

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Funding Task Force (TF2) Meeting 6  
Date: Wednesday, May 15, 2019  
Time: 5:30 to 7:30 p.m. (Dinner served from 5 p.m.)  
Place: Metro Council Chambers | 600 NE Grand Avenue Portland, OR 97232  
Purpose: Provide additional information on readiness on corridors.  
Outcomes: Work toward consensus on corridor tiering.

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5:30 p.m. Welcome and Introduction

5:40 p.m. Public Comment

5:50 p.m. Presentation: Project Readiness  
*Objective: Provide additional context and information on corridor investment readiness*

6:10 p.m. Presentation and Discussion: Corridor Tiering  
*Objective: Share an analysis of corridors and proposed tiering system for Task Force review.*

7:20 p.m. Next Steps  
*Objective: Ensure that the Task Force understands the next steps and expectations for meeting 7.*



# 82<sup>nd</sup> Avenue

**Vision: A safe, inviting corridor that offers people more frequent and reliable transit service and an easier connection to Airport Way at the northern end.**

- 82<sup>nd</sup> Avenue is a major north-south arterial within one of the most diverse populations in the region. It connects Clackamas County, Lents, the Jade District, Montavilla, and Roseway neighborhoods. This corridor serves people riding the busiest TriMet bus line in the region (#71) and includes access to the Blue, Red, and Green MAX Lines.
- 82<sup>nd</sup> is a high crash corridor. Since 2007, 16 people have died from traffic crashes on 82<sup>nd</sup> Avenue. Most were walking.
- People traveling along the northern end of 82<sup>nd</sup> also face significant congestion where the road intersects with Airport Way and the MAX Red Line.
- TriMet identifies 82<sup>nd</sup> as a key corridor to increase transit ridership.
- Investments could include transit enhancements along with crosswalks, improved lighting and other safety treatments

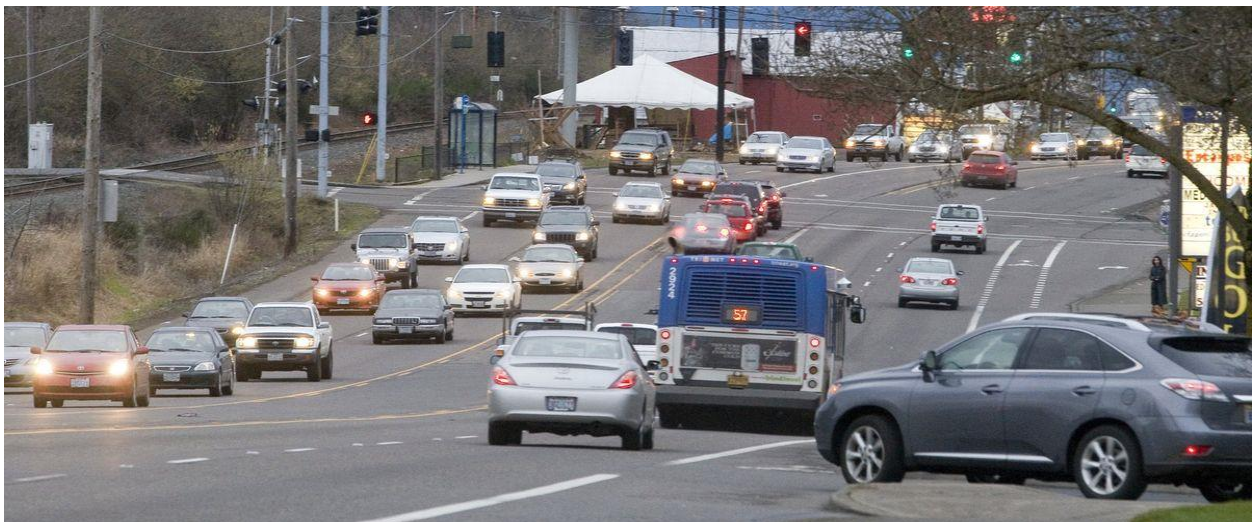
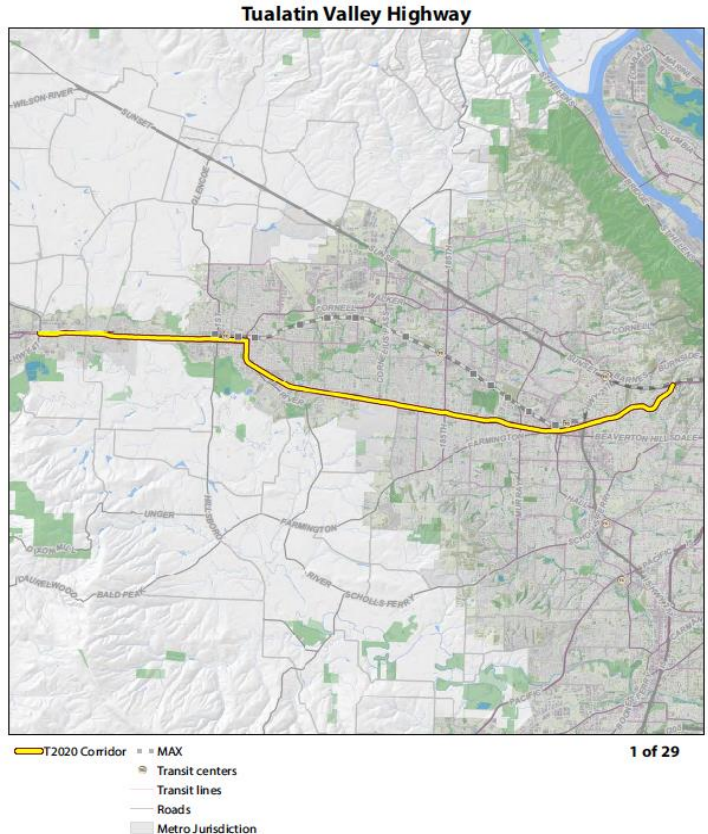




# Tualatin Valley Highway

**Vision: A corridor where people can walk and bike safely between centers, where more people use transit that flows more smoothly, and where housing and commercial development is supported.**

- Diverse communities of color, English language learners and lower income communities live along the Tualatin Valley Highway. It connects multiple town and neighborhood centers, including Beaverton, Hillsboro, Forest Grove, Aloha, and Portland, and serves people riding one of the highest ridership bus lines in Washington County (#57).
- Bottlenecks, especially at 185<sup>th</sup> in Aloha, cause delays for people using transit and roads
- TV Highway is a high crash corridor.
- TriMet identifies TV Highway as a key corridor to increase transit ridership.

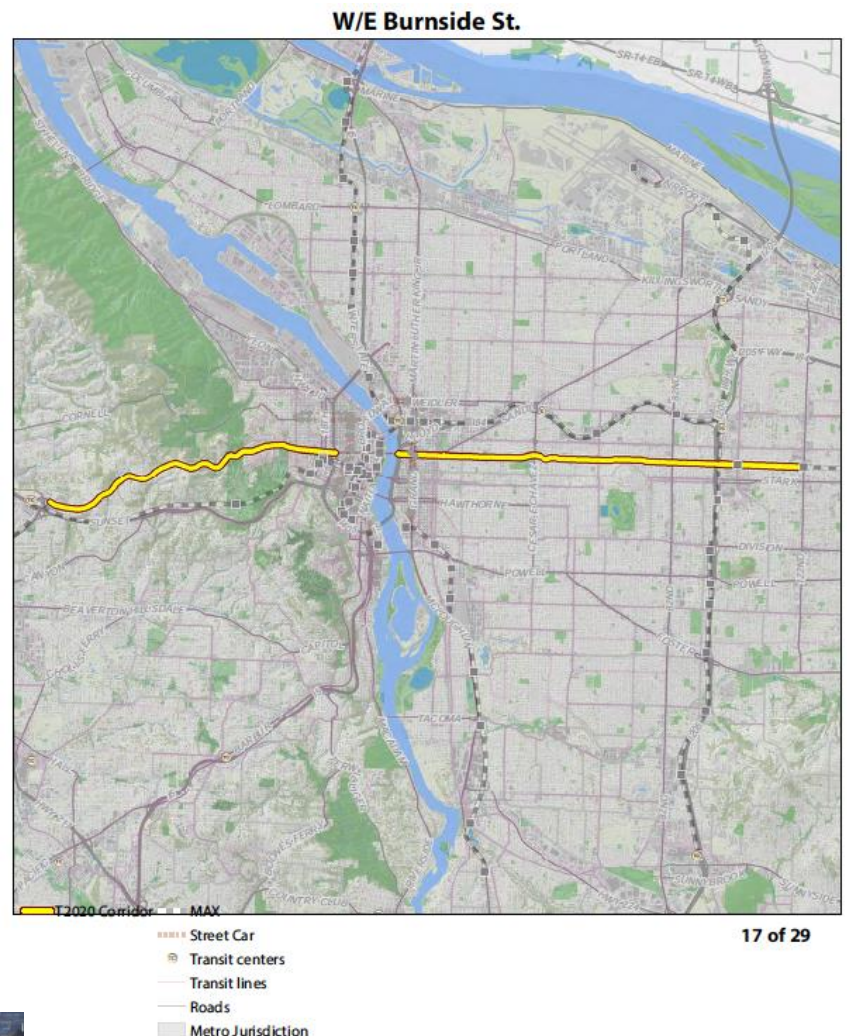




# Burnside

**Vision: A seismically resilient connection across the region, offering people reliable transit options and safe crossings throughout.**

- Burnside Street runs from the Beaverton Transit Center to Mt. Hood Community College, connecting Washington County and East Multnomah County through downtown Portland.
- Burnside is an “emergency lifeline” route. In the event of a major disaster, this east-west connection will aid emergency vehicles and disaster recovery efforts. The Burnside Bridge is seismically inadequate – it is expected to fail in a major earthquake.
- Burnside is a high crash corridor.
- TriMet identifies Burnside as a key corridor to increase transit ridership.
- Investments could include bus-only lanes at key congested points and safer crossings

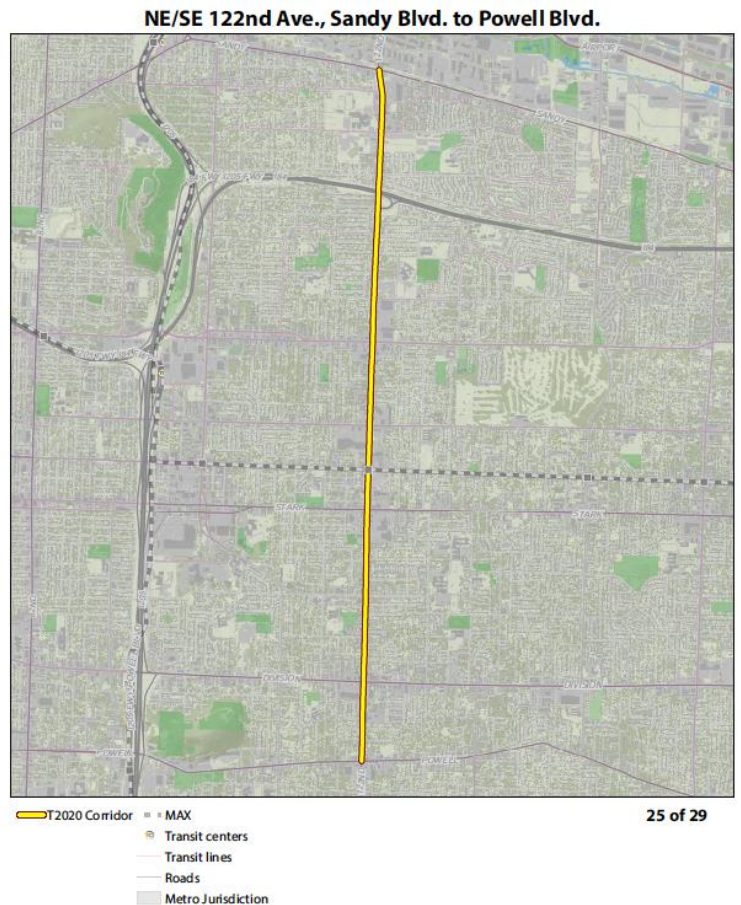




# NE/SE 122nd

**Vision: A safe, inviting corridor with frequent and reliable transit service.**

- 122<sup>nd</sup> Avenue is a high crash corridor for people in East Portland, whether they are walking, bicycling, accessing transit or driving. It has the highest number of bicycle crashes among corridors in East Multnomah County.
- The neighborhoods around 122<sup>nd</sup> are some of the most diverse in the region.
- 122<sup>nd</sup> is a key north-south transit connection, but buses are delayed by intersection chokepoints and a lack of reliability during peak travel times. TriMet identifies 122<sup>nd</sup> as a potential corridor to increase transit ridership.





# SE Powell Blvd

**Vision: A complete corridor that better supports people who rely on transit and that is safe for people walking and biking.**

- SE Powell Blvd runs from the Ross Island Bridge to Gresham, connecting several historically underserved communities whose residents depend on transit.
- TriMet identifies Powell as a key corridor to increase transit ridership as a high crash corridor. Powell has the most potential for high capacity transit ridership of any remaining corridor in the HCT plan outside of the Central City.
- The investment measure could fund planning to determine what a major transit investment along Powell would look like.

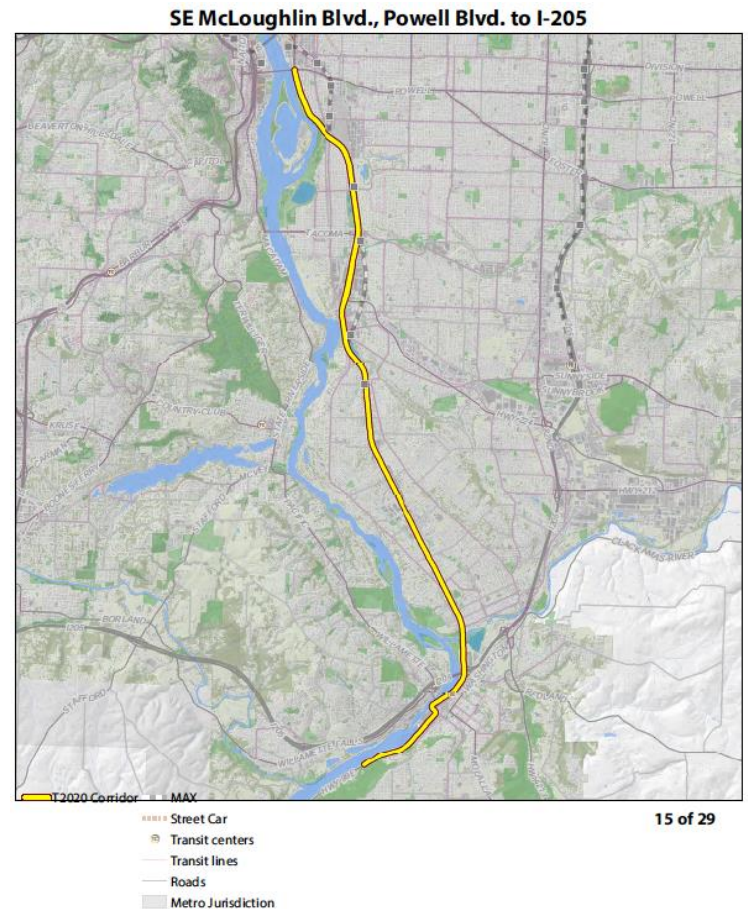




# SE McLoughlin Blvd

**Vision: A corridor that provides safe passage for people walking and biking, and supports reliable travel for people taking transit and driving between town and neighborhood centers from Oregon City to downtown Portland.**

- SE McLoughlin Boulevard runs from Oregon City through Oak Grove, Gladstone, and Milwaukie, to downtown Portland on the east side of the Willamette.
- McLoughlin connects communities in Clackamas and Multnomah counties to jobs, housing and transit.
- TriMet identifies as McLoughlin as a key corridor to increase transit ridership, but is dangerous for pedestrians to cross.

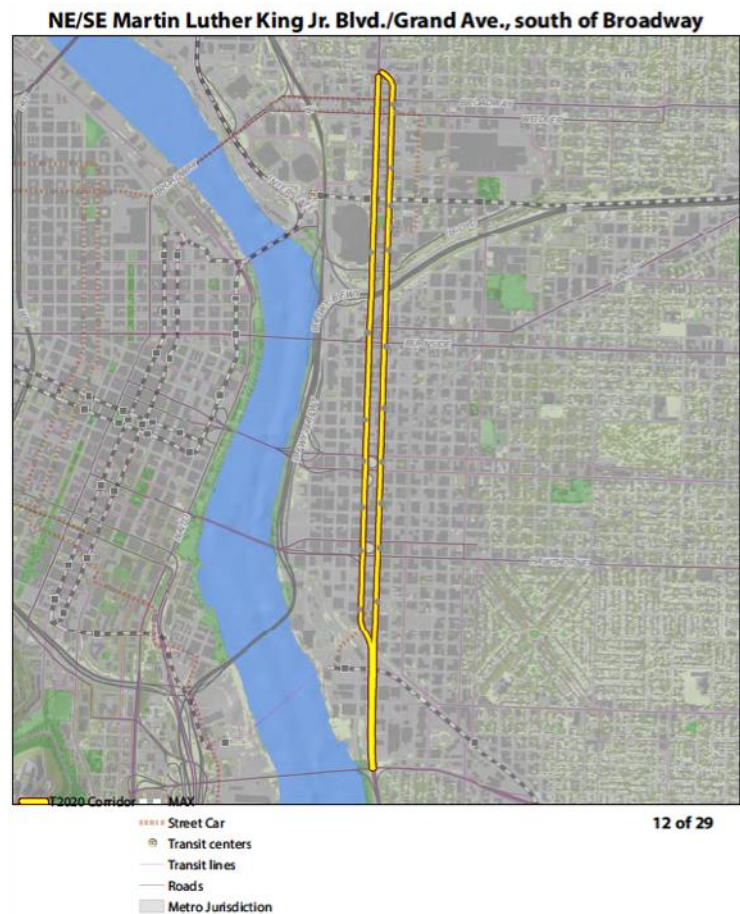




# NE/SE Martin Luther King, JR Blvd/Grand Ave

**Vision: Safe crossings for people walking and biking and frequent and reliable transit.**

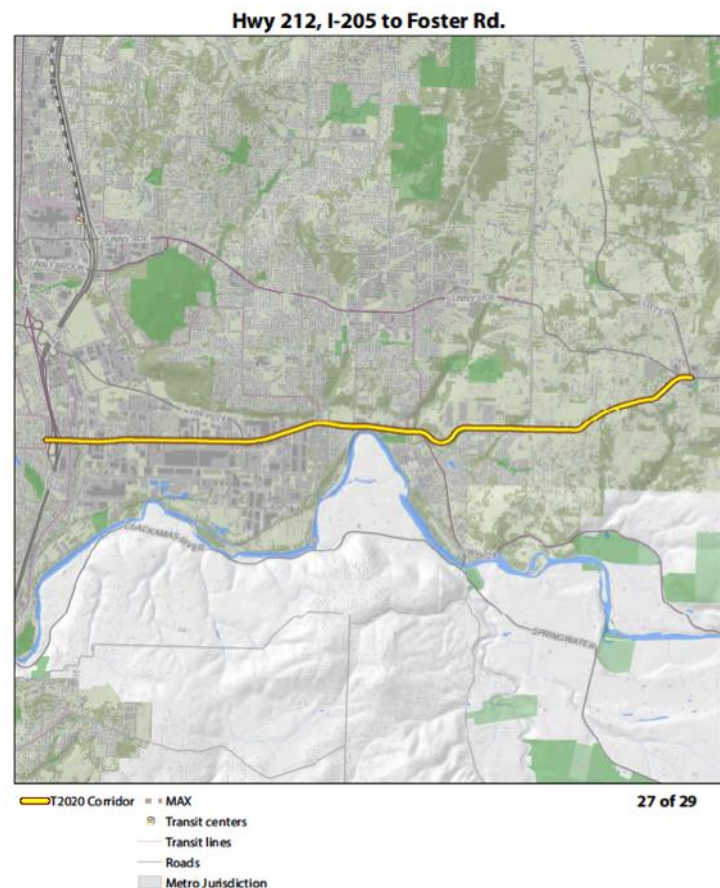
- The NE/SE Martin Luther King, Jr. Boulevard/Grand Avenue corridor includes a heavily traveled north-south couplet in Portland's Central Eastside Industrial District and the Lloyd District, and a major north-south arterial connecting a historically African-American neighborhood to downtown Portland.
- MLK/Grand is a high crash corridor.
- The MLK/Grand couplet has been identified by TriMet as a possible corridor to increase transit ridership.



# Highway 212

**Vision: A corridor that provides increased access to jobs, greater reliability for drivers, and more transportation options for local residents.**

- Highway 212 connects the rapidly growing city of Happy Valley to potential industrial land and residential areas in the City of Damascus, and is intended to provide access to jobs and affordable housing in Clackamas County from I-205 and U.S. 26.
- TriMet is intending to begin running a new transit line on Highway 212 within the next five years.
- Planners are studying the potential for Sunrise Phase II, a roadway expansion project with parallel bikeway between Happy Valley and Damascus. This is intended to meet the existing and future connectivity and capacity needs for statewide and regional travel within the corridor while supporting the Clackamas industrial area

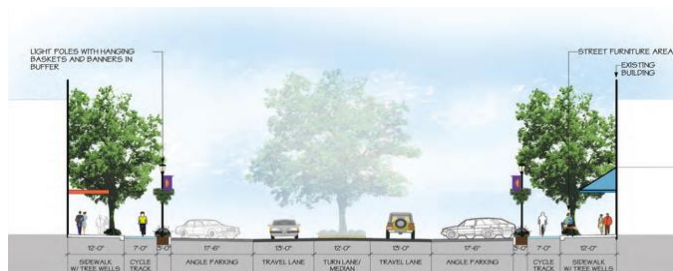
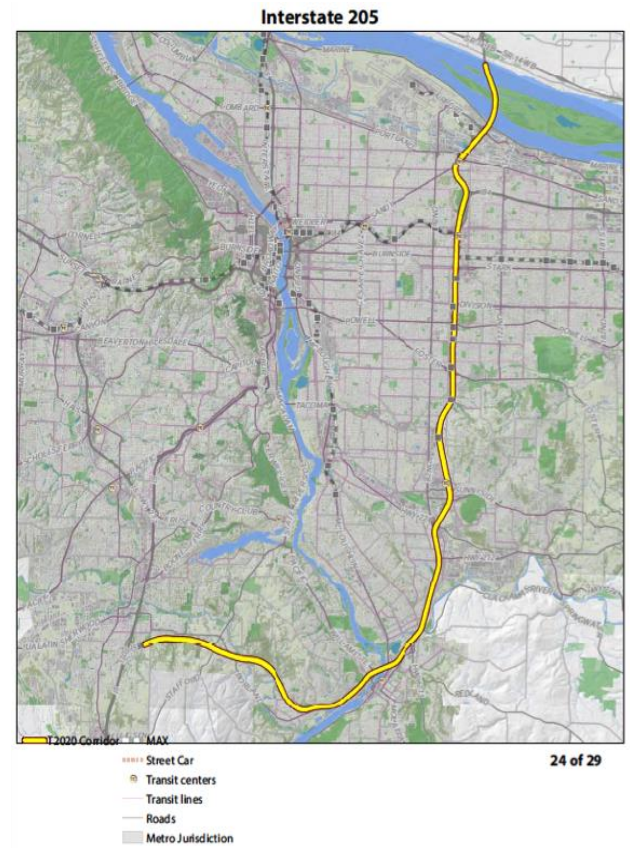




# Interstate 205

**Vision: A safer corridor that provides more transportation options as well as increased reliability for drivers.**

- I-205 is an interstate freeway running along the eastern side of the region from just north of Wilsonville, through Clackamas County and eastern Multnomah County, to the Columbia River.
- ODOT is currently planning a seismic retrofit of the Abernethy Bridge (over the Willamette River between West Linn and Oregon City) and a lane expansion on either side of the bridge. The proposed non-highway projects include needed connections for people walking and biking via multi-modal connections and targeted intersection improvements and access to transit.
- I-205 is a regional freight route.
- The investment measure could support intersection improvements to increase safety at intersecting arterial streets around the Abernethy Bridge widening project, and invest in active transportation along the corridor.



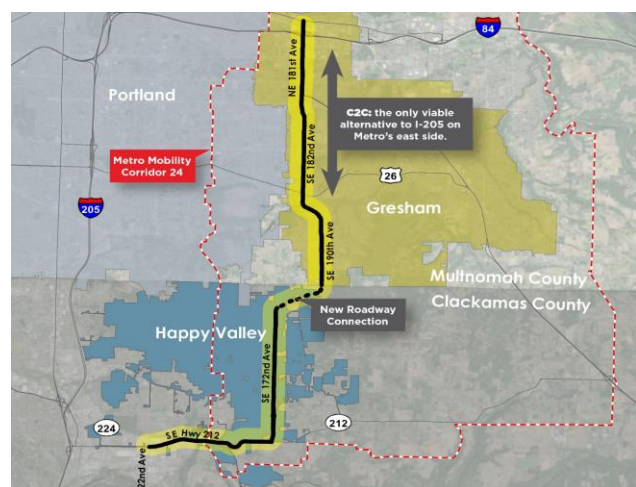
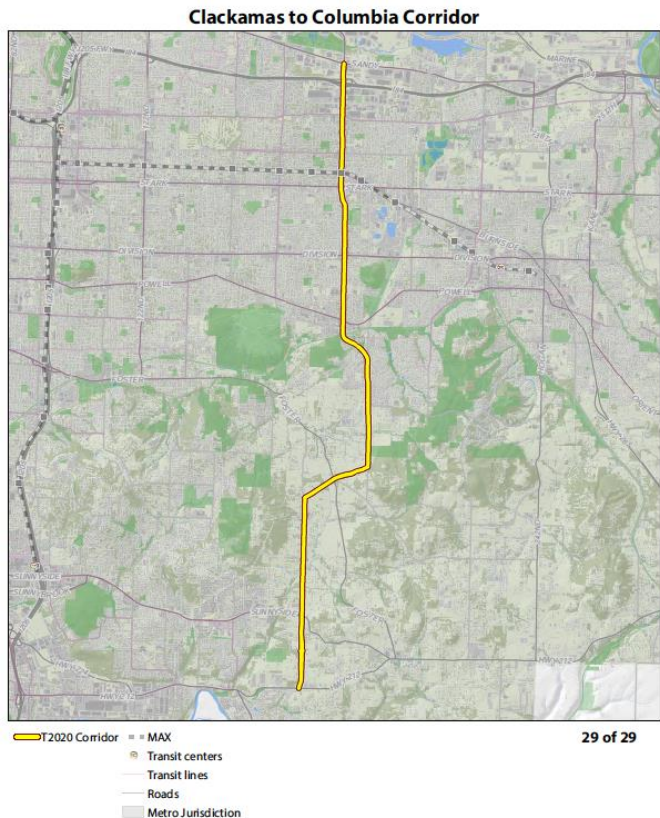
Draft: 5/13/19



# NE/SE 181<sup>st</sup>/C2C

**Vision: A corridor that connects growing communities to jobs, and address safety challenges along the corridor including safe crossing opportunities.**

- C2C (Clackamas to Columbia) corridor is a north-south connection between Happy Valley and Columbia Boulevard, running through the southeastern edge of Portland and western Gresham, and through the Rockwood neighborhood, connecting employment areas with low-income areas, affordable housing, schools, parks and neighborhood amenities.
- The northern half of the proposed C2C corridor, 181<sup>st</sup> Avenue, is a high crash corridor.
- The southern half of the corridor would require the development of a new multi-modal road to connect Happy Valley into 181<sup>st</sup> Avenue.

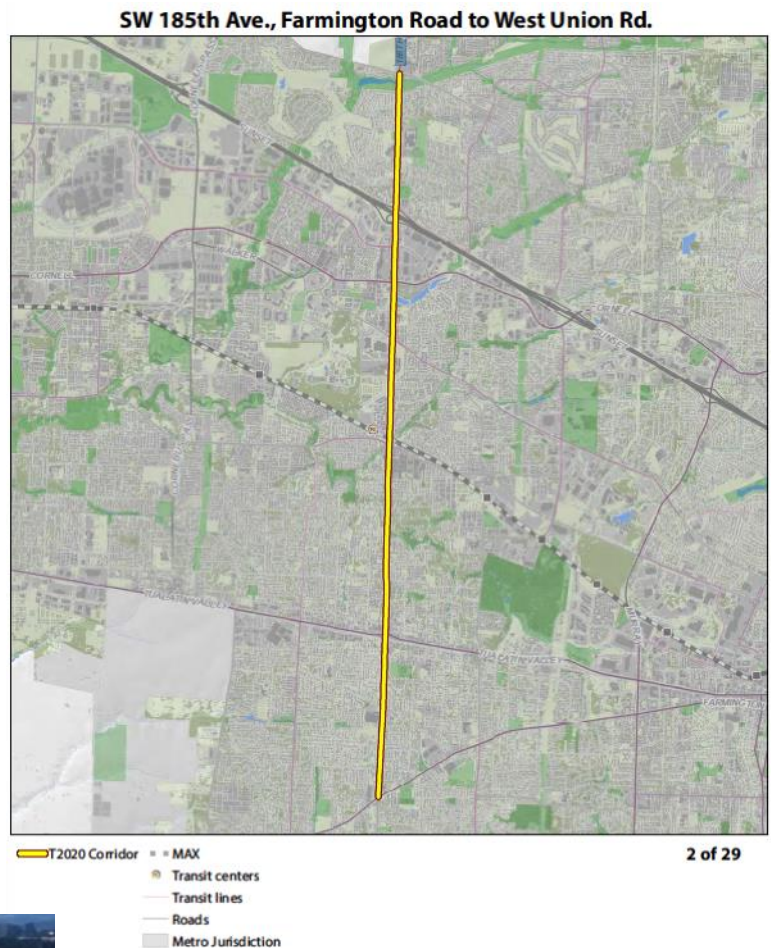




# SW 185<sup>th</sup> Avenue

**Vision: A complete street corridor with safe crossings and reliable transit service, and greater reliability for drivers and people who take transit.**

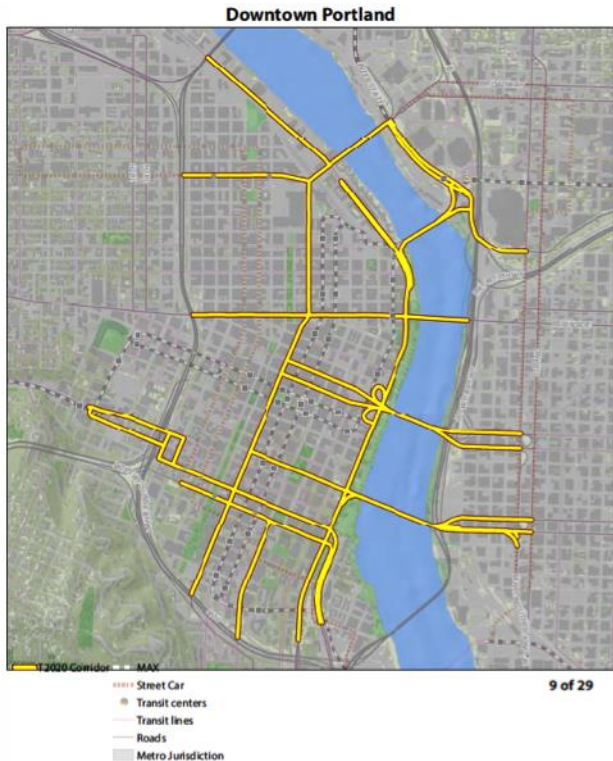
- SW 185<sup>th</sup> connects communities of color, English language learners and lower income communities between PCC Willow Creek and Tualatin Valley Highway.
- SW 185<sup>th</sup> is a high crash corridor.
- TriMet identifies it as an important corridor to increase transit ridership.
- Among the corridors identified by the Task Force, SW 185<sup>th</sup> experiences some of the most prolonged congestion in the region.
- Investments could include improved crossings and improvements at the northern end to minimize delay and conflict between the MAX Red Line, bus service, and motor vehicles.



# Downtown Portland

**Vision: A downtown Portland that offers safety and reliability for all people, however they move through the city.**

- The downtown Portland “corridor” includes many major arterials and transit routes in the core of Portland’s downtown.
- By 2035, the Central City’s population will triple and the number of jobs will increase by 40 percent. Central City streets are often at capacity during the busiest commuting hours and as the Central City and our economy grows, more people and businesses will need to use existing streets, sidewalks and transit systems. A significant proportion of regional transit delays are caused by downtown Portland traffic.
- The City of Portland has developed the Central City in Motion plan to plan, prioritize, and implement transportation improvements in the city’s core. Some of these improvements need additional funding.
- In addition, regional partners have begun a long-term planning effort to consider ways to improve the MAX system to allow it to carry more people and move more quickly and reliably to downtown and across the region. This study would consider the viability of moving the downtown portion of some MAX lines into tunnel to create a subway-like system. This vision could be further studied in order to prepare for construction as part of a regional investment measure.

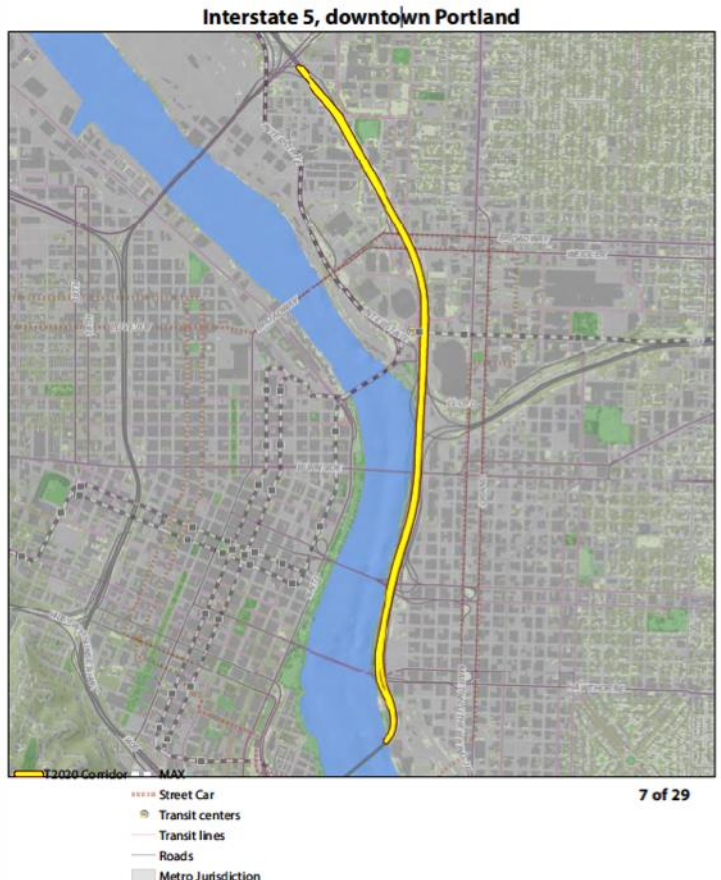




# Interstate 5, downtown Portland

**Although the regional investment measure will not fund Interstate highway widening, there has been interest in more significant highway lids or additional investments to improve connectivity around the Rose Quarter project. The investment measure could also allocate planning funds to be used to identify additional opportunities to improve safety and livability in neighborhoods along the broader I-5 corridor.**

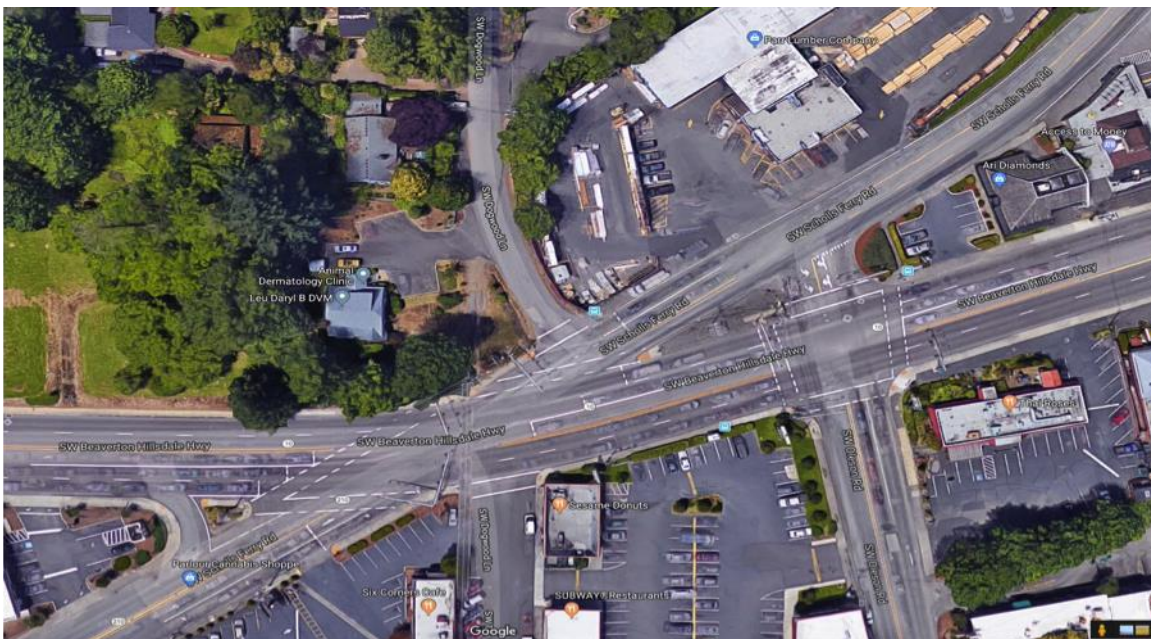
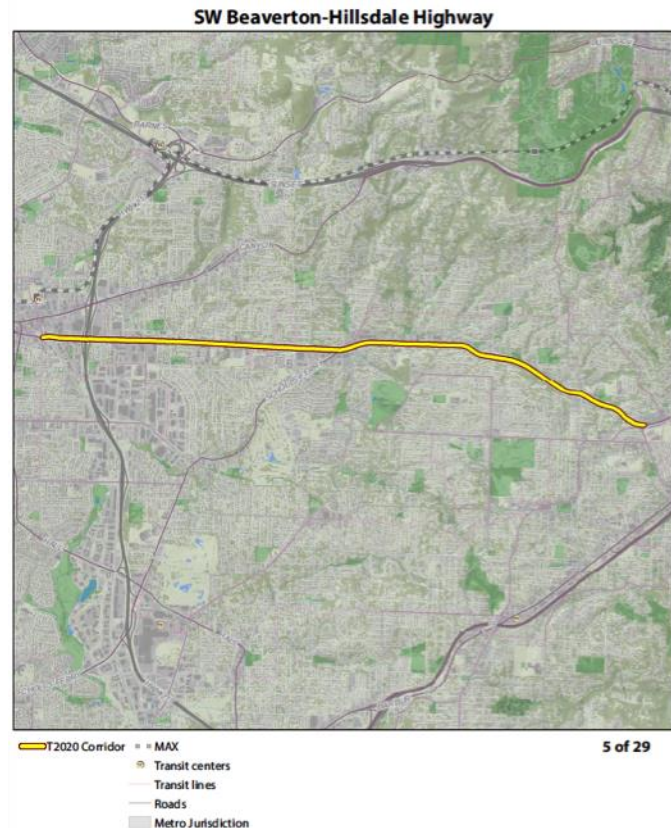
- Interstate 5 in downtown Portland runs from the Marquam Bridge to the Fremont Bridge. It is a regional freight route as well as a commuting route that serves thousands of people every day.
- The corridor experiences some of the most prolonged congestion in the region and is a regional freight route.
- The state is currently developing a plan in the Rose Quarter to add auxiliary lanes to I-5 to improve operations and safety and provides an opportunity to connect neighborhoods on other side of the freeway. The proposed project includes new bike/pedestrian overcrossings and other crossing improvements via highway “lids” in the corridor.



# Beaverton-Hillsdale Highway

**Vision: A safe and reliable corridor that accommodates key intersection improvements to support redevelopment, reduce congestion, reduce transit delay, and improve safety at particular spots.**

- Beaverton-Hillsdale Highway runs from downtown Beaverton to Southwest Portland. It intersects with multiple major roads, creating unsafe and congested intersections.
- Beaverton-Hillsdale Highway is one of the corridors in the region facing the most prolonged congestion
- In Hillsdale, many bus routes converge and experience substantial delays due to congestion.

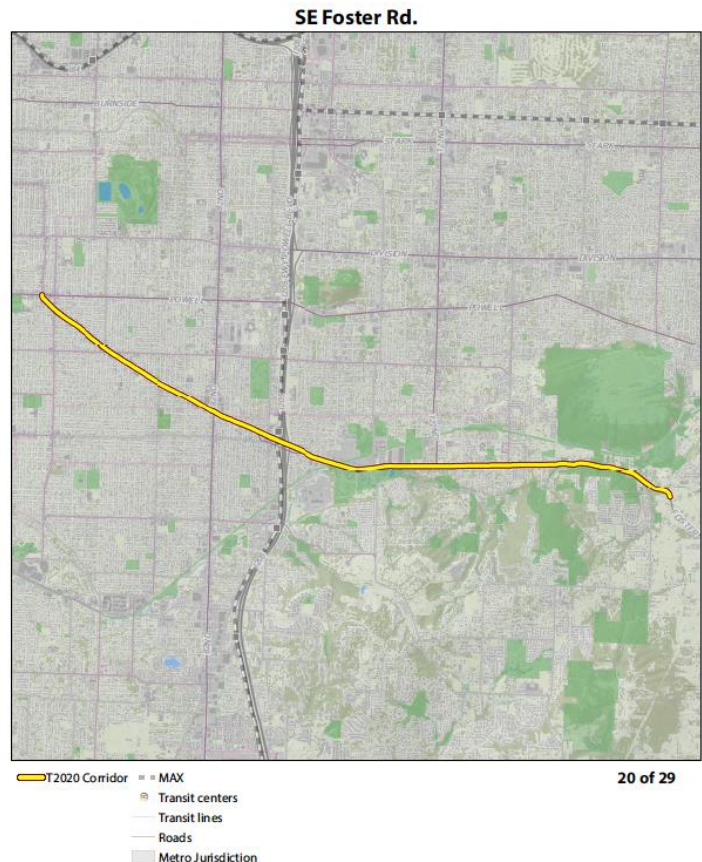




# SE Foster Road

**Vision: A walkable and bike-friendly community corridor with lower traffic volumes supporting the Pleasant Valley neighborhood and connections into downtown Portland.**

- SE Foster connects Powell Blvd and the Pleasant Valley neighborhood in Multnomah and Clackamas County.
- The current corridor has significant gaps in sidewalks and bike lanes, and residents have expressed concerns about safety. Among the corridors identified by the Task Force, SE Foster Road is among the 20% of corridors in the region where people are most likely to be hit or killed.
- As increased development occurs in south Gresham and Happy Valley, congestion along the corridor is likely to increase.





# SE Division Street

## Vision: Support additional safety improvements on eastern Division

- SE Division runs from Portland through east Multnomah County into Gresham. The Division Transit Project, which will deliver faster and more reliable bus service to one of the region's busiest bus lines, was just approved for federal funding. That project includes significant investment in local safety projects, but there are additional needs. The corridor serves many communities of color and lower income communities.
- Communities desire more sidewalks and better safety along the corridor.
- Among the corridors identified by the Task Force, SE Division Street is in the top 10% of corridors in the region where people are most likely to be hit or killed. Division Street is one of the region's worst-performing high crash corridors with frequent fatal crashes, many involving pedestrians, and faces some of the most prolonged congestion in the region.

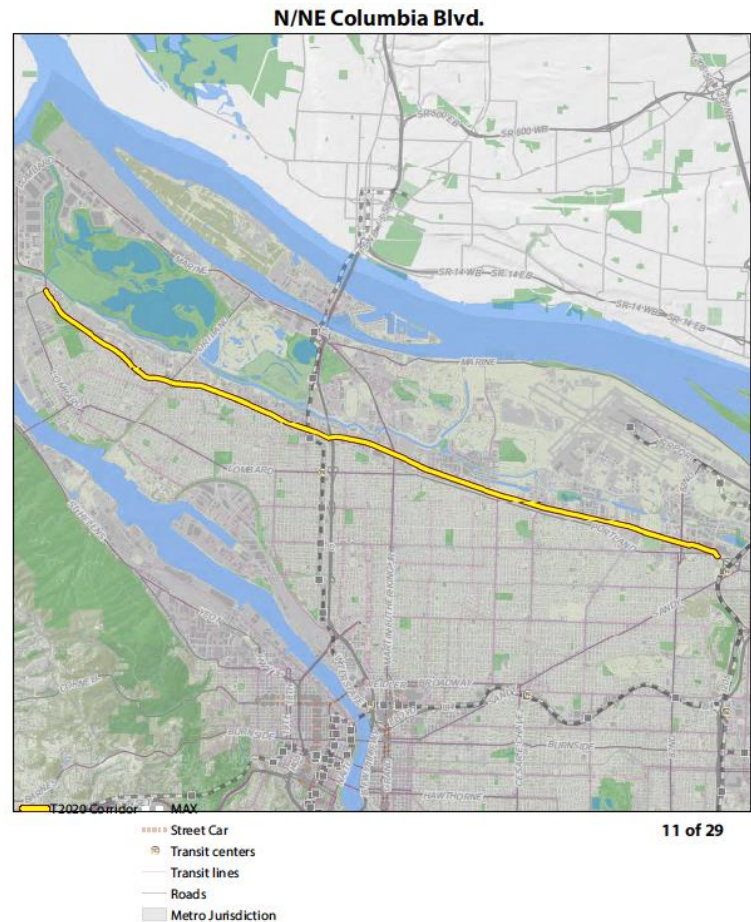




N/NE Columbia Blvd

**Vision:** A corridor that is safe for people walking and biking, supports significant freight use and industrial development including oversize/overweight loads, and improves key intersections to reduce crashes and bottlenecks.

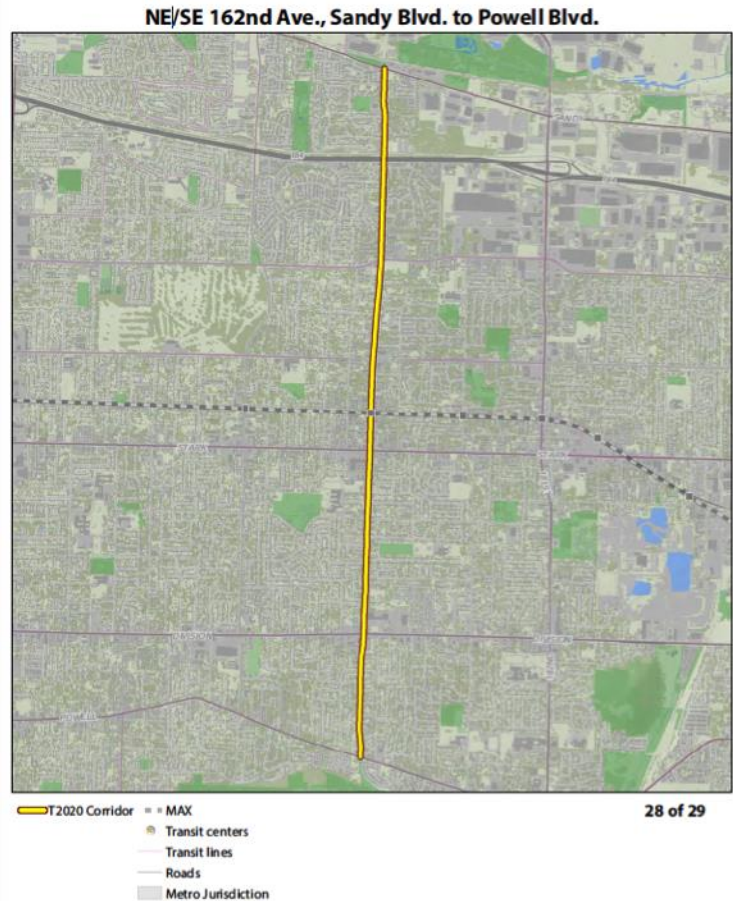
- Columbia Blvd runs through North and Northeast Portland, connecting I-205 and the Kenton neighborhood.
- The corridor is a regional freight connector, has significant gaps for oversize freight as well as people walking and biking, and has a high number of crashes involving high-speed motor vehicles.



# NE/SE 162<sup>nd</sup> Avenue

**Vision: A safe place for people accessing transit, housing and local businesses by foot, bicycle or vehicle.**

- 162<sup>nd</sup> Avenue is a north-south corridor between Portland and Gresham, serving historically marginalized communities in the Rockwood neighborhood.
- While transit service has been increased in the last year, there are safety needs and community interest in more investment to improve safety and connectivity.

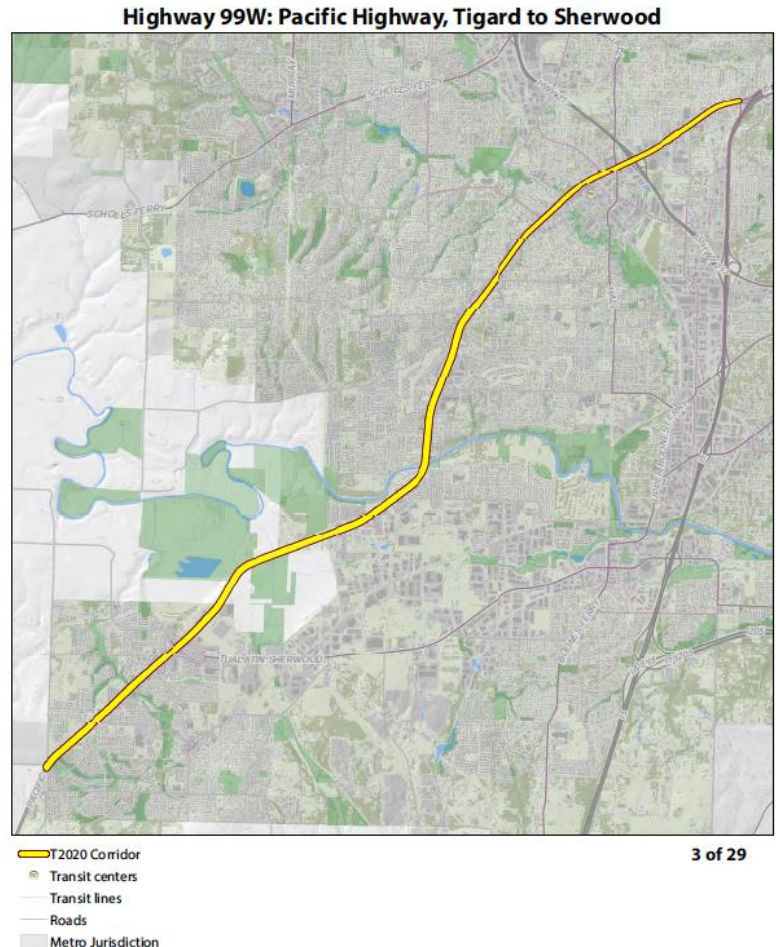




# OR 99W/Pacific Highway

**Vision: a safer and more reliable corridor that offers a range of transportation options.**

- OR 99W links the cities of Sherwood, Tualatin, King City, and Tigard to downtown Portland, running through areas that serve significant numbers of communities of color, English language learners and low income populations, especially in the Tigard area. It is a regional freight route.
- People traveling along OR 99W deal with some of the most prolonged congestion in the region.
- People walking or bicycling along this corridor face a lack of continuous sidewalks, bike facilities and crossings. Drivers and transit riders encounter numerous bottlenecks.
- TriMet identifies OR 99W as an important corridor in the region to increase transit ridership.
- Investments could improve crossings and active transportation options, and improve connectivity among communities along the corridor and connections to Southwest Corridor.



# OR 217

**Vision: A corridor that provides reliable travel for people driving and moving freight.**

- OR 217 is the only north-south state freeway facility in Washington County, connecting Highway 26 to I-5. It connects Beaverton, Washington Square, and the Tigard Town Center. It is also a regional freight route.
- Drivers on OR 217 face some of the most prolonged congestion in the region.
- Investments could leverage state funding to improve ramps, crossings and connections on the northern section of OR 217, as well as widen the roadway to improve reliability.

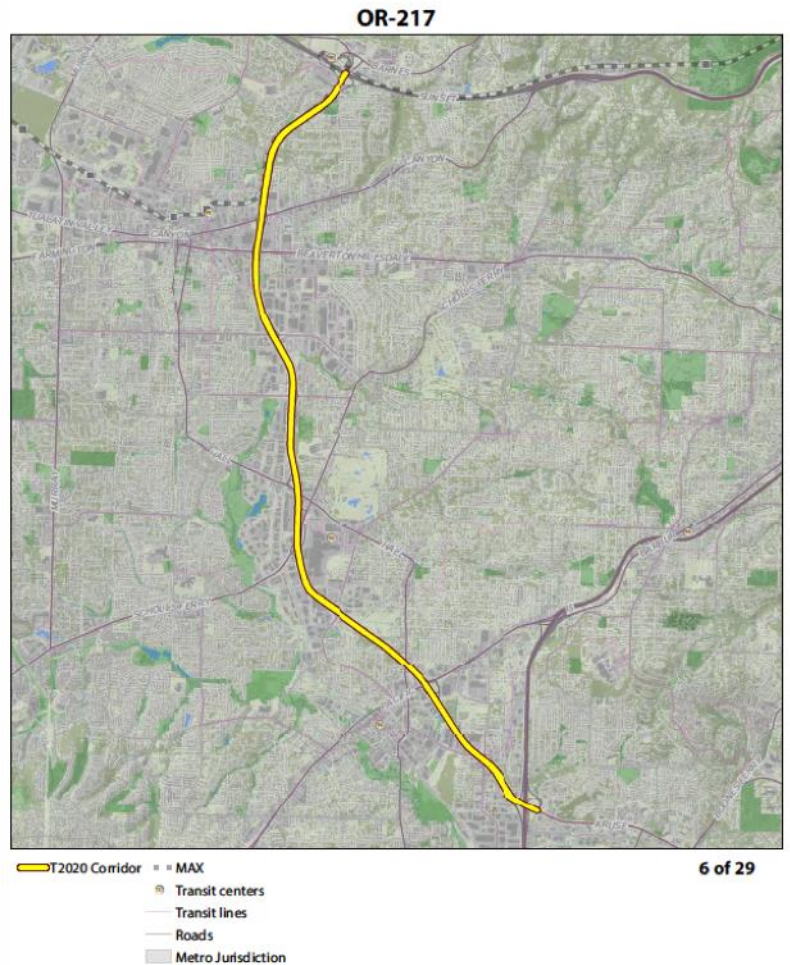


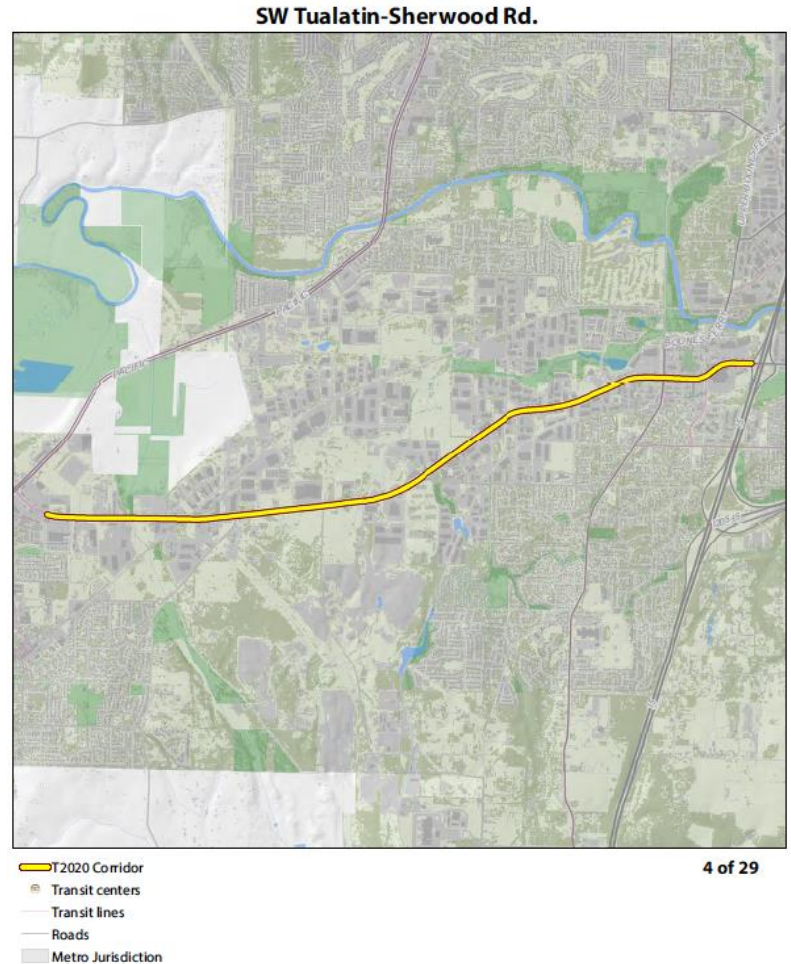
Photo: oregonlive.com



# SW Tualatin-Sherwood Road

**Vision: A corridor that provides reliable travel for people who drive, walk and ride bicycles.**

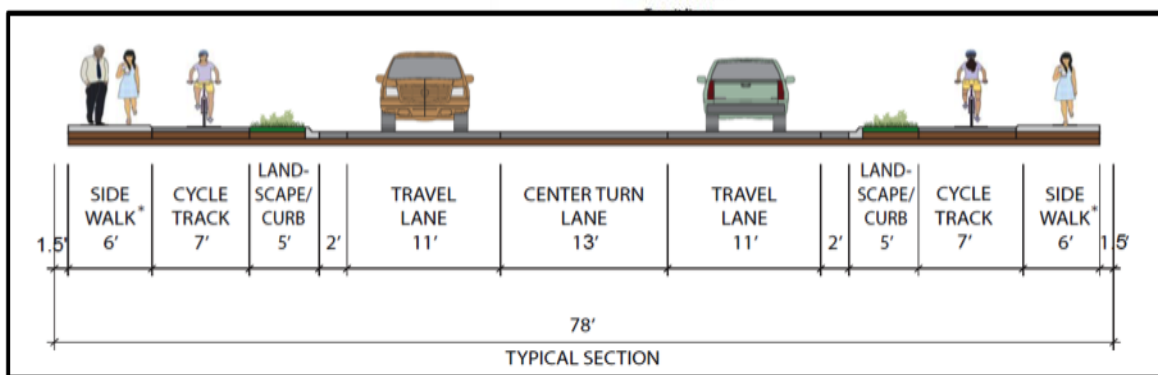
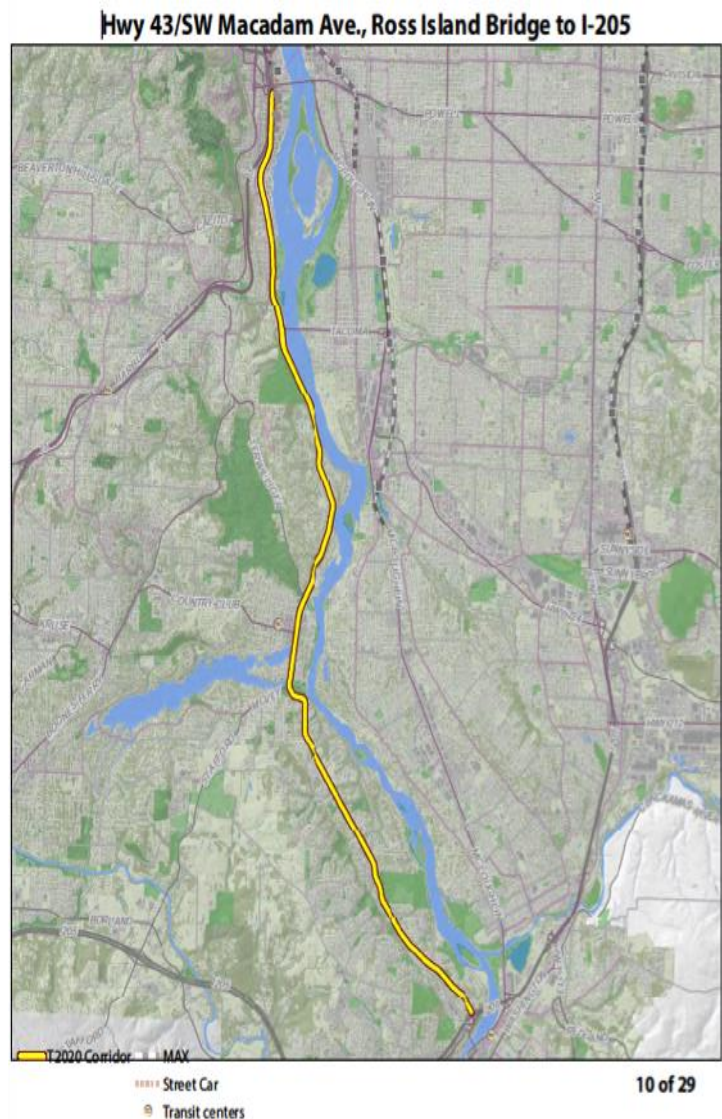
- People travel the Tualatin-Sherwood Road to reach employment centers between I-5 and OR 99W in Washington County. It is also a regional freight route.
- People traveling this corridor face some of the most prolonged congestion in the region.
- Investments could build a 4-lane roadway with a median, and improved off-street trails for people walking and biking, connecting to the Ice Age Tonquin Trail.



# Highway 43/SW Macadam

**Vision: A corridor that provides safe and reliable transportation options for people traveling to and from Clackamas County**

- Highway 43/Macadam runs from southwest Portland through Lake Oswego and West Linn to connect to I-205. People in Clackamas County depend on this corridor to reach jobs in downtown Portland and to access other key highways in the region.
- The current corridor has significant gaps in sidewalks and bike lanes, and residents have expressed concerns about safety.
- Investments could improve safety and access for people walking and biking in some of the major communities served by Highway 43, including bus stops and lighting.

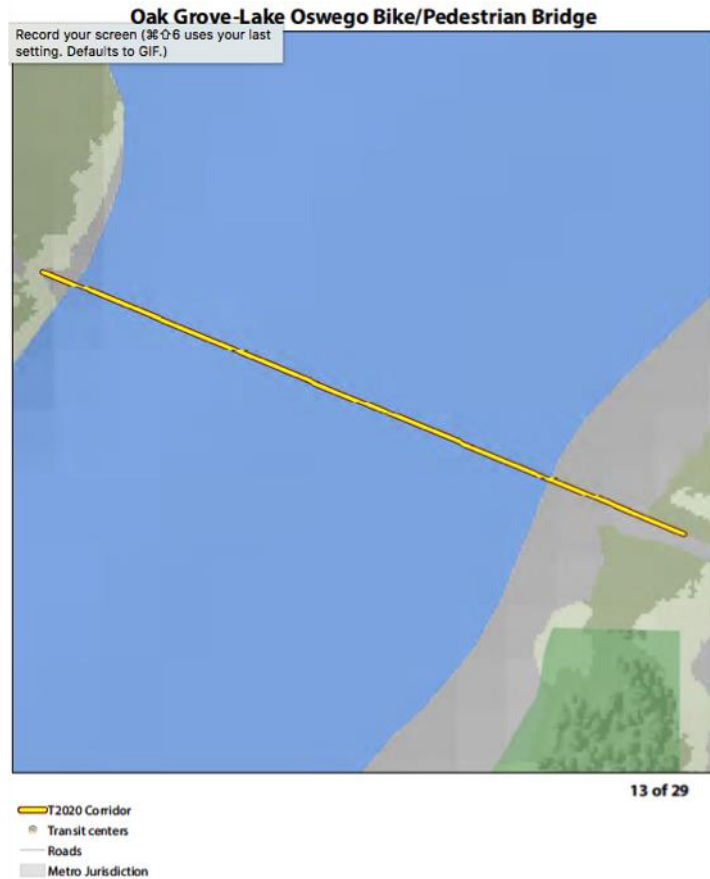




# Oak Grove-Lake Oswego Bike-Pedestrian Bridge

**Vision: A bridge that encourages people to walk and bike to access jobs and housing on either side of the river.**

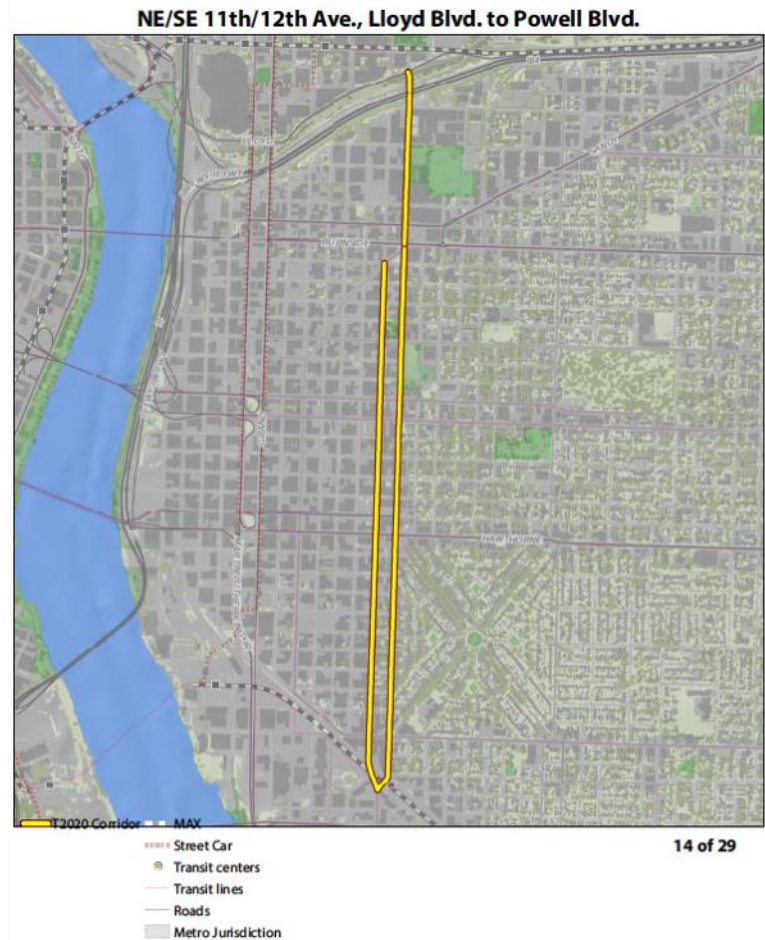
- The Oak-Grove Lake Oswego Bridge would serve as a bike and pedestrian bridge to connect the communities of Oak Grove and Lake Oswego across the Willamette River.



## NE/SE 11<sup>th</sup>/12<sup>th</sup> Avenue

### Coordinated improvements to leverage the transit and safety outcomes in the Central City in Motion Plan.

- These streets run north-south through inner city neighborhoods as a couplet in Portland's central eastside.

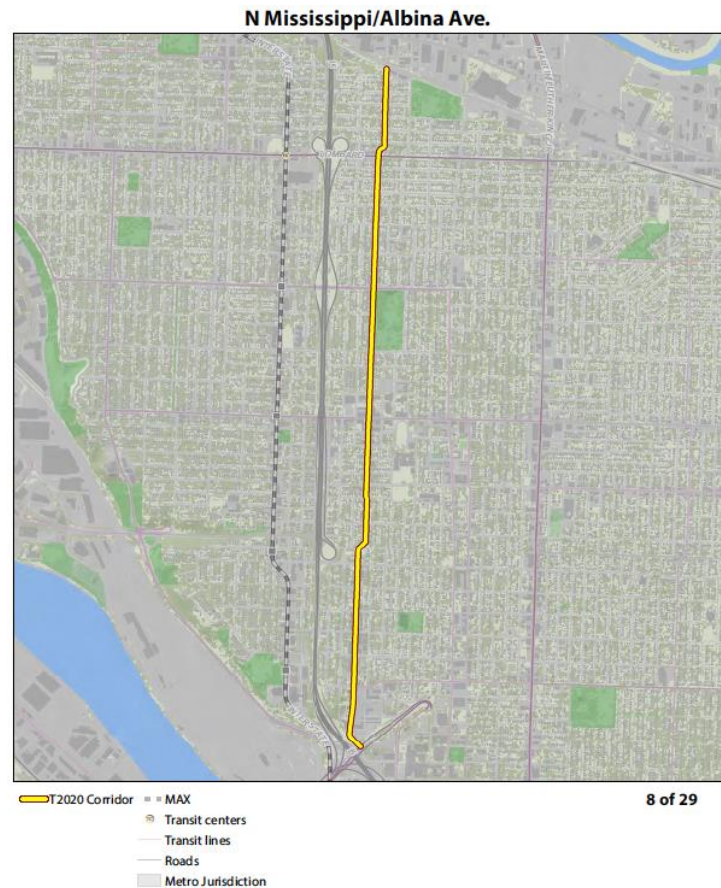




# N Mississippi/Albina Avenue

**Streetscape investments that will help repair decades of disinvestment and neighborhood disruption in a historically African-American neighborhood.**

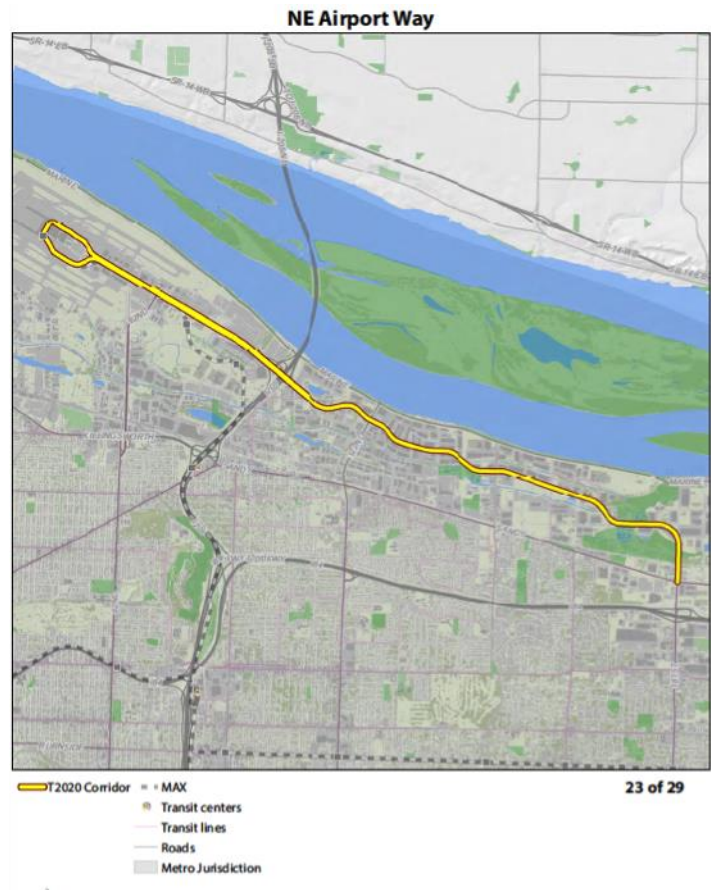
- These streets run through a historically African-American neighborhood in North Portland, connecting North Portland with job and commercial centers in Portland's central eastside.



# Airport Way

**Targeted improvements to improve interactions between transit and private vehicles and freight, most notably at the intersection of Airport Way and 82<sup>nd</sup> Ave.**

- Airport Way connect the state's largest airport with I-205.
- Due to growing airport and regional traffic, there is increasing congestion along the corridor at key bottlenecks.

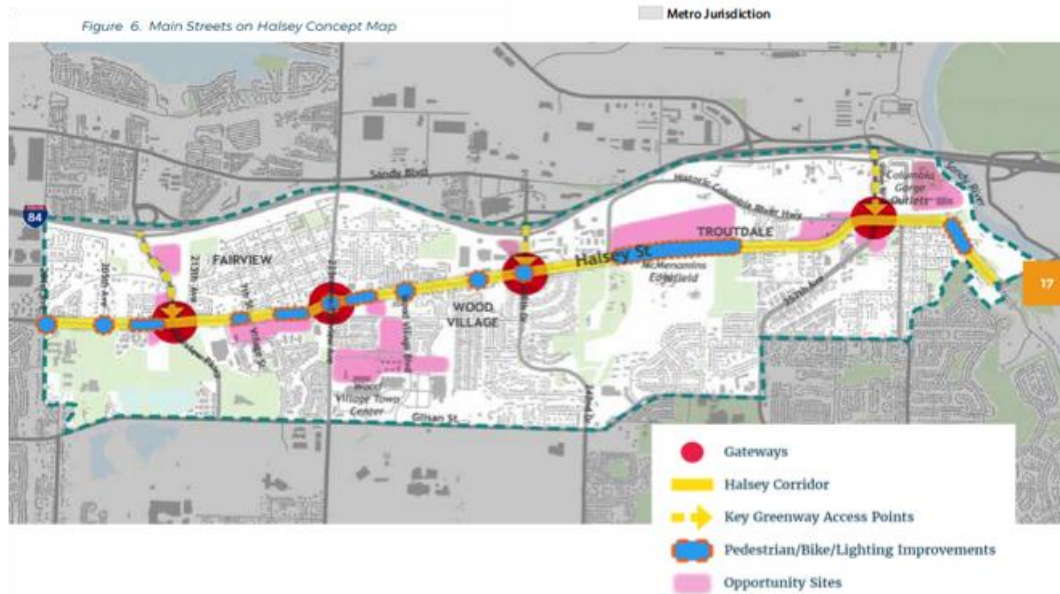




# Halsey Street

**Vision: A safe Halsey Street that supports Main Street-type redevelopment in Troutdale, Wood Village, and Fairview and connects those communities to downtown Portland.**

- Halsey Street runs from inner Portland through Gresham, Fairview, Wood Village and Troutdale.
- The corridor is a regional high crash corridor and is in need of investments to improve safety for people walking and biking.
- In Troutdale, Wood Village, and Fairview there is interest in creating a more “Main Street” feel to Halsey Street to support downtown land use and transportation goals.







# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Wednesday, May 15, 2019  
To: Transportation Funding Task Force Members  
From: Tyler Frisbee, Government Affairs and Policy Development, Metro staff  
Subject: Corridors of Interest

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At the April 24<sup>th</sup> Task Force meeting, staff presented analysis of which “corridors of interest” (i.e. corridors that rose to the top during the Task Force survey process) had the most potential to deliver some of the Task Force key values. This is in addition to existing online maps that demonstrate how corridors align with a variety of data sets, including projected growth, regulated affordable housing, etc.

For Task Force member reference, here are the lists of those corridors, not ranked in priority order.

## Least Safe Corridors

- 82<sup>nd</sup> Ave
- TV Highway
- 122<sup>nd</sup> Ave
- Powell Blvd
- 181<sup>st</sup>/C2C
- SW 185<sup>th</sup>
- Beaverton-Hillsdale Highway
- SE Foster Rd
- SE Division Street
- SE 162<sup>nd</sup> Ave
- NE/SE 11<sup>th</sup>/12<sup>th</sup> Ave

## Highly Congested Corridors

- Burnside
- I-205
- 181<sup>st</sup>/C2C
- SW 185<sup>th</sup>
- Downtown Portland
- I-5, downtown Portland
- Beaverton-Hillsdale Highway
- 99W
- OR 217
- Tualatin-Sherwood Road

## Corridors With A High Opportunity to Increase Transit Ridership

- 82<sup>nd</sup> Ave
- TV Highway
- Burnside
- 122<sup>nd</sup> Ave
- Powell
- McLoughlin
- MLK/Grand
- SW 185<sup>th</sup>
- 99W
- Sandy Blvd

## Corridors That Touch a High Percentage of Equity Focus Areas

- Columbia Blvd
- NE/SE MLK/Grand Ave
- Tualatin-Valley Highway
- I-5, downtown Portland
- SW 185<sup>th</sup> Ave
- Downtown Portland
- SE Foster Blvd
- SE Powell Blvd
- NE/SE 122<sup>nd</sup> Ave
- NE/SE 162<sup>nd</sup> Ave
- N/NE Columbia Blvd





**From:** Nora Lehmann

**Sent:** Wednesday, May 15, 2019 11:38 AM

**To:** Metro Transportation Funding Measure <getmoving@oregonmetro.gov>

**Subject:** Green New Deal for Portland Transportation

To the Transportation Funding Task Force,

We are in a crisis. All the decisions you make going forward regarding transportation must be with this first principle: we are in a state of climate emergency.

I am a member of Mothers Out Front, a nationwide group of parents and caregivers who are mobilizing for a livable climate for our children's future. Mine . . . and yours.

As a resident of Portland, and a citizen of this planet, I demand that you to take the boldest, bravest possible agenda to move us faster than you believe is humanly possible to a net zero greenhouse gas emissions transportation system. We do not have time to carry on as we have been doing.

Scientists tell us we have until 2030 to cut our greenhouse gas emissions in half, or face truly dire consequences. Since we are currently failing at our goals to reduce greenhouse gas emissions from cars, and TriMet ridership has been down for the past 3 years, clearly the time for half measures is long past, and nothing more than a visionary rethinking of our entire transportation network will get us where we need to go . . . literally.

Reimagining and de-carbonizing our transportation network must be front and center in tackling our climate emergency. You have the power to do so for the Portland metro area. But you must have the vision and the courage to do so.

For the children's future, with hope --

Nora Lehmann

Northeast Portland

**From:** Alicia

**Sent:** Wednesday, May 15, 2019 2:12 PM

**To:** Metro Transportation Funding Measure <getmoving@oregonmetro.gov>

**Subject:** Public Comment Transportation Funding Task Force

To the Transportation Funding Task Force,

At this moment in history we face an emergency of scope and scale unlike anything humanity has faced before. The United Nation's Intergovernmental Panel on Climate Change (IPCC) report released this past fall has given the world 12 years to transform every nearly aspect of our societies or face catastrophic and irreversible ecological breakdown.

Every single one of us and every single government body at every level has a role to play in facing this crisis with strength, moral integrity and conviction. In this strange historical moment where every action we take has an outsized impact for good or ill, we need to model for our state, our country and the world what safe climate choices for transportation infrastructure look like.

The Transportation Funding Task Force is facing the question of reshaping one of our county's major greenhouse gas producing infrastructures and so your role in this moment in our region is enormous. The carbon-choices the members of the TFTF make will have an outsized impact on not only our region but on the world and the future. Every decision made by the Transportation Funding Task Force should be based on how we can take the path that most radically reduces greenhouse gases. Our lives are at stake and the health and resilience of our region is at stake.

How can the TFTF best facilitate a transition to non-fossil fuel burning cars, buses and trucks? How can we cool our roadways to offset the heat island effect? How can we make biking feel much safer for all members of our community?

We need safe, non-toxic, quiet and pleasant infrastructure for people who are not using private cars. We need slow cars down and enforce slower speeds. We need to ramp up public transportation and make it non-polluting. We need to ramp up bike lanes placed on quiet streets so cyclists do not need to bike alongside cars.

Indeed, we have everything we need to meet the challenges we face. We just need our community to have a large voice in guiding the process and for leaders to push themselves to take a stand, think outside the box, and fight tooth and nail for the most climate friendly transportation future available.

Thank you,  
Alicia Cohen  
Southeast Portland