and multi-modal safety improvements.	\$3,234,000	\$4,787,110	2008-2017	Regional center
10202	Portland		102nd Ave, NE/SE (Glisan - Stark): Gateway Plan District Multi-modal Improvements, Phase II	NE Glisan	SE Market	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities.	\$2,137,561	\$3,164,112	2008-2017	Regional center
10203	Portland		Glisan St, NE (122nd - City Limits): Multi-modal Improvements	NE 122nd	City Limits	Infill missing sidewalk, add curb ramps at corner, add 3 median island crossings, and add a signal.	\$3,100,241	\$6,280,519	2018-2025	
10204	Portland		Gateway Regional Center, Local and Collector Streets	NE Weidler/97th	NE Glisan/102nd	High priority local and collector street and pedestrian improvements in the Gateway Regional Center.	\$32,648,540	\$48,327,815	2008-2017	Regional center
10206	Portland		Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th	I-5	NE 185th Ave.	Close gaps in Marine Dr bike lanes (NE 6th to 28th);and trail (Bridgeton levee & one connector, 28th to 33rd, 112th to 122nd, gaps near 185th)	\$2,130,835	\$3,154,156	2008-2017	Industrial area
10208	Portland		MLK O-Xing/Turn Lanes (Columbia-Lombard)	Intersections of MLK and NE Columbia Blvd/Lombard		Intersection and signalization improvements with right turn lane.	\$2,228,909	\$3,299,330	2008-2017	Industrial/Employment area
10209	Portland		92nd Dr. (Columbia Slough to Alderwood)	Columbia Slough	NE Alderwood	Improve NE 92nd Drive from Columbia Slough to Alderwood Rd.	\$2,406,547	\$3,562,277	2008-2017	
10210	Portland		47th, NE (Columbia - Cornfoot): Roadway & Intersection Improvements	NE 47th	NE Columbia Blvd	Widen and reconfigure intersections to better facilitate truck turning movements to the cargo area located within the airport area. Project includes sidewalk and bikeway improvements.	\$5,541,678	\$8,203,037	2008-2017	Industrial/Employment area
10212	Portland		Airport Way/122nd, NE: Intersection Improvement	NE Airport Way/122nd		Add northbound left turn lane, modify traffic signal, and reconstruct island.	\$1,100,000	\$1,628,269	2008-2017	Industrial/Employment area

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10213	Port/ Portland		Airport Way, NE (I-205 to NE 158th Ave.): ITS	I-205	NE 158th	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.	\$278,251	\$411,879	2008-2017	Industrial/Employment area
10214	Portland/ ODOT		Lombard, N (Rivergate - to T-6): Multi-modal Improvements	Rivergate	T-6	Widen N Lombard to include two travel lanes, a non-continuous center turn lane, medians, bike lanes, sidewalks and planting strips.	\$34,517,517	\$51,094,357	2008-2017	Industrial/Employment area
10215	Portland		Foster Rd., SE (136th - Jenne): Multi-modal Improvements	SE 136th	SE Jenne Rd.	Widen street to three lanes to provide two travel lanes, continuous turn lane, bike lanes, sidewalk, and drainage.	\$16,963,856	\$25,110,651	2008-2017	
10216	Portland		Smart Trips Portland, a city-wide individualized marketing strategy			Smart Trips Portland is a comprehensive approach to reduce drive-alone trips and increase biking, walking and public transit in targeted geographic areas or key transportation corridors of the city. It incorporates the innovative and highly effective "individualized marketing" methodology, which hand delivers packets of information to residents who wish to learn more about transportation options. Key components feature biking and walking maps and organized activities which get people out in their neighborhoods or places of employment to shop, work, and discover how many trips they can easily, conveniently, and safely make without using a car. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures.	\$4,450,000	\$6,587,087	2008-2017	other
10217	Region		Lombard at Columbia Slough, N: Overcrossing	N Lombard/Columbia Slough Overcrossing		Add sidewalk and bike lanes to strengthened bridge.	\$9,767,000	\$14,457,546	2008-2017	
10218	Portland		Burgard-Lombard, N: Street Improvements	Intersection of N Burgard/Columbia	UPRR Bridge on N. Lombard	From UPRR Bridge to N Columbia Blvd. Widen street to include 2 12-foot travel lanes, continuous left turn lane, bike lanes and sidewalk.	\$24,884,000	\$36,834,399	2008-2017	

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10219	ODOT/ Portland		Argyle on the Hill, N Columbia to N Denver Ave.	Columbia Blvd	N Denver	New N Argyle street connection, west of I-5.	\$11,773,032	\$23,850,003	2018-2025	
10220	Portland		Seventies Greenstreet and Bikeway, NE	NE Killingsworth Ave.	Clatsop St.	Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials, streetlighting, and public art from Killingsworth to Clatsop. Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials.	\$4,120,727	\$8,347,837	2018-2025	
10221	Portland		Skyline, NW (Hwy 26 - City Limits): Shoulder Improvements	Hwy 26	City Limits	Widen existing 22' of pavement to 32', and add 2' shoulders adjacent to lanes.	\$8,088,812	\$24,255,947	2026-2035	
10222	Portland		Flavel Dr, SE	SE 45th	Clatsop	Fully improve street from SE 45th to Clatsop Street with travel lanes, curbs, swales, sidewalks, and some bike lanes.	\$7,294,088	\$21,872,806	2026-2035	
10223	Portland		122nd, SE (at Morrison): Pedestrian Overcrossing			Provide an at-grade improved pedestrian crossing on SE 122nd Ave.	\$1,993,000	\$5,976,416	2026-2035	
10224	Portland		Barbara Welch Rd., SE: Multimodal Improvements	SE Foster	City Limits	Widen existing 20' of pavement to new 34' roadway with travel lanes, bike lanes, curb and sidewalk.	\$20,191,557	\$60,548,489	2026-2035	
10225	Portland		Powellhurst/Gilbert Pedestrian Improvements to SE 122nd Ave.	SE Harold	SE Raymond	Add sidewalks to SE 122nd Ave. between SE Harold Street and SE Raymond Street.	\$1,473,288	\$4,417,954	2026-2035	
10226	Portland		Hamilton St., SW	SW Dosch Rd.	SW Scholls Ferry Rd.	Improve SW Hamilton Street between SW Dosch and Scholls Ferry Road.	\$12,420,360	\$37,244,975	2026-2035	
10227	Portland		Stephenson, SW (Boones Ferry - 35th): Multi-modal Improvements	SW Boones Ferry	SW 35th	Install bikeway, pedestrian facilities, and improve and signalize the intersection at SW Stephenson and SW Boones Ferry Road.	\$3,813,000	\$11,434,056	2026-2035	
10228	ODOT/ Portland/ Port		82nd Ave./Columbia, NE: Intersection Improvements	Intersection of NE 82nd/Columbia Blvd		Widen and reconfigure intersection.	\$3,408,000	\$5,044,673	2008-2017	

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10229	Portland		Columbia Blvd./Portland Rd., N: Intersection Improvements	Intersection of Columbia Blvd/Portland Rd.		Redesign intersection.	\$1,214,000	\$1,797,017	2008-2017	
10230	Portland		Twenties Bikeway, NE/SE (Lombard - Clinton)	NE Lombard	SE Clinton	Design & implement bikeway along SE 29th,30th/NE 26th/28th / NE Oregon, Wasco, from SE Clinton to NE Lombard using bike blvds. & bike lanes.	\$1,837,573	\$5,510,336	2026-2035	
10232	Portland		Flanders, NW (Steel Bridge to Westover): Bicycle Facility	Steel Bridge	NW Westover	Add bike boulevard from NW 24th Ave to the Steel Bridge, new bike/pedestrian bridge over I-405 on Flanders, connections to bikeways on Vista, 18th, 14th, 13th, Broadway, 3rd, 2nd, Glisan and Everett.	\$2,392,337	\$3,541,243	2008-2017	
10234	Portland		Columbia Slough Trail system	Confluence of Columbia Slough and North Slough	NE 158th Ave.	Close gaps in Columbia Slough Trail: North Slough to North Portland Rd; Landfill to Pier Park; I-5 to NE Elrod; NE Elrod to NE 82nd Ave; NE 82nd Ave to 92nd Ave; I-205 to approx. NE 128th; NE 145th to 158th, Peninsula Canal, Cross-Levee, Delta Park Trail.	\$8,460,000	\$12,522,867	2008-2017	Intermodal facility
10334	Portland		11th/13th, NE (at Columbia Blvd.): Crossing Elimination	NE Columbia Blvd	NE Lombard	If feasible, eliminate the at-grade crossing and improve alternate roadway access.	\$1,000,000	\$1,480,244	2008-2017	
10336	Portland		Alderwood/Columbia Blvd/Cully, NE: Intersection Improvements	Intersection of NE Alderwood/Columbia Blvd/Cully		Reconstruct intersection to provide left turn pockets, enhancing turning radii and improving circulation for trucks serving expanding air cargo facilities south of Portland.	\$1,460,000	\$2,161,157	2008-2017	Industrial/Employment area
10343	Portland/ Port		West Hayden Crossing, N	N Marine Dr.	Hayden Island	New four-lane bridge between Marine Drive to Hayden Island.	\$99,258,000	\$146,926,087	2008-2017	Industrial/Employment area
10354	Portland		Fanno Creek Greenway (Red Electric) Trail	SW Dover near Multnomah County line	Willamette Park	Provide east-west route for pedestrians in cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park.	\$17,653,000	\$26,130,752	2008-2017	Town center
10355	Portland		North Portland Willamette Greenway Study	N Burlington Ave.	Steel Bridge	Study mostly off-street trail near the river for both bicycle and pedestrian commuting and recreational use.	\$200,000	\$296,049	2008-2017	Portland Central City
10357	Port of Portland		Channel Deepening	mouth of Columbia River	Portland/Vancouver harbor	Deepening the Columbia River channel to 43 feet between mouth of Columbia River and Portland/Vancouver Harbor.	\$150,573,000	\$222,884,823	2008-2017	Other

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10358	Port of Portland		Airport Way Terminal Entrance Roadway Relocation	PDX Terminal Area		Relocate and widen Airport Way northerly at Terminal entrance (to be scoped by PDX Master Plan).	\$12,818,000	\$18,973,771	2008-2017	Industrial area
10360	Port of Portland		Airport Way Return and Exit Roadways	PDX Terminal Area		Relocate Airport Way exit roadway and construct new return roadway (Terminal Access Study, projects R4 and R5; to be scoped by PDX Master Plan).	\$6,400,900	\$9,474,896	2008-2017	Industrial area
10361	Port of Portland		Widen Airport Way West of 82nd	82nd Ave.	PDX Terminal	Widen Airport Way from terminal to 82nd Ave.	\$8,588,400	\$12,712,930	2008-2017	Industrial area
10362	Port of Portland		82nd Ave./Airport Way Grade Separation			Construct grade-separated overcrossing.	\$92,000,000	\$136,182,474	2008-2017	Industrial area
10363	Port of Portland		SW Quad Access	NE 33rd Ave.	SW Quad	Provide street access from 33rd Ave. into SW Quad.	\$5,917,500	\$8,759,346	2008-2017	Industrial area
10364	Port of Portland		PDX Light Rail Station/Track Realignment			Realign light rail track into terminal building.	\$16,330,700	\$24,173,425	2008-2017	Industrial area
10366	Port of Portland		Alderwood Rd. and Cornfoot Intersection Improvements			Add signals and/or improve turn lanes at Alderwood Rd/82nd Ave, Alderwood Rd/Cornfoot Rd, AirTrans Way/Cornfoot Rd.	\$2,206,000	\$3,265,419	2008-2017	Industrial area
10367	Port of Portland		CS/PIC Access Improvements			Intersection improvements (installation of stop signs, signalization and/or channelization) at Sandy Blvd/105th Ave, Airport Way/Holman St, Alderwood Rd/Holman St, Alderwood Rd/Cascades Pkwy.	\$1,217,000	\$1,801,457	2008-2017	Industrial area
10368	Port of Portland		PIC Ped/Bike Network			Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.	\$1,163,835	\$1,722,760	2008-2017	Industrial area
10369	Port of Portland		Leadbetter St. Extension/Overcrossing			Complete Leadbetter St. loop to Marine Dr. (Pacific Gateway/T-6 intersection) and construct road bridge over rail line.	\$11,203,600	\$16,584,065	2008-2017	Industrial area
10370	Port of Portland		PDX ITS			Intelligent Transportation Systems in the PDX area.	\$3,000,000	\$4,440,733	2008-2017	Industrial area
10371	Port of Portland		Airport Way Braided Ramps			Construct braided ramps between the I-205 interchange and Mt. Hood Interchange.	\$59,000,000	\$119,523,174	2018-2025	Industrial area
10373	Port of Portland		Rivergate ITS			Intelligent Transportation System in Rivergate.	\$480,000	\$710,517	2008-2017	Industrial area

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10375	Port of Portland		Cathedral Park Quiet Zone			Address rail switching noise related to the Toyota operations at T-4 by improving multiple public rail crossings in the St. Johns Cathedral Park area.	\$5,198,900	\$7,695,642	2008-2017	Industrial area
10376	Port of Portland		Columbia Blvd. Widening	60th Ave.	82nd Ave.	Widen Columbia Blvd. to five lanes between 60th Ave and 82nd Ave.	\$14,859,000	\$21,994,950	2008-2017	Industrial area
10377	Port of Portland		PSU ITS Expansion, incl. freight data repository			Expand PSU's existing web based ITS "count sensor" program beyond the freeway to some key arterials throughout the region. Create a repository of freight data (primarily truck data) from the region's Freight Data Collection project.	\$0	\$0	2008-2017	Industrial area
10378	Port of Portland		T-6 Internal Overcrossing	Marine Dr.	Terminal 6	Construct an elevated roadway between Marine Dr. and Terminal 6.	\$3,649,084	\$5,401,536	2008-2017	Industrial area
10379	Port of Portland		Marine Dr. Improvement Phase 2			Construct rail overcrossing on Marine Dr.	\$13,644,200	\$27,640,646	2018-2025	Industrial area

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10380	Port of Portland		PDX Transportation Demand Management (TDM)			Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible administration through a transportation management association.	\$0	\$0	2008-2017	Other
10382	Multnomah Co.	Multnomah Co.	Improve Stark St. to arterial standards by widening the existing 2 lanes to provide for 4 traffic lanes, a continuous left-turn lane, bike lanes, sidewalks, and intersection improvements.	257th Ave.	Troutdale Rd.	Upgrades road from rural 2 lane facility to urban standards with sidewalks and bicycle lanes.	\$3,150,000	\$4,662,769	2008-2017	Neighborhood
10384	Multnomah Co.	Multnomah Co.	Reconstruct Scholls Ferry Rd.	US 26	Washington County	Widen roadway to add 4th lane for turns and uphill bicycle lanes and sidewalks.	\$3,500,000	\$10,495,462	2026-2035	Neighborhood
10385	Multnomah Co.	Multnomah Co.	Reconstruct Halsey St.	238th Ave.	Historic Columbia River Hwy	Widen Halsey St to 3 lane arterial with center turn lane/median, sidewalk and bicycle lanes.	\$3,600,000	\$5,328,879	2008-2017	Town center
10386	Gresham & Multnomah County	Gresham & Multnomah County	Reconstruct Glisan St.	202nd Ave.	207th Ave.	Construct Glisan Street to arterial standards including bike lanes, sidewalks, two travel lanes in each direction, center turn lane/median and drainage improvements. South side of Glisan St is City of Gresham.	\$9,842,749	\$14,569,673	2008-2017	Employment area
10387	Multnomah Co.	Multnomah Co.	Reconstruct Arata Rd.	223rd Ave.	238th Ave.	Construct to 3 lane collector standards with center turn lane/median, sidewalks, bicycle lanes.	\$2,300,000	\$3,404,562	2008-2017	Town center
10388	Multnomah Co.	Multnomah Co.	Reconstruct 223rd Ave.	Halsey St.	Sandy Blvd	Reconstruct 223rd Ave to major collector standards with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes. Requires reconstruction of RR bridge under another project.	\$1,400,000	\$2,072,342	2008-2017	Neighborhood
10389	Multnomah Co.	Multnomah Co.	Reconstruct 223rd Ave.	Sandy Blvd	Marine Dr.	Improve 223rd Ave to major collector standards including 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes. Possible culvert replacement for fish passage could add \$120,000 to cost. Requires replacement of RR bridge not included in this proposal.	\$2,267,000	\$4,592,526	2018-2025	Industrial area

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10390	Multnomah Co.	Multnomah Co.	Reconstruct Troutdale Rd.	Strebin Rd.	Cherry Park Rd.	Reconstruct to major collector standards with 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes. Requires new fish culvert at Beaver Creek.	\$6,297,000	\$18,882,835	2026-2035	Neighborhood
10391	Multnomah Co.	Multnomah Co.	Reconstruct Historic Columbia River Hwy.	244th Ave.	Halsey St.	Reconstruct to minor arterial standards with 2 travel lanes, center turn lane/median, bicycle lanes and sidewalk. Reconstruction of railroad bridge is not included in this project.	\$6,151,000	\$18,445,024	2026-2035	Other
10392	Multnomah Co.		Columbia/Cascade River District Projects	Various streets		Implement findings of traffic management plan.	\$9,200,000	\$13,618,247	2008-2017	Industrial area

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10393	Multnomah Co.	Multnomah Co.	Replace RR Over-crossing on 223rd Ave.	At I-84		Reconstruct railroad bridge on 223rd Ave, at I-84 to accommodate wider travel lanes, sidewalks and bike lanes.	\$7,000,000	\$10,361,710	2008-2017	Industrial area
10394	Multnomah Co.	Multnomah Co.	Replace RR Over-crossing on 223rd Ave.	2000' north of I-84		Reconstruct railroad bridge on 223rd Ave, 2000' north of I-84 to accommodate wider travel lanes, sidewalks and bike lanes.	\$7,000,000	\$14,180,716	2018-2025	Industrial area
10395	Multnomah Co.	Multnomah Co.	Replace RR over crossing.	Half mile east of 244th Ave.		Reconstruct railroad bridge to accommodate wider travel lanes, sidewalks and bike lanes.	\$7,000,000	\$20,990,923	2026-2035	Employment area
10396	Multnomah Co.	Multnomah Co.	Reconstruct Cornelius Pass Rd.	Hwy. 30	Mile Post 3	Reconstruct Cornelius Pass Road including passing lane, safety, shoulder and drainage improvements.	\$37,000,000	\$110,952,023	2026-2035	Other
10397	Gresham		Reconstruct 242nd Ave.	Stark St.	Glisan St.	Construct 242nd Ave to principal arterial standards with 4 travel lanes, center turn lane/median, sidewalks and bicycle lanes, and install traffic signal at 23rd St. Project is southern segment of 242nd Ave Connector. (West half of road is in Gresham).	\$1,925,000	\$2,849,470	2008-2017	Other
10398	Multnomah Co.	Multnomah Co.	Wood Village Blvd Extension	Arata Rd.	Halsey St.	Construct new extension of Wood Village Blvd as a major collector with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes.	\$1,573,000	\$2,328,424	2008-2017	Town center
10399	Multnomah Co.	Multnomah Co.	Reconstruct Sandy Blvd.	207th Ave.	238th Ave.	Reconstruct Sandy Blvd to arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant.	\$7,438,000	\$15,068,023	2018-2025	Industrial area
10400	Multnomah Co.	Multnomah Co.	Construct new bicycle/pedestrian facility on Morrison Bridge	East Bridge head	West bridge head	Existing sidewalk on bridge is narrow, not accessible to persons with disability and presents major obstacles to bicycle and pedestrian use. Project would provide a multi-use bicycle and pedestrian facility providing improved access for non-motorized travelers.	\$2,100,000	\$3,108,513	2008-2017	Portland Central City
10401	Multnomah Co.	Multnomah Co.	Reconstruct Marine Dr.	Interlachen	I-84	Reconstruct Marine Drive between Intelachen and the frontage roads in Troutdale.	\$14,000,000	\$28,361,431	2018-2025	Industrial area
10402	Multnomah Co.	Multnomah Co.	Construct new road north of I-84, Exit 16	Sandy Blvd	Marine Dr.	Construct new connector between Sandy Blvd. and Marine Dr, linking industrial sites with I-84	\$14,500,000	\$29,374,339	2018-2025	Industrial area

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10403	Multnomah Co.	Multnomah Co.	257th Ave. Pedestrian improvements at intersections and mid-block crossings	Stark St.	Cherry Park Rd. north	Improve sidewalks, crossings, lighting and bus stops.	\$1,600,000	\$2,368,391	2008-2017	2040 corridor
10404	Multnomah Co.	Multnomah Co.	Beaver Creek Culvert Replacement	Troutdale Rd.	Cochran Rd.	Replace culverts with fish friendly structures allowing for passage to federally endangered species	\$6,000,000	\$8,881,466	2008-2017	Other
10405	Multnomah Co.	Multnomah Co.	Pedestrian Improvements	Various streets		Install pedestrian improvements--crossings, lighting, sidewalks.	\$1,940,000	\$3,930,084	2018-2025	Neighborhood
10406	Multnomah Co.	Multnomah Co.	Reconstruct Stark St. to arterial standards	Troutdale Rd.	Hampton Rd.	Reconstruct road to arterial standards with 1 travel lanes in each direction, center turn lane/median, sidewalks and bicycle lanes.	\$1,810,000	\$3,666,728	2018-2025	Neighborhood
10407	Multnomah Co.	Multnomah Co.	Fish passage culvert replacement	Fairview and Arata Creeks		Replace 5 culverts with fish friendly structures allowing for passage to federally endangered species.	\$1,511,000	\$4,531,041	2026-2035	Other
10408	Multnomah Co.	Multnomah Co.	40 mile loop trail	Marine Dr.	Historic Columbia River Hwy	Constructs new multi-use trail adjacent to Columbia and Sandy Rivers.	\$3,500,000	\$7,090,358	2018-2025	Other
10409	Multnomah Co.	Multnomah Co.	Beaver Creek Trail	Mt. Hood Comm. Coll.	Historic Columbia River Hwy	Constructs new trail adjacent to Beaver Creek.	\$1,400,000	\$2,836,143	2018-2025	Other
10410	Multnomah Co.	Multnomah Co.	Broadway Bridge Rehabilitation			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$22,700,000	\$33,601,545	2008-2017	Portland Central City
10411	Multnomah Co.	Multnomah Co.	Burnside Bridge Rehabilitation			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 and 2 seismic.	\$41,600,000	\$61,578,162	2008-2017	Portland Central City
10412	Multnomah Co.	Multnomah Co.	Morrison Bridge Rehabilitation			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$42,000,000	\$62,170,260	2008-2017	Portland Central City
10413	Multnomah Co.	Multnomah Co.	Hawthorne Bridge Rehabilitation			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$13,300,000	\$19,687,249	2008-2017	Portland Central City
10414	Multnomah Co.	Multnomah Co.	Sellwood Bridge Rehabilitation/Replacement			Implement results of alternatives analysis.	\$25,100,000	\$37,154,132	2008-2017	Main street
10419	Gresham	Gresham	Civic Neighborhood. LRT station plaza	Max line west of City Hall	728' to the northwest	Constructs new light rail station to max blue line.	\$5,600,000	\$8,289,368	2008-2017	Regional center
10420	Gresham	Gresham	Palmquist Rd. Improvements	242nd Ave.	US 26	Improves to five lane collector standards, intersection improvements.	\$7,784,844	\$15,770,666	2018-2025	Employment area

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10421	Gresham	Gresham	Burnside Rd. Blvd Improvements	181st	197th	Complete boulevard improvements.	\$7,873,990	\$11,655,429	2008-2017	Town center
10423	Gresham	Gresham	Cleveland St. Reconstruction.	Powell	Burnside	Reconstructs street from Burnside to Powell.	\$1,100,000	\$1,628,269	2008-2017	Regional center
10424	Gresham	Gresham	Wallula St. Reconstruction, + intersections	Division	Stark	Widen road, add curb/gutter, sidewalks. At Burnside, add northbound, southbound, left turn lanes. Signalize Stark.	\$8,347,988	\$16,911,492	2018-2025	Regional center
10425	Gresham	Gresham	Bull Run Rd.. Reconstruction	242nd Ave.	257th Ave.	Brings to standards, adds pedestrian, bicycle facilities.	\$4,466,312	\$9,047,929	2018-2025	Employment area
10427	Gresham	Gresham	Regner Rd. Reconstruction	Roberts	City Limits	Brings to standards, adds pedestrian, bicycle facilities, improves Regner/Butler intersection by adding NB left-turn pocket and signaling intersection.	\$29,265,570	\$59,286,675	2018-2025	Neighborhood
10428	Gresham	Gresham	257th Corridor Improvements	Division	Powell Valley Rd.	Brings to standards, adds pedestrian, bicycle facilities.	\$8,623,103	\$12,764,299	2008-2017	Regional center
10430	Gresham	Gresham	Orient Dr. Imps.	South City Limits	257th Ave.	Upgrades to arterial 4 lane standards.	\$9,000,000	\$18,232,349	2018-2025	Industrial area
10431	Gresham	Gresham	Highland/190th Rd. Widening	200' south of SW 11th	Ending at the intersection of Pleasant View Dr./SE 190th and Butler	Reconstruct and widen street to five lanes with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Ave..	\$19,646,521	\$29,081,650	2008-2017	Employment area
10434	Gresham	Gresham	Burnside St. Improvements	NE Wallula St.	Hogan	Complete boulevard design improvements Wallula to Hogan (2004 RTP 2048), also improve intersection of Burnside at Division (2002 TSP #15) by adding eastbound RT and signal, and also improve the intersection of Burnside and Hogan (2004 RTP #2032).	\$32,545,601	\$48,175,440	2008-2017	Regional center
10436	Gresham	Gresham	Max Trail	Cleveland	Ruby Junction	Construct new shared use path.	\$1,897,279	\$2,808,436	2008-2017	Regional center
10437	Gresham	Gresham	Gresham/Fairview Trail	Halsey	Marine Dr.	Springwater trail connect. incl. Trailhead @ Marine Dr.	\$4,608,799	\$9,336,581	2018-2025	Town center
10438	Gresham	Gresham	Springwater Trail Connections	Pl. View/190th	N/A	Provide ped, bike and equestrian access to regional trail.	\$271,562	\$550,135	2018-2025	Town center
10439	Gresham	Gresham	Main City Park Trailhead	Main City Park		Improves parking lot, facilities (MTIP project).	\$570,299	\$844,182	2008-2017	Regional center

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10441	Gresham	Gresham	Gresham RC Ped and Ped to Max	all stations		Improve sidewalks, lighting, crossings, bus shelters, benches.	\$584,820	\$865,676	2008-2017	Regional center
10442	Gresham	Gresham	Phase 3 Signal Optimization	System Wide		Optimize signals, provide message boards.	\$6,227,280	\$9,217,896	2008-2017	Regional center
10443	Gresham	Gresham	Sandy Blvd. Widening	165th	202nd	Widens street to 5 lanes w. sidewalks, bikelanes.	\$26,040,578	\$52,753,433	2018-2025	Industrial area
10444	Gresham	Gresham	181st Ave. Widening	Halsey St.	EB on-ramp to I-84	Widens street to three lanes southbound.	\$1,797,270	\$2,660,399	2008-2017	2040 corridor
10445	Gresham	Gresham	181st Ave. Intersection Improvement (181st/Glisan)	181st./Glisan	"	Improve Intersection.	\$1,041,867	\$2,110,631	2018-2025	2040 corridor
10446	Gresham	Gresham	181st Ave. Intersection Improvement (181st/Burnside)	181st/Burnside		Improve Intersection.	\$831,210	\$1,683,879	2018-2025	2040 corridor
10447	Gresham	Gresham	162nd Ave. Imps. Plus TIF project	Glisan	Halsey	Reconstruct, widen to 5 lanes, plus EB RT at Glisan.	\$7,915,303	\$16,034,952	2018-2025	Other
10449	Gresham	Gresham	201st: Halsey to Sandy	Halsey	Sandy	Improve to collector standards, signalize 201st/Sandy Blvd.	\$8,335,400	\$12,338,428	2008-2017	Industrial area
10450	Gresham	Gresham	2 Birdsdale Projects, at Division,	at Division	at Stark	Division: SB, EB turn lanes. At Stark: add 2nd NB LT lane and exclusive RT lane.	\$1,375,500	\$2,036,076	2008-2017	Industrial area
10453	Gresham	Gresham	Stark St. Improvements	190th	197th	Complete boulevard design improvements.	\$6,774,280	\$13,723,448	2018-2025	Town center
10454	Gresham	Gresham	181st Ave. Improvements	Glisan	Yamhill	Complete boulevard design improvements.	\$11,440,061	\$16,934,085	2008-2017	Town center
10455	Gresham	Gresham	Rockwood TC Ped and Ped to Max:188th LRT Stations and Ped to Max			Improve sidewalks, lighting, crossings, bus shelters, benches.	\$8,919,615	\$18,069,503	2018-2025	Town center
10458	Gresham		Halsey St. Improvements	190th	201st	Widen to 4 lanes w. sidewalks and bikelanes.	\$4,430,961	\$6,558,905	2008-2017	Town center
10459	Gresham	Gresham	Burnside SC Pedestrian Imps.	172nd, 197th, Glisan, Stark & intersecting streets		Improve sidewalks, lighting, crossings, bus shelters, benches.	\$1,192,669	\$2,416,129	2018-2025	Regional center
10462	Gresham	Gresham	Butler Rd. Improvements	190th	Towle Rd.	Improve Butler Rd. in new alignment to collector standards, at intersection, add northbound and westbound turn pockets and signalize.	\$13,166,455	\$19,489,570	2008-2017	Neighborhood

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10463	Gresham	Gresham, Portland	Foster Rd. Extension (north)	Jenne	172nd	New north extension of Foster.	\$15,417,627	\$22,821,854	2008-2017	Town center
10464	Gresham	N/A	Giese Rd. Extension	182nd	172nd	New ext. of Giese Rd. to Foster Road.	\$17,987,232	\$36,438,832	2018-2025	Town center
10465	Gresham	N/A	172nd Ave. Improvements	Giese Rd.	Foster Rd.	Upgrade street to urban standards w. sidewalks, bikelanes.	\$11,520,364	\$23,338,144	2018-2025	Town center
10466	Gresham	N/A	172nd Ave. Improvements	Butler Rd.	Cheldelin Rd.	Upgrade street to urban standards w. sidewalks, bikelanes, and add roundabout or traffic signal at 172nd/Foster.	\$7,112,978	\$14,409,588	2018-2025	Town center
10468	Gresham	Gresham	Giese Rd. Improvements	182nd Ave.	190th Ave.	Upgrade street to urban standards w. sidewalks, bikelanes.	\$5,430,469	\$11,001,134	2018-2025	Town center
10469	Gresham	N/A	Foster Rd. Bridge	Foster Rd.		Construct bridge crossing.	\$2,642,220	\$5,352,653	2018-2025	2040 corridor
10470	Gresham	N/A	Giese Rd. Extension Bridge	Giese Rd.		Construct bridge crossing.	\$2,642,220	\$5,352,653	2018-2025	Town center
10471	Gresham	N/A	Butler Rd. Extension and Bridge	Binford	Rodlun	Construct new Butler road extension and bridge crossing.	\$12,268,899	\$18,160,968	2008-2017	Town center
10472	Gresham	Gresham	Eastman at Division			Add 2nd NB and SB LT lanes.	\$912,928	\$1,351,356	2008-2017	Regional center
10473	Gresham	Gresham	Eastman at Stark			Add EB and NB RT lanes and 2nd NB and SB LT lanes.	\$1,196,756	\$1,771,491	2008-2017	Regional center
10474	Gresham	N/A	Rugg Rd. Ext.	Orient Dr.	US 26	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	\$30,672,208	\$45,402,361	2008-2017	Industrial area
10475	Gresham	N/A	Rugg Rd. Ext.	US 26	252nd Ave.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	\$39,329,973	\$58,217,968	2008-2017	Industrial area
10476	Gresham	N/A	Rugg Rd.	252nd Ave.	242nd. Ave.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	\$12,770,187	\$18,902,996	2008-2017	Industrial area
10477	Gresham	Gresham	Springwater Road Section 4	242nd Ave.	252nd Ave.	Construction of new street for implementation of Springwater Plan.	\$13,148,679	\$19,463,257	2008-2017	Industrial area
10478	Gresham	Gresham	252nd Ave.	Palmquist Rd.	10	Construction of new street for implementation of Springwater Plan.	\$26,162,462	\$38,726,835	2008-2017	Industrial area
10479	Gresham	Gresham	252nd Ave.	10	Rugg Rd.	Construction of new street for implementation of Springwater Plan.	\$9,808,690	\$14,519,257	2008-2017	Industrial area
10480	Gresham	Gresham	Springwater Road Section 7	242nd Ave.	9	Construction of new street for implementation of Springwater Plan.	\$8,008,421	\$11,854,419	2008-2017	Industrial area

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10481	Gresham	Gresham	Springwater Road Section 8	242nd Ave.	9	Construction of new street for implementation of Springwater Plan.	\$5,519,551	\$8,170,284	2008-2017	Industrial area
10482	Gresham	Gresham	Springwater Road Section 9	7	252nd Ave.	Construction of new street for implementation of Springwater Plan.	\$8,008,421	\$11,854,419	2008-2017	Industrial area
10483	Gresham	Gresham	Springwater Road Section 10	252nd Ave.	Telford Rd.	Construction of new street for implementation of Springwater Plan.	\$12,202,421	\$18,062,564	2008-2017	Industrial area
10484	Gresham	Gresham	Springwater Road Section 11	Telford Rd.	Orient Dr.	Construction of new street for implementation of Springwater Plan.	\$21,031,280	\$31,131,432	2008-2017	Industrial area
10485	Gresham	Gresham	Hogan	Palmquist Rd.	Rugg Rd.	Improvement of existing roadway to arterial 4 lane standards.	\$47,291,190	\$70,002,514	2008-2017	Industrial area
10486	Gresham	Gresham	Telford Rd.	Springwater Boundary	252nd Ave.	Improvement of existing roadway to collector standards, add bike and ped facilities, intersection improvements.	\$29,419,888	\$43,548,621	2008-2017	Industrial area
10488	Gresham	Gresham	282nd Ave.	Springwater Boundary	20	Improvement of existing roadway to collector standards, add bike and ped facilities, intersection improvements.	\$7,146,436	\$10,578,471	2008-2017	Industrial area
10490	Gresham	Gresham	201st RR Bridge at I-84	201st/I-84	"	Construct new RR bridge to accommodate alternative modes.	\$2,359,125	\$3,492,081	2008-2017	Industrial area
10493	Gresham	Gresham	181st Ave. Sandy to I-84	Sandy	I-84	Add southbound aux lane & widen RR overcrossing.	\$827,659	\$1,676,685	2018-2025	Industrial area
10494	Gresham	Gresham	162nd at Stark St.			Exclusive southbound and eastbound right turns at Stark.	\$888,209	\$1,314,766	2008-2017	Employment area
10495	Gresham	Gresham	181st Ave. at Halsey	181st/Halsey		add 2nd LT lane to N & S legs, add RT lane to EB WB SB.	\$1,025,038	\$1,517,307	2008-2017	Industrial area
10496	Gresham	Gresham	181st at I-84	181st/I-84		Freight mobility improvements subject to refinement study.	\$250,000	\$506,454	2018-2025	2040 corridor
10497	Gresham	Gresham	181st at Sandy, at Stark			At Sandy: Northbound right turn, 2nd westbound left turn. Overlap eastbound right turn. At Stark, add 2nd left turn lane on east and west legs.	\$1,884,390	\$2,789,358	2008-2017	2040 corridor
10498	Gresham	Gresham	181st (182nd) at Division/Powell Intersections	181st at Division, Powell		At Division: add second westbound left turn lane (TIF P1). At Powell, add northbound and southbound double left turn lanes (TIF P2 and TSP8). At Powell add SB and NB lanes.	\$1,682,670	\$2,490,763	2008-2017	2040 corridor
10499	Gresham	Gresham	192nd Ave. Wilkes to Halsey	192/Wilkes	192/Halsey	Improve to collector street standards.	\$3,833,031	\$5,673,822	2008-2017	Industrial area
10501	Gresham	Gresham	Barnes Rd.: Powell Valley to City Limits: only Orient to So. City Limits	Powell Valley	Orient Dr.	Widen road and add improvements.	\$7,135,229	\$14,454,665	2018-2025	Neighborhood
10502	Gresham	Gresham	Bike signs	various locations		Add directional signs to bike network.	\$1,400,000	\$2,072,342	2008-2017	Other

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10503	Gresham	Gresham	Burnside at Powell			At Powell: eliminate EB and WB left turn lanes.	\$683,517	\$1,011,772	2008-2017	2040 corridor
10504	Gresham	Gresham	Ped to Max: Hood St.	Powell	Division	Improve ped access/multi-modal on Hood St.	\$986,467	\$1,460,212	2008-2017	Regional center
10505	Gresham	Gresham	Civic Neighborhood TOD	16th and NW Norman		Support construction of street infrastructure improvements.	\$4,765,219	\$7,053,688	2008-2017	Regional center
10506	Gresham	Gresham	Transit: Columbia Corridor TMA			Transit/bus service improvements, 2 locations.	\$185,258	\$274,227	2008-2017	Industrial area
10507	Gresham	Gresham	Glisan, 162nd to 202	162nd/I-84	202nd	Retrofit bikelanes.	\$104,850	\$155,204	2008-2017	Employment area
10508	Gresham	Gresham	Glisan, Eastman (223rd) to Hogan	223rd (Eastman)	Hogan	Construct bike lane.	\$62,910	\$93,122	2008-2017	2040 corridor
10509	Gresham	Gresham	Safe walking routes, missing links	various locations		Construct missing links and safe routes to school.	\$4,089,150	\$6,052,941	2008-2017	Other
10511	Gresham	Gresham	Hogan Rd. at Stark St.	Stark		Add right turn lanes on all approaches and second northbound and southbound left turns.	\$1,908,431	\$3,866,131	2018-2025	2040 corridor
10512	Gresham	Gresham	Hogan: Powell to Burnside boulevard improvements plus three intersection improvements	Powell	Burnside	Improve to boulevard standards, and intersection improvements at Burnside, Division and Powell.	\$8,739,328	\$17,704,275	2018-2025	Regional center
10516	Gresham	Gresham	San Rafael, 181st to 201st	181st	201st	Complete collector and remove frontage road.	\$9,990,952	\$14,789,050	2008-2017	Industrial area
10518	Gresham	Gresham	Wilkes St., 181st to 192nd	181st	192nd	Improve Wilkes to collector standards and provide slip ramp connection from Eastbound I-84 on ramp.	\$6,781,698	\$13,738,476	2018-2025	Industrial area
10519	Gresham	Gresham	Pedestrian enhancements	162nd/Bside, and	181st Burnside	Pedestrian enhancements.	\$75,492	\$111,747	2008-2017	Regional center
10521	Gresham	Gresham	Signalize intersections			Signalize intersections.	\$768,590	\$1,557,022	2018-2025	Other
10527	Gresham	Gresham	Hogan, Powell Blvd to Palmquist	Powell	Palmquist	Improve to arterial standards.	\$8,444,619	\$17,107,249	2018-2025	Industrial area
10530	Gresham	Gresham	Towle Ave. Butler Rd. to Binford Lake	Butler Rd.	Binford Lake Parkway	Improve to collector standards. Add roundabout at Towle/Binford.	\$11,897,840	\$24,102,841	2018-2025	Neighborhood
10533	Gresham	Gresham	190th:30th to So. Boundary of Pleasant Valley	30th	Southern boundary of Pleasant Valley	Improve existing road to major arterial standards, signalize 190th @ Giese, Butler, Richey, Cheldelin.	\$28,644,245	\$42,400,480	2008-2017	Town center
10534	Gresham	Gresham	Cheldelin: 172nd to 190th	172nd	190th	Improve existing road to minor arterial standards, signalize Cheldelin at 172nd, 182nd, and Foster.	\$19,795,513	\$29,302,195	2008-2017	Town center

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10535	Gresham	Gresham	Clatsop: New extension	162nd	172nd	Extend Clatsop into Pleasant Valley, and construct bridge.	\$20,163,595	\$29,847,046	2008-2017	Town center
10536	Gresham	Gresham	Clatsop: Improvements	162nd	Portland Boundary	Improve Clatsop to minor arterial standards, and signalize Clatsop at 162nd.	\$4,202,582	\$6,220,848	2008-2017	Town center
10537	Gresham	Gresham	Richey	182nd	190th	Improve to collector standards, and signalize 190th/Richey.	\$7,925,735	\$11,732,024	2008-2017	Town center
10538	Gresham	Gresham	Sager	162nd	Foster	Improve to collector standards, and signalize Sager @172nd.	\$15,794,720	\$23,380,044	2008-2017	Town center
10539	Gresham	Gresham	Foster South: new road	County Line	Sager	Build new road section to collector standards.	\$7,120,992	\$10,540,808	2008-2017	Town center
10540	Gresham	Gresham	162nd	Foster	southern boundary of Pleasant Valley	Improve 162nd to collector standards, add signal at Foster @ 162nd.	\$21,236,546	\$31,435,276	2008-2017	Town center
10541	Gresham	Gresham	182nd	Giese	Cheldelin	Improve 182nd to collector standards.	\$11,797,690	\$17,463,463	2008-2017	
10542	Gresham	Gresham	Foster Rd. Improvements	162nd	Jenne Rd.	Improve Foster Rd. to Minor Arterial (Parkway) standards, 2 lanes, with turn pockets where appropriate.	\$3,014,698	\$4,462,489	2008-2017	Town center
10543	Gresham	Gresham	172nd: Cheldelin south to Pleasant Valley boundary	Cheldelin	So. Boundary of Pleasant Valley	Improve 172nd Ave. to major arterial standards.	\$8,651,396	\$12,806,179	2008-2017	Town center
10545	Washington Co.		OR 10: Oleson Rd. Improvement	Oleson Rd. south of OR10	Oleson Rd. at Scholls Ferry	Realign Oleson Rd. 500 feet to east and reconfigure Oleson intersections with OR10 and Scholls Ferry Rd.	\$30,888,000	\$62,573,421	2018-2025	Town center
10546	Washington Co.	Washington Co.	170th Ave. Improvements	Alexander St.	Merlo Rd.	Widen roadway to 4 lanes with left turn lanes at major intersections and bike lanes and sidewalks.	\$28,093,000	\$56,911,263	2018-2025	Neighborhood
10547	Washington Co.	Washington Co.	173rd/174th Under Crossing Improvement	Cornell Rd.	Bronson Rd.	Construct three-lane under crossing of Hwy. 26 with bike lanes and sidewalks.	\$58,641,000	\$118,795,906	2018-2025	Town center
10549	Washington Co.	Washington Co.	Cornell @ 143rd Improvements	Science Park Dr.	143rd Ave.	Realign 143rd with Science Park Dr. @ Cornell as a 4-way signalized intersection.	\$12,400,000	\$18,355,029	2008-2017	Town center
10551	Washington Co.	Washington Co.	185th to West Union Improvement	North of Westview H.S.	West Union Rd.	Add 1 thru-lane in each direction with continuous center turn lane, bikelanes and sidewalks.	\$6,794,000	\$10,056,780	2008-2017	Neighborhood
10554	Washington Co.	Washington Co.	Bethany Blvd. Improvements	Kaiser Rd.	West Union Rd.	Widen to 5 lanes with bikelanes and sidewalks.	\$22,046,000	\$44,661,151	2018-2025	Town center
10558	Washington Co.	Washington Co.	Cornell Rd. Improvements	113th Ave.	107th Ave.	Widen from two to three lanes with bike lanes and sidewalks.	\$9,941,000	\$20,138,642	2018-2025	Neighborhood

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10559	Washington Co.	Washington Co.	Cornell to Murray Improvements	Murray Blvd.	Hwy. 26	Widen Cornell from three to five lanes with bike lanes and sidewalks.	\$40,620,000	\$82,288,667	2018-2025	Town center
10560	Washington Co.	Washington Co.	Farmington Rd. Improvements	170th Ave.	185th Ave.	Widen roadway from 2/3 lanes to 5 lanes with bike lanes and sidewalks.	\$17,676,000	\$26,164,798	2008-2017	2040 corridor
10561	Washington Co.	Washington Co.	Jenkins Rd. Improvements	Murray Blvd.	158th Ave.	Widen roadway from three to five lanes with bike lanes and sidewalks.	\$15,530,000	\$31,460,930	2018-2025	Station community
10563	Washington Co.	Washington Co.	Kaiser/143rd Ave. Improvements	Bethany Blvd.	Cornell Rd.	Widen from two to three lanes with bike lanes and sidewalks.	\$38,357,000	\$77,704,244	2018-2025	Neighborhood
10567	Washington Co.	Washington Co.	Taylor's Ferry Extension	Oleson Rd.	Washington Dr.	Construct new two lane extension with bike lanes and sidewalks	\$4,390,000	\$13,164,308	2026-2035	Neighborhood
10568	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. Improvements	Hwy. 99W	Teton Ave.	Widen from three to five lanes with bike lanes and sidewalks.	\$49,150,000	\$99,568,882	2018-2025	Industrial area
10569	Washington Co.	Washington Co.	Walker Rd. Improvements	185th Ave.	Stucki Ave.	Widen from two to five lanes with bike lanes and sidewalks.	\$14,776,000	\$29,933,465	2018-2025	Station community
10570	Washington Co.	Washington Co.	Walker to Hwy. 217 Improvements	185th Ave.	Hwy. 217	Widen from two to five lanes with bike lanes and sidewalks.	\$89,612,000	\$181,537,470	2018-2025	Station community
10571	Washington Co.	Washington Co.	West Union Rd. Improvements	185th Ave.	143rd Ave.	Widen from two to three lanes with bike lanes and sidewalks.	\$34,870,000	\$104,564,785	2026-2035	Neighborhood
10572	Washington Co.	Washington Co.	Barnes Rd. Improvements	St. Vincent's Hosp. entrance	Leahy Rd.	Widen from two to five lanes with bike lanes and sidewalks.	\$8,933,000	\$18,096,619	2018-2025	Station community
10574	Washington Co.	Washington Co.	Farmington to 198th Improvements	185th Ave.	198th Ave.	Widen from two to three lanes with bike lanes and sidewalks.	\$17,326,000	\$51,955,534	2026-2035	Neighborhood
10576	Washington Co.	Washington Co.	Saltzman Rd. Improvements	Cornell Rd.	Burton Rd.	Widen from two to three lanes with bike lanes and sidewalks.	\$12,550,000	\$18,577,066	2008-2017	Town center
10578	Washington Co.	Washington Co.	Merlo/158th Improvements	170th Ave.	Walker Rd.	Widen roadway to five lanes with bike lanes and sidewalks	\$24,735,000	\$50,108,572	2018-2025	Station community
10579	Washington Co.	Washington Co.	Barnes to 119th Improvements	Hwy. 217	119th (future)	Widen to five lanes with bike lanes and sidewalks	\$30,316,000	\$44,875,086	2008-2017	Station community
10581	Washington Co.	Washington Co.	Brookwood Rd. Improvements	T.V. Hwy.	Baseline Rd.	Widen roadway to three lanes with bike lanes and sidewalks.	\$11,970,000	\$17,718,524	2008-2017	Neighborhood
10583	Washington Co.	Washington Co.	185th to Bany Rd. Improvements	Farmington Rd.	Bany Rd.	Widen to three lanes with bike lanes and sidewalks	\$7,706,000	\$23,108,008	2026-2035	Neighborhood
10587	Washington Co.	Washington Co.	Cornelius Pass Rd. Improvements	Amberwood Dr.	T.V. Hwy.	Widen to five lanes with bike lanes and sidewalks	\$59,872,000	\$88,625,186	2008-2017	Neighborhood
10590	Washington Co.	Washington Co.	Tonquin Rd. Improvements	Grahams Ferry Rd.	Oregon St.	Realign and widen to three lanes with bike lanes and sidewalks.	\$28,406,000	\$57,545,344	2018-2025	Other
10592	Washington Co.	Washington Co.	205th Ave. Improvements	Quatama Rd.	Baseline Rd.	Widen road to 5 lanes with bike lanes and sidewalks. Widen bridge over Beaverton Creek to four lanes with bike lanes and sidewalks.	\$18,061,000	\$26,734,692	2008-2017	Station community
10596	Washington Co.		Scholls Ferry Rd. Improvements	Hwy. 217	121st Ave.	Widen to seven lanes with bike lanes and sidewalks.	\$19,749,000	\$40,007,850	2018-2025	2040 corridor

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10597	Washington Co.		Evergreen Rd. Improvements	253rd Ave.	Sewell Ave.	Widen to 5 lanes with bike lanes and sidewalks.	\$11,242,000	\$16,640,906	2008-2017	Employment area
10600	Washington Co.	ODOT	Hwy. 26/Shute Interchange Improvements	Hwy. 26/Shute Rd./Helvetia Rd.	N/A	Add westbound to southbound loop ramp, additional northbound through lane and relocate Jacobsen intersection.	\$29,272,000	\$43,329,711	2008-2017	Industrial area
10601	Washington Co.	ODOT	Hwy. 26/Bethany Interchange Improvements	Cornell Rd.	Bronson Rd.	Rebuild overpass to accommodate additional northbound thru-lane.	\$8,720,000	\$17,665,120	2018-2025	Employment area
10602	Washington Co.	Washington Co.	Scholls Ferry ATMS	Hall Blvd.	Murray Blvd.	Install integrated surveillance and management equipment.	\$1,109,000	\$1,641,591	2008-2017	2040 corridor
10603	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. ATMS	I-5	Teton Ave.	Install integrated surveillance and management equipment.	\$1,594,000	\$2,359,509	2008-2017	Industrial area
10604	Washington Co.	Washington Co.	185th Ave. ATMS	Baseline Rd.	Hwy. 26	Install integrated surveillance and management equipment.	\$1,095,000	\$1,620,867	2008-2017	2040 corridor
10605	Washington Co.	Washington Co.	Cornell Rd. ATMS	Cornelius Pass Rd.	Wash. Co. TOC	Install integrated surveillance and management equipment.	\$2,043,000	\$3,024,139	2008-2017	2040 corridor
10606	Washington Co.	Washington Co.	Washington Square Regional Center Pedestrian Improvements	Wash. Sq. Regional Center		Complete 7400 feet of sidewalk improvements.	\$8,954,000	\$13,254,107	2008-2017	Regional center
10607	Washington Co.	Washington Co.	Sunset TC Station Community Pedestrian Improvements	Sunset TC Station Community		Complete 9100 feet of sidewalk improvements.	\$6,006,000	\$8,890,347	2008-2017	Station community
10608	Washington Co.	Washington Co.	Aloha TC Pedestrian Improvements	Aloha Town Center		Complete 23,500 feet of sidewalk improvements.	\$10,105,000	\$14,957,868	2008-2017	Town center
10610	Washington Co.	Washington Co.	Saltzman Rd. Bike	Cornell Rd.	Barnes Rd.	Complete 950 feet of bike lanes in town center.	\$823,000	\$1,218,241	2008-2017	Regional center
10611	Washington Co.	Washington Co.	Locust Ave. Bike	Hall Blvd.	80th Ave.	Completes 1650 feet of bike lanes in regional center.	\$3,417,000	\$5,057,995	2008-2017	Station community
10612	Washington Co.	Washington Co.	Greenburg Rd. Bike	Hall Blvd.	Hwy. 217	Completes 3400 feet of bike lanes in regional center.	\$3,610,000	\$5,343,682	2008-2017	Town center
10613	Washington Co.	Washington Co.	Cornell Rd. Bike	Saltzman Rd.	119th Ave.	Completes 1750 feet of bike lanes in town center.	\$1,036,000	\$1,533,533	2008-2017	Town center
10614	Washington Co.	Washington Co.	Butner Rd. Bike	Cedar Hills Blvd..	Park Way	Completes 7800 feet of bike lanes to transit corridor.	\$3,524,000	\$5,216,381	2008-2017	2040 corridor
10615	Washington Co.	Washington Co.	Bronson Rd. Bike	185th Ave.	Bethany Blvd.	Completes 7500 feet of bike lanes to transit corridor.	\$5,490,000	\$8,126,541	2008-2017	2040 corridor

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10616	Beaverton	Beaverton	Rose Biggi Ave.: Crescent Street to Hall Blvd. Complete right-of-way and construction of multimodal street extension with Boulevard Design	Crescent St.	Hall Blvd.	Extend 2-lane Rose Biggi Ave. to Hall Blvd. (via Westgate Drive) to fill a gap; boulevard design; add sidewalks, bikeway (PE funded STIP Key #14400).	\$3,500,000	\$5,180,855	2008-2017	Regional center
10617	Beaverton	Washington County	Farmington Rd.: Murray Blvd. to Hocken Ave. Safety, turn lanes, bicycle, and pedestrian improvements	Murray Blvd.	Hocken Ave.	Construct turn lanes and intersection improvements; signalize where warranted; add bike lanes and sidewalks in gaps.	\$8,700,000	\$12,878,125	2008-2017	Regional center
10618	Beaverton	Beaverton	Dawson/Westgate multimodal extension from Rose Biggi Ave. to Hocken Ave.	Rose Biggi Avenue	Hocken Ave. via Dawson to Westgate at Rose Biggi	Extend 2 lane street from Hocken via Dawson and Westgate at Rose Biggi to fill a gap; realign Dawson/Westgate at Cedar Hills; add turn lanes at intersections, sidewalks, bikeway.	\$8,900,000	\$13,174,174	2008-2017	Regional center
10619	Beaverton	Beaverton	Crescent St. multimodal extension to Cedar Hills Blvd.	Rose Biggi Ave.	Cedar Hills Blvd.	Extend 2 lane Crescent from Cedar Hills to Rose Biggi Ave. to fill a gap; add sidewalks, bikeway.	\$3,500,000	\$5,180,855	2008-2017	Regional center
10620	Beaverton	Beaverton	Millikan Way multimodal extension from Watson Ave. to 114th Ave.	Watson Ave.	114th Ave.	Extend 2 lane Millikan Way to 114th to fill a gap; add turn lanes at intersections, sidewalks, bikeway.	\$13,800,000	\$27,956,268	2018-2025	Regional center
10621	Beaverton	Beaverton	New street connection from Broadway to 115th Ave.	Broadway	115th Ave.	Construct new 2 lane street with bikeway and sidewalks.	\$4,500,000	\$9,116,174	2018-2025	Regional center
10622	Beaverton	Beaverton	Electric to Whitney to Carousel to 144th multimodal street connections	Electric	144th Ave.	Connect existing streets and improve to standard with bikeways and sidewalks.	\$7,200,000	\$14,585,879	2018-2025	Station community
10624	Beaverton	Beaverton	120th Ave.: new 2 lane multimodal street	Center St.	Canyon Rd.	Construct new multimodal street with bikeways and sidewalks; turn lanes and signals as needed.	\$8,900,000	\$18,029,767	2018-2025	Regional center
10625	Beaverton	Beaverton	Rose Biggi Ave.: 2 lane multimodal street extension	Tualatin Valley Hwy	Broadway	Construct 2 lane boulevard extension with bikeways and sidewalks.	\$3,000,000	\$4,440,733	2008-2017	Regional center

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10626	Beaverton	Beaverton	114th Ave./115th Ave. 2 lane multimodal street	LRT	Beaverton Hillsdale Hwy/Griffith Drive	Construct 2 lane street with bike and pedestrian improvements.	\$10,000,000	\$14,802,443	2008-2017	Regional center
10627	Beaverton	Beaverton	Tualaway 2 lane multimodal street extension	Electric	Millikan	Extend existing street to Millikan with bikeways and sidewalks.	\$3,900,000	\$7,900,684	2018-2025	Station community
10628	Beaverton	Beaverton	Center Street and 113th Ave. safety, bike, and pedestrian improvements	Hall Blvd.	Cabot Street	Add sidewalks and bikelanes; add turn lanes where needed.	\$5,400,000	\$7,993,319	2008-2017	Regional center
10630	Beaverton	Beaverton	Hall Blvd. multimodal extension from Cedar Hills Blvd. to Hocken Ave.	Hocken Ave.	Cedar Hills Blvd.	Extend Hall Blvd. from Cedar Hills to Hocken to fill a gap; add turn lanes at intersections, sidewalks and bikeway.	\$5,500,000	\$8,141,344	2008-2017	2040 corridor
10631	Beaverton	Beaverton	141st/142nd/144th multimodal street extension connections	141st Ave.	144th Ave.	Connect streets, add bikeways, sidewalks, turns lanes and signalize as warranted.	\$6,400,000	\$9,473,563	2008-2017	Station community
10632	Beaverton	Beaverton	Allen Blvd. safety, bicycle and pedestrian improvements	Highway 217	Murray Blvd.	Widen street adding turn lanes and signals where needed, construct bike lanes and sidewalks.	\$41,600,000	\$124,746,058	2026-2035	2040 corridor
10633	Beaverton	Beaverton	Allen Blvd. safety, bicycle and pedestrian improvements	Highway 217	Western Ave.	Widen street to 4/5 lanes adding turn lanes and signals where needed, construct bike lanes and sidewalks.	\$6,300,000	\$12,762,644	2018-2025	Industrial area
10634	Beaverton	Beaverton	Cedar Hills Blvd. safety, bicycle and pedestrian improvements	Farmington Rd.	Walker Rd.	Add turn lanes, bike lanes and sidewalks.	\$19,000,000	\$38,490,514	2018-2025	2040 corridor
10635	Beaverton	Beaverton	125th Ave. multimodal extension Brockman to Hall Blvd.	Brockman St.	Hall Blvd.	Construct new multimodal street with bike lanes and sidewalks.	\$13,900,000	\$20,575,396	2008-2017	Neighborhood
10636	Beaverton	Beaverton	Millikan Way safety, bike and pedestrian improvements	141st Ave.	Hocken Ave.	Add turn lanes as needed, bike lanes and sidewalks, signalize as warranted.	\$2,600,000	\$5,267,123	2018-2025	Station community

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10638	Beaverton	Beaverton	Davies Rd. multimodal street extension	Scholls Ferry Rd.	Barrows Rd.	Extend 2 lane street with turn lanes, bike lanes and sidewalks.	\$4,900,000	\$7,253,197	2008-2017	Town Center
10639	Beaverton	Beaverton	Weir Rd. safety, bicycle and pedestrian improvements	155th Ave.	175th Ave.	Add turn lanes, bikelanes and sidewalks in gaps, turn lanes.	\$4,100,000	\$8,305,848	2018-2025	Neighborhood
10640	Beaverton	Beaverton	Nimbus Ave. 2 lane multimodal street extension from Hall Blvd. to Denney Road	Hall Blvd.	Denney Rd.	Extend 2 lane street with turn lanes, bikelanes and sidewalks.	\$15,400,000	\$31,197,574	2018-2025	Regional center
10642	Beaverton	Beaverton	Adaptive Traffic Signal Systems	Adaptive Traffic Signal Systems	Allen Blvd., Cedar Hills Blvd., Hall Blvd., Farmington Road	New signals and signal upgrades.	\$10,000,000	\$20,258,165	2018-2025	
10643	Beaverton	ODOT	Hall Blvd. sidewalk gaps at Hwy 217	217 SB ramp	740' w/o ramp	Construct sidewalks.	\$400,000	\$592,098	2008-2017	Regional center
10644	Beaverton	Washington County	110th Ave. sidewalk gaps	Beaverton Hillsdale Hwy	Canyon Rd	Construct sidewalks.	\$1,400,000	\$2,836,143	2018-2025	Regional center
10645	Beaverton	Beaverton	117th Ave. sidewalk gaps	LRT	Center St.	Construct sidewalks.	\$400,000	\$592,098	2008-2017	Regional center
10646	Beaverton	Beaverton	Hall Blvd. / Watson Ave. pedestrian improvements	Cedar Hills Blvd..	Allen Blvd.	Add pedestrian improvements at intersections and amenities (lighting, plazas).	\$2,400,000	\$3,552,586	2008-2017	Regional center
10648	Beaverton	Beaverton	Denney Rd. sidewalks	Nimbus Rd.	Scholls Ferry Rd.	Construct sidewalks.	\$2,200,000	\$6,597,147	2026-2035	Industrial area
10649	Beaverton	Beaverton	Allen Blvd sidewalks	Western Ave.	Arctic Dr.	Construct sidewalks.	\$200,000	\$405,163	2018-2025	Industrial area
10650	Beaverton	Beaverton	Western Ave. sidewalks	5th Street	800 ft s/o 5th Street	Construct sidewalks.	\$600,000	\$1,215,490	2018-2025	Industrial area
10651	Beaverton	Beaverton	Allen Blvd. sidewalks	King Blvd.	Western Ave.	Construct sidewalks.	\$3,100,000	\$6,280,031	2018-2025	Industrial area
10652	Beaverton	Beaverton	141st Ave. sidewalks	Farmington Rd	Allen Blvd	Construct sidewalks.	\$300,000	\$444,073	2008-2017	2040 corridor
10653	Beaverton	Beaverton	Sexton Mountain Drive multimodal street extension from 155th Ave. to Sexton Mtn. across the Powerline	155th Ave.	Sexton Mountain Drive	Extend 2 lane street with bikelanes and sidewalks	\$2,500,000	\$5,064,541	2018-2025	Neighborhood

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10654	Beaverton	Beaverton	Nora Road sidewalks and bike lanes	175th Ave.	155th Ave.	Construct sidewalks and bike lanes.	\$2,000,000	\$4,051,633	2018-2025	
10656	Beaverton	Beaverton	Jamieson Rd. sidewalks	Pinehurst/Cypress	Woodlands Dr.	Construct sidewalks.	\$400,000	\$810,327	2018-2025	
10659	Beaverton	Beaverton	Laurelwood Ave., Birchwood Road, 87th Ave. sidewalks	Scholls Ferry Road	Canyon Road	Construct sidewalks.	\$700,000	\$1,036,171	2008-2017	
10661	Beaverton	Beaverton	155th Ave. sidewalks	Beard Rd.	Weir Rd.	Construct sidewalks.	\$2,700,000	\$3,996,660	2008-2017	
10662	Beaverton	Beaverton	155th Ave. sidewalks	Davis Rd.	Beverly Beach Ct	Construct sidewalks.	\$1,800,000	\$2,664,440	2008-2017	
10663	Beaverton	Beaverton	Hall Blvd. bike lanes & turn lanes to Cedar Hills	Farmington Road	Cedar Hills Blvd.	Construct bike lanes and turn lanes.	\$5,200,000	\$10,534,246	2018-2025	
10664	Beaverton	Beaverton	Watson Ave. bike lanes	Hall Blvd.	Cedar Hills Blvd.	Construct bike lanes.	\$4,500,000	\$9,116,174	2018-2025	
10665	Beaverton	Beaverton	6th Ave. bikelanes	Murray Blvd.	Erickson Ave.	Construct bike lanes.	\$3,600,000	\$7,292,939	2018-2025	
10666	Beaverton	Beaverton	Greenway Dr. bike lanes	Hall Blvd.	125th Ave.	Construct bike lanes.	\$3,700,000	\$7,495,521	2018-2025	
10667	Beaverton	Beaverton	155th Ave. bike lanes	Davis Rd.	Weir Rd.	Construct bike lanes in gaps.	\$5,400,000	\$10,939,409	2018-2025	
10668	Beaverton	Beaverton	Farmington Rd Bike lane retrofit	Hwy 217	Hocken Ave.	Construct bike lanes.	\$12,600,000	\$25,525,288	2018-2025	
10669	Beaverton	Beaverton	Hall Blvd. bike lanes & turn lanes	12th St.	s/o Allen Blvd.	Construct bike lanes and turn lanes.	\$5,200,000	\$10,534,246	2018-2025	
10670	Beaverton	Beaverton	Denney Rd. bike lanes	Hall Blvd.	Scholls Ferry Rd.	Construct bike lanes.	\$6,100,000	\$12,357,481	2018-2025	
10671	Beaverton	Beaverton	Allen Blvd. bike lanes	200' e/o Western	Scholls Ferry Rd.	Construct bike lanes.	\$4,300,000	\$8,711,011	2018-2025	
10672	Beaverton	Beaverton	Western Ave. bike lanes	Beaverton Hillsdale Hwy	Allen Blvd.	Construct bike lanes.	\$5,000,000	\$10,129,083	2018-2025	
10674	Sherwood	Sherwood	Oregon-Tonquin Intersection & Street Improvements	Oregon St.	at Tonquin	Intersection improvements (consider roundabout) on Oregon at Tonquin Road; sidewalks and bike access through the intersection.	\$1,945,000	\$3,940,213	2018-2025	Industrial area
10677	Sherwood	Sherwood	Adams Ave Phase 2	T-S Rd.	99W	Construct 3 lane road, landscaping and multi-use path.	\$8,580,000	\$17,381,506	2018-2025	Employment area
10680	Sherwood	Sherwood	Elwert Rd & 99W Intersection Improvements	99W	Kruger Rd	Intersection safety improvements.	\$2,700,000	\$5,469,705	2018-2025	Employment area

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10681	Sherwood		Elwert Rd	99W	Edy Rd	Upgrade road to arterial standards.	\$11,430,000	\$23,155,083	2018-2025	Employment area
10682	Sherwood	Sherwood	Brookman Rd	99W	Ladd Hill Rd	Reconstruct road to collector standards.	\$20,510,000	\$41,549,497	2018-2025	Neighborhood
10691	Sherwood		Edy Rd/Sherwood Blvd	Borcher Dr	3rd St.	Reconstruct road to arterial standards; add sidewalks.	\$7,740,000	\$15,679,820	2018-2025	2040 corridor
10692	Sherwood		Edy Rd	Borcher Dr	City limits	Reconstruct road to collector standards w/ sidewalks and bike lanes.	\$8,760,000	\$12,966,940	2008-2017	Neighborhood
10693	Sherwood	Sherwood	Ladd Hill Rd.	Sunset Blvd	UGB	Upgrade street to arterial standards.	\$6,340,000	\$19,011,779	2026-2035	Other
10694	Sherwood	Sherwood	Murdock	UGB	Oregon St	Add bike lanes.	\$1,340,000	\$1,983,527	2008-2017	Neighborhood
10695	Sherwood	Sherwood	Meinecke	99W	1st	Add bike lanes.	\$1,150,000	\$2,329,689	2018-2025	Main street
10699	Sherwood	Sherwood	Oregon Street	Murdock	Railroad Crossing	Construct road to 3 lane collector standards.	\$6,712,000	\$20,127,297	2026-2035	Industrial area
10701	Sherwood	Sherwood	Regional Trail System / West fork of Tonquin Trail	Middle fork of Tonquin Trail	Wildlife Refuge	Construct regional trail to connect SE City limits with trail system north of City limits.	\$2,465,000	\$4,993,638	2018-2025	Other
10702	Sherwood	Sherwood	2040 Corridor Signal & Intersection Improvements	Borcher Dr	Century	Improve 3-leg intersection at Edy & Borchers; remove traffic signal at Baler; remove traffic signal at Langer; add traffic signal at Century.	\$2,812,000	\$8,432,354	2026-2035	2040 corridor
10703	Sherwood	Sherwood	Pedestrian Links to Schools & Town Center			Pedestrian upgrades, new sidewalks, sidewalk infill at: Sunset, Division, Edy, Elwert, Meinecke, Pine, Roy, Ladd Hill, Timbrel, Washington, Willamette, Old Pacific Hwy.	\$6,983,000	\$14,146,277	2018-2025	Neighborhood
10709	Tualatin	Tualatin	Sagert	Martinazzi	N/A	Signalize intersection and change grades to provide better sight distance.	\$1,700,000	\$2,516,415	2008-2017	Neighborhood
10714	Tualatin	Tualatin	105th Ave/Avery Street	Blake	105th	Realign curves, signalize intersection of Avery/105th, sidewalks on 105th from Avery to 108th.	\$5,000,000	\$7,401,221	2008-2017	Neighborhood
10715	Tualatin	Tualatin	Herman	Teton	Tualatin	Reconstruct and widen to 3 lanes from Teton to Tualatin.	\$2,500,000	\$3,700,611	2008-2017	Industrial area
10716	Tualatin	Tualatin	Myslony	112th	124th Ave	Reconstruct/widen from 112th to 124th to fill system.	\$9,400,000	\$13,914,296	2008-2017	Industrial area
10718	Tualatin	Tualatin	Herman	Cipole	124th Ave	Reconstruction from Cipole to 124th.	\$4,100,000	\$6,069,002	2008-2017	Industrial area
10720	Tualatin	Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	Widen to 5 lanes from Tualatin-Sherwood to Ibach.	\$16,500,000	\$49,478,605	2026-2035	Main street
10721	Tualatin	Tualatin	McEwan	65th	Lake Oswego	Widen to 3 lanes from 65th to Lake Oswego.	\$3,520,000	\$10,555,436	2026-2035	Employment area

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10722	Tualatin	Tualatin	65th	Nyberg	Childs Rd	Extension across the Tualatin River from Nyberg to Childs Road.	\$15,000,000	\$44,980,550	2026-2035	Main street
10725	Tualatin	Tualatin	65th	Sagert	Nyberg	Widen to 5 lanes from Sagert to Nyberg.	\$19,000,000	\$56,975,363	2026-2035	Main street
10728	Tualatin	Tualatin	Boones Ferry	N/A	N/A	Interconnect signals on Boones Ferry Road from Tualatin-Sherwood Road to Ibach (6 signals).	\$78,000	\$115,459	2008-2017	Other
10729	Tualatin	Tualatin	Loop Rd	Martinazzi	Boones Ferry	Construct street from Tualatin-Sherwood to Boones Ferry Rd to Martinazzi.	\$6,900,000	\$20,691,053	2026-2035	Main street
10730	Tualatin	Tualatin	E-W connection	108th	112th	Construct new street.	\$18,200,000	\$26,940,446	2008-2017	Industrial area
10735	Tualatin	Tualatin	Herman	108th	Teton	Widen to 5 lanes from 108th to Teton.	\$1,250,000	\$2,532,271	2018-2025	Main street
10736	Tualatin	Tualatin	124th Ave	Tualatin-Sherwood	Tonquin	Construct new street from Tualatin-Sherwood to Tonquin Rd - 5 lanes.	\$82,500,000	\$122,120,154	2008-2017	Main street
10737	Tualatin	Tualatin	Central Design District Pedestrian Improvements			Pedestrian improvements & bike lanes.	\$10,600,000	\$15,690,589	2008-2017	Town center
10738	Tualatin	Tualatin	Teton	Herman	Tualatin-Sherwood	Add bikelanes to Teton from Avery to Tualatin Rd.	\$3,800,000	\$11,395,073	2026-2035	Industrial area
10739	Tualatin	Tualatin	Nyberg	Tualatin-Sherwood	65th	Add bikelanes on Nyberg from I-5 to 65th.	\$7,000,000	\$20,990,923	2026-2035	Main street
10740	Tualatin	Tualatin	65th Ave.	Borland	Childs Rd	Add bikelanes on 65th Ave from Sagert to Nyberg. Construct a pedestrian bridge over the River from Tualatin to Childs Rd.	\$8,000,000	\$23,989,627	2026-2035	Employment area
10741	Tualatin	Tualatin	95th Ave.	Avery	Tualatin-Sherwood	Add bikelanes from Avery to Tualatin-Sherwood Rd.	\$2,400,000	\$7,196,888	2026-2035	Main street
10742	Tualatin	Tualatin	108th Ave.			Pedestrian bridge over Tualatin River and connecting paths.	\$2,000,000	\$5,997,407	2026-2035	Other
10744	Tualatin	Tualatin	Tualatin River Pathway				\$8,600,000	\$17,422,022	2018-2025	Other
10745	Tualatin	Tualatin	Pedestrian Trail	65th	Martinazzi	Pedestrian trail from 65th to Martinazzi.	\$1,600,000	\$3,241,306	2018-2025	Other
10746	Tigard		Washington Square Connectivity Improvements	Washington Square local street connections	Washington Square local street connections	Increase local street connections at Washington Square Center based on recommendations in regional center plan.	\$6,912,000	\$14,002,444	2018-2025	Regional center
10747	Tigard		Hwy. 217 Overcrossing - Cascade Plaza	Nimbus	Locust	Provide a new connection from Nimbus to Washington Square south of Scholls Ferry Road.	\$5,166,000	\$10,465,368	2018-2025	Regional center

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10748	Tigard		Greenburg Road Improvements, South	Shady Lane	North Dakota	Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement.	\$14,330,000	\$21,211,901	2008-2017	Regional center
10749	Tigard		Washington Square Regional Center Pedestrian Improvements	Various	Various	Improve sidewalks, lighting, crossings, bus shelters, and benches at Washington Square.	\$5,720,000	\$11,587,670	2018-2025	Regional center
10750	Tigard		Greenburg Road Improvements	Tiedeman Ave.	Hwy. 99W	Widen to 5 lanes.	\$15,017,000	\$30,421,687	2018-2025	Town center
10751	Tigard	ODOT	Hwy. 217 Overcrossing	Hunziker Road	72nd Ave.	Realign Hunziker Road to meet Hampton Street at 72nd Ave. and removes existing 72nd/Hunziker Road intersection.	\$9,635,000	\$19,518,742	2018-2025	Employment area
10753	Tigard	Tigard	Durham Road Improvements	Upper Boones Ferry Road	Hall Blvd.	Widen to 5 lanes.	\$21,093,000	\$31,222,793	2008-2017	Employment area
10754	Tigard	Tigard	Walnut Street Extension	99W	Hunziker Road	Extend street east of 99W to connect to Hunziker Road. (PE Phase only)	\$3,770,000	\$5,580,521	2008-2017	Town center
10755	Tigard	Tigard	72nd Ave. Improvements	99W	Hunziker Road	Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement.	\$50,964,000	\$75,439,170	2008-2017	Employment area
10759	Tigard	Tigard	Dartmouth Street Improvements	72nd Ave.	68th Ave.	Widen to 4 lanes with turn lanes and sidewalks.	\$4,412,000	\$6,530,838	2008-2017	Employment area
10760	Tigard	Tigard	Tigard Town Center Pedestrian Improvements	Tigard Town Center	Throughout TC area	Improve Sidewalks, lighting, crossings, bus shelters and benches throughout the Town Center including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	\$4,882,000	\$9,890,036	2018-2025	Town center
10762	Tigard		Nimbus Ave. Extension	Nimbus Ave.	Greenburg Road	2 lane extension with sidewalks and bike lanes.	\$4,680,000	\$9,480,821	2018-2025	Regional center
10763	Tigard		Washington Square Regional Center Greenbelt Shared Use Path	Hall Blvd.	Hwy. 217	Complete shared-use path construction.	\$1,821,000	\$2,695,525	2008-2017	Regional center
10764	Tigard	Tigard	Durham Road Improvements	Hall Blvd.	99W	Widen to 5 lanes with bikeways and sidewalks.	\$30,515,000	\$61,817,791	2018-2025	2040 corridor
10766	Tigard		Regional Trail Gap Closure	multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails.	\$6,890,000	\$10,198,883	2008-2017	2040 corridor

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10767	Tigard		72nd Ave. Intersection Improvements	Hwy 99W	Upper Boones Ferry	Southbound right turn lane, northbound right turn overlap at Hwy 99W and 72nd; Southbound or Eastbound right turn lane at 72nd/Hampton/Hunziker.	\$2,000,000	\$2,960,489	2008-2017	Employment area
10768	Tigard	Tigard	Upper Boones Ferry Intersection Improvements	Durham Road	I-5	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 at Carman/I-5 southbound.	\$9,630,000	\$14,254,752	2008-2017	Employment area
10769	Tigard	Tigard	Greenburg Intersection Improvements	Hall	Tiedeman Ave	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.	\$9,512,000	\$14,080,084	2008-2017	Regional center
10770	Tigard	ODOT	Hwy. 99W Intersection Improvements	68th	Beef Bend Road	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.	\$19,669,000	\$29,114,925	2008-2017	2040 corridor
10771	Forest Grove	TriMet	High Capacity Transit: Blue Line west : Hwy. 8 extension	Hillsboro	Forest Grove	The Cities of Forest Grove, Cornelius, Hillsboro, and Washington County have identified a need to extend the MAX system to Forest Grove. The proposed line would run from the end of the existing HCT system in Hillsboro to downtown Forest Grove.	\$1,500,000	\$2,220,366	2008-2017	Regional center
10773	Forest Grove		Thatcher/Gales Creek	Thatcher	Gales Creek	Re-align Thatcher Road at its intersection with Gales Creek Road.	\$3,600,000	\$5,328,879	2008-2017	Employment area
10774	Forest Grove	Forest Grove	23rd/24th	Hawthorne	Quince	Construct collector level roadway between Hawthorne Ave. and Quince Street.	\$15,000,000	\$22,203,664	2008-2017	Industrial area
10775	Forest Grove	Forest Grove	E/Pacific/19th Intersection	E	Pacific	Extend 19th west and connect up to E and Pacific with a round-about.	\$4,800,000	\$7,105,173	2008-2017	Neighborhood
10776	Forest Grove	Forest Grove	HWY 8/HWY 47 Intersection	HWY 8	HWY 47	Turn Lanes, modify traffic signal.	\$3,300,000	\$4,884,806	2008-2017	Employment area

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10778	Forest Grove	Forest Grove	Heather Industrial Connector	Mountain View	HWY 47	Extend westerly from existing terminus to connect to Hwy 47 and the City of Cornelius.	\$5,800,000	\$8,585,417	2008-2017	Industrial area
10779	Forest Grove	Forest Grove	Hwy 8/Pacific/19th	Cornelius City Limits	B	Retrofit the street with a boulevard design from Quince Street to B Street including wider sidewalks, curb extensions, safer street crossings, bus shelters and benches.	\$12,100,000	\$17,910,956	2008-2017	2040 corridor
10781	Forest Grove	Forest Grove	West UGB Trail	Ritchey	David Hill	Multi-use trail.	\$3,100,000	\$4,588,757	2008-2017	Neighborhood
10782	Forest Grove	Forest Grove	Thatcher / Willamina / B St Pedestrian and Bicycle Improvements	Gales Creek - David Hill /Gales Creek - Sunset / 26th - Willamina	Gales Creek - David Hill /Gales Creek - Sunset / 26th - Willamina	Bike lanes and sidewalks.	\$5,600,000	\$8,289,368	2008-2017	Neighborhood
10784	Forest Grove	Forest Grove	David Hill Bicycle Pedestrian	Thatcher	Forest Gale Dr.	Multi-use trail.	\$4,900,000	\$7,253,197	2008-2017	Neighborhood
10785	Cornelius	Cornelius	14th Ave	Dogwood	Holladay	Regulate OR8 traffic flow; widen local collector to improve Main Street/Industrial Area north/south connectivity.	\$2,800,000	\$4,144,684	2008-2017	Main street
10786	Cornelius		Susbauer Rd	TV Hwy	Zion Church Rd	Improve County Freight Connector route to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, reconstruct Dairy Creek Bridge to eliminate frequent road flooding.	\$1,000,000	\$1,480,244	2008-2017	Main street
10788	Cornelius	Cornelius	10th Ave	TV Hwy	Golf Course Rd	Improve to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, reconstruct Council Creek Bridge.	\$700,000	\$1,418,072	2018-2025	Main street
10795	Cornelius	Cornelius	Holladay St Extension	4th	Yew	Construct new collector.	\$2,500,000	\$5,064,541	2018-2025	Main street
10796	Cornelius	Cornelius	Holladay St Extension	10th	Gray	Construct new collector.	\$1,300,000	\$1,924,318	2008-2017	Main street
10797	Cornelius	Cornelius	Holladay St Extension	Gray	19th	Construct new collector.	\$1,300,000	\$2,633,561	2018-2025	Main street
10798	Cornelius	Cornelius	Davis St. Extension	4th Ave	10th Ave	Construct new collector.	\$2,500,000	\$5,064,541	2018-2025	Main street
10799	Cornelius	Cornelius	Davis St. Extension	19th Ave	29th Ave	Construct new collector.	\$4,500,000	\$9,116,174	2018-2025	Main street

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10800	Cornelius	Cornelius	Dogwood St. Extension	E. City Limits	345th Ave.	Construct new collector.	\$1,500,000	\$2,220,366	2008-2017	Main street
10801	Cornelius	Cornelius	29th Ave.	TV Hwy	345th Ave.	Construct new collector.	\$4,200,000	\$6,217,026	2008-2017	Main street
10802	Cornelius	Cornelius	29th Ave	TV Hwy		Signalize intersection.	\$600,000	\$888,147	2008-2017	Main street
10803	Cornelius	Cornelius	TV Hwy	4th Ave	29th Ave	Interconnect OR 8 signal system in Cornelius.	\$450,000	\$666,110	2008-2017	Main street
10804	Cornelius	Cornelius	Collector Bike Lanes			Sign & stripe about 50 blocks of collectors.	\$350,000	\$518,085	2008-2017	Main street
10805	Cornelius	ODOT	TV Hwy Ped Infill			Build out sidewalk gaps on TV Hwy. in Cornelius.	\$1,020,000	\$1,509,849	2008-2017	Main street
10806	Cornelius		Council Creek Trail System	See Metro Trail Map	See Metro Trail Map	Build a bike/ped trail system along Council Creek in Cornelius.	\$2,040,000	\$3,019,698	2008-2017	Main street
10807	Cornelius	Cornelius	HCT Park & Ride	26th Ave	N/A	Build station area and park & ride facilities.	\$850,000	\$1,721,944	2018-2025	Main street
10808	Cornelius	Cornelius	HCT Park & Ride	10th Ave	N/A	Build station area and park & ride facilities.	\$850,000	\$1,721,944	2018-2025	Main street
10809	THPRD	THPRD	Bronson Creek Community Trail	Bronson Creek Park Cornell Rd. (THPRD)	Laidlaw Rd.	To design and construct a community trail segment in a greenway corridor, 8'-10' wide paved.	\$3,500,000	\$7,090,358	2018-2025	Other
10810	THPRD	THPRD	Westside Trail (Regional)	Hwy 26	THPRD Nature Park	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	\$4,000,000	\$5,920,977	2008-2017	Other
10811	THPRD	THPRD	Beaverton Creek Trail (Regional)	SW 194th Ave.	Fanno Creek Trail	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	\$7,000,000	\$14,180,716	2018-2025	Other
10813	THPRD	THPRD	Westside Trail (Regional)	Farmington Rd.	Scholls Ferry Rd.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	\$4,000,000	\$5,920,977	2008-2017	Other
10814	Hillsboro	Hillsboro	Evergreen Rd	25th Ave	Sewell Rd	Widen to 5 lanes with bike lanes and sidewalks.	\$4,000,000	\$5,920,977	2008-2017	Employment area
10815	Hillsboro	Hillsboro	Cornell Rd Signal Coordination	185th	Cornelius Pass	Interconnect Traffic Signals (Extends County ATMS).	\$1,000,000	\$1,480,244	2008-2017	Town center
10816	Hillsboro	Hillsboro	TV Hwy. Signal Coordination	209th	10th Ave.	Interconnect traffic signals.	\$2,350,000	\$3,478,574	2008-2017	2040 corridor
10818	Hillsboro	Hillsboro	231st Ave./Century Blvd	Baseline	Lois	Bridge and 3 lanes with bike lanes and sidewalks.	\$26,248,000	\$53,173,632	2018-2025	
10819	Hillsboro	Hillsboro	231st Ave./Century Blvd	Baseline	Dogwood	Widen to 3 lanes with bike lanes and sidewalks.	\$6,800,000	\$10,065,661	2008-2017	

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10820	Hillsboro	Hillsboro	Brookwood (247th)	TV Hwy.	River Road	Widen to 3 lanes with bike/ped TV Hwy to Alexander, 2 lanes with onstreet parking and bike/ped Alexander to UGB.	\$2,094,000	\$3,099,632	2008-2017	
10821	Hillsboro	Hillsboro	Huffman	Shute	West UGB (Sewell)	Build 3 lane with bike lanes and sidewalks.	\$9,282,000	\$13,739,627	2008-2017	Industrial area
10822	Hillsboro	Hillsboro	253rd	Evergreen	North UGB	Build 3 lane with bike lanes and sidewalks.	\$6,162,000	\$9,121,265	2008-2017	Industrial area
10823	Hillsboro	Hillsboro	Amberwood	206th	Cornelius Pass	Improve to 3 lane with bike lanes and sidewalks.	\$2,312,000	\$4,683,688	2018-2025	Town center
10824	Hillsboro	Hillsboro	Cornell Rd	Arrington	Main Street	Improve to 5 lane with bike lanes and sidewalks.	\$9,248,000	\$18,734,751	2018-2025	Regional center
10827	Hillsboro	Hillsboro	Quatama Road	LRT	Cornelius Pass	Widen to 3 lane with bike lanes/sidewalks.	\$1,800,000	\$2,664,440	2008-2017	Station community
10828	Hillsboro	Hillsboro	Edgeway (Salix)	LRT	Walker Rd	Extend as 2/3 lane with bike/sidewalks.	\$6,664,000	\$13,500,041	2018-2025	Station community
10831	Hillsboro	Hillsboro	Century Blvd	Bennett	West Union Rd	Extend 2/3 lane with US 26 Overpass, connect existing segments.	\$12,920,000	\$26,173,549	2018-2025	Industrial area
10833	Hillsboro	Hillsboro	Grant Street Extension	28th	Brookwood	Extend 3 lane road with bike lanes/sidewalks.	\$12,240,000	\$24,795,994	2018-2025	Station community
10834	Hillsboro	Hillsboro	28th Ave.	Main	25th	Widen to 3 lanes with bike/sidewalks.	\$4,352,000	\$8,816,353	2018-2025	Main street
10835	Hillsboro	Hillsboro	185th Ave.	Cornell Rd	Walker Rd	Widen to 7 lanes.	\$4,896,000	\$9,918,398	2018-2025	Town center
10836	Hillsboro	Hillsboro	Evergreen Rd	Glencoe Rd	25th	Widen to 5 lanes with bike lanes and sidewalks.	\$5,440,000	\$16,312,946	2026-2035	2040 corridor
10838	Hillsboro	Hillsboro	Davis Road	Brookwood	234th (Century)	Extend 3 lane road with bike lanes/sidewalks.	\$4,474,000	\$6,622,613	2008-2017	
10839	Hillsboro	Hillsboro	Century Blvd (234th)	Alexander	South UGB	Extend 3 lane road with bike lanes/sidewalks.	\$11,636,000	\$17,224,122	2008-2017	
10840	Hillsboro	Hillsboro	Regional Center Improvements	N/A	N/A	Miscellaneous Improvements to maintain capacity.	\$10,470,000	\$21,210,299	2018-2025	Regional center
10841	Hillsboro	Hillsboro	Other Traffic Signals	N/A	N/A	Future Traffic Signals (Town Centers, 2040 Corridors).	\$5,700,000	\$8,437,392	2008-2017	
10842	Hillsboro	Hillsboro	Other Collector Reconstruction	N/A	N/A	Miscellaneous locations.	\$35,000,000	\$70,903,578	2018-2025	
10843	Hillsboro	Hillsboro	Intersection Improvements	N/A	N/A	Miscellaneous locations.	\$25,000,000	\$50,645,413	2018-2025	
10846	Hillsboro	ODOT	TV Hwy.	185th	Brookwood	Expand to 7 lanes with bike/sidewalks.	\$42,000,000	\$125,945,539	2026-2035	2040 corridor
10847	Hillsboro	Hillsboro	Regional Center Ped Improvements	N/A	N/A	Infill missing pedestrian sidewalks.	\$4,550,000	\$9,217,465	2018-2025	Regional center

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10848	Hillsboro	Hillsboro	Industrial/Town Center Ped Improvement	N/A	N/A	Infill missing pedestrian sidewalks.	\$1,300,000	\$2,633,561	2018-2025	2040 corridor
10849	Hillsboro	Hillsboro	Regional Center- Bike Improvement	N/A	N/A	Infill missing bike lane connections.	\$2,110,000	\$4,274,473	2018-2025	Regional center
10850	Hillsboro	Hillsboro	Beaver Ck Trail, Bronson Ck Trail,			Construct bike/ped trail.	\$1,000,000	\$2,025,817	2018-2025	2040 corridor
10851	Hillsboro	Hillsboro	Rock Ck Trail - Multi Use	River Road	Orchard Park (East of Cornelius Pass Rd)	Construct bike/ped trail.	\$5,520,000	\$11,182,507	2018-2025	2040 corridor
10852	Wilsonville	ODOT	95th Ave/Boones Ferry Rd/Commerce Circle Intersection Improvements	95th Ave.	Southbound off-ramp I-5/Stafford Rd Interchange	Provide dual left-turn and right-turn lanes, improve signal synchronization, access management measures, fix sight-distance problems, and add extra lanes.	\$2,500,000	\$3,700,611	2008-2017	2040 corridor
10853	Wilsonville	Wilsonville	Kinsman Rd Extension from Ridder Rd to Day St	Ridder Rd	Day St	Extend 3 lanes with sidewalks and bike lanes.	\$6,500,000	\$9,621,588	2008-2017	Industrial area
10854	Wilsonville		Tonquin Trail	Tualatin/Sherwood	Washington/Clackamas County line	Shared use path with some on-street portions.	\$2,000,000	\$2,960,489	2008-2017	Other

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10855	Metro		Regional TOD Implementation Program	2040 Centers, Stations Areas and Corridors	2041 Centers, Stations Areas and Corridors	Metro, the government of the Portland metropolitan region responsible for growth management, is implementing a highly integrated land use and transportation plan calling for substantial amounts of the region's growth to occur in medium- to high-density mixed-use, walkable urban "centers" linked by high quality transit service. TOD Program funding helps cause the construction of "transit villages" and other catalyst projects by the private sector. These projects mix of moderate to high-intensity land uses, are physically or functionally connection to the transit system (including MAX light rail, Portland streetcar, commuter rail and high frequency bus), and create a walkable communities through design features that reinforce pedestrian relationships and scale.	\$67,500,000	\$146,357,193	2008 - 2035	Other
10856	Gresham		Richey/Foster Connection	Intersection Richey/Foster		Construct roundabout and related improvements to Foster.	\$656,452	\$1,329,851	2018-2025	Employment area
10857	Gresham	Gresham	Jenne/Foster	Intersection Jenne/Foster		Add second EB left turn lane. Requires widening of Jenne North.	\$540,780	\$1,095,521	2018-2025	Employment area
10858	Gresham	Gresham	174th/Powell	Intersection of 174th/Powell		Improve intersection to 5 lane section.	\$1,860,824	\$3,769,688	2018-2025	Employment area
10860	Gresham	Gresham	Collector 72 (Knapp)	172nd	182nd	Build new road to green street collector standards.	\$10,703,002	\$15,843,058	2008-2017	Town center
10861	Gresham	Gresham	Collector 72 (Knapp)	182nd	190th	Build new road to green street collector standards.	\$10,368,393	\$15,347,754	2008-2017	Town center
10862	Gresham	Gresham	Community Street 72	190th	Binford Parkway	Build new road to green street community standards.	\$9,991,393	\$14,789,702	2008-2017	Employment area
10863	ODOT	ODOT	Convert Marine Dr. one-way southbound to two-way under I-84 and widen to five lanes.	Troutdale interchange (exit 17)		Convert Marine Drive one-way southbound to two-way under I-84 and widen to five lanes.	\$20,400,000	\$41,326,657	2018-2025	Throughway
10864	ODOT	ODOT	New interchange on US 26 to serve industrial area.	US 26 and Callister Road	US 26 and 267th Ave.	New interchange on US 26 to serve industrial area.	\$29,500,000	\$59,761,587	2018-2025	Throughway

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10865	ODOT	ODOT	New I-205 NB on-ramp at I-205/Airport Way interchange based on I-205/Airport Way Study	I-205 and Airport Way		New I-205 NB on-ramp at I-205/Airport Way interchange based on I-205/Airport Way Study.	\$27,200,000	\$40,262,645	2008-2017	Throughway
10866	ODOT	ODOT	Improve I-5/Columbia River bridge (Oregon share)	Victory Blvd.	Washington state line	Improve I-5/Columbia River bridge (Oregon share).	\$50,000,000	\$74,012,214	2008-2017	Portland Central City
10867	ODOT	ODOT	I-5: Conduct preliminary engineering and environmental work to modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter	I-5 and I-84	I-5 and Greeley St.	Conduct preliminary engineering and environmental work to modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter.	\$30,000,000	\$44,407,329	2008-2017	Portland Central City
10869	ODOT	ODOT	Sunrise Project: Construct new highway facility from I-205 to 122nd and interim connection to 122nd Ave as defined by supplemental EIS	I-205	172nd Ave.	Construct improvements as defined by supplemental EIS.	\$116,000,000	\$171,708,337	2008-2017	Throughway
10870	ODOT	ODOT	I-5/99W Connector Phase 1: Conduct study, complete environmental design work and NEPA for I-5 to OR-99W Connector and acquire ROW	OR 99W	I-5	Phase 1: Conduct study, complete environmental design work and NEPA for I-5 to OR-99W Connector and acquire ROW.	\$100,500,000	\$148,764,551	2008-2017	Throughway
10871	ODOT	ODOT	Marine Dr. extension (Backage road), from I-84 EB off-ramp to 257th Dr.	I-84 EB off ramp	257th Dr.	Marine Drive extension (Backage road), from I-84 EB off-ramp to 257th Drive.	\$8,200,000	\$12,138,003	2008-2017	Throughway

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10872	ODOT	ODOT	Add lane: SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Stafford Road.	I-205	Stafford Road	Add lane to SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Stafford Road.	\$9,700,000	\$14,358,370	2008-2017	Throughway
10873	ODOT	ODOT	US 26W: Widen highway to 6 lanes	185th Ave.	Cornelius Pass Road	Widen highway to 6 lanes.	\$36,119,034	\$53,464,994	2008-2017	Throughway
10874	ODOT	ODOT	I-5: Construct new roadway between Columbia Blvd and Denver Ave near Argyle Street; replace Denver Viaduct; Relocate/reconstruct and signalize Denver/Schmeer Rd intersection	Victory	Lombard	Construct new roadway between Columbia Blvd and Denver Ave near Argyle Street; replace Denver Viaduct; Relocate/reconstruct and signalize Denver/Schmeer Rd intersection.	\$46,000,000	\$68,091,237	2008-2017	Throughway
10875	ODOT	ODOT	OR 217: Braid OR 217 ramps between Beaverton-Hillsdale Hwy. and Allen Blvd. in both directions.	Beaverton-Hillsdale Hwy.	Allen Blvd.	Braid OR 217 ramps between Beaverton-Hillsdale Highway and Allen Boulevard in both directions.	\$79,600,000	\$117,827,445	2008-2017	Regional center
10876	ODOT	ODOT	I-84: Extend Halsey exit lane to I-205 NB exit	Halsey exit	I-205 NB exit	I-84 Lane Extension: Halsey to I-205 NB ramp.	\$6,446,790	\$9,542,824	2008-2017	Regional center
10884	ODOT	ODOT	I-5/I-84 Interchange: Acquire R-O-W	I-5 and I-84	I-5 and Greeley St.	Acquire right-of-way.	\$30,000,000	\$60,774,495	2018-2025	Portland Central City
10890	ODOT	ODOT	Sunrise Project: Acquire right-of-way: I-205 to SE 172nd Ave	I-205	SE 172nd Ave	Acquire right-of-way: I-205 to SE 172nd Ave.	\$129,000,000	\$190,951,513	2008-2017	Throughway
10894	ODOT	ODOT	Sunrise Hwy. PE: I-205 to SE 172nd Ave	I-205	SE 172nd Ave	Preliminary engineering and EIS from I-205 to 172nd.	\$25,000,000	\$37,006,107	2008-2017	Throughway

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10899	TriMet		Washington County Commuter Rail spare DMUs	N/A	N/A	1 powered and 2 trailer DMUs for spares and service reliability.	\$9,000,000	\$13,322,199	2008-2017	
10901	TriMet		MAX light rail: South Corridor Ph 2: Portland to Milwaukie	N/A	N/A	Portland, N Macadam, OMSI, Brooklyn, Milwaukie, (Park Ave.).	\$816,500,000	\$1,208,619,459	2008-2017	
10912	TriMet		Streetcar Extension: Portland to Lake Oswego via Willamette Shore	N/A	N/A	Portland to Lake Oswego extension of Portland Streetcar.	\$250,000,000	\$370,061,071	2008-2017	
10916	TriMet		Bus Rapid Transit: SE McLoughlin to Oregon City and CCC	N/A	N/A	Milwaukie, Gladstone, Oregon City, CCC (possible predecessor to LRT).	\$8,500,000	\$12,582,076	2008-2017	
10921	TriMet		MAX LRT on Steel Bridge: Capacity and operations improvements	N/A	N/A	Possible additional tracks, bridge rehabilitation, seismic upgrade.	\$50,000,000	\$74,012,214	2008-2017	
10926	TriMet		Transit dispatch center upgrade	N/A	N/A	To accommodate increasing operating complexities.	\$7,600,000	\$11,249,857	2008-2017	
10927	TriMet		MAX LRT: Operational upgrades	N/A	N/A	Sidings, powered turnouts, block and signal control infill.	\$18,862,000	\$40,897,620	2008 -2035	
10928	TriMet		New MAX LRT vehicles	N/A	N/A	See below.	\$49,000,000	\$72,531,970	2008-2017	
10929	TriMet		Frequent Bus: Line 76 Beaverton / Tualatin	N/A	N/A	390 additional service hours upgrade and related bus stop and ROW improvements.	\$3,075,000	\$4,551,751	2008-2017	
10930	TriMet		Frequent Bus: Line 31 Milwaukie to Clackamas Regional Center	N/A	N/A	240 additional service hours upgrade and related bus stop and ROW improvements.	\$1,100,000	\$1,628,269	2008-2017	
10931	TriMet		Frequent Bus: Line 31 Clackamas Regional Center to 152nd	N/A	N/A	125 additional service hours upgrade and related bus stop and ROW improvements.	\$1,100,000	\$2,228,398	2018-2025	
10933	TriMet		Frequent Bus: Line 9 - Powell Blvd. to I-205	N/A	N/A	80 additional service hours for span of service and related bus stop and ROW improvements.	\$1,600,000	\$2,368,391	2008-2017	

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10934	TriMet		Frequent Bus: Line 4 - Division to Gresham TC	N/A	N/A	50 additional service hours for span of service and related bus stop and ROW improvements.	\$3,375,000	\$4,995,824	2008-2017	
10935	TriMet		Frequent Bus: Line 8 - Jackson Park	N/A	N/A	25 additional service hours for span of service and related bus stop and ROW improvements.	\$1,200,000	\$1,776,293	2008-2017	
10936	TriMet		Frequent Bus: Line 15 Belmont	N/A	N/A	75 additional service hours for span of service and related bus stop and ROW improvements.	\$2,600,000	\$3,848,635	2008-2017	
10937	TriMet		Frequent Bus: Line 54 Beaverton Hillsdale Hwy. to Beaverton TC	N/A	N/A	225 additional service hours for FS extension and related bus stop and ROW improvements.	\$2,450,000	\$4,963,250	2018-2025	
10938	TriMet		Frequent Bus: Line 33 McLoughlin to Clackamas Community College	N/A	N/A	260 additional service hours for FS extension and related bus stop and ROW improvements.	\$875,000	\$1,772,589	2018-2025	
10939	TriMet		Frequent Bus: Line 33 McLoughlin to Oregon City	N/A	N/A	1601 additional service hours for span of service and related bus stop and ROW improvements.	\$1,675,000	\$3,393,243	2018-2025	
10940	TriMet		Frequent Bus: Line 35 Macadam Ave. to Oregon City	N/A	N/A	605 additional service hours upgrade and related bus stop and ROW improvements.	\$3,600,000	\$7,292,939	2018-2025	
10941	TriMet		Frequent Bus: Line 12 Barbur to Durham Road	N/A	N/A	60 additional service hours for span of service and related bus stop and ROW improvements.	\$3,500,000	\$7,090,358	2018-2025	
10942	TriMet		Frequent Bus: Line 12 Sandy to Parkrose TC	N/A	N/A	40 additional service hours for span of service and related bus stop and ROW improvements.	\$4,175,000	\$8,457,784	2018-2025	
10943	TriMet		Frequent Bus: Line 12 Barbur from Durham to Sherwood	N/A	N/A	140 additional service hours for FS extension and related bus stop and ROW improvements.	\$1,050,000	\$2,127,107	2018-2025	
10944	TriMet		Frequent Bus: Line 79 Clackamas Town Center to Oregon City via Webster Road	N/A	N/A	305 additional service hours for upgrade of service and related bus stop and ROW improvements.	\$2,825,000	\$5,722,932	2018-2025	
10945	TriMet		Frequent Bus: Line 87 181st/182nd Ave., NE Sandy to SE Powell Blvds	N/A	N/A	380 additional service hours for upgrade of service and related bus stop and ROW improvements.	\$2,025,000	\$4,102,278	2018-2025	

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10979	City of Portland		Burnside/Couch Streetcar, East & West [NW 23rd to E 14th]	NW 23rd	E 14th	Construct streetcar from NW 23rd Avenue to E 14th Avenue.	\$118,500,000	\$175,408,948	2008-2017	
10981	TriMet		Regional Bus: North Macadam / Line 35 realignment	N/A	N/A	Shift of Line 35 through this fast-growing area.	tbd	\$0	2008-2017	
10984	TriMet		Reconfiguration of Millikan Way Park & Ride	N/A	N/A	Reconfigure lot in response to lease expiration.	\$2,000,000	\$2,960,489	2008-2017	
10990	TriMet		Park & Ride management strategy implementation	N/A	N/A	Convert major park & ride lots for shared use and/or pay lots.	\$0	\$0	2008-2035	
10993	TriMet		Milwaukie bus layover facility	N/A	N/A	Modification to Milwaukie Park & Ride.	\$627,000	\$928,113	2008-2017	
10995	TriMet		Rose Quarter Bike Improvements	N/A	N/A	Modify Rose Quarter to accommodate through bike traffic.	\$250,000	\$370,061	2008-2017	
10997	TriMet		Willow Creek Transit Center	N/A	N/A	Reconstruct TC portion of MAX/bus facility for TOD opportunity (PCC).	tbd	\$0	2008-2017	
10998	TriMet		Bus replacements	N/A	N/A	40 buses.	\$355,200,000	\$770,164,072	2008-2035	
10999	TriMet		Bus purchases for congestion	N/A	N/A	40 buses.	\$0	\$0	2008-2035	
11015	TriMet		Bus purchases for expansion	N/A	N/A	Allocate to individual routes, above.	\$0	\$0	2008-2035	
11016	TriMet		LIFT vehicle replacement	N/A	N/A	36 buses.	\$145,350,000	\$315,155,822	2008-2035	
11032	TriMet		Ruby Junction light rail operating base expansion	N/A	N/A	Stub yard expansion on west side of Eleven-Mile Ave. Cost is included as part of the Milwaukie light rail project cost estimate.	tbd	\$0	2008-2017	
11035	TriMet		Powell bus operating base expansion	N/A	N/A	Good deadhead site, land already available, shop annex and parking.	\$11,637,609	\$17,226,504	2008-2017	
11036	TriMet		Merlo fuel / service house replacement	N/A	N/A	Over due replacement, creates new entrance.	\$6,411,300	\$9,490,290	2008-2017	
11038	TriMet		Center Street bus operating base expansion	N/A	N/A	Phase 1 to include parking structure.	\$10,386,000	\$15,373,817	2008-2017	
11042	TriMet		Bus priority treatment	N/A	N/A	Traffic signal priority treatments, jump lanes, etc.	\$5,000,000	\$10,841,274	2008 -2035	

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11043	TriMet		Pedestrian access improvements	N/A	N/A	Sidewalks, crosswalks and ADA improvements to transit access.	\$5,000,000	\$10,841,274	2008 -2035	
11044	Metro		Regional Trail Master Plans	N/A	N/A	Develop trail master plans, working with local jurisdictions, trail advocate organizations, local residents, property owners, railroad companies, and businesses, for the following locations: Hillsboro to Council Creek & Gales Creek Trail, East Buttes Loop Trail Master Plan: Gresham and Happy Valley to Damascus; Springwater Corridor to Clackamas Bluffs and Greenway, Gateway to the Columbia Gorge Trail: Gresham/Fairview to Troutdale to Columbia Gorge Trail Connections, Portland South Waterfront to Lake Oswego to West Linn Trail, Columbia Slough Trail, Regional Trails Strategy and Master Plan for the Portland Metro Area (including relationship of regional trails to on-street bikeways and local trail system).	1,100,000	\$1,628,269	2008-2017	
11054	Metro		Regional Travel Options Program	Employment Areas, 2040 Centers, new corridor projects and congested corridors	Employment Areas, 2040 Centers, new corridor projects and congested corridors	RTO is the region's tool to manage congestion and reduce air pollution. RTO implements transportation demand management strategies such as employer outreach to encourage employers to subsidize and provide end-of-trip facilities to help employees choose options other than driving alone. RTO supports Transportation Management Associations and other public/private partnerships that reduce VMT. RTO also addresses non-commute trips through individualized marketing; helping residents try new travel options for some or all of their trips. As the region's population and economy grows, the RTO program will gain efficiencies moving people and goods on built-out transportation infrastructure.	\$ 74,250,000	\$160,992,912	2008-2035	Employment area

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11071	ODOT	ODOT	I-5/Wilsonville Road Interchange: Phase 1	Hubbard cut-off	Wilsonville Road	Reconstruct NB and SB on ramps, and NB off ramp. Add NB auxiliary lane from Hubbard cut-off to Wilsonville Rd.	\$ 18,500,000	\$27,384,519	2008-2017	Intermodal facility
11074	Gresham		East Buttes Loop Trail: From Springwater Trail to Rodlun Road	Springwater Trail	Rodlun Road	Construct new shared use trail (12' wide pervious asphalt)	\$8,300,000	\$12,286,028	2008-2017	Outer neighborhood/Park
11081	Lake Oswego		Boones Ferry Rd bike lanes	Country Club	North City Limits	Bike lanes	\$ 5,710,000	\$8,452,195	2008-2017	2040 corridor
11082	Lake Oswego		Carman Dr. sidewalks & bike lanes	Meadows Rd	I-5	bike lanes	\$ 760,000	\$1,124,986	2008-2017	Neighborhood
11083	Lake Oswego		Iron Mountain	10th St.	Bryant Rd.	bike lanes	\$ 3,900,000	\$5,772,953	2008-2017	Neighborhood
11084	Lake Oswego		Pilkington Rd bike lanes/ sidewalk	Boones Ferry Rd	Childs Rd	park & ride relocation	\$ 1,510,000	\$2,235,169	2008-2017	Neighborhood
11085	Lake Oswego		Kerr Parkway bike lanes	Stephenson	Boones Ferry Rd	bike lanes	\$ 1,560,000	\$2,309,181	2008-2017	Neighborhood
11087	Lake Oswego		Bryant Rd bike lanes/pathway	Childs Rd	Boones Ferry Rd		\$ 610,000	\$902,949	2008-2017	Neighborhood
11088	Oregon City	Clackamas Co.	Holly Lane	Redland Rd.	Holcomb Rd.		\$ 21,000,000	\$42,542,147	2018-2025	Other
11089	Washington Co.	Washington Co.	92nd Ave. Ped.	Garden Home Blvd.	Allen Blvd.	Completes 3800 feet of sidewalk improvements to transit corridor	\$3,922,000	\$5,805,518	2008-2017	Neighborhood
11090	Washington Co.	Washington Co.	10th Ave/Cornell Bike	Baseline Rd.	25th Ave.	Completes 5400 feet of bike lanes in transit corridor	\$7,911,000	\$11,710,213	2008-2017	2040 corridor
11091	Portland/Port of Portland	Portland/Port of Portland	Columbia Blvd./I-205 Interchange: SB On-Ramp Improvement			Expand the on-ramp to three lanes, including for truck/HOV	\$ 750,000	\$1,110,183	2008-2017	
11092	Port of Portland		Ramsey Rail Yard	Bonneville Yard	BNSF Ford Facility	Construct up to six yard tracks and one lead track	\$ 13,900,000	\$20,575,396	2008-2017	
11093	Washington Co.	Washington Co.	Flashing Yellow Arrow Program (ITS)	Various locations in urban Washington Co.		Install flashing yellow arrow signal phase at more than 200 intersections	\$1,326,000	\$1,962,804	2008-2017	2040 corridor
11094	Cornelius		Baseline Boulevard Improvement	10th	19th	Build sidewalks & other pedestrian amenities	\$ 3,600,000	\$5,328,879	2008-2017	Main street
11095	Cornelius		11th-17th Avenue	Baseline	Adair	Ped improvement of Main Street Dist local streets	\$ 3,400,000	\$5,032,831	2008-2017	

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11100	Gresham		East Buttes Loop Trail: From Rodlun Road to 190th	Rodlun	190th	Construct new shared use trail (12' wide pervious asphalt)	\$2,800,000	\$4,144,684	2008-2017	Outer neighborhood/Park
11102	City of Portland		Burnside/Couch Streetcar Extension to Hollywood via Sandy Blvd	E 14th	Hollywood District	Extend streetcar from E 14th Avenue to the Hollywood District.	\$70,000,000	\$103,617,100	2008-2017	
11103	Metro		Regional Planning				\$67,500,000	\$146,357,193	2008-2035	
11104	Metro		Regional ITS/TSMO				\$40,500,000	\$87,814,316	2008-2035	
11105	SMART		Current Fixed Route and Dial-a-Ride Services			Continuation of 5 fixed routes with scheduled service and dial-a-ride service for seniors and people with disabilities	\$ 228,700,000	\$338,531,868	2008-2017	Other
11106	SMART		Extension of transit service to connect with regional commuter rail			Expansion of transit service to coordinate and connect with the commuter rail service.	\$ 33,750,000	\$49,958,245	2008-2017	Intermodal facility
11107	SMART		Extension of transit service from Wilsonville to downtown Portland			Provide an intercity transit connection between Wilsonville and Portland.	\$ 19,100,000	\$28,272,666	2008-2017	Other
11108	SMART		Extension of transit service within Wilsonville			Extend transit service to connect newly-developed residential areas with other areas of Wilsonville and with multi-modal connections.	\$ 24,550,000	\$36,339,997	2008-2017	Neighborhood
11109	SMART		Bus Replacements			Purchase buses to replace those that are no longer safe or reliable.	\$ 13,100,000	\$28,404,137	2008-2035	Other
11110	SMART		Wilsonville Commuter Rail Station Park & Ride Improvements			Provide paved parking spaces at the Wilsonville commuter rail station.	\$ 4,500,000	\$6,661,099	2008-2017	Intermodal facility
11111	SMART		Wilsonville SMART Offices			Design and construct SMART offices near the Wilsonville commuter rail station	\$ 2,000,000	\$2,960,489	2008-2017	Other
11112	SMART		Wilsonville SMART Fleet Services Facility			Design and construct a transit fleet services facility near the Wilsonville commuter rail station	\$ 8,000,000	\$11,841,954	2008-2017	Other
11113	SMART		Transportation Management Association (TMA)			Form a transportation management association (TMA) to provide transportation services and information on alternatives to local employers and employees	\$200,000	\$405,163	2018-2025	Industrial area and Employment Area

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11114	Portland		Foster & Woodstock, SE (87th - 101st): Streetscape	SE 87th	SE 101st	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking.	\$2,151,724	\$3,185,077	2008-2017	Town Center, Main Street or Station Community
11115	TriMet		Merlo ATP Administration Building	N/A	N/A	Replaces lease space in CWS offices.	\$1,048,537	\$1,552,091	2008-2017	
11118	Washington Co.		185th Ave. to Kinnaman Improvements	TV Hwy.	Kinnaman Rd.	Widen to 3 lanes with bike lanes and sidewalks.	\$5,820,000	\$8,615,022	2008-2017	2040 Corridor
11119	Washington Co.		Murray Blvd. to Cornell Improvement	Hwy. 26	Cornell Rd.	Widen to 5 lanes with bike lanes and sidewalks.	\$4,770,000	\$7,060,765	2008-2017	Town Center, Main Street or Station Community
11120	Washington Co.		Bethany Blvd. to Bronson Improvements	West Union Rd.	Bronson Rd.	Widen to 5 lanes with bike lanes and sidewalks.	\$14,328,000	\$21,208,940	2008-2017	2040 Corridor
11121	ODOT	ODOT	I-5 Delta Park Phase 1	Victory	Lombard	Widen I-5 to 3 lanes and realign ramps.	\$73,079,000	\$108,174,772	2008-2017	Throughway
11122	ODOT	ODOT	OR 217: Sunset Hwy to TV Hwy	US 26	OR 8	Widen OR 217 and structures.	\$37,676,000	\$55,769,684	2008-2017	Throughway
11123	ODOT	ODOT	I-5 North Macadam	I-5 MP 298.93	I-5 MP 298.93	Construct flyover at I-5 NB off-ramp to North Macadam/South Waterfront area.	\$28,416,000	\$42,062,622	2008-2017	Throughway
11124	ODOT	ODOT	US 26W Cornell to 185th	Cornell Rd	185th Ave.	Widen US 26 to 6 lanes from Cornell Rd. to 185th Ave.	\$21,312,000	\$31,546,966	2008-2017	Throughway
11125	ODOT	ODOT	US 26E Springwater at grade intersection	N/A	N/A	Construct at-grade intersection connecting Springwater area to US 26.	\$6,700,000	\$9,917,637	2008-2017	Throughway
11126	Milwaukie	Milwaukie	Milwaukie Town Center: Main/Harrison/21st	SE Scott and SE Main	SE Jackson and SE Main	Improvements include renovated block faces, two travel lanes, bike lanes, 15 foot sidewalks, planter strips, lighting, benches and ADA-compliant sidewalks.	\$501,505	\$742,350	2008-2017	Town Center
11127	City of Portland	City of Portland	School Access Safety Improvements: various locations	N/A	N/A	Pedestrian safety enhancements at 11 elementary schools.	\$499,600	\$499,600	2008-2017	Neighborhood
TOTAL COST							\$9,172,188,274	\$16,071,842,372		

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Appendix C

Details of Alignment Intersections and Crossings

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Lake Oswego to Portland Transit Project

**Appendix C Table 1
Intersections and Crossings Detail by Design Option and Segment**

Design Option	Intersection	Type of Intersection	Streetcar Interaction with:
Segment 2 – South Waterfront			
Both	SW Moody Ave/ SW Lowell St	At-grade; unsignalized	Autos, bikes, pedestrians
Both	SW Bond Ave/ SW Lowell St	At-grade; unsignalized	Autos, bikes, pedestrians
Both	SW Moody Ave/ SW Bancroft St	At-grade; unsignalized	Autos, bikes, pedestrians
Both	SW Bond Ave/ SW Bancroft St	At-grade; unsignalized	Autos, bikes, pedestrians
WSL	Access to Benz Springs (private)	Private driveway	Autos
WSL	Access to Riverforum (private)	Private driveway	Autos
Both	SW Moody Ave/ SW Hamilton Ct	At-grade; unsignalized	Autos, bikes, pedestrians
Segment 3 – Johns Landing			
Macadam In-Street, Macadam Additional Lane	SW Landing Dr/ unnamed street	Unsignalized	Autos, bikes, pedestrians
Macadam In-Street, Macadam Additional Lane	SW Landing Dr/ Landing Square	Unsignalized	Autos, bikes, pedestrians
Macadam In-Street, Macadam Additional Lane	SW Macadam Ave/ SW Boundary St	Signalized	Autos, bikes, pedestrians
WSL	WSL/Landing Square	Unsignalized	Pedestrians
Macadam In-Street, Macadam Additional Lane	SW Macadam Ave/ SW Sweeney St	Unsignalized	Autos, bikes, pedestrians
Macadam In-Street, Macadam Additional Lane	SW Macadam Ave/ SW Flower St	Unsignalized	Autos, bikes, pedestrians
Macadam In-Street, Macadam Additional Lane	SW Macadam Ave/ SW Pendleton St	Signalized	Autos, bikes, pedestrians
WSL	WSL/ Pedestrian crossing	Unsignalized	Pedestrians
WSL	WSL/ SW Pendleton St	Unsignalized	Autos, bikes, pedestrians
Macadam In-Street, Macadam Additional Lane	SW Macadam Ave/ SW Iowa St	Unsignalized	Autos, bikes, pedestrians
Macadam In-Street, Macadam Additional Lane	SW Macadam Ave/ SW Carolina St	Signalized	Autos, bikes, pedestrians
WSL	WSL/SW Carolina St	Unsignalized	pedestrians
All	WSL/Nebraska Access to Willamette Park	Unsignalized	pedestrians
All	WSL/ SW Nevada St	Unsignalized	Autos, bikes, pedestrians

Design Option	Intersection	Type of Intersection	Streetcar Interaction with:
All	WSL/ SW Miles St	Unsignalized	Autos, bikes, pedestrians
Segment 4 – Sellwood Bridge			
Both	WSL/Macadam Bay (unnamed street)	Unsignalized	Autos, bikes, pedestrians
Both	WSL/ Sellwood Ferry Road (Staff Jennings- private)	Trestle	Autos, bikes, pedestrians
Both	WSL/Sellwood Bridge	Grade separated	Autos, bikes, pedestrians
Segment 5 – Dunthorpe/Riverdale			
WSL	Crossings with driveways for individual homes (10)	Unsignalized	Autos
Riverwood In-Street	SW Military Rd/ SW Riverwood Rd	Unsignalized	Autos, bikes, pedestrians
WSL	WSL/ SW Riverwood Rd	Unsignalized	Autos, bikes, pedestrians
Segment 6 – Lake Oswego			
Both	WSL/S Briarwood Rd	Grade separated	Autos, bikes, pedestrians
Foothills	WSL/Stampher Rd	Signalized	Autos, bikes, pedestrians
UPRR Right-of-Way	WSL/Stampher Rd	Gates	
UPRR Right-of-Way	WSL/Foothills Rd		Autos, bikes, pedestrians
UPRR Right-of-Way	Access road to business (private)	Gates	
Foothills	Foothills Rd/Oswego Pointe Dr	Unsignalized	Autos, bikes, pedestrians
Both	WSL/Village Ln	Unsignalized	Autos, bikes, pedestrians

WSL = Willamette Shore Line

**Appendix C Table 2
Summary of Public and Private Crossings**

Segment and Option	Public Crossings/ Intersections	Private Crossings
Segment 2		
Willamette Shore Line	5	2
Moody/Bond Couplet Extension	5	0
Segment 3		
Willamette Shore Line	7	0
Macadam In-Street	11	0
Macadam Additional Lane	11	0
Segment 4		
Willamette Shore Line	2	1
New Interchange	2	1
Segment 5		
Willamette Shore Line	1	10
Riverwood In-Street	1	0
Segment 6		
UPRR Right-of-Way	4	1
Foothills	4	0

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