

Draft Proposed Range of Alternatives for Environmental Review

Southwest Corridor High Capacity Transit Package

Released May 13, 2016

Updated June 6, 2016 – see Errata, p. 12



CONNECT

www.swcorridorplan.org

swcorridorplan@oregonmetro.gov

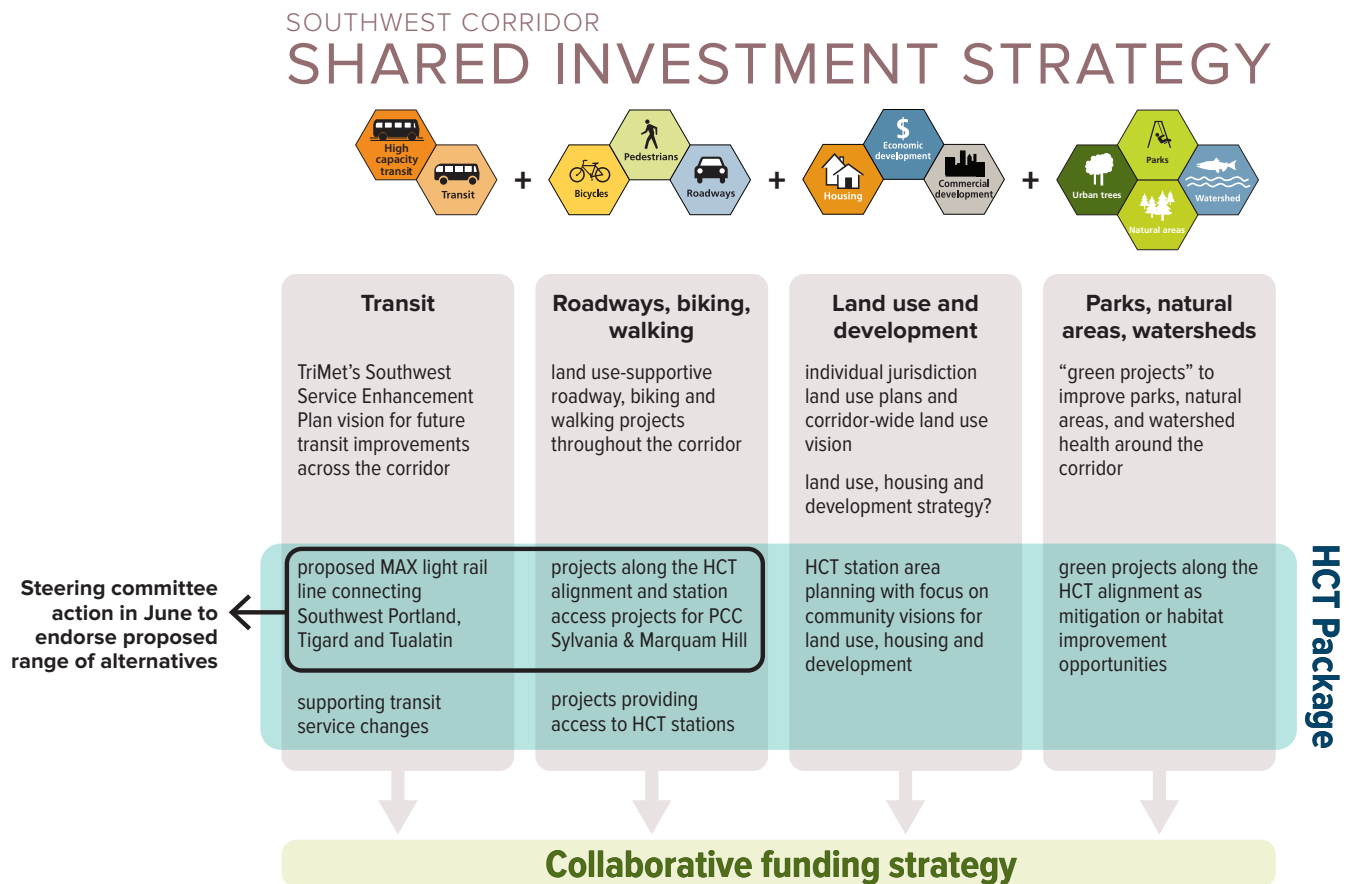
 [@SWCorridor](https://twitter.com/SWCorridor)

503-797-1756

Overview

The Southwest Corridor Plan is a broad array of transit, roadway, bicycle and pedestrian solutions that can help reduce congestion, improve circulation and improve quality of life in the area stretching from Southwest Portland to Sherwood and Beaverton to Tualatin. The Plan defines investments to help realize the local land use visions adopted by each community in the area. Community members, business leaders, transit providers, the state and local governments are working together now to plan for these transportation and community development improvements in this corridor. In 2013, the Southwest Corridor Steering Committee adopted a comprehensive Shared Investment Strategy (SIS) that established a vision of investments in parks, trails, sidewalks, bikeways, transit and roadways to support community goals.

A new high capacity transit (HCT) line is a critical component of the broader Shared Investment Strategy. The HCT line acts as the spine of the improvements envisioned for the corridor and its design inherently includes roadway connectivity improvements, stormwater and streetscape improvements, and bikeways, sidewalks, and safe crossings along and to the HCT line. The HCT Package includes both the HCT line itself and these associated roadway, bike, pedestrian and “green” projects. Shared Investment Strategy projects not included in the HCT Package remain part of the overall Southwest Corridor Plan, but require a separate collaborative funding strategy.



Environmental review phase

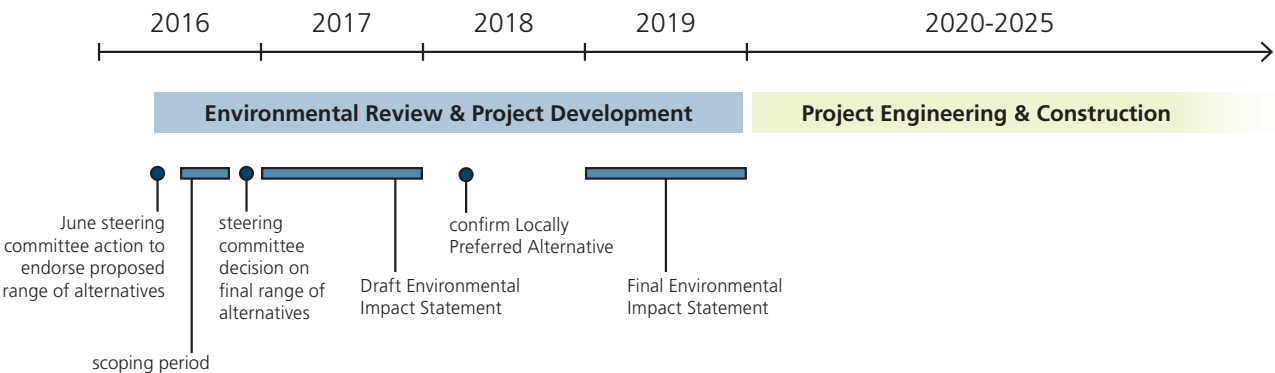
Based on technical analysis and public engagement, the steering committee identified light rail transit (LRT) as the preferred HCT mode for the Southwest Corridor in May 2016. The next phase of the planning process for a Southwest Corridor LRT line is a detailed review of anticipated environmental impacts and mitigation strategies under the National Environmental Policy Act (NEPA). An in-depth Environmental Impact Statement (EIS) will analyze the potential impacts of a range of reasonable alternatives and identify any necessary mitigation strategies. The EIS will analyze both the LRT line and the other projects contained in the HCT Package.

The first step of the environmental review phase is the scoping period, during which the public and federal agencies have the opportunity to comment on both the range of alternatives and the potential impacts to consider.

After scoping period, a final range of alternatives to study is identified, including consideration of any new alternatives suggested during scoping. A Draft Environmental Impact Statement (DEIS) is then completed to assess the impacts of these alternatives and help inform the selection of a Locally Preferred Alternative (LPA). The DEIS is circulated for public and agency comment.

After the DEIS and the LPA selection, a Final Environmental Impact Statement (FEIS) is completed. The FEIS includes responses to all comments on the DEIS and commitments to mitigate adverse impacts of the project.

This graphic illustrates the environmental review phase for the Southwest Corridor LRT line:



Purpose and use of this document

This document defines the initial set of investments proposed for environmental review, including the high capacity transit mode, alignments and terminus, as well as associated roadway, bicycle, and pedestrian projects along the HCT alignment or providing critical access to PCC Sylvania and Marquam Hill. The Southwest Corridor Steering Committee is scheduled to consider endorsing this proposed range of alternatives at their June 2016 meeting.

During the scoping period, currently scheduled for August and September 2016, additional station access projects will be analyzed and considered for inclusion in the DEIS. In late 2016, the steering committee will consider this analysis and the comments received during the scoping period to decide on the final range of alternatives to study in the DEIS.

Proposed range of alternatives

Light rail alignment options and preliminary station locations

The proposed high capacity transit investment for the Southwest Corridor is a new 11- to 12-mile MAX line connecting Portland, Tigard and Tualatin with fast, reliable transit service. The line would include stations serving many destinations, including South Portland, Marquam Hill, Burlingame, the Barbur Transit Center, PCC Sylvania, Tigard Triangle, downtown Tigard and Bridgeport Village. These preliminary station areas and the remaining alignment options are described below, from north to south by general geographic area.

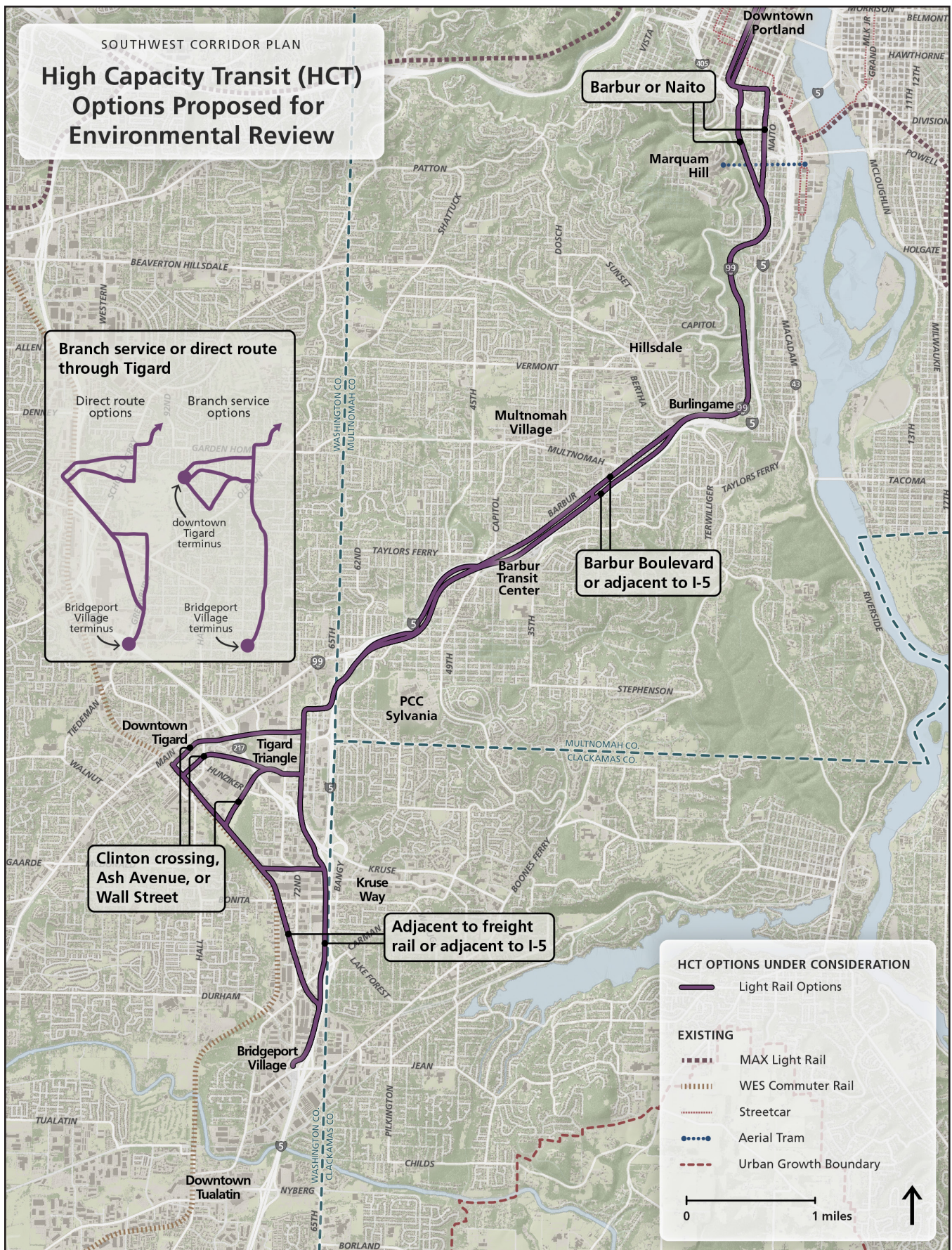
The alignments proposed in this document reflect changes proposed in a staff recommendation released in May 2016. Staff recommends replacing the 68th/70th Avenue couplet with a 70th two-way option in the Tigard Triangle and replacing the branch service option that splits at Hunziker Street with a branch option that splits in the Triangle. At their June 2016 meeting, the steering committee will act on this recommendation prior to considering the proposed range of alternatives.

South Portland

The light rail line would extend south from the existing Green/Yellow/Orange Line MAX tracks that run through the downtown Portland Transit Mall. Two alignment options remain in the South Portland area: Barbur Boulevard or Naito Parkway. With the Barbur option, the Southwest Corridor light rail line would cross over I-405 on a new structure parallel to the 4th Avenue bridge, then run in the center of Barbur Boulevard south of Caruthers Street. With the Naito option, the light rail line would follow the Yellow/Orange Line tracks to the existing station on Lincoln Street, then turn south at Naito Parkway to cross over I-5 and continue south to Barbur on Naito.

Both alignments would include a station near Gibbs Street to serve both Marquam Hill and the Lair Hill area, including the Oregon Health & Science University (OHSU), the Veterans Affairs (VA) Medical Center and the National College of Natural Medicine (NCCM). Either alignment would include a new mechanized connection between Barbur Boulevard and Marquam Hill (included in the roadway, bicycle and pedestrian projects on page 10). A station near Gibbs Street would also serve the South Waterfront via the Hooley Pedestrian Bridge, which is located three blocks east of Naito and five blocks from Barbur.

South of the point where Barbur and Naito converge, the line would continue in the center of Barbur, with a second South Portland station located near Hamilton Street.



Southwest Portland

South of Hamilton, the light rail line would continue in Barbur Boulevard to 13th Avenue. No stations have been identified for “The Woods” section of the alignment, which has relatively little development and is largely bordered by parks. Construction of the light rail alignment through this area would require reconstruction of the Vermont and Newbury viaducts, which would be widened to accommodate transit as well as bike lanes and sidewalks.

Between 13th Avenue and the Portland-Tigard city limits near 60th Avenue, the light rail line could run in the center of Barbur Boulevard. The line could also start on Barbur and switch to run adjacent to I-5 at 13th Avenue, 26th Avenue or near the Barbur Transit Center. The line could then switch back over to Barbur near the Barbur Transit Center or continue adjacent to I-5 to 60th Avenue.

Several station locations are proposed through the Southwest Portland area along the Barbur/I-5 corridor, with a few variations:

- Both the adjacent to I-5 and the Barbur alignment would include a station near 13th Avenue to serve the area around the Burlingame Fred Meyer.
- The Barbur alignment would include a station at Capitol Hill Road and 19th Avenue to serve the area around Safeway. Because of the existing bridges and I-5 ramps, the adjacent to I-5 alignment would not be able to serve a station at 19th. Instead, a station at 22nd Avenue and Spring Garden Street would be served with the adjacent to I-5 alignment.
- Either alignment could include a station near 26th Avenue, which has an existing underpass under I-5 to connect to the adjacent neighborhood. For the Barbur alignment, a station in this general area could also be located at 30th Avenue instead of 26th.
- Both alignments would include stations at the Barbur Transit Center, which could include additional park-and-ride capacity. The Barbur Transit Center would provide transfer opportunities to bus lines and walk access to the surrounding West Portland town center.
- Both alignments would include a station and a new park-and-ride lot at 53rd Avenue. This station would also include improvements to 53rd Avenue between Barbur and the PCC Sylvania campus to provide a safer and more accessible walk/bike connection to the campus.

Near the Portland-Tigard city limits, just west of where Barbur crosses over I-5 and turns into Pacific Highway, the light rail line would turn south to cross over I-5 and into the Tigard Triangle on a new structure.

Tigard and Tualatin

After crossing over I-5 from Southwest Portland into the Tigard Triangle, the light rail alignment would run along the west side of I-5 and then merge into the center of Atlanta Street.

Through Tigard, there are two general service scenarios: a direct route through downtown Tigard continuing to Bridgeport Village or a branched route with a split in the Tigard Triangle, where every other train would either continue south to Bridgeport Village or turn west to serve downtown Tigard.

For the direct route scenario, there are two options for traveling through the Triangle and downtown Tigard.

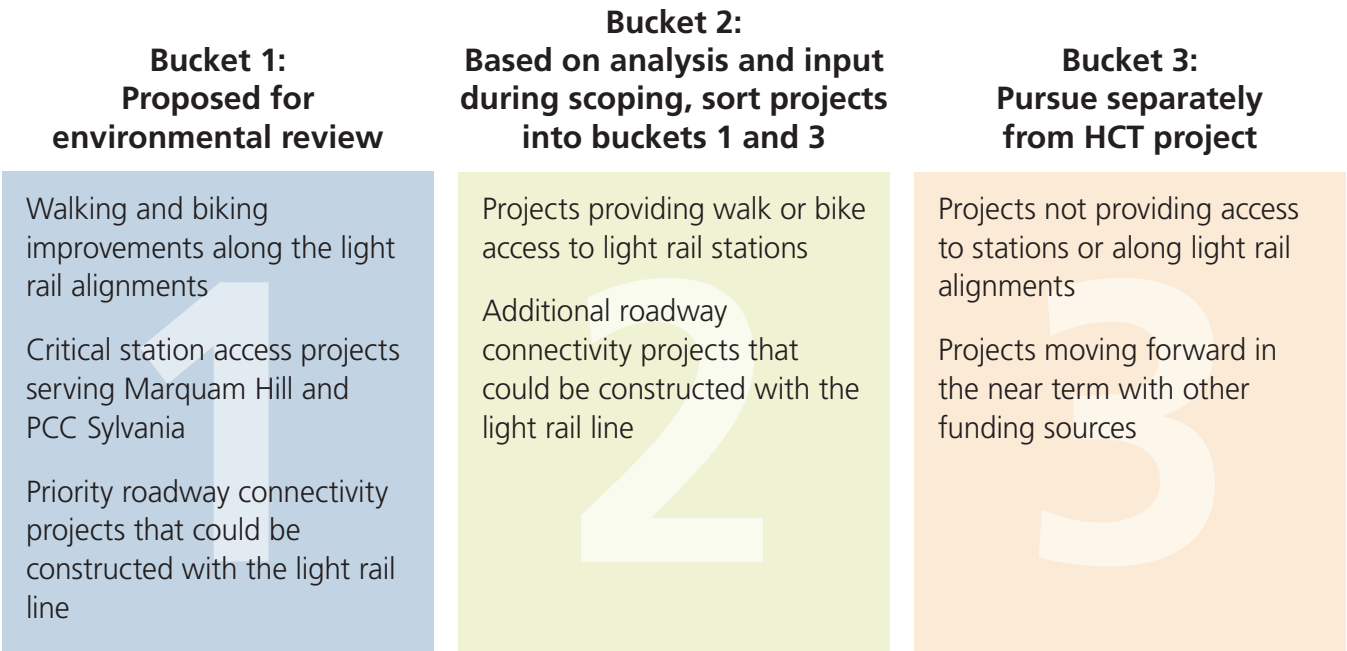
- With the Ash Avenue option, the light rail line would run on 70th Avenue to Beveland Street, including construction of new segments of 70th Avenue that do not exist today. From 70th, the line would run on Beveland Street and a new structure over Highway 217 extending from Beveland to Hall Boulevard near Knoll Drive, then connect to Ash Avenue. The Ash Avenue option would include light rail stations near Baylor Street in the northern Tigard Triangle, on Beveland Street in the southern Tigard Triangle and on Ash Street to serve downtown Tigard and the Tigard Transit Center.
- With the Clinton crossing option, the light rail line would turn south onto 69th Avenue then cut west near Clinton Street on a long structure extending from 70th over Dartmouth Street and Highway 217. The alignment would cross Hall Boulevard at grade just south of OR-99W (Pacific Highway), and run on a new street segment connecting Scoffins Street and Commercial Street near the Tigard Transit Center. The Clinton option would include a station near Baylor street in the northern Tigard Triangle and on the new street between Scoffins and Commercial to serve downtown Tigard and the Tigard Transit Center.

South of downtown Tigard, both direct route options would run adjacent to the WES commuter rail tracks toward Bridgeport Village. South of Tech Center Drive, light rail could either continue adjacent to freight rail tracks or run east between industrial buildings and then adjacent to I-5 south to Bridgeport Village. Both alignment options would include stations near Bonita Road, Upper Boones Ferry Road and Bridgeport Village.

For the branched service scenario, the downtown Tigard leg of the branch could run on the Clinton crossing option, the Ash Avenue option or on a Wall Street alignment. Similar to the Ash Avenue alignment, the Wall option would run along 70th Avenue and Beveland Street in the Triangle with stations near Baylor Street and Beveland Street. The Wall alignment would cross over Highway 217 on a new structure extending from Beveland Street to Hunziker Street, then continue on Wall Street and run parallel to the WES tracks into downtown Tigard with a station at the Tigard Transit Center. The Bridgeport Village leg of the branch would continue south on 70th Avenue and cross over Highway 217 on a new structure, then run adjacent to I-5 to Bridgeport Village. The Bridgeport Village branch would include stations near Baylor Street, Beveland Street, Bonita Road, Upper Boones Ferry Road and Bridgeport Village.

Roadway, bicycle and pedestrian projects

The process of identifying which roadway, bicycle and pedestrian projects are studied in the DEIS along with light rail will continue into the scoping period. Project partners have already identified several such projects, included in the blue “bucket 1” below.

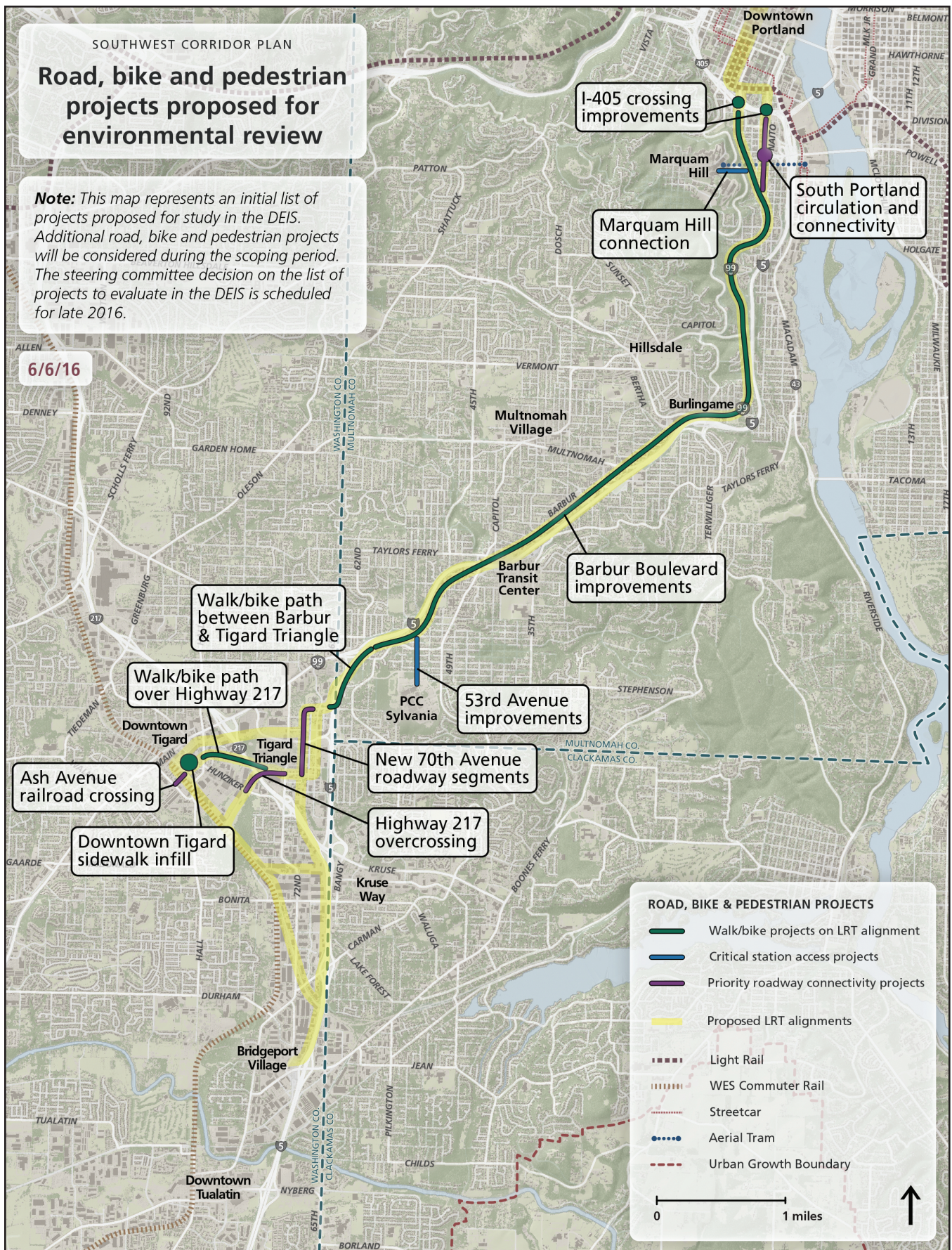


Bicycle and pedestrian improvements along the light rail alignments and critical station access projects are integral to the light rail line and are already incorporated into the transit design. The major roadway connectivity projects are key priorities of the partner jurisdictions and include improvements for autos, bikes and pedestrians. Because these projects fall along the proposed light rail alignments and some may be eligible for federal New Starts funds, they could be constructed together with the transit project and merit joint environmental analysis.

While some of the projects proposed for environmental review were included in the 2013 Shared Investment Strategy (SIS) list of roadway and active transportation projects, others have emerged as opportunities during the design process. In the project descriptions on page 10, related SIS project ID numbers are listed where applicable. See the appendix for a full list of SIS roadway, bike and pedestrian projects organized into the three “buckets.”

Prior to the scoping period, currently scheduled for August to September 2016, project staff will prepare a preliminary analysis of the “bucket 2” projects to inform public input solicited during scoping. Additional station access projects suggested by project partners will undergo this same analysis. Projects proposed during scoping will also be considered for inclusion in the DEIS. Staff analysis and public input will inform the steering committee decision on which projects to include in the final range of alternatives to study in the DEIS.

Shared Investment Strategy projects not recommended to be included in the DEIS will continue to be included in the broader Southwest Corridor Plan, but will be pursued separately from the light rail project.



Walking and biking improvements along the proposed light rail alignments

- ***I-405 crossing improvements:*** Improve opportunities for bicycles and pedestrians to cross over/under I-405. (SIS project ID: 6022)
- ***Walk/bike improvements on Barbur Boulevard:*** Add new and upgrade existing sidewalks, bike lanes and safe crossings on Barbur Boulevard from 3rd Avenue to 60th Avenue, including reconstruction of Vermont and Newbury viaducts. (SIS project IDs: 3044, 4002, 5005, 6003, 6004, 6005)
- ***Walk/bike path between Barbur Boulevard and the Tigard Triangle:*** Build new multi-use path connecting Barbur Boulevard near 60th Avenue to the northern Tigard Triangle area.
- ***Walk/bike path over Highway 217:*** Include new multi-use path on the light rail structure over Highway 217, between Hall Boulevard and either Clinton Street or Beveland Street.
- ***Downtown Tigard sidewalk infill:*** Build sidewalks, where there are none, along the light rail alignment in downtown Tigard. (SIS project ID: 2080)

Critical station access projects serving Marquam Hill and PCC Sylvania

- ***Marquam Hill connection:*** Construct a new pedestrian connection between Marquam Hill and Barbur Boulevard to access a light rail station on Barbur Boulevard or Naito Parkway near Gibbs Street. (SIS project ID: 2999)
- ***53rd Avenue improvements:*** Reconfigure and improve intersection of Barbur Boulevard, 53rd Avenue and Pomona Street to manage traffic turning speeds and improve safety of pedestrians and bicyclists. Build neighborhood greenway connection on 53rd Avenue between Barbur and PCC Sylvania. Potential designs include updated sidewalks, bike lanes, pervious pavement, landscaping and ramp connection to campus. (SIS project IDs: 5057, 6013)

Major roadway connectivity projects that could be constructed with the light rail line

- ***South Portland circulation and connectivity:*** Reconfigure ramp access to the west end of the Ross Island Bridge. Reconnect streets and pedestrian/bike facilities across Naito Parkway. (SIS project IDs: 1044, 5013)
- ***New 70th Avenue roadway segments:*** Construct new segments of 70th Avenue to improve connectivity in the Tigard Triangle street grid, including one auto lane each direction and sidewalks.
- ***Highway 217 overcrossing:*** Build new connection of Beveland Street to Hunziker Street over Highway 217 for cars, bikes and pedestrians. (SIS project ID: 1107)
- ***Ash Avenue railroad crossing:*** Extend Ash Avenue at-grade across the railroad tracks between Commercial Street and Burnham Street, including sidewalks. (SIS project ID: 1077)

Next steps

At their June 2016 meeting, the steering committee will be asked to consider endorsement of the proposed range of alternatives. Subsequently, project staff will release a final proposed range of alternatives taking into account any steering committee changes and the outcome of anticipated decisions on technical modifications to light rail alignments in Tigard.

During the DEIS public scoping process, currently scheduled for August and September 2016, the final proposed range of alternatives will be available on the project website (www.swcorridorplan.org) and provided at public scoping meetings. In addition, project staff will provide information on the roadway, bike and pedestrian projects considered for inclusion in the DEIS (“bucket 2” projects and other station access projects proposed by project partners). The public will be invited to submit comments on the proposed range of alternatives, including suggestions on which roadway, bike and pedestrian projects to study, other reasonable alternatives that meet the project’s Purpose and Need, and impacts to be evaluated in the DEIS. After the public scoping period, the steering committee will decide on the range of alternatives to be evaluated in the DEIS.

Errata

This document has been updated to correct minor errors in the original version and provide current information about the status of sorting the Shared Investment Strategy roadway, bike and pedestrian projects.

The following two walk/bike paths were incorrectly listed as “bucket 1” projects included in the draft proposed range of alternatives for environmental review:

- ***Walk/bike path west of Highway 217:*** Add new multi-use path along the light rail alignment between Varns Street and Sandburg Street.
- ***Walk/bike path south of Bonita Road:*** Build new multi-use path along the light rail alignment between Bonita Road and Cardinal Lane.

These projects were not in the Shared Investment Strategy project list adopted by the steering committee in 2013. However, the two walk/bike paths are connectivity projects of interest along the proposed light rail alignments, and will be considered for inclusion in the final range of alternatives for environmental review during the scoping period along with the “bucket 2” projects.

In addition, the Appendix has been updated to identify the Shared Investment Strategy roadway, bike and pedestrian projects for all three “buckets,” as described on page 8 of this document. The Appendix also now includes the list of additional station access projects proposed by project partners to undergo the same level of analysis as the “bucket 2” projects for consideration during scoping, including the two bike/walk projects listed above. Pages 8 and 11 have been updated to reflect these changes.

Appendix

Shared Investment Strategy roadway, bike and pedestrian projects and new station access projects for consideration

The following lists sort the Shared Investment Strategy roadway, bike and pedestrian projects into three “buckets,” as defined in more detail on page 8 of this document. The “bucket 1” projects are included in the Draft Proposed Range of Alternatives as likely to be included in the Draft Environmental Impact Statement (DEIS). “Bucket 2” projects could be studied in the DEIS, but merit further analysis to identify which projects are critical to include. “Bucket 3” projects are not proposed to be included in the DEIS. Project partners have also identified a list of additional station access projects that were not part of the 2013 Shared Investment Strategy to analyze along with the “bucket 2” projects.

During the scoping period in August and September 2016, there will be an opportunity for public input on which projects to include in the DEIS. The steering committee is scheduled to decide on the final list of projects to study in the DEIS in late 2016.

Bucket 1: Proposed for environmental review

SIS ID#	Location/ Ownership	Project Title	Project Description
1019	Portland ODOT	Barbur complete street: Capitol to Hamilton	Reduce number of northbound lanes from three to two from Capitol Hwy (north) to 1/4 mile south of Hamilton to reduce speeds and improve safety, improve pedestrian/bike crossing safety and add protected bike lanes.
1044	Portland ODOT	South Portland circulation and connectivity (Ross Island Bridge ramp connections)	Reconfigure ramp access to the west end of the Ross Island Bridge. Reconnect streets and pedestrian/bike facilities across Naito Parkway.
1077	Tigard	Ash Avenue railroad crossing (new roadway)	Extend Ash Avenue at-grade across the railroad tracks from Burnham to Commercial Street.
1107	Tigard WashCo.	Hwy. 217 over-crossing - Beveland connection	Build new connection of Beveland Street over-crossing of Hwy 217, including auto, bike and pedestrian facilities.
2080	Tigard	Tigard Transit Center sidewalk infill.	Complete sidewalks along SW Scoffins St. & SW Ash St. to provide access to Tigard Transit Center, and extend sidewalks to Hall street.
2999	Portland	Pedestrian connection from Barbur to Terwilliger at Gibbs	Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs. Could include mechanized connections such as elevators.
3044	Portland ODOT	Middle Barbur bikeway -from SW 23rd Ave to SW Capitol Hwy-Barbur Blvd Ramp.	Create separated bicycle route in roadway. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).
4002	Portland ODOT	Barbur Blvd, SW (3rd - Terwilliger): Multimodal Improvements	Construct improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.
5005	Portland ODOT	Barbur Blvd, SW (Terwilliger - City Limits): Multimodal Improvements	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).
5006	Portland ODOT	Barbur complete street: Terwilliger to Capitol	Add bike lanes over Newbury and Vermont bridges.
5013	Portland ODOT	S. Portland/Naito (related to 1044)	Reconstruct Naito Pkwy as 2-lane road w/ bike lanes, sidewalks, left turn pockets, and on-street parking. Remove grade separation along Naito at Barbur, the Ross Island Bridge, Arthur/Kelly viaduct, and the Grover pedestrian bridge.

Bucket 1: Proposed for environmental review (continued)

SIS ID#	Location/ Ownership	Project Title	Project Description
5057	Portland	SW 53rd and Pomona (improve safety of pedestrian/bike users)	Reconfigure and improve intersection to manage traffic turning speeds, and improve safety of pedestrians/bike users between Barbur and Pomona.
6003	Portland	Multnomah viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Multnomah St. viaduct
6004	Portland ODOT	Newbury viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Newbury St. viaduct.
6005	Portland ODOT	Vermont viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Vermont St. viaduct
6013	Portland	Barbur/PCC pedestrian/bike connection	Provide neighborhood greenway connection between Barbur and PCC via SW 53rd, including updated sidewalks, bike lanes, pervious pavement, landscaping and ramp pedestrian connection to PCC.
6022	Portland ODOT	I-405 bike/pedestrian crossing improvements	Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Naito Parkway, 1st, 4th, 5th, 6th and Broadway. TSP # 20106

Bucket 2: Based on analysis and input during scoping, sort projects into buckets 1 and 3

SIS ID#	Location/ Ownership	Project Title	Project Description
1078	Tigard	Atlanta Street extension (new roadway)	Extend Atlanta Street west to Dartmouth Street.
1100	Tigard ODOT	Hall/Hunziker/Scoffins intersection realignment	Realign offset intersection to alleviate congestion and safety issues. Include standard sidewalks.
2004	Portland	26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian improvements	Construct a walkway for pedestrian travel and access to transit and install street lighting
2027	Portland ODOT	Pedestrian overpass near Markham School	Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School. Could instead be located near 53rd Avenue with proposed light rail station.
2041	Portland	SW 19th Ave sidewalks: Barbur - Spring Garden	Construct new sidewalks where none exist.
2045	Tigard	72nd Avenue sidewalks: 99W to Bonita	Fill gaps in sidewalk on both sides of street from Highway 99W to Bonita Road
2046	Tigard	72nd Avenue sidewalks: Upper Boones Ferry to Durham	Install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road
2077	Tigard ODOT	Tigard Transit Center crossing improvements.	Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.
3017A	Portland	Capitol Hill Rd bikeway -from SW Barbur Blvd to SW Bertha Blvd.	Create multiple bicycle facility types: bicycle boulevard or enhanced shared roadway (Barbur - Troy; 21st - Custer); bicycle boulevard or advisory bike lane (Troy - 21st); enhanced shared roadway (Custer - Bertha)
3017B	Portland	Capitol Hill Rd sidewalks -from SW Barbur Blvd to SW Bertha Blvd.	Install sidewalks on Capitol Hill Road from Barbur to Bertha.
3028	Portland	Inner Hamilton bikeway -from SW Terwilliger Blvd to SW Corbett Ave.	Enhance roadway for bike use. Includes connection to Terwilliger on SW Hamilton Terrace.
3033	Portland	Inner Troy bikeway -from SW Capitol Hwy to SW Capitol Hill Rd.	Create bike boulevard from SW Capitol Hwy to SW Capitol Hill Rd

Bucket 2: Based on analysis and input during scoping, sort projects into buckets 1 and 3 (continued)

SIS ID#	Location/ Ownership	Project Title	Project Description
3038	Portland	Lower SW 1st bikeway -from SW Barbur Blvd to SW Lincoln)	Add bicycle facilities: separated in-roadway (Corbett: Gibbs - Grover); bicycle boulevard (all other segments). Includes connection to SW Kelly Ave on SW Grover St and SW Corbett Ave
3069A	Portland	Spring Garden, SW (Taylors Ferry - Capitol Hwy): Bike-way	Complete bicycle boulevard and bike lanes.
3069B	Portland	Spring Garden/Dolph Ct, SW (Capitol Hwy - Barbur): Sidewalks	Install sidewalk along Dolph Ct from Capitol Hwy to 26th Way and along Spring Garden from 26th Way to Barbur.
3093	Portland	Terwilliger bikeway gaps	Create separated bicycle route in-roadway. Eliminate key gaps in the Terwilliger Blvd bikeway
3101	Portland	Vermont-Chestnut bikeway -from SW Capitol Hwy to SW Terwilliger Blvd.	Complete bicycle boulevard.
3117	Tigard Tualatin	72nd Avenue bikeway: 99W to city limits	Install bike facilities on both sides of the street from Highway 99W to South City Limits
3121	Tigard Lake Oswego	Bonita Road bike lanes: 72nd to I-5	Install bike lanes in eastbound direction from 72nd Avenue to I-5 Bridge
3129	Tigard	Tigard Transit Center bicycle hub	Provide bicycle hub at Tigard Transit Center
5009	Portland	Capitol Hwy improvements (replace roadway and add sidewalks)	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace existing roadway and add sidewalks, bike lanes and green storm water features.
5059	Portland ODOT	SW Portland/Crossroads multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)	Implement Barbur Concept Plan recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes.
6001	Tigard Lake Oswego	Bonita Rd. sidewalks and bike lanes - Carman Dr. to Bangy Rd.	Complete sidewalk gaps and install bike lanes; supplement to Tigard project #3121 which continues to 72nd.
6002	Lake Oswego	Carman Dr. sidewalks and bike lanes	Add bike lanes and pedestrian pathway.
6026	Portland	Pomona St: Bicycle and Pedestrian improvements (35th to Barbur)	Provide bike lanes and sidewalks

Bucket 2: Based on analysis and input during scoping, sort projects into buckets 1 and 3 (continued)

SIS ID#	Location/ Ownership	Project Title	Project Description
6034	Portland	Taylor's Ferry, SW (Capitol Hwy - 49th): Bicycle & pedestrian improvements	Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit.
9014B	Tigard	Fanno Creek Trail gaps	Complete gaps along the Fanno Creek multi-use path from Bonita Road to 85th Avenue (other segments have been funded). Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).
9053	Portland Tigard	Pedestrian/Bike connection between Tigard Triangle and PCC Sylvania	Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC Sylvania.

Bucket 3: Pursue separately from HCT project

SIS ID#	Location/ Ownership	Project Title	Project Description
1020	Portland	Beaverton Hillsdale/ Bertha/ Capitol Hwy. Intersection improvements	Redesign intersection to improve safety
1048	Portland	Traffic calming	Calm traffic in the Burlingame and Hillsdale retail districts.
1062	Sherwood	Arrow Street (Herman Road): Build 3 lanes with sidewalks and bike lanes	Construct new road to collector standards. Build new 3 lane roadway with stream crossing and with bike lanes and sidewalks from Langer Farms Parkway Phase 2 to Gerda Lane/Galbreath Drive.
1068	Sherwood	Town center signal & intersection improvements (Downtown Sherwood)	Improve 3-leg intersection at Edy & Borchers; remove traffic signal at Baler; on Sherwood Blvd. remove traffic signal at Langer and disallow left turns from Langer to Sherwood, and add traffic signal at Century Dr.
1129	Tigard ODOT	Highway 99W access management in Tigard	Implement access management strategies and median projects, including additional pedestrian crossing locations, in Hwy 99W Plan.
1154	Tualatin Sherwood WashCo.	Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.): Widening to 5 lanes with ped./bike	Widen from 3 to 5 lanes with bike lanes and sidewalks from Langer Parkway to Teton Ave.
2001	King City ODOT	King City Town Center pedestrian improvements	Improve sidewalks, lighting, bus shelters and benches, and pedestrian crossings for Highway 99W.
2011	Portland ODOT	Connections to transit/transit improvements: Barbur & Taylors Ferry	Construct new steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing. [COMPLETED]
2054	Tigard	Commercial Street sidewalks: Main to Lincoln	Install sidewalks on both sides of the street from Main Street to Lincoln Street. [FUNDED]
2058	Tigard	Hunziker Street Sidewalks: 72nd to Hall	Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard
2070	Tigard King City ODOT	99W pedestrian improvements to serve King City transit stops	Provide pedestrian access and crossing opportunities at transit stops on 99W in the vicinity of Royalty Parkway and Durham Rd in King City.
2079	Tigard	Tigard Transit Center pedestrian path	Pave, make ADA accessible, provide lighting and signage for the informal path running from Center Street connection from SW Commercial St. to SW Hall Blvd. [FUNDED]

Bucket 3: Pursue separately from HCT project (continued)

SIS ID#	Location/ Ownership	Project Title	Project Description
5004	Lake Oswego	Boones Ferry Road Boulevard improvements (turn lanes with bike/ped. - Madrona to Kruse Way)	Widen to include bike lanes, sidewalks, and turn lanes. This project is Phase 2, Oakridge/Reese to Kruse Way.
5010	Portland	Capitol Hwy, SW (Terwilliger - Sunset): Multimodal Improvements	Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.
5020	Sherwood	Oregon-Tonquin intersection & street improvements	Improve intersection (consider roundabout) on Oregon at Tonquin Road, providing sidewalks and bike access through the intersection.
5024	Tigard	68th Ave (widen)	Widen to 3 lanes or for transit way including sidewalks and bike lanes between Dartmouth/I-5 Ramps and south end
5037	Tigard WashCo. ODOT	Hall Boulevard widening, Oleson to 99W	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements
5047	Tualatin WashCo.	Cipole Rd. (widen to 3 lanes with ped./bike)	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road with sidewalks and bike lanes.
5048	Tualatin	Herman (multimodal improvements, Teton to Tualatin Rd.)	Improve to urban standard from Teton to Tualatin.
5049	Tualatin	Herman (multimodal improvements, Cipole to 124th)	Reconstruct road from Cipole to 124th with sidewalks and bike lanes
6042	Sherwood ODOT	99W - Sherwood TC bicycle/ped. bridges	Ped/bike under/overcrossings of 99W at Sunset, Meinecke, Edy. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).
9003	Sherwood	Tonquin Trail	Construct multi-use trail with some on-street segments connecting multiple communities in Washington and Clackamas County. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).
9005	Portland	Red Electric Trail: Fanno Creek Trail to Willamette Park	Provide east-west route for pedestrians and cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan

Bucket 3: Pursue separately from HCT project (continued)

SIS ID#	Location/ Ownership	Project Title	Project Description
9007	Portland	Slavin Road to Red Electric Trail: Barbur to Corbett	Build multi-use trail on Slavin Road from Barbur to Corbett. The Red Electric Trail is listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).
9023	Tigard Tualatin	Tualatin River pathway	Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13). [COMPLETED]
9029	Sherwood	Westside Trail segments	Construct trail segments within easements of BPA and PGE for connectivity. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).
9061	Tualatin/ Wash Co./ King city	Westside Trail - Tualatin River Bridge	Construct new bike/ped bridge over the Tualatin River. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).

Additional station access projects: Based on analysis and input during scoping, identify projects to include for environmental review

The following projects have been identified by project partners to consider for environmental review because they may improve access to proposed light rail stations. These projects will undergo the same additional analysis as the “bucket 2” Shared Investment Strategy projects prior to the scoping period. Projects highlighted in gray are new projects under preliminary review by project partners.

Location/ Ownership	Project Title	Project Description	Source Plan
Portland	Naito station connection to Hooley Bridge	Extend pedestrian and bike connection on Grover Street, between proposed light rail station on Naito and the Darlene Hooley Pedestrian Bridge at Gibbs Street.	N/A
Portland	Sidewalks on Hamilton Street	Fill sidewalk gap on Hamilton Street between Barbur Boulevard and Terwilliger Boulevard to provide access to proposed light rail station at Hamilton Street.	N/A
Portland	Pedestrian/bike connection on Condor Avenue	Add pedestrian/bike connection to proposed light rail station near Hamilton Street between Condor Avenue, Slavin Road and 2nd Avenue	N/A
Portland	Connection between Seymour Court and Corbett Avenue	Build pedestrian/bike connection between Seymour Court and Corbett Avenue where stairs/trail exist today.	N/A
Portland	Pedestrian bridge over I-5 to South Burlingame and Collins View neighborhoods	Add pedestrian/bike bridge over I-5 to connect South Burlingame and Collins View neighborhoods to proposed light rail station on Barbur near 13th Avenue and Custer Street. Suggested location between Multnomah Boulevard and 11th Avenue / Canby Street.	N/A
Portland	Custer Street sidewalks	Add sidewalks on Custer Street between Capitol Hill Road and 13th Avenue. Sidewalks on both sides would require walls, stormwater and utility relocation.	N/A
Portland	24th Avenue bikeway	Add bike and pedestrian facilities on 24th Avenue between Multnomah Boulevard and Spring Garden Street. Include improved crossings at 22nd Avenue / Barbur Boulevard and 22nd / Multnomah.	TSP: 90061
Portland	30th Avenue sidewalks	Add sidewalks on 30th Avenue, Hume Street and 31st Avenue to connect Multnomah Village with proposed light rail station at either 26th Avenue or 30th Avenue.	TSP: 90100
Portland	Pedestrian bridge over I-5 at 30th Avenue	Add pedestrian/bike bridge over I-5 to connect 30th Avenue to Taylors Ferry Road.	N/A

Additional station access projects: Based on analysis and input during scoping, identify projects to include for environmental review (continued)

Location/ Ownership	Project Title	Project Description	Source Plan
Portland	Marigold Street to 25th Avenue connection	Add pedestrian/bike connection between Marigold Street / Quinault Court and 25th Avenue to connect neighborhood to potential light rail station at 26th Avenue.	N/A
Portland	40th Avenue sidewalks	Add sidewalks on 40th Avenue between Huber Street and Wilbard Street to improve access to the Barbur Transit Center and proposed light rail station via existing bike/pedestrian bridge.	N/A
Portland	64th Avenue and Barbur Boulevard pedestrian and bike improvements	Provide sidewalk infill and bike lanes extending from 64th Avenue and Barbur Boulevard to Pomona Street and Pasadena Drive.	TSP: 90011
Portland	Outer Capitol Highway pedestrian improvements	Add curb extensions, improved crossings, medians and other pedestrian improvements on Capitol Highway from Barbur Boulevard to 49th Avenue	TSP: 90027 90068
Tigard	Red Rock Creek greenway	New multi-use path connection parallel to and south of OR-99W in the Tigard Triangle. Extends existing connection at Walmart.	Tigard Triangle Strategic Plan
Tigard ODOT	Walk/bike path west of Highway 217	Add new multi-use path along the light rail alignment between Varns Street and Sandburg Street	N/A
Tigard	Walk/bike path south of Bonita Road	Build new multi-use path along the light rail alignment between Bonita Road and Cardinal Lane	N/A
Tualatin	I-5 bicycle and pedestrian greenway	Shared use path connecting proposed light rail station at Bridgeport Village to existing Tualatin River Greenway. Path runs parallel to I-5 with overpass or tunnel under Tillamook Branch Railroad, and a bridge over Tualatin River.	TSP: BP7