

SW Corridor Plan

Active Transportation



Introduction

Introduction

Reliable transportation choices enhance quality of life and provide access to great, livable neighborhoods. The built environment presents many parking lots, driveways, and high-speed arterials as the only connecting roads. Most bicycle routes in the corridor follow high-speed high volume arterials. Limited parallel, low traffic, calm routes are available to avoid unsafe riding conditions. High speeds, few marked crossings, and limited sight distances can all contribute to unsafe conditions.

Connectivity

The Southwest Corridor features a lack of street connectivity, hills, and limited or no provision of safe crossings, sidewalks, bicycle facilities, way finding or secure bicycle parking. Many gaps in the pedestrian and bicycle network remain; 327 miles of roadways lack sidewalks. Issues of connectivity affect access to major employment, education, and retail centers. These issues are largely a product of geography and the locations of freeways and highways in the corridor. In the north, steep terrain prevents the development of a grid network. Throughout the corridor, but especially in the Tigard Triangle area, I-5, OR-217, and Highway 99W create barriers that obstruct connectivity. The Tualatin River presents a barrier to connectivity between the Cities of Tigard, Tualatin, and Rivergrove.

Health

The population's health concerns in the Southwest Corridor have links to physical activity and air quality. Sidewalks, trails, bicycle facilities, transit or roadway improvements and zoning changes can increase opportunities for residents to engage in recreation, physical activity and a healthy diet, which may lead to a healthy outcomes. Trails, parks, tree canopy and open spaces reduce stress, improve air quality, and increase opportunities for physical activity and recreation. Therefore, health is reflected in the evaluation of active transportation projects within the Southwest Corridor

Integrated relationships

Complex relationships exist between the wide array of opportunities and challenges in the Southwest Corridor and will need to be considered holistically in the evaluation of projects within the Southwest Corridor. The entwined nature of demographic shifts, health, employment, housing, community amenities, parks and habitat, air and water quality, and transportation necessitate further investigation to develop a sound strategy for investment.

Needs

The needs for the active transportation elements of the Southwest Corridor Plan were formulated on the foundation of the Regional Transportation Plan (RTP), in collaboration with the Active Transportation Working Group and SW Corridor jurisdictional partners. The RTP policy framework include the regional complete bicycle and pedestrian network concepts and the performance target of tripling the bike, ped, and transit mode shares from 2005 to 2035. Therefore, the Southwest Corridor Plan active transportation needs are:

- Fill gaps in the regional bicycle and pedestrian networks
- Provide safe bicycle and pedestrian crossing opportunities
- Improve safety and comfort by providing separation between high speed high volume vehicle traffic and bicyclists and pedestrians
- Improve street connectivity and reduce out of direction travel

Source documents

A wide range inventory of pedestrian, bicycle and trail projects was compiled from a variety of sources, including the RTP project lists, RTP policy (gaps and deficiencies), jurisdictional local transportation system plans (TSP), Plans, other plans and studies (neighborhood and concept plans, TriMet Pedestrian Network Analysis), public

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and partner input, parks and trails staff input, and individual land use planning processes. This process has also been closely coordinated with the Regional Active Transportation Plan.

Methodology

The following sections summarize the methodology used to identify active transportation projects for the refinement phase of the SW Corridor Plan, the shared integrated investment strategy. The evaluation of active transportation projects focused on a subset of the evaluation criteria, including support for the land use vision, access to high capacity transit, and pedestrian and bicycle connectivity.

Land use vision

The Southwest Corridor Land Use Vision is a compilation of the four Southwest Corridor related land use planning efforts in the cities of Portland, Tigard, Tualatin and Sherwood. The Land Use Vision helps define those areas with the greatest potential to become future areas of commercial, employment, retail and high density residential developments. These areas were then distilled into essential, priority, opportunity and neighborhood place types by examining existing transit, existing household and employment densities, projected household and employment densities based on the local land use visions, and focus areas identified by project partners. The initial key places thus identified were then refined and prioritized by project partners. The criteria for land use support that were considered for active transportation projects are:

- Is the project in an essential/priority place?
- Is the project supportive of the local land use vision for the place?
- Does the project support land use by providing safe crossings or pedestrian/bicycle connections (active transportation)?

Access to high capacity transit

Active Transportation Projects were recommended based on whether it was critical for safer access to HCT. The specific criteria for safer access to High Capacity Transit that were considered for active transportation projects include:

Critical

- Does it create or improve ped access on a connection HCT will use?
- Does it help people safely access a station by walking or bicycling within 1/4 mile or a trail within 1 mile?

High

- Does it help people safely access a station by walking or bicycling within 1/4 - 1/2 mile or a trail within 2 miles?

Medium

- Does it help people safely access a station by walking or bicycling within 1/2 - 1 mile or a trail within 3 miles?
- Does it improve local transit service accessing the HCT?
- Does it improve road connections to an end-of-line park and ride?

Low

- None of the above, or covered by another project

Bicycle connectivity

Transportation models for auto and transit networks have been developed and refined over several decades. Metro's bicycle modeling tool was developed in 2011-12 and modeling for the Southwest Corridor represents one of the first few utilizations of the tool for planning purposes.

The Southwest Corridor conducted one model run with low-build and build alternatives. The low-build alternative consisted of a modified RTP 2035 bicycle network; the build alternative added to the RTP 2035 bicycle network with all of the

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SW Corridor active transportation and roadway projects. The bicycle model uses the 2035 gamma land use assumptions. Bicycle trips are modeled using early spring conditions. The bicycle model results are for utilitarian bicycle trips; recreational trips are not included.

Pedestrian connectivity

This analysis illustrates sidewalk connectivity within a half-mile walking distance of potential high capacity transit stations and connectivity to Essential and Priority Places. ArcGIS Network Analyst was used to derive half-mile service areas around potential HCT stations and Key Places. The connectivity of sidewalks and trails was then measured in network distance, not “as the crow flies.” The analysis assumes that pedestrians will only travel on either sidewalks or trails.

Regional Active Transportation Plan Network

The Southwest Corridor collaborated and coordinated with the Regional Active Transportation Plan on identifying and evaluating active transportation projects. The Draft Regional Active Transportation Plan identifies Regional Bicycle Parkways and Regional Pedestrian Parkways as well as Community Bikeways and Community Pedestrian Corridors. . Several Southwest Corridor active transportation projects are in corridors identified as Regional Bicycle and/or Pedestrian Parkways.

A network of off-street trails, in-street separated bikeways, bicycle boulevards and other bicycle facilities make up the regional bicycle network. Regional Bicycle Parkways form the spine of the regional bicycle network and connect Regional Bicycle and Pedestrian Districts, such as the region’s urban centers, where bicycle activity is or has the potential to be high.

All streets except limited access highways and off-street trails are part of the regional pedestrian network. The Principal Regional Pedestrian Network is comprised of Regional Pedestrian Parkways linking Regional Pedestrian and Bicycle Districts and forms the spine of the entire regional pedestrian network.

Evaluation Summary

The following paragraphs summarize the overall evaluation of the active transportation projects in the Southwest Corridor. The following pages detail the evaluation results of representative sample active transportation projects.

Health

Walking and bicycling are important components of a healthy lifestyle and help to create livable neighborhoods. In the Portland area, neighborhoods with greater concentrations of walkable neighborhoods, with a mixture of residential density, commercial floor to land area ratio, land use mix and intersection density, more sidewalk and bike lane coverage and higher transit density are also found to have increased walking, transit usage, and cycling, and decreased automobile usage. In a study of San Diego, these types of neighborhoods were also found to be associated with better health and traffic volume density was found to be associated with poor health.

Pedestrian Connectivity


The pedestrian connectivity study of key places and potential future high capacity transit stations demonstrates the importance of filling in the gaps of sidewalk links and crossings, station locations, and of trails and continuous pathways to expand the reach and access to high capacity transit and essential and priority places.

Bicycle Connectivity

The bicycle model results show a significant shift of bicyclists from facilities with no physical separation from vehicle traffic (e.g. bike boulevards, bike lanes) to physically separated facilities, like the Westside Trail. Trails see an increase from 20% (no-build) to 32% (build) of the bicycle miles travelled. This is a shift to safer, more comfortable bicycling routes. The average length of trip is 4.7 miles long .

Tualatin River Trail (9023)

Project Description

 \$11.1M (2022)

The Tualatin River Trail (9023) would develop a continuous east-west multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park.

The project falls within the jurisdiction of Tualatin and is identified in Metro's RTP financially constrained list. Tualatin identified the Tualatin River Trail as an important project.

The Tualatin River Trail provides critical non-motorized connections to both the HCT to Tualatin and HCT to Sherwood alignments, as well as to WES.

Evaluation

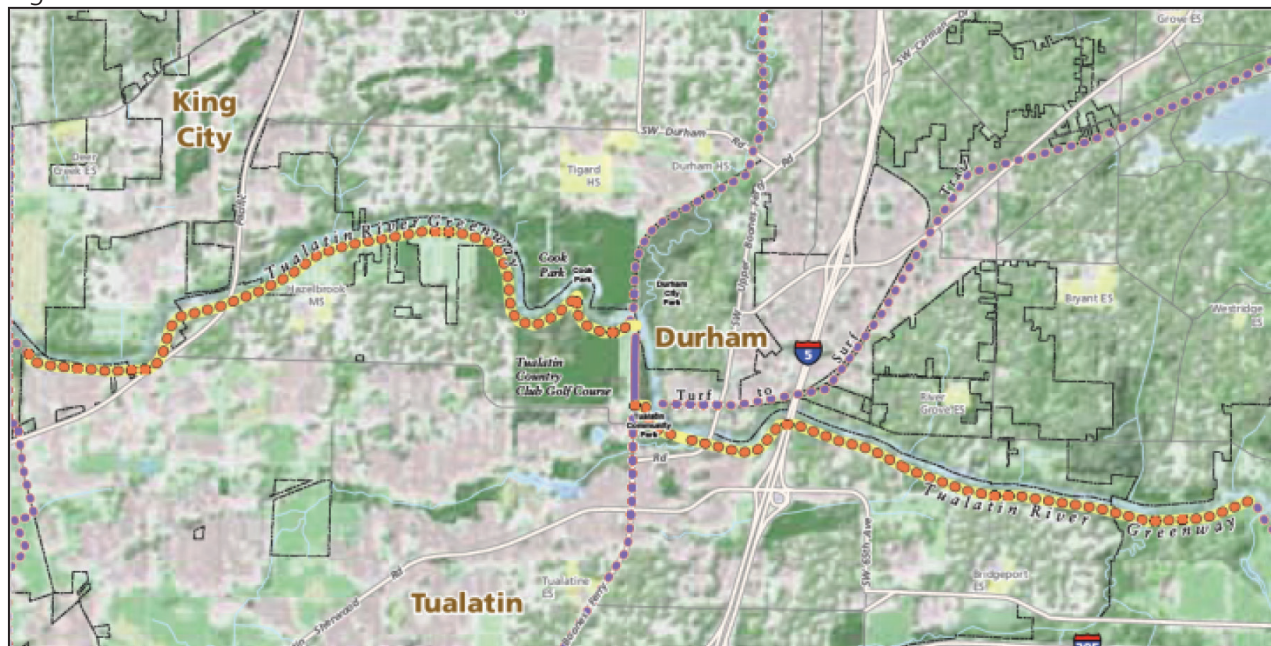
In estimating overall usage, the Metro Bike Model showed 300 bicyclists on the most traveled link, with nearly 4000 bicyclists/day using the trail. Pedestrian connectivity is improved, with safer access provided to within ¼ mile of the HCT alignments.

This project provides moderate support towards the land use goals for essential/priority places, improving connectivity (within a half-mile) to both Teton (Priority Key Place) and Bridgeport Village (Essential Key Place).

The Tualatin River Trail's functional classification in the Regional Active Transportation Plan is Regional Bicycle Parkway and Regional Pedestrian Parkway.

Reviewing travel demand, the Tualatin River Trail supports potential non-motorized travel between several key focus areas in the Southwest Corridor, particularly trips between 3 and 5 miles occurring between Teton, Downtown Tualatin, and Bridgeport Village.

Figure 3-1 Tualatin River Trail



Red Electric Trail / Slavin Road (9005, 9007)

Project Description

Table 3-1 Red Electric/Slavin Road
Estimated Costs (2022)

Project Number	\$ M
9005	22.77
9007	1.94
Combined	24.71

The Red Electric Trail (9005) provides an east-west route for pedestrians and cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park. The Slavin Road to Red Electric Trail (9007) portion would build a multi-use trail on Slavin Road from Barbur to Corbett.

The project falls within the jurisdiction of the City of Portland, with Project 9005 included in the RTP's financially constrained list. The City identified both projects as important for implementation.

Both projects provide critical non-motorized access to all of the HCT alternatives – The Red Electric within a half-mile, Slavin Road within a ¼ mile.

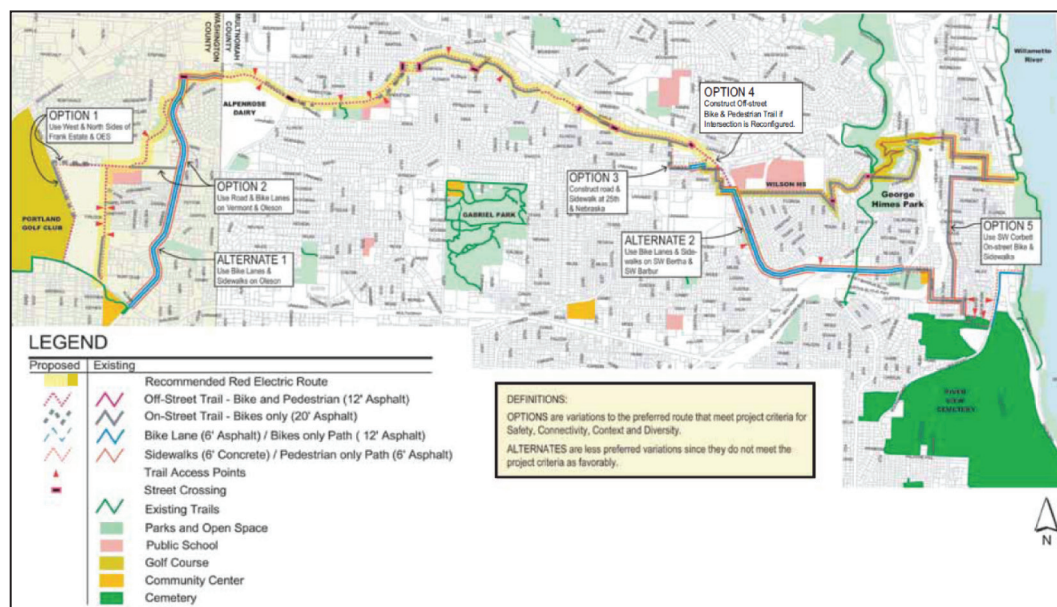
Evaluation

The projects increase east-west connectivity for bicyclists and pedestrians in the SW Corridor study area. In estimating overall usage, the Metro Bike Model showed 3300 bicyclists on the most traveled link, equivalent to the current number of bicycle trips over the Steel Bridge in downtown Portland. The Pedestrian Network Analysis indicates that pedestrian connectivity is improved, with safer access provided to within ¼- ½ mile of the HCT alignments.

Overall, this project provides little support towards the land use goals for essential/priority places

The Red Electric Trail and Slavin Road both have the same functional classification in the *Regional Active Transportation Plan* - Regional Bicycle Parkway and Regional Pedestrian Parkway.

Figure 3-2 Red Electric Trail / Slavin Road



Westside Trail (9029, 9061)

Project Description

\$ Table 3-2 Westside Trail (2022)

Project Number	\$ M
9029	0.65
9061	6.45
Combined	7.10

The Westside Trail opportunities (9029) within easements of BPA and PGE provide for increased non-motorized connectivity. A new bicycle/pedestrian bridge (9061) over the Tualatin River increases access and connectivity for bicyclists and pedestrians. This project could be a joint effort with the Willamette River Water Consortium.

The projects fall within the cities of Sherwood (9029) and Tualatin (9061). Both projects were identified through a January 2013 Natural Resource review. Tualatin identified the Westside Trail - Bridge as an important project.

Neither of these projects provide critical non-motorized connections to any of the HCT alignments.

Evaluation

In estimating overall usage, the Metro Bike Model showed 750 bicyclists on the most traveled link for each project, with a total of 1500 bicyclists using the most traveled link combined. Pedestrian connectivity improves, but only within 1-2 miles of any of the identified HCT alignments.

Overall, these projects provide little support towards the land use goals for essential/priority places.

The Westside Trail's (9029) functional classification in the *Regional Active Transportation Plan* is Regional Bicycle Parkway and Regional Pedestrian Parkway. The Westside Trail Bridge is classified as a Regional Bicycle Parkway.

Figure 3-3 Westside Trail



Crossroads Active Transportation (2011, 2027, 2033, 2068, 6034)

Project Description

\$ Table 3-3 Crossroads Active Transportation Estimated Costs (2022)

Project Number	\$ M
2011	0.06
2027	6.27
2033	7.45
2068	0.32
6034	5.43
Combined	19.53

All projects in this group improve access to Crossroads, an Essential Key Place. All projects are located within Portland and provide critical non-motorized connections to all of the current HCT alignments.

Project 2011 provides important new connections to transit. Improvements include new steps and/or a ramp connecting SW Taylors Ferry frontage road to Barbur Blvd across from the transit center at existing signalized crossing. This is an important project to the City of Portland, and is a SW Corridor early opportunity project

Project 2027 would provide for a pedestrian connection near Markham School by constructing a pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to Markham School. This has been identified as an important project for Portland.

Project 2033 identifies pedestrian improvements for the West Portland Town Center. Improvements include: new/upgraded sidewalks, lighting, crossings, bus shelters and benches on Barbur, Capitol Highway and neighborhood streets. This project comes from the Portland TSP and the City of Portland has identified this as an important project.

Project 2068 identifies pedestrian improvements on OR99W at the Barbur Transit Center. The project will provide pedestrian access and crossing opportunities on 99W at the Barbur Transit Center bus entrances and exits. This project has been submitted as part of a TriMet application for Oregon Department of Transportation Enhance funds.

Project 6034 would provide for bicycle and pedestrian improvements on SW Taylors Ferry Road, from SW Capitol Highway to the city of Portland limits. The project would provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit. The City of Portland has identified this as an important project.

Multimodal Roadway project # 5008 also addresses intersection safety improvements, including signals, sidewalks, and improved pedestrian and bicycle crossings at Barbur/Capitol Hwy/Huber/Taylors Ferry. There is likely to be some overlap between these various projects.

Evaluation

Pedestrian connectivity for all projects is improved, with safer access provided to within ¼ mile of all the proposed HCT alignments. The Bike Model projects 400 bicyclists on the most traveled link of Project 6034. As the other projects in this group are spot/crossing improvements for pedestrians, they were not analyzed using the Bike Model.

All of the identified projects provide critical support for the identified land use goals, improving connectivity to Crossroads, an identified Essential Key Place.

Trimet Barbur Blvd. Pedestrian Network Improvements (2072, 2073, 2074)

Project Description

s Table 3-4 TriMet Barbur Pedestrian Improvements Estimated Costs (2022)

Project Number	\$ M
2072	0.32
2073	4.52
2074	0.65
Combined	5.49

All three of these projects provide improved crossings along SW Barbur Blvd. Project 2072 provides unspecified additional, frequent, and protected pedestrian crossings along SW Barbur Blvd. At a minimum, protected crossings should be located every 530 ft. to provide sufficient opportunities for people to cross the street safely.

Project 2073 is aimed at shortening crossing distances, making crosswalks more visible, and providing more time for pedestrians to cross at the intersection of SW Barbur Blvd. and SW 19th Ave. Project 2074 has the same goals for the intersection of SW Barbur Blvd. and SW Bertha Blvd. All signals should, at a minimum, be timed so people have one second to walk 3.5 feet.

All of these projects fall within the City of Portland and came out of TriMet's Pedestrian Network Analysis Project. These projects have been identified as important by the City of Portland and TriMet. Portland and TriMet. These projects identify critical pedestrian crossing improvements to access transit within the project areas of the Multimodal Improvement projects # 4002 (SW 3rd to Terwilliger) and 5005 (SW Terwilliger to City Limits), which implement the Barbur Streetscape Plan.

These crossing projects provide critical non-motorized connections to all of the HCT alignments.

Evaluation

As all of these projects are spot improvement projects related to improving pedestrian crossings, they were not analyzed using the Metro Bike Model. Pedestrian connectivity is improved for all projects, with safer access provided to within ¼ mile of the HCT alignments.

These projects provide critical support towards the land use goals for essential/priority places, improving connectivity to Priority Places SW 13th and Capitol Hill. Barbur Blvd is identified on the draft Regional Active Transportation Plan as a Regional Bicycle Parkway and Regional Pedestrian Parkway.

Figure 3-4 TriMet Barbur Pedestrian Improvements



Access to Lake Oswego and Kruse Way Employment Area (3121, 6001)

Project Description

\$ Table 3-5 Access to Lake Oswego and Kruse Way Employment Area (\$ M 2022)

Project Number	\$
3121	0.26
6001	0.39
Combined	0.65

Project 3121 would install bike lanes on Bonita Road in the eastbound direction from 72nd Avenue to I-5 Bridge.

Project 6001 would install sidewalks and bike lanes on Bonita Road from Carman Dr. to Bangy Rd

The projects fall within the cities of Tigard and Lake Oswego (3121) and Lake Oswego (6001). Project 3121 was first identified in the Tigard TSP, while 6001 was identified in the 1997 Lake Oswego TSP. Both projects are identified as important projects by Lake Oswego.

Project 3121 provides critical non-motorized connections to the HCT to Tualatin and HCT to Sherwood alignments, while Project 6001 provides critical connections to all HCT alignments.

Evaluation

Project 3121 would install bike lanes on Bonita Road in the eastbound direction from 72nd Avenue to I-5 Bridge.

Project 6001 would install sidewalks and bike lanes on Bonita Road from Carman Dr. to Bangy Rd

The projects fall within the cities of Tigard and Lake Oswego (3121) and Lake Oswego (6001). Project 3121 was first identified in the Tigard TSP, while 6001 was identified in the 1997 Lake Oswego TSP. Both projects are identified as important projects by Lake Oswego.

Project 3121 provides critical non-motorized connections to the HCT to Tualatin and HCT to Sherwood alignments, while Project 6001 provides critical connections to all HCT alignments.

Barbur Viaducts (6003, 6004, 6005)

Project Description

s Table 3-6 TriMet Barbur Pedestrian Improvements Estimated Costs (2022)

Project Number	\$ M
6003	2.15
6004	4.79
6005	6.69
Combined	13.63

All three of the projects in this group (6003/6004/6005) would construct new bicycle and pedestrian facilities at or parallel to the viaducts along Barbur Blvd. The viaducts are at Multnomah Street (6003), Newbury Street (6004), and Vermont Street (6005). The decision on whether the new facility would be along Barbur or a separate facility would be determined based on the HCT alignment selected based on the selected HCT alignment. The Barbur Viaducts are related to the Barbur Blvd. Separated Bicycle Facilities Project # 3094. The 2035 Portland Bicycle Plan as well as the draft Regional Active Transportation Plan suggests that some separation between vehicle traffic and bicycles is desirable along Barbur Blvd, which could be accommodated on either new viaducts (if required for HCT) or separate Active Transportation structures parallel to the existing viaducts.

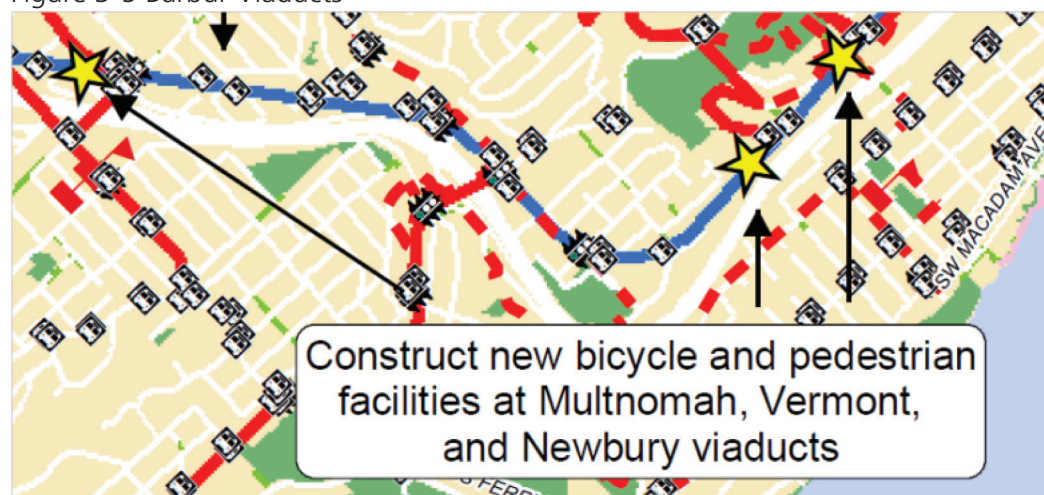
All three of the projects are important to both the City of Portland and to ODOT. All projects provide critical non-motorized connections to all of the proposed HCT alignments.

Evaluation

Using Metro's Bike Model, each of the three projects showed 300 bicyclists on its link. Pedestrian connectivity is improved, with safer access provided to within ¼- ½ of all HCT alignments.

All three projects provide low support for the land use goals for essential/priority places. The projects do improve connectivity to the priority key places Capitol Hill and SW 13th (6003) and SW 13th and OHSU (6004/6005). Barbur Blvd is identified on the draft *Regional Active Transportation Plan* as a Regional Bicycle Parkway and Regional Pedestrian Parkway.

Figure 3-5 Barbur Viaducts



Fanno Creek Trail (9014, 9042)

Project Description

 Table 3-7 Fanno Creek Trail (2022)

Project Number	\$ M
9014	3.87
9042	0.26
Combined	4.13

Both of the Fanno Creek Trail projects are located within the City of Tigard and both are important to the City. Both Project 9014 and 9042 support all proposed HCT alignments.

Project 9014 would complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. This section of the Fanno Creek Trail is on the RTP financially constrained list.

Project 9042 would provide a Tigard Street trail connection for the Fanno Creek Trail from North Dakota Street to Tiedeman Street. This project was originally identified in the Tigard Greenway Trails System Master Plan.

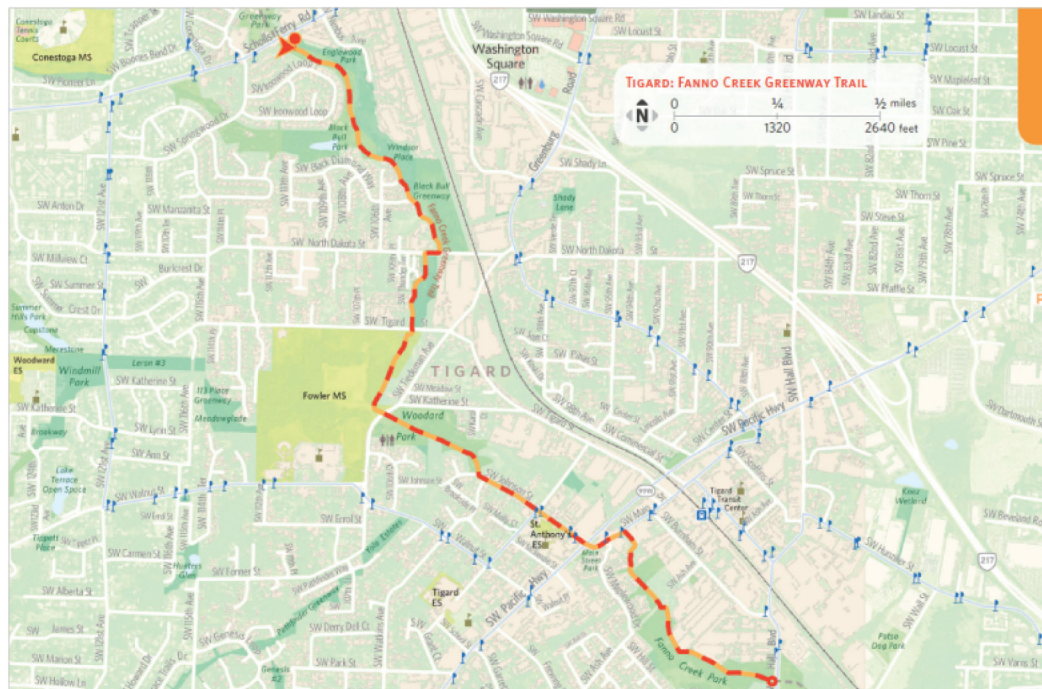
Evaluation

Using Metro's Bike Model, Project 9014 and 9042 project to have 700 bicyclists on their most traveled link each. Both projects provide for increased pedestrian connectivity, with safer access provided to within ¼ (9014) and 1 mile (9042) of an HCT alignment.

Project 9014 provides critical support for the identified land use goals, with a direct connection to Downtown Tigard and improved connections to Bridgeport Village (Essential Key Places). Project 9042 provides low support for the land use goals of this project.


Both projects are identified in the Regional Active Transportation Plan with the functional classifications of Regional Bicycle Parkway and Regional Pedestrian Parkway.

Figure 3-6 Fanno Creek Trail



Barbur Boulevard Separated Bicycle Facilities (3044, 3094)

Project Description

 Table 3-8 Boulevard Separated Bicycle Facilities (2022)

Project Number	\$ M
3033	2.13
3094	2.35
Combined	4.48

Both of these projects – 3044 and 3094 – would provide a separated bicycle facility in the Barbur Blvd roadway. The extent of project 3044 is from SW 23rd Ave to SW Capitol Hwy (Barbur Blvd Ramp), and the extent of Project 3094 is from SW Capitol Hwy to SW Sherman Street. Both projects are important to the City of Portland.

Both projects are in Portland and came out of the 2030 Portland Bicycle Plan. The projects provide critical non-motorized connection to all HCT alignments. Project 3094 is related to the Barbur Viaducts projects # 6003, 6004, and 6005. The 2035 Portland Bicycle Plan as well as the draft Regional Active Transportation Plan suggest that some separation between vehicle traffic and bicycles is desirable along Barbur Blvd. This could be accommodated through buffered bike lanes, cycletracks, or a two-way multi-use path parallel to Barbur Blvd, to be determined in project development once the HCT alignment and mode have been determined.

Evaluation


The results from Metro’s Bike Model predict 1000 bicyclists on the most traveled link for each project.

Project 3094 provides high support for the identified land use goals, providing improved connections to OHSU and Central City/PSU, both Essential Key Places. Project 3044 has a relatively low support for the land use goals, providing improved connections to Capitol Hill (Priority Key Place)

Both projects are identified with the functional classification of Regional Bicycle Parkway in the *Regional Active Transportation Plan*.

72nd Avenue (2045, 2046)

Project Description

 Table 3-9 Fanno Creek Trail (2022)

Project Number	\$ M
2045	3.23
2046	1.03
Combined	4.26

Projects 2045 and 2046 are both located in Tigard along 72nd Avenue. Project 2045 would complete gaps in the sidewalk network on both sides of the street from Highway 99W to Bonita Road, while project 2046 would install sidewalk on both sides of 72nd Avenue from Upper Boones Ferry Road to Durham Road.

Both of the projects were originally identified in the Tigard TSP, and both are on the RTP financially constrained list.

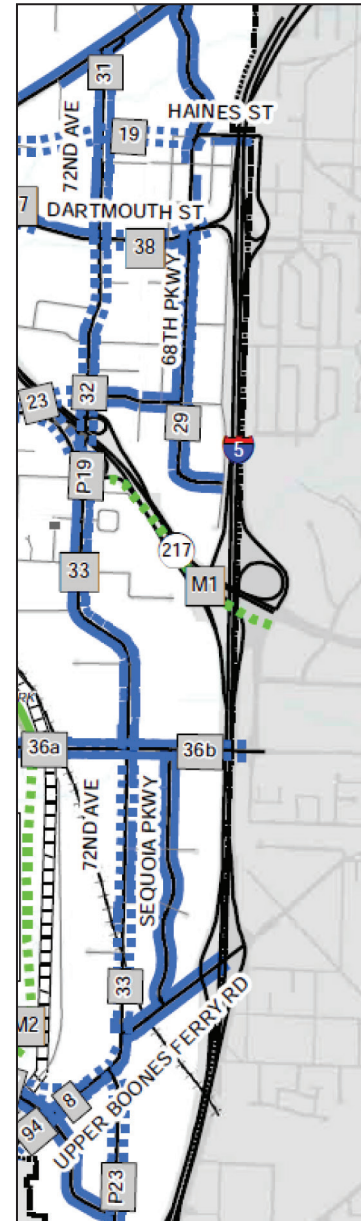
Project 2045 provides critical non-motorized connections to the 72nd/Tigard HCT alignment only, while project 2046 provides critical connections to all proposed HCT alignments.

Evaluation

Both projects would provide safer pedestrian access to within ¼ mile to the identified HCT alignments.

Both 2045 and 2046 provide critical support for the identified land use goals. Project 2045 provides critical connections to Triangle 1 (Essential Key Place) and Triangle 2 (Priority Key Place). Project 2046 provides for improved connectivity to Bridgeport Village (Essential Key Place) and SW Employment (Priority Key Place).

Figure 3-7 72nd Avenue



PCC Connections (6013, 9053, 6006)

Project Description

\$ Table 3-10 PCC Connections (2022)

Project Number	\$ M
6013	0.32
9053	0.65
6006	1.29
Combined	2.26

All three of the projects (6013/9053/6006) improve access to Portland Community College – Sylvania (PCC). Projects 6013 and 6006 are within Portland, while 9053 is in both Tigard and Portland.

Project 6013 would create a Neighborhood Greenway connection between Barbur and PCC via SW 53rd. This is an important project to Portland. This project provides a critical non-motorized connection to the Barbur LRT HCT alignment.

Project 9053 provides an improved pedestrian/ bicycle connection between the Tigard Triangle area and PCC-Sylvania. This project is originally from the Tigard Park System Master Plan, and is important to Tigard. Project 9053 provides critical non-motorized connections to all of the proposed HCT alignments.

Project 6006 is a collection of short pathway connections. The pathways are: SW Lesser Rd - SW 55th & G Street; G St to Mountain Park Trail; 49th to G Street; entrance improvements at 53rd & G Street as well as 49th entrance. These projects all originally came from a TE-OBPAC Grant proposal. These pathway connections provide critical non-motorized connections for the BRT to Tigard, BRT to Tualatin, and BRT to Sherwood HCT alignments.

Evaluation

The results from Metro's Bike Model predict 1000 bicyclists on the most traveled link for each project.

Project 3094 provides high support for the identified land use goals, providing improved connections to OHSU and Central City/PSU, both Essential Key Places. Project 3044 has a relatively low support for the land use goals, providing improved connections to Capitol Hill (Priority Key Place)

Both projects are identified with the functional classification of Regional Bicycle Parkway in the *Regional Active Transportation Plan*.

Tigard Transit Center Connections (2076, 2078, 2079, 2080)

Project Description

\$ Table 3-11 Tigard Transit Center Connections (2022)

Project Number	\$ M
2076	0.65
2078	0.13
2079	0.13
2080	0.13
Combined	1.04

All of the projects in this group improve pedestrian connections to Downtown Tigard and the Tigard Transit Center.

Project 2076 would build sidewalks (minimum 10 ft. wide) along OR99W where there are none, and widen existing sidewalk corridors all along OR99W, to accommodate a landscaped buffer between pedestrians and the motor vehicles.

Project 2078 provides a designated pedestrian path through the transit center park and ride lot, connecting to SW Main St. This project is important to TriMet.

Project 2079 would formalize the existing, informal path running from SW Commercial St. to SW Hall Blvd. Improvements would include paving the pathway, making it ADA accessible, providing lighting, and providing wayfinding signage.

Project 2080 would build sidewalks where there are none along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. The project is important to TriMet.

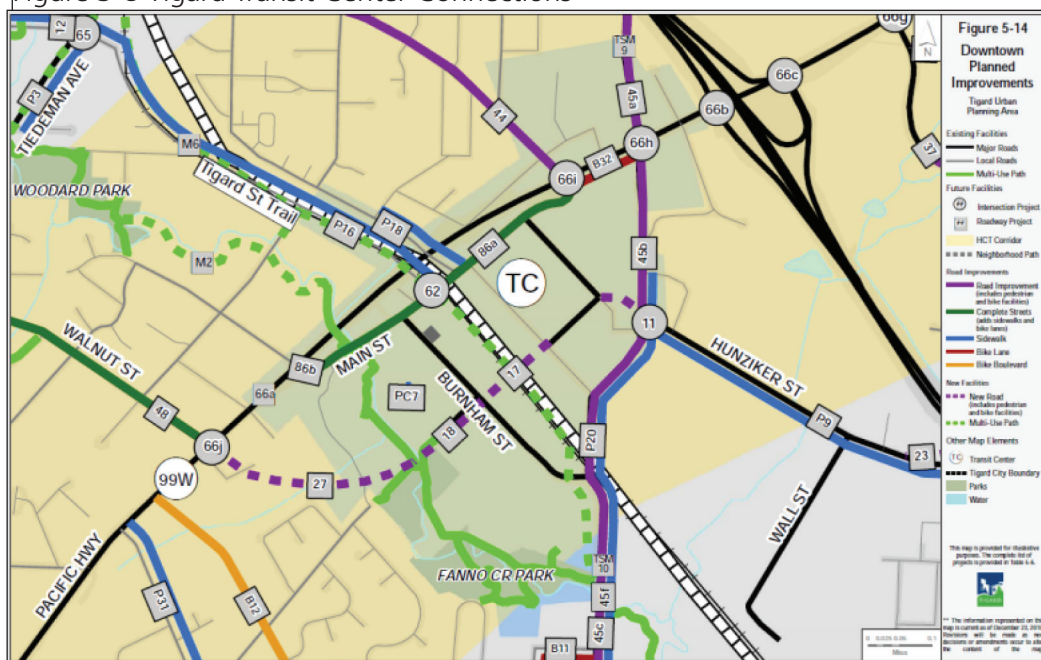
All of the projects came out of TriMet's Pedestrian Analysis Project. All support safer access to all of the proposed HCT alignments.

Evaluation

These projects would provide safer pedestrian access to within ¼ mile to the identified HCT alignments.

Both 2045 and 2046 provide critical support for the identified land use goals. Project 2045 provides critical connections to Triangle 1 (Essential Key Place) and Triangle 2 (Priority Key Place). Project 2046 provides for improved connectivity to Bridgeport Village (Essential Key Place) and SW Employment (Priority Key Place).

Figure 3-8 Tigard Transit Center Connections



King City Town Center
Improvements (2001, 2070)

Project Description

\$ Table 3-12 King City Town Center
Improvements (2022)

Project Number	\$ M
6013	0.32
9053	0.65
Combined	2.26

Both project 2001 and 2070 provides for improved connectivity to the King City Town Center.

Project 2001 identifies a variety of pedestrian improvements for the King City Town Center. Improvements include new/upgraded sidewalks, lighting, bus shelters and benches, and pedestrian crossings for OR99W.This project is in King City and is important to King City.

Project 2070 identifies OR99W pedestrian improvements to serve King City transit stops. This includes improved pedestrian access and crossing opportunities at transit stops on OR99W in the vicinity of Royalty Parkway in King City and Durham Rd in Tigard. This project is located on the Tigard/King City boundary, and is important to King City.

Both projects provide low support for all HCT alignments.

Evaluation

Both projects (2001/2070) improve pedestrian connectivity and safety within a 2 mile radius of all of the HCT alignments. Both projects provide low support for essential or priority land use places.

Sherwood Trails (9003, 9027)

Project Description

\$ Table 3-13 Sherwood Trails (2022)

Project Number	\$ M
9003	3.87
9027	0.65
Combined	4.52

Projects 9003 and 9027 are both located in Sherwood, and provide for improved trail connectivity and crossings. Both projects come out of the Tonquin Trail Master Plan.

Project 9003 is a portion of the Tonquin Trail. This project would construct a multi-use trail with some on-street segments connecting multiple communities in Washington and Clackamas County. This is an important project to the city of Tualatin.

Project 9027 is a portion of the Cedar Creek Trail, which is also part of the Tonquin Trail, and provides for improved pedestrian and bike connection. This is an important project to Sherwood.

Both projects provide critical support for the HCT to Sherwood alignment.

Evaluation

Using Metro’s Bike Model, project 9003 anticipates 300 bicyclists on the most traveled link, while project 9027 shows 325 bicyclists on the most traveled link. Both projects increase pedestrian connectivity within 1-mile of the HCT to Sherwood alignment.

Project 9003 and 9027 provide low support for the identified land use goals.

The Tonquin Trial (9003) is identified in the Regional Active Transportation Plan as a Regional Bicycle Parkway and Regional Pedestrian Parkway.