

IMPLEMENTATION STRATEGY FOR THE OUTER POWELL CONCEPTUAL DESIGN PLAN

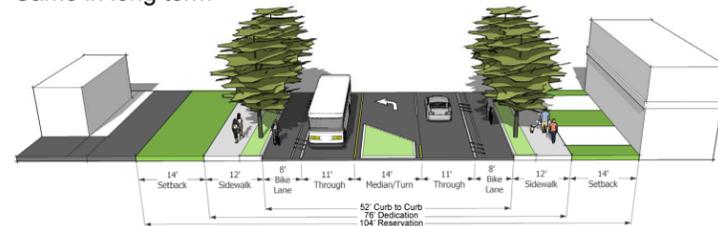
CRITERIA FOR SHORT TERM IMPROVEMENTS

- **Safety** for all modes (including left-turn lane access)
- Pedestrian and bicycle system gaps
- Pedestrian crossing improvements
- Transit travel times and access
- **Transportation System** Management improvements (such as upgraded signals)

NEAR TERM now to 2025 (or longer)

SE 99th to SE 162nd

3-Lane Roadway
Same in long term



SE 162nd to SE 174th

3-Lane Roadway with dedication for long term alternatives



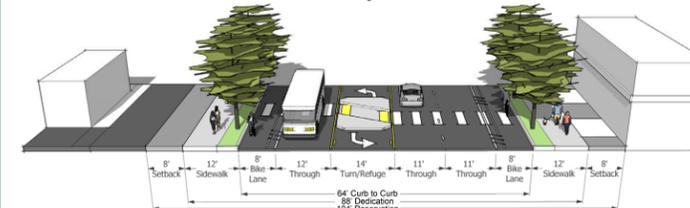
LONG TERM 2025 - 2035 (or longer)

BENCHMARKS to determine the transition from near term to long term improvements:

- Review of upcoming transportation model update
- Completion of the Powell-Division Corridor HCT Plan
- Committed funding for new arterial from the south connecting tin Powell, east of Powell Butte
- Congestion measure for the SE 136th, 162nd and 174th intersections

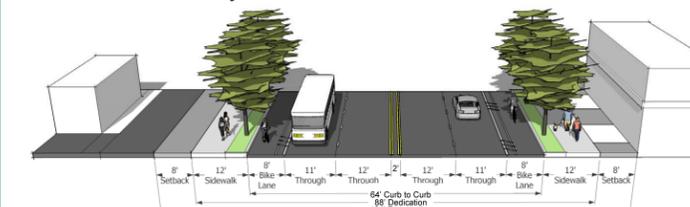
SE 162nd to SE 174th

Unbalanced 3-Lane Roadway



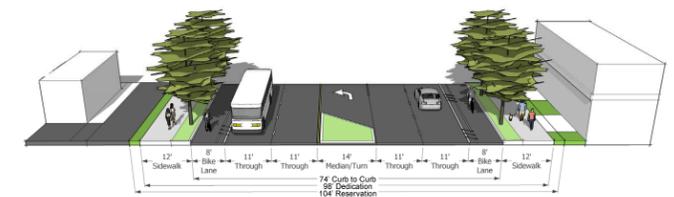
SE 162nd to SE 174th

4-Lane Roadway

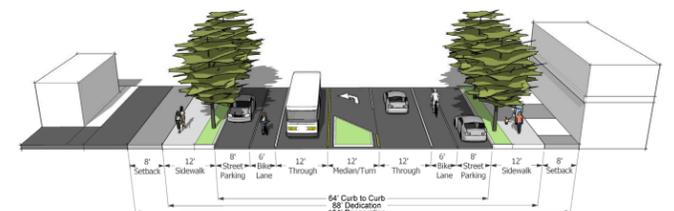


BEYOND 2035 OTHER CONCEPTUAL OPTIONS

5-Lane Roadway



3-Lane Roadway with Parking



High Capacity Transit with 3-Lane Roadway

