

JPACT recommended removal of corridors 43 and 54 on June 11, 2009. This recommendation will be considered by the Metro Council on July 9, 2009.

Regional High Capacity Transit System Plan Tiers and Corridors

Corridors are not ranked within the tiers. Corridors are shown in numeric order by the corridor identification number. Also refer to the attached map.

				Actions		
Tier	Corridor Description (Mode As Evaluated) <sup>1</sup>	HCT Corridor Number	RTP Mobility Corridor Reference	Actions for Next 4-Years		
Near Term Regional Priority	Portland to Gresham in the vicinity of Powell Corridor (LRT)	10	5 - Central City - Gateway; 6 - Gateway to Gresham/Fairview/Wood Village/Troutdale	See the System Expansion Policy Framework's potential local actions and potential regional support, figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Portland to Sherwood in the vicinity of Barbur/Hwy 99W Corridor (LRT)	11	2 - Central City - Tigard; 4 - Portland Central City; 20 - Tigard - Sherwood			
	Beaverton to Wilsonville (LRT) in the vicinity of WES <sup>2</sup>	34 <sup>2</sup>	2 - Central City - Tigard; 3 - Tualatin - Wilsonville; 19 - Beaverton - Tigard; 22 - Beaverton - North Plains			
Next Phase Regional Priority Corridors	CTC to Oregon City in the vicinity of I-205 Corridor (LRT)	8 <sup>3</sup>	8 - Clackamas - Oregon City	See the System Expansion Policy Framework's potential local actions and potential regional support, figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Park Ave to Oregon City in the vicinity of McLoughlin Corridor(LRT extension) <sup>3</sup>	9 <sup>3</sup>	8 - Clackamas - Oregon City; 11 - Milwaukie to Clackamas			
	Sunset Transit Center to Hillsboro in the vicinity of Hwy 26 Corridor/ Evergreen (LRT)	17 <sup>4</sup>	22 - Beaverton - North Plains; 24 - Beaverton to Forest Grove			
	Tanasborne (LRT extension) <sup>4</sup>	17D <sup>4</sup>	22 - Beaverton - North Plains			
	Clackamas Town Center to Washington Square in the vicinity of I-205/217 Corridors(LRT)	28	2 - Central City - Tigard; 7 - Oregon City - Tualatin; 8 - Clackamas - Oregon City			
	Clackamas Town Center to Washington Square in the vicinity of RR ROW (LRT)	29	2 - Central City - Tigard; 11 - Milwaukie to Clackamas			
	Beaverton to Hillsboro in the vicinity of TV Highway (LRT)	32	24 - Beaverton - Forest Grove			
Gateway to Salmon Creek in the vicinity of I-205 Corridor <sup>5</sup>	55 <sup>5</sup>	9 - Gateway - Clark County				
Developing Regional Priority Corridors	Hillsboro to Forest Grove (LRT extension)	12	24 - Beaverton - Forest Grove	See the System Expansion Policy Framework's potential local actions and potential regional support, figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Gresham to Troutdale Extension (LRT Extension)	13	6 - Gateway - Gresham/Fairview/Wood Village/Troutdale			
Regional Vision Corridors	Troutdale to Damascus (LRT)	13D	15 - Gresham/Fairview/Wood Village/Troutdale - Damascus	See the System Expansion Policy Framework's potential local actions and potential regional support, figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Clackamas Town Center to Damascus (LRT)	16	12 - Clackamas - Happy Valley; 13 - Happy Valley - Damascus			
	Sherwood to Tualatin (LRT)	38S	20 - Tigard - Sherwood/Newberg			
	Downtown Portland to Yellow Line in the vicinity of St. Johns (LRT) <sup>6</sup>	43 <sup>6</sup>	16 - Rivergate - I-5; 18 - Portland Central City - Columbia County			
	Troutdale to St. Johns in the vicinity of US 30 Corridor (LRT) <sup>6</sup>	54 <sup>6</sup>	6 - Gateway - Gresham/Fairview/Wood Village/Troutdale; 16 - Rivergate - I-5; 17 - I-5 - Columbia South Shore			

<sup>1</sup> The location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis.

<sup>2</sup> The WES Corridor (34) service upgrades are currently included in the federal RTP financially constrained list of projects to all day, 15 minute service. Service improvements that mimic light rail service will be examined in phases. Some portions of this corridor are included in corridors 28, 29 and potentially 11.

<sup>3</sup> The HCT MTAC/TPAC Subcommittee and TPAC recommend that corridor 9 be studied in conjunction with corridor 8.

<sup>4</sup> TPAC recommended that this corridor (17D) be studied in conjunction with corridor 17.

<sup>5</sup> This corridor was selected as part of Southwest Washington Regional Transportation Council (RTC) HCT System Plan and was not ranked based on the evaluation criteria. The HCT MTAC/TPAC Subcommittee and TPAC recommend evaluating the project in the Next Phase tier.

<sup>6</sup> The HCT MTAC/TPAC Subcommittee and TPAC recommend that these corridors be removed from the list due to their ranking as an HCT corridor based on the evaluation criteria. These corridors warrant further study for high quality transit service by TriMet.

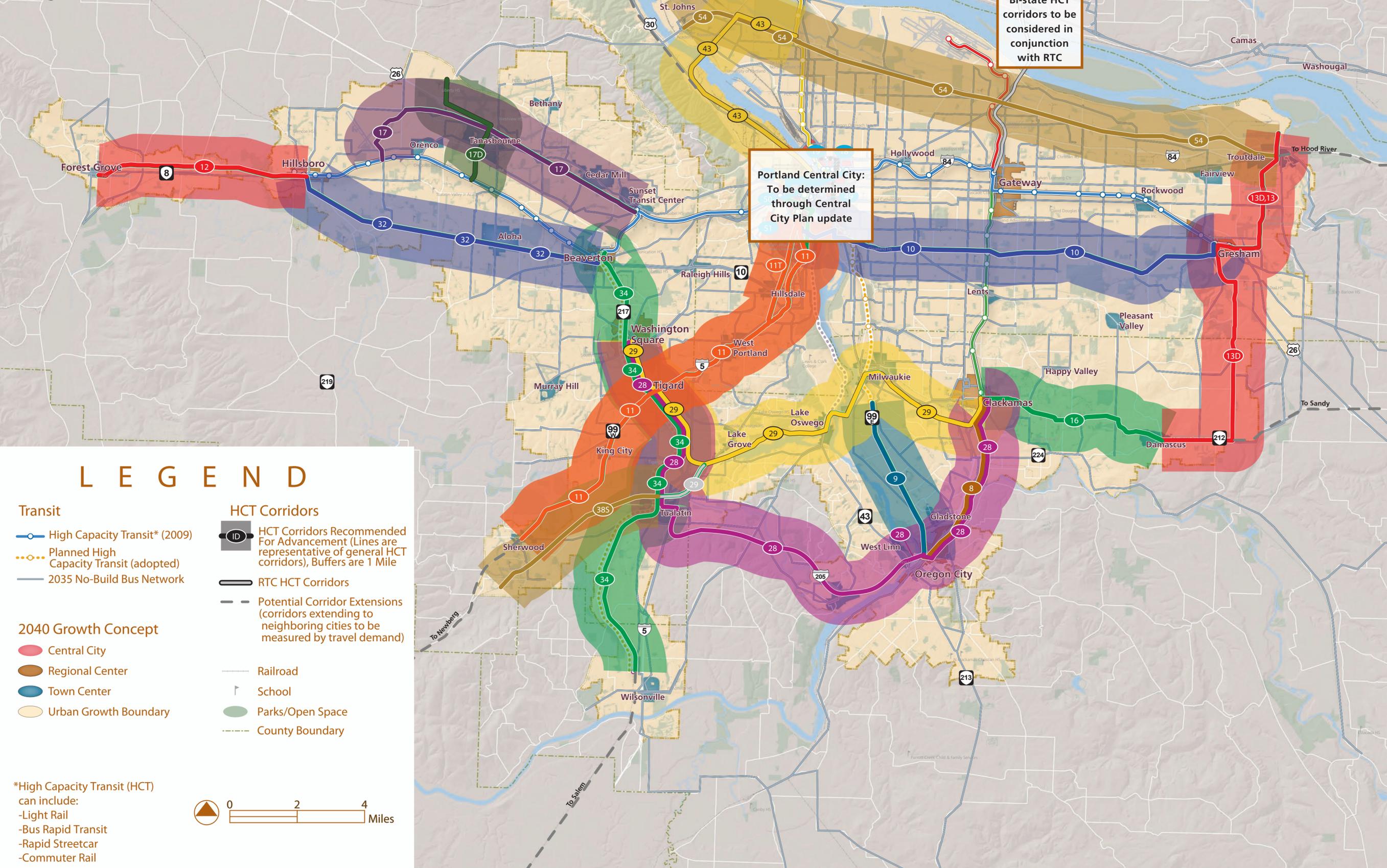
# Going places



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN



May 29, 2009



Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

## LEGEND

- |   |   |
|---|---|
| <b>Transit</b>                          | <b>HCT Corridors</b>  |
| High Capacity Transit* (2009)           | HCT Corridors Recommended For Advancement (Lines are representative of general HCT corridors), Buffers are 1 Mile |
| Planned High Capacity Transit (adopted) | RTC HCT Corridors   |
| 2035 No-Build Bus Network               | Potential Corridor Extensions (corridors extending to neighboring cities to be measured by travel demand)         |
| <b>2040 Growth Concept</b>              | Railroad  |
| Central City                            | School  |
| Regional Center                         | Parks/Open Space  |
| Town Center                             | County Boundary   |
| Urban Growth Boundary                   |   |

\*High Capacity Transit (HCT) can include:  
 -Light Rail  
 -Bus Rapid Transit  
 -Rapid Streetcar  
 -Commuter Rail

