

**APPENDIX: IDENTIFIED TRANSPORTATION INVESTMENTS TO STUDY**

January 8, 2016

Category	Option A: Current Plans with Enhanced TDM and Transit	Option B: Extension of Current Plans with Arterial Expansion	Option C: Beyond Current Plans with Throughway Expansion
<b>Technology</b>	<ul style="list-style-type: none"> <li>• Communications upgrades and adaptive signals in key corridors countywide</li> <li>• Increased electrification of fleet and eco-friendly transportation alternatives</li> </ul>	<p><b>Option A Plus:</b></p> <ul style="list-style-type: none"> <li>• ITS upgrades on new arterials</li> </ul>	<p><b>Option A Plus:</b></p> <ul style="list-style-type: none"> <li>• ITS upgrades on new roadways</li> </ul>
<b>Demand Management</b>	<ul style="list-style-type: none"> <li>• Mixed use areas have parking management (priced)</li> <li>• Mixed use areas have transit subsidies</li> <li>• Employer sponsored transit incentives</li> <li>• Increased car, bike and ride-sharing</li> <li>• Integrated mobility, real-time information, and mobility hubs</li> <li>• Increased telecommuting</li> </ul>	<p><b>Same as Option A</b></p>	<p><b>Same as Option A</b></p>
<b>Transit</b>	<ul style="list-style-type: none"> <li>• High capacity transit (SW Corridor) between Tigard/Tualatin and Portland</li> <li>• More bus routes and connector shuttles to serve residential and employment areas</li> <li>• Communications upgrades and adaptive signals in key corridors countywide that provide for transit priority</li> <li>• Upgrade WES to all-day service</li> <li>• Extend high capacity transit to Forest Grove and Sherwood</li> <li>• TV Hwy BRT mixed traffic</li> <li>• B-H Hwy BRT mixed traffic</li> <li>• AmberGlen/Evergreen Streetcar</li> <li>• HCT extension to Clark County, WA</li> <li>• Express MAX from Beaverton to downtown Portland and Portland Airport</li> <li>• Improved transit services to adjacent counties                             <ul style="list-style-type: none"> <li>- Extend WES to Salem</li> <li>- Improved coordination with CC Rider, Yamhill, Tillamook, SMART and other transit providers</li> </ul> </li> </ul>	<p><b>Option A Plus:</b></p> <ul style="list-style-type: none"> <li>• Grid transit network/frequent service with new bus routes on new arterials</li> </ul>	<p><b>Option A Plus:</b></p> <ul style="list-style-type: none"> <li>• Dedicated lanes on throughways to support express transit services</li> <li>• More park and rides to supplement first/last mile transit and express services</li> </ul>
<b>Bike and Pedestrian Facilities</b>	<ul style="list-style-type: none"> <li>• Complete bike/ped network on local roadways and regional trails</li> <li>• Mixed use areas have increased bike and pedestrian connectivity with signal priority and supportive amenities</li> </ul>	<p><b>Option A Plus:</b></p> <ul style="list-style-type: none"> <li>• More separation and protection on high speed roadways</li> </ul>	<p><b>Option A Plus:</b></p> <ul style="list-style-type: none"> <li>• New bike highways adjacent to throughways</li> </ul>
<b>Local Roadways (Arterials &amp; Collectors)</b>	<ul style="list-style-type: none"> <li>• Widen Tualatin Sherwood Road to 4/5 lanes</li> <li>• 124<sup>th</sup> Avenue extension from Tualatin Sherwood Road to Grahams Ferry</li> <li>• I-5 to 99W Southern Arterial Connector (5-lanes)</li> <li>• Safety improvements on Cornelius Pass Road between US 26 and US 30</li> <li>• Overcrossings of Hwy 26, OR 217, and I-5                             <ul style="list-style-type: none"> <li>- Century Blvd</li> <li>- 173<sup>rd</sup> Ave</li> <li>- SW Hunziker St to SW Beveland St</li> <li>- Day Road</li> </ul> </li> <li>• Road network from latest Urban reserve concept plans</li> <li>• Reduce travel speeds of arterials through downtowns and town centers</li> <li>• Improve access management along key section of TV Hwy and 99W</li> </ul>	<p><b>Option A Plus:</b></p> <ul style="list-style-type: none"> <li>• Improve rural roads with passing lane for trucks/bikes                             <ul style="list-style-type: none"> <li>- Tongue/Fern Hill between Hillsboro and Forest Grove</li> </ul> </li> <li>• Tualatin River Crossing at SW 65<sup>th</sup> Ave.</li> <li>• Widen Cornelius Pass Road between US 26 and US 30</li> <li>• Connect existing arterials to make more direct travel between South Hillsboro, South Cooper Mountain and Sherwood</li> <li>• Connect and widen arterials parallel to Hwy 26 and upgrade with new transit and protected bicycle and pedestrian facilities</li> <li>• Upgrade a select number major intersections</li> <li>• Arterial crossings of Hwy 26 and I-5                             <ul style="list-style-type: none"> <li>- Meek Road</li> <li>- Stucki Avenue</li> </ul> </li> </ul>	<p><b>Option A Plus:</b></p> <ul style="list-style-type: none"> <li>• Upgrade arterials connecting to limited access roadway</li> <li>• Evergreen extension between Hillsboro and Forest Grove</li> </ul>
<b>Regional Facilities</b>	<ul style="list-style-type: none"> <li>• Incremental improvements to OR 217 (e.g. Allen-Denney split diamond interchange)</li> <li>• New I-5 bridge over the Columbia River</li> <li>• Widen Hwy 26 to 6-lanes from 185<sup>th</sup> Ave to Cornelius Pass Road</li> </ul>	<p><b>Option A Plus:</b></p> <ul style="list-style-type: none"> <li>• I-5 auxiliary lanes from OR 217 to I-205</li> <li>• Widen OR 217 to six lanes from Beaverton-Hillsdale to 99W</li> <li>• Improve and realign Hwy 219 with Scholls Sherwood Road</li> <li>• Construct freight ramp meter bypass lanes at key locations</li> </ul>	<p><b>Option A Plus:</b></p> <ul style="list-style-type: none"> <li>• Construct new limited access road between Hillsboro, Sherwood and I-5/I-205 with priority lane to support truck and transit</li> <li>• Widen Hwy 26 to 8 lanes from Brookwood Pkwy to OR 217</li> <li>• Build a new connection to Hwy 30 and Columbia Blvd from Germantown and Kaiser Roads via a new road (at grade or tunnel) and a new bridge</li> <li>• Widening I-5 from Hwy 217 past Wilsonville, and I-205 between I-5 and Oregon City</li> <li>• Dedicated freight and transit lanes on throughways</li> <li>• Add new interchange in/near Wilsonville to access I-5 and I-205</li> <li>• Dedicated truck on-ramps at key locations</li> </ul>
<b>Sensitivity Tests</b>			
<b>Sensitivity Tests</b>	<ul style="list-style-type: none"> <li>• Efficiency due to emerging technology (driverless/connected vehicles and online shopping)</li> <li>• Impact of Westside freight consolidation facility</li> </ul>	<p><b>Option A Plus:</b></p> <ul style="list-style-type: none"> <li>• Regional Road User Charge</li> </ul>	<p><b>Option A Plus:</b></p> <ul style="list-style-type: none"> <li>• Throughway Tolling</li> </ul>