

- between 50 and 100 percent of the bus rapid transit alignment being in exclusive right of way;
- a transit line that connects Portland to downtown Tualatin, via Tigard.

Based on the shared investment strategy, the refinement phase for potential high capacity transit connections between Portland, Tigard and Tualatin will be completed by the summer of 2014. During the refinement phase, project partners will further narrow the high capacity transit design options that came out of the initial phase of the Southwest Corridor Plan and move forward the most promising options for further study under the National Environmental Policy Act (NEPA).

5.3.1.2 Tigard to Wilsonville (Mobility Corridor #3)

This mobility corridor provides the major southern access to and from the central city. The corridor also provides important freight access, where Willamette Valley traffic enters the region at the Wilsonville “gateway,” and provides access to Washington County via OR 217.

In 2002, a joint ODOT and Wilsonville study² concluded that in 2030 widening of I-5 to eight lanes would be required to meet Oregon Highway Plan and RTP mobility standards, and that freeway access capacity would not be adequate with an improved I-5/Wilsonville Road interchange. The appropriate improvements in this corridor are unclear at this time. However, I-5 serves as a critical gateway for regional travel and commerce, and an acceptable transportation strategy in this corridor has statewide significance. Projections for I-5 indicate that growth in traffic between the Metro region and the Willamette Valley will account for as much as 80 percent of the traffic volume along the southern portion of I-5, in the Tualatin and Wilsonville area.

A corridor refinement plan is proposed to address the following in coordination with corridor refinement planning for Mobility Corridor #2 and project development activities for Mobility Corridor #20:

- Effects of widening I-205 on the I-5 South corridor
- Effects of the I-5 to 99W Connector study recommendations on the N. Wilsonville interchange and the resultant need for increased freeway access
- Effects of peak period and mid-day congestion in this area on regional freight reliability, mobility and travel patterns
- Ability of inter-city transit service, to/from neighboring cities in the Willamette Valley, including commuter rail, to slow traffic growth in the I-5 corridor
- Ability to maintain off-peak freight mobility with capacity improvements
- Potential for better coordination between the Metro region and Willamette Valley jurisdictions on land-use policies

² I-5/Wilsonville Freeway Access Study, DKS Associates, November 2002

Excerpted from Chapter 5 of the 2014 Regional Transportation Plan, adopted July 17, 2014.

- Effects of a planned long-term strategy for managing increased travel along I-5 in the Willamette Valley
- Effects of UGB expansion and Industrial Lands Evaluation studies on regional freight mobility
- Effects to freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor
- Identify and implement safety and modernization improvements to I-5 defined by the Tigard to Wilsonville Corridor Refinement Plan in phases totaling over \$600 million
- I-5/OR217 Interchange Phase 2: SB OR217/Kruse Way Exit – Complete interchange reconstruction: Braid SB OR 217 exit to I-5 with Kruse Way exit, approximately \$50 million
- I-5/OR217 Interchange Phase 3: SB OR217 to I-5 NB Flyover Ramp – Complete interchange reconstruction with new SB OR217 to NB I-5 flyover ramp - \$30 million

In addition, the following design elements should be considered as part of the corridor refinement plan:

- Peak period pricing and HOV lanes for expanded capacity
- Provide regional transit service, connecting Wilsonville to the central city
- Provide additional freeway access improvements in the I-5/Wilsonville corridor to improve freight mobility and local circulation
- Add capacity to parallel arterial routes, including 72nd Avenue, Boones Ferry, Lower Boones Ferry and Carman Drive
- Add overcrossings in vicinity of Tigard Triangle and City of Wilsonville to improve local circulation
- Extend commuter rail service from Salem to the Portland Central City, Tualatin transit center and Milwaukie, primarily along existing heavy rail tracks
- Additional I-5 mainline capacity
- Provision of auxiliary lanes between all I-5 freeway on- and off-ramps in Wilsonville.

5.3.1.3 Portland Central City Loop (Mobility Corridor #4)

In 2005, the I-5/405 Freeway Loop Advisory Group (FLAG) completed its review of the near- and long-term transportation, land use, and urban design issues regarding the I-5/405 Freeway Loop. Appointed by Mayor Vera Katz and the ODOT Director in 2003, the 24-member group developed and evaluated concepts to address identified transportation issues and needs. The concepts represented a range of options that included modest improvements within existing right-of-way, a