

*Appendix 3.0*

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**Area and Corridor Planning  
Priorities**



**2004 RTP**



## Appendix 3.1

### Corridor Planning Priorities

This appendix prioritizes completion of Corridor Plans and Corridor Refinements called for in Chapter 6 of the 2000 Regional Transportation Plan (RTP). Section 6.7.4 of the 2000 RTP describes the planning scope and responsibilities for refinement planning. Sections 6.7.5 and 6.7.6, respectively, specifically list Corridor Refinements and Corridor Planning studies.

Due to the number of corridor planning needs and the lack of available resources, Metro initiated the Corridor Initiatives Process in December 2000 to establish regional corridor planning priorities. This effort resulted in the attached work program for completion of these studies. The work program is monitored and updated annually as part of the Unified Work Program process.

#### The Corridor Initiatives Process

Representatives from the Multnomah, Clackamas, Washington and Clark counties, ODOT, cities in the metropolitan area, the Port of Portland and Tri-Met participated in technical and project management committees. These committees guided the process and formulated recommendations with respect to corridor refinement planning. A technical evaluation was completed, with each corridor evaluated on several criteria and a number of measures related to mobility, 2040 land use relationships, expected 2040 travel modes, reliability and safety. A scoring system was established and points allocated for each technical measure.

In addition to the technical evaluation, the advisory committees considered non-technical factors such as relation to other planning efforts, community interest and available resources for each corridor. Meetings were held with groups of elected officials from around the region to gather further input on the rankings. A public meeting was also held where information was provided and public input solicited.

A resolution describing this process and resulting recommendations for completing the corridor studies was presented to TPAC, JPACT and the Metro Council in the summer of 2001. A final report documenting the entire process was prepared in the Spring of 2002, along with amendments to the RTP necessary to incorporate the recommendations in RTP procedural and project-level plan provisions.

#### Work Program Description

Based on this process, those corridors that demonstrated the more urgent planning needs and a level of jurisdictional interest considered sufficient to support a successful project were reviewed in more detail. Many of these corridors already had planning activities taking place or planned. Proposed actions were developed for the remaining corridors.

The following work program summarizes the planning activities for each of the 18 corridors by RTP planning time period (e.g. 2001-2005, 2006-2010 and 2011-2020). The corridors are organized into three groups depending on the status of planning efforts. The first group includes six corridors where work was ongoing in 2001. The second group highlights two corridors (Powell/Foster and Highway 217 Corridors) where major new corridor refinements are recommended in the first planning period. The third group lists the ten other corridors where no major planning work was ongoing in 2001. The "Other Corridor" group includes some corridors where significant planning work had already been completed or was planned. It also includes corridors for which no major work was anticipated in the near term.

# Appendix 3.1 - Work Program for Corridor Refinement Planning Through 2020

Corridor and Key Facilities		First Planning Period (2001 - 2005)	Second Planning Period (2006 - 2010)	Third Planning Period (2011 - 2020)
<b>Corridor Planning On-Going</b>				
<b>I-5 (North) Corridor</b> - I-5 from I-84 to Vancouver		I - 5 Trade Corridor Study	Financial Plan/EIS/Preliminary Engineering	
<b>NE Portland Highway Corridor</b> - Columbia Blvd. from Burgard to Killingsworth, Lombard from I - 5 to Killingsworth, and Killingsworth from Lombard to I - 205.		East End Connector Environmental Assessment; Begin Refinement Planning through I-5 Trade Corridor; Adopt St-Johns Truck Access Study	Implement St Johns Truck Access Study Recommendations; Environmental Assessment and Engineering on I-5 Trade Corridor Recommendations	
<b>I-205 (North) Corridor</b> - I - 205 from Hwy. 224 to Vancouver.		South Transit Corridor Study and I-5 Trade Corridor Study (transit only)	Corridor Planning for Interchange Improvements	Corridor Planning for Roadway Widening
<b>Banfield (I-84) Corridor</b> - I - 84 from I - 5 to Troutdale.		Light Rail Capacity Analysis	Transit, Transportation System Management Corridor Plan	Transit Improvements and/or Transportation System Management Projects
<b>McLoughlin and Hwy. 224 Corridor</b> - Hwy. 99E from Hawthorne Blvd to Oregon City. Hwy. 224 from McLoughlin Blvd. To I - 205.		South Transit Corridor EIS and Preliminary Engineering		Corridor Planning for Highway Improvements
<b>I-5 to Highway 99W Connector</b> - Tualatin-Sherwood Road from I-5 to Hwy. 99W. Hwy. 99W from Tualatin-Sherwood Road to Bell Road.		Southern Alignment Study; Complete Exceptions; Right-of-Way Preservation Analysis		Complete Corridor Planning
<b>New Major Corridor Refinements Recommended in the First Period</b>				
<b>Powell/Foster Corridor</b> - Powell Blvd. from the west end of Ross Island Bridge to Gresham. Foster Road from Powell to Hwy. 212 Damascus.		<b>Corridor Planning</b>	Environmental Impact Study and Preliminary Engineering	
<b>Highway 217 Corridor</b> - Hwy. 217 from Sunset Hwy. to I - 5.		<b>Corridor Planning</b>	Environmental Impact Study and Preliminary Engineering	
<b>Other Corridors</b>				
<b>North Willamette Crossing Corridor</b> - Study new crossing near St. Johns Bridge (Hwy. 30 from NW Newberry Road to BN Railroad Bridge).		Adopt Signage and Truck Control Recommendations of St. Johns Study; St. Johns Town Center Study	Implement Signage and Truck Control Recommendations of St. Johns Studies	Corridor Planning
<b>I-84 to US 26 Connector Corridor</b> - 238th/242nd from I - 84 to Burnside, and US 26/Burnside from Hogan Road to 282nd.		National Highway System Truck Study	Corridor Planning for Preservation of Right-of-Way and Arterial Improvements	Complete Corridor Planning
<b>Sunrise Corridor</b> - Hwy. 212/224 from I-205 to US 26.		Complete Refinement Planning and EIS for Unit 1 and Engineering for Phase One; Complete Exceptions		Begin Unit Two Environmental Assessment or Environment Impact Statement Process
<b>Highway 213 Corridor</b> - Hwy. 213 from I-205 to Leland Road.		Construct Southbound Turning lane on Highway 213	Implement Funded Recommendations of Highway 213 Design Study	Corridor Planning
<b>I-205 (South) Corridor</b> - I 205 from I-5 to Hwy. 224.		Interchange Ramp Access Study	Corridor Planning for Freeway Improvements	
<b>Macadam/Highway 43 Corridor</b> - Hwy. 43 from Ross Island Bridge to West Linn.		Transit/Pedestrian/Bike Transportation Demand Management Study	Environmental Assessment/DEIS/and Preliminary Engineering	
<b>I-5 (South) Corridor</b> - I-5 from Hwy. 99W in Tigard to Wilsonville.		Boeckman Road Interchange Study		Corridor Planning
<b>Barbur Blvd./I-5 Corridor</b> - Hwy. 99W and I-5 from I - 405 to Tigard.		Implement Transit Service Improvements and Elements of the Barbur Street-scapes Plan	Initiate Corridor Planning	Begin Environmental Assessment/ Environmental Impact Statement Process
<b>TV Highway Corridor</b> - Tualatin Valley Hwy. from Hwy. 217 to downtown Hillsboro.		System Planning for Access Management and Right-of-Way		Corridor Planning (if required)
<b>Sunset Highway Corridor</b> - US 26 from I-405 to Jackson School Road.		Refinement and Environmental Assessment of US Hwy. 26 Widening. Barnes Road Design and Construction	Engineering of US 26 Widening west of Murray Boulevard	



**METRO**

## **Appendix 3.2 Western Bypass Study Recommendations**

- In 1995, the Oregon Department of Transportation completed the Western Bypass Study, which evaluated five alternatives for addressing travel needs in the southwest portion of the Metro region, including the urban portion of Washington County and westernmost portions of the City of Portland and Clackamas County. The study also included portions of rural Washington County.
- The recommended alternative from this study was a combination of improvements to the existing transportation system in conjunction with construction of new arterial and collector road improvements and expanded transit service in the study area. One of the new facilities recommended by the Western Bypass Study was a limited-access highway (expressway) connecting Interstate 5 and Highway 99W in the vicinity of Tualatin and Sherwood. Freight movement is accommodated through expansion of the state highway system, including I-5, US 26, 99W, Highway 217 and a new I-5/99W connector limited-access facility.
- In 1997, the Metro Council and JPACT adopted Ordinance No. 97-689A and Resolution No. 97-2497, approving the region's strategy for the Western Bypass corridor. This action specifically deleted a full bypass from I-5 to the Sunset Highway from further consideration and recommended a series of other freeway, arterial and collector road improvements in addition to transit service expansion and implementation of TSM and TDM actions.
- The strategy adopted by the Metro Council in 1997 was reaffirmed by the 2000 RTP. The following project list identifies the Western Bypass Study Recommendations adopted in 1997 by Resolution No. 97-2497 and the corresponding RTP project numbers.

**Excerpt from RTP Project List -  
Western Bypass Study Recommendations adopted in 1997 by Resolution No. 97-2497  
August 10, 2000**

RTP #	Western Bypass Study #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Preferred System	RTP Priority System	Financially Constrained System	Estimated Project Cost in 1998 dollars	RTP Program Years
3027	116	Beaverton RC	Beaverton/WashCo	Davis Improvements	160th Avenue to 170th Avenue	Three lane improvement to add bike and pedestrian facilities	X	X	X	\$ 1,600,000	2000-05
3028	118	Beaverton RC	Beaverton	Hart Improvements	Murray to 165th	Three lane improvement with sidewalks, bikeways and signal at 155th Avenue	X	X	X	\$ 7,100,000	2000-05
3029	119	Beaverton RC	Beaverton	Lombard Improvements	Broadway to Farmington	Three lane improvement to realign road with segment to the north with pedestrian facilities	X	X	X	\$ 1,600,000	2000-05
3061	144	Beaverton RC	ODOT/WashCo	TV Highway System Management	TV Highway from Highway 217 to 209th	Interconnect signals on TV Highway from 209th Avenue to Highway 217	X	X	X	\$ 1,500,000	* 2006-10
3069	145	Beaverton Corridor	Washington Co.	Scholls Ferry Road Improvements	Hamilton to Garden Home Road	Widen to three lanes with bikeways and sidewalks	X	X		\$ 8,000,000	2011-20
3103	110	Hillsboro RC	Washington Co.	Baseline Road Improvements	Murray Boulevard to Brookwood Road	Widen to five lanes with bike lanes and sidewalks	X			\$ 6,000,000	
3124	144	Hillsboro RC	ODOT	TV Highway System Management	209th Avenue to 10th Avenue	Interconnect signals	X	X		\$ 1,500,000	2000-05
3126	127	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to five lanes including sidewalks and bike lanes	X	X	X	\$ 5,000,000	2006-10
3134	127	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks, bike lanes and signals at Johnson and Francis	X	X	X	\$ 9,000,000	2000-05
3135	127	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	Baseline Road to Aloclek Drive	Widen to five lanes including sidewalks and bike lanes	X	X	X	\$ 15,000,000	2000-05
3141	124	Sunset IA	Washington Co.	170th/173rd Improvements	Baseline to Walker	Improve to 3 lanes	X	X	X	\$ 5,500,000	2006-10
3224	108/117	Farmington TC	Washington Co.	Farmington Road Improvements	Cedar Hills to Kinnamon Road	Widen to seven lanes with sidewalks and bike lanes	X			\$ 25,000,000	
6017	121	Washington Sq. RC	Washington Co.	Taylor's Ferry Road Extension	Washington Drive to Oleson Road	Three lane extension with bikeway and sidewalks	X	X		\$ 1,900,000	2011-20
6019	107	Washington Sq. RC	Washington Co.	Oak Street Improvements	Hall Boulevard to 80th Avenue	Signal improvement, bikeway and sidewalks	X	X	X	\$ 800,000	2000-05
6021	146	Washington Sq. RC	Beaverton/WashCo	Scholls Ferry Road Improvements	Highway 217 to 125th Avenue	Widen to seven lanes with access management	X			\$ 15,760,000	
6031	112	Tigard TC	Tigard	Greenburg Road Improvements	Tiedeman Avenue to 99W	Widen to 5 lanes	X			\$ 4,800,000	
6035	126	Tigard TC	Tigard	Gaarde Street Improvements	110th Avenue to Walnut Street	Widen to three lanes with bikeways and sidewalks	X			\$ 4,000,000	
6036	113	Tigard TC	Tigard	Bonita Road Improvements	Hall Boulevard to Bangy Road	Widen to four lanes	X	X		\$ 8,000,000	2006-10
6039	147	Tigard TC	ODOT	99W Improvements	I-5 to Greenburg Road	Widen to seven lanes	X	X		\$ 25,000,000	2011-20
6055	147	Tigard TC	ODOT	Highway 99W System Management	99W from I-5 to Durham Road	Signal interconnect on 99W from I-5 to Durham Road	X	X		\$ 2,000,000	2006-10
6059	109	King City TC	Washington Co.	Beef Bend Improvements	King Arthur to 131st	Improve to three lanes with sidewalks	X	X	X	\$ 5,000,000	2000-05
6121	125	Murray/Scholls TC	Beaverton/WashCo/Tigard	Murray Boulevard Extension	Scholls Ferry Road to Barrows Road at Walnut Street	Four lane extension with bikeways and sidewalks	X	X	X	\$ 7,120,000	2000-05
6133	113	Lake Grove TC	Clackamas Co.	Bonita Road Improvements	SE Bangy Road to SE Carmen Drive	Reconstruct and widen to three lanes	X	X		\$ 3,300,000	2006-10
<b>Other major projects included in RTP related to this corridor</b>											
3000		Region	ODOT	Highway 217 Improvements	I-5 to US 26	Add capacity to existing highway	X	X		\$100,000,000	2011-20
3001		Region	ODOT	Highway 217 Improvements	NB - TV Highway/Canyon Road to US 26	Widen NB to three lanes; ramp improvements	X	X	X	\$ 21,000,000	2006-10
3002		Region	ODOT	US 26/217 Interchange Improvement	EB US 26/SB Highway 217 Interchange	Braided ramps	X	X		\$ 50,000,000	2006-10
3003		Region	ODOT	US 26/Jackson School Road interchange	US 26 at Jackson School Road	Construct new interchange	X	X	X	\$ 25,000,000	2000-05
3005		Region	ODOT	US 26 Refinement and EA Study	Sylvan interchange to 185th Avenue	Complete planning and environmental work for improvements in corridor	X	X		\$ 500,000	2000-05
3006		Region	ODOT	US 26 Improvements	US 26 between Sylvan and Highway 217	Complete interchange improvements by adding third through-lane and collector distributor system from Camelot Court to Sylvan Road (Phase 2 and 3)	X	X		\$ 22,000,000	2000-05
3007		Region	ODOT	US 26 Improvements	EB from Highway 217 to Camelot Court	Widen EB US 26 to three lanes	X	X	X	\$ 12,000,000	2006-10
3009		Region	ODOT	US 26 Improvements	Murray Boulevard to 185th Avenue	Widen US 26 to six lanes	X	X	X	\$ 26,000,000	2011-20
3023		Beaverton RC	WashCo/Beav/ODOT	Highway 217 Interchange Improvements	NB/SB at Walker Road, SB at TV Highway, NB/SB at BH Highway and at Allen Boulevard	Improve Highway 217 interchanges	X	X		\$ 3,600,000	2000-05
3025		Beaverton RC	ODOT/WashCo	TV Highway Improvements	Cedar Hills Boulevard to 10th Avenue	Widen to seven lanes Cedar Hills to Murray; six lanes limited access from Murray to Brookwood and five lanes from Brookwood to 10th	X	X		\$ 33,200,000	2011-20
6000		Region	Metro/ODOT	Beaverton-Wilsonville Commuter Rail	Wilsonville to Beaverton	Peak-hour service only with 30-minute frequency		X	X	\$ 71,500,000	2000-05
6004		Region	ODOT	Tualatin-Sherwood Highway Corridor Study	I-5 to 99W	Conduct study and complete environmental design work for I-5 to 99W Connector	X	X	X	\$ 1,500,000	2000-05
6005		Region	ODOT	Tualatin-Sherwood Highway	I-5 to 99W	Construct four-lane tollway with access control on 99W in Sherwood area	X	X		\$ 250,000,000	2006-10
6010		Washington Sq. RC	ODOT/WashCo	Highway 217 Interchange Imp. - Denney Road	Denney Road at the Highway 217 on and off-ramps	Improve Denney Road at the Highway 217 on and off-ramps, including lights and covered culverts	X	X		\$ 500,000	2011-20

Shading indicates project is included in 2020 Financially Constrained System.

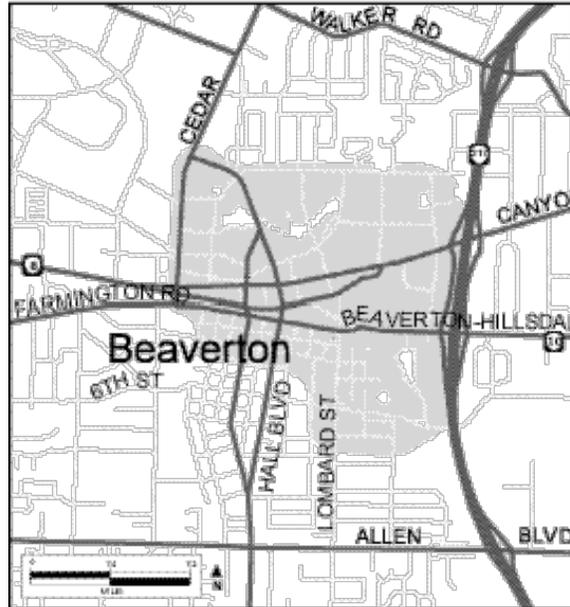
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6025		Washington Sq. RC	Washington Co.	Scholls Ferry Road TSM Improvements	Highway 217 to 125th Avenue	Implement appropriate TSM strategies such as signal interconnects, signal re-timing and channelization to improve traffic flows	X	X	X	\$ 500,000	2000-05
6027		Tigard TC	ODOT	I-5/217 Interchange Phase 2	Highway 217 and I-5	Complete interchange reconstruction	X	X	X	\$ 39,000,000	2006-10
6028		Tigard TC	ODOT	I-5/217 Interchange Phase 3	Highway 217 and I-5	Complete interchange reconstruction with new southbound Highway 217 to I-5 flyover ramp	X	X		\$ 15,000,000	2006-10
<b>Total Cost of Projects in Millions (\$98)</b>										<b>\$ 835,780,000</b>	

Shading indicates project is included in 2020 Financially Constrained System.

## Appendix 3.3

### Beaverton Regional Center Area of Special Concern Findings



Beaverton has historically been defined as a crossroads of transportation, with both the advantages and limitations that heavy through traffic brings. While the level of access has helped make the Beaverton regional center a focus of commerce in Washington County, it also presents barriers to local circulation where congested through-streets isolate some parts of the area. These congestion problems persisted in the 2020 Preferred System analysis, despite an aggressive strategy to improve connectivity in the Beaverton regional center as identified in Beaverton's updated 2015 Transportation System Plan.

In particular, Beaverton-Hillsdale Highway from Highway 217 to Cedar Hills Boulevard, Canyon Road from Highway 217 to Cedar Hills Boulevard and Farmington Road from 170th Avenue to Cedar Hills Boulevard are expected to exceed the RTP level of service standard, and act as barriers to local travel in the district. Sections of Murray Boulevard are also expected to exceed the LOS standard from Allen Boulevard to Cornell Road. The Beaverton TSP should include a specific action plan and benchmarks for these facilities to ensure that traffic growth is managed in a way that is consistent with overall regional center goals. Findings in Chapter 3 provide details of the 2040 actions Beaverton is implementing, which respond to 660-012-060.

As local TSPs are developed, this information will be expanded to provide more detailed findings to support the Area of Special Concern designation, consistent with the provisions in Section 6.7.7.

## Portland Central City Area of Special Concern Findings



The Portland central city area east of the Willamette River and generally within the I-405 freeway ring has an extensive grid of well-connected arterial, collector and local streets. The Willamette River bridges are a key part of the transportation system, connecting the central city and adjacent neighborhoods to the region. The hilly topography has constrained much of the transportation system in the Northwest and Southwest portions of the central city. Despite these limitations, this area is expected to continue to be served by high-quality transit and be conducive to bicycle and pedestrian travel.

As local TSPs are developed, this information will be expanded to provide more detailed findings to support the Area of Special Concern designation, consistent with the provisions in Section 6.7.7.

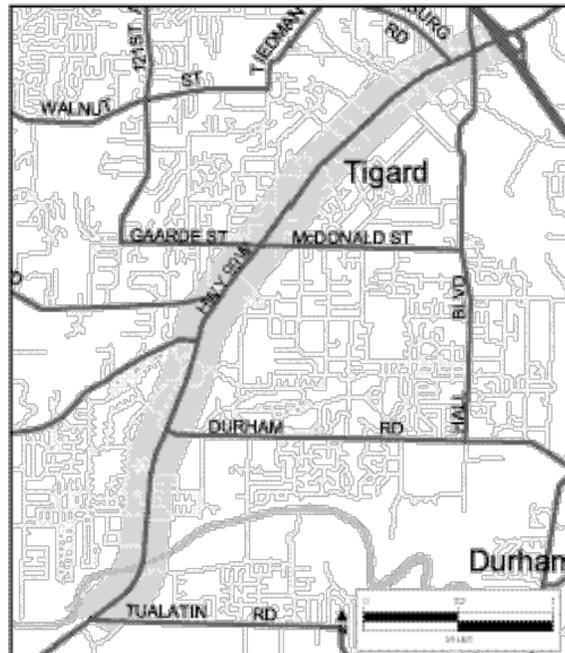
## Gateway Regional Center Area of Special Concern Findings



Gateway regional center is defined as a major crossroads of transportation that is impacted by through traffic that is not destined for the regional center such and which presents barriers to local circulation where congested through-streets isolate some parts of the regional center. The Preferred System analysis shows that from the perspective of employers looking at labor markets, the Gateway area is the most accessible place in the Metro region. At the same time, spillover traffic from the Banfield Freeway corridor exceeds the LOS policy established in Table 1.2 on a number of east/ west corridors in the Gateway area, including Halsey, Glisan, Burnside, Stark and Division streets.

As local TSPs are developed, this information will be expanded to provide more detailed findings to support the Area of Special Concern designation, consistent with the provisions in Section 6.7.7.

## Highway 99W Area of Special Concern Findings



The Highway 99W corridor between Highway 217 and Durham Road is designated as a mixed-used corridor in the 2040 Growth Concept, and connects the Tigard and King City town centers. This route also experiences heavy travel demand. The City of Tigard has already examined a wide range of improvements that would address the strong travel demand in this corridor. The RTP establishes the proposed I-5 to 99W connector as the principal route connecting the Metro region to the 99W corridor outside the region. This emphasis changes the function of 99W, north of Sherwood, to a major arterial classification, with less need to accommodate longer, through trips.

However, for much of Washington County, Highway 99W will still be a major connection, linking Sherwood and Tigard to the rest of the County and linking the rest of the County to the Highway 99W corridor outside of the region. A number of alternatives for relieving congestion have been tested as part of the RTP update, and by the City of Tigard in earlier planning efforts. These efforts led to the common conclusion that latent travel demand in the Highway 99W corridor is too great to be reasonably offset by capacity projects alone. While the RTP proposed new capacity on 99W between I-5 and Greenburg Road, no specific capacity projects are proposed south of Greenburg Road, due to latent demand and the impacts that a major road expansion would have on existing development. As a result, this section of Highway 99W is not expected to meet the region's motor vehicle level of service policies during mid-day and peak demand periods in the future, and an alternative approach to managing traffic in the corridor is needed.

As local TSPs are developed, this information will be expanded to provide more detailed findings to support the Area of Special Concern designation, consistent with the provisions in Section 6.7.7.