



Appendices

APPENDIX A – GLOSSARY - DEFINITIONS¹

2040 Growth Concept – A long-range regional growth management and urban form concept adopted by Metro in 1995. The concept classifies land into ten urban form categories, including intensely developed centers and corridors, open spaces and rural reserves intended for preservation, and neighborhood areas that will remain mostly unchanged. Local comprehensive plans must demonstrate compatibility with the concept.

Access – The ability to have direct ingress and egress to or from a specific property or other location along a roadway. Local Streets providing direct access to individual properties generally have better access than Arterial roads or Freeways, whose primary purpose is to serve through travel. Access can also apply to non-roadway facilities such as trails.

Accessibility – The relative ease with which a given destination or land use can be reached by one or more modes of travel. Locations that can be accessed by many people using a variety of modes of transportation generally have high accessibility.

Access management – Measures that regulate or restrict access to roadways from private driveways, parking lots or other roadways. Measures may include but are not limited to restrictions on the siting and quantity of driveways, restrictions on the spacing and traffic control of intersections, and use of physical devices such as medians and traffic signals to reduce the impacts of traffic intersecting or approaching the main facility.

Accessway – A paved pathway that provides pedestrian and bicycle access when a full street connection is not practicable.

Active transportation – Human powered travel, including walking, bicycling, skateboarding and the use of mobility devices such as wheelchairs (including motorized wheelchairs). Active transportation is sometimes considered to include public transit because accessing transit stops typically involves walking or bicycling.

Adaptive signal control – An intelligent transportation system technology that uses real-time traffic information collected from camera or other sensors to coordinate and optimize signal timing at multiple signalized intersections in a corridor. The primary goal of adaptive signal control is to reduce congestion, delay and travel times.

Advanced Traffic Management System (ATMS) – Traffic management techniques that use computer processing and communications technologies to optimize performance of motor vehicle, freight and public transportation systems.

American Community Survey – An ongoing statistical survey administered by the US Census Bureau that samples a small percentage of the population every year to provide demographic, socio-economic and other community information. Transportation-related data includes travel modes and travel times for the commute to work.

ADOPTED TEXT

¹ Source: A-Engrossed Ordinance No. 768, with amendments included in A-Engrossed Ordinance No. 783, and A-Engrossed Ordinance No. 799.



Americans with Disabilities Act (ADA) – Federal civil rights legislation enacted by Congress in 1990 that mandates equal opportunity for people with disabilities in employment, transportation, public accommodation, public services and telecommunications. Transportation implications of ADA include the design of sidewalks and curb cuts, accommodation of mobility devices on transit vehicles, provision of door-to-door paratransit service, and availability of parking spaces for the disabled.

Arterial – A functional class of roadways intended to provide general mobility for travel within the region. Correctly sized Arterials at appropriate intervals allow through trips to remain on the Arterial system thereby discouraging use of Local Streets for cut-through traffic. Arterials link major commercial, residential, industrial and institutional areas.

Average daily traffic (ADT) – The number of motor vehicles that pass through a particular point on a roadway during an average day. ADT is a relatively generic term that may refer to one of several federally-defined traffic volume indicators, including annual average daily traffic (AADT) and annual average weekday daily traffic (AAWDT). Because a true 365-day, 24-hour counting process is not practical in most cases, ADT is typically sampled over the course of one or more days and repeated annually.

Bicycle – A vehicle having two tandem wheels (a minimum of 14 inches in diameter) propelled solely by human power, upon which a person or persons may ride. A three-wheeled adult tricycle is considered a bicycle. In Oregon, a bicycle is legally defined as a vehicle. Bicyclists have the same right to the roadways and must obey the same traffic laws as the operators of other vehicles.

Bicycle facility – A general term denoting improvements and provisions made to accommodate or encourage bicycling, including on-street bikeways, multi-use trails, bicycle parking facilities, and devices that allow bicycles to be brought on transit vehicles.

Bike lane – A portion of a roadway that has been designated by striping, signing and pavement markings for the use of people riding bicycles. The Washington County Road Design and Construction Standards call for six-foot-wide bike lanes, though exceptions may be granted by the County Engineer for five- or four-foot-wide bike lanes in cases of constricted right-of-way.

Bikeway – A bikeway exists on any road that has the appropriate design treatment to accommodate bicyclists based on motor vehicle traffic volumes and speed. The basic design treatments used for bicycle travel on roads are shared roadways, shoulder bikeways and bike lanes. Enhanced versions of bikeways on roads include buffered bike lanes, cycle tracks and neighborhood bikeways (also called neighborhood greenways or bike boulevards). Off-street shared-use paths (also called multi-use trails) are also a type of bikeway.

County Board of Commissioners (BCC or Board) – The governing body of Washington County, Oregon, consisting of five elected members, including four district representatives and an at-large chair. Washington County has a council-manager form of government, giving the Board legislative responsibility and designating administrative authority to a Board-appointed professional county administrator. The commissioners also serve as the governing board for Clean Water Services, a public utility providing wastewater, stormwater and other services.

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Boulevard – A roadway design overlay intended to improve the pedestrian environment in specified locations throughout the metropolitan area. A boulevard may have three or more lanes and may include landscaped medians, on-street parking, landscape buffered sidewalks, enhanced pedestrian crossings and special lighting. These roadways also include bicycle lanes and wide sidewalks that can accommodate transit enhancements such as benches or bus shelters.

Buffered Bike Lane – A bike lane that is further separated from automobile traffic by a two- to three-foot wide painted buffer, typically with diagonal hatching. Buffered bike lanes may be appropriate on roadways with 10,000 or more average daily vehicles and speeds of 25 mph or greater.

Bus Rapid Transit (BRT) – An enhanced bus system that operates in exclusive lanes, or in mixed traffic with bypassing capabilities, in order to combine the flexibility of buses with the efficiency of rail. By doing so, BRT generally operates at faster speeds, provides greater service reliability, and offers additional customer amenities compared to traditional bus service.

Business Access/Transit (BAT) Lane – A roadway travel lane with the dual purpose of allowing all vehicles to make turns into adjacent properties or onto intersecting streets allowing transit vehicles – typically buses or BRT vehicles – to proceed in the forward direction along the roadway and bypass traffic queues at intersections.

Capacity – The maximum number of vehicles (vehicle capacity) or people (person capacity) that can pass over a given roadway segment, intersection, transit line or pedestrian/bicycle facility in one or both directions during a given period of time under prevailing operating conditions.

Capital Improvements Program (CIP) – A document that lists projects to be undertaken in the next five- to ten-year timeframe, the estimated costs and funding sources for those projects. If funding has been committed to a project, a schedule for the funded work, which may be design, right-of-way acquisition, construction, or all three, may be included on the project list.

Carpool/Vanpool – A group of two or more people who share the use and/or cost of a car or van for transportation to and from a destination.

Collector – Collector streets provide both access and circulation between residential, commercial, industrial and agricultural community areas and the Arterial system. Collectors tend to carry fewer motor vehicles than Arterials, with reduced travel speeds and may serve as freight access routes, providing local connections to the Arterial network.

Community Advisory Committee (CAC) – A group of community members representing various interests who volunteer (and in some cases are appointed) to advise the county on a specific issue, project or process. This TSP update included an 18-member CAC appointed by the County Board of Commissioners.

Community Development Code (CDC) – The component of the Washington County Comprehensive Plan that establishes standards that builders and developers must meet to protect the health, safety and welfare of citizens. Transportation facility standards are a major component of Article IV (Development Standards), Article V (Public Facilities and Services), and Article VII (Public Transportation Facilities).

Complete street – A street that is designed to serve all modes of travel, including bicycles, freight delivery vehicles, transit vehicles and pedestrians of all ages and abilities.



Corridor study – A study that is directed toward specifically defining projects and strategies for meeting identified needs in a transportation corridor. Also known as a corridor refinement plan.

Cycle track – An on-street bikeway facility that provides the safety and comfort of a multi-use path within the road right-of-way. This is accomplished by combining a painted buffer with a physical barrier, a landscaped buffer, or a parking lane. The added protection further separates motor vehicles and bicyclists where travel speeds and/or motor vehicle traffic volumes are high. Variations on cycle tracks include raised cycle tracks and two-way cycle tracks.

Deficiency – A performance, design or operational constraint that limits travel by a given mode.

Deficiency area – A location where certain transportation system elements (usually referring to roadways) are expected to exceed acceptable performance measures and no appropriate feasible solution has been identified. Deficiency areas are identified through evaluation of future travel conditions based upon the projects identified the TSP. Additional strategies to address the movement of people and goods in these areas will be approached on a case by case basis.

Development review – The process of reviewing a proposed development action for conformance with the county’s Community Development Code (CDC) and the applicable standards and requirements of the Comprehensive Plan as specified by the CDC.

Director – The Director of Washington County’s Department of Land Use & Transportation.

Environmental justice (EJ) populations – People living in poverty, people with low income as determined annually by the U.S. Department of Health and Human Services Low Income Index, including people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes.

Essential destinations – Locations where people typically go to meet basic needs, including grocery stores, schools, hospitals, medical centers and social service providers.

Functional classification – A mechanism for classifying roadways according to the function they perform in the transportation system. Classifications typically range from Arterials, which are intended to facilitate relatively high speed traffic over long distances, to Local Streets, which facilitate access to properties. When properly combined, roadways with different functional classifications provide a system that meets both the access and mobility needs of the communities it serves.

Gap – Refers to a missing link or barrier in the transportation network for any mode where a connection would otherwise be expected to exist. A gap functionally prohibits travel or makes it significantly more difficult or less desirable to travel in that location.

High capacity transit (HCT) – A form of public transit that carries high volumes of passengers quickly and efficiently from one place to another. Other defining characteristics of HCT service include the ability to bypass traffic and avoid delay by operating in exclusive or semi-exclusive rights-of-way, faster overall travel speeds due to wide station spacing, frequent service, transit priority street and signal treatments, and premium station and passenger amenities. The transit modes most commonly associated with high capacity transit include light rail transit, bus rapid transit, rapid streetcar and commuter rail.

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High-occupancy vehicle (HOV) – A vehicle that is carrying two or more persons, including the driver. An HOV could be a carpool, vanpool, transit bus, private charter bus, or any other vehicle that meets the minimum occupancy requirements of the specific facility. Some jurisdictions have established HOV lanes on freeways, where only vehicles with two or more persons are allowed to occupy the lane during designated hours or at all times.

Intelligent Transportation System – The application of advanced technologies and proven management techniques to solve transportation problems, enhance safety, provide services to travelers and assist transportation system operators in implementing suitable management strategies. Intelligent Transportation Systems focus on increasing the efficiency of existing transportation infrastructure.

Inter-agency Coordinating Committee (ICC) – A technical committee consisting of representatives from cities in Washington County, Tualatin Hills Park & Recreation District, TriMet, Metro, Port of Portland and Oregon Department of Transportation, that provided input and advice during the development of the TSP and considered the policy implications within the jurisdictions they represent.

Intermodal facility – A transportation element that allows passenger and/or freight connections between modes of transportation. Examples include airports, rail stations, marine terminals, and railyards that facilitate the transfer of containers or trailers.

Joint Policy Advisory Committee on Transportation – A committee of elected officials and representatives of agencies involved in transportation that make recommendations to the Metro Council on transportation needs in the Portland metropolitan region.

Lane numbers – The maximum number of vehicle travel lanes that can be built without a plan amendment as identified on the Road Lane Numbers Map in the TSP, and as subject to certain exceptions related to turn lanes and auxiliary lanes.

Level of Service (LOS) – A qualitative measure describing the operational conditions of a particular transportation facility or service based on the perception of users, and sometimes supported by quantitative measures. Motor vehicle LOS describes roadway operating conditions in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience and safety. A letter score of ‘A’ through ‘F’ is assigned based on these conditions. For motor vehicle LOS, the scores represent the following conditions on a roadway:

- A. Virtually free flow; completely unimpeded
- B. Stable flow with slight delays; reasonably unimpeded
- C. Stable flow with delays; less freedom to maneuver
- D. High Density but stable flow
- E. Operating conditions at or near capacity; unstable flow
- F. Forced flow, breakdown conditions

LOS can be applied to other modes as well, including pedestrian LOS, bicycle LOS and transit LOS.

Local Improvement District (LID) – A method by which a group of property owners can share the cost of transportation infrastructure improvements such as building sidewalks. LIDs are typically created on a voluntary basis with the agreement of the majority of affected property owners. The cost of the improvements is split among these owners and typically assessed on property tax bills.



Local Street – Local Streets primarily provide direct access to adjacent land. While Local streets are not intended to serve through traffic, the aggregate effect of local street design impacts the effectiveness of the Arterial and Collector system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the Arterial street network. In the urban area, local roadway system designs often discourage “through traffic movement”, however, in the rural area local roads are sometimes the only facilities available for access to dispersed rural land uses.

Major bus stop – Includes most Frequent Service bus stops, most transfer locations between bus lines (especially when at least one of the bus lines is a frequent service line), stops at major ridership generators (e.g., schools, hospitals, concentrations of shopping, or high density employment or employment), and other high ridership bus stops. These stops may include shelters, lighting, seating, bicycle parking, or other passenger amenities and are intended to be highly accessible to adjacent buildings while providing for quick and efficient bus service.

Major Streets Transportation Improvement Program – A portion of the Washington County property tax used to construct major transportation improvements countywide. MSTIP projects commonly include road reconstructions to install pedestrian and bicycle facilities and additional travel or turn lanes, as well as new roadways to serve developing areas. MSTIP began as a series of serial levies (1986, 1989 and 1995), and voters rolled it into the county’s fixed tax rate in the late 1990s. The current installment of MSTIP funds is known as MSTIP 3d, and will be used to construct transportation improvements through the year 2019. MSTIP also includes an Opportunity Fund that can be used to match grants or other funds for transportation improvements or programs.

Major transit stop – Major bus stops, transit centers, light rail stations and commuter rail stations.

Metro – The regional government and designated metropolitan planning organization of the Portland metropolitan area. Metro is governed by a 7-member Metro Council elected by and representing districts within Metro’s jurisdictional boundaries – generally the urban portions of Clackamas, Multnomah and Washington counties. Metro is responsible for the Oregon Zoo, solid waste landfills, the Oregon Convention Center, and the Portland Center for the Performing Arts. Metro also establishes and maintains the Urban Growth Boundary. Metro is responsible for regional transportation planning activities, such as the preparation of the RTP, and the planning of regional transportation projects including high-capacity transit.

Mid-Block Crossing – A rare and necessary link for our pedestrian and bike trails, mid-block crossings provide safer crossings for pedestrians and bicyclists between road intersections.

Minor Betterments – A Washington County transportation improvement program funded by an allocation from the Road Fund (gas taxes) and used to fund small-scale interim improvements which are beyond routine maintenance but not large enough to be programmed as capital improvements. Minor Betterment projects are site-specific enhancements to the county’s transportation system. The projects are typically interim and are intended to supplement routine maintenance and capital improvements.

Minor modification – A minor modification to a roadway including channelization or realignment that does not have significant land use or traffic impacts beyond the immediate neighborhood.

Mobility – The ability to move people and goods to destinations efficiently and reliably.

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Mode – Means of travel, such as driving, walking, bicycling or taking transit.

Modal – Pertaining to the different modes of travel to be accommodated by the transportation system.

Motor vehicle – This includes automobiles, motorcycles, recreational vehicles and all types of trucks, including those used for freight. It does not include buses as those are considered an element of another mode (transit).

Multi-modal – Accommodating or pertaining to multiple means of travel, including walking, bicycling, driving and taking transit.

Multi-use trail – A transportation facility that is physically separated from motor vehicle traffic by an open space or barrier for exclusive use by bicyclists and pedestrians, including persons using mobility devices, skates and skateboards. Off-street trails may be located in a road right of way or within an independent right-of-way or public property.

Neighborhood Route – Neighborhood Routes are in residential neighborhoods and provide connectivity to the Collector and Arterial system. Because traffic needs are greater than a Local Street, certain measures should be considered to retain the neighborhood character and livability of these routes. Neighborhood traffic management measures are allowed (including devices such as speed humps, traffic circles and other devices). New neighborhood routes may be established via the land development process.

Neighborhood bikeway – A low speed, low traffic Non-Arterial Street designated as a facility intended to accommodate bicyclists with a wide range of abilities and levels of experience. Neighborhood bikeways are also called neighborhood greenways and bike boulevards in other jurisdictions.

Paratransit – A shared-ride service for those unable to use regular buses and trains.

Peak two-hour period – The highest hour of motor vehicle travel demand on a given facility or segment and the hour immediately following the highest hour of demand. Known more generally as the “peak period,” each weekday has a morning (AM) peak and an evening (PM) peak.

Pedestrian – A person on foot, in a mobility device such as a wheelchair or walking a bicycle.

Pedestrian facility – An improvement provided for the benefit of pedestrian travel, including sidewalks, crosswalks, illumination, signals and benches.

Pedestrian-scale – Having a proportional relationship to human dimensions, in reference to elements of the built environment such as buildings, streets and street lights.

Performance measure – A measurement derived from technical analysis aimed at determining whether a planning policy is achieving the expected outcome or intent associated with the policy.

Person trips – The total number of discrete trips by individuals using any mode of travel.



Place-Making Amenities – Features intended to improve the quality of public spaces by creating active, unique, interesting and/or visually attractive locations. Such features may include public art, plazas, ornamental lighting, banners, seating areas, wayfinding signage, transit shelters and/or bicycle parking. These features are intended to work in tandem with building features to create locations that people care about and in which they want to live, work, learn and play.

Planning period – The period to which the Plan applies.

Placeholder projects – A “placeholder” project is used as a surrogate for a project that has not yet been defined. Placeholder projects are generally used in study areas, and serve primarily as mechanisms for estimating the impacts on the rest of the transportation system of a project that will be identified later as part of study area analysis.

Principal Arterial – Principal Arterials (Freeways and Highways) form the backbone of the motor vehicle network. These routes connect over the longest distance (often miles) and are spaced less frequently than other Arterials or Collectors. These highways generally span several jurisdictions and often have statewide importance. At a minimum, highways that are classified by ODOT as Interstate or Statewide Highways are considered Principal Arterials.

Project Review Committee – Project Review Committee (PRC) acts in a technical advisory capacity for the review of all public transportation improvement applications for completeness and conformance with the applicable requirements of Article VII of the Community Development Code, the applicable Community Plan or Rural/Natural Resources Plan, and the Transportation Plan. The PRC consists of representatives of all affected Department of Land Use & Transportation divisions, and may include representatives of other county departments and affected agencies as appropriate. The PRC provides recommendations to the Review Authority.

Queue – A line of stopped vehicles in a roadway travel lane, typically delayed by congestion at an intersection, interchange or other element of the roadway system.

Regional Street Design Overlay – Identifies Arterial and Collector streets where certain design treatments may be used to enhance pedestrian, bicycle and transit functions while also seeking to provide adequate motor vehicle capacity resulting in safer, modally balanced streets.

Regional Transportation Functional Plan (RTFP) – The Regional Transportation Functional Plan codifies the requirements that local plans must comply with to be consistent with the Regional Transportation Plan.

Regional Transportation Plan (RTP) – The official intermodal transportation plan that is developed through a regional transportation planning process and adopted by Metro.

Refinement Area – Locations that have been identified where further study is needed to determine the mode, function and/or general location of a future solution or transportation improvement. Further study of a refinement area may occur through a transportation planning process, capital project development or the land development process. Before development may occur on land within a refinement area, the development application must demonstrate how potential solutions to the transportation need will (at a minimum) not be precluded by the proposed development.



Right-of-Way (ROW) – Land or an easement over land dedicated for public road purposes. Including the right to construct, operate and maintain a public road, all customary associated uses and appurtenant facilities.

Road Design and Construction Standards – Standards set forth in the Washington County Code. The Road Design and Construction Standards set out engineering standards for road improvements, and provide guidance for the design and construction of public roads and associated improvements to the county’s transportation system.

Road Fund – The State Highway funds generated by the State gasoline tax and other revenues, allocated to unincorporated Washington County, plus the local Washington County gasoline tax. These funds are used for road maintenance.

Roadway segment – A portion of a street right-of-way developed for vehicular traffic.

Rural Reserves - means land reserved to provide long-term protection for agriculture, forestry or important natural landscape features that limit urban development or help define appropriate natural boundaries of urbanization, including plant, fish and wildlife habitat, steep slopes and floodplains.

Rural Roads Operation and Maintenance Advisory Committee (RROMAC) – RROMAC works with county staff and advises the Board of Commissioners on issues related to rural roads.

Safety Priority Index System (SPIS) – A method of compiling crash histories for identifying potential safety problems.

Service Request System – The County Operations & Maintenance Division relies on a complaint driven system, generally referred to as the Service Request System, to identify problems. A reported problem is documented in the system and forwarded for inspection to assess whether a repair is warranted.

Sidewalk – A walkway that is separated from the roadway by a curb, planter area or roadside ditch that is built to adopted standards.

Significant Natural Resource – Mapped components of the natural and built environments identified in the County’s Comprehensive Plan. The mapped components include the Mineral Aggregate Overlay Districts, Water Areas and Wetlands, Wildlife Habitat, Water Areas, Wetland & Fish and Wildlife Habitat, Significant Natural Areas, Historic and Cultural Resources, and Scenic Resources.

Single-occupancy vehicle – This term refers to vehicles that are carrying one person.

Special Area Street – A sub-category of Collector, Neighborhood Route, Commercial Street and Local Street underlying functional classification designations. Special Area street designations are most frequently applied in transit-oriented overlay districts within RTP 2040 center and station community area designations with good transit service. They are identified on the Special Area Street Overlay Map as well as in the Community Plans. Special Area Street design standards are included in the Washington County Uniform Road Improvement Design Standards.



Streetscape – The cross section design and features that make up a roadway. The streetscape includes the entirety of the public right-of-way and in some cases may include the visual aspects of private land and/or building facades adjacent to the public right-of-way.

System Development Charge (SDC) – A uniform framework for the imposition of growth and development charges that may be used for capital improvements.

Telecommute – This term refers to a transportation demand management strategy whereby an individual substitutes working at home for commuting to a work site on either a part-time or full-time basis.

Traffic calming – Street design or operational features intended to maintain low motor vehicle travel speed to enhance safety for pedestrians, other non-motorized modes and adjacent land uses.

Traffic Impact Fee (TIF) – A former tax on development levied countywide, paid at the time of building permit, and used toward traffic improvements. This was the precursor of the Transportation Development Tax.

Transit – This term refers to publicly funded and managed transportation services and programs within the urban area, including light rail, regional rapid bus, frequent bus, primary bus, secondary bus, minibuses, paratransit and park-and-ride.

Travel Demand Management (TDM) – Actions which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include, but are not limited to, the use of alternative modes, ride-sharing and vanpool programs, and trip-reduction ordinances.

Transportation Development Tax (TDT) – A System Development Charge (SDC) levied countywide on development that replaced the Traffic Impact Fee, paid at time of building permit, and used toward transportation capital improvements.

Transportation Disadvantaged – Individuals who have difficulty accessing, using or affording transportation because of their age, income, physical or mental disability.

Transportation Management Association (TMA) – This term refers to non-profit coalitions of local businesses and/or public agencies dedicated to reducing traffic congestion and pollution and improving commuting options for employees.

Transportation Planning Rule (TPR) – The implementing rule of statewide planning goal #12 dealing with transportation, as adopted by the state Land Conservation and Development Commission (LCDC). Among its many provisions, the rule includes requirements to preserve rural lands, reduce vehicle miles traveled (VMT) per capita by 20 percent in the next 20 years, reduce the number of parking spaces and to improve multi-modal transportation systems.

Transportation System Management and Operations (TSMO) – Strategies and techniques for increasing the efficiency, safety, capacity or level of service of a transportation facility without major new capital improvements. This may include signal improvements, intersection channelization, access management, HOV lanes, ramp metering, incident response, targeted traffic enforcement and programs that smooth transit operations.

ADOPTED TEXT



TriMet – Tri-County Metropolitan Transportation District, which is the primary transit provider for most of Clackamas, Multnomah and Washington counties.

Urban Growth Boundary (UGB) – The legally defined boundaries adopted by Washington County, Metro or appropriate incorporated cities, and acknowledged by LCDC, which identify and separate urbanized land from rural and natural resource land.

Urban Reserves – means lands outside an urban growth boundary that will provide for: (a) future expansion over a long-term period; and (b) the cost-effective provision of public facilities and services within the area when the lands are included within the urban growth boundary.

Urban Roads Maintenance District (URMD) – A county service district formed to provide road maintenance for Local Streets and Neighborhood Routes in urban unincorporated areas of Washington County. A portion of this fund can be set aside for safety improvements to any roadway within the district boundary.

Urban Roads Maintenance District Advisory Committee (URMDAC) – URMDAC works with county staff and advises the Board of Commissioners on issues related to services provided by the Urban Road Maintenance District (URMD).

Vehicle Miles Traveled (VMT) – Automobile vehicle miles of travel. Automobiles, for purposes of this definition, include automobiles, light trucks, and other similar vehicles used for movement of people. The definition does not include buses, heavy trucks and trips that involve commercial movement of goods.

Walkway – A hard-surfaced transportation facility built for use by pedestrians, including persons using wheelchairs, such as a sidewalk, off-street trail, accessway or path.



APPENDIX B - ABBREVIATIONS, ACRONYMS AND INITIALIZATIONS²

ADOPTED TEXT	ACS	American Community Survey	LOS	Level of Service
	ADA	Americans with Disabilities Act	LUT	(Washington County Department of) Land Use and Transportation
	ADT	Average Daily Traffic	MAX	Metropolitan Area Express (light rail)
	ATMS	Advanced Traffic Management System	MPH	Miles per Hour
	BAT	Business Access/Transit (lane)	MPO	Metropolitan Planning Organization
	BCC	County Board of Commissioners	MSTIP	Major Streets Transportation Improvement Program
	BRT	Bus Rapid Transit	MTIP	Metropolitan Transportation Improvement Program
	CAC	Community Advisory Committee	OAR	Oregon Administrative Rule
	CD	Collector/Distributor (road)	ODOT	Oregon Department of Transportation
	CDC	(Washington County) Community Development Code	OHP	Oregon Highway Plan
	CIP	Capital Improvements Program	OPS	(Washington County) Operations and Maintenance Division
	DEQ	(Oregon) Department of Environmental Quality	OR	Oregon
	DLCD	(Oregon) Department of Land Conservation and Development	ORS	Oregon Revised Statute
	EJ	Environmental Justice	PMT	Project Management Team
	EPA	Environmental Protection Agency	PRC	Project Review Committee
	ESL	English as a Second Language	RFFA	Regional Flexible Fund Allocation
	FHWA	Federal Highway Administration	ROW	Right-of-Way
	FRA	Federal Railroad Administration	RROMAC	Rural Road Operations and Maintenance Advisory Committee
	FTA	Federal Transit Administration	RTFP	Regional Transportation Functional Plan
	HCT	High Capacity Transit	RTP	Regional Transportation Plan
HOV	High Occupancy Vehicle	SDC	System Development Charge	
I-5	Interstate 5	SDL	Service District for Lighting	
ICC	Inter-agency Coordinating Committee	SPIS	Safety Priority Index System	
ITS	Intelligent Transportation Systems	STIP	Statewide Transportation Improvement Program	
JPACT	Joint Policy Advisory Committee on Transportation	TDM	Travel Demand Management	
LCDC	(Oregon) Land Conservation and Development Commission	TDT	Transportation Development Tax	
LID	Local Improvement District	THPRD	Tualatin Hills Park and Recreation District	
LIFT	TriMet's paratransit service (not an acronym)	TIF	Traffic Impact Fee	

² Source: A-Engrossed Ordinance No. 768.



TMA	Transportation Management Association
TPR	Transportation Planning Rule
TriMet	Tri-County Metropolitan Transportation District
TSDC	Transportation System Development Charge
TSMO	Transportation System Management and Operations
TSP	Transportation System Plan
TV Highway	Tualatin Valley Highway
UGB	Urban Growth Boundary
URMD	Urban Road Maintenance District
URMDAC	Urban Road Maintenance District Advisory Committee
US	United States
V/C	Volume to Capacity (ratio)
VMT	Vehicle Miles Traveled
WES	Westside Express Service (commuter rail)
WCCC	Washington County Coordinating Committee
WCCC TAC	Washington County Coordinating Committee Technical Advisory Committee
WTA	Westside Transportation Alliance

ADOPTED TEXT



APPENDIX C – CAPITAL PROJECT CANDIDATE LIST

The Capital Project List included in Appendix C identifies transportation improvement “candidates” that respond to identified transportation needs, along with associated order-of-magnitude costs. An identified transportation improvement remains a project candidate until it has been funded, after which it becomes a “project.” The Capital Project List in Appendix C represents a snapshot in time of current assumptions. The timeframe associated with each candidate is derived from the [2014 Regional Transportation Plan](#) project list, in which candidates were assigned a “time bucket” for modeling and funding target purposes.

While the Capital Project List conveys a sense of which projects would be particularly beneficial in addressing the County’s transportation needs, it is not a prioritization tool. It is possible that candidates not on this list may become priorities in the future, while some candidates on this list may become less important and ultimately not pursued. In Washington County, transportation project prioritization and selection occurs through the various funding programs. For example, Major Streets Transportation Improvement Program (MSTIP) projects are selected through a collaborative, public process by the Washington County Coordinating Committee and the Board of Commissioners.

The TSP Capital Project List focuses on projects in which Washington County has transportation and/or land use jurisdiction, as well as a small number of additional projects that have been identified as important County priorities. Specifically, the list includes:

- Projects on County roadways in the unincorporated area (urban and rural) of Washington County,
- Projects on County roadways within cities in Washington County,
- Projects on state highways in the unincorporated area,
- Trail projects in the unincorporated area (both within and outside of the Tualatin Hills Park & Recreation District),
- Transit projects in the unincorporated areas of Washington County,
- Washington County sponsored projects on the Regional Transportation Plan project list that do not otherwise meet the above criteria, and
- Regional-scale projects in which the County has made a funding commitment and that do not otherwise meet the above criteria (such as Southwest Corridor project development).

The Capital Project List does not include projects on city roadways or on trails wholly within cities, nor does it include all of the projects on the [2014 Regional Transportation Plan](#) project list within Washington County. The TSP Modal Element maps depict an ultimate complete system that will be implemented gradually through capital projects and private development. The County reserves the right to “condition” right-of-way dedications and half-street improvements during development review based on designations shown on the TSP Modal Element maps, regardless of whether a particular road segment is included in the Capital Project List.



Table C-1: Capital Project Candidate List

RTP Project ID	Project/ Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (2014 dollars)	Time Period
10545	OR 10: Oleson Rd. Improvement Phase 1	Oleson Rd. south of OR10	Oleson Rd. at Scholls Ferry	Address recurring safety issue.	Realign Oleson Rd. 500 feet to east and reconfigure Oleson intersections with OR10 and Scholls Ferry Rd.	\$34,200,000	Medium
10546	170th Ave. Improvements	Alexander St.	Merlo Rd.	Provide congestion relief.	Widen roadway to 4 lanes with left turn lanes at major intersections, sidewalks, and bike lanes or cycle tracks.	\$15,277,000	Medium
10547	173rd/174th Under Crossing Improvement	Cornell Rd.	Bronson Rd.	Provide congestion relief.	Construct four-lane road under Hwy. 26 with bike lanes and sidewalks.	\$58,640,000	Long
10548	174th Ave. Improvements	Bronson Rd.	Meadowgrass Ln.	Address recurring safety issue.	Add turn lanes, bike lanes and sidewalks	\$16,230,000	Long
10549	Cornell @ 143rd Improvements	Science Park Dr.	143rd Ave.	Address recurring safety issue.	Realign 143rd with Science Park Dr. @ Cornell as a 4-way signalized intersection.	\$12,400,000	Long
10550	185th Avenue Improvement	West Union Rd.	Springville Rd.	Provide congestion relief.	Widen 185th Ave. from two to five lanes with bike lanes and sidewalks	\$5,400,000	Near
10552	Cornell/Cornelius Pass Interchange	N/A	N/A	Provide congestion relief.	Grade separate Cornell at Cornelius Pass.	\$21,200,000	Long
10553	209th Improvements	T.V. Hwy.	Farmington Rd.	Address recurring safety issue.	Widen roadway to 4 lanes with left turn lanes at major intersections, access management, sidewalks, and bike lanes or buffered bike lanes.	\$27,391,000	Near
10557	Murray/TV Hwy. Intersection	Farmington Rd.	TV Hwy.	Provide congestion relief.	Intersection improvements at TV Hwy. and Farmington with Murray Blvd.	\$25,000,000	Long
10558	Cornell Rd. Improvements	113th Ave.	107th Ave.	Provide congestion relief.	Widen from two to three lanes with bike lanes and sidewalks.	\$9,941,000	Near



RTP Project ID	Project/Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (2014 dollars)	Time Period
10559	Cornell Improvements	Murray Blvd.	Hwy. 26	Provide congestion relief.	Widen Cornell from three to five lanes with bike lanes and sidewalks.	\$40,620,000	Long
10560	Farmington Rd. Improvements	185th Ave.	Kinnaman Rd.	Provide congestion relief.	Widen roadway from 2/3 lanes to 4 lanes with turn lanes at major intersections, bike lanes, sidewalks, access management, realignment of Rosa/179th intersection.	\$27,299,000	Medium
10561	Jenkins Rd. Improvements	158th Ave.	Murray	Provide congestion relief.	Widen roadway from three to five lanes with bike lanes and sidewalks.	\$15,530,000	Near
10563	Kaiser/143rd Ave. Improvements	Bethany Blvd.	Cornell Rd.	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	\$38,357,000	Long
10564	Kaiser Improvements	Springville Rd.	Bethany Blvd.	Provide congestion relief.	Widen from two to three or five lanes with bike lanes and sidewalks.	\$6,100,000	Long
10565	Springville Rd. Improvements	185th Ave.	PCC Driveway	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	\$11,100,000	Near
10566	Springville Rd. Improvements	PCC Driveway	Kaiser Rd.	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	\$3,600,000	Near
10567	Taylor's Ferry Extension	Oleson Rd.	Washington Dr.	Improve connectivity.	Construct new two lane extension with bike lanes and sidewalks.	\$4,390,000	Long
10568	Tualatin-Sherwood Rd. Improvements	Langer Farms Parkway	Teton Ave.	Provide congestion relief.	Widen from three to five lanes with bike lanes and sidewalks.	\$49,150,000	Near
10569	Walker Rd. Improvements	Amberglen	185th Ave.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	\$17,611,000	Medium
10571	West Union Rd. Improvements	185th Ave.	143rd Ave.	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	\$34,870,000	Long



RTP Project ID	Project/Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (2014 dollars)	Time Period
10572	Barnes Rd. Improvements	St. Vincent's Hosp. entrance	Leahy Rd.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	\$8,933,000	Near
10573	Barnes Rd. Improvements	Leahy Rd.	Multnomah Co. Line	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	\$17,326,000	Long
10575	West Union Rd.	Cornelius Pass Rd.	185th Ave.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	\$26,192,000	Near
10577	Scholls Ferry Improvements	Allen Blvd.	Beaverton-Hillsdale Hwy.	Address recurring safety issue.	Widen roadway from two to three lanes with bike lanes and sidewalks.	\$22,587,000	Long
10578	Merlo/158th Improvements	170th Ave.	Walker Rd.	Provide congestion relief.	Widen roadway to five lanes with bike lanes and sidewalks.	\$24,735,000	Medium
10579	Barnes Rd. Improvements	Cedar Hills Blvd.	118th Ave.	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks. Add double turn lanes.	\$4,000,000	Medium
10580	Butner Rd. Improvements	Murray Blvd.	Cedar Hills Blvd.	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	\$18,515,000	Long
10582	185th Ave. Improvements	Blanton St.	Farmington Rd.	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks	\$12,163,000	Long
10584	Alexander St. Improvements	192nd Ave.	178th Ave.	Economic development and address safety issues.	Add sidewalks, lighting, streetscape features, bike boulevard treatments, signal at 185th Ave, turn lanes at major intersections.	\$9,293,000	Medium
10585	Johnson St. Improvements	Cornelius Pass Rd.	185th Ave.	Address recurring safety issue.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	\$24,333,000	Long
10586	197th/198th Ave. Improvements	Baseline Rd.	T.V. Hwy.	Address recurring safety issue.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	\$19,297,000	Long
10587	Cornelius Pass Rd. Improvements	Frances St.	T.V. Hwy.	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks.	\$11,307,000	Near



RTP Project ID	Project/Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (2014 dollars)	Time Period
10588	Grahams Ferry Rd. Improvements	Helenius St.	Washington/Clackamas County line	Provide freight access and capacity to link the Coffee Creek I RSIA and the industrial area north of Wilsonville Road as well as the I-5/Wilsonville Road Interchange.	Widen Grahams Ferry Rd. to three lanes, add bike/pedestrian connections to regional trail system and fix undersized railroad overcrossing.	\$28,000,000	Medium
10589	95th Ave. Ped/Bike Connection	Morrison St.	Sunset Transit Center	Improve connectivity.	Pedestrian/bicycle pathway, lighting, bridge over Johnson Creek, grade-separated crossing of Barnes Road.	\$11,546,000	Medium
10590	Tonquin Rd. Improvements	Grahams Ferry Rd.	Oregon St.	Address recurring safety issue.	Realign and widen to three lanes with bike lanes and sidewalks and street lighting.	\$15,000,000	Medium
10591	Glencoe Rd. Improvements	Evergreen Rd.	Jackson Ave.	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	\$26,016,000	Long
10592	205th Ave. Improvements	Quatama Rd.	Baseline Rd.	Provide congestion relief.	Widen road to five lanes with bike lanes and sidewalks. Widen bridge over Beaverton Creek to four lanes with bike lanes and sidewalks.	\$31,000,000	Medium
10593	Kinnaman Rd. Improvements	209th Ave.	Farmington Rd.	Address recurring safety issue.	Reconstruct with sidewalks, bike lanes and turn lanes at major intersections; consolidate offset intersection at 198th Ave.	\$26,810,000	Long
10594	Greenburg Rd. Improvements	Summit Dr.	Locust St.	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks.	\$3,780,000	Long



RTP Project ID	Project/ Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (2014 dollars)	Time Period
10595A	Hall Blvd. in Washington Square Improvements	Scholls Ferry Rd.	Oleson Rd.	Provide congestion relief.	Provide continuous five-lane cross-section with right turn lanes as needed, reconstruct bike lanes and sidewalks accordingly.	\$2,327,000	Long
10595B	Hall Blvd. in Metzger Improvements	Oleson Rd.	Pfaffle St.	Address recurring safety issue.	Provide continuous three-lane cross section with bike lanes and sidewalks.	\$13,762,000	Long
10595C	Hall Blvd. in Tigard Improvements	Hwy. 99W	Durham Rd.	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks.	\$42,500,000	Long
10596	Scholls Ferry Rd. Improvements	Hwy. 217	121st Ave.	Provide congestion relief.	Widen to seven lanes with bike lanes and sidewalks.	\$19,749,000	Long
10598	I-5/99W Connector Southern Arterial	Hwy. 99W	I-5	Provide congestion relief.	Purchase Right-of-Way.	\$53,000,000	Long
10599	Hwy. 217/72nd Ave. Interchange Improvements	N/A	N/A I-5	Address recurring safety issue and improve pedestrian and bicycle facilities. Purchase ROW	Complete interchange reconstruction with additional ramps and bridge structure replacement	\$20,000,000	Near
10605	Hillsboro Area ITS	N/A	N/A	Provide congestion relief.	Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment.	\$10,888,000	Near
10606	Washington Square Regional Center Pedestrian Improvements	Wash. Sq. Regional Center		Complete gap in pedestrian system.	Complete 7400 feet of sidewalk improvements.	\$8,954,000	Long
10607	Sunset TC Station Community Pedestrian Improvements	Sunset TC Station Community		Complete gap in pedestrian system.	Sidewalks, pedestrian crossings, accessways, ped/bike bridges over creeks.	\$6,006,000	Long



RTP Project ID	Project/Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (2014 dollars)	Time Period
10608	Aloha-Reedville Pedestrian Improvements	Aloha-Reedville Study Area		Complete gap in pedestrian system.	Sidewalk infill, pedestrian crossings, accessways, ped/bike bridges over creeks, at-grade ped/bike crossings of Portland and Western Railroad.	\$27,045,000	Medium
10609	Science Park Dr. Bike	Murray Blvd.	Cornell Rd.	Complete gap in pedestrian system.	Complete 3600 feet of bike lanes in town center.	\$2,124,000	Long
10610	Saltzman Rd. Bike	Cornell Rd.	Barnes Rd.	Complete gap in bike system.	Complete 950 feet of bike lanes in town center.	\$1,000,000	Near
10611	Locust Ave. Bike	Hall Blvd.	80th Ave.	Complete gap in bike system.	Complete 1650 feet of bike lanes in regional center.	\$3,417,000	Long
10612	Greenburg Rd. Bike	Hall Blvd.	Hwy. 217	Complete gap in bike system.	Complete 3400 feet of bike lanes in regional center.	\$3,610,000	Long
10613	Cornell Rd. Bike	Saltzman Rd.	119th Ave.	Complete gap in bike system.	Complete 1750 feet of bike lanes in town center.	\$1,036,000	Long
10614	Butner Rd. Bike	Cedar Hills Blvd.	Park Way	Complete gap in bike system.	Complete 7800 feet of bike lanes to transit corridor.	\$3,520,000	Long
10615	Bronson Rd. Bike	185th Ave.	Bethany Blvd.	Complete gap in bike system.	Complete 15000 feet of bike lanes to transit corridor.	\$5,490,000	Medium
10617	Farmington Rd.	Murray Blvd.	Hocken Ave.	Safety (high crash location), fill gaps in bike/ped system, and congestion relief at intersections of Murray and Hocken.	Construct turn lanes and intersection improvements; signalize where warranted; add bike lanes and sidewalks in gaps. Includes multi-modal improvements to Murray: TV Hwy. to Farmington.	\$10,700,000	Near



RTP Project ID	Project/ Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (2014 dollars)	Time Period
10641	102nd/103rd 2 lane multimodal connection	Western Ave.	Walker Rd.	Complete a gap.	Connect streets and construct bike lanes and sidewalks. Realign intersection at BH Hwy. and Western.	\$16,500,000	Long
10644	110th Ave. sidewalk gaps	Beaverton Hillsdale Hwy.	Canyon Rd.	Complete a gap.	Construct sidewalks.	\$1,400,000	Near
10674	Oregon-Tonquin Roundabout	Oregon Street	at Tonquin	Safety improvements. Congestion relief. Economic development for undeveloped industrial area.	Reconstruct and realign three-leg intersection with a roundabout (partial two-lane) approx. 400 feet northeast of existing roundabout at SW Oregon St. & Murdock Rd. ROW, PE, and construction.	\$2,300,000	Near
10680	Elwert-99W-Sunset Blvd. Improvements	99W	Kruger-Cedar Brook Way	Safety improvements. Congestion relief.	Relocate Kruger Rd. intersection 600' northeast along Elwert Rd. Construct roundabout at Elwert-Kruger-Cedar Brook. Widen Sunset Blvd. approach. Reconstruct 99W intersection and replace signal. PE, construction.	\$4,000,000	Near
10708	Roy Rogers Rd. / Tualatin-Sherwood Road	Langer Farms Parkway	Borchers Dr.	Economic development and address safety issues.	Construct road to five lane collector standard.	\$1,900,000	Near
10717	Cipole	ORE 99W	Tualatin-Sherwood Rd.	Economic development and freight movement.	Reconstruct/widen to three lanes from 99W to Tualatin-Sherwood Road and include multi-use path, includes signal at Cipole and Herman	\$20,030,000	Medium
10736	124th Ave. Extension	Tualatin-Sherwood Rd.	Grahams Ferry Rd.	Economic Development.	New road to facilitate development of industrial lands, grade separated rail crossing South of Tonquin.	\$31,000,000	Near



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10749	Washington Square Regional Center Pedestrian Improvements	Various	Various	Sidewalk and trail infill to improve safety and access to transit.	Improve sidewalks, lighting, crossings, bus shelters, and benches at Washington Square.	\$3,900,000	Near
10809	Bronson Creek Trail (Community)	Bronson Creek Park Cornell Rd. (THPRD)	Laidlaw Rd.	Complete a community trail segment in THPRD's Trail Master Plan.	To design and construct a community trail segment in a greenway corridor, 8'-10' wide paved.	\$3,500,000	Medium
10810	Westside Trail (Regional)	Hwy 26	THPRD Nature Park	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	\$4,000,000	Medium
10811	Beaverton Creek Trail (Regional)	SW 194th Ave.	Fanno Creek Trail	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	\$7,000,000	Medium
10824	Cornell Rd.	Arrington	Main Street	Provide congestion relief.	Improve to five lanes with bike lanes and sidewalks.	\$9,248,000	Long
10836	Evergreen Rd. Bike Lanes	Glencoe Rd.	25th	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks.	\$5,440,000	Medium
10844	Cornelius Pass Road	TV Hwy.	Rosedale Rd.	Provide congestion relief.	Extend as a five lane facility with buffered bike lanes/sidewalks.	\$26,500,000	Medium
10873	US 26W: Widen highway to 6 lanes	185th Ave.	Cornelius Pass Road	Increase capacity.	Widen highway to 6 lanes.	\$25,000,000	Near



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10907	High Capacity Transit: Southwest Corridor (Portland to Tualatin via Tigard) - Project Development	N/A	N/A	To further develop and advance the Near Term corridor identified in the HCT System Plan through ROW acquisition to include in conformity modeling.	Project Development through ROW acquisition/ early construction for High Capacity Transit project between Portland and Tualatin via Tigard. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	\$75,000,000	Near
11045	Baseline @ 185th Ave. Improvement	185th Ave.	Baseline	Provide congestion relief. And improve transit operations.	Grade separate intersection and MAX.	\$24,700,000	Long
11089	92nd Ave. Ped.	Garden Home Blvd.	Allen Blvd.	Complete gap in pedestrian system.	Complete 3800 feet of sidewalk improvements to transit corridor	\$3,922,000	Long
11090	Cornell Rd.	Arrington	25th Ave.	Complete gap in bike system.	Complete 2100 feet of bike lanes in transit corridor	\$4,740,000	Long
11134	Westside Trail (Regional)	Bronson Creek Trail (Kaiser Ridge Park)	Rock Creek Trail (Kaiser Woods Park)	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	\$2,675,000	Near
11140	Brookwood Parkway	Ihly Way	Cornell Rd.	Improve capacity and safety.	Widen to five lanes with off-street sidewalk and bikeway	\$9,000,000	Medium
11149	Helvetia Rd.	Schaaf Rd.	West Union Rd.	Improve capacity and safety.	Construct three-lane roadway with bike lanes on both sides and sidewalk on urban side.	\$4,000,000	Long



RTP Project ID	Project/ Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (2014 dollars)	Time Period
11158	206th Ave.	Baseline	Rock Rd.	Improve safety, bike/ped, school, transit access	Widen to provide bike lanes and sidewalks.	\$3,000,000	Medium
11211	Bridge crossing of Hwy. 26 by the Westside Trail			Allows for a more direct travel route	Would avoid out-of-direction bike/ped trips on a major regional trail	\$9,000,000	Medium
11233	Walker Rd. Improvements	185th Ave.	173rd Ave.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	\$13,570,000	Medium
11234	Walker Rd. Improvements	173rd Ave.	Murray Blvd.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	\$16,600,000	Near
11235	Walker Rd. Improvements	Murray Blvd.	Hwy. 217	Provide congestion relief and enhance safety.	Widen from two to four lanes with turn lanes, intersection treatments, bike lanes, sidewalks and street lighting.	\$33,000,000	Near
11236	Cedar Hills Blvd. Improvements	Butner Rd.	Celeste Ln.	Provide congestion relief, complete gap in bike system.	Widen to five lanes thru Barnes, turn lane improvements at US26, signalize US26 EB, continuous bike lanes and sidewalks through interchange area.	\$4,000,000	Medium
11238	Cedar Mill Local Street Connectivity	Cedar Mill Town Center		Reduce arterial congestion through Improved local street connectivity.	Connect local streets to reduce out of direction travel and use of arterial roads for local trips.	\$10,000,000	Medium
11239	Washington County Neighborhood Bikeways	N/A	N/A	Improve bicycle connectivity.	30 miles of neighborhood bikeways (bike boulevards) on low-traffic streets throughout unincorporated urban Washington County, including enhanced at-grade crossings of arterials.	\$16,000,000	Medium



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11240	Murray Blvd. Bike lane & sidewalk	Farmington Rd.	TV Hwy.	Improve bicycle connectivity.	Construct a six-foot wide bike lane on west side of Murray and replace existing asphalt path with six-foot wide concrete sidewalk and five-foot wide planting strip. Move railroad equipment.	\$2,900,000	Near
11241	Evergreen Rd. Bike Lanes	NW 215th Ave.	Cornelius Pass Rd.	Improve bicycle connectivity.	Construct six-foot wide bike lanes east and westbound and correct vertical alignment.	\$2,000,000	Near
11279	US-26 at 185th/ Stucki Interchange Capacity Improvements	N/A	N/A	Improve capacity at US-26 and 185th interchange.	Refinement planning and construction of interchange improvements.	\$25,000,000	Long
11284	Farmington Rd.	185th Ave.	198th Ave.	Improve capacity and safety, bike/ped and transit access	Widen to five lanes with bike lanes and sidewalks.	\$24,000,000	Long
11285	Farmington Rd.	198th Ave.	209th Ave.	Improve capacity and safety, bike/ped and transit access	Widen to five lanes with bike lanes and sidewalks.	\$18,000,000	Long
11339	I-5/99W Connector Southern Arterial	Hwy. 99W	124th Ave. Extension	Provide congestion relief.	Construct two/ three lane arterial with bike lanes and sidewalks.	\$130,000,000	Long
11340	I-5/99W Connector Southern Arterial	Hwy. 99W	124th Ave. Extension	Provide congestion relief.	Widen road to five lanes.	\$80,000,000	Long
11341	West Union Rd.	Helvetia Rd.	Cornelius Pass	Improve capacity and safety	Construct three lane roadway with bike lanes and sidewalks	\$25,000,000	Long
11386	198th Ave. Improvements - South	TV Hwy.	Alexander St.	Provide congestion relief	Widen to five lanes with bike lanes and sidewalks	\$3,000,000	Medium



RTP Project ID	Project/ Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (2014 dollars)	Time Period
11395	Baseline Rd. Improvements	231st Ave.	Brookwood Ave.	Provide congestion relief.	Improve to five lanes with bike/ped facilities, storm drainage, street lighting	\$9,000,000	Near
11405	Westside Trail (Regional)	Highway 26	Bronson Creek	To complete remaining gaps in the trail	To design and construct multi-use regional trail segments 10'-12' wide paved.	\$5,000,000	Long
11422	Tualatin-Sherwood Road	Boones Ferry Road	124th Ave. Extension	Provide congestion relief.	Add eastbound right turn lane on Tualatin-Sherwood at Boones Ferry Rd. and add right-turn lane on Tualatin-Sherwood to 124th Ave.	\$1,112,000	Near
11436	Basalt Creek East-West Arterial Overcrossing	Boones Ferry Rd.	East of I-5	Provide congestion relief.	Extend new four-lane overcrossing over I-5 from Boones Ferry Rd. to 65th and Stafford Rd.	\$38,000,000	Long
11437	Oleson Rd. Bridge	North of Fanno Creek	South of Fanno Creek	Address safety issue.	Bridge Replacement.	\$5,800,000	Near
11438	Tonquin / Grahams Ferry Intersection Improvements	N/A	N/A	Economic development and address safety issues.	Raise intersection elevation, widen approaches to three lanes, provide sidewalks and bike lanes, install traffic signal.	\$3,353,000	Near
11439	Southbound Hwy. 217 Allen/Denny Split Diamond Interchange	Allen Blvd.	Denny Rd.	Address recurring safety issue, provide congestion relief.	Consolidate Allen Blvd. and Denney Rd. SB interchanges with split diamond interchange and collector/distributor roads.	\$5,941,000	Near
11440	TV Hwy. (and Canyon Rd.) Corridor Safety and Access to Transit	209th Ave.	107th Ave.	Access to transit.	Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority, queue jumps.	\$1,614,000	Near



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11441	TV Highway in Aloha-Reedville Safety and Operational Improvements	19500 block	160th Ave.	Address recurring safety issues, improve pedestrian and bicycle connectivity, access to transit.	Enhanced pedestrian crossings, sidewalk infill, bike lane infill, street lighting, bus stop enhancements, intersection safety and operational improvements.	\$11,667,500	Near
11442	Cornell/ Evergreen/229th Ave. Corridor Safety and Access to Transit	Hillsboro TC	Sunset TC	Access to transit.	Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority.	\$560,000	Near
11443	Walnut St.	116th Ave.	Tiedeman	Provide congestion relief.	Widen from two to three lanes with bike lanes and sidewalks.	\$4,000,000	Near
11444	Joss Ave.	Shackelford Rd.	Existing terminus	Economic development.	Extend Joss Rd. to Shackel Rd. to serve development of North Bethany Area.	\$4,100,000	Near
11445	160th Ave	Brugger Rd.	Springville Rd.	Economic development.	New two lane road with sidewalks, bike and street lighting.	\$2,300,000	Near
11446	Tigard/Tualatin/ Sherwood Area ITS	N/A	N/A	Provide congestion relief.	Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment.	\$2,853,000	Near
11447	Baseline Rd. Improvements	197th Ave.	Lisa Dr.	Provide congestion relief.	Eastbound: Widen to five lanes with bike lanes and sidewalks.	\$4,600,000	Near
11448	198th Ave. Improvements - South	T.V. Hwy.	Farmington Rd.	Address recurring safety issue.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	\$27,900,000	Near



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11449	TV Highway HCT Study	Forest Grove	Beaverton	Increase transit mode share, help meet land use and economic development goals.	High capacity transit study, including alternatives analysis, to determine transit mode, alignment, station/stop locations, operational characteristics and phasing options for a high capacity transit service between Forest Grove and Beaverton TC.	\$1,000,000	Near
11451	Saltzman Rd	Laidlaw Rd.	Bayonne Ln.	Address recurring safety issue.	Realign and widen to three lanes with bike lanes and sidewalks.	\$11,100,000	Near
11452	Scholls Ferry Rd. Improvements	West of Tile Flat Rd.		Address recurring safety issue.	Realign curves to improve safety.	\$4,300,000	Near
11453	Jackson School Road	Meek Rd.	Scotch Church Rd.	Address recurring safety issue.	Realign intersection and construct a round-about.	\$1,000,000	Near
11454	Jackson School Road	US 26 and Jackson School Road		Address recurring safety issue.	Signalize ramp intersections.	\$1,000,000	Near
11455	Brugger Rd.	Joss Ave.	Kaiser Rd.	Economic Development	Widen from two to three lanes with sidewalks, bike lanes, street lighting, and community features.	\$3,200,000	Near
11456	Shackelford Rd.	185th Ave.	Bridge	Provide congestion relief.	Build new three lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany.	\$12,000,000	Near
11457	Shackelford Rd. Bridge			Provide congestion relief.	Build new three lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany.	\$14,600,000	Near



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11458	Shackelford Rd.	Bridge	Kaiser Rd.	Provide congestion relief.	Build new three lane road with bike/ ped facilities, storm drainage, street lighting to serve North Bethany.	\$18,100,000	Near
11459	Shackelford Rd.	Kaiser Rd.	Springville Rd.	Provide congestion relief.	Build new three lane road with bike/ ped facilities, storm drainage, street lighting to serve North Bethany.	\$9,900,000	Near
11460	OR 10: Oleson Rd. Improvement Phase 2	Beaverton-Hillsdale Hwy.	Oleson Rd. and Scholls Ferry	Address recurring safety issue.	BHOS Phase 2 improvements to project 10545.	\$35,000,000	Medium
11461	Reedville Trail North Segment	Wilkins St.	T.V. Hwy.	Improve pedestrian and bicycle connectivity.	Multi-use trail following BPA Pearl-Keeler Powerline.	\$6,240,000	Medium
11462	Reedville Trail South Segment	T.V. Hwy.	Rosedale Rd.	Improve pedestrian and bicycle connectivity.	Multi-use trail following BPA Pearl-Keeler Powerline.	\$5,640,000	Medium
11463	Thompson Rd. Realignment	Saltzman Rd.	Circle A Dr.	Address recurring safety issue.	Realign as three lane arterial, with sidewalks, bike and street lighting	\$9,000,000	Medium
11464	Jenkins Rd. Improvements	Murray Blvd.	Cedar Hills Blvd.	Provide congestion relief.	Widen from three lanes to five lanes with bike lanes, sidewalks and street lighting	\$10,000,000	Medium
11465	Metzger Area Bike/Ped Improvements			Address recurring safety issue.	Metzger Area Bike / Ped Improvement program.	\$16,000,000	Medium
11466	Laidlaw Improvements	Skycrest	Lakeview	Address recurring safety issue.	Straighten curves, widen to three lanes with bike lanes and sidewalks.	\$10,000,000	Medium
11467	Fischer Rd. Interim Bike and Pedestrian Improvements	131st Ave	Pacific Hwy (99W)	Improve pedestrian and bicycle connectivity.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	\$4,580,000	Medium



RTP Project ID	Project/Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (2014 dollars)	Time Period
11468	Washington County Pedestrian Arterial crossings	N/A	N/A	Complete gap in pedestrian system.	Construct 12 enhanced at-grade pedestrian crossings of 170th Avenue, 185th Avenue, Baseline Road, Cornell Road and Walker Road.	\$3,585,000	Medium
11469	124th Ave. Improvements	Tualatin-Sherwood Rd.	Grahams Ferry Rd.	Economic development.	Widen 124th from two lanes to five lanes with bike lanes and sidewalks.	\$14,000,000	Medium
11470	Basalt Creek East-West Arterial	Grahams Ferry Rd.	Boones Ferry Rd.	Economic development.	Extend new five-lane Arterial with bike lanes, sidewalks and street lighting.	\$57,900,000	Medium
11471	Laidlaw Improvements	Saltzman Rd.	Countyline	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	\$22,000,000	Medium
11472	160th Ave Improvements	TV Hwy.	Farmington Rd.	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	\$15,000,000	Medium
11473	111th Ave. / Rainmont Rd. / 113th Ave.	McDaniel Rd.	Cornell Rd.	Address recurring safety issue.	Construct sidewalks.	\$9,000,000	Medium
11474	113th Ave.	McDaniel Rd.	Rainmont Rd.	Complete cap in the system	Construct new two-lane Collector Rd with sidewalks bike lanes and street lighting.	\$6,000,000	Medium
11475	Beaverton Area ITS	N/A	N/A	Provide congestion relief.	Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment.	\$10,450,000	Medium
11476	Saltzman Rd.	Bayonne Ln.	Bauer Woods Dr.	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	\$8,000,000	Medium

Washington County Transportation System Plan



RTP Project ID	Project/ Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (2014 dollars)	Time Period
11477	Kaiser Rd.	Shackelford Rd.	Springville Rd.	Provide congestion relief.	Widen from two to three lanes with sidewalks, bike lanes, street lighting, and community features.	\$7,800,000	Medium
11478	185th Ave.	Springville Rd.	Shackelford Rd.	Address recurring safety issue.	Widen from two lanes to five lanes with bike lanes and sidewalks.	\$57,000,000	Medium
11479	Council Creek Trail: East-West Segment	Hwy. 47 (Forest Grove)	1st Ave. (Hillsboro)	Improve pedestrian and bicycle connectivity.	Multi-use trail connecting Hillsboro, Cornelius, Forest Grove, unincorporated Washington County.	\$20,100,000	Medium
11481	Garden Home Rd. Improvements	92nd Ave.	Oleson Rd.	Address recurring safety issue.	Improvements to enhance safety, and bike / ped accessibility.	\$9,000,000	Long
11483	Turf-to-Surf Trail: South Hillsboro / Reedville Segment	Century Blvd.	Shaw St.	Improve pedestrian and bicycle connectivity.	Multi-use trail along south side of Portland & Western Railroad.	\$5,600,000	Long
11484	Westside Trail: Segment 2	Tigard City Limit	Beef Bend Rd.	Improve pedestrian and bicycle connectivity.	Multi-use trail following BPA powerline.	\$4,300,000	Long
11485	North Hillsboro Active Transportation Connections	N/A	N/A	Improve pedestrian and bicycle connectivity.	Multi-use trails, cycle tracks and grade-separated bike/ped crossings connecting Intel Ronler Acres, Hillsboro Ballpark, Fred Meyer shopping center, Rock Creek Trail, Oregon Electric Railway Trail and Cornelius Pass Road.	\$12,000,000	Long
11486	Roy Rogers Rd.	Scholls Ferry Rd.	UGB	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks	\$20,000,000	Long



RTP Project ID	Project/ Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (2014 dollars)	Time Period
11574	Cornell Road	107th Ave.	Countyline	Address recurring safety issue.	Widen from two to three lanes with sidewalks, bike lanes, street lighting, and community features.	\$21,000,000	Long
11575	Leahy Rd.	Cornell Rd.	Barnes Rd.	Address recurring safety issue.	Construct sidewalks.	\$2,500,000	Long
11576	Bull Mountain Rd.	Roy Rogers Rd.	HWY 99W	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	\$34,000,000	Long
11577	Beef Bend Rd.	150th Ave.	HWY 99W	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	\$30,000,000	Long
11578	80th Ave.	Oleson Rd.	Oak St.	Address recurring safety issue.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	\$13,000,000	Long
11579	119th Ave.	McDaniel Rd.	Cornell Rd.	Address recurring safety issue.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	\$12,000,000	Long
11580	McDaniel Rd.	119th Ave.	Countyline	Address recurring safety issue.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	\$21,000,000	Long
11581	Thompson Rd. Realignment	Saltzman Rd.	Countyline	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	\$37,000,000	Long