Exhibit A

35837

PORTLAND – CANNON BEACH JUNCTION (U.S. 26) CORRIDOR PLAN

Corridor Steering Committee Members

City of Beaverton
City of Hillsboro
City of North Plains
City of Banks
City of Cornelius
City of Forest Grove
City of Vernonia
City of Cannon Beach
City of Seaside
City of Gearhart
City of Portland
Port of Tillamook Bay
Port of Portland
Clatsop County
Multnomah County
Washington County
Metro
Tri-Met
OR Dept. of Transportation
OR Dept. of Land Conservation & Development
OR Dept of Forestry

Summary

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ACRONYMS

The following acronyms and terms are used throughout this document:

CIP	Capital Improvement Program
Corridor	Portland-Cannon Beach Junction (US 26) Corridor
CSC	Corridor Steering Committee
HPMS	Highway Planning Monitoring System
LOS	Level of Service
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
RTP	Regional Transportation Plan
SOV	Single Occupant Vehicle
STIP	State Transportation Improvement Program
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TPR	Transportation Planning Rule
TSM	Transportation System Management
TSP	Transportation System Plan

This document is a summary of the Portland-Cannon Beach Junction (US 26) Corridor Plan The complete Corridor Plan (approximately 300 pages) and information about the corridor planning process can be obtained by contacting Tim Wilson at ODOT Region 1 at 503/731-8534

A. INTRODUCTION

Corridor Plan Purpose and Scope

The Portland-Cannon Beach Junction (US 26) Corridor Plan is the product of a cooperative effort between the Oregon Department of Transportation (ODOT), 18 local and regional governments, interest groups, statewide agency and stakeholder committees, and the general public to develop a long-term program for management of and improvements to the Portland-Cannon Beach Junction Corridor.

This Corridor Plan is one of over 30 similar plans being prepared by ODOT statewide for key transportation corridors identified in the Oregon Transportation Plan (OTP) and for urban area arterials and interchange areas where development pressures have threatened operation. In ODOT Region 1, there are five priority corridors, including the Portland-Cannon Beach Junction (US 26) Corridor. Corridor planning is a new approach to transportation planning in which ODOT and the communities bordering major transportation corridors work together to create plans for managing and improving transportation modes along entire corridors.

The purpose of the Corridor Plan is to establish both short and long-term management direction for all modes of transportation in the corridor and to make major transportation tradeoff decisions. Management objectives address the corridor as a whole, as well as specific sites and transportation improvements. The Corridor Plan also identifies priorities and timing for the various actions and responsible public agencies and other service providers.

Prioritized improvements to corridor facilities, systems and management identified in the Corridor Plan provide the basis for updating the Statewide Transportation Improvement Program (STIP), which, in turn, is the basis for distributing the State's limited transportation resources. Corridor planning helps ODOT, with the cooperation of local governments and input from the citizens of Oregon, make difficult funding decisions necessary to build and maintain a statewide transportation system that meets the growing demand for transportation for the next 20 years. Inclusion of any improvements in the corridor plan does not represent a funding commitment by ODOT or any local government, however, until programmed in the STIP, Metro's Transportation Improvement Program (TIP), and/or a local CIP.

Key elements of the Corridor Plan include:

- Description of existing and future conditions for all modes in the corridor;
- Forecasts of future available funding for transportation projects in the corridor;
- Summary of existing state, regional and local policy direction and analysis of its compliance or consistency with the Corridor Plan;
- Future vision for management of each element of the corridor's transportation system;
- Corridor Plan objectives that define the policy direction for all modes in the corridor, as well as for several functional issues such as connectivity, congestion and environmental and energy impacts;
- Solutions or implementation program comprised of proposed projects, strategies and other actions to be taken to implement the Corridor Plan objectives;
- Prioritization of improvement projects based upon scenarios of anticipated available funding; and
- Detailed information and mapping for all projects.

The Portland-Cannon Beach Junction Corridor Plan builds on the strategies and policies found in the Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP) and other modal plans. It has also been closely coordinated with the development of local transportation system plans (TSPs) and Metro's Regional Transportation Plan (RTP). Through this local and regional transportation system planning and refinement planning for the corridor plan, periodic review, and local plan amendments, ODOT and the local and regional governments in the corridor are cooperatively working together to ensure that city and county comprehensive plans and zoning ordinances achieve Corridor Plan management objectives. The Oregon Transportation Commission (OTC) will adopt the final Corridor Plan as an element of the OTP.

B. CORRIDOR PLANNING PROCESS

Corridor Planning Concept

A corridor plan is a long-range (20-year) program for managing transportation systems that move people, goods and services within a specific transportation corridor. While many modes of transportation and transportation facilities are not owned or operated by the state (e g., railroads, transit systems, port facilities), the state has a special interest in their performance given their interaction with ODOT facilities and collective significance to the statewide transportation system.

Benefits of long-term planning for the Portland-Cannon Beach Junction Corridor include:

Resolution of Major Planning Issues Prior to the Initiation of Project Development. Consensus among local, regional, and state governments regarding project purpose and needs is essential to successful project development. Corridor planning provides a framework within which individual projects located in corridor communities can be reviewed and prioritized.

Protection of Transportation Investments. To prevent premature obsolescence of highways and other facilities, corridor planning examines alternate means to accommodate transportation needs with and without capital-intensive improvements Alternatives such as access management, utilization of parallel local streets, reconfigured land use patterns and demand management programs (i.e., rideshare, public transportation, flex-time, etc) are considered in lieu of or in addition to major capital improvements.

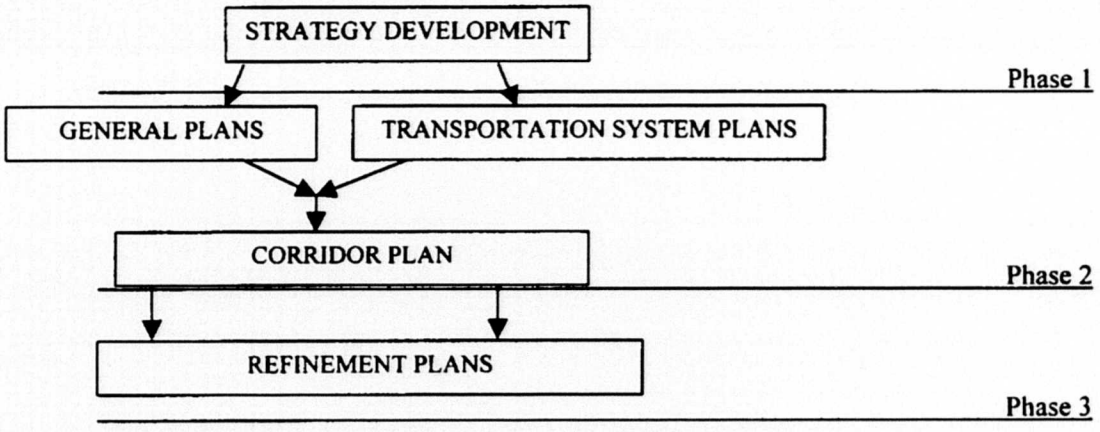
Partnerships With Diverse Public and Private Agencies and Organizations. Corridor planning provides a forum for resolution of policy issues and negotiation of strategic partnerships between organizations striving to fulfill complementary missions with limited resources. Examples include local, state and federal agencies, Native American tribes, and transportation associations.

There are several federal and state mandates impacting how corridor planning is to be undertaken. The three most important of these are: the 1998 Transportation Equity Act (TEA-21); the Oregon Transportation Plan (OTP), and the Oregon Transportation Planning Rule (TPR). While very different policy initiatives, all three share several common requirements: 1) transportation plans should provide a balanced transportation system providing transportation options; 2) transportation plans should reduce reliance upon the single occupant vehicle and increase the opportunity for modal choice; and 3) transportation plans should be coordinated with land use plans and address the environmental, social, economic, and energy consequences of proposed actions.

Corridor Planning Process

The corridor planning process recognizes that different segments of the Portland-Cannon Beach Junction Corridor require differing levels of study to develop a corridor-wide long-range plan. Thus, corridor planning moves from the general to the specific in a three-phased process (illustrated below). It is important to note that this planning may not occur in a linear fashion, i.e., that activities described in Phase 1 may occur after some Phase 2 or Phase 3 planning activities.

- Identification, in a Corridor Strategy, of significant corridor-wide issues and strategies to address those issues;
- Preparation of two types of Transportation System Plans—General Plans for counties and Systems Plans for cities; and
- Resolution of any outstanding environmental, land use or other issues through Refinement Plans.



This Corridor Plan has been developed with the active involvement of local and regional governments in the corridor, interest groups, statewide agency and stakeholder committees, and the general public. Public comment received throughout the planning process through newsletter survey responses, open houses, letters and phone calls has been incorporated into issues, objectives and management solutions. A Corridor Steering Committee (CSC) is the primary author of the draft Corridor Plan. The CSC will remain active for future revisions to the Corridor Plan as necessary.

Key steps in development of the Corridor Plan included:

- Identification of community and stakeholder issues, concerns and ideas about transportation modes in the corridor. A survey of corridor residents and other interested parties was conducted through a newsletter mailing in September, 1995 to identify issues and needs to be addressed in the corridor planning process. Open houses were also conducted in the corridor in October, 1995 to provide information on the planning process and to solicit input on issues and needed improvements to the transportation system.
- Research and analysis of existing conditions and future opportunities and constraints.
- Development of an Interim Corridor Strategy that established overall objectives for how all modes would be managed in the corridor. An August, 1996 newsletter and questionnaire solicited public input on key objectives from the recommended Interim Corridor Strategy. Open houses were also held in September, 1996 to solicit public input on preliminary objectives and priorities to be addressed in the Interim Corridor Strategy.
- Analyses, or refinement studies, in a number of areas identified by the CSC as needing further study before implementation strategies could be identified and prioritized. As a result, ODOT undertook analysis of the

- Both an inter-city and intra-city commuter route;
- Major regional transit corridor, which focuses on the Westside light rail system;
- Access to major employment centers in Portland and Washington County, most notably a growing high-tech industry;
- Major freight movement within the urban growth boundary (UGB); and
- Connections to I-5 (via I-405 and Highway 217) and I-84 (via I-405).

Within its rural or western portion (outside the regional UGB), the Corridor is noted for the following:

- Linkage to the north Oregon coast;
- Tourism and access to recreation opportunities;
- Rural scenic qualities, e g. it is designated by Washington County as a Scenic Route;
- Natural resource amenities, particularly agricultural and forest lands and scenic rivers;
- Connection to other highways that serve rural communities and outlying cities such as Banks, North Plains, and Vernonia, and
- Freight movement for agricultural specialty crops, aggregate and forest products.

Transportation Facilities and Services

Key transportation facilities and services in the corridor include:

Highways

This corridor follows the route of US 26 from the junction with Interstate 405 in Portland to the junction with US Route 101 at Cannon Beach Junction north of the city of Cannon Beach. US 26 is the primary east-west route to the Oregon coast, part of the National Highway System, and identified in the 1991 Oregon Highway Plan as a Highway of Statewide Importance, meaning that it provides connections to larger urban areas, ports and major recreation areas not served by interstate highways. In addition to its connection to US 101 at the Cannon Beach Junction, US 26 also connects Portland to Tillamook on the north central coast via Highway 6.

Air Service

The Portland International Airport, located outside the Corridor's east end, is the primary air passenger and freight service provider for the Corridor. The Portland-Hillsboro Airport functions as a General Reliever Airport for the business aviation operations. The Astoria Regional Airport provides commercial air service to the west end of the Corridor. Other airports operating in the vicinity of the Corridor include: Cornelius Skyport (general aviation) located north of Cornelius, Eagle Airstrip (private) in North Plains, Seaside Municipal Airport, Tillamook Airport, Vernonia Municipal Airport, and Stark's Twin Oak Airport in Hillsboro. The Seaside Airport is expected to close during the planning period due to land use and environmental constraints.

Bicycle System

Both commuting and recreational bicycle use occurs in the Corridor. Bicyclists commonly use local parallel streets in the urban area, then connect to US 26 in the rural area for trips to the Oregon coast. In general, US 26 lacks a sufficiently wide shoulder for bicycle use and the Vista Ridge and Sunset tunnels are bicycle-restrictive.

Pedestrian System

Pedestrian facilities are not provided along US 26, although there are pedestrian facilities on many nearby local streets. In the urban area, the highway functions as a freeway and is not appropriate for pedestrian use. Most of the local pedestrian activity in the Corridor occurs in rural centers There are pedestrian facilities for crossing US 26 in the urban area at most interchanges.

Transit Services

The availability of transit services varies throughout the Corridor. In the urban area, Tri-Met provides a high frequency, high capacity service between the suburbs and the central city that is used for commuting, shopping, recreation, and other purposes. It also provides intra-suburban and cross-town service. Transit service providing connections to the Tri-Met system from the rural portions of the Corridor is lacking. The North Plains, Banks, and Manning/Vernonia communities at the fringe of the Metro area have a development pattern that results in low demand for regularly scheduled transit service. Transit service, where available in the rural areas, is used primarily for non-work trips by those who cannot drive.

ODOT and Washington County are conducting a preliminary engineering analysis for a proposed commuter line between Wilsonville and Beaverton. The study will also design and estimate the cost of connections from the rail alignment into the Beaverton transit center to connect with the Westside light rail line.

There is currently no regularly scheduled intercity bus transit in the Corridor. However, private operators provide transit service between Seaside and Portland (via US 101 to Astoria US 30 and I-5 to Portland; Tillamook to Portland (via OR 6 and Tualatin Valley Highway). Intercity service operates on either side of the Corridor, leaving a noticeable gap along US 26.

Rail Service

The rail system in the Corridor has two distinct components--the intercity LRT line in Washington County and the freight rail system that runs from Portland through Washington County and then to Tillamook. The freight rail system is owned and/or operated by Portland and Western (P & W) and the Port of Tillamook Bay (POTB) railroads The P & W portions of this system carry freight in the western portion of the Portland urban area. The 89-mile long POTB line provides the only rail access to Tillamook County. All of these rail lines have relatively low freight density (less than 5 million gross ton-miles per mile) and have substantial unused capacity.

Truck Freight

Truck volumes in the Corridor vary, as does the type of freight being transport. Fewer than 500 trucks per day travel the extent of the Corridor, and the most intense activity is in the urban end. Products carried by trucks along the Corridor include raw and processed wood, agricultural products, and high tech equipment and goods.

Water Transport/Ports

There are no ports within the Corridor. The closest large, deep draft ports are the Ports of Portland, Astoria and St. Helens. There are four ports in Tillamook County--the Port of Nehalem, Port of Bay City, Port of Tillamook Bay, and the Port of Garibaldi.

Pipelines

The Southern Pacific oil pipeline crosses US 26 west of Cedar Hills Natural gas service is available to communities at the east and west ends of the Corridor

Telecommunications

Improvements in telecommunications technology will impact transportation by decreasing commuting distances as employees work at home or in decentralized offices. Telecommunication opportunities exist within the Corridor since many residents of the Corridor own personal computers A portion of the Corridor passes through the high tech industrial area between the Metro UGB and Highway 217; this type of industry may provide telecommunications opportunities The OTP projects a sevenfold increase in the use of telecommunications over 1990 levels by 2012.

Key Opportunities

The Portland-Cannon Beach Junction Corridor already has one of, if not the, most well-balanced transportation networks in the state With the Portland region's urban light rail and bus system, as well as carpools and vanpools, there are very real opportunities to travel by modes other than the single occupant vehicle (SOV) Portland International Airport offers the only international passenger and freight service in the state The Portland-Hillsboro Airport is also experiencing steadily increasing freight traffic to serve the growing high technology industry in the Sunset Corridor. Rail passenger service is steadily increasing in the Cascadia Corridor and additional commuter rail service from Beaverton to Wilsonville is under study There are several unique opportunities to improve the balance of modes in the Corridor

- The Corridor has a very real opportunity to carry significant numbers of trips by modes other than the single occupant vehicle The Tri-Met Westside light rail system is carrying 23,000 daily trips in the urban portion of the Corridor, and supporting bus service carries another 17,300 trips each day With the future addition of intercity bus service from Portland to the Oregon Coast, the Corridor has the opportunity to be completely transit accessible.
- With the telecommunications infrastructure largely in place throughout the Corridor, and the emphasis on high technology employment in the Sunset Corridor, the potential exists for significant numbers of work trips to be avoided through telecommuting.
- The local arterial street network in the western portion of the Portland urban area has the potential to take significant amounts of traffic off of the state facility in contrast to other areas of the state where the highway functions as a community's main street. Management solutions in this Corridor Plan address the need to provide good connections to parallel facilities to help manage the traffic on US 26.
- Increased rail freight movement (ranging from forest products and aggregate to time-sensitive high technology products) has the opportunity to reduce truck traffic on US 26 and thereby reduce demand and maintain a capacity cushion well into the future. With the Tillamook and Clatsop state forests slated for harvest in the next 5 years, movement of logs to mills by rail will lessen the impact on US 26

Assumptions

This Corridor Plan makes a number of assumptions regarding other planning efforts, capital improvements, and other aspects of the transportation system. These assumptions, which are <u>not</u> repeated as issues or objectives, include

Other Planning Processes

- Issues related to US 101 have previously been addressed in the Coastal Highway Corridor Plan and are further refined in the Highway 101 Scenic Byway study.
- Corridor plans for other state highways intersecting with US 26, e g. Highway 47, will be prepared at a future time, although the functioning of these intersections may be addressed in this corridor plan.
- Regional (as opposed to corridor-specific) transportation system issues and needs are being addressed in the Regional Transportation Plan (RTP).
- A "Neighboring Cities" study is examining the potential impacts of regional growth management strategies on North Plains, including the need for urban growth boundary amendments.

Land Uses and Growth

- Assumptions regarding the eastern portion of the Corridor are based upon Metro's Region 2040 Growth Concept and include
  - Significant population and employment growth focused on "Regional Centers" at Beaverton and Hillsboro and at "Town Centers" at the intersections of Highway 217, Murray Boulevard and 185th Avenue with US 26.
  - Limited UGB expansion;
  - A Green Corridor along US 26 from the Metro UGB to North Plains; and
  - Significant growth in local intra-city trips.
- The rural portions of the Corridor (west of North Plains) are assumed to continue in resource uses, e.g. agriculture and forestry, with growth generally confined to urban reserves, acknowledged exception areas and existing rural community centers.

Highway Use

- All uses of US 26 will increase during the 20-year planning period.
- Use of US 26 as a primary route to the Tillamook area via OR 6 will continually grow.
- The availability of "Tillamook Burn" timber stands for harvesting will increase use of the US 26 corridor for logging operations and transport

Capital Improvements

- The following capital improvements to US 26 are assumed; based upon their inclusion for construction in the Statewide Transportation Improvement Program (STIP):
  - New interchange at Sylvan;
  - Reconstruction of the existing Camelot interchange as an overpass with no US 26 access;
  - Passing lane at Lindsley Creek - West Humbug Creek
- The Vista Ridge tunnels will not be further widened.
- Projects previously identified by ODOT and local jurisdictions but not included in the State Transportation Improvement Program (STIP) are not assumed.

Funding Constraints

- Current funding constraints are not assumed for purposes of identifying strategies and long-term improvement projects (current funding and policy direction would program no modernization projects in the Corridor). The purpose of the Corridor Plan is to establish objectives and priorities for long-term management of and improvements to transportation facilities within the corridor, irrespective of current funding limitations The ability to implement these objectives and priorities will be dependent upon future available funding

D. KEY MANAGEMENT THEMES

A wide variety of objectives have been developed for management of the various elements of the Corridor's transportation system. A primary goal of this multi-modal Corridor Plan is to manage growth in travel in the Corridor, while making wise use of scarce resources to fund needed improvements. The Plan emphasizes managing the highway facilities that currently exist without substantial increases in capacity or construction of new facilities. This is achieved by strengthening the role of alternative modes of transportation, improving facility operations, and managing demand through appropriate land use.

Other key themes reflected in the Corridor Plan include:

- Provide a variety of transportation choices to serve the needs of residents, visitors and commerce, reducing reliance on any single mode as the sole solution to these needs
- Maintain existing facilities to ensure that they remain safe and functional as the highest priority for the allocation of state and federal resources.
- Design of facilities for all modes to accommodate planned land uses per the Region 2040 Growth Concept.
- Limit expansion in highway capacity within the Metro Urban Growth Boundary (UGB) to one additional lane in each direction from Sylvan to 185th Avenue. Provide no expansion in highway capacity outside the Metro UGB except for climbing/passing lanes and turning lanes -- near the Sunset Tunnel (by Timber), Osweg Creek, and Elsie.
- Promote alternative modes of transportation, particularly transit, and the use of parallel routes to reduce reliance upon US 26 for local trips.
- Reduce the percentage of single occupancy vehicle (SOV) trips through transportation demand management (TDM), e g transit and carpooling, and through transportation system management (TSM) programs.
- Utilize access management programs to consolidate access points and improve safety in rural community centers.
- Promote Portland International Airport as the primary aviation center in the Corridor, with increased general aviation and freight services at Hillsboro Airport and commercial air service to the northern Oregon and southern Washington coasts at Astoria Regional Airport
- In conjunction with highway maintenance and improvement projects, develop a continuous bicycle route from Portland to the coast, with improved connections to local and regional bicycle systems.
- For pedestrians, improve safety in rural centers, such as Manning and Elsie, and provide better connections across US 26 in the urban area.
- Expand freight movement by rail, particularly bulk commodities such as aggregate and forest products, to limit the growth of truck traffic in the corridor. Facilitate truck freight movement in the Corridor's rural portion through the addition of passing/climbing lanes and intersection improvements.
- Improve overall Corridor safety through a combination of increased enforcement, access management, and targeted highway improvements

- Factor environmental and energy conservation considerations into both maintenance practices and improvement projects, with an immediate focus on enhancing salmon and steelhead habitat through upgrading culverts.

- Promote transportation-efficient land use patterns that reduce vehicle trips and miles traveled and promote a live-work balance, particularly in the Corridor's urban portion. In the Corridor's rural portion, concentrate services within established rural service centers to reduce the need for auto trips.

E. DECISIONS AND SOLUTIONS

Key Management Direction

The Corridor Plan includes a series of objectives, strategies and projects to enhance the Corridor's ability to serve commuter, recreational, and freight travel between Portland and the Cannon Beach Junction. Consistent with OTP objectives to promote a balanced multi-modal transportation system, the Corridor Plan promotes transportation demand management (TDM) and system management (TSM) strategies as the first course in addressing future needs, especially within the urban portion of the Corridor. These TDM and TSM strategies include the development of support facilities for transit and other non-motorized modes, as well as retaining railroad and air services as an effective means of transport.

Another overall theme is cost-efficiency. With limited capital improvement and maintenance dollars available, ODOT must stretch its revenues as far as possible. This is accomplished in the Corridor by combining projects for a single mode into multimodal projects where possible. For example, combining bicycle shoulder improvement projects with highway widening and passing lane projects benefits bicycles, pedestrians, and the movement of truck freight, as well as autos. This allows the implementation of bicycle projects that would not be cost-effective as stand-alone projects. To the greatest extent possible, projects identified that improve transportation balance in the Corridor are pursued through maintenance, operations, management, and service projects that minimize capital expense

Other key management direction includes:

- **Relieve congestion**. This is addressed by capacity expansion in the urban area pursuant to the Regional Transportation Plan and by construction of limited improvements, e.g. climbing and passing lanes, in the rural areas. These approaches are appropriate given existing and proposed traffic volumes and environmental sensitivity.

- **Support use of alternative modes of transportation.** Transit, bicycle and pedestrian modes play a major role in the urban area, while in the rural areas these modes have a smaller role. Transit can make a significant difference in the demand for highways in the urban area. Given the distances between community centers in the rural portion of the Corridor and the low traffic volumes, transit's role is more limited. Projects identified provide opportunities for transit service to be increased outside the urban area as market demand warrants.

- **Access management**. In the urban portion, grade separated interchanges manage the flow of traffic on and off of US 26. In rural areas, access management consists of managing at-grade intersections with US 26. Access management can preserve the rural residential character of community centers by providing a safer pedestrian and bicycling environment, as well as managing the flow of auto traffic through the area.

- **Economic development.** In the urban portion, the focus is on moving raw materials into the region and finished goods to port facilities, railroads, and trucks for shipment to markets. This is accomplished by

maintaining capacity on the highway system and managing demand. In the rural area, the highway provides access to recreational and tourist destinations that fuel the local economies. In addition, the highway and railroads move raw materials, such as logs and aggregate, from the forested portions of the Corridor. In the rural areas, passing and climbing lanes maintain travel times to assure that access is preserved.

- **Develop transportation facilities appropriate to the surrounding environment.** Controlled access freeways in the urban area are appropriate, given the character of the area and tremendous travel demand. However, such an approach in the rural areas is not warranted and would not be cost-effective when environmental impacts are considered A number of projects considered were generated by ODOT needs analyses that brought all substandard portions of US 26 up to standard. This does not take into account the Coast Range and concomitant grades or the presence of natural and cultural resources. Many of these projects were either eliminated or scaled back in recognition of their enormous expense and environmental impacts.

- **Land use coordination**. In all areas of the Corridor, the Plan supports and strengthens the connection between land use and transportation facilities and programs. In the urban area, the RTP proposes a series of high density "centers" connected by highways and transit. At the urban fringe, Metro's *Green Corridor* policy establishes policies for development adjacent to the urban growth boundary, including for the area between the ugb and North Plains. In rural areas, city and county comprehensive plans are the guiding land use documents. The Corridor Plan is careful in all instances to support applicable land use laws and policy in the Corridor.

Management Direction By Corridor Segment

Given the broad range of topics covered by the Corridor Plan and the variation in needs among the various transportation modes, there are no "one size fits all" solutions to transportation needs in the Corridor. Consequently, the discussion of overall management direction is broken into four sections that define the character of the Corridor· Urban Area, Urban Fringe, Rural Areas and Rural Community Centers.

Urban Area

The urban area of the Corridor is defined as the area within the Metro UGB, roughly bounded by mileposts 74.00 and 62.00. While several local governments have jurisdiction over transportation and land use issues, the management direction is set primarily by the RTP The Portland region has pursued a balanced transportation system for the last 25 years. The current policies reinforce the balance of auto travel with transit, ridesharing, demand management, and other alternatives. Key management solutions for the urban portion of the Corridor include:

- **Transportation modal balance is maintained and improved.** The urban portion of the Corridor already has the most well-balanced transportation network in the state. With the Portland region's light rail and bus system, as well as carpools and vanpools, there are very real opportunities to travel by modes other than the single occupant vehicle (SOV). Corridor Plan objectives seek to strengthen the role of transit, pedestrian and bicycle modes, as well as transportation demand management, carpooling and vanpooling.

- **Transit, TDM, and TSM measures are the highest priorities to provide greater capacity.** Capacity expansion is the lowest priority to address transportation demand in the urban area. In accordance with regional policy, if transit, TSM or TDM measures do not meet capacity needs on existing facilities, then and only then will capacity expansion be considered. Because growth in population and employment is high in the urban portion of the Corridor, capacity expansions to US 26 and local arterials are required to

accommodate the growth forecasted for the region during the Plan's duration For this reason, the Plan calls for widening US 26 to 185th Avenue and improvements to existing interchanges and to parallel arterials

- **Higher congestion levels will be tolerated in the urban area.** Pursuant to Metro's *Region 2040 Plan*, a series of mixed-use "centers" are planned. The RTP allows for higher levels of congestion to occur before transportation improvements are made than had been the case in the past This policy reinforces transit, bicycle and pedestrian modes. It also allocates scarce resources only to those areas that are severely congested, in keeping with the Plan's overall philosophy of implementing strategic cost-effective improvements, rather than wholesale capacity expansion The Corridor Plan supports this policy and the RTP through a limited number of capacity expansions in the urban area.

- **Transportation infrastructure supports land use plans in the urban area.** In much the same way that the Corridor Plan supports higher density in urban "centers", it also supports planned land uses as called for in the *Region 2040 Plan* Implementation actions called for by the Plan are in compliance with local comprehensive plans, which in turn implement regional policy

Urban Fringe

The urban fringe is defined as that area immediately outside the metropolitan UGB. This area has a unique set of issues. The area is rural in character but close enough to the urban area to access services and employment Rural zoning is in place, yet there is pressure from increasing residential use of these lands Long distance exurban commuting increases vehicle miles traveled and runs counter to the provisions of the *Statewide Transportation Planning Rule* In these areas, TDM measures and alternative modes can reduce demand for highway use. Key elements of the management approach at the urban fringe are detailed below

- **Telecommuting and other TDM measures have potential to reduce highway demand and VMT.** Given the proximity of urban fringe areas to the employment centers in the Sunset Corridor, steady growth in commuting is likely Telecommuting in this area has the potential to reduce highway demand due to the high technology employment base in the Sunset Corridor. A highly developed telecommunications infrastructure further supports the ability to telecommute The Corridor Plan does not advocate extension of urban transit to serve these outlying areas. However, some privately sponsored vanpools and carpools may be appropriate

- **Support for the *Green Corridor* and *Neighboring City* policies.** Metro has adopted a *Green Corridor* policy that establishes open space or greenbelts around the urban area to prevent sprawl and to maintain an aesthetic difference between rural and urban areas. Communities affected by this policy include North Plains and Banks The Corridor Plan is supportive of North Plains' *Neighboring City* plan that directs growth to the north or west sides of the City rather than to the south across US 26 or to the east The Corridor Plan reinforces the Green Corridor and Neighboring City policies by proposing only rural transportation system improvements in the area.

Rural Areas

The rural areas of the Corridor are defined as those areas outside of urban areas and established rural community centers. Key management strategies for rural areas are summarized below.

- **Congestion relief is achieved through small-scale capital improvements, such as climbing and passing lanes.** As opposed to the urban area where TDM programs and TSM improvements can make a significant impact on highway demand, the Plan includes small-scale capital improvements to reduce congestion and preserve travel times through the Corridor. This approach of eliminating "choke points" makes the best use of scarce resources and minimizes environmental impacts.

- **Access management plays an important role in the rural areas.** With several at-grade intersections through the rural portion of the Corridor, the opportunity exists for conflicts between highway users and cross-traffic and turning traffic. A future concern is the management of access points in forested areas where log trucks enter and leave the highway

- **Transportation improvements must minimize impact on significant environmental and cultural resources.** The potential to impact streams, wetlands, plants, wildlife and archaeological sites is greatest in the rural portion of the Corridor. For this reason, small-scale strategic passing and climbing lane improvements are proposed to minimize impacts

Rural Community Centers

Rural community centers, e g Manning, Buxton, Elsie, Jewell Junction and Staley's Junction, are small commercial and residential nodes that have developed along US 26 These centers provide economic opportunity for rural residents and are dependent upon US 26 to bring recreational and truck freight traffic to their businesses In these areas, pedestrians and bicyclists need opportunities to access businesses and residences safely Balancing community needs and the transportation function of the highway is a key theme in these areas Other key management direction includes.

- **Access management is critical to maintain safety and rural community feel.** In order to preserve the unique character of these areas, pedestrians and bicyclists must be able to move about safely, and transportation improvements cannot overwhelm the surrounding land uses Access management consolidates access points to the highway and provides safer, more predictable points of interaction between cars, pedestrians and bicyclists.

- **Intersection improvements can improve access to the community centers and improve safety.** In these areas, the ability to safely exit and enter the highway is critical. Intersections and turn lanes are provided to relieve queuing and the safety hazards created by slow moving vehicles entering and leaving the highway

- **Transportation improvements support the economic health of rural community centers.** If access were compromised to the these rural community centers, economic hardship would result for the small businesses located along the highway. Climbing and passing lane improvements elsewhere in the Corridor ensure that travel times are maintained and congestion levels are controlled. These improvements preserve the ability of traffic to flow through the Corridor, which in turn supports the businesses in rural community centers

Approach to Key Issues

Demand for Increased Capacity on US 26

The management of congestion requires different approaches in different parts of the Corridor In the urban area, capacity can be added to highways and arterials after other methods, such as TDM and TSM, have been determined inadequate to meet demand and provide an acceptable level of service The proposed widening of US 26 and some parallel arterials in the urban area is an indicator that the pace of population and employment growth is outstripping the ability to squeeze more capacity out of existing facilities. Even though urban congestion is worse than in other parts of the Corridor, there are a greater number of tools available to address congestion than in the rural areas. For example, transit and telecommuting and other TDM measures can play a significant role in managing demand for roads in the urban part of the Corridor, while that strategy would not be as effective to address rural congestion problems. In the rural areas, projects fall into the management, operations and maintenance category, because they are generally modest improvements that improve the function of the facility.

Urban Area

Congestion and travel times in the urban area are expected to increase even if high levels of improvements are applied. Costs of highway improvements are enormous compared to the time savings. Consequently, Corridor Plan solutions emphasize:

- Support for TSM and TDM measures, reducing SOV trips, limited capacity expansion (6 though lanes), reliance on transit, and improvements to the city and county street networks for intracity trips (Cornell, Walker, West Union and Cornelius Pass).
- Completion of the road projects as part of the Westside LRT (Phase3 Sylvan-to-Camelot and Hwy 217-to-Camelot widening of US 26) and the widening of US 26 from Hwy 217 to Murray Boulevard.
- Widening of US 26 to 185th Avenue within the 20-year planning horizon
- Improvement to existing interchanges (Cornelius Pass and Shute Road) and development of over crossings (143rd, 173rd/174th and 235th).

Urban Fringe

Glencoe interchange and Jackson School Road intersection improvements are included both in Metro's RTP and the Corridor Plan The Glencoe interchange is a phased development designed to accommodate urban traffic rather than local demand Phase 1 improvements are targeted to the eastbound movement to US 26. Phase 2 improvements would reconstruct the interchange, including a wider overcrossing permitting left turn storage, bicycle lanes and sidewalks Jackson School Road intersection improvements are a safety issue. Phase 1 improvements are to the at-grade intersection; an interchange would be constructed in phase 2.

Rural Area

In the rural areas of the Corridor, passing and climbing lanes provide congestion relief at key "choke points". General purpose widening of US 26 outside the urban area would be expensive (over $200 million), and have significant adverse environmental impacts, particularly in the Coast Range. Strategically placed climbing and passing lanes can reduce congestion with a much smaller capital investment. In rural community centers, access management and additional turning lanes are the primary tools to relieve congestion.

The Corridor Plan includes no major expansion in highway capacity in the rural areas. Existing travel times are maintained with three climbing/passing lanes to reduce the 'bottle neck' in the rural area (Elsie-Jewell Junction, Osweg Creek, and west of Sunset Tunnel). The estimated cost of the climbing/passing lanes is $3 million. Intersection improvements are recommended to improve safety and maintain the though movement function of the highway The estimated costs of these improvements is $5 million.

Alternative Modes

Air Service

Management solutions support the continuation of services at all Corridor airports, with the notable exception of the Seaside Airport, where the CSC supports local plans for closure of the facility. Protection of access and protection from encroaching land uses form the primary management approach to these facilities.

Transit

To address the lack of rural transit services, the Corridor Plan proposes development of a public/private partnership to provide transit service between the outlying communities in the Corridor and the Westside LRT station and regional transit system in Hillsboro. The Corridor Plan also recommends intercity bus service for the Corridor which may also include recreation/tourist service directly from Portland Airport to the coast.

Bicycle

Four overall themes are applicable to bicycle improvements in the Corridor

- Maintenance and cleaning of highway shoulders is often sufficient to significantly improve conditions for cyclists.
- Many bicycle improvement projects can be completed as part of routine pavement overlays. In many cases, an extra foot of shoulder width is easy to provide at minimal cost during an asphalt overlay.
- Stand-alone bicycle projects are not generally recommended, unless they can be combined with other highway projects to share costs.
- In the Metro area, a primary concern is for connections to parallel and intersecting bicycle paths that provide access to local bicycle routes.

Rail Service

To help limit the growth of truck freight within the Corridor, the Corridor Plan supports expanded freight movement by rail, particularly bulk commodities such as aggregate, forest and agricultural products.

Truck Freight

Expansion of freight movement by rail is expected to limit the overall growth in truck freight movement. However, there will be an increase in future truck traffic as the "Tillamook Burn" comes on line for harvesting. Some of this traffic will travel to intermodal port facilities on the coast, as well as to Portland. Within the Corridor's rural portion, passing/climbing lanes and turn lanes improve truck safety and general highway travel time.

Roadway Conditions and Safety

Problems of deficient geometry and poor pavement conditions can affect the safety of motor vehicle drivers, cyclists, and pedestrians. Maintenance of existing facilities to ensure that they remain safe and functional is established as the highest priority in allocating state resources. As with other aspects of the Corridor Plan, there are differences between the approaches used to implement this strategy in rural and urban areas. Improvements to surface conditions and to high accident locations are priorities throughout the Corridor. In the urban area, additions to highway capacity are proposed, while rural improvements include solutions such as intersection safety improvements, shoulder widenings, sunken grade repairs, bridge retrofits and pavement overlays.

The Corridor Plan also addresses safety in the corridor through a combination of facility management and improvements at potentially unsafe locations Objectives identify a wide variety of facility management techniques including intersection improvements, improved lighting and delineation, additional signage, and installation of safety barriers and weather monitoring devices. An additional safety improvement recommended within the rural portion of the corridor is the development of additional safety stops and callboxes/telephones to assist users in emergency situations.

Maintenance

As a first priority, ODOT will focus its resources on the maintenance of existing facilities in order to minimize long-term costs Maintenance, operations, and management actions comprise the vast majority of implementation actions for improvements to roadway safety and conditions in the Corridor. Improving public safety is a key criterion for the evaluation of maintenance projects. Specific solutions include:

- Increase the "Targeted Opportunity Funds" account to allow ODOT to respond to localized minor needs on the highway system (e.g., minor widening or grading during maintenance overlay could provide left turn and deceleration lanes at Klootchie Creek County Park and Spruce Run Park).

- Increase the maintenance limitation budget to allow Districts to repair sunken grades on US 26 Many of the repairs have been backlogged because of limited maintenance budgets

Bridge

The ODOT Bridge Engineering Section has evaluated the structures in the Corridor and determined that thirteen structures are in need of a Phase 1 seismic retrofit. A Phase 1 upgrade involves connecting bridge superstructure elements such as beams and decks to their supporting members. US 26 is not a Priority 1 Lifeline Route. Based on this classification and the projected resources for bridge repair and retrofitting, bridges in the Corridor were determined to be eligible for Phase 1 retrofitting but not for Phase 2 retrofitting, which includes strengthening bridge members such as columns. The Quartz Creek Bridge was determined to be in need of rehabilitation according to the *1998 Bridge Needs Study* However, because the bridge has severe seismic deficiencies, the Plan proposes that it be replaced.

Environmental Impacts

All projects undertaken in the implementation of this Plan must consider impacts to wetlands, other water bodies, farmlands, forestlands, threatened or endangered species and other protected resources, including cultural and archaeological resources The Salmon Enhancement and Conservation Plan provides the primary means of addressing impacted anadromous fish runs in the rivers and streams in the Corridor. Priorities for culvert repairs were assigned by the Department of Fish and Wildlife based upon the severity of potential biological impact if the culverts were left unrepaired. Other solutions include:

- ODOT, where feasible and appropriate, will work with local governments to integrate mitigation efforts in transportation improvement projects and to avoid or minimize impact on sensitive natural areas when constructing improvements.
- All new transportation projects in the urban area and in Segments 5 and 6 will include water quality and quantity facilities that meet the requirements for discharging stormwater into tributaries of the Tualatin River

Access Management

Access to US 26 is controlled in the urban area, with access allowed only at interchanges. Access is also controlled west of the Metro UGB to Tillamook Junction (OR 6), with access either from local streets or onto a frontage road West of Tillamook Junction, it is not access controlled as the Corridor is sparsely settled with small farms or large acreage homesites and much of the area is designated for forest uses.

New access management policies are currently being developed as part of the 1999 OHP. In the interim, the six general categories established in the 1991 OHP are applied, with classification of US 26 as access management Category 1 within and directly west of the metro UGB (to Highway 6 junction) and at the corridor's western junction with US 101. In its rural portion, the corridor is classified as either Category 2 or 3, except for the Manning area which is classified as Category 4.

The Corridor Plan recommends an aggressive program of access management in the rural area to reduce the number of conflicts between through traffic and local traffic entering the highway. In some areas, access management may include eliminating existing access points through the creation of new shared access points for more than one land use

Land Uses

Management of and improvements to the transportation system are fully integrated with regional and local government land use planning, resulting in transportation efficient land use patterns that reduce vehicle trips and miles traveled and promote a live-work balance, particularly within the corridor's urban portion. Within the Corridor's rural portion, additional commercial and residential development is concentrated in designated rural community centers

In a general sense, the future in the Corridor will be very similar to conditions today. The corridor will continue to have a large population center located at the east end and a substantial amount of recreational opportunities on the west end. Based upon a Potential Development Impact Area (PDIA) analysis conducted for the Corridor Plan, there will be very little in the way of new land development for most of the length of the corridor.

No Special Transportation Areas (STAs) have been designated within the corridor, and there is no appropriate location for an STA The corridor is a limited access freeway through all the urban and urban fringe areas, with no downtown or main street characteristics.

On the other hand, the growth potential in the cities of North Plains and possibly Banks could result in increased traffic between these cities and the Portland metropolitan area. Current state law requires that cities outside the Metro UGB maintain a twenty-year supply of buildable land based on the growth pattern of the previous five-years. This law could result in expansion of the North Plains and Banks UGBs in order to meet projected growth. The future status and size of these two cities is one of the major unknowns in the Corridor.

It is assumed that development within the Portland metropolitan UGB will follow the direction set by Metro's *Regional Framework Plan and Urban Growth Management Functional Plan.* This would result in the creation of expanded mixed-use Regional Centers in Beaverton, Hillsboro and the Washington Square areas of Tigard. There will also be smaller mixed-use Town Centers at Cedar Mills, Raleigh Hills and Forest Grove. There will be moderate density mixed-use areas along the Westside Light Rail Line and along major transit corridors. The impact of the new development patterns is expected to be a higher non-automobile mode share and a shorter average trip length Even if the plan succeeds in accomplishing all of these objectives and diverts a substantial number of trips away from US 26, the Corridor is projected to be more congested in the future than it is today due to projected increases in the total population and employment.

The *North Plains Neighboring City Study*, completed in 1997 provides policy direction for transportation connections between North Plains and the Portland Metro Region, taking into account the eventual expansion of urban development in the North Plains area. The city of North Plains has not officially adopted a UGB amendment.

The Corridor Plan also addressed Metro's *Green Corridor* policy which provides for separation of the Metro area and outlying communities by rural lands and greenspace. No *Green Corridor* agreement is currently in place between ODOT, Washington County, Metro and the City of North Plains. The Corridor Plan recommends that growth scenarios that would put additional urban development next to US 26, particularly to the east or south sides of North Plains, would not be compatible with the policy.

Economic Impacts

US 26 is a prime route for access to the Oregon coast and to the campgrounds and the rivers along the highway in the Coast Range. There are parks throughout the corridor, from the Washington Park and Zoo at the eastern end to Saddle Mountain State Park and several county parks in the western end. Some of the parks have campgrounds, hiking trails, and picnic facilities. There are also numerous informal hiking trails scattered along

the highway. Both the Necanicum and the Nehalem rivers run along the highway and offer fishing and boating resources, as well as more informal recreational activities.

The Northwest Oregon Economic Alliance has identified Tourism as a key economic development strategy for the rural portions of the Corridor The Corridor Plan accommodates recreational and tourism travel in order to support the regional economic strategy.

Development within the Portland Metropolitan UGB will follow the direction established by the *Regional Framework Plan*, the *Urban Growth Management Functional Plan*, and the comprehensive plans of Washington County, Portland, Beaverton, and Hillsboro. The Regional Plan focuses a substantial portion of the future development in the Portland region to regional centers and town centers. The Regional Plan reinforces the existing role of the Corridor as a major employment center and a high growth residential area. The urban area to the south of the Corridor has been the site of substantial employment growth over the last ten years. This area is dominated by high tech manufacturing and a growing retail sector and is projected to continue be a major employment site in the Portland metropolitan area. The existence of this large population base at one end of the Corridor and numerous recreation opportunities at the other end of the Corridor supports the continued use of US 26 as a recreational highway

Project Priorities and Funding

As noted earlier, limited revenues necessitate managing and improving the existing transportation services and facilities within the Corridor to accommodate the anticipated growth in travel. Accordingly, the Corridor Plan allocates state resources to highway projects according to the following priorities:

(1) Maintenance of the existing facility to ensure that it remains safe and functional, e.g. fixing potholes.
(2) Preservation of the roadway by investing in roadbed and pavement reconstruction as needed to minimize maintenance costs,
(3) Transportation system management to optimize existing highway capacity;
(4) Safety and capacity improvements; and
(5) Projects that support economic development, particularly recreation and tourism.

Proposed projects are listed in the table following this section. The projected total costs for the needs identified during the Corridor Plan process is over $525 5 million. Implementation projects have been prioritized in the Corridor Plan based upon projected available funding over the planning horizon. Funding forecasts are based upon traditional funding distributions among ODOT Regions, within each Region, between urban/rural and among rural counties, and finally to various facilities.

The highest priority projects are placed in the **Committed** and **Constrained** funding category, meaning they would all be expected to be implemented over the 20-year planning period. Committed projects are already funded in the current STIP. Constrained projects, totaling $97 million, would be implemented in later years of the current STIP and are still subject to funding authorization. Next in priority are **Strategic** funding projects that will require new sources of funding in order to be implemented in the intermediate-to-long-term. Strategic funding projects total $107.9 million in costs. All remaining projects are considered **Unconstrained** or **Reconstruct to Standard** Based upon current revenue forecasts (including all reasonable additional sources of revenue), these projects are NOT likely to be funded within the 20-year planning horizon. The term "Unconstrained" means that if ODOT had all the funding to meet all Corridor needs, that all projects could be funded However, these Unconstrained projects could be funded by alternative funding sources, such as development exactions, local improvement districts, urban renewal districts, etc. Unconstrained projects total $94 million. "Reconstruct to Standard" projects, totaling $205.4 million, were generated through ODOT's HPMS system which identifies projects to bring substandard segments of highway up to highway standards.

These projects may not be practical given that attaining maximum grade or curvature standards could require extraordinarily expensive and impractical solutions for a highway like US 26 that crosses a mountain range and operates in a highly constrained environment.

Projects are listed by funding category in the attached list Costs are preliminary estimates based upon information provided by local governments or developed by ODOT Local contributions to project costs could result in adjustments to the prioritization of projects That is, given ODOT's limited resources, the greater the "local match", the higher the likelihood of implementing the project Figure 3 illustrates the relationship of funding categories to projected available revenues

Corridor Mapping and Decision Details

Prior sections summarize the objectives and overall direction for management of transportation facilities and services within the Portland-Cannon Beach Junction Corridor. This section describes and maps the projects throughout the corridor A Project List by Funding Priority lists all proposed projects, sorted first by funding priority and then by project number. This table identifies the specific project location (highway and milepoint), the ODOT Region responsible for the project, the project type (modernization, safety, preservation, etc), the jurisdiction the project is within (county and city if applicable), estimated project cost, a brief project description and comments or justification for the project.

Decision Mapping includes maps of the entire corridor illustrating the location of all proposed projects The maps are at a scale of 1" = 1 mile for the rural portion of the corridor, and at an enlarged scale of 5" = 1 mile for the urban portion of the corridor These maps include data "ribbons" in the lower 1/3 of the page which display a line starting and stopping at the limits of each project, or a circle for projects at a point (e g intersections, bridges, etc.). Adjacent to each project symbol is the project number, tied to the preceding Project List The symbols are color coded to reflect each project's funding priority. Finally, the data ribbons are categorized by the project type (modernization, bridge, safety, transit, etc) Some projects are not located on US 26 and are identified as "off-system" (e g. parallel county road improvements). Projects that do not specifically fit the regular categories are listed as "other"

Portland-Cannon Beach Junction Corridor Plan

Project List by Funding Priority

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
FUNDING PRIORITY: Committed										
A	5 0	16 2	47	2	Modernization		Clatsop	$3,199	Lindsey Creek to West Humbug Creek, 2 passing lanes MP 5 0 to 6 0 EB and 15 12 to 16 2 WB	Rural safety and operation of the highway
B	6 2	6 6	47	2	Safety		Clatsop	$256	Humbug Maintenance Station, Turn lane into maintenance station	Improve access, safety, and operation of this heavily used roadway
C	40 7	40 7	47	1	Safety		Washington	$1,575	Sunset Tunnel, Illumination and bicycle improvements	Improve lighting and safety
D	58 0	59 0	47	1	Safety		Washington	$54	Jackson School Road, Illumination of intersection, completed 1998	Safety
E	64 0	64 3	47	1	Safety	Hillsboro	Washington	$1,950	NW 185th, Construct soundwall	Safety
F	70 0	71 3	47	1	Modernization		Washington	$14,175	Camelot-Sylvan (Phase 2),Build circulation-distribution road (east & west), construct interchange	Congestion in the Metro Area
G	74 46	73 66	47	1	Safety	Portland	Multnomah	$1,200	Vista Ridge Tunnel, East bound tunnel lighting replace	Improve lighting and safety
H	73 32	74 2	47	1	Safety	Portland	Multnomah	$500	US 26 to I-405, Add turn lane to existing EB to SB I-405 connection	Improve access, safety, and operation of this heavily used roadway
Summary for FUNDING PRIORITY = Committed (8 records)								$22,909		
FUNDING PRIORITY: Constrained										
001	0 0	61 06	47		Other		Clat/Wash		Rural portion of corridor, Various, Emergency Callboxes, Safety Rest Stops	Safety, lack to safety rest stops along the rural corridor Need develop callboxes (telephones) to assist users in emergency situations

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
002	67 1	69 1	47	1	Modern/Operational		Washington	$13,797	HWY 217 to Murray Boulevard, Construct the proposed widening of US 26 to six lanes from Highway 217 to Murray Boulevard with a braided ramp west bound from Highway 217	Congestion in Metro area, lack of mainline freeway capacity Regional and local recommended project, completion of the Westside Corridor project which included the West Side LRT Modeling for the Hillsboro and Beaverton Draft TSPs indicated the imbalance between demand and capacity
005	68 7	70 1	47	1	Modern/Operational		Washington	$10,758	Hwy 217 to Camelot Interchange, Construct the proposed addition of a third east bound lane with noise walls on US 26 between Highway 217 and Camelot Interchange and remove Wilshire on-ramps and close local accesses	Congestion in the Metro Area, regional and local recommended project, completion of the Westside Corridor project which included the West Side LRT
006	70 6	71 3	47	1	Modern/Operational		Washington	$23,759	Camelot to Sylvan, Construct the proposed highway project from the Camelot Interchange to the Sylvan Interchange (Phase 3) that includes reconstruction of the highway main line, replacing the Canyon Road crossing and adding a third lane	Congestion in the Metro Area, regional and local recommended project, completion of the Westside Corridor project which included the West Side LRT
017	47 0	48 5	47	1	Modern/Operational		Wash	$1,800	Manning, left turn lane and access management	Safety and operational efficiency of highway in rural areas
022	21 81	21 81	47	1	Modern/Operational		Clatsop	$1,276	Jewell Junction, Median turn lane / access management	Improve access, safety, and operation of this heavily used roadway
026	0 0	74 0	47	12	Transit		Clt/Wsh/Ml		Portland-Cannon Beach transit service for recreation/tourism	Lack of intercity transit service serving the length of the corridor Potential for recreation/tourism transit service between Portland Airport and the coast

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
028	0 0	53 01	47		Bicycle/Pedestrian		Clat/Wash		Develop bike lanes in rural portion of corridor	There are not standalone bicycle projects on US26, but accomplished through shoulder-widening projects, which are implemented through routine maintenance and in coordination with passing and climbing lane projects
033	2 1	2 1	47	2	Maintenance		Clatsop		Klootchie Cr , Left turn & deceleration lanes	Improve safety and operational efficiency
034	2 9	2 9	47	2	Salmon		Clatsop	$150	Salmon Creek, salmon recovery	Enhance salmon habitat
038	7 6	7 6	47	2	Salmon		Clatsop	$150	Wolf Creek, salmon recovery	Enhance salmon habitat
039	8 7	8 7	47	2	Salmon		Clatsop	$150	Charlie Creek, salmon recovery	Enhance salmon habitat
040	9 03	9 03	47	2	Salmon		Clatsop	$150	Undefined creek, salmon recovery	Enhance salmon habitat
041A	9 42	9 42	47	2	Modern/Operational		Clatsop	$1,000	Necanicum Jct, access management 1 lengthen EB decel lane 2 improve illumination 3 close easternmost driveway	Improve access, safety, and operation of this heavily used roadway
042	10 9	10 9	47	2	Salmon		Clatsop	$150	Undefined creek, salmon recovery	Enhance salmon habitat
043	12 8	12 8	47	2	Salmon		Clatsop	$150	N Fork Nehalem River, salmon recovery	Enhance salmon habitat
044	13 2	13 2	47	2	Salmon		Clatsop	$150	Undefined creek, salmon recovery	Enhance salmon habitat
045	13 4	13 4	47	2	Salmon		Clatsop	$150	Undefined creek, salmon recovery	Enhance salmon habitat
046	14 1	14 1	47	2	Salmon		Clatsop	$150	Undefined creek, salmon recovery	Enhance salmon habitat

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
051A	17 71	17 71	47	2	Modern/Operational		Clatsop	$1,000	Camp 18, Access Management	Improve access, safety, and operation of this heavily used roadway Close east access to Camp 18, use only west access, would improve storage capacity of turn lane
054	19 7	19 7	47	2	Maintenance		Clatsop		Sunken grade repair	The OHP calls for improving and maintaining pavement surface to fair or better conditions
055	19 8	19 8	47	2	Maintenance		Clatsop		Spruce Run Park, Left turn and Deceleration lane	Improve safety
057	20 9	20 9	47	2	Maintenance		Clatsop		Sunken grade repair	The OHP calls for improving and maintaining pavement surface to fair or better conditions
058	21 3	21 3	47	2	Maintenance		Clatsop		Sunken grade repair	The OHP calls for improving and maintaining pavement surface to fair or better conditions
061			47	12	Maintenance		Clat/Wash		Sunset Corridor 2008 Illumination Upgrade	
064	23 5	23 5	47	1	Salmon		Washington	$150	Osweg Creek, salmon recovery	Enhance salmon habitat
067	24 7	24 7	47	1	Salmon		Washington	$150	S Fork Quartz Creek, salmon recovery	Enhance salmon habitat
069	27 5	27 5	47	1	Salmon		Washington	$150	Undefined creek, salmon recovery	Enhance salmon habitat
070	28 0	28 0	47	1	Salmon		Washington	$150	Rock Creek, salmon recovery	Enhance salmon habitat
071	28 65	28 65	47	1	Maintenance		Clatsop		Rest Area Illumination Upgrade Required	

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
075	34 2	34 2	47	1	Maintenance		Wash		Curve De-Icer	Maintenance, operations, and management actions comprise the vast majority of implementation actions for improvements to roadway safety and condition in the Corridor The Maintenance and Operations chapter of this Corridor Plan addresses the role of maintenance to improve public safety One of the key roles is to " minimize the risks of loss or harm to the public "
083	42 3	42 3	47	1	Salmon		Washington	$150	Cummings Creek, salmon recovery	Enhance salmon habitat
085	45 63	45 63	47	1	Salmon		Washington	$150	Mendenhall Creek, salmon recovery	Enhance salmon habitat
086	49 48	49 48	47	1	SeismicRetrofitBridg		Washington	$205	Davies Overcrossing, bridge no 2363A Retrofit Seismic Phase 2 Priority 4	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
100	55 72	55 72	47	1	SeismicRetrofitBridg		Washington	$183	Vadis Overcrossing (SP&S RR) - westbound, bridge no 2367 Retrofit Seismic Phase 1, Priority 5 Backlog Needs (2002-2007 band)	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
121	24 23	24 23	47	1	Bridge		Clatsop	$300	Quartz Cr Bridge no 2164, Replace bridge pier footings in stream bed	Safety and operation, bridge needs mitigation of the undermining of bridge pier footings in stream bed Delete project if project 65 is built
126	41 0	41 0	47	1	Bridge		Washington	$832	Sunset Tunnel no 2552, Replacement of tunnel superstructure	Superstructure deficiencies
130	63 37	63 37	47	1	Bridge		Washington	$280	Rock Creek Bridge - westbound, bridge no 2333,	Under-width mod-rehab

3583 37

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
132	1 78	4 32	47	2	Maintenance		Clatsop		Hwy 101 Junction to Necanicum, Program into maintenance activities for sweeping of shoulders	Further analysis to determine if reducing the width of the center median between MP 0 00 and 0 92 can be accomplished to increase shoulder width Enhance shoulder width, improve safety Medium priority needs are those where shoulder width is four to six feet and difficulty to increase width is substantial In this case, the need is moderate with shoulder widths four feet to six feet, yet the cost to increase width would be high
135	9 33	10 2	47	2	Safety		Clatsop		Necanicum Jct , Recommend further evaluation of accidents at the Junction to determine whether safety improvements, including minor shoulder widening, are warranted	Enhance shoulder width, improve safety Medium priority needs are those where shoulder width is four to six feet and difficulty to increase width is substantial In this case, the need is moderate with shoulder widths four feet to six feet, yet the cost to increase width would be high
137	11 84	21 66	47	2	Maintenance		Clatsop		Jewell Junction, Include minor widening or grading in next maintenance overlay to achieve five foot minimum MP 20 4 to 21 6 included in passing lane project (31A) MP 16 28 to 17 7 included in project (49)	Enhance shoulder width, improve safety High priority needs are those where the width of the shoulder is less than four feet and improvements are needed to establish a safe and comfortable cycling environment

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
141	24 64	26 04	47	1	Safety		Washington		Quartz Creek - Military Creek, Analyzing striping to determine if minor shifting in centerline to the south can occur to gain 5' shoulders in each direction	Enhance shoulder width, improve safety Medium priority needs are those where shoulder width is four to six feet and difficulty to increase width is substantial In this case, the need is moderate with shoulder widths four feet to six feet, yet the cost to increase width would be high
142	26 04	27 44	47	1	Safety		Washington		Summit, Widen shoulder MP 26 9 to MP 27 4 included in project (81)	Enhance shoulder width, improve safety Medium priority needs are those where shoulder width is four to six feet and difficulty to increase width is substantial In this case, the need is moderate with shoulder widths four feet to six feet, yet the cost to increase width would be high
143	27 44	29 89	47	1	Maintenance		Washington		Rock Cr Bridge - Shields Rd, Minor widening or grading in next maintenance overlay to achieve five foot minimum	Enhance shoulder width, improve safety High priority needs are those where the width of the shoulder is less than four feet and improvements are needed to establish a safe and comfortable cycling environment Bike lane shoulder-widening projects that could be combined with a passing lane are treated as a high priority because marginal cost of a bike lane project added to the passing lane project is close to zero

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
144	29 89	30 45	47	1	Maintenance		Washington		Shields Rd to Wheeler Rd, Minor widening or grading in next maintenance overlay to achieve five foot minimum	Enhance shoulder width, improve safety High priority needs are those where the width of the shoulder is less than four feet and improvements are needed to establish a safe and comfortable cycling environment Bike lane shoulder-widening projects that could be combined with a passing lane are treated as a high priority because marginal cost of a bike lane project added to the passing lane project is close to zero
145	30 45	33 40	47	1	Maintenance		Washington		Salmonberry, Minor widening or grading in next maintenance overlay to achieve five foot minimum	Enhance shoulder width, improve safety High priority needs are those where the width of the shoulder is less than four feet and improvements are needed to establish a safe and comfortable cycling environment Bike lane shoulder-widening projects that could be combined with a passing lane are treated as a high priority because marginal cost of a bike lane project added to the passing lane project is close to zero

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
147	35 85	40 85	47	1	Maintenance		Washington		Sunset Camp, Minor widening or grading in next maintenance overlay to achieve five foot minimum MP 39 0 to 39 5 included in passing lane project (81A) MP 37 84 to 38 91 included as Project 79	Enhance shoulder width, improve safety High priority needs are those where the width of the shoulder is less than four feet and improvements are needed to establish a safe and comfortable cycling environment Bike lane shoulder-widening projects that could be combined with a passing lane are treated as a high priority because marginal cost of a bike lane project added to the passing lane project is close to zero
148	40 85	41 18	47	1	Safety		Washington		Sunset Tunnel, Illumination Delete same as Project C	Delete same as Project C
149	41 18	46 70	47	1	Maintenance		Washington		West of Staley's Jct, Consider including minor widening in next overlay from MP 43 29 to 45 26 MP 45 6 to 46 3 included in passing lane project	Enhance shoulder width, improve safety High priority needs are those where the width of the shoulder is less than four feet and improvements are needed to establish a safe and comfortable cycling environment Bike lane shoulder-widening projects that could be combined with a passing lane are treated as a high priority because marginal cost of a bike lane project added to the passing lane project is close to zero
200	71 41	72 42	47	1	Preservation		Washington	$15,917	Pavement Overlay – Thin, Sylvan to Zoo	Pavement Management System (PMS) data
201	70 4	71 2	47	1	Preservation		Washington	$14,557	Pavement Overlay – Thin, Camelot to Sylvan	Pavement Management System (PMS) data
202	73 94	74 62	47	1	Preservation		Washington	$177	Pavement Overlay – Thick, Vista Tunnel - I 405	Pavement Management System (PMS) data

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
203	53	56 97	47	1	Preservation		Washington	$552	Pavement Overlay – Med - Tillamook Jct - North Plains	Pavement Management System (PMS) data
204	62 5	68 34	47	1	Preservation		Washington	$1,219	Pavement Overlay - Cornelius Pass Rd - Cedar Hills	Pavement Management System (PMS) data
205	34 94	37 4	47	1	Preservation		Clatsop	$513	Pavement Overlay – Thick, - Wolf Cr - Wolf Cr	Pavement Management System (PMS) data
206	27 76	29 3	47	1	Preservation		Washington	$1,700	Pavement Overlay – Reconstruction , Rock Creek - Safety Rest Area	Pavement Management System (PMS) data
207	29 3	30 75	47	1	Preservation		Washington	$800	Safety Rest Area to Clatsop Line	Pavement Management System (PMS) data
208	61 5	62 5	47	1	Preservation		Washington	$174	Pavement Overlay – Med Helvetia IC - Cornelius Pass Road	Pavement Management System (PMS) data
209	68 34	73 3	47	1	Preservation		Washington	$1,119	Pavement Overlay – Med , Cedar Hills - I 405	Pavement Management System (PMS) data
210	0 5	10 0	47	2	Preservation		Clatsop	$1,740	Pavement Overlay-Necanicum Guard Station to Saddle Mt Road	Pavement Management System (PMS) data
211	14 0	22 0	47	2	Preservation		Clatsop	$1,425	Pavement Overlay-Coast Range Summit-Jewell Jct	Pavement Management System (PMS) data

Summary for FUNDING PRIORITY = Constrained (61 records) $97,333

FUNDING PRIORITY: Strategic

FUNDING PRIORITY: Strategic

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
003	64 29	67 15	47	1	Modern/Operational	Beaverton/Hillsb	Washington	$20,000	185th to Murray Boulevard, Widen US 26 to 6 lanes	Congestion in Metro area, lack of mainline freeway capacity Modeling for the Hillsboro and Beaverton Draft TSPs indicated the imbalance between demand and capacity is most prevalent east of 185th Avenue This capacity improvement will be implemented only after congestion reduction strategies, such as demand reduction (TDM) and system management (TSM) are optimized
007	57 16	57 16	47	1	Modern/Operational	North Plains	Washington	$12,000	Glencoe Rd Interchange, Construct new interchange	This interchange is the provides the connection to Forest Grove, Cornelius and Hillsboro via Glencoe Rd, Zion Church Rd and OR 47
008	58 5	58 5	47	1	Modern/Operational		Washington	$500	Jackson School Rd, Channelization and close cross movement, add accl/decell lanes	Improve safety and operational efficiency This is only a short term solution, long term recommendation would be a full interchange A Revised EA was completed in 1988 recommending an interchange, project was dropped because of funding constraints
010	62 4	62 4	47	1	Modern/Operational	Hillsboro	Washington	$5,000	Cornelius Pass Rd, full diamond interchange, remove RR O'Pass	Cornelius Pass Rd is a key roadway with ramps at the intersection with Hwy 26 that operate at high capacity in both the peak periods with a V/C ratio of 97 The high volume of traffic between the two loop ramps create a weaving capacity issue

FUNDING PRIORITY: Strategic

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
011	65 0	65 0	47	1	Modern/Operational	Beaverton	Wash	$12,000	Separated grade crossing at 173rd/174th, no access to US 26	Lack of freeway crossing results in traffic congestion at interchanges Crossings were tested at every segment of US 26 between interchanges The 173/174th crossing attracts substantial traffic away from 185th Ave, 15,000 to 20,000 vehicles per day (without freeway ramps)
012	62 0	62 0	47	1	Modern/Operational		Washington	$15,000	Separated grade crossing at 235th, no access to US 26	Projected problem, Cornelius Pass and Shute interchanges have freeway access, cross freeway circulation and through traffic are concentrated in one area creating significant congestion These interchanges capacity will fail in the future without improvements This overcrossing would attracts traffic away from Cornelius Pass and Shute interchanges
013	66 5	66 5	47	1	Modern/Operational	Beaverton	Washington	$16,100	Separated grade crossing at 143rd Avenue, no access to US 26	Lack of freeway crossings results in traffic congestion at interchanges Projected problem, Murray Blvd and 158th and Cornell interchanges freeway access, cross freeway circulation and through traffic are concentrated in one area creating significant congestion This interchange would attracts traffic away from Murray Blvd and 158th and Cornell interchanges and requires coordination
014	68 34	68 34	47	1	Modern/Operational		Washington	$500	Cedar Hills Blvd at Hwy 26 east bound ramps Provide signalization and operational improvements	Operational and safety, TSM improvements

FUNDING PRIORITY: Strategic

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
018A	45 48	45 48	47	1	Modern/Operational		Washington	$8,160	Staley's Jct, Jughandle interchange/access management	Safety concerns for left turn movements from Nehalem Highway to US 26 Jughandle interchange will provide crossover movement without conflicting with US26 traffic Project can be developed into phases, Phase 1 include jughandle interchange structure and Nehalem Highway realignment and ramps ($2 65 million) and Phase 2 US 26 widening ($5 51 million)
018B	45 48	45 48	47	1	Modern/Operational		Washington		Staley's Junction, Shoulder widening	Shoulder widening to be part of project 18A, judhandle interchange and highway widening All ODOT modernization projects will bring bicycle and pedestrian facilities up to standard as part of the new or expanded facility
019			47	1	Modern/Operational	Beaverton/Hillsb	Washington	$1,500	TV Hwy (OR 8) between Hwy 219 and Hwy 217, TSM Improvements on a high capacity parallel route	Off system, improve parallel route and local street network
020	61 05	73 9	47	1	Modern/Operational		Washington		Washington County TDM program, corridor inside UGB	One way to manage the impact of growth on transportation facilities is to improve traffic flow so that more vehicles can be carried
024	61 05	61 05	47	1	Safety	Hillsboro	Washington	$4,000	Improve Shute Road interchange	Safety, and primary access route from regional center to US 26
031A	20 4	21 6	47	2	Modern/Operational		Clatsop	$1,320	Elise-Jewell Jct, Construct west bound climbing lane	Safety and enhance operational efficiency of the highway
031B	20 4	21 6	47	2	Modern/Operational		Clatsop		East of Jewell Jct Shoulder Widening	As part of project 31A, widen shoulders for safety and bicycle use

FUNDING PRIORITY: Strategic

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
047	14 5	14 5	47	2	Maintenance		Clatsop		Sunken grade repair	The OHP calls for improving and ,maintaining pavement surface to fair or better conditions
052	18 3	18 3	47	2	Maintenance		Clatsop		Sunken grade repair	The OHP calls for improving and ,maintaining pavement surface to fair or better conditions
053	19 3	19 3	47	2	Maintenance		Clatsop		Sunken grade repair	The OHP calls for improving and ,maintaining pavement surface to fair or better conditions
062A	22 0	22 9	47	1	Modern/Operational		Clatsop	$1,112	East of Jewell Jct , Osweg Creek EB passing lane	The overall philosophy for improving congestion in the Corridor is to improve the reliability of operations and travel times Rather than wholesale widening or capacity additions, the Corridor Plan emphasizes strategic capital improvements at "pinch points" where a climbing or passing lane of one-half to two miles in length would alleviate an area of congestion
078	37 7	37 7	47	1	Modern/Operational		Washington	$1,000	Timber Road Jct, Access management	Improve safety and operational efficiency
081A	39 0	39 5	47	1	Modern/Operational		Washington	$505	West of Sunset Tunnel, Sunset Tunnel eastbound passing Lane	The overall philosophy for improving congestion in the Corridor is to improve the reliability of operations and travel times Rather than wholesale widening or capacity additions, the Corridor Plan emphasizes strategic capital improvements at "pinch points" where a climbing or passing lane of one-half to two miles in length would alleviate an area of congestion

FUNDING PRIORITY: Strategic

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
081B	39 0	39 5	47	1	Modern/Operational		Washington		Sunset Tunnel Bike shoulder Partially replaced by projects 81A and 147	Part of passing/climbing project # 81A Bike lane shoulder-widening projects that could be combined with a passing lane are treated as a high priority because marginal cost of a bike lane project added to the passing lane project is close to zero This furthers the Plan philosophy of making all improvements as cost-effective as possible and combining projects for different modes where feasible
093	53 62	53 62	47	1	Modern/Operational		Wash	$1,000	Roy/Mountaindale intersection At-grade intersection access management	
103	57 1	57 1	47	1	Modern/Operational	North Plains	Washington	$350	Glencoe Rd Interchange, East bound ramp signals	Glencoe Rd is a 2-lane road linking Hillsboro & OR 219 It carries approx 1200 vehicle during evening peak hour near US26 This intersection is a standard diamond with traffic signals at the westbound ramp and stop sign at the eastbound ramp The interchanges is regularly used as part of route 26
107	63 37	63 37	47	1	SeismicRetrofitBridg	Hillsboro	Washington	$55	Rock Creek Bridge eastbound, bridge no 2333A Retrofit Seismic Phase 1, Priority 12	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
112	68 34	68 34	47	1	SeismicRetrofitBridg		Washington	$110	Overcrossing Cedar Hills Bvld-eastbound, bridge no 9345 Retrofit Seismic Phase 1, Priority 2 Future Needs (2008-2017 band)	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake Delete if project 2 is built

FUNDING PRIORITY: Strategic

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
113	68 34	68 34	47	1	SeismicRetrofitBridg		Washington	$204	Overcrossing Cedar Hills Bvld-westbound, bridge no 9345A Retrofit Seismic Phase 1, Priority 3 Future Needs (2008-2017 band)	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake Delete if project 2 is built
116	4 4	4 4	47	2	Bridge		Clatsop	$504	Necanicum River (Black Bridge) no 2601, Bridge too narrow to safety handle the traffic volume demand	Bridge too narrow to safety handle the traffic volume demand, safe and efficient operation of highway
117	4 4	4 4	47	2	Bridge		Clatsop	$122	Necanicum River (Black Bridge) no 2601, Deficiencies in bridge rails	Deficiencies in bridge rails, safe and efficient operation of highway
118	16 28		47	2	Bridge		Clatsop	$165	W Humbug Creek no 1831, Replace bridge	Bridge too narrow to safety handle the traffic volume demand, safe and efficient operation of highway
119	17 37	17 37	47	2	Bridge		Clatsop	$284	E Fork Humbug Creek no 1832, Substructure - replace structure	Substructure - replace structure, safe and efficient operation of highway
120	21 73	21 73	47	2	Bridge		Clatsop	$1,975	Nehalem River and Oxing Hwy 103, bridge no 2165 Replace bridge	Bridge is too narrow to safety handle the traffic volume demand Future Needs (2008-2017 band)
122	24 23	24 23	47	1	Bridge		Clatsop	$1,751	Quartz Cr Bridge no 2164, Steel bridge needs major paint	Steel bridge needs major paint Delete project if project 65 is built
123	24 47	24 47	47	1	Bridge		Clatsop	$25	S Fork Quartz Cr Bridge no 2166,Replacement of bridge pier footings in stream bed	Bridge needs for mitigation of the undermining of bridge pier footings in stream bed Delete if project #65 built
124	34 93	34 93	47	1	Bridge		Columbia	$25	N Fork Wolf Cr Bridge no 2027A, Replacement of bridge pier footings in stream bed	Bridge needs mitigation of the undermining of bridge pier footings in stream bed
125	37 88	37 88	47	1	Bridge		Washington	$50	Nehalem River Bridge no 2364A, Replacement of bridge pier footings in stream bed	Bridge needs for mitigation of the undermining of bridge pier footings in stream bed

FUNDING PRIORITY: Strategic

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
127	46 0	46 0	47	1	Bridge		Washington	$591	W Fork Dairy Cr Bridge no 2673, Replacement of structure	Substructure deficiencies-replace structure
128	56 0	56 0	47	1	Bridge		Washington	$1,625	Vadis Overcrossing (SP&S RR), westbound, bridge no 2367, Substructure deficiencies of bridge	Substructure deficiencies-replace structure
129	57 23	57 23	47	1	Bridge		Washington	$401	North Plains (Glencoe Rd) Undercrossing, bridge no 8558	Deck rehab
131	63 37	63 37	47	1	Bridge		Washington	$40	Rock Creek Bridge - westbound, bridge no 2333,	Rails pres-rehab
139	22 02	24 15	47	1	Safety		Clatsop		Nehalem to Quartz Creek, Shoulder width slightly less than desired minimum Analyze striping in this section MP 22 01 to 22 34 included in passing lane project (62A)	Enhance shoulder width, improve safety Medium priority needs are those where shoulder width is four to six feet and difficulty to increase width is substantial In this case, the need is moderate with shoulder widths four feet to six feet, yet the cost to increase width would be high

Summary for FUNDING PRIORITY = Strategic (41 records) $107,974

FUNDING PRIORITY: Unconstrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
004	61 0	64 29	47	1	Modern/Operational	Hillsboro	Wash	$20,000	Shute Rd interchange to 185th interchange, Widen US26 to 6 lanes	Congestion in the Metro Area, accommodate additional capacity needed within the urban portion of the corridor to meet regional as local demand This capacity improvement will be implemented only after congestion reduction strategies, such as demand reduction (TDM) and system management (TSM) are optimized

FUNDING PRIORITY: Unconstrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
009	58 5	58 5	47	1	Modern/Operational		Wash	$10,000	Interchange construction at Jackson School Road, interchange management plan	Safety is the major concern This project was consider as a logical mitigation of current problems without impacting area circulation An Environmental Assessment (Revised EA 1988) was previously completed for an interchange Part of the overall plan for freeway access to Hillsboro Regional Center ODOT has right-of-way available for this type of interchange
015			47	1	Other	Beaverton	Washington	$4,000	Cornell Rd widen to five lanes between 158th and 179th/185th Avenues	Off system, improve parallel route and local street network
016			47	1	Other	Hillsboro	Wash	$3,500	Cornelius Pass Rd between US 26 & W Union, Widen to five lanes, signalize West Union intersection	Off system, improve parallel route and local street network
023			47	1	Other	North Plains	Washington		Off-system Replace railroad trestle in North Plains	Trestle clearance to low for truck
029			47	1	Other	Beaverton	Washington	$26,500	Walker Road, Widen to five lanes with bike lanes and sidewalks Murray Blvd to Hwy 217	Off system, improve route and local street network
030			47	1	Other		Washington	$11,240	West Union Rd, Widen roadway to three lanes with sidewalks and bike lanes 143rd Av to Cornelius Pass	Off system, improve parallel route and local street network
035	4 4	4 4	47	2	SeismicRetrofitBridg		Clatsop	$32	Necanicum River Bridge No 2601Retrofit Seismic Phase 1	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake Retrofit Seismic Phase 1, Priority 1

FUNDING PRIORITY: Unconstrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
036	4 4	4 4	47	2	SeismicRetrofitBridg		Clatsop	$200	Necanicum River Bridge No 2601 Retrofit Seismic	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake Retrofit Seismic Phase 2, Priority 1
041	9 42	9 42	47	2	Modern/Operational		Clatsop		Necanicum Jct, turn lane or access management	Non channelizated intersection, refer to project 41A
053	72	75	26		Maintenance			$3,694	Rockfall mitigation	
054	72 7	73 4	26		Maintenance			$3,694	Rockfall mitigation	
056			47	12	Maintenance		Clat/Wash		Logging Contracts Various Locations	
059	21 73	21 73	47	2	SeismicRetrofitBridg		Clatsop	$43	Nehalem River Arch, bridge no 2165 Retrofit Seismic Phase 1, Priority 13	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
060	21 73	21 73	47	2	SeismicRetrofitBridg		Clat	$700	Nehalem River Arch, bridge no 2165 Retrofit Seismic Phase 2	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
061			26		Maintenance				Culvert improvement along entire highway	
065	24 23	24 23	47	1	SeismicRetrofitBridg		Clat	$4,700	Quartz Creek Bridge bridge no 2164, seismic program replace bridge	The Quartz Creek Bridge was determined by be in need of rehabilitation according to the 1998 Bridge Needs Study However, based on the assessment that the Quartz Creek Bridge has severe seismic deficiencies, it is proposed that this bridge be replaced
076	34 92	34 92	47	1	SeismicRetrofitBridg		Col	$120	Wolf Creek Crossing No 1, bridge no 2027A Retrofit Seismic Phase 2	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake

FUNDING PRIORITY: Unconstrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
077	37 34	37 34	47	1	SeismicRetrofitBridg		Wash	$120	Wolf Creek Crossing No 3, bridge no 2029 Retrofit Seismic Phase 2, Priority 17	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake Retrofit Seismic Phase 2, Priority 17
080	37 88	37 88	47	1	SeismicRetrofitBridg		Wash	$210	Nehalem River Bridge, bridge no 2364A Retrofit Seismic Phase 2, Priority 18	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
082	40 84	40 84	47	1	Maintenance		Wash		Sunset Tunnel Illumination Upgrade -Delete, project in the 1998-2001 STIP	Delete - replaced by project C
087	49 48	49 48	47	1	SeismicRetrofitBridg		Wash	$720	Davies Overcrossing, bridge no 2363A Retrofit Seismic Phase 2, Priority 20	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
088	50 22	50 22	47	1	SeismicRetrofitBridg		Wash	$120	West Fork Dairy Creek Bridge, bridge no 2362A Retrofit Seismic Phase 2, Priority 19	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
090	57 84	57 84	47	1	SeismicRetrofitBridg		Wash	$100	Bledsoe Creek Bridge eastbound, bridge no 2365A Retrofit Seismic Phase 2, Priority 7	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
091	53 33	53 33	47	1	SeismicRetrofitBridg	North Plains	Wash	$190	Glencoe Road Interchange, bridge no 7779 Retrofit Seismic Phase 2, Priority 23	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
094	54 45	54 45	47	1	SeismicRetrofitBridg		Wash	$100	Bledsoe Creek Bridge eastbound, bridge no 6999A Retrofit Seismic Phase 2, Priority 8	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
095	54 54	54 54	47	1	SeismicRetrofitBridg		Wash	$100	East Fork Dairy Creek Bridge westbound, bridge no 2366A Retrofit Seismic Phase 2, Priority 5	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake

FUNDING PRIORITY: Unconstrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
096	54 55	54 55	47	1	SeismicRetrofitBridg		Wash	$140	East Fork Dairy Creek Bridge westbound, bridge no 2366B Retrofit Seismic Phase 2, Priority 9	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
097	55 19	55 19	47	1	SeismicRetrofitBridg	North Plains	Wash	$290	Mountaindale (Dersham Rd) Interchange bridge no 6519A Retrofit Seismic Phase 2, Priority 24	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
098	55 68	55 68	47	1	SeismicRetrofitBridg		Wash	$35	Vadis Overcrossing (SP&S RR) eastbound, bridge no 2367A Retrofit Seismic Phase 1, Priority 6	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
099	55 68	55 68	47	1	SeismicRetrofitBridg		Wash	$790	Vadis Overcrossing (SP&S RR)-eastbound, bridge no 2367A Retrofit Seismic Phase 2, Priority 21	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
101	55 72	55 72	47	1	SeismicRetrofitBridg		Washington	$450	Vadis Overcrossing (SP&S RR) westbound, bridge no 2367 Retrofit Seismic Phase 2, Priority 4	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
102	56 24	56 24	47	1	SeismicRetrofitBridg	North Plains	Washington	$290	Gordon Road undercrossing, bridge no 9915 Retrofit Seismic Phase 2, Priority 25	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
104	57 1	57 1	47	1	SeismicRetrofitBridg		Washington	$65	North Plains (Glencoe Rd) Undercrossing, bridge no 8558 Retrofit Seismic Phase 1, Priority 14	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake If project 7 new interchange is built before seismic retrofit this project could be deleted
105	57 1	57 1	47	1	SeismicRetrofitBridg	North Plains	Washington	$290	North Plains (Glencoe Rd) Undercrossing, bridge no 8558 Retrofit Seismic Phase 2, Priority 26	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake If project 7 new interchange is built before seismic retrofit this project could be deleted

FUNDING PRIORITY: Unconstrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
108	63 37	63 37	47	1	SeismicRetrofitBridg	Hillsboro	Washington	$50	Rock Creek Bridge eastbound, bridge no 2333A Retrofit Seismic Phase 2, Priority 10	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
109	63 37	63 37	47	1	SeismicRetrofitBridg		Washington	$120	Rock Creek Bridge westbound, bridge no 2333 Retrofit Seismic Phase 2, Priority 5	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
111	64 29	64 29	47	1	SeismicRetrofitBridg	Hillsboro	Washington	$640	185th Avenue Undercrossing, bridge no 9770A Retrofit Seismic Phase 2, Priority 27	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
114	68 34	68 34	47	1	SeismicRetrofitBridg		Washington	$260	Overcrossing Cedar Hills Bvld eastbound, bridge no 9345 Retrofit Seismic Phase 2, Priority 2	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake Delete if project 2 is built
115	68 34	68 34	47	1	SeismicRetrofitBridg		Washington	$500	Overcrossing Cedar Hills Bvld - westbound, bridge no 9345A Retrofit Seismic Phase 2, Priority 3	Seismic retrofit of bridge to maintain and preserve safe operations in event of earthquake
134	4 40	9 32	26	2	Safety		Clatsop		Shoulder widening is a low priority unless safety improvements are constructed in this segment	Enhance shoulder width, improve safety Medium priority needs are those where shoulder width is four to six feet and difficulty to increase width is substantial In this case, the need is moderate with shoulder widths four feet to six feet, yet the cost to increase width would be high
146	32 40	35 85	47	1	Modernization		Washington		Sunset Wayside, Stand-alone project, category 7	Low priority needs are areas where shoulder width is four to six feet and tremendous difficulty and cost would be incurred gaining a small amount of additional shoulder width

Summary for FUNDING PRIORITY = Unconstrained (42 records) $94,003

FUNDING PRIORITY: X-Reconstruct

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
FUNDING PRIORITY: X-Reconstruct										
	61 68	62 4	47	1	Modern/Operational	Hillsboro	Wash	$285	Widen Shoulder Shute - C P	Delete if #4 built
018	45 48	45 48	47	1	Modern/Operational		Wash	$12,000	Staley's Jct, Full interchange	Long term solution, relatively low traffic volumes to justify full interchange
021	61 0	64 3	47	1	Modern/Operational	Hillsboro	Washington	$2,500	Shute / Helvetia Rd Interchange, Reconstruct ramps & relocate frontage road	Reconstruct ramps (IOF project 1998) Helvetia Rd Interchange, Improve the north-south connections to enhance access to communities and employment centers within the corridor
031	20 4	23 1	47	2	Modern/Operational		Clatsop	$4,465	Jewell Jct - Osweg Cr, Construct EB climbing lane and complete slide repairs and construct median turn lane	Long term solution
048	15 12	15 12	47	2	Modern/Operational		Clatsop	$750	Passing Lanes	Project was not feasible or cost efficient The overall philosophy for improving congestion in the Corridor is to improve the reliability of operations and travel times Rather than wholesale widening or capacity additions, the Corridor Plan emphasizes strategic capital improvements at "pinch points" where a climbing or passing lane of one-half to two miles in length would alleviate an area of congestion

FUNDING PRIORITY: X-Reconstruct

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
049	16 3	21 7	47	2	Modern/Operational		Clatsop	$7,300	West Humbug Cr - Nehalem R major reconstruction	Project was not feasible or cost efficient The overall philosophy for improving congestion in the Corridor is to improve the reliability of operations and travel times Rather than wholesale widening or capacity additions, the Corridor Plan emphasizes strategic capital improvements at "pinch points" where a climbing or passing lane of one-half to two miles in length would alleviate an area of congestion
050	17 62	17 85	47	2	Modern/Operational		Clat	$172	Camp 18 Shoulder Widening/Bike shoulder	Project combined with project 51 to create project 51A
051	17 71	17 71	47	2	Modern/Operational		Clat		Camp 18 longer turn lane	Project combined with project 50 to create 51A
062	21 91	26 07	47	2	Modern/Operational		Clatsop	$6,183	Jewell Jct to Military Creek Road, Reconstruction & Major Widening	Project was not feasible or cost efficient The overall philosophy for improving congestion in the Corridor is to improve the reliability of operations and travel times Rather than wholesale widening or capacity additions, the Corridor Plan emphasizes strategic capital improvements at "pinch points" where a climbing or passing lane of one-half to two miles in length would alleviate an area of congestion
066	24 23	24 23	47	1	SeismicRetrofitBridg		Clat	$210	Quartz Cr Bridge, bridge no 2164 - Delete if # 65 built	The Quartz Creek Bridge was determined by be in need of rehabilitation according to the 1998 Bridge Needs Study However, based on the assessment that the Quartz Creek Bridge has severe seismic deficiencies, it is proposed that this bridge be replaced

FUNDING PRIORITY: X-Reconstruct

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
068	26 97	27 76	47	1	Modern/Operational		Clat	$12,287	Summit to Rock Creek, Major Widening	Project was not feasible or cost efficient The overall philosophy for improving congestion in the Corridor is to improve the reliability of operations and travel times Rather than wholesale widening or capacity additions, the Corridor Plan emphasizes strategic capital improvements at "pinch points" where a climbing or passing lane of one-half to two miles in length would alleviate an area of congestion
072	28 5	29 33	47	1	Modern/Operational		Clat	$830	Sunset Safety Rest Area, Widen Shoulder	Bike lane shoulder-widening projects that could be combined with a passing lane are treated as a high priority because marginal cost of a bike lane project added to the passing lane project is close to zero This furthers the Plan philosophy of making all improvements as cost-effective as possible and combining projects for different modes where feasible
073	29 3	30 3	47	1	Modern/Operational		Clat	$720	Shields Road, Climbing Lane	Project was not feasible or cost efficient The overall philosophy for improving congestion in the Corridor is to improve the reliability of operations and travel times Rather than wholesale widening or capacity additions, the Corridor Plan emphasizes strategic capital improvements at "pinch points" where a climbing or passing lane of one-half to two miles in length would alleviate an area of congestion

FUNDING PRIORITY: X-Reconstruct

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
074	31 86	33 43	47	1	Modern/Operational		Till	$46,934	Salmonberry Road, Reconstruction	Project was not feasible or cost efficient The overall philosophy for improving congestion in the Corridor is to improve the reliability of operations and travel times Rather than wholesale widening or capacity additions, the Corridor Plan emphasizes strategic capital improvements at "pinch points" where a climbing or passing lane of one-half to two miles in length would alleviate an area of congestion
079	37 84	38 91	47	1	Modern/Operational		Wash	$1,010	Widen Shoulder	Bike lane shoulder-widening projects that could be combined with a passing lane are treated as a high priority because marginal cost of a bike lane project added to the passing lane project is close to zero This furthers the Plan philosophy of making all improvements as cost-effective as possible and combining projects for different modes where feasible
081	39 02	45 2	47	1	Modern/Operational		Wash	$101,171	Reconstruction & Major Widening	Project was not feasible or cost efficient The overall philosophy for improving congestion in the Corridor is to improve the reliability of operations and travel times Rather than wholesale widening or capacity additions, the Corridor Plan emphasizes strategic capital improvements at "pinch points" where a climbing or passing lane of one-half to two miles in length would alleviate an area of congestion

FUNDING PRIORITY: X-Reconstruct

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
084	45 46	53 46	47	1	Modern/Operational		Wash	$5,336	Staley's Junction to Tillamook Junction, Major Widening	Project was not feasible or cost efficient The overall philosophy for improving congestion in the Corridor is to improve the reliability of operations and travel times Rather than wholesale widening or capacity additions, the Corridor Plan emphasizes strategic capital improvements at "pinch points" where a climbing or passing lane of one-half to two miles in length would alleviate an area of congestion
089	53 1	53 62	47	1	Modern/Operational		Wash	$2,295	Tillamook Junction, Major Widening	Project was not feasible or cost efficient The overall philosophy for improving congestion in the Corridor is to improve the reliability of operations and travel times Rather than wholesale widening or capacity additions, the Corridor Plan emphasizes strategic capital improvements at "pinch points" where a climbing or passing lane of one-half to two miles in length would alleviate an area of congestion
092	53 46	74 65	47	1	Modern/Operational		Wash	$559	Reconstruction & Major Widening	Project address as projects 2, 3 and 4
106	60 78	61 68	47	1	Modern/Operational	Hillsboro	Wash	$356	Shute / Helvetia Road, Shoulder Widening	

FUNDING PRIORITY: X-Reconstruct

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
133	4 32	4 40	26	2	Modernization		Clatsop		Necanicum R Bridge, Shoulder widening, Cost prohibitive unless bridge replaced	Low priority needs are areas where shoulder width is four to six feet and tremendous difficulty and cost would be incurred gaining a small amount of additional shoulder width Tunnel and bridge widening are prime examples of where the shoulder could be widened as part of an eventual bridge replacement, but to replace the bridge strictly to improve the shoulder is not practical
136	10 2	10 2	47	2	Modernization		Clatsop		Necanicum River, Cost prohibitive unless bridge replaced Bridge is not deficient, widening is not cost effective in short term	Low priority needs are areas where shoulder width is four to six feet and tremendous difficulty and cost would be incurred gaining a small amount of additional shoulder width Tunnel and bridge widening are prime examples of where the shoulder could be widened as part of an eventual bridge replacement, but to replace the bridge strictly to improve the shoulder is not practical
138	21 66	22 02	47	1	Modernization		Clatsop		Nehalem R Bridge, Cost prohibitive unless bridge replaced	Low priority needs are areas where shoulder width is four to six feet and tremendous difficulty and cost would be incurred gaining a small amount of additional shoulder width Tunnel and bridge widening are prime examples of where the shoulder could be widened as part of an eventual bridge replacement, but to replace the bridge strictly to improve the shoulder is not practical

FUNDING PRIORITY: X-Reconstruct

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY	COUNTY	ESTIMATED COST ($1000)	DESCRIPTION	JUSTIFICATION
140	24 15	24 60	47	1	Modernization		Washington		Quartz Creek Bridge, Cost prohibitive unless bridge replaced, combine w/ eventual seismic retrofit	Low priority needs are areas where shoulder width is four to six feet and tremendous difficulty and cost would be incurred gaining a small amount of additional shoulder width Tunnel and bridge widening are prime examples of where the shoulder could be widened as part of an eventual bridge replacement, but to replace the bridge strictly to improve the shoulder is not practical

Summary for FUNDING PRIORITY = X-Reconstruct (24 records) $205,363

PORTLAND – ASTORIA
(US 30)
CORRIDOR PLAN

SUMMARY

An Element of the Oregon Transportation Plan

Adopted by the Oregon Transportation Commission

Implementation of the Corridor Plan is dependent upon the availability of funding Adoption of the plan by the Oregon Transportation Commission does not guarantee adequate financial resources to carry out the projects nor can the Commission commit the financial resources of other agencies or public bodies

Oregon Department Of Transportation
Regions 1 and 2

ACKNOWLEDGEMENTS

Oregon Transportation Commission

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Susan Brody, Vice-Chairman
Steven Corey
Stuart Foster
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ACRONYMS

The following acronyms and terms are used throughout this document

AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
CIP	Capital Improvement Program
COG	Council of Governments
Corridor	Portland-Astoria (US 30) Corridor
CSC	Corridor Steering Committee
HPMS	Highway Performance Monitoring System
LOS	Level of Service
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
SOV	Single Occupant Vehicle
SPIS	Safety Priority Index System
STIP	Statewide Transportation Improvement Program
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TPR	Transportation Planning Rule
TSM	Transportation System Management
TSP	Transportation System Plan
UGB	Urban Growth Boundary
WDOT	Washington Department of Transportation

This document is a summary of the Portland-Astoria (US 30) Corridor Plan The complete Corridor Plan (approximately 300 pages) and information about the Corridor planning process can be obtained by contacting Tim Wilson at ODOT Region 1 at 503/731-8534

Corridor Plan Organization

The Portland-Astoria Corridor Plan is organized into two volumes

The first Volume is titled *Corridor Plan* and is the heart of the Plan Volume 1 includes an introduction (Chapter I), an overview of the Corridor (Chapter II), direction for management of the Corridor (Chapter III), and Corridor Decisions (Chapter IV). Chapter III presents the overall management direction for the corridor, along with specific management objectives for all the issues identified in the Plan Chapter IV provides detail on implementing the objectives, including a matrix of solutions for each objective, a prioritized list of all the solutions, and maps showing the location of all the solutions in the Corridor Volume 1 documents the decisions made in the Corridor Plan to be adopted by the Oregon Transportation Commission.

Volume 2 is titled *Supporting Documentation* and provides additional details on the decisions in Volume 1 It also provides the adopted findings of consistency with other state and local plans and policies Key chapters in Volume 2 include Chapter I – Development of Corridor Plan Objectives and Implementation Program, Chapter II – Decision Detail Sheets, and Chapter III – Consistency Analysis Chapter I presents details on existing policy direction, issues, opportunities, and constraints present in the corridor that led to a recommendation to adopt a given objective and solution or project Chapter II presents a single page summary of information on each individual solution or project in the plan Chapter III provides a review of consistency with all relevant federal, state and local plans Volume 2 will be particularly useful for local planners and project development staff as the plan is implemented, as it includes details on the solutions as well as information on planning requirements needed to implement the projects There is also information useful to ODOT Maintenance Districts for both day-to-day practices and for several minor projects that can be implemented by District staff

Technical Appendices, on file at ODOT Region 1, include additional details, data and technical memoranda on a variety of topics, such as

1 Glossary
2 Implementing documentation
3 Public involvement documentation / Committee rosters
4 Potential development impact analysis (PDIA)
5 Environmental overview/analysis
6 Highway performance monitoring system (HPMS) data
7 Safety data
8 Traffic operations data
9 Sources of information
10 Issues, opportunities, constraints

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A. INTRODUCTION

Corridor Plan Purpose and Scope

The Portland–Astoria (US 30) Corridor Plan is the product of a cooperative effort between the Oregon Department of Transportation (ODOT), local and regional governments, interest groups, statewide agency and stakeholder committees, and the general public to develop a long-term program for management of and improvements to the Portland–Astoria Corridor

This Corridor Plan is one of over 30 similar plans being prepared by ODOT statewide for key transportation corridors identified in the Oregon Transportation Plan (OTP) and for urban area arterials and interchange areas where development pressures have threatened operation In ODOT Region 1, there are five priority corridors, including the Portland–Astoria (US 30) Corridor. Corridor planning is a new approach to transportation planning in which ODOT and the communities bordering major transportation corridors work together to create plans for managing and improving transportation modes along entire corridors

The purpose of the Corridor Plan is to establish both short and long-term management direction for all modes of transportation in the corridor and to make major transportation tradeoff decisions Management objectives address the corridor as a whole, as well as specific sites and transportation improvements The Corridor Plan also identifies priorities and timing for the various actions and responsible public agencies and other service providers

A primary goal of this multi-modal Corridor Plan is to manage growth in travel in the corridor, while making wise use of scarce resources to fund needed improvements The Plan emphasizes managing the highway facilities that currently exist without substantial increases in capacity or construction of new facilities This is achieved by strengthening the role of alternative modes of transportation, improving facility operations, and managing demand through appropriate land use

Prioritized improvements to corridor facilities, systems and management identified in the Corridor Plan provide the basis for updating the Statewide Transportation Improvement Program (STIP), which, in turn, is the basis for distributing the State's limited transportation resources Corridor planning helps ODOT, with the cooperation of local governments and input from the citizens of Oregon, make difficult funding decisions necessary to build and maintain a statewide transportation system that meets the growing demand for transportation for the next 20 years Inclusion of any improvements in the Corridor Plan does not represent a funding commitment by ODOT or any local government, however, until programmed in the STIP, Metro's Transportation Improvement Program (TIP), and/or a local capital improvement program (CIP)

Key elements of the Corridor Plan include

- Description of existing and future conditions for all modes in the corridor,
- Forecasts of future available funding for transportation projects in the corridor,
- Summary of existing state, regional and local policy direction and analysis of its compliance or consistency with the Corridor Plan,
- Future vision for management of each element of the corridor's transportation system,
- Corridor Plan Objectives that define the policy direction for all modes in the corridor, as well as for functional issues such as connectivity, congestion and environmental and energy impacts,
- Solutions or implementation programs comprised of proposed projects, strategies and other actions to be taken to implement the Corridor Plan Objectives,

- Prioritization of improvement projects based upon scenarios of anticipated available funding, and
- Detailed information and mapping for all proposed projects

The Portland–Astoria Corridor Plan builds on the strategies and policies found in the Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP) and other modal plans It has also been closely coordinated with the development of local transportation system plans (TSPs) and Regional Transportation Plans (RTPs) for the Portland and Longview/Kelso/Rainier metropolitan planning areas (MPOs) Through this local and regional transportation system planning, future refinement planning, periodic review, and local plan amendments, ODOT and the local and regional governments in the corridor are cooperatively working together to ensure that city and county comprehensive plans and zoning ordinances achieve Corridor Plan management objectives The Oregon Transportation Commission (OTC) will adopt the Corridor Plan as an element of the OTP

B. CORRIDOR PLANNING PROCESS

Corridor Planning Concept

A corridor plan is a long-range (20-year) program for managing transportation systems that move people, goods and services within a specific transportation corridor. While many modes of transportation and transportation facilities are not owned or operated by the state (e g , transit systems and port facilities), the state has a special interest in their performance given their interaction with ODOT facilities and collective significance to the statewide transportation system

The benefits of corridor planning for the Portland–Astoria Corridor include

Resolution of Major Planning Issues Prior to the Initiation of Project Development Consensus among local, regional, and state governments regarding project purpose and needs is essential to successful project development Corridor planning provides a framework within which individual projects located in corridor communities can be reviewed and prioritized

Protection of Transportation Investments To prevent premature obsolescence of highways and other facilities, corridor planning examines alternate means to accommodate transportation needs with and without capital-intensive improvements Alternatives such as access management, utilization of parallel local streets, reconfigured land use patterns and demand management programs (i e , rideshare, public transportation, flex-time, etc.) are considered in lieu of or in addition to major capital improvements

Partnerships with Diverse Public and Private Agencies and Organizations Corridor planning provides a forum for resolution of policy issues and negotiation of strategic partnerships between organizations striving to fulfill complementary missions with limited resources Examples include local, state and federal agencies, Native American tribes, and transportation associations

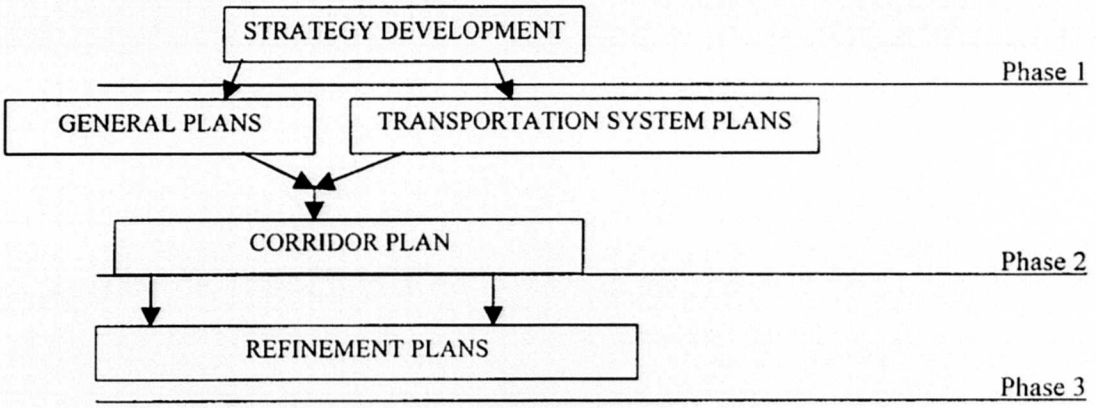
There are several federal and state mandates impacting how corridor planning is to be undertaken The three most important of these are the Transportation Equity Act for the 21st Century (TEA-21), the Oregon Transportation Plan (OTP), and the Oregon Transportation Planning Rule (TPR) While very different policy initiatives, all three share several common requirements 1) transportation plans should provide a balanced transportation system providing transportation options, 2) transportation plans should reduce reliance upon the single occupant vehicle and increase the opportunity for modal choice, and 3) transportation plans should be coordinated with land use plans and address the environmental, social, economic, and energy consequences of proposed actions

Corridor Planning Process

The corridor planning process recognizes that different segments of the Portland–Astoria Corridor require differing levels of study to develop a corridor-wide long-range plan Thus, corridor planning moves from the general to the specific in a three-phased process (illustrated below) It is important to note that this planning may not occur in a linear fashion, i e , that activities described in Phase 1 may occur after some Phase 2 or Phase 3 planning activities

- Identification, in a Corridor Strategy, of significant corridor-wide issues and strategies to address those issues,
- Preparation of two types of Transportation System Plans--General Plans for counties and Systems Plans for cities, and
- Resolution of any outstanding environmental, land use or other issues through Refinement Plans

Figure 1. Corridor Planning Process



This Corridor Plan has been developed with the active involvement of local and regional governments in the corridor, interest groups, statewide agency and stakeholder committees and the general public Public comment has been received throughout the planning process through newsletter survey responses, open houses, letters and phone calls and has been incorporated into issues and objectives A Corridor Steering Committee (CSC) is the primary author of the Corridor Plan The CSC (see acknowledgements page for listing of members) will remain active for future revisions to the Corridor Plan as necessary

Key steps in development of the Corridor Plan included

- Identification of community and stakeholder issues, concerns and ideas about transportation modes in the Corridor A random survey of Corridor users was conducted in spring 1993, prior to initiation of the planning process Issues and needs to be addressed in the Corridor Plan were identified by residents and other interested parties through a newsletter survey mailed in September 1994 A newsletter was distributed in January 1995 and open houses were also conducted in January-February 1995 to provide information on the planning process and to solicit input on issues, needed improvements to the transportation system, and priorities to be addressed in the Corridor Plan
- Research and analysis of existing conditions and future opportunities and constraints
- Development of an Interim Corridor Strategy that established overall objectives for how all modes would be managed in the Corridor An August 1995 newsletter and questionnaire solicited public input on key objectives from the recommended Interim Corridor Strategy
- Endorsement of the Interim Corridor Strategy by local governments in the Corridor and by the Oregon Transportation Commission in January 1996

- Analyses, or refinement studies, in a number of areas identified by the CSC as needing further study before implementation strategies could be identified and prioritized ODOT undertook analysis of the potential for rural transit services and the need for bicycle and pedestrian system improvements, passing and climbing lanes, and intersection safety and capacity improvements within the Corridor
- Development by local governments of Transportation System Plans (TSPs) and by Metro of the Regional Transportation Plan Each city and county within the Corridor has developed or is developing a plan for the transportation system within its boundaries
- Identification of specific strategies and improvement projects to implement the Interim Corridor Strategy Objectives and prioritization of improvement projects based upon scenarios of anticipated available funding
- Newsletters distributed regionwide in June 1998 to over 2,000 individuals, agencies and organizations summarizing key management strategies, and in September, 1998, announcing September and October open houses conducted in conjunction with the draft Oregon Highway Plan
- Incorporation of these various elements into a draft Corridor Plan
- Following public and agency review, endorsement of the Corridor Plan by local governments and adoption by the Oregon Transportation Commission
- Refinement planning to address special issues, as needed Refinement plans will then be folded into the Corridor Plan An example of a refinement plan would be determining the best of several possible improvement alternatives for the intersection of Old Rainier Road and Apiary Road, or researching locations for an intermodal transportation center in Astoria

Revision and Amendment Process

Implementation of the Portland–Astoria (US 30) Corridor Plan will occur over many years During that time, it will be necessary to update and revise the Plan to reflect changing conditions and policy direction or to better achieve Plan objectives Corridor Plan Objectives call for maintaining a corridor-wide advisory group to assist ODOT in periodically prioritizing management solutions, reviewing local government transportation system plans for conformance with the Corridor Plan, and assisting in updating the Corridor Plan as needed Refinement planning will also occur to address outstanding environmental land use or other issues Agency and public input will be solicited during refinement planning and Corridor Plan updates

C. CORRIDOR OVERVIEW

Role/Functions

The Portland-Astoria Corridor (Figure 2) is a major route connecting the Portland metropolitan area with the northern Oregon and southern Washington coasts and providing access to communities along the lower Columbia River (Figures 3, 4, and 5) It is an important recreational, commuter and commercial traffic corridor and one of the most multi-modal corridors in the state, with active truck freight, rail, air, and water transport services Often referred to as the Lower Columbia River Corridor, it extends from the intersection with I-405 in Portland to the intersection with US 101 in Astoria

In the eastern portion (Portland to Rainier) of the Corridor, use of all transportation modes is increasing and expected to continue to increase over the life (15-20 years) of the Corridor Plan In this portion, the Corridor has the following primary functions

- Both an inter-city and intra-city commuter route,
- Access to major employment centers including the Portland, Rainier/Longview (Washington) metropolitan areas,

- Major regional freight movement, and
- Connections to I-5 (via Longview, Washington)

Within its western portion (Rainier to Astoria), the Corridor is noted for the following

- Linkage to the north Oregon coast,
- Tourism and access to recreation opportunities,
- Rural scenic qualities,
- Natural resource amenities, particularly forest lands, and scenic viewpoints, and wildlife sanctuaries and habitats associated with the Columbia River, and
- Freight movement for forest products and other goods

Although the Portland-Astoria Corridor has multiple transportation modes, it is dominated by automobile and truck use on US 30. The function of US 30 varies in different sections, somewhat similar to the Corridor as a whole, but its proximity to other highways is also important, as seen in the following descriptions:

- Near Portland, a high amount of commuter and commercial traffic uses US 30 to access downtown Portland, the interstate highway system, and the industrial area in northwest Portland Between St Helens and downtown Portland, US 30 is an important commuter route
- West of St Helens, US 30 assumes more of a rural roadway function, serving trips from outlying areas to the towns and cities in this section, as well as recreational and commercial through-traffic This section also serves substantial truck traffic due to several lumber mills along the route
- Between Rainier and Portland, US 30 competes with I-5 in Washington as a travel corridor, with the connection between these highways through Longview, Washington via the Lewis and Clark Bridge over the Columbia River at Rainier. While US 30 is an attractive route between Portland and the coast, I-5 provides a faster alternative route between Portland and Rainier
- West of Rainier, US 30 is a quicker route than State Route 4 in Washington (which parallels U S 30 on the north side of the Columbia River) for destination-oriented travelers to the northern Oregon Coast and Washington's Long Beach peninsula because of better alignment However, SR 4 may offer a more scenic route

Transportation Facilities and Services

Key transportation facilities and services in the Corridor include

Highways

This Corridor follows the route of US 30 from its junction with I-405 in northwest Portland to its junction with US 101 in Astoria US 30 is part of the Natural Highway System (NHS) and a primary east-west route to the northern Oregon coast. It is designated as a Statewide Highway in the OHP, meaning that it provides connections to urban areas, ports, and major recreation areas not served by interstate highways US 30 serves as a main street for six incorporated communities and a number of unincorporated communities The highway connects to the Washington State highway system at Rainier (via the Lewis and Clark Bridge), Westport (via ferry to Cathlamet), and Astoria (via Astoria-Megler Bridge) It also provides highway connections to the ports of Portland, St Helens and Astoria on the Oregon side of the Columbia River and to the ports of Vancouver, Kalama and Longview on the Washington side.

Air Service

Four airports are located in the Corridor or contribute to regional air service Astoria Regional Airport, Scappoose Industrial Airpark, Vernonia Airfield, and Portland International Airport Astoria Regional Airport in Warrenton

provides general and military aviation services. Although no commercial services are currently provided, commercial service has been sporadically provided in the past and could be restored in the future The Scappoose Industrial Airpark provides general aviation services for business and personal uses and is the seventh busiest general aviation airport in the state. The Vernonia Airfield is a public airport and has a grass landing strip The Portland International Airport (PDX) is located approximately 15 miles east of the eastern corridor terminus. Although PDX is outside the Corridor, it is noted here because of its influence over air travel throughout the state

Bicycle System

Bicycle facilities consist primarily of roadways and shoulders shared with automobiles Recreational, long-distance cyclists use US 30, while others may use it and parallel routes within the communities along the Corridor for local trips In general, the first 36 miles of US 30 west from Portland have adequate shoulders for cyclists, while the remaining lengths have deficiencies, often over bridges or in areas of steep slopes

Pedestrian System

Pedestrian travel along the Portland-Astoria Corridor is concentrated within urban areas Pedestrian uses in the cities of Rainier, Columbia City, and Clatskanie are affected by steep grades, a limited pedestrian network of sidewalks and paths, and the highway The sidewalks are discontinuous and conditions vary depending on location in these cities. The City of Astoria has a fairly well integrated pedestrian system, especially along the urban portions of US Highways 30 and 101, the downtown core and on many of the local streets Pedestrian systems are also relatively well-connected in Scappoose and St Helens Pedestrian crossing opportunities along US 30 can be limited in some locations by traffic volumes and speeds, e g Linnton area in Portland

Transit Services

Transit services within the Corridor vary by location, with separate providers providing different levels of service in Multnomah, Columbia, and Clatsop counties. In Multnomah County, Tri-Met provides bus service along US 30 as far as Linnton and Sauvie Island. Countywide Dial-A-Ride service for the general public is available in Columbia County. Astoria's public transportation system is currently contracted through a private company providing wheelchair accessible minibuses and a demand response shuttle or dial-a-ride throughout Clatsop County Hourly fixed-route and fixed-schedule service is provided between Astoria and Warrenton/Hammond, Cannon Beach and Seaside Intercity bus service consists of one trip daily from Portland to Astoria (via I-5 to Kelso) in the morning and one trip daily from Astoria to Portland (via Kelso and I-5) in the mid-afternoon, provided by Pierce Pacific Stage Lines

Rail Service

Rail service in the Corridor functions primarily as a conveyor of bulk goods to and from other transportation modes, such as ships or trucks For comparison with truck freight, approximately six miles of train cars (600 total) are required to accommodate one full load of product from a typical class A cargo ship Products hauled include chemicals, paper, pulp, lumber, wood chips, corn syrup, propane, fertilizer, and petroleum products These products represent the most diverse rail-shipping base in Oregon Freight rail service is provided on the Portland & Western (P&W) line, which runs along the Columbia River from Portland to Astoria The track from northwest Portland to east of downtown Astoria is owned by P&W, with the right-of-way owned by ODOT The remaining five miles of line is owned by the City of Astoria Based on information obtained from P&W, the line currently handles 570 cars per month P&W expects a seasonal increase of 200 to 300 cars per month in five years from aggregate materials shipped out of St Helens. The shipping of aggregate is expected to begin in two to three years

There is no passenger rail or commuter train service in the Portland-Astoria Corridor A study of the potential for such rail services indicated that the lack of concentrations of population in the Corridor would probably make passenger services financially infeasible for the next 20 years

Truck Freight

US 30 through the Corridor is designated as a Freight Route in the 1999 OHP The trucking industry's main role is moving containers, steel, forest products, and petroleum for local distribution For comparison with rail volumes, to accommodate one fully-loaded, class "A" cargo ship requires 2,400 semi-trucks, or 95 miles of trucks on the highway (assuming 150 feet between trucks) Truck traffic levels in the Corridor exceed the statewide average, most notably in Portland's northwest industrial district Approximately 93 percent of the length of the highway carries over 500 trucks daily, while only 48 percent of state highways carry the same volumes

The truck freight transportation system in the Portland-Astoria Corridor has not changed significantly over the past 20 years despite major changes in the region's economy Recently, the decline in the forest products industry, which has historically been among the region's primary users of the freight transportation system, has affected the trucking industry The agricultural industry is another prime user of truck freight

Water Transport

Waterborne freight provides a key function in moving goods through the Corridor The Ports of Portland, St Helens and Astoria are deep draft ports with rail and highway connections on the Oregon side of the Columbia River. Navigation channels, dams and locks provide vessel passage from the mouth of the Columbia River to its confluence with the Snake River A shallow channel along the northern side of the river provides barge access, and a 600-foot-wide main navigation channel is approved for a 40-foot depth, but varies along the river. Several million cubic feet per year are dredged from the Columbia to maintain the 40-foot depth The Army Corps of Engineers is currently pursuing funding from Congress to increase the depth to 43 feet to accommodate larger ships The Port of Portland considers the dredging project to be critical to its future operations Other ports along the river are also supportive of the project

The volume of goods shipped is highest at port facilities in Portland (based on dollar value as well as gross tonnage), with grain from up-river ports accounting for the largest dollar amount All of the ports in the Corridor receive more goods (also called "receipts") than they ship out ("shipments") Petroleum products to up-river locations dominate shipments from Portland and local movements consist mostly of sand and gravel and petroleum Goods received by the Port of Astoria include petroleum products, sand and gravel, and pulp and paper products, while most shipments are rafted logs Oregon Slough barge movements mainly consist of receiving sand and gravel, with shipments of molasses and empty containers going up-river

The Westport Toll Ferry links US 30 with Puget Island, which is connected to Washington State by Highway 409 and State Route 4, providing access to Cathlamet, Long Beach and Longview/Kelso

Pipelines

A natural gas distribution line parallels US 30 from Portland to Astoria and there is a storage facility near Mist The pipeline is operated by Northwest Natural

Telecommunications

The existing telecommunications system in the Corridor consists of conventional local and long distance telephone services, owned primarily by GTE and US West, a wireless system providing digital and analog cellular phone service, and personal communications system (PCS) The companies providing wireless services are Airtouch Cellular, Sprint PCS, AT&T Wireless, Skytel, and Voicestream Wireless Each provides slightly different

coverage of the Portland-Astoria Corridor, as reception is impaired by the roadway alignment (curves) and by mountainous terrain

Key Opportunities

The Portland-Astoria Corridor is perhaps the most multi-modal transportation corridor in the state The presence of rail lines and the planned dredging of the Columbia River for larger ships provide the best alternatives for conveying freight that might otherwise travel by truck Connection to I-5 at Rainier, the success and growth of smaller airports, and the potential for commuter vanpools and carpools from Scappoose and St Helens provide viable alternatives to travel on US 30 by single-occupant vehicles Opportunities to develop a balance of modes in the Corridor include

- Deepening of the Columbia River to accept deep-draft vessels will provide additional opportunities for freight movement and enhanced facilities at the ports of St. Helens and Portland More frequent use of rail and water barge transportation to move freight (ranging from forest products and aggregate to agricultural goods) could reduce truck traffic on US 30 and thereby reduce demand and help maintain capacity
- With Tri-Met bus service to Linnton and carpool and vanpool opportunities in Scappoose and St Helens, there are opportunities to travel by modes other than the single occupant vehicle (SOV)
- With the telecommunications infrastructure largely in place throughout the Corridor, the potential exists for significant numbers of work trips to be avoided through telecommuting
- The connection to I-5 at Rainier, coupled with improvements to the Rainier/Longview Bridge or construction of a new bridge, presents an opportunity to reduce traffic on US 30 between Rainier and Portland and improve travel times
- Future opportunities for regular and sustained passenger air travel between Astoria and Portland will depend on market needs, such as a growing concentration of population in the Corridor. In the meantime, the need for shuttle service from communities in the northern portion of the Corridor to the airport in Warrenton is likely to increase In Scappoose, the Airpark is proposing to extend and narrow its runway, allowing larger business jets to use the facilities
- Now that slide repairs have opened that section of the existing rail line from Wauna to Astoria, a limited number of excursion train operations could occur Excursion trains are a private business venture where the frequency of service will be driven by market demand and profit potential Special passenger trains provide an opportunity to develop off peak tourist traffic and to supplement highway capacity during special events
- Transportation demand management (TDM) strategies in this Corridor Plan address the need to improve local street networks in communities where US 30 serves as a main street through the community Attracting local traffic from US 30 onto parallel systems can be accomplished through coordination with local TSPs to create better connections to and better crossings of US 30 and improving connectivity in the local street networks

Assumptions

This Corridor Plan makes a number of assumptions regarding other planning efforts, capital improvements, and other aspects of the transportation system These assumptions, which are <u>not</u> repeated as issues or Objectives, include

Other Planning Processes

- Issues related to US 101 have previously been addressed in the Coastal Highway (US 101) Corridor Plan and are further refined in the Highway 101 Scenic Byway study
- Corridor plans for other state highways intersecting with US 30, e g Highway 47, will be prepared at a future time, although the functioning of these intersections are addressed in this Corridor Plan.

Land Uses and Growth

- Regional (as opposed to corridor-specific) transportation system issues and needs are being addressed in the Regional Transportation Plans (RTPs) for the Portland and Longview/Kelso/Rainier metropolitan planning areas
- Assumptions regarding use of the portion of the Corridor within the Metro urban growth boundary are based upon Metro's Region 2040 Growth Concept and include
  - Limited urban growth boundary (UGB) expansion;
  - A Green Corridor along US 30 from the Metro UGB to the Multnomah County boundary, and,
  - Significant growth in local intra-city trips
- The rural portions of the Corridor are assumed to continue in resource uses, e g agriculture and forestry, with growth generally confined to urban reserves within the Portland metro area, acknowledged exception areas and existing rural community centers
- Population and employment growth will occur primarily in incorporated communities along US 30, particularly those closest to the Metro area,

Highway Use

- All uses of US 30 will increase during the 20-year planning period

Funding Constraints

- Current funding constraints are not assumed for purposes of identifying strategies and long-term improvement projects The purpose of the Corridor Plan is to establish objectives and priorities for long-term management of and improvements to transportation facilities within the Corridor, irrespective of current funding limitations The ability to implement these objectives and priorities will be dependent upon future available funding.

D. KEY MANAGEMENT THEMES

A wide variety of objectives have been developed to address various aspects of the corridor's transportation system A primary goal of this multi-modal Corridor Plan is to manage growth in travel in the Corridor, while making wise use of scarce resources to fund needed improvements The Plan emphasizes managing the highway facilities that currently exist without substantial increases in capacity or construction of new facilities This is achieved by strengthening the role of alternative modes of transportation, improving facility operations, and managing demand through appropriate land uses

Following are the key themes in the Corridor Plan·

- Provide a variety of transportation choices to serve the needs of residents, visitors, and commerce, reducing reliance on any single mode as the sole solution to these needs
- Maintain existing facilities to ensure that they remain safe and functional as the highest priority for the allocation of state and federal resources
- Provide no additional highway capacity from Columbia City to Portland Accommodate anticipated growth in traffic through the promotion of I-5 as an alternative route for travel to the western portion of the Corridor, increased transit, transportation demand management (TDM) measures, and limited improvements such as turning lanes
- Other than the Astoria Truck Route, provide no major expansion in highway capacity from Columbia City to Astoria, except for passing lanes, turning lanes and through lanes in congested urban areas Proposed passing lane locations on US 30 include between Deer Island and Prescott and between Clatskanie and the Clatsop County line

- If environmental and land use approvals are obtained, construct the Astoria Truck Route to address localized congestion and safety problems in Astoria, with the route determination made through the project EIS or other appropriate process and in concurrence with Clatsop County and the City of Astoria
- Promote alternative modes of transportation, particularly transit, and the use of parallel routes to reduce reliance upon US 30 for local trips
- Rely upon local assess management and circulation plans to relieve congestion problems in Scappoose and St Helens Implement improvements identified in the Linnton Neighborhood Transportation Plan for the Linnton area in Portland
- Focus on improvements to the Astoria Regional Airport to maintain commercial air service between Portland and Astoria and to the Scappoose Industrial Airpark to accommodate increased demand for general aviation services
- Utilize access management programs to consolidate access points and improve safety in rural community centers
- In conjunction with highway maintenance and improvement projects, develop a continuous bicycle route from Portland to Astoria, utilizing both the US 30 and the Old Highway 30 alignment
- Improve pedestrian access and safety within urban areas through sidewalks, signals and other strategies to ensure safe and convenient crossings of US 30
- Minimize additional long-haul truck use of US 30 by promoting bulk freight movement by rail and water, particularly bulk commodities such as aggregate and forest products
- Facilitate truck freight movement through passing/climbing lanes, improved access to industrial sites, and improvements to the Lewis and Clark Bridge
- Improve overall Corridor safety through a combination of increased enforcement, access management, and targeted highway improvements
- Factor environmental and energy conservation considerations into both management and maintenance practices and improvement projects, with an immediate focus on enhancing salmon and steelhead habitat through upgrading culverts
- Promote transportation-efficient land use patterns that reduce vehicle trips and miles traveled and promote a live-work balance, particularly in the Corridor's urban areas In the Corridor's rural portions, concentrate services within established rural service centers to reduce the need for auto trips

E. DECISIONS AND SOLUTIONS

Key Management Direction

The Corridor Plan includes a series of objectives, strategies and projects to enhance the Corridor's ability to serve commuter, recreational, and freight travel between Portland and Astoria Consistent with OTP objectives to promote a balanced multi-modal transportation system, the Corridor Plan promotes transportation demand management (TDM) and system management (TSM) strategies as the first course in addressing future needs, especially within the urban portions of the Corridor These TDM and TSM strategies include the development of support facilities for transit and other non-motorized modes, as well as promoting increased railroad use and shipping as effective means of transporting goods.

Another overall theme is cost-efficiency With limited capital improvement and maintenance dollars available, ODOT must stretch its revenues as far as possible. This is accomplished in the Corridor by combining projects for a single mode into multi-modal projects where possible For example, combining bicycle shoulder improvement projects with highway widening and passing lane projects benefits bicycles, pedestrians, and the movement of truck freight, as well as autos This allows the implementation of bicycle projects that would not be cost-effective as stand-alone projects To the greatest extent possible, projects identified that improve transportation balance in

the Corridor are pursued through maintenance, operations, management, and service projects that minimize capital expense

Other key management direction includes

- **Relieve congestion** This is addressed by improvements in urban areas pursuant to their TSPs, intersection improvements in both urban and rural areas, and by construction of limited improvements, e g climbing and passing lanes, in the rural areas These approaches are appropriate given existing and proposed traffic volumes and environmental sensitivity

- **Support use of alternative modes of transportation.** Transit, bicycle and pedestrian modes play a major role in the urban areas, while in the rural areas these modes have a limited role Transit can make a significant difference in the demand for highways in the urban areas The Corridor Plan supports opportunities to increase transit service outside urban areas as market demand warrants

- **Access management** Managing the locations of driveways and distances between intersecting streets is the key to preserving the capacity of the statewide highway and local arterials In the urban areas, access management can provide for opportunities to enter, exit, or cross the highway for vehicles, pedestrians and bicycles, consistent with local comprehensive plans and TSPs In rural areas, access management consists of managing at-grade intersections with the state highway

- **Economic development.** A principal objective of the Corridor Plan is to ensure the efficient shipment of local products to processing centers within and outside the region This is accomplished by maintaining capacity and managing demand on the highway system, encouraging the use of rail and waterborne modes, and promoting intermodal transfer facilities. US 30 provides access to recreational and tourist destinations that fuel the local economy In the rural areas, passing and climbing lanes maintain travel times to assure that access is preserved

- **Develop transportation facilities appropriate to the surrounding environment.** Modernization and capacity-related improvements in the urban areas can be acceptable when they support the character of the area and address local and regional travel needs. Modernization improvements in the rural portions of the Corridor may also be appropriate, but the high costs and potential for major environmental impacts should be carefully weighed against potential benefits to motorists *Reconstruct to Standard* projects were generated by ODOT through a needs analysis that looked at upgrading substandard portions of US 30 to the minimum state highway standards This analysis does not take into account the presence of natural and cultural resources nor land ownerships. Consequently, the Corridor Plan does not recommend these projects in recognition of their enormous expense and environmental impacts

- **Land use coordination** In all areas of the Corridor, the Plan supports and strengthens the connection between land use and transportation facilities and programs At the Portland urban area fringe, Metro's *Green Corridor* policy establishes policies for development adjacent to the urban growth boundary, including the area between the UGB and the Multnomah County boundary The Corridor Plan is careful in all instances to support applicable land use laws and policy in the Corridor Pursuant to the 1999 OHP, ODOT is currently reviewing with several Corridor jurisdictions the appropriateness of designating portions of US 30 as either Special Transportation Areas (STAs) or Urban Business Areas (UBAs)

Management Direction by Corridor Segment

Given the broad range of topics covered by the Corridor Plan and the variation in needs among the various transportation modes, there are no "one size fits all" solutions to transportation needs in the Corridor

Consequently, the discussion of overall management direction is broken into four sections that define the character of the Corridor: Urban Areas, Urban Fringe, Rural Areas, and Rural Community Centers

Urban Areas

Urban areas of the Corridor include the portion within the Metro UGB from the junction of US 30 with I-405 to the west city limits of Portland and the city limits of Scappoose, St. Helens, Columbia City, Prescott, Rainier, Clatskanie and Astoria. Inside the Portland and Longview/Kelso/Rainier metro boundaries, several local governments have jurisdiction over transportation and land use issues, but management direction is set primarily by the RTPs. RTP policies reinforce the balance of auto travel with transit, ridesharing, demand management, and other alternatives. While adapted to local conditions, the TSPs of the other cities in the Corridor have similar approaches to the transportation network and seek similar types of solutions, where appropriate. Key management solutions for the urban portions of the Corridor include:

- **Transportation modal balance is maintained and improved.** Corridor Plan objectives seek to strengthen the role of transit, pedestrian and bicycle modes, as well as transportation demand management, carpooling and vanpooling. The Portland Metro portion of the Corridor has a more balanced transportation network compared to the other cities, with regular transit service, and rail, water, and truck freight systems in place. Within other urban areas, the areas to be served are much smaller, and fixed-route transit is often not appropriate. However, other multi-modal solutions are explored, such as improving the local street, pedestrian, and bicycle networks. The *US 30 Transit Feasibility Study* concluded that vanpool service between St. Helens and Portland could be more cost efficient than a fixed-route commuter bus service, as demand is high but diffused in terms of destination and time of travel, and would not be sufficient to support fixed-route service. The study recommended a regional vanpool program to serve the US 30 Corridor.

- **Transit, TDM, and TSM measures are the highest priorities to provide greater capacity.** Capacity expansion is the lowest priority to address transportation demand. In accordance with regional policy, if transit, TSM or TDM measures do not meet capacity needs on existing facilities, then and only then will capacity expansion be considered. The Corridor Plan recommends system improvements that will accommodate the level of growth expected in the Portland-Astoria Corridor, as well as improvements to local street networks to reduce local trips on US 30.

- **An interconnected grid of local streets is planned to ensure direct, convenient circulation within the urban area, to minimize out of direction travel, and to provide alternatives to the state highway system for travel.** The existing grid systems within the urban areas will be enhanced over time to improve local circulation and access, and to provide alternatives to using US 30 for local trips.

- **Transportation infrastructure supports land use plans in the urban areas.** Implementation actions called for by the Plan are in compliance with local and regional comprehensive plans, which in turn implement local and regional transportation policy.

- **Transportation investments support efficient rail and truck freight movements.** Planned facility improvements and services support growth and economic development in the urban areas. High priority is given to projects that promote efficient freight access to industrial and commercial sites.

Urban Fringe

The urban fringe is defined as that area immediately outside the Portland metropolitan UGB. This area has a unique set of issues. The area is rural in character but close enough to the urban area to access services and employment. Rural zoning is in place, yet there is pressure from increasing residential use of these lands. Long

distance exurban commuting increases vehicle miles traveled and runs counter to the provisions of the *Statewide Transportation Planning Rule* In this area, TDM measures and alternative modes can reduce demand for highway use Key elements of the management approach at the urban fringe are detailed below

- **Telecommuting and other TDM measures have potential to reduce highway demand and VMT.** Given the existing amount of commuter traffic to the Portland area from St Helens and Scappoose, steady growth in commuting is likely as the region continues to expand and as potential new employers locate on developable industrial land within reach of those cities. Telecommuting has the potential to reduce commuter trips to some extent in the Portland-Astoria Corridor. Telecommunications infrastructure is in place to support the ability to telecommute The Corridor Plan does not advocate extension of urban transit to serve these outlying areas However, some privately sponsored vanpools and carpools may be appropriate

- **Support for *Green Corridor* policies.** Metro has adopted a *Green Corridor* policy that establishes open space or greenbelts around the Portland urban area to prevent sprawl and to maintain an aesthetic difference between rural and urban areas

Rural Areas

The rural areas of the Corridor are defined as those areas outside of urban areas and established rural community centers Key management strategies for rural areas are summarized below

- **Congestion relief is achieved through small-scale capital improvements, such as climbing and passing lanes.** As opposed to the urban area where TDM programs and TSM improvements can make a significant impact on highway demand, the Plan includes small-scale capital improvements to reduce congestion and preserve travel times through the corridor This approach of eliminating "choke points" makes the best use of scarce resources and minimizes environmental impacts

- **Access management plays an important role in the rural areas.** With numerous at-grade intersections through the rural portions of the Corridor, the opportunity exists for conflicts between highway users and cross-traffic and turning traffic. A major strategy will be to restrict new access points and work with users to consolidate existing multiple points where possible

- **Transportation improvements must minimize impact on significant environmental and cultural resources.** The potential to impact wildlife, natural resources and archaeological sites is greatest in the rural portions of the Corridor For this reason, the Plan emphasizes small-scale, strategic safety and congestion-relief improvements

Rural Community Centers

Rural community centers, such as Warren, Deer Island, Alston Corner, and Knappa Junction, are small commercial and residential nodes that have developed along US 30 These centers provide economic opportunity for rural residents and are dependent upon US 30 to bring recreational and truck freight traffic to their businesses Balancing community needs and the transportation function of the highway is a key theme in these areas Other key management direction includes

- **Access management is critical to maintain safety and rural community ambiance.** To preserve the unique character of these areas, pedestrians and bicyclists must be able to move about safely, and transportation improvements cannot overwhelm the surrounding land uses Access management consolidates access points to the highway and provides safer, more predictable points of interaction between cars, pedestrians and bicyclists

- **Intersection improvements can improve access to the community centers and improve safety.** In these areas, the ability to safely exit and enter the highway is critical Intersections and turn lanes are provided to relieve queuing and the safety hazards created by slow moving vehicles entering and leaving the highway

- **Transportation improvements support the economic health of rural community centers.** If access to these rural community centers were compromised, economic hardship would result for the small businesses located along the highway. Climbing and passing lane improvements elsewhere in the Corridor ensure that travel times are maintained and congestion levels are controlled These improvements preserve the ability of traffic to flow through the Corridor, which in turn supports the businesses in rural community centers.

Approach to Key Issues

Demand for Increased Capacity on US 30

The management of congestion requires different approaches in different parts of the Corridor In the urban areas, capacity added to highways and arterials would not generally be cost effective With the exception of truck freight movement through downtown Astoria, other methods, such as TDM and TSM, are expected to be adequate to meet demand and provide an acceptable level of mobility For example, transit and telecommuting and other TDM measures can play a significant role in managing demand for roads in the urban parts of the Corridor, while that strategy would not be as effective to address rural congestion problems In the rural areas, most Corridor Plan solutions (projects) fall into the management, operations and maintenance category, because they are generally modest improvements that improve the function of the facility

Urban Areas

Congestion and travel times in the urban areas are expected to increase even if high levels of improvements are applied, so the costs of highway improvements are excessive compared to the travel time saved. The Corridor Plan calls for improving local street networks to reduce local trips on US 30, and enhanced pedestrian, transit, and bicycle facilities to encourage use of alternative modes where practical The Corridor Plan emphasizes solutions that include

- No additional expansion in highway capacity, except for transportation system management (TSM) improvements (turning lanes and signal improvements) between Portland and Columbia City, and truck climbing/passing lanes and turn lanes in congested urban areas from Columbia City to Astoria
- Improvements to existing intersections with US 30 and local street networks within city limits to improve traffic flow
- Support for TSM and TDM measures, improvements to pedestrian facilities, and increased reliance on transit.
- Development of local access management and circulation plans to relieve localized congestion problems and to meet local transportation system needs.
- Develop an Astoria Truck Route to remove trucks and through-traffic from the Astoria downtown core

Rural Areas

The Corridor Plan includes no major expansions in highway capacity in rural areas Rather, passing and climbing lanes provide congestion relief at key "choke points" General purpose widening of US 30 outside the urban areas would be expensive and have significant adverse environmental impacts, as the Corridor passes through or next to wildlife habitat and natural resource sites Strategically sited climbing and passing lanes can reduce congestion with a much smaller capital investment In rural community centers, access management and additional turning lanes are the primary tools to relieve congestion Four areas are targeted for climbing/passing lanes to reduce bottlenecks John Day Road/Fern Hill, Clatskanie to the Clatsop County line, and between Deer Island and Prescott in Columbia County and

from Swedetown to Lost Creek Intersection realignments or additional turn lanes will also aid traffic flows in congested spots or in areas with heavy truck traffic Examples include the US 30/Nicolai Cut-Off Road, the Cornelius Pass Road/US 30 intersection, US 30 and Tide Creek Road, and Smith Point in Clatsop County.

Alternative Modes

Air Service

The Corridor Plan recognizes that air service is dependent on the marketplace for its financial viability. Management solutions focus on improvements to existing airports and restoring/maintaining service between Portland and Astoria Protecting facilities from incompatible land uses is also a key objective

Bicycle System

Four overall themes are applicable to bicycle improvements in the Corridor

- Maintenance and cleaning of highway shoulders to improve conditions for cyclists
- Inclusion of bicycle improvement projects as part of routine pavement overlays and other maintenance projects. In many cases, an extra foot of shoulder width is easy to provide at minimal cost during an asphalt overlay
- Stand-alone bicycle projects are not generally recommended, unless they can be combined with other highway projects to share costs
- In urban areas, a primary concern is for safe crossings of US 30 and connections to local bicycle routes

Pedestrian System

Since the Portland-Astoria Corridor contains a large percentage of rural lands that will not typically be used for pedestrian travel, the main objective is to ensure adequate facilities are provided within urban areas where they will be most effective In many cases, the objectives and projects that will improve bicycle facilities will also improve pedestrian access and safety, for example, through widening shoulders or developing pathways separated from automobile traffic

Transit Service

The primary approach to transit in the Portland-Astoria Corridor is to coordinate with local providers and jurisdictions to ensure that adequate services are provided where they are most effective and needed Commuters from Scappoose and St Helens would benefit from a vanpool program, and park and ride services combined with increased Tri-Met service at Sauvie Island

Rail Service

The Corridor Plan supports the maintenance of existing rail services and improvements to the infrastructure, e g , intermodal facilities, to enhance the investment climate for rail users Increased use of rail to convey bulk commodities can limit the growth of truck freight on US 30. Managing the rail line to preserve future opportunities for passenger service is also promoted

Truck Freight

A limited increase in truck freight is anticipated due to increased reliance upon rail and water for the transport of bulk commodities Within the Corridor's rural portions, passing/climbing lanes and turn lanes improve truck safety and general highway travel time Truck travel times is expected to improve with better truck access (e g , turn lanes at critical points) and with the use of alternative routes, such as I-5 between Longview and Portland and the Astoria Truck Route (if constructed)

Roadway Conditions and Safety

Problems of deficient geometry and poor pavement conditions can affect the safety of motor vehicle drivers, cyclists, and pedestrians. In allocating state resources, the maintenance of safe and functional facilities is established as the highest priority Improvements to surface conditions and to high accident locations are priorities throughout the Corridor Other solutions include intersection safety improvements, shoulder widenings, sunken grade repairs, bridge retrofits and pavement overlays.

The Corridor Plan addresses safety in the Corridor through a combination of facility management and improvements at potentially unsafe locations Objectives identify a wide variety of facility management techniques including intersection improvements, improved lighting and delineation, additional signage, and installation of safety barriers and weather monitoring devices

Maintenance

As a first priority, ODOT will focus its resources on the maintenance of existing facilities in order to minimize long-term costs Maintenance, operations, and management actions comprise the vast majority of implementation actions for improvements to roadway safety and conditions in the Corridor. Improving public safety is a key criterion for the evaluation of maintenance projects Specific solutions include

- Increase the "Targeted Opportunity Funds" account to allow ODOT to respond to localized minor needs on the highway system
- Increase the maintenance limitation budget to allow Districts to make minor repairs Many of the repairs have been backlogged because of limited maintenance budgets

Bridges

The ODOT Bridge Engineering Section has evaluated the structures in the Corridor and determined that 10 structures are in need of seismic retrofits Retrofitting consists of two main types either connecting bridge superstructure elements such as beams and decks to their supporting members (Phase 1), or strengthening substructure elements, such as crossbeams, footings or pilings (Phase 2) Two structures, Goble Creek Bridge and Wauna Interchange, need Phase 1 upgrading only Five bridges need Phase 2 upgrading only Longview Interchange, Beaver Creek, Lost Creek, O'xing of Swedetown County Road, one unnamed (#01740 at MP 13 19) Three bridges need both types of upgrading Tide Creek, Sauvie Island Partial Viaduct, and John Day River. ODOT and WDOT are currently evaluating replacement or retrofitting of the existing Lewis and Clark Bridge connecting Rainier with Longview, Washington (and I-5) with a $200 million, four-lane toll bridge

Environmental Impacts

All projects undertaken in the implementation of this Plan must consider impacts to wetlands, other water bodies, farmlands, forestlands, threatened or endangered species and other protected resources, including cultural and archaeological resources The overall approach is to seek to protect the environment from vehicle emissions, pollutant runoff and interruption of migration routes The Oregon Plan (Oregon Coastal Salmon Restoration Initiative Conservation Plan) provides the primary means of addressing impacted anadromous fish runs in the rivers and streams in the Corridor Priorities for culvert repairs were assigned by the Department of Fish and Wildlife based upon the severity of potential biological impact if the culverts were left unrepaired

Other solutions include·

- ODOT, where feasible and appropriate, will work with local governments to integrate mitigation efforts in transportation improvement projects and to avoid or minimize impact on sensitive natural areas when constructing improvements
- All new transportation projects will include appropriate measures to protect air and water quality.

Access Management

New access management policies have been developed as part of the 1999 OHP However, the six general categories established in the 1991 OHP apply to transportation plans adopted before January 2000 US 30 is classified as access management Category 2 (equivalent to an Expressway, as defined by the OHP) from I-405 to NW 29th Avenue in Portland's northwest industrial district, and on the proposed Astoria Truck Route from John Day River Bridge to OR 202 (Williamsport) interchange. The remaining portions of the Corridor are Category 3 in the less developed rural/urban areas and Category 4 in the more developed urban areas A lower number indicates greater restrictions on access, while a higher number has relatively fewer restrictions

The Corridor Plan recommends an aggressive program of access management in rural areas to reduce the number of conflicts between through traffic and local traffic entering the highway The Plan also recommends coordinating with the cities and counties to create access management plans and work to consolidate access points where possible

Land Uses

Management of and improvements to the transportation system are fully integrated with regional and local government land use planning, resulting in transportation efficient land use patterns intended to reduce vehicle trips and miles traveled and promote a live-work balance, particularly within the Corridor's urban areas

It is assumed that development within the Portland metropolitan UGB will follow the direction set by Metro's *Regional Framework Plan* and *Urban Growth Management Functional Plan* This would include additional industrial development within the Northwest Portland industrial district and additional residential and industrial development in the Linnton neighborhood, which has approximately 10 percent vacant land, with just over two-thirds zoned industrial

Outside the Portland UGB, land use patterns will develop according to the acknowledged land use plans for each jurisdiction Review of these plans indicates that there is significant vacant developable land within the corridor to accommodate projected growth, particularly between Scappoose and Rainier Transportation-efficient land use patterns are encouraged to reduce vehicle miles traveled and promote a live/work balance, such as clustered development, mixed uses, maximum parking ratios, and circulation systems that reduce out-of-direction travel With the exception of the Port of St Helens, most commercial and industrial growth is confined to incorporated cities Additional residential land uses along the Corridor outside UGBs are expected in designated rural community centers and on vacant rural lands zoned for residential use

As identified in Metro's Region 2040 Growth Concept, ODOT, Metro, Multnomah and Columbia counties, and the City of Scappoose will collaborate to identify "Green Corridor" planning and transportation strategies to preserve the natural areas between the Portland Metro UGB and the Multnomah County boundary

The 1999 OHP includes provisions for creating Special Transportation Areas (STAs) where a highway acts as a primary city street and Urban Business Areas (UBAs) where the highway bisects other areas of commercial activity. These provisions aim to better coordinate the needs of the state's highway system with local needs No

STAs or UBAs have been designated to date through the Corridor Plan or TSPs As part of development of a final plan, eligible jurisdictions are being consulted regarding the appropriateness and desirability of applying STA or UBA designations to portions of US 30 through their communities Expressway designation is proposed for the first 1-2 miles of US 30 west from its intersection with I-405 and for the Astoria Truck Route Expressways are designed for high speed movement with a limited number of road connections and driveways

Protection of sensitive cultural (historic and archaeological) resources and effects on community livability must be considered with any proposed improvements to the transportation system. Therefore, part of the process of designing transportation facilities will be to identify and avoid adverse impacts to livability and cultural resources, or where avoidance is not possible, to identify suitable mitigation

Economic Impacts

The economy of the Corridor is closely tied to the shipping, timber, and tourist industries Functional and efficient access to employment centers, freight movement, and recreation travel are key to the Corridor's economic health Improved access to existing and designated industrial and commercial sites is a key objective Deepening of the Lower Columbia River and improvements to rail and port facilities promote growth for all ports and incorporated communities within the Corridor

The Northwest Oregon Economic Alliance has identified tourism as a key economic development strategy for in Clatsop, Columbia and Tillamook counties, taking advantage of the corridor's abundant natural and scenic resources The Corridor Plan includes facility management strategies within urban areas and passing/climbing lanes within the western segment to enhance access to recreation opportunities Recreation development focuses on the Lower Columbia River, such as a canoe trail from Portland to Astoria Other measures include objectives to develop or improve access and signage to recreation spots

F. PROJECT PRIORITIES AND FUNDING

A key step in development of the Corridor Plan was prioritizing improvement projects and ensuring that the highest priority projects fit within reasonable funding forecasts Corridor Plans do not need to pass the rigorous criteria required for the Metropolitan Planning Organizations (such as Metro) Rather, several ranges of funding forecasts, based on different assumptions, have been developed.

In developing funding forecasts, it was recognized that forecasted revenues would not likely fully reflect actual revenues realized over the next 20 years. Funding forecasts are currently uncertain statewide and the relative amounts to be allocated for different types of projects by corridor have not been decided Some of these decisions will be made as the OTC responds to the Governor's suggestion that monies be concentrated on maintaining and managing the existing system The CSC focused primarily on modernization (new construction), safety, and operational (TSM and TDM) improvements Funding priorities for categories such as bridge projects, maintenance, pavement management and salmon recovery improvement projects reflect input provided by ODOT staff

Funding Forecasts

Funding forecasts are based upon 1999 OHP forecasts, traditional funding distributions among ODOT Regions, within each Region, between urban/rural areas, and among rural counties The CSC developed a general methodology for determining the target funding levels for new construction based upon a "snap-shot picture" approach with a base year of 1997 and including state revenue and federal highway funds for new construction

Assumptions included a 20-year projection of funding allocation for new construction projects, no changes in state or federal funding levels from the 1997 level and no inflation adjustment on project costs

Historically, Regions 1 and 2 have received an average of 34 2% and 23%, respectively, of the statewide construction funds for new projects The Region 1 allocation has historically been split 80% for the Portland metropolitan planning organization (MPO) area and 20% to the Non-MPO area. Region 2 monies are split among all the ODOT facilities within the region. In Region 1, the Corridor in the urban portion is part of the Metro regional decision-making process, which allocates funding for the Metro region Table 1 summarizes the annual allocation of modernization project funding statewide and for Regions 1 and 2

Table 1: Annual New Construction Funding Allocation by Region (1997 base year) ($ million)[1]

Funding Source	Statewide	Region 1			Region 2
		Region 1 Share (34.2%)	Metro (MPO) Allocation (80%)	Non-MPO Allocation (20%)	Region 2 Share (23.0%)
State Gas Tax	$56 8	$19 4	$15 5	$3 9	$13 1
Federal Funds	$99 0	$33 9	$27 1	$6 8	$22 8
TOTAL	$155 8	$53 3	$42 6	$10 7	$35 9

(1) Based upon historical trends in disbursement shares

Three potential modernization funding forecasts were developed One forecast uses a historical split of money to the regions and a funding percentage for the corridor over the past 20 years, applying it to the forecast revenues over the next 20 years. This is the highest, most optimistic of the three forecasts It is not realistic to expect this much money to be available without increased revenues at the state or federal levels, or both. Inflation and deferred maintenance and preservation needs will consume an increasing proportion of available revenues.

The second forecast uses the OHP needs and revenue forecasts and assumes an even split of available funds to address all needs. The draft OHP projects 62 5% of the needed revenue will be available over 20 years and that 22% of the need is for Modernization projects An even split would allocate $3.3 billion to Modernization projects over 20 years This may also represent more funds than can reasonably be expected over the next 20 years, given policies to maintain and preserve existing facilities

Finally, a third forecast prioritizes programs other than Modernization, funding only 20% of those needs, while meeting a greater level of need for maintenance, preservation, safety, etc This assumption addresses several policy objectives, including the emphasis on preserving and managing the existing system. It also reflects current statutes requiring ODOT to spend about $54 million per year statewide on Modernization This should represent the minimum amount available over the 20-year planning horizon

Table 2 summarizes the three forecasts In the rural areas, funding for Corridor Plan projects would be split among the Region's five rural counties

Table 2: Projected Modernization Funding Forecast ($ million)
Portland-Astoria Corridor

Region	Historical STIP Programming	Even Split of Projected Revenue	Low Mod-High Maintenance & Preservation
Region 1			
MPO	$30 - $60	$22 - $45	$7 - $14
Rural	$15	$11 0	$7
Region 2	$14	$7 0	$2
TOTAL	$59 - $89	$40 - $63	$16 - $23

Project Funding Priorities

As noted earlier, limited revenues necessitate managing and improving the existing transportation services and facilities within the Corridor to accommodate the anticipated growth in travel Accordingly, the Corridor Plan allocates state resources to highway projects according to the following priorities

(1) Maintenance of the existing facility to ensure that it remains safe and functional, e g fixing potholes
(2) Preservation of the roadway by investing in roadbed and pavement reconstruction as needed to minimize maintenance costs,
(3) Transportation system management to optimize existing highway capacity,
(4) Safety and capacity improvements, and
(5) Projects that support economic development, particularly recreation and tourism

The highest priority projects are placed in the ***Committed*** and ***Constrained*** funding category, meaning they would all be expected to be implemented over the 20-year planning period Committed projects are already funded in the current STIP and total $20 million Constrained projects, totaling $37 million, would be implemented in later years of the current STIP and are still subject to funding authorization In the Portland Metro area, committed and constrained projects have been identified through the RTP process

Next in priority are ***Strategic*** funding projects that will require new sources of funding Strategic projects total $153 million, with the bulk of these costs attributable to construction of the Astoria Truck Route and replacement of the Longview/Rainier Bridge Practically speaking, if additional funding is identified, projects identified from the Strategic funding list would move to the Constrained funding list and total funds available for Constrained projects would increase Per current ODOT policy, project development activities are not undertaken for projects not on the Constrained Funding list (that is, project development is not undertaken for projects that are not funded for implementation)

All remaining projects are considered ***Unconstrained*** or ***Reconstruct to Standard*** Based upon current revenue forecasts (including all reasonable additional sources of revenue), these projects are *not* likely to be funded within the 20-year planning horizon The term "Unconstrained" means that if ODOT had all the funding to meet all Corridor needs, then all projects could be funded However, Unconstrained projects could be funded by alternative funding sources, such as development exactions, local improvement districts, urban renewal districts, etc Unconstrained projects total $39 million. Unconstrained projects proposed in the Corridor Plan are those that originated through the CSC and have a demonstrated need Reconstruct to Standard projects, totaling $15 million, were generated through ODOT's HPMS system which identifies projects to bring substandard segments of highway up to highway standards These projects may not be practical given that attaining maximum grade or curvature standards could require extraordinarily expensive and impractical solutions for a highway such as US 30

Portland to Astoria Corridor Plan - Solution List

September 1999

Solution List by Funding Priority

PROJ	BEG MP	END MP	HWY NO	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
005	21 3	21 3	92	1	Operation	Scappoose Columbia	$1 280	Scappoose-Vernonia Road at Highway 30 Realign intersection relocate traffic signal Overlay US 30 from Laurel to Scappoose/Vernonia Rd	The present intersection is confusing, the signal is sited for an unused logging road Drivers are uncertain when to obey the signal and safety is compromised Increasing traffic volumes through the intersection will compound the safety hazard in the future Draft 2000-2003 STIP
040 2	99 3	99 3	92	2	Modernization	Astoria Clatsop	$440	Smith Point -- Western End of Astoria Intersection improvements at convergence of Hwys 101 202, & 30	TEA-21 High Priority Project Improves safety reduces traffic congestion and conflict and reduces travel time for major traffic flow on US 101 as it intersects with Highways 30 and 202 Regional need involving traffic from Highways 30, 202, 101 and Washington State Delay and Mobility problems forecast because intersection will be above capacity by 2016 if no improvements are made Future need for improvements to Young's Bay Bridge, which is rapidly approaching capacity and has no bike/ped facilities Draft 2000-2003 STIP
050	46 5	50 2	92	1	Preservation	Rainier Columbia	$5,888	US 30, East 7th to West 6th (sidewalks), 3 7 mile overlay Install and replace sidewalks and ramps in conjunction with major overlay/inlay preservation project	Project encourages non-auto local trips which will improve through vehicle traffic Improves connections between newly developing waterfront mixed-use area and downtown and increases demand for development within existing city limits Sidewalk improvements are among the most critically needed in the city Project supports City's pedestrian element and the State's bike/ped plan Draft 2000-2003 STIP
066	off system			2	Rail	Unincorporated Clatsop	$875	Off System Aldrich Point Remove landslide and repair rail line allowing reopening of Portland-Astoria rail service	TEA-21 High Priority Project supports development within the existing UGB by reducing truck traffic on Hwy 30 within downtown Astoria Reduced traffic enhances quality of life and encourages residential and commercial development Project links sea, truck and rail modes Potential to develop some form of rail passenger or tourist excursion service Willamette & Pacific owns tracks and ODOT owns the right-of-way (Completed)
069	82 84	82 84	92	2	Operation	Unincorporated Clatsop	$250	Maggie Johnson Rd Overpass #07418 Improve vertical clearance	Raising bridge not feasible, lowering roadway is best solution Draft 2000-2003 STIP
116	74 11	74 82	92	2	Maintenance	Unincorporated Clatsop	$159	Near Bradley State Wayside Rockfall protection (screening)	Statewide Rockfall priority list Draft 2000-2003 STIP

FUNDING PRIORITY: Committed

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
126	95 2	95 7	92	2	Maintenance	Astoria Clatsop	$159	US 30 near 51st Slide Repair - known as both the Crest and Sloan slide	Astoria TSP Draft 2000-2003 STIP
134	97 96	98 41	92	2	Operation	Astoria Clatsop	$1 060	US 30 - Marine - Commercial - New Signals	Astoria TSP Need to confirm this is in Draft 2000-2003 STIP
138 1	98	off system	92	2	Planning	Astoria Clatsop	$281	Location to be determined Refinement Planning - Intermodal Transportation Center	TEA-21 High Priority Project Sunset Empire Transportation District Intermodal Station Location and scope of project to be determined through refinement planning (See project 138 2) Draft 2000-2003 STIP
A	6	13 12	92	1	Preservation	Portland Multnomah	$2,476	Cornelius Pass Rd - St Johns Bridge Preservation Overlay	Grind out and replace with 2" F-mix Under construction 1999
B	87 7	92 3	92	2	Preservation	Unincorporated Clatsop	$1,829	Old Hwy 30 - John Day River Bridge Preservation overlay	Draft 2000-2003 STIP
C	3 92	6	92	1	Preservation	Portland Multnomah	$3,193	US 30 from NW Kittridge to St Johns Bridge Preservation Overlay Includes railing and other improvements	Grind out and inlay/overlay pavement 1998-2001 STIP for 2000 construction
D	10	10	92	1	Bridge	Unincorporated Multnomah	$778	Half viaduct Br#05291 Replace structure	Draft 2000-2003 STIP
E	60 82	60 82	92	1	Bridge	Clatskanie Columbia	$42	US 30 at Swedetown O'xing Retrofit bridge railings	Draft 2000-2003 STIP
F	57 4	57 4	92	1	Safety	Unincorporated Columbia	$555	US 30 at Carlson Rd Extend left turn refuge to Carlson Road	Draft 2000-2003 STIP
G	97 07	98 41	92	2	Preservation	Astoria Clatsop	$680	32nd to 6th Overlay	Draft 2000-2003 STIP

SUBTOTAL Committed (16 records) **$19,945**

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
001	8 55	8 55	92	1	Operation	Portland Multnomah	$135	US 30 at NW 112th Ave (Linnton) Signal/intersection improvements	Large presence of trucks on Hwy 30 creates conflicts between pedestrians trucks autos and transit Some intersections are unpaved unsignalized and have heavy truck traffic Project would provide more efficient truck flow through industrial sites Increasing development within this area will result in increased vehicle / pedestrian interaction Signal improvements are needed to maintain safety Private development activities may fund some or all of the project
004 1	13 27	13 27	92	1	Operation	Unincorporated Multnomah	$15	U S 30/Cornelius Pass Road Intersection Add NB left-turn lane by restriping signal modifications	Interim project Project 4 2 provides long-term solution
006	off system			1	Modernization	St Helens Columbia	$470	Gable Road from Highway 30 to Bachelor Flat Road Reconstruction of West Gable Road to city arterial standards	The project will improve a heavily travelled and poorly maintained section of County road within City limits Gable Road is a minor arterial that connects a fast growing area of town with Highway 30 and a number of commerical establishments along the highway Gable Road is presently a narrow two-lane road that is in poor condition St Helens has experienced rapid development in the past several years This presents an additional burden on a narrow County Road that serves several different land uses
007	off system			1	Modernization	St Helens Columbia	$670	Bachelor Flat Road within city's UGB Minor arterial improvements (pavement, storm drainage)	The project will improve a heavily travelled, poorly maintained section of County road in a rapidly developing area of the City's UGB Bachelor Flat is currently a narrow road with no sidewalks, shoulders or bike lanes Project will provide safer connection between neighborhoods, schools and shopping St Helens has experienced rapid growth in recent years
008	off system			1	Modernization	St Helens Columbia	$250	Sykes Road from Columbia Boulevard to City Limits Improve to city arterial standards	The project will improve a heavily travelled and poorly maintained section of County road within the City limits Sykes Road is a designated minor arterial street that connects a fast growing area of town with more developed areas Sykes Road is presently a narrow two-lane road that is in poor condition The addition of sidewalks and bike lanes will connect neighborhoods to schools and shopping
012	off system			1	Bridge	Rainier Columbia	$1,700	C Street Bridge Replace existing one-lane bridge with two-lane bridge/sidewalks	Project increases regional capacity of Hwy 30 by improving alternative route for local traffic Bridge is a safety hazard Bridge reconstruction allows for upgrade of C Street to provide a feasible alternative to Hwy 30 for local traffic, freeing capacity on the State Highway Candidate for HBR funds

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
016	46 97	46 97	92	1	Operation	Rainier Columbia	$30	1st Street & Hwy 30 (B Street) Upgrade signal to allow for additional protected turn movements	Encourages redevelopment and intensification in downtown area by facilitating local circulation This signal has a high accident rate (97 ACC/MVM) Signal improvements will reduce congestion and delay to Hwy 30 through traffic by removing turning vehicles from the traffic stream
017	48 38	48 38	92	1	Operation	Rainier Columbia	$30	US 30/Rockcrest Increase protected turn movements through signal changes	Project reduces congestion for through traffic on Hwy 30 Intersection will provide access to industrial sites owned by the Port of St Helens Signal modifications will improve connections between C Street and the Longview Bridge
018	47 34	47 34	92	1	Operation	Rainier Columbia	$150	Hwy 30 at W 6th Street Install traffic signal and pedestrian crosswalks	Project improves safety and efficiency of through traffic movements by eliminating conflict with south and northbound turning movements Signal will serve an area of the waterfront that is planned for intensive mixed use development Future 2017 LOS of F without signal LOS C with signal as determined by agency This major intersection is currently stop-controlled with high pedestrian volumes seeking to cross the highway to access the City Park Doesn't currently meet signal warrants-would meet within 5 years
020	0 22	0 41	110	1	Maintenance	Clatskanie Columbia	$10	Highway 47 near Highway 30 - intersection with Howard Norman, and two intersections with Orchard Intersection improvements to improve sight distance	Improves safety accessing OR47 from local streets Maintenance project / minor betterment
021	61	61	92	1	Operation	Clatskanie Columbia	$180	Clatskanie, Van Street and US 30 Add EB/WB left-turn lanes with signals	This project eliminates a congested intersection area of US 30 and facilitates development of the adjacent commercial and industrial area Van Street is the truck route in Clatskanie from US 30 to the Stimson Mill, without a traffic signal, the long log trucks make left turns difficult and dangerous This is a two-lane section of US 30 and can be dangerous when traffic on US 30 is heavy Would require significant local or private match Doesn't currently meet warrants
026 1	off system			1	Planning	Unincorporated Columbia	$25	Old Rainier Road at Apiary Road Study alternatives at intersection for truck access	Need safer and more efficient intersection operation Refinement Planning needed to determine best solution

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
026 2	off system			1	Modernization	Unincorporated Columbia	$1 022	Old Rainier Road and Apiary Road Provide truck access from Apiary Rd to US 30	Trucks are currently unable to access Hwy 30 from Apiary Road except via Larson Road where left-turn movements are hazardous due to horizontal and vertical alignments that cause sight distance problems Two proosed alternatives - 1 $678 000 would improve the intersection of Old Rainier Road and Apiary Road to allow left turns 2 $1 022 000 would extend Apiary Road (possibly using Heath Road) to create a new intersection with US 30
033	48 4	48 6	92	1	Maintenance	Unincorporated Columbia	$10	Rainier Hill (US 30) Create WB chain-up area at base of Rainier Hill	Project provides a safe location for trucks and other vehicles to apply chains in adverse weather conditions to enable them to ascend Rainier Hill Removes trucks from travel lanes while chaining up a practice which has resulted in a number of accidents Potential maintenance project Combine w/ #106?
039 1	91 3	NEW		2	Planning	Astoria Clatsop	$2 000	Astoria Truck Route (Fernhill Rd to Hwy 202) DESIGN new alignment for US 30 to reroute truck traffic	Project avoids potential future safety problems with projected traffic volumes Will help to relieve congestion in downtown Astoria and on Young's Bay Bridge, and will enhance economic development/revitalization in the City of Astoria with redirection of truck traffic Provides a direct and efficient link for cargo trucking to the Ports of Astoria and Warrenton and to the Astoria Regional Airport Replaces system designed in the 1920s Astoria is heavily impacted by regional traffic Hwy 30 runs along local arterial streets built on pilings & chairwalls The EIS projects 75% reduction in heavy truck traffic w/plan implementation Heavy traffic in downtown hinders revitalization See project 39 5
044	off system			1	Operation	Longview WA Cowlitz	$25	I-5 @ WA Exit 36 to US 30 Improve signing between I-5 and US 30 to improve access to and from I-5 and US30	Proposed improvements provide better access to Hwy 30 from the I-5 corridor Provides better access and signing for the Pacific Coast Byway (US 101) Increases regional awareness and use of the AMTRAK station at Kelso, WA To be included as a maintenance/management task In FY 98 WSDOT work program to do inventory and proposal
045 11	3 92	4 11	92	1	Pedestrian	Portland Multnomah	$150	Both sides of US30, from Kittridge to 1000' north of NW Kittridge Construct sidewalks on both sides of US30	Increases pedestrian mobility, safety and connections to activity centers, and reduces the regional VMT because good pedestrian facilities provide an incentive to walk rather than drive Provides links between the west and east sides of the highway Lack of ped/bike facilities creates a hazardous situation for residents trying to cross a busy regional highway Intended to link Hwy 30 eastern and western communities and provide continuous bike/ped facilities

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
045 12	4 95	5 50	92	1	Pedestrian	Portland Multnomah	$220	Linnton West side of US 30 through the Willbridge business area to 65th Construct sidewalks on west side of US 30	Increases pedestrian mobility, safety and connections to activity centers and reduces the regional VMT because good pedestrian facilities provide an incentive to walk rather than drive Provides links between the west and east sides of the highway Lack of ped/bike facilities creates a hazardous situation for residents trying to cross a busy regional highway Intended to link Hwy 30 eastern and western communities and provide continuous bike/ped facilities
045 13	6 23	6 41	92	1	Pedestrian	Portland Multnomah	$70	Linnton US 30 west side from the City impound yard to Bridge Avenue Construct sidewalks on the west side	Increases pedestrian mobility safety and connections to activity centers and reduces the regional VMT because good pedestrian facilities provide an incentive to walk rather than drive Provides links between the west and east sides of the highway Lack of ped/bike facilities creates a hazardous situation for residents trying to cross a busy regional highway Intended to link Hwy 30 eastern and western communities and provide continuous bike/ped facilities
045 14	6 23	7 36	92	1	Pedestrian	Portland Multnomah	$450	Linnton, Bridge Road from Front to its north intersection with US 30 Construct sidewalks along Bridge Road. improve shoulders on US 30 versus adding sidewalks	Increases pedestrian mobility, safety and connections to activity centers and reduces the regional VMT because good pedestrian facilities provide an incentive to walk rather than drive Provides links between the west and east sides of the highway Lack of ped/bike facilities creates a hazardous situation for residents trying to cross a busy regional highway Intended to link Hwy 30 eastern and western communities and provide continuous bike/ped facilities
045 15	7 36	8 15	92	1	Pedestrian	Portland Multnomah	$310	Linnton, US 30 on west side from Bridge Avenue to 106th Ave Construct sidewalk	Increases pedestrian mobility safety and connections to activity centers, and reduces the regional VMT because good pedestrian facilities provide an incentive to walk rather than drive Provides links between the west and east sides of the highway Lack of ped/bike facilities creates a hazardous situation for residents trying to cross a busy regional highway Intended to link Hwy 30 eastern and western communities and provide continuous bike/ped facilities
045 16	8 15	8 81	92	1	Pedestrian	Portland Multnomah	$520	Linnton, US 30 on both sides, from 106th Ave to GATX terminal entrance Construct sidewalks	Increases pedestrian mobility, safety and connections to activity centers, and reduces the regional VMT because good pedestrian facilities provide an incentive to walk rather than drive Provides links between the west and east sides of the highway Lack of ped/bike facilities creates a hazardous situation for residents trying to cross a busy regional highway Intended to link Hwy 30 eastern and western communities and provide continuous bike/ped facilities

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
045 17	8 81	9 05	92	1	Pedestrian	Portland Multnomah	$100	Linnton US 30 on the east side from GATX to St Brigitta's Church Construct sidewalks	Increases pedestrian mobility, safety and connections to activity centers and reduces the regional VMT because good pedestrian facilities provide an incentive to walk rather than drive Provides links between the west and east sides of the highway Lack of ped/bike facilities creates a hazardous situation for residents trying to cross a busy regional highway Intended to link Hwy 30 eastern and western communities and provide continuous bike/ped facilities
045 2	8 32	8 32	92	1	Pedestrian	Portland Multnomah	$350	Linnton US 30 at about 108th Street Construct pedestrian overcrossing	Increases pedestrian mobility safety and connections to activity centers and reduces the regional VMT because good pedestrian facilities provide an incentive to walk rather than drive Provides links between the west and east side of the highway Lack of ped/bike facilities creates a hazardous situation for residents trying to cross a busy Statewide highway
045 3	4	9	92	1	Bike	Portland Multnomah	$400	Highway 30 at various locations within Linnton Visually narrow roadway Include landscaping, pedestrian bulb outs and median	Intended to calm traffic, make safer pedestrian environment
046	3 92	3 92	92	1	Bike	Portland Multnomah	$365	US 30 at St Johns Bridge Improve ped/bike access to St Johns bridge Issues of coordination w/ ODOT bridge improvements	Provides for improved access from North/Northeast Portland and north and east Multnomah County to points west on US 30 Existing bike route to St Johns Bridge is hazardous, sidewalk improvements are needed Project would link bike and ped routes east of Willamette River with routes west of the river Previously identified by Willamette River Bridge Accessibility Project ODOT has major bridge project ($29 million paint redeck and other improvements) planned for 2001
047	2 68	10 87	92	1	Transit	Portland Multnomah	$300	US 30 from NW 29th/Yeon to Sauvie Is Bridge Construct ADA pads at bus stops	Lack of sidewalks, narrow/unsafe shoulders, and lack of ADA compliant concrete pads at bus stops within the project boundary impair pedestrian access and conncectivity Improvements would encourage pedestrian trips and transit usage while decreasing SOV use
051	61	off	92	1	Bike	Clatskanie Columbia	$80	Van Street, NE 5th St , NW 5th St in Clatskanie Bikeway link between US 30 and northwest city limits	Provides a bicycle path link to the downtown area and to Highway 30 from an area of the city that has no sidewalks or bike paths This should encourage use of the bicycle for shopping, recreation and employment trips Completes one portion of the city's bikeway plan Extends bikeway into the county so that old Highway 30 to Quincy and Mayger can be destinations for extended recreational trips Needs further evaluation of alignment options

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
063	18 37	off system	92	1	Transit	Unincorporated Col /Mult	$330	US 30 near Columbia/Multnomah County line Create Park & Ride Lot	Encourages car and vanpooling into Portland May also encourage routes by bus service -- Colco and Portland-based service Could also include bikes Establishes a centralized pick-up point for passengers into Portland Supports modal objectives Need to determine location and size Current agreement with Fred Meyer Store Refined cost estimate needed
068	off system			1	Modernization	Rainier Columbia	$608	C Street E 5th to Rockcrest Upgrade roadway new curb gutters & sidewalk	Project reduces congestion for through traffic on Hwy 30 by encouraging local traffic use of C Street Improvement would encourage redevelopment and intensification of uses in downtown area Provides continuous sidewalks reduces pedestrian/vehicle conflicts and increases safe and convenient walking Related to project #12
070	0 22	off system	110	1	Bike	Clatskanie Columbia	$300	Between OR 47 Orchard Dr and Bel Air Dr Install bike/ped pathway and bridge over creek	With a new link to bike/ped facilities, local residents could access local shopping, business or employment This project also improves safety by increasing the sight distance on intersections with inadequate sholders and guard rails City owns some of the right of way between OR 47 / Orchard Drive and Bel Aire Drive which could be used for a portion of the bike path
071	6 4	6 4	92	1	Maintenance	Portland Multnomah		NW St Helens Rd Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
072	6 6	7 3	92	1	Maintenance	Portland Multnomah		NW St Helens Rd Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
073	6 93	6 93	92	1	Maintenance	Portland Multnomah		St Johns Bridge Illumination Upgrade Required	Maintenance District Inventory - Need to develop scope and cost estimate
074	6 93	6 93	92	1	Maintenance	Portland Multnomah		St Johns Bridge Drainage system replacement	Maintenance District Inventory - Need to develop scope and cost estimate
075	6 93	7 93	92	1	Maintenance	Portland Multnomah		St Johns Bridge Historic drainage features from St Johns Bridge WB upgrade	Maintenance District Inventory - Need to develop scope and cost estimate
076	8 6	8 6	92	1	Maintenance	Portland Multnomah		NW St Helens Rd Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
077	9 3	9 6	92	1	Maintenance	Portland Multnomah		NW St Helens Rd Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
078	9 7	10	92	1	Maintenance	Unincorporated Multnomah		Harborton Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
079	10 1	10 1	92	1	Maintenance	Unincorporated Multnomah		NW Newberry Rd Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
080	10 4	10 4	92	1	Maintenance	Unincorporated Multnomah		NW Riverview Dr Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
081	11 7	12 2	92	1	Maintenance	Unincorporated Multnomah		MP 11 7 - 12 2 Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
082	19 35	21 27	92	1	Operation	Scappoose Columbia	$15	Scappoose Signal Head Modifications	Enhance Pedestrain safety Potential for pedestrian actuated phase
083	19 35	21 27	92	1	Operation	Scappoose Columbia	$10	Scappose Signal Timing	Scappoose TSP
088	26 95	26 95	92	1	Operation	St Helens Columbia	$200	US 30 at Millard Rd Install Signal	Intersection could rise in priority if adjacent developer assists
089	26 95	29 1	92	1	Operation	St Helens Columbia	$20	US 30 in St Helens Signal Coordination	St Helens TSP
093	29 1	29 1	92	1	Operation	St Helens Columbia	$200	US 30 at Pittsburg Rd Install Signal	St Helens TSP
097	37 2	37 5	92	1	Maintenance	Unincorporated Columbia		US30 at Jones Rd area Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
098	40	40	92	1	Maintenance	Unincorporated Columbia		US30 at Goble area Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
099	40 4	40 7		1	Maintenance	Unincorporated Columbia		US30 at Goble Creek area Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
100	40 8	41	92	1	Maintenance	Unincorporated Columbia		US30 at Neer Rd area Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
101	42 9	43 7	92	1	Maintenance	Unincorporated Columbia		US30 at Trojan Nuclear Plant Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
103	45 6	45 6	92	1	Maintenance	Unincorporated Columbia		Lindberg area Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
104	45 9	45 9	92	1	Maintenance	Rainier Columbia		East Rainier Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
105	46	46 7	92	1	Maintenance	Rainier Columbia		East Rainier Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
106	48 6	48 7	92	1	Maintenance	Rainier Columbia		Bridge area Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate Combine with project # 33?
107	48 67	48 67	92	1	Maintenance	Rainier Columbia		Longview Interchange Illumination Upgrade	Maintenance District Inventory - Need to develop scope and cost estimate
108	48 7	49 7	92	1	Maintenance	Rainier Columbia		Rainier Hill Slide Repair and guardrail installation	Maintenance District Inventory - Need to develop scope and cost estimate
113	61 8	61 8	92	1	Maintenance	Clatskanie Columbia		US30 at Hwy47 Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate
114	67 5	67 5	92	1	Maintenance	Unincorporated Columbia		Marshland area Slide Repair	Maintenance District Inventory - Need to develop scope and cost estimate

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
115	74 4	74 4	92	2	Maintenance	Unincorporated Clatsop		Wauna area Sunken grade repair	Maintenance District Inventory - Need to develop scope and cost estimate
117	78 5	78 5	92	2	Maintenance	Unincorporated Clatsop		Gnat Creek area Deep base repair shoulder widening	Maintenance District Inventory - Need to develop scope and cost estimate
119	87 3	87 3	92	2	Maintenance	Unincorporated Clatsop		MP 87 3 Drainage improvement and slope stabilization	Maintenance District Inventory - Need to develop scope and cost estimate
120	94 4	94 4	92	2	Maintenance	Unincorporated Clatsop		Near Maritime Road Sunken grade repair	Maintenance District Inventory - Need to develop scope and cost estimate
121	94 5	94 5	92	2	Maintenance	Unincorporated Clatsop		MP 94 5 Sunken grade repair	Maintenance District Inventory - Need to develop scope and cost estimate
129	97	99	92	2	Maintenance	Astoria Clatsop		US 30 from Hamburg to 32nd deep base repair	Maintenance District Inventory - Need to develop scope and cost estimate
138 2	98	off system	92	2	Transit	Astoria Clatsop	$2 219	Location to be determined CONSTRUCTION - Intermodal Transportation Center	Sunset Empire Transportation District Intermodal Station Location and scope of project to be determined through TEA-21 High Priority Project refinement planning (See also project 138 1)
140	98 34	98 25	92	2	Maintenance	Astoria Clatsop		9th - 10th Marine Drive Retaining Wall Failure	Identified in Astoria TSP
141	98 41	98 41	92	2	Modernization	Astoria Clatsop	$1,000	West End Couplet Extension Intersection Improvements	Identified in Astoria TSP
142	98 41	98 41	92	2	Modernization	Astoria Clatsop	$1,055	West End Couplet Existing Intersection Improvements	Identified in Astoria TSP
143	99 3	99 3	92	2	Maintenance	Astoria Clatsop		Astoria Chairwall Repair or Replace	Identified in Astoria TSP

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
144			92		Maintenance	various various		Various locations Guardrail replacement locations	Maintenance District Inventory - Need to develop scope and cost estimate
145			92		Maintenance	Unincorporated various		Various locations Logging Contract Locations - access management	Maintenance District Inventory - Need to develop scope and cost estimate
146	91 3	92 46	92	2	Modernization	Unincorporated Clatsop	$9 088	John Day R - Fern Hill Passing Lane	Improve access safety and operation of this heavily used roadway Dropped from current STIPdue to landuse / environmental issues County permitting goal exceptions may be needed
150	21 84		92	1	Bridge	Scappoose Columbia	$25	N Fork Scappoose Cr 02668A Pres-Rehab	ODOT Bridge Management System
152	36 47		92	1	Bridge	Unincorporated Columbia	$386	Tide Cr (Frontage Rd Rt) 00338/0038A Pres-Rehab	ODOT Bridge Management System
155	49		92	1	Bridge	Rainier Columbia	$7 395	Lewis and Clark Bridge (Longview Br) 02046 Pres-Rehab	ODOT Bridge Management System - May be deferred funds used for project #43
157	55 29		92	1	Salmon	Unincorporated Columbia	$195	Lost Cr 07722 Mod-Rehab/Enhance salmon habitat	ODOT Bridge Management System / Enhance salmon habitat
158	61 21		92	1	Bridge	Clatskanie Columbia	$364	Clatskanie River 07519 Mod-Rehab	ODOT Bridge Management System
159	60 82		92	1	Bridge	Clatskanie Columbia	$144	Oxing Swedetown County Rd 07715 Pres-Rehab	ODOT Bridge Management System
161	35 8	35 8	92	1	Salmon	Unincorporated Columbia	$150	Adams Cr Enhance salmon habitat	Pipe passes under 2 roads and a RR track This impassable pipe is marked as the end of fish use on ODOF map (Not able to assess upstream)

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
162	75 5	75 5	92	2	Salmon	Unincorporated Clatsop	$150	Hunt Cr Enhance salmon habitat	Culvert is impassable at most if not all flows due to length and slope
163	75 7	75 7	92	2	Salmon	Unincorporated Clatsop	$150	Unidentified creek Enhance salmon habitat	Water drops 1' onto bedrock No fish passage possible
164	79	79	92	2	Salmon	Unincorporated Clatsop	$150	Big Noise Cr Enhance salmon habitat	Culvert is a velocity barrier to all fish at low flows May be passable at higher flows in some instances
165	79 3	79 3	92	2	Salmon	Unincorporated Clatsop	$150	S Fk Rock Cr Enhance salmon habitat	Water cascades 12" onto bedrock There is no pool so this culvert is impassable at most flows Length and slope create very high velocity water There are several miles of fish bearing stream above this culvert
166	79 7	79 7	92	2	Salmon	Unincorporated Clatsop	$150	Supply Cr Enhance salmon habitat	Upper end of culvert is full of rock debris leaving a 2' opening That, combined with the length and slope make fish passage unlikely unless backfilled
167	81	81	92	2	Salmon	Unincorporated Clatsop	$150	E Fk Hall Cr Enhance salmon habitat	Apparently this culvert extends below Valley Cr Rd as well Appears to be impassable due to very high velocity water and length of over 200' There are a couple of miles of stream listed as fish bearing above this pipe
168	81 4	81 4	92	2	Salmon	Unincorporated Clatsop	$150	Hall Cr Enhance salmon habitat	Velocity inhibits fish passage Creek splits right above culvert
169	87 6	87 6	92	2	Salmon	Unincorporated Clatsop	$150	Eskeline Cr Enhance salmon habitat	Upper 15' of pipe is steep
170	96	96	92	2	Salmon	Astoria Clatsop	$150	Mill Creek Enhance salmon habitat	Upstream end is grated High water velocity Need to check downstream end
171 1	3 92	4 95	92	1	Bike	Portland Multnomah	$46	East side of US 30 from NW Kittridge to NW Doane Ave Widen shoulders for bicycles	Increase mobility and safety Provide bike facilities on busy regional highway

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
171 2	5 5	6 18	92	1	Bike	Portland Multnomah	$31	Both sides of US 30 between NW 64th Ave and MP 6 18 Shoulder widening improvements for bikes	Increase mobility and safety Provide bike facilities on busy regional highway
171 3	6 18	6 41	92	1	Bike	Portland Multnomah	$11	Both sides of US 30 between MP 6 18 and NW Bridge Ave south approach Shoulder widening improvements for bikes	Increase mobility and safety Provide bike facilities on busy regional highway
171 4	6 41	7 32	92	1	Bike	Portland Multnomah	$41	Both sides of US 30 between the north and south Bridge Avenue approaches Shoulder widening improvements for bikes	Increase mobility and safety Provide bike facilities on busy regional highway
171 5	7 32	7 81	92	1	Bike	Portland Multnomah	$22	Both sides of US 30 between NW Bridge Avenue and NW Hoge Ave Shoulder widening improvements for bikes	Increase mobility and safety Provide bike facilities on busy regional highway
171 6	7 81	8 15	92	1	Bike	Portland Multnomah	$15	Both sides of US 30 between the NW Hoge Avenue and NW 105th Ave Shoulder widening improvements for bikes	Increase mobility and safety Provide bike facilities on busy regional highway
201	5 20	5 23	92	1	Operation	Portland Multnomah	$600	US 30 NW Saltzman, NW Balboa Intersections Intersection realignment	Two offset intersections, closely spaced, result in turning conflicts, congestion
202	36 47	36 47	92	1	Bridge	Unincorporated Columbia	$100	Tide Creek Bridge #00338A Phase 1 Seismic Retrofit	Seismic retrofit from ODOT Bridge Management System
203	40 74	40 74	92	1	Bridge	Unincorporated Columbia	$70	Goble Creek Bridge #00191A Phase 1 Seismic Retrofit	Seismic retrofit from ODOT Bridge Management System

FUNDING PRIORITY: Constrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
204	92.5	92.5	92	2	Bridge	Unincorporated Clatsop	$620	John Day River Bridge #01827B Phase 1 Seismic Retrofit	Seismic retrofit from ODOT Bridge Management System
205	72.75	72.75	92	2	Bridge	Unincorporated Clatsop	$90	Wauna Interchange #09598 Phase 1 Seismic Retrofit	Seismic retrofit from ODOT Bridge Management System
206	10.77	10.77	92	1	Bridge	Unincorporated Multnomah	$30	Sauvies Island Partial Viaduct #02641A Phase 1 Seismic Retrofit	Seismic retrofit from ODOT Bridge Management System

SUBTOTAL Constrained (102 records) **$36,767**

FUNDING PRIORITY: Strategic

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
004 2	13 27	13 27	92	1	Operation	Unincorporated Multnomah	$300	U S 30/Cornelius Pass Road Intersection Add NB left-turn lane by minor widening for two lanes of vehicle storage Project 4 1provides interim solution	Cornelius Pass Road is part of Multnomah County's bikeway system Adding shoulders and turn lanes along the roadway allows for safer use of the facility by motorists and bicyclists Provides a freight link between port facilities and the Hillsboro airport The Vista Ridge tunnel (US 26) restriction forces trucks to use this route
022	62 1	62 1	92	1	Modernization	Clatskanie Columbia		Highway 30 Clatskanie West City Limits Add access drive from US 30 into new industrial park	Project supports development of Palm Island Industrial Park which has connections with highway rail and water facilities By providing adequate access to the industrial park trucks will be able to enter and exit the highway in a safe manner Otherwise the only access will be a driveway across a railroad track This is an enterprise zone area Project added to Clatskanie TSP by City Council
023	61 61	61 61	92	1	Operation	Clatskanie Columbia	$150	BelAir Drive and US 30 Add traffic signal	Improves safety of busy highway crossing The street crossings and shopping center access drives come together at a congested area of Hwy 30 Signalizing this intersection will result in a safer crossing for both autos and pedstrians to reach the commercial residential, and educational facilities served by Bel Air Drive Doesn't currently meet signal warrants Future priority project for community
028	36 53	36 53	92	1	Operation	Unincorporated Columbia	$1,037	US 30 and Tide Creek Road Improve sight distance and left-turn safety	Left turns from Highway 30 to Tide Creek Road are extremely hazardous, as there is insufficient shoulder room for traffic from behind to go around traffic waiting to turn Very heavy traffic and high speeds create a high potential for rear-end collisions, and higher traffic volumes are projected A short-term project would be to clear brush and trees along Hwy 30 north of the intersection to improve sight distance
029	33 5	40	92	1	Modernization	Unincorporated Columbia	$2,300	US 30 -- Deer Island to Prescott Add passing lanes on US 30	There are limited opportunities for passing between Deer Island and Rainier (a distance of about 12 miles) Lack of a passing lane does not, however, prevent drivers from passing, resulting in a dangerous situation (14 accidents in 1996, including one fatality) The creation of passing lanes would result in much safer and more efficient traffic movement Passing lane study (Tabery 1998) found merit Project design will need to accommodate Heritage Marker at mp 34 43 and wetlands at mp 35 00

FUNDING PRIORITY: Strategic

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
034	40 47	40 8	92	1	Operation	Unincorporated Columbia	$450	US 30 at Nicolai Road & Neer Rd Provide left-turn lanes	Project provides for greater safety Difficulty turning from Hwy 30 onto these two roads has resulted in two accidents in 1996 including one fatality Higher traffic volumes in the future will increase the hazard
039 5	91 3	NEW		2	Modernization	Astoria Clatsop	$40 000	Astoria Truck Route (John Day Bridge to OR 202 US101) CONSTRUCT new alignment for US 30 to reroute truck traffic	Project avoids potential future safety problems with projected traffic volumes Will help to relieve congestion in downtown Astoria and on Young's Bay Bridge and will enhance economic development/revitalization in the City of Astoria with redirection of truck traffic Provides a direct and efficient link for cargo trucking to the Ports of Astoria and Warrenton and to the Astoria Regional Airport Replaces system designed in 1920s Astoria is heavily impacted by regional traffic Hwy 30 runs along local arterial streets built on pilings & chairwalls The EIS projects 75% reduction in heavy truck traffic w/plan implementation Heavy traffic in downtown hinders revitalization See alos project # 39 1
043	48 67	off system	92	1	Bridge	Rainier Columbia	$100,000	Lewis and Clark Bridge Replace Bridge	Will help meet the demands of current and future planning decisions and growth needs within the community along US 30 corridor especially within Longview-Kelso-Rainier urbanized area Preserves and enhances capacity of multimodal connections Provides protected right-of-way for bikes and peds Encourages tourism in the coastal area by enhancing bike access Enhances commerical development opportunities, improves emergency response, improves access to business, residential and commercial facilities The bridge may be built as a Design-Build-Maintain project Funding levels from the two DOTs will be negotiated -- DOTs are measuring the long-term "operations and maintenance" against contributing to new modern facilities Bids will determine design Port of St Helens to sponsor study with ODOT / WSDOT support Potential use of SIB funds
060	4	9	92	1	Transit	Portland Multnomah		Highway 30 at Linnton Develop transit amenities within Linnton area	Provision of transit amenities creates incentives for people to use transit, thereby reducing VMT in the region Transit access increases pedestrian mobility and connections to activity centers Project will reduce dependency on SOV because there are incentives for people to use transit Transit amenities include Park & Rides, Kiss and Rides, etc People would feel safe and comfortable walking and waiting for the bus
065	99 3	99 3	92	2	Other	Astoria Clatsop		Astoria Megler Bridge -- Astoria Approach Gateway facility improvements	Highway 101 Scenic Byway project

FUNDING PRIORITY: Strategic

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
067	off system			2	Rail	Astoria Clatsop	$403	City of Astoria waterfront Replace/renew rail within the port ensuring easy access to docks	Project is necessary to fully utilize the rail-line from Portland to Astoria Reduced highway truck traffic would enhance quality of life and encourage residential and commercial development Project links sea truck and rail modes Potential to develop some form of rail passenger or tourist excursion service Could move to higher priority to respond to development opportunity Potential funding through Immediate Opportunity Fund and/or EDD Project location needs to be better defined Consult with City regarding conformance with Riverwalk plans
091	28 23	28 23	92	1	Operation	St Helens Columbia	$200	US 30 at Vernonia Rd Install Signal	Included in St Helens TSP
122	94 6	94 6	92	2	Operation	Astoria Clatsop	$200	US 30 in the vicinity of Tongue Point New Intersection	Identified in Astoria TSP
123	95 11	95 11	92	2	Operation	Astoria Clatsop	$100	US 30 and Nimitz Rd Intersection Improvements	Identified in Astoria TSP
125	95 35	95 35	92	2	Operation	Astoria Clatsop	$500	US 30 and 54th St Intersection Improvements	Identified in Astoria TSP
127	96 12	96 12	92	2	Operation	Astoria Clatsop	$750	US 30 and 45th St Intersection Improvements	Identified in Astoria TSP
128	96 7	96 7	92	2	Operation	Astoria Clatsop	$50	US 30 and 37th St Intersection Improvements	Identified in Astoria TSP
130	97 48	97 96	92	2	Operation	Astoria Clatsop	$150	US 30 from 16th - 23rd Center Turn Refuge	Identified in Astoria TSP
131	97 48	97 96	92	2	Modernization	Astoria Clatsop	$1,000	US 30 from 16th - 23rd Widen to 5 lanes & Signal	Identified in Astoria TSP
132	97 52	97 52	92	2	Operation	Astoria Clatsop	$100	US 30 and Exchange St Intersection Improvements	Identified in Astoria TSP

FUNDING PRIORITY: Strategic

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
133	97.52	97.52	92	2	Operation	Astoria Clatsop	$850	US 30 and Exchange St Intersection Improvements & Turn Lanes	Identified in Astoria TSP
135	97.96	97.96	92	2	Operation	Astoria Clatsop	$300	US 30 and 16th St Intersection Improvements	Identified in Astoria TSP
136	98	98	92	2	Operation	Astoria Clatsop	$750	US 30 and Columbia Avenue Intersection Improvements	Identified in Astoria TSP
137	98	98	92	2	Transit	Astoria Clatsop	$50	US 30 and 25th 37th 45th and Nimitz Bus Shelters	Identified in Astoria TSP
139	98	98	92	2	Pedestrian	Astoria Clatsop	$250	US 30 - downtown Astoria Sidewalk Improvements	Identified in Astoria TSP
151	36.47		92	1	Bridge	Unincorporated Columbia	$91	Tide Cr (Frontage Rd Rt) 00338 Pres-Rehab	Identified by ODOT Bridge Management System
153	40.74		92	1	Bridge	Unincorporated Columbia	$70	Goble Cr 00191A Pres-Rehab	Identified by ODOT Bridge Management System
156	53.05		92	1	Bridge	Unincorporated Columbia	$158	Beaver Creek 00146A Pres-Rehab	Identified by ODOT Bridge Management System
207	48.37	48.37	92	1	Bridge	Rainier Columbia	$240	Longview Interchange #09501 Phase 2 Seismic Retrofit	Identified by ODOT Bridge Management System
208	53.05	53.05	92	1	Bridge	Unincorporated Columbia	$160	Beaver Creek Bridge #00146A Phase 2 Seismic Retrofit	Identified by ODOT Bridge Management System

FUNDING PRIORITY: Strategic

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
209	55 29	55 29	92	1	Bridge	Unincorporated Columbia	$60	Lost Creek Bridge #07722 Phase 2 Seismic Retrofit	Identified by ODOT Bridge Management System
210	60 82	60 82	92	1	Bridge	Clatskanie Columbia	$140	Crossing of Swedetown County Road #07715 Phase 2 Seismic Retrofit	Identified by ODOT Bridge Management System
211	13 19	13 19	92	1	Bridge	Unincorporated Multnomah	$360	McCarty Creek Bridge #01740 Phase 2 Seismic Retrofit	Identified by ODOT Bridge Management System
212	36 47	36 47	92	1	Bridge	Unincorporated Columbia	$250	Tide Creek Bridge #00338A Phase 2 Seismic Retrofit	Identified by ODOT Bridge Management System
213	10 77	10 77	92	1	Bridge	Unincorporated Multnomah	$80	Sauvies Island Partial Viaduct Phase 2 Seismic Retrofit	Identified by ODOT Bridge Management System
214	92 5	92 5	92	2	Bridge	Unincorporated Clatsop	$1 520	John Day River Bridge Phase 2 Seismic Retrofit	Identified by ODOT Bridge Management System
220	5 30	6 21	92	1	Operation	Portland Multnomah	$300	NW St Helens at Willbridge area Provide center turn lane up to NW Front Ave	ODOT Linnton Area Circulation Study
221	7 32	7 32	92	1	Operation	Portland Multnomah	$60	NW St Helens at N Bridge Rd Make both north-bound lanes through lanes stop (eliminate the uncontrolled outside lane) North end of Bridge Ave - move crosswalk, or improve sight distance	ODOT Linnton Area Circulation Study
222	off system			1	Other	Portland Multnomah		Front Avenue in Linnton, 107th to 112th Improve and widen to 60'	ODOT Linnton Area Circulation Study

SUBTOTAL Strategic (39 records) **$153,379**

FUNDING PRIORITY: Unconstrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
003	10 87	off system	92	1	Bridge	Unincorporated Multnomah	$20 000	Sauvie Island Bridge Replace Bridge	Bridge provides farm-to-market efficiency A new bridge would provide bike/ped facilities to encourage alternative modes of transportation Current bridge has one narrow lane in each direction and narrow sidewalks limiting safety and appeal to bikes/peds Engineering analysis of bridge reveals sufficiency rating of 46 6 ratings of less than 45 are considered poor and usually scheduled for replacement
031	62 24	69 95	92	1	Modernization	Unincorporated Columbia	$2 300	Clatskanie to Clatsop County Line Add passing lanes	Project will result in safer and more efficient traffic movement The straight stretch of road is deceiving when trying to judge passing distance The lack of passing lanes creates a safety hazard which has resulted in five accidents in 1996 including two fatalities Passing lane study(Tabery 1998) found merit in request
035	25 79	25 79	92	1	Operation	Unincorporated Columbia	$200	Highway 30 at Bennett Road (outside UGB) Install traffic signal (outside UGB)	Project provides for safe access to Highway 30 and encourages drivers to use the signalized location Signal will enhance access to Port of St Helens property from the south (Portland) Not supported by St Helens TSP This signal would be outside a UGB City of St Helens wants signal at Millard Rd (has better storage space and more traffic) Land use & policy issues must be resolved for project to proceed
036	61 21	61 21	92	1	Bridge	Clatskanie Columbia	$1 000	Highway 30 and Clatskanie River Bridge Widen Bridge	Project will enhance safety and traffic flow along Highway 30 in Clatskanie The increased roadway width will accomodate bicycle and pedestrian traffic The narrowness of the bridge is a safety hazard which has resulted in five accidents in the vicinity in 1996 Future growth will increase the hazard Project added to Clatskanie TSP by City Council Lane configuration confusing Further discussions with city Signing/striping in interim
055	25	off system	92	1	Bike	St Helens Columbia	$694	Old Portland Road -- St Helens Improve shoulders to provide bike route along Old Portland Rd	Bike lanes will continue in the industrial part of the City of St Helens to encourage employees to ride bikes to work Current bike/ped usage is hazardous because the ADT is relatively high with high volumes of truck traffic At present there are no shoulders Current improvements to US 30 provide parallel route bike lanes

FUNDING PRIORITY: Unconstrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
056	20 24	off system	92	1	Bike	Scappoose Columbia	$85	Old Portland Road -- Scapoose Improve/widen Old Portland Rd from US 30 to Scappoose to add bike lanes	Provides for safer bike/ped access, demand for which has increased due to new Fred Meyer shopping center System will connect to City of Scappoose facilities and Colco Park and Ride Many users come from short distances and safer travel will encourage greater usuage Bike lanes on US 30 provide direct connection Bike lanes on Portland Rd are important local connection but not regional need
057	48	off system	92	1	Bike	Unincorporated Columbia	$100	Old Rainier Road -- Rainier to Alston Create bike path along old Hwy 30- Rainier to Alston	Encourages residents to use bicycles to access Hudson Park Rainier and scenic overlooks along old Highway 30 Encourages use of old Highway 30 instead of more hazardous US Hwy 30 Park and scenic view along route should attract tourists Provides alternate route for regional travel and connections to park and high school
061	48 44		92	1	Other	Rainier Columbia		Lewis and Clark Bridge -- Rainier Approach Gateway facility improvements	Low priority given current funding constraints To be considered as part of bridge improvement studies Also may be considered with Lewis and Clark Bicentennial improvements
086	26 95	off system	92	1	Modernization	St Helens Columbia	$5 150	Millard - Sykes Street local street improvement Construct new parallel road	Identified in St Helens TSP
087	26 95	off system	92	1	Pedestrian	St Helens Columbia	$296	Millard - Pittsburg Rd local street improvement City street sidewalks	Project may no longer be needed Sidewalks may be adequate
092	28 56	off system	92	1	Modernization	St Helens Columbia	$2,030	Columbia Blvd - Pittsburg Rd, local street improvement Construct new frontage road	Identified in St Helens TSP
112	60 82	60 82	92	1	Bridge	Clatskanie Columbia		Swedetown County Rd Br #07715 Change bridge height	ODOT Bridge Section will need to confirm bridge clearance and priority of need
154	48 37		92	1	Bridge	Rainier Columbia	$235	Longview Interchange 09591 Pres-Rehab	Identified by ODOT Bridge Management System

FUNDING PRIORITY: Unconstrained

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
191	55 29	60 82	92	1	Modernization	Unincorporated Columbia	$7 000	US 30 from Swedetown overcrossing in Clatskanie to Lost Creek Widen shoulders and extend climbing lane add left turn lane	Safety Improvement - climbing lane stops before top of hill, inadequate shoulders

SUBTOTAL Unconstrained (14 records) **$39,090**

FUNDING PRIORITY: X-Reconstruct

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
102	46 91	47 02	92	1	Modernization	Rainier Columbia	$472	2nd Street East to 2nd Street Major Widening Improvement	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
110	48 75	50 22	92	1	Modernization	Unincorporated Columbia	$2 066	Rainier Hill Pavement Restruction with Aligment Improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
111	58 17	62 22	92	1	Modernization	Clatskanie Columbia	$199	West city limits of Clatskanie to end of climing lane East of Clatskanie Major Widening Improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
175	1 90	2 01	92	1	Modernization	Portland Multnomah	$406	NW Yeon at NW Nicolai Major widening improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update, needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
176	2 05	2 43	92	1	Modernization	Portland Multnomah	$1 632	NW Yeon between Sufflok and NW 26th Major widening improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update, needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
177	2 43	2 79	92	1	Modernization	Portland Multnomah	$1 546	NW Yeon from NW 26th to beyond NW 29th Major widening improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update, needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
178	3 08	3 12	92	1	Modernization	Portland Multnomah	$171	NW Yeon at NW 35th Major widening improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update, needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
179	3 12	3 38	92	1	Modernization	Portland Multnomah	$1,116	NW Yeon - NW 35th to RR Crossing Major widening improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update, needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project

FUNDING PRIORITY: X-Reconstruct

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
180	3 81	3 92	92	1	Modernization	Portland Multnomah	$472	NW Yeon - NW 44th to NW Kittridge Major widening improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
181	6 41	6 82	92	1	Modernization	Portland Multnomah	$1 336	NW St Helens Rd - NW Bridge Ave (S) to under St Johns Bridge Reconstruction with wider lanes improvement	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
182	7 32	7 53	92	1	Modernization	Portland Multnomah	$700	NW St Helens Rd - NW Bridge Ave (N) to NW Harbor Blvd Reconstruction with wider lanes improvement	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
183	10 68	10 71	92	1	Modernization	Unincorporated Multnomah	$95	US30 at Larson Rd Major widening with alignment improvement	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update, needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
184	21 05	21 27	92	1	Modernization	Scappoose Columbia	$730	US30 at Laurel St to Scappoose-Vernonia Rd Major widening improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update, needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
185	25 83	25 91	92	1	Modernization	Unincorporated Columbia	$265	US30 at Bennett Road (Warren) Major widening improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update, needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
186	26 84	26 80	92	1	Modernization	Unincorporated Columbia	$257	US30 at McNulty Corner (in St Helens UGB) Major widening improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update, needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
187	26 95	27 59	92	1	Modernization	St Helens Columbia	$2,319	US30 at McNulty Br to Firlok Park Blvd Major widening improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update, needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project

FUNDING PRIORITY: X-Reconstruct

PROJ	BEG MP	END MP	HWY	REG	WORKTYPE	CITY / COUNTY	ESTIMATED COST ($1000)	LOCATION / DESCRIPTION	COMMENTS AND PROJECT JUSTIFICATION
188	27.65	27.80	92	1	Modernization	St Helens Columbia	$816	US30 at Gable Rd to SykesRd Major widening improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
189	27.84	27.88	92	1	Modernization	St Helens Columbia	$172	US30 at Sykes Rd Major widening improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project
190	92.11	92.40	92	2	Modernization	Unincorporated Clatsop	$340	US30 at Fern Hill Pavement reconstruction with alignment improvements	Highway deficiency identified (through HPMSAP computer program) in 1999 OHP update needed to meet current standards Low priority - Corridor Plan recommends alternative improvements in lieu of this project

SUBTOTAL X-Reconstruct (19 records) **$15,110**