

## TRANSPORTATION

### A. INTRODUCTION

The purpose of the Transportation element of the Comprehensive Plan is to describe a multi-modal system which will serve the future transportation needs of Sherwood. The plan for the future transportation system should be capable of effective implementation, responsive to changing conditions and be consistent with plans of adjoining jurisdictions. The Plan seeks to foresee specific transportation needs and to respond to those needs as growth occurs. The original Transportation Network Plan was created in 1979. The original transportation policy element was created in 1980 as part of the first Comprehensive Plan acknowledged by the Oregon Department of Land Conservation and Development. The plan policies were updated in 1989 and a new Transportation Plan Update was completed in 1991. The most recent Transportation element has been revised substantially to reflect changes in a new Transportation System Plan (TSP) begun in 2003 and completed in March 2005. The newest TSP is attached as an appendix and technical reference to this Comprehensive Plan, including an analysis of the existing transportation system, changes to the functional classification of streets, an update of various inventory and plan maps, and changes to the street design standards.

NOTE: The following types of capital facilities are not present within the City: 1) air transportation, and 2) water transportation. Therefore, they are not addressed in this plan.

### B. GOALS, POLICIES, AND STRATEGIES

**Goal 1:** Provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes serving all neighborhoods and businesses.

Policy 1 – The City will ensure that public roads and streets are planned to provide safe, convenient, efficient and economic movement of persons, goods and services between and within the major land use activities. Existing rights of way shall be classified and improved and new streets built based on the type, origin, destination and volume of current and future traffic.

Policy 2 – Through traffic shall be provided with routes that do not congest local streets and impact residential areas. Outside traffic destined for Sherwood business and industrial areas shall have convenient and efficient access to commercial and industrial areas without the need to use residential streets.

Policy 3 – Local traffic routes within Sherwood shall be planned to provide convenient circulation between home, school, work, recreation and shopping. Convenient access to major out-of-town routes shall be provided from all areas of the city.

Policy 4 – The City shall encourage the use of more energy-efficient and environmentally-sound alternatives to the automobile by:

- The designation and construction of bike paths and pedestrian ways;

- The scheduling and routing of existing mass transit systems and the development of new systems to meet local resident needs; and
- Encouraging the development of self-contained neighborhoods, providing a wide range of land use activities within a single area.

Policy 6 – The City shall work to ensure the transportation system is developed in a manner consistent with state and federal standards for the protection of air, land and water quality, including the State Implementation Plan for complying with the Clean Air Act and the Clean Water Act.

Policy 7 – The City of Sherwood shall foster transportation services to the transportation-disadvantaged including the young, elderly, handicapped, and poor.

Policy 8 – The City of Sherwood shall consider infrastructure improvements with the least impact to the environment.

Policy 9 – The City of Sherwood shall develop a transportation demand management program to complement investments in infrastructure (supply).

#### Strategies

1. Make traffic safety a continuing effort through effective law enforcement and educational programs.
2. Adopt an acceptable level of service for the roadway network that is consistent with regional transportation policies.
3. Develop an array of transportation assets and services to meet the needs of the transportation-disadvantaged.
4. Evaluate, identify, and map existing and future neighborhoods for potential small scale commercial businesses to primarily serve local residents.
5. Adopt a strategy for reducing impacts of impervious surfaces to stormwater management.
6. Identify and adopt a transportation demand management strategy to provide incentives to employers who develop transportation options for employees.

**Goal 2:** Develop a transportation system that is consistent with the City’s adopted comprehensive land use plan and with the adopted plans of state, local, and regional jurisdictions.

Policy 1 – The City shall implement the transportation plan based on the functional classification of streets shown in Table 8-1.

Policy 2 – The City shall maintain a transportation plan map that shows the functional classification of all streets within the Sherwood urban growth area. Changes to the functional classification of streets must be approved through an amendment to the Sherwood Comprehensive Plan, Part 2, Chapter 6 - Transportation Element.

Policy 3 – The Sherwood transportation system plan shall be consistent with the city’s adopted land use plan and with transportation plans and policies of other local jurisdictions, especially Washington County, Clackamas County, City of Wilsonville, and the City of Tualatin.

Policy 4 – The City will coordinate with Metro regarding implementation of the Regional Transportation Plan and related transportation sections of the Metro Functional Plan.

Policy 5 – The City shall adopt a street classification system that is compatible with Washington County Functional Classification System for areas inside the Washington County Urban Area Plan and with Washington County 2020 Transportation Plan (Ordinance 588).

Policy 6 — The City will work with Metro and other regional transportation partners to implement regional transportation demand management programs where appropriate.

Policy 7 — The City shall work cooperatively with the Port of Portland and local governments in the region to ensure sufficient air and marine passenger access for Sherwood residents.

Policy 8 - Establish local non-Single Occupant Vehicle (SOV) modal targets, subject to new data and methodology made available to local governments, for all relevant design types identified in the RTP. Targets must meet or exceed the regional modal targets for the 2040 Growth Concept land use design types as illustrated in the following table:

**2040 Regional Modal Targets  
Non-single Occupancy Vehicles**

<b>2040 Design Type</b>	<b>Modal Target</b>
Regional centers	45 to 55 percent
Town centers	
Main streets	
Station communities	
Corridors	
Industrial areas	40 to 45 percent
Employment areas	
Inner neighborhoods	
Outer neighborhoods	

**Strategies**

1. Develop an intergovernmental agreement between Sherwood, Washington County and the City of Tualatin, consistent with ORS 195.065, to establish urban service boundaries and responsibilities for transportation facilities within and adjacent to the City of Sherwood.

2. Work cooperatively with ODOT, Washington County, and Metro to develop an interchange area management plan for the Pacific Highway 99-W and Tualatin-Sherwood Highway intersection.
3. Work cooperatively with ODOT, Metro, Washington County, and Tualatin to develop a corridor management plan for Pacific Highway 99W and Tualatin-Sherwood Road to preserve existing access to the highway for the city's arterial and collector streets.
4. Participate in regional planning efforts, including the development of the Regional Transportation Plan (RTP), to secure funding for safety and capacity improvements to the City of Sherwood's arterial and collector street system that are necessary to maintain acceptable levels of service for local and through traffic.
5. Define transportation corridors in advance through long range planning efforts
6. Coordinate the transportation network with adjacent governmental agencies, such as Washington County, Metro, and the State. Coordinate with ODOT in implementing their Six-Year Plan and the State Highway Improvement Program.

**Goal 3:** Establish a clear and objective set of transportation design and development regulations that addresses all elements of the city transportation system and that promote access to and utilization of a multi-modal transportation system.

Policy 1 – The City of Sherwood shall adopt requirements for land development that mitigate the adverse traffic impacts and ensure all new development contributes a fair share toward on-site and off-site transportation system improvement remedies.

Policy 2 – The City of Sherwood shall require dedication of land for future streets when development is approved. The property developer shall be required to make full street improvements for their portion of the street commensurate with the proportional benefit that the improvement provides the development.

Policy 3 – The City of Sherwood shall require applicable developments (as defined in the development code), to prepare a traffic impact analysis.

Policy 4 – The City of Sherwood shall adopt a uniform set of design guidelines that provide one or more typical cross section associated with each functional street classification. For example, the City may allow for a standard roadway cross-section and a boulevard cross-section for arterial and collector streets.

Policy 5 – The City shall adopt roadway design guidelines and standards that ensure sufficient right-of-way is provided for necessary roadway, bikeway, and pedestrian improvements.

Policy 6 – The City shall adopt roadway design guidelines and standards that ensure sidewalks and bikeways be provided on all arterial and collector streets for the safe and efficient movement of pedestrians and bicyclists between residential areas, schools, employment, commercial and recreational areas.

Policy 7 – The City of Sherwood will generally favor granting property access from the street

with the lowest functional classification, including alleys. Additional access to arterials and collectors for single family units shall be prohibited and use access from frontage roads and local streets. Frontage roads shall be designed as local streets.

Policy 8: The City will adopt access control and spacing standards for all arterial and collector streets to improve safety and promote efficient through street movement. Access control measures shall be generally consistent with Washington County access guidelines to ensure consistency on city and county roads.

Policy 9 - The City will establish guidelines and standards for the use of medians and islands for regulating access and providing pedestrian refuge on arterial and collector streets.

Policy 10 – The City of Sherwood will establish a set of guidelines and standards for traffic calming measures to retrofit existing streets and as part of land use review.

Policy 11 - The City will develop uniform traffic control device standards (signs, signals, and pavement markings) and uniformly apply them throughout the city.

Policy 12 - The City of Sherwood will adopt parking control regulations for streets as needed. On-street parking shall not be permitted on any street designated as an arterial, unless allowed by special provision within the Town Center (Old Town) area or through the road modifications process outlined in the Sherwood Development Code.

Policy 13 – The City of Sherwood shall adopt new development codes to fill in gaps in existing sidewalks to achieve a consistent pedestrian system.

#### Strategies

1. Incorporate typical street cross section guidelines in the City's public works design standards that address vehicular, bicycle, pedestrian, and transit needs.
2. Include a Road Modification Process in the Sherwood Development Code to provide a procedure for granting variances from street design standards for parking, pedestrian facilities, signals, and other roadway features.
3. Consider the Metro 2040 Plan Regional Street Design Elements when planning for improvements to City transportation facilities, including those built by ODOT or Tri Met.
4. Incorporate guidelines in the City's development code that establish when a local street refinement plan must be prepared and the process for preparing such a plan.
5. Amend the city development code as necessary to regulate vehicular access, spacing, circulation, and parking consistent with plan policies.
6. Amend the city development code as necessary to include specific guidelines for determining the proportional benefit contribution associated with requirements for street dedication and the construction of off-site transportation improvements.
7. Amend the development code to include standards and procedures for a transportation impact analysis (TIA). Refer to Appendix for example.

8. Develop a list to prioritize refinement plan needs, such as corridor plans and interchange area management plans.
9. Amend development code to include provisions for implementing traffic calming mechanisms.
10. Create a map that identifies locations targeted for on-street parking, such as in neighborhood commercial areas and the town center that support multi-modal options.
11. Regularly update the development code to ensure consistency with regional parking requirements.
12. Develop a “conceptual new streets plan” map for all contiguous areas of vacant and redevelopable parcels of 5 (five) or more acres planned or zoned for residential or mixed-use development, and adopt the map as part of the TSP.
13. Consider a “mixed-use” overlay zone in the development code that will apply to the Six Corners area. Include design standards that will encourage a vibrant, pedestrian friendly environment through the implementation of boulevards, medians, mixed-use development and site design.

**Goal 4:** Develop complementary infrastructure for bicycles and pedestrian facilities to provide a diverse range of transportation choices for city residents.

Policy 1 – The City of Sherwood shall provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes.

Policy 2 – Sidewalks and bikeways shall be provided on all arterial and collector streets for the safe and efficient movement of pedestrians and bicyclists between residential areas, schools, employment, commercial and recreational areas.

Policy 3 – The City of Sherwood will pursue development of local and regional pedestrian trail facilities, especially a trail system connection between the city and the Tualatin National Wildlife Refuge.

Policy 4—The City of Sherwood shall provide design standards for roadway traffic calming features such as traffic circles, curb extensions, bulb-outs, and speed humps.

Policy 5 – The City of Sherwood shall include requirements for the provision of bicycle parking on large commercial, industrial, and multi-family residential projects.

Policy 6 – The City of Sherwood will coordinate the bikeway system with adjacent jurisdictions, especially Tualatin, Wilsonville, Clackamas and Washington County.

Policy 7 – The City will work to eliminate architectural barriers from buildings and public improvements, which limit elderly and handicapped use of the transportation system.

## Strategies

1. Include pedestrian and bike projects in the capital improvement plan to ensure investment in alternative modes;
2. Use intergovernmental agreements with Tualatin and Washington County for the coordination of urban services per ORS 196.065 to coordinate the bikeway system and trail system;
3. Include design standards for sidewalk and bikeway facilities in the city's roadway design guidelines;
4. Include provisions for planning the location of pedestrian and bike routes for connecting residential, school, commercial, employment and recreational areas in the development code guidelines for preparing local street refinement plans;
5. Include a system of bikeways along collector and arterial roadways as illustrated on the Transportation Plan Map;
6. Include requirements in the development code for private development to provide bike and pedestrian facilities as indicated on the Transportation Plan Map;
7. Include design standards for sidewalks and bicycle facilities in the city's roadway design guidelines;
8. Pursue traffic calming techniques for neighborhood and local streets so as to provide safe passage for pedestrians and bicyclists, and a more pleasant neighborhood environment for residents.
9. Construct and install infrastructure, including storm drain inlets, which are pedestrian and bicycle-friendly.

**Goal 5:** Provide reliable convenient transit service to Sherwood residents and businesses as well as special transit options for the city's elderly and disabled residents.

Policy 1 – Public transportation shall be provided as an alternative means of transportation in Sherwood.

Policy 2 – The City of Sherwood will work with Tri-Met to expand transit services to all parts of the City through additional routes, more frequent service, and transit oriented street improvements.

Policy 3 – Park-and-ride facilities should be located with convenient access to the arterial system to facilitate rider transfer to transit and car pools.

Policy 4 – Encourage the construction of bus shelters and park-n-ride lots in the vicinity of planned transit corridors.

Policy 5 – The City of Sherwood will support the establishment of a "feeder" transit route from downtown Sherwood to Tualatin employment centers.

Policy 6 – The City of Sherwood will support park and ride facilities that are sited for the maximum convenience of commuters and transit riders.

Policy 7—The City of Sherwood will support regional efforts for the preservation and development of appropriate rail rights-of-way for passenger rail service, in particular for serving local and regional commuter rail needs in Washington County, Clackamas County, and Yamhill County.

Policy 8 – The City of Sherwood will encourage the provision of special transportation services (i.e., van pools, or car pools, dial-a-ride, etc.) to transportation disadvantaged by Tri-Met and community-based service providers.

Policy 9 – Fully integrate the City into the regional transit system by expanding hours and destinations served by transit providers.

Policy 10 – The City will meet RTP goals of providing a safe and convenient pedestrian circulation system.

### Strategies

1. Develop design standards to separate buses from the arterial roadway while transferring passengers. Establish a bus turnout design for stops on arterial streets.
2. Update development code to include design guidelines that require transit stops to be accessible to transit riders, especially the elderly and handicapped.
3. Amend development code to require development on sites at major transit stops (defined by the City of Sherwood) to do the following:
  - Locate within 20 feet of (or provide a pedestrian plaza) at the major transit stop;
  - Provide reasonably direct pedestrian connections between the transit stop and building entrances on the site;
  - Provide a transit service passenger landing pad accessible to disabled persons;
  - Provide an easement or right-of-way dedication for a passenger shelter and underground utility connection from the new development to the transit amenity if requested by the public transit provider; and
  - Improve public safety by providing lighting at transit stops.
4. Work with Tri-Met and Metro to extend transit options to Sherwood, which may include:
  - High capacity transit service along 99W terminating near Six Corners;
  - Potential extension of commuter rail line from Lake Oswego to Sherwood on the existing rail line with service to Newberg or McMinnville; and
  - Other regional transit service connections, such as frequent bus, interurban bus, as appropriate.

**Goal 6:** Provide a convenient and safe transportation network within and between the Sherwood Old Town (Town Center) and Six Corners area that enables mixed use development and provides multi-modal access to area businesses and residents.

Policy 1 – The City of Sherwood shall continue to refine and develop existing and new design guidelines and special standards for the Old Town and Six Corners areas to facilitate more pedestrian and transit friendly development.

Policy 2 – The City of Sherwood shall work to provide connectivity, via the off-street trail system and public right-of-way acquisitions and dedications, to better achieve street spacing and connectivity standards.

### Strategies

1. Provide handicap ramps at all intersections with landings connected to sidewalk improvements, especially within Six Corners and Old Town areas.
2. Design transit stops in Six Corners and Old Town areas to meet ADA requirements for transit accessibility.
3. Adopt design and development guidelines for the Old Town areas that facilitate pedestrian use and a mix of commercial and residential development.
4. Adopt parking guidelines for the Old Town areas that are compatible with the parking guidelines established in Title 2 of the Metro Urban Growth Management Functional Plan.

**Goal 7:** Ensure that efficient and effective freight transportation infrastructure is developed and maintained to support local and regional economic expansion and diversification consistent with City economic plans and policies.

Policy 1 — The City of Sherwood will collaborate with federal, state and neighboring local governments and private business to ensure the investment in transportation infrastructure and services deemed necessary by the City to meet current and future demand for industrial and commercial freight movement.

Policy 2 — The City of Sherwood will adopt implementing regulations that provide for safe and convenient access to industrial and commercial areas for commercial vehicles, including freight loading and transfer facilities.

Policy 3 — The City of Sherwood will work cooperatively with local, regional and state agencies to protect the viability of truck and freight service routes within, through, and around the City of Sherwood, especially for Pacific Highway 99-W, the Tualatin-Sherwood Highway, and the planned I-5/Hwy 99-W Connector corridor.

Policy 4 — The City of Sherwood will work cooperatively with local, regional and state governments to ensure there is adequate air transportation infrastructure to serve local needs at regional airport facilities, including the Hillsboro Airport and Portland International

airport.

Policy 5 — The City of Sherwood will strongly encourage the preservation of rail rights-of-way for future rail uses, and will work with appropriate agencies to ensure the availability of rail services to its industrial lands.

Policy 6 — The City of Sherwood will cooperate with local, regional and state governments to provide for regional marine freight infrastructure sufficient to serve local needs.

Policy 7 — The City of Sherwood will cooperate with the Portland Development Commission, Port of Portland, Washington County, and other economic development agencies to ensure the availability of inter-modal connectivity facilities deemed necessary to facilitate seamless freight transfer between all transport modes.

### Strategies

1. Revise the Sherwood Development Code as necessary to include clear and objective standards for the provision of freight loading and handling facilities, such as restricted on-street parking, loading docks, truck access ways, and rail spurs, in all industrial and commercial development districts.
2. Participate in regional economic development planning efforts related to inter-modal transportation facilities.
3. Adopt appropriate standards to ensure the preservation of rail access corridors to Sherwood's industrial land base.

**Goal 8:** The Sherwood transportation network will be managed in a manner that ensures the plan is implemented in a timely fashion and is kept up to date with respect to local and regional priorities.

Policy 1 – The City of Sherwood shall develop a systematic approach to implementing the transportation network.

Policy 2 – The City of Sherwood shall pursue a diversified funding strategy to implement the transportation system plan including private, public and regional sources.

Policy 3 – The City of Sherwood shall use its adopted capital improvement plan to prioritize and schedule transportation projects based upon need as shown in the Transportation System Plan. Incorporate the transportation system priorities from the TSP into the city's capital improvement planning process.

Policy 4 – Project scheduling shall be performed in a systematic manner based on the priority rating process outlined in the Transportation System Plan and available financial resources.

Policy 5 – The Transportation System Plan shall be periodically updated, preferably on a five-year cycle, to assure consistency with changing ideas, philosophies, and related policies.

## Strategies

1. Participate in MPAC, JPACT and other Metro advisory bodies to promote Sherwood transportation system improvements.
2. Local private financing resources will include right of way dedication and developer contributions to street improvements, and local improvement districts. Public resources will include local system development charges and bonding authority. Regional sources will include Washington County Traffic Impact Fees (TIF) and projects bonded through the County MSTIP program. Regional sources will also include Metro Transportation Improvement Plan (MTIP) resources and other state and federal grant assistance programs.
3. Adopt a comprehensive local system development charge (SDC) ordinance to either augment or replace CAP and collector street SDC.
4. Develop a method for scheduling improvement projects based on priority and funding sources.
5. Assign city staff and elected officials to participate in regional transportation planning processes.
6. Secure intergovernmental agreements between Sherwood and adjoining communities and regional service providers that outline cooperative measures for coordinating transportation investment and regulation per ORS 195.065.

### **C. THE TRANSPORTATION SYSTEM PLAN**

The Transportation System Plan stresses the improvement of the existing system of transportation facilities before new facilities are built. Existing conditions have been analyzed in the Study Area (lands within UGB) and are contained in Chapter 3 of the TSP. Transportation analysis zones were created for each part of the city based on types of land use in the Comprehensive Plan Map. Future traffic volumes were projected based on expected build out of those zones. Future traffic volumes with trip origins or destinations in the Study Area were then calculated for selected subareas or zones in this case. Future locally generated traffic volumes were then distributed onto the street system based on assumption as to major directional movements. From this process future locally generated traffic volumes were calculated for major roads. Future traffic volumes within the Study Area represent only locally generated traffic. Reduction in traffic volumes over time on certain major streets assumes the progressive improvement of alternative major street routes, which have the effect of shifting traffic from existing to improved routes in satisfying major directional movements. To determine total volumes on major streets with significant through traffic (i.e. Highway 99W) locally generated volumes should be added to through traffic volumes determined by Washington County, Metro or ODOT.

The above analysis taken together with the application of the goals, objectives and policies

described in Section B were used in the development of Transportation System Plan. A map for each existing and planned transportation system is included in the TSP. Each map, several street classifications, and the above policies were updated as well. The TSP (2005) is a technical reference to the Transportation element of the Comprehensive Plan.

The following information is included in the TSP and is included below for reference. Table 1 is a list of functional classifications and definitions for each street followed by Figure 1 Transportation Plan Map that illustrates the location and functional classification of each street. Table 2 is a list of major transportation improvements planned for the next twenty years based on the transportation system analysis of expected traffic levels, a performance standard Level of Service "D", and projected costs. Generally, most of the improvements are upgrades and connections to existing streets while some improvements are proposed new streets.

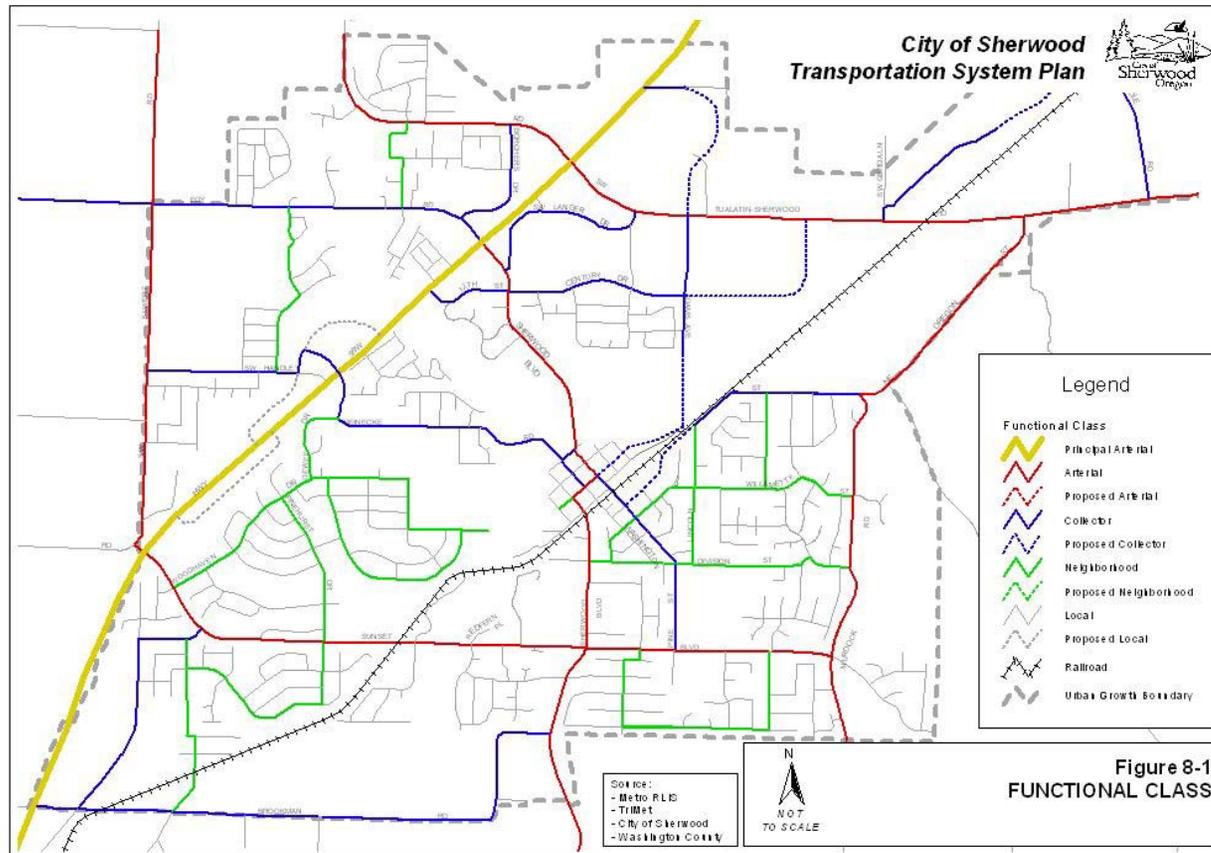
**Table 1. Functional Classification Definitions**

<b>Principal Arterials</b>	Typically, freeways and state highways that are access controlled and provide the highest level of connectivity. These routes connect over the longest distance and are less frequent than other arterials or collectors. These highways generally span several jurisdictions and usually have statewide importance (as defined in the State Highway Classification System). <sup>1</sup> In Sherwood, OR 99W is the only route designated as a Statewide Highway.
<b>Arterial Streets</b>	Interconnect and support the principal arterial highway system. These streets link major commercial, residential, industrial and institutional areas. Arterial streets are typically spaced about one mile apart to assure accessibility and reduce the incidence of traffic using collectors or local streets for through traffic in lieu of a well placed arterial street. Access control is the key feature of an arterial route. Arterials are typically multiple miles in length. Many of these routes connect to cities surrounding Sherwood. Tualatin-Sherwood Road is a designated arterial street.
<b>Collector Streets</b>	Provide both access and circulation within and between residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of a citywide circulation function and do not require as extensive control of access (compared to arterials). Serve residential neighborhoods, distributing trips from the neighborhood and local street system. Collectors are typically greater than 0.5 to 1.0 miles in length.
<b>Neighborhood Routes</b>	Usually long relative to local streets and provide connectivity to collectors or arterials. Because neighborhood routes have greater connectivity, they generally have more traffic than local streets and are used by residents in the area to get into and out of the neighborhood, but do not serve citywide/large area circulation. They are typically about a quarter to a half-mile in total length. Traffic from cul-de-sacs and other local streets may drain onto neighborhood routes to gain access to collectors or arterials.
<b>Local Streets</b>	Sole function of providing access to immediate adjacent land. Service to “through traffic movement” on local streets is deliberately discouraged by design.

<sup>1</sup> 1999 Oregon Highway Plan, An Element of the Oregon Transportation Plan, Adopted by the Oregon Transportation Commission, March 18, 1999.

The proposed functional classification of streets in Sherwood shown in Figure 1 (TSP: 8-1). Any street not designated as an arterial, collector or neighborhood route is considered a local street.

**DKS Associates**  
TRANSPORTATION SOLUTIONS



**Table 2. Transportation Improvement Plan**

<b>ID</b>	<b>Location</b>	<b>From</b>	<b>To</b>	<b>Project</b>	<b>Source*</b>	<b>Cost (\$1,000's)</b>
<i>City Funded Motor Vehicle Projects</i>						
1	Adams Avenue	Pine Street	Tualatin-Sherwood Road	Construction of 3 lane road	CIP/TSP	\$5,900
2	Adams Avenue	Tualatin-Sherwood Road	Home Depot	Construction of 3 lane road	CIP/TSP	\$2,100
3	Century Drive	Adams Avenue	Tualatin-Sherwood Road	Construction of 3 lane road	TSP	\$2,700
4/5	Tualatin-Sherwood Road	Cipole Road	Borchers Drive	Signal timing/interconnect project	TSP	\$50
6	Oregon Street	Lincoln Street	Pine Street	Extension/realignment (3 lanes)	CIP	\$2,700
7	Pine Street	Willamette	Sunset	Extension across rail road tracks	CIP	\$2,500
8	Old Town Streets			Phase 1 of the Downtown Sherwood Streetscape Master Plan	City	\$10,400
9	Cannery Arterials*			Phase 2 of the Downtown Sherwood Streetscape Master Plan	City	\$2,500
10	Future Phases*			Phase 3-6 of the Downtown Sherwood Streetscape Master Plan	City	\$4,500
11	I-5/Hwy 99W Connector	Highway 99W	Interstate 5	Specific alignment to be determined	RTP	N/A
<i>Subtotal (City)</i>						<b>\$33,350</b>
<i>County Funded Motor Vehicle Projects</i>						
12	Tualatin-Sherwood Road	Hwy 99W	Cipole Road	Widen existing road to 5 lanes	RTP/Washington County TSP	\$15,300
13	Roy Rodgers Road	Borchers Drive	Hwy 99W	Widen existing road to 5 lanes	RTP/Washington County TSP	\$1,400
14	Elwert Road	ORE 99W	Kruger	Intersection safety improvement	TSP	\$1,500
15	Brookman Road	ORE 99W	Ladd Hill Road	Improve to collector standards	TSP	\$8,700
<i>Subtotal (County)</i>						<b>\$26,900</b>

<b>Development Related Projects</b>						
<b>ID</b>	<b>Location</b>	<b>From</b>	<b>To</b>	<b>Project Description</b>	<b>Source*</b>	<b>Cost (\$1,000's)</b>
23	Galbreath Drive	Gerda Lane	Cipole Road	Construction of 2 lane road	TSP	\$1,500
24	Cedar Brook Way	ORE 99W	ORE 99W	Construction of 2 lane road	TSP	\$3,600
25	Connection	Meinecke Road	Woodhaven Drive	Construction of 2 lane road	TSP	\$550
26	South Loop Road	ORE 99W	ORE 99W	Construction of 2 lane road	TSP	\$1,800
27	Baler Way	Century Drive	Langer Drive	Construction of 2 lane road	TSP	\$1,000
28	Handley Street	Aldridge Terrace	Elwert Road	Construction of 2 lane road	TSP	\$1,200
9	Cannery Arterials**			Phase 2 of the downtown Sherwood Streetscape Master Plan	City	\$1,100
10	Future Phases**			Phase 3-6 of the Downtown Sherwood Streetscape Master Plan	City	\$1,000
<i>Subtotal (Development Related Projects)</i>						<i>\$11,750</i>

<b>Traffic Control Enhancements (City Funded)</b>						
<b>ID</b>	<b>Location</b>	<b>Project Description</b>			<b>Source*</b>	<b>Cost (\$1,000's)</b>
16	Edy Road/Borchers Drive	Additional traffic control measure			TSP, CIP	\$300
17	Langer Drive/Tualatin-Sherwood Road	Remove Traffic Signal. Install raised median			TSP	\$100
18	Sherwood Boulevard/Langer Drive	Remove Traffic Signal. Allow lefts in only (no lefts from Langer to Sherwood)			TSP	\$150
19	Sherwood Boulevard/Century Drive	Install Traffic Signal or Roundabout			TSP	\$275
20	Oregon Street/Tonquin Road	Traffic Control Enhancement (consider roundabout)			TSP	\$1,000
21	Adams Street/Tualatin-Sherwood Road	Install Traffic Signal			TSP	\$250
22	Sherwood Blvd/Sunset Blvd	Traffic Control Enhancement			TSP	\$250
<i>Subtotal (Traffic Control Enhancements)</i>						<i>\$2,325</i>

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<b>Total (City Funded)</b>	<b>\$29,225</b>
<b>Total (Other Funding: State, Region, Development)</b>	<b>\$26,900</b>

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\* Source: RTP=Metro's Regional Transportation System Plan, TSP=Mitigation Required Based on Sherwood TSP Analysis, CIP=City of Sherwood Capital Improvement Plan.

\*\* Project costs paid through public/private partnership.