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## Chapter 8: ~~Auto~~-Street Network Element

Last Revised 4/03/13

**Table 8-8 ~~Auto~~-Street Network Master Plan Projects**

Map ID <sup>1</sup>	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s <sup>2</sup>
<b>High Priority Needs</b>							
C	High	C	Hwy 224 & Hwy 99E Refinement Plan	Conduct refinement study that focuses on minimizing barrier effect and improving auto and freight mobility.	Hwy 99E Project Limits: Tacoma St to 17 <sup>th</sup> Ave	Hwy 224 Project Limits: Hwy 99E to Lake Rd Interchange	\$250
D	High	C	Hwy 224 Intersection Improvements at 37 <sup>th</sup> <u>Avenue</u>	Consolidate the two northern legs of 37 <sup>th</sup> Ave and International Way into one leg at Hwy 224.	Location specific	Location specific	\$1,946
H	High	C	Linwood Avenue Capacity Improvements (north)	Widen to standard three lane cross section. Widen bridge over Johnson Creek.	Johnson Creek Blvd	King Rd	\$8,500
H	High	C	Linwood Avenue Capacity Improvements (south)	Widen to standard three lane cross section.	King Rd	Harmony Rd	\$11,400
I	High	C	Railroad Avenue Capacity Improvements	Widen to standard three lane cross section.	37 <sup>th</sup> Ave	Linwood Ave	\$12,990
P	High	C	Hwy 224 Intersection Improvements at Oak <u>Street</u>	Add left turn-lanes and protected signal phasing on Oak St approaches.	Location specific	Location specific	\$20
T	High	C	Railroad Crossing Safety and Quiet Zone Project	Construct railroad crossing safety improvements at Oak St, Harrison St, and 37 <sup>th</sup> Ave.	Location specific	Location specific	\$285
<b>Medium Priority Needs</b>							
A	Med	C	McLoughlin Blvd Intersection Improvements at 17 <sup>th</sup>	Prohibit left turn movement from 17 <sup>th</sup> Ave to northbound McLoughlin Blvd and include in Hwy 224 & Hwy 99E Refinement Plan.	Location specific	Location specific	\$15
B	Med	C	Intersection Improvements at 42 <sup>nd</sup> <u>Avenue</u> and Harrison <u>Street</u>	Signalize intersection to facilitate dominant traffic flow.	Location specific	Location specific	\$252

<sup>1</sup> See Figure 8-4.

<sup>2</sup> Project costs are in 2007 dollars. Future costs may be more due to inflation. Costing details can be found in the Technical Appendix. In the case of operational projects, estimated costs are for the entire 22-year planning period.

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E	Med	C	Johnson Creek Blvd Intersection Improvements at Linwood <u>Avenue</u>	Add eastbound right turn lane and westbound right turn lane.	Location specific	Location specific	\$803
F	Med	C	Harrison Street Intersection Improvements at Main <u>Street</u>	Add westbound shared through/right turn lane or eastbound right turn lane.	Location specific	Location specific	\$34
G	Med	C	Intersection Improvements at Linwood <u>Avenue</u> and King <u>Road</u>	Implement protected/permissive left turn phasing for northbound and southbound approaches.	Location specific	Location specific	\$16
J	Med	C	McLoughlin Blvd Intersection Improvements at River Road	Consolidate a single access point for the area at Bluebird St with full intersection treatment and signalization <del>or</del> add second northbound left-turn lane at River Rd.	Location specific	Location specific	\$898
K	Med	C	Harrison Street Capacity Improvements	Widen to standard three lane cross section.	32 <sup>nd</sup> <del>St</del> <u>Ave</u>	42 <sup>nd</sup> <del>St</del> <u>Ave</u>	\$2,565
L	Med	C	Intersection Improvements at Harrison and Hwy 224	Add left turn-lanes and protected signal phasing on Harrison St approaches.	Location specific	Location specific	\$20
<b>Low Priority Needs</b>							
M	Low	C	Lake Road Capacity Improvements	Widen to standard three lane cross section.	21 <sup>st</sup> Ave	Oatfield Rd	\$7392
N	Low	C	Johnson Creek Blvd and 42 <sup>nd</sup> Avenue Signalization	Replace 3-way stop with signal when warranted.	Location specific	Location specific	\$250
O	Med	C	Harrison Street and King Road Connection	Enhance connection between King Rd and Harrison St	King Rd	Harrison St	\$53
Q	Low	C	Hwy 224 Access Modifications at Freeman <u>Way</u>	Modify access at Freeman Way to improve intersection functioning.	Location specific	Location specific	\$1313

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Map ID <sup>1</sup>	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s <sup>2</sup>
R	Low	C	Stanley Avenue Connectivity at King Road	Enhance connection along Stanley Ave at King Rd.	Location specific	Location specific	\$53
S	Low	C	Stanley Avenue Connectivity at Monroe Street	Enhance connection along Stanley Ave at Monroe St.	Location specific	Location specific	\$53
U	Low	C	Harmony Road Grade Separation and Realignment at Linwood Avenue	Grade separate Harmony Road from Union Pacific Railroad and align as a through east-west movement. Outcome of alignment and geometry is dependant upon the Harmony Road Environmental Assessment project (scheduled for completion Fall 2008).	Location specific	Location specific	\$28,000

### Notes:

C = Capital Project      High = High priority  
O = Operational Project      Med = Medium priority  
P = Policy Project      Low = Low priority



# Transportation System Plan

FIGURE 8-4

## AUTO STREET NETWORK MASTER PLAN

December 2007

### LEGEND

#### Proposed Street Network Improvements

- Roadway Widening Project
- Travel Route Improvement
- Corridor Refinement Plan
- Intersection Improvement
- Rail Crossing Improvement

- Major Roads
- Streets
- Railroad
- Springwater Trail
- Kellogg Creek Trail
- County Line
- Parks
- Water
- City Limits

### PROPOSED PROJECTS

- A** Prohibit left turn movement at 17th Ave/McLoughlin Blvd and include in Refinement Plan
- B** Signalize Harrison St/42nd Ave
- C** Conduct Refinement Plan for HWY 99E/HWY 224 focused on motor vehicle and freight mobility.
  - HWY 99E Project Limits: Tacoma St to 17th Ave
  - HWY 224 Project Limits: HWY 99E to Lake Rd Interchange
- D** Reconfigure intersection to consolidate 37th Ave/Industrial Way
- E** Add eastbound/westbound right turn lanes and integrate the trail crossing
- F** Create westbound shared through/right lane; or Add eastbound right turn pocket
- G** Implement protected/permitted phasing for northbound and southbound left turns
- H** Widen Linwood Ave to standard three lane cross section
- I** Widen Railroad Ave to standard three lane cross section
- J** Redesign intersections of River Rd and 22nd Ave to consolidate intersections; or Add northbound left turn pocket on River Rd
- K** Widen Harrison St to standard three-lane cross section
- L** Add left turn-lanes and protected signal phasing on Harrison St approaches
- M** Widen Lake Rd to standard three-lane cross section
- N** Replace 3-way stop with signal when warranted and appropriate. (Coordinate with the City of Portland)
- O** Enhance connection between King Rd and Harrison St
- P** Add protected signal phasing on Oak St approaches
- Q** Improve intersection/modify access at HWY 224 and Freeman Way
- R** Enhance connection along Stanley Ave at King Rd
- S** Enhance connection along Stanley Ave at Monroe St
- T** Implement railroad crossing safety and quiet zone project
- U** Upgrade crossing to grade separated facility (dependant upon Harmony Rd Project findings)