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Please submit written comment at

**getmoving@
oregonmetro.gov**



Agenda for today

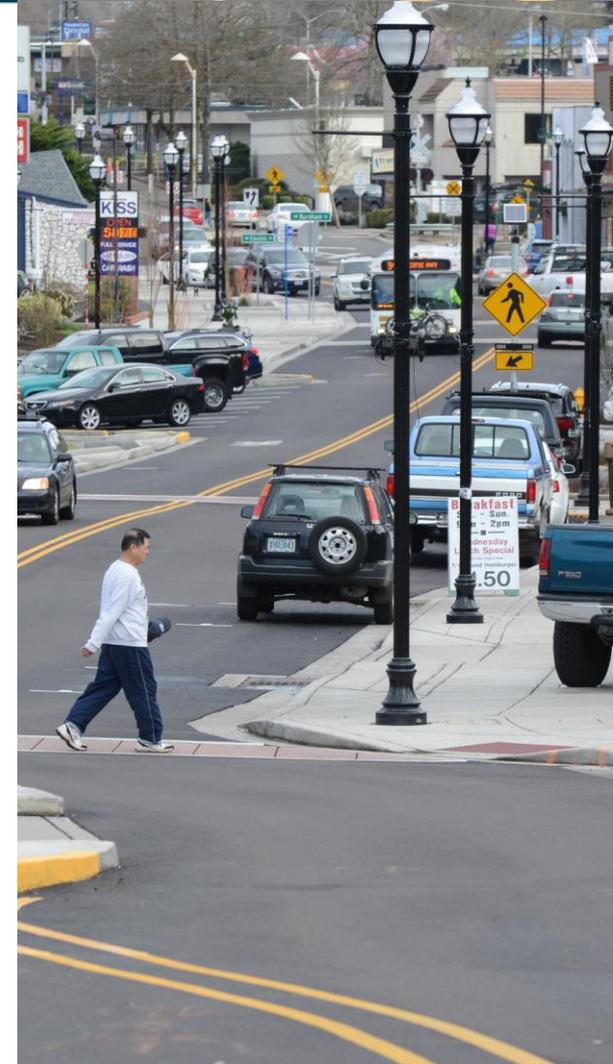
Corridor readiness and opportunities

Corridor tiers & what happens next

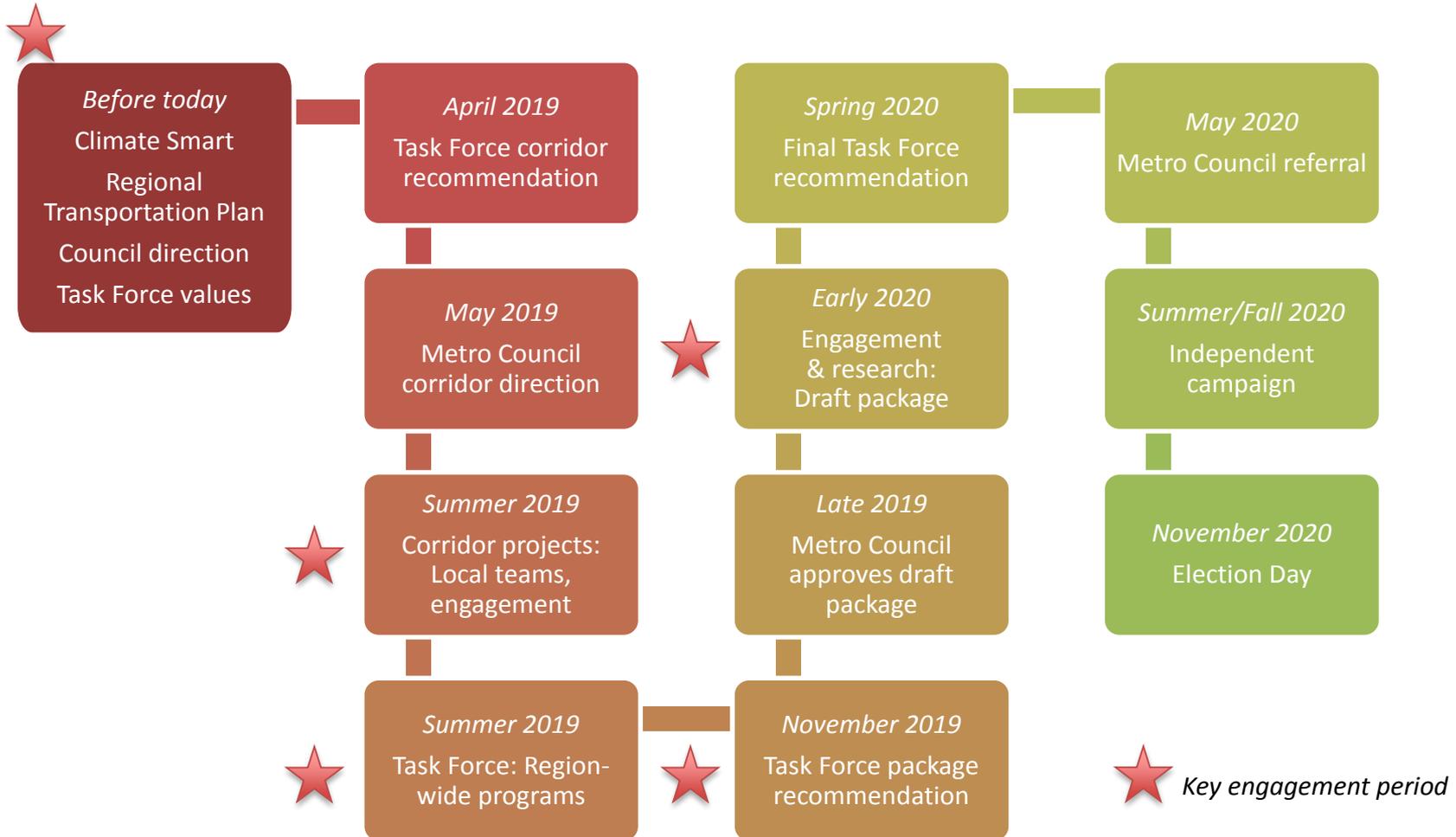
Staff assessment

Discussion

Next steps



One journey, many moments





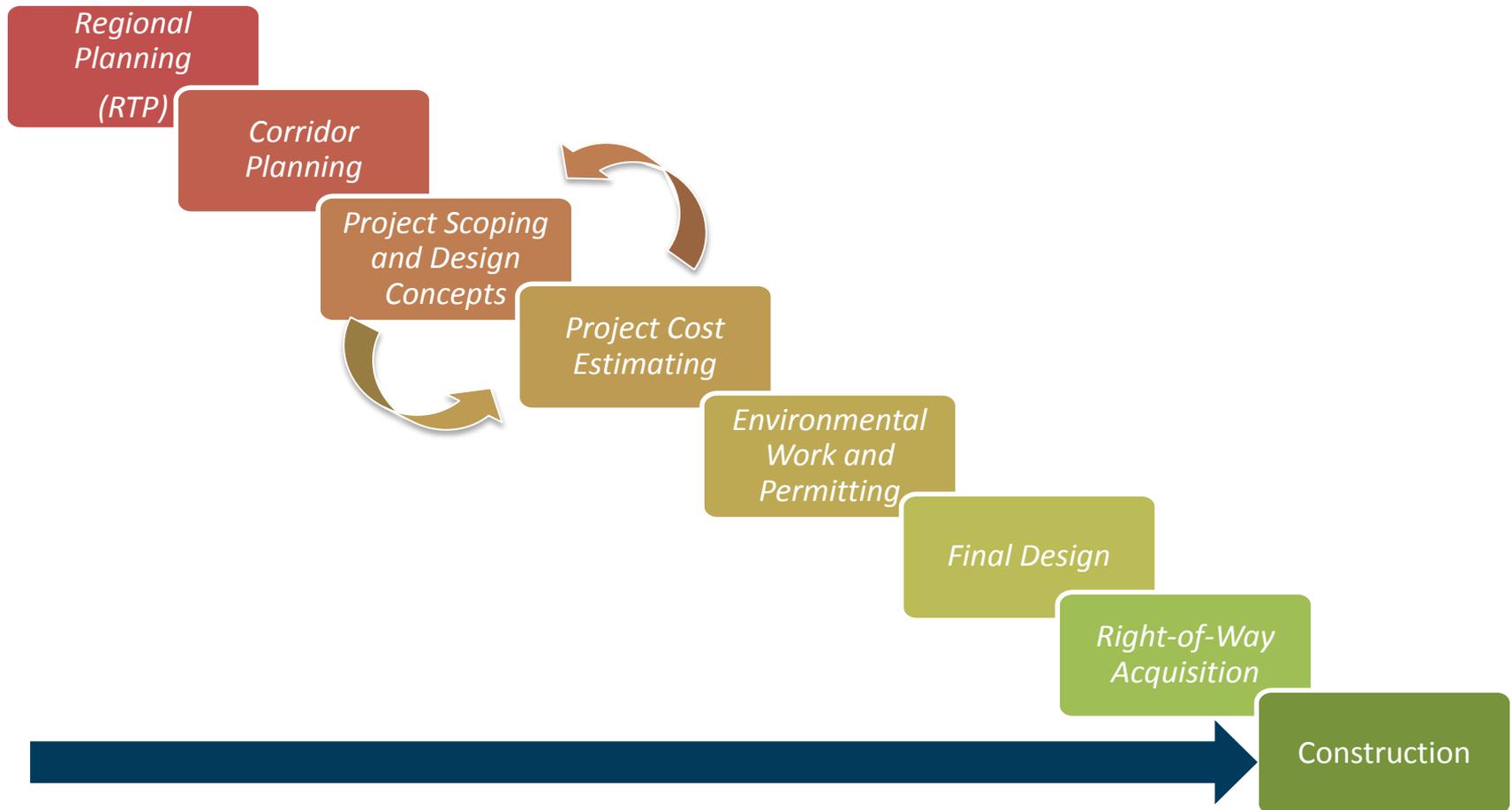
Initial Assessment of Corridor Project Readiness and Project Opportunities
Transportation Funding Task Force
May 15, 2019

Who We Are

- Kittelson & Associates, Inc.
- Founded in Portland in 1985
- 24 offices
- Local agencies
- Transportation planning and engineering
 - Applied research
 - Performance-based design
 - Multi-modal planning
 - Quantitative safety
- National:
 - NCHRP 785: Performance-Based Analysis of Geometric Design of Highways and Streets
 - Greenbook 8 Visioning
- Local:
 - ODOT Urban Design Initiative
 - Metro's Designing Livable Streets and Trails

What is Readiness?

Project readiness = how close is construction/implementation?



Readiness and Risk Factors

High-level scoring on readiness:

- Planning work status
- Quality of scoping; design level of detail
- Cost estimate sufficiency
- Environmental review and permitting: need and status
- Complexity of corridor: right-of-way, bridges, railroads

Our Process



- 1. Checked 2018 Regional Transportation Plan (RTP) project list**

Determined what the RTP says about the expected future of the corridor. Does it call for widening? Safety improvements?

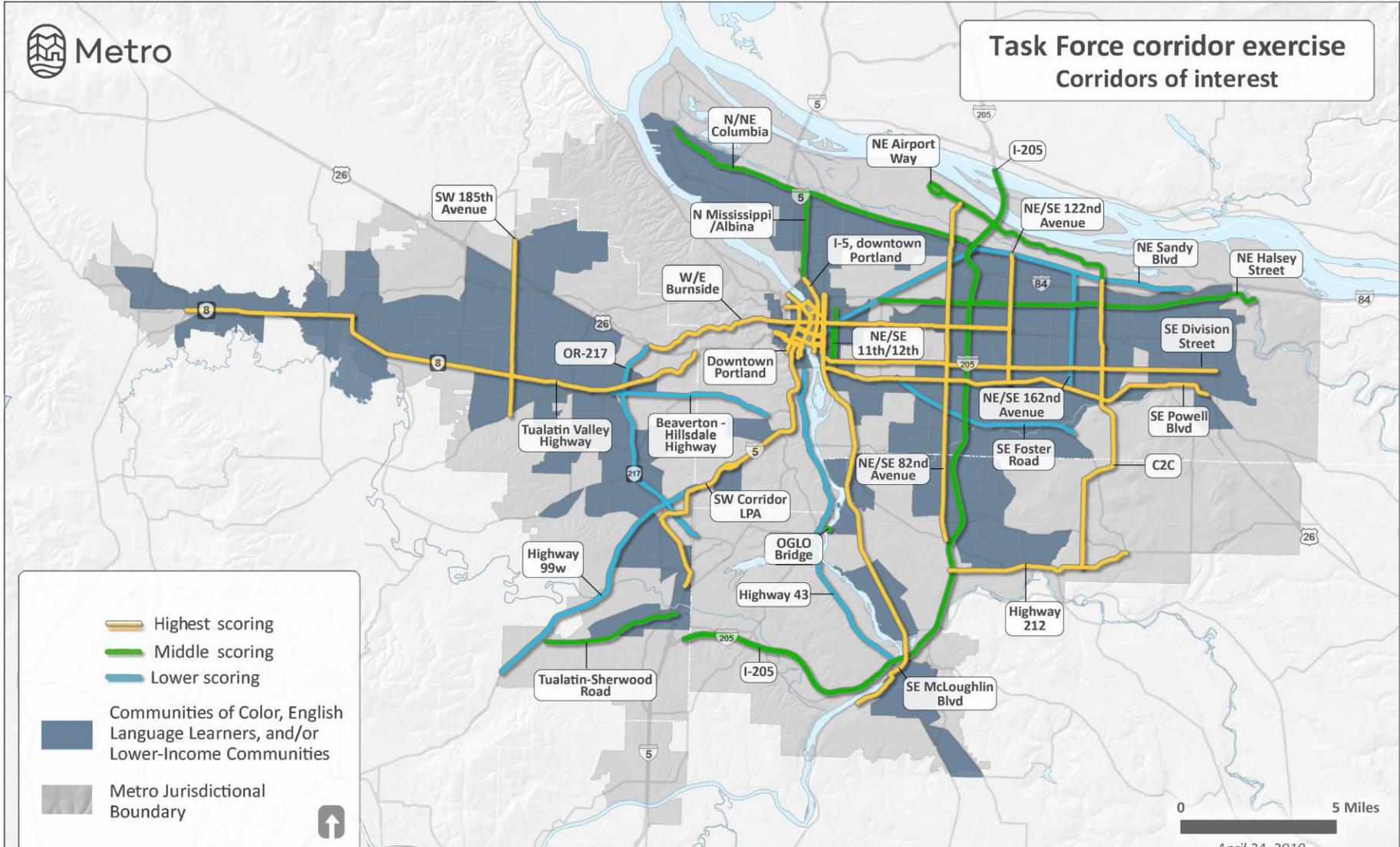
- 2. Spoke to local planning and project delivery agencies**

Discussed the level of project development for each project along each corridor

- 3. Assessed available plans/designs**

In some cases, referenced available plans or designs to fill in any knowledge gaps

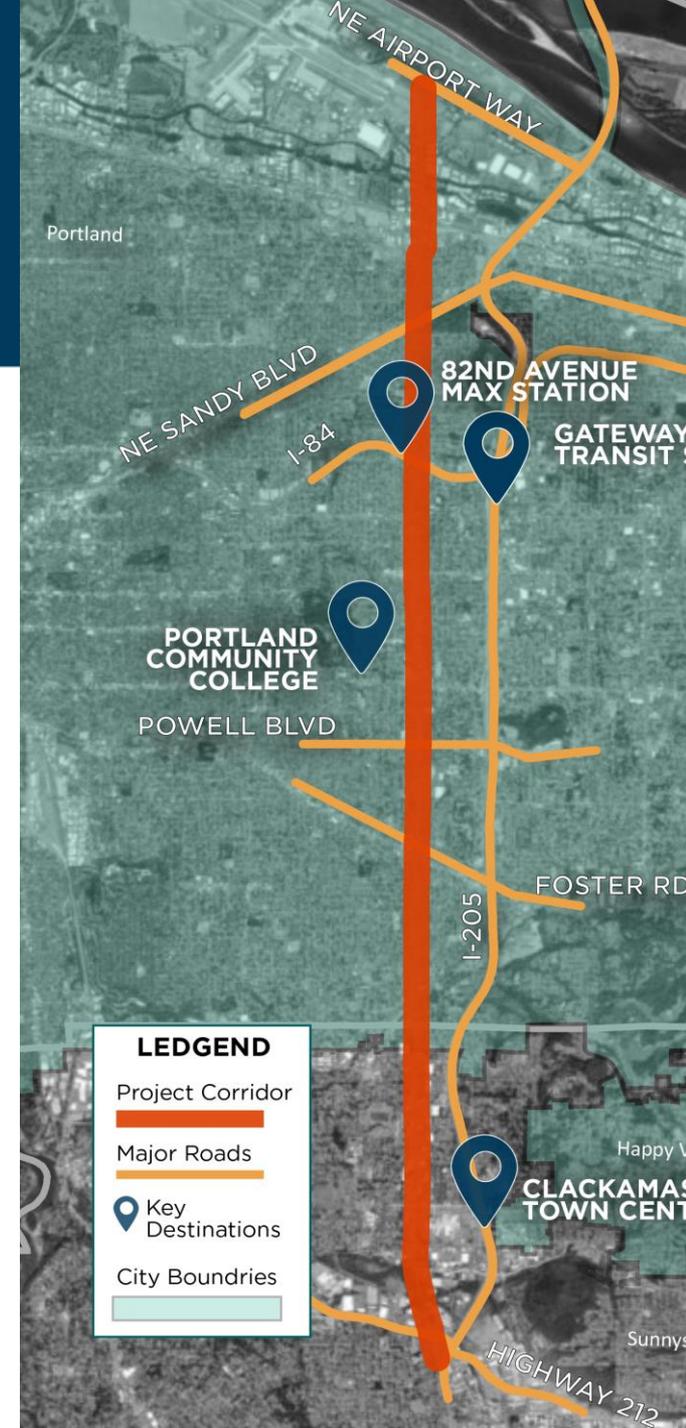
Task Force Corridors of Interest



Corridor Scoring Examples

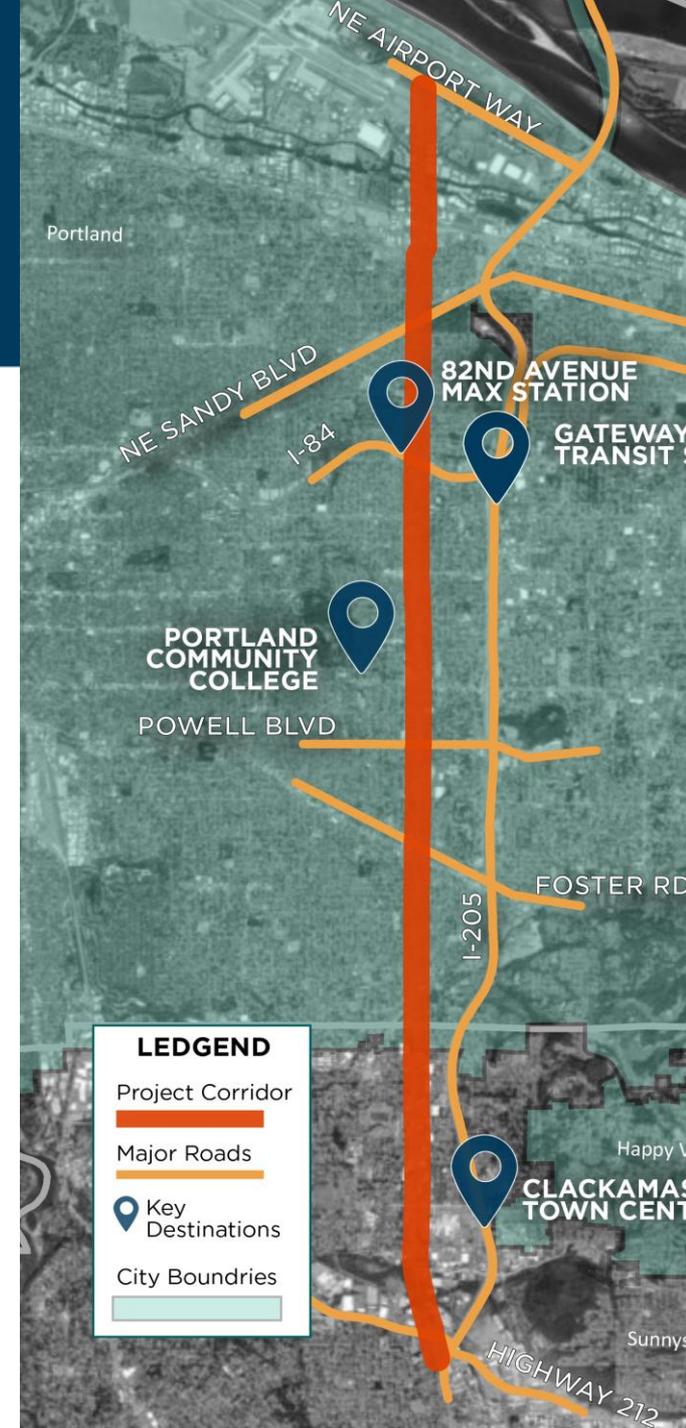
Early Readiness Assessment: 82nd Avenue (Airport Way to Clackamas)

- Connects Clackamas County, Lents, the Jade District, Montavilla, and Roseway neighborhoods
- Diverse population
- Transit
 - MAX
 - Busiest TriMet bus line in the region
- High crash corridor
 - Pedestrian fatalities



Early Readiness Assessment: 82nd Avenue (Airport Way to Clackamas)

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.



Readiness and Risk Factors

High-level scoring on readiness:

- Planning work status
- Quality of scoping; design level of detail
- Cost estimate sufficiency
- Environmental review and permitting: need and status
- Complexity of project: right-of-way, bridges, railroads

82nd Avenue Early Readiness Assessment

- Planning work status
 - PBOT 82nd Avenue Plan and Enhanced Transit Corridor
 - Clackamas County planning/design
- Quality of scoping; design level of detail
 - City of Portland – limited design
 - Clackamas County planning/design
- Cost estimate sufficiency
 - Not enough project development/design to create sufficient cost estimate



82nd Avenue Early Readiness Assessment

- Environmental review and permitting need and status
 - Will depend on corridor design; most improvements are expected to be within existing right-of-way
- Complexity: right-of-way, bridges, railroads, etc.
 - Complexity will depend on intersection with Airport Way



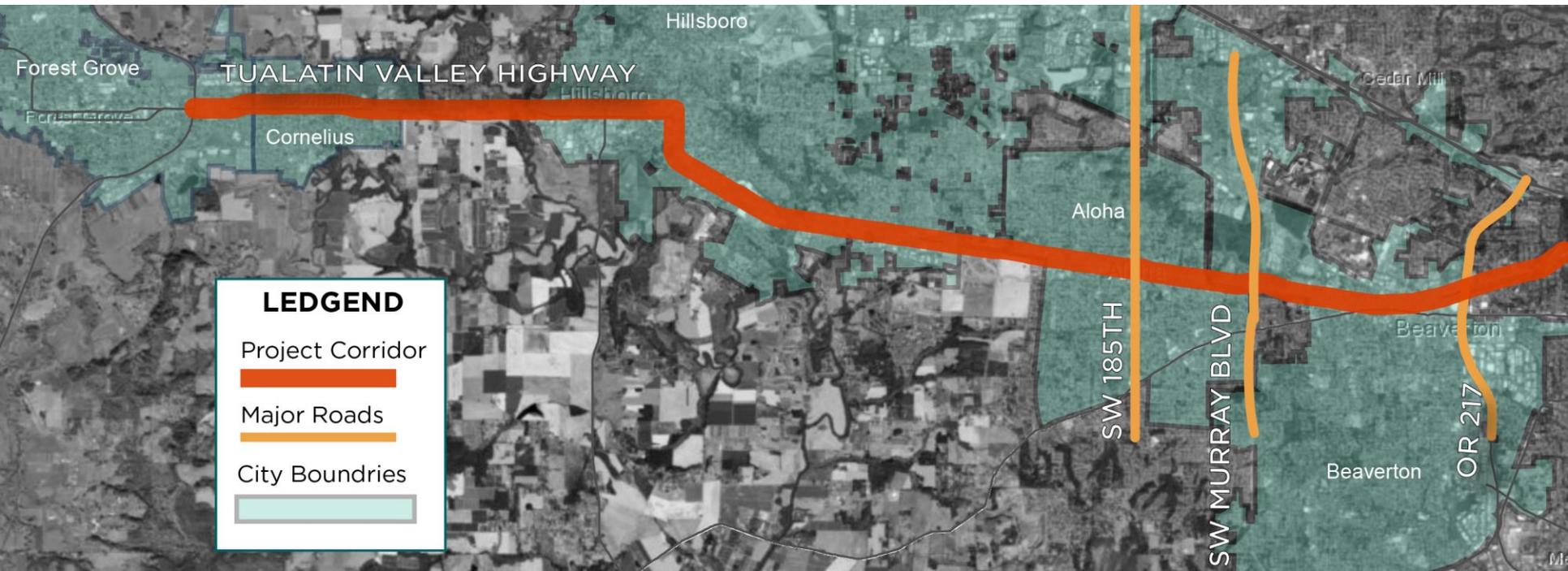
Early Readiness Assessment: Tualatin Valley Highway (Forest Grove to US-26)

- Connects community centers
- Concentration of communities of color and low-income communities
- Bottlenecks create transit delay
- High crash corridor
- Key corridor to increase transit



Early Readiness Assessment: Tualatin Valley Highway (Forest Grove to US-26)

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.

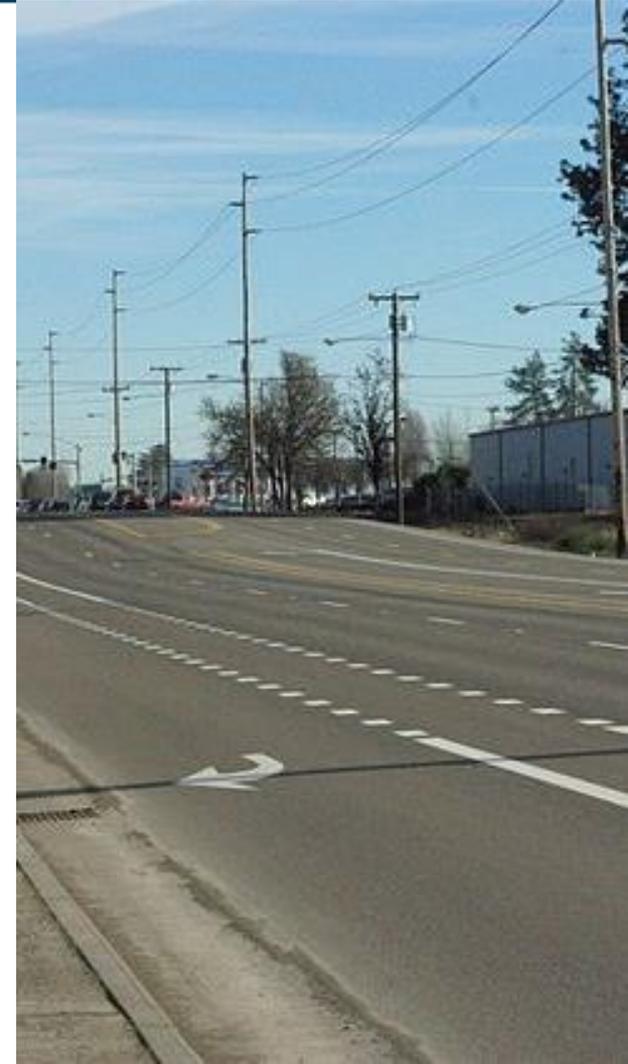


Tualatin Valley Highway Early Readiness Assessment

- Planning work status
 - SW Canyon Road- planning complete
 - Canyon Road to Hillsboro- planned multi-modal safety improvements
 - Pacific Avenue/Baseline Street in Forest Grove to Hillsboro- limited planning
- Quality of scoping; design level of detail
 - SW Canyon Road- 30%-90% design
 - Canyon Road to Hillsboro- conceptual design
 - Pacific Avenue/Baseline Street in Forest Grove to Hillsboro- no significant design
- Cost estimate sufficiency
 - SW Canyon Road- detailed cost estimates
 - Canyon Road to Hillsboro- cost estimates based on conceptual design
 - Pacific Avenue/Baseline Street in Forest Grove to Hillsboro- no cost estimates

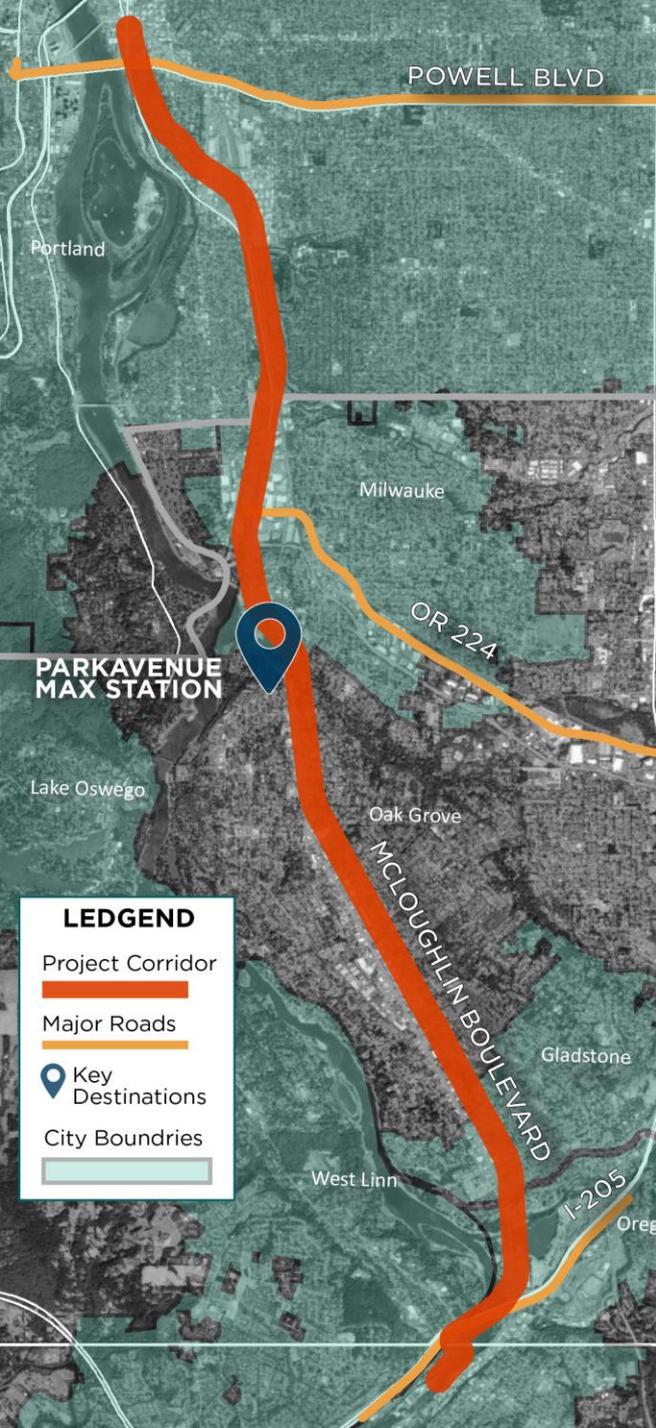
Tualatin Valley Highway Early Readiness Assessment

- Environmental review and permitting need and status
 - Environmental permitting likely necessary for corridor: creek crossings
- Complexity: right-of-way, bridges, railroads, etc.
 - High level of expected complexity-railroad



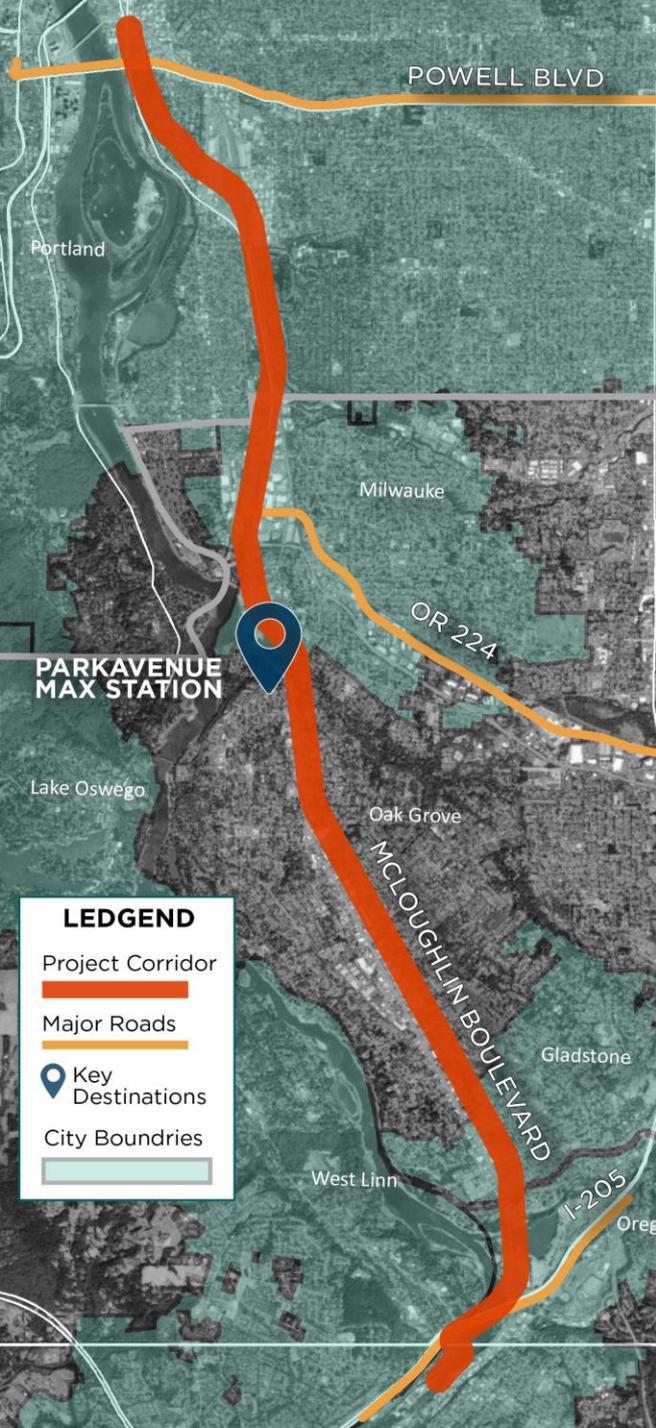
Early Readiness Assessment: McLoughlin Boulevard (Powell Boulevard to Oregon City)

- Connects Oregon City, Oak Grove, Gladstone, Milwaukie, and inner Portland
- Jobs, housing, transit
- Key corridor to increase transit, but difficult to cross



Early Readiness Assessment: McLoughlin Boulevard (Powell Boulevard to Oregon City)

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.



McLoughlin Early Readiness Assessment

- Planning work status
 - Some localized planning; likely an enhanced transit corridor
- Quality of scoping; design level of detail
 - No significant corridor design
- Cost estimate sufficiency
 - Planning level cost estimate for section of corridor



McLoughlin Early Readiness Assessment

- Environmental review and permitting need and status
 - Will depend on corridor design; most improvements are expected to be within existing right-of-way
- Complexity: right-of-way, bridges, railroads, etc.
 - May affect bridges/railroad



Project Opportunities Evaluation

Project Opportunities Evaluation

Intended to capture opportunity to build effective projects quickly.

- Could project be built within 1-5 years? Are there relatively simple options that don't require major investment?
- Ability to make key regional corridor connections (transit or multimodal)?

82nd Avenue

Project Opportunities Evaluation

- Could project be built within 1-5 years? Are there relatively simple options that don't require major investment?
 - Planning and some design
 - Need and opportunity for crossing improvements
 - Opportunity to phase projects
- Ability to make key regional corridor connections (transit or multimodal)?
 - Key enhanced transit corridor

Tualatin Valley Highway Project Opportunities Evaluation

- Could project be built within 1-5 years? Are there relatively simple options that don't require major investment?
 - Planning on most of corridor, design on major segment
 - Need and opportunity for crossing improvements
 - Ability to restripe to improve bicycle facilities on segment
 - Opportunity to phase projects
- Ability to make key regional corridor connections (transit or multimodal)?
 - Key enhanced transit corridor; multi-modal improvements

McLoughlin

Project Opportunities Evaluation

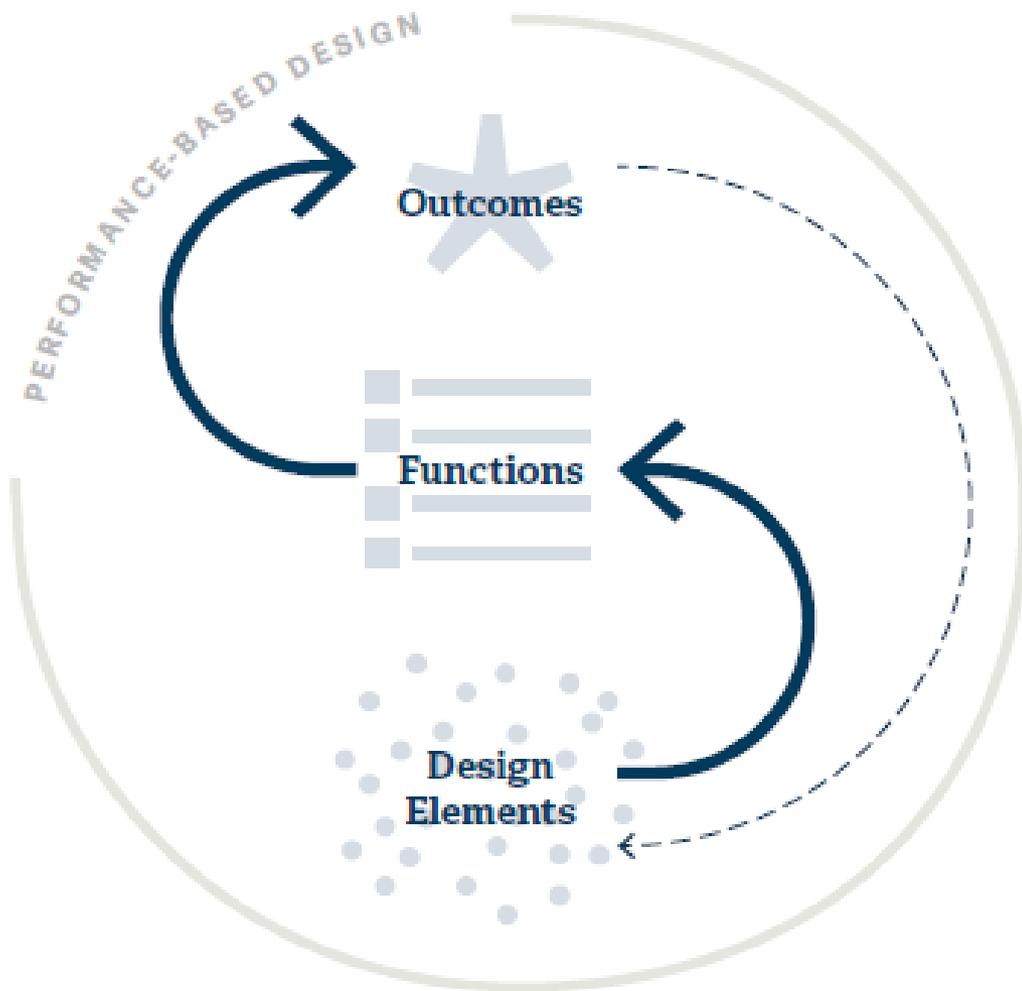
- Could project be built within 1-5 years? Are there relatively simple options that don't require major investment?
 - Northern section: will require major investment to plan, design, and construct (bridges, etc.)
 - Southern section: opportunity for crossing improvements
- Ability to make key regional corridor connections (transit or multimodal)?
 - Key enhanced transit corridor

Oak Grove- Lake Oswego Multi-Modal Bridge Project Opportunities Evaluation

- Could project be built within 1-5 years? Are there relatively simple options that don't require major investment?
 - No- still in feasibility analysis
- Ability to make key regional corridor connections (transit or multimodal)?
 - Provides major multi-modal connectivity

Our Next Steps

- Deeper readiness and risk analyses
 - Cost estimating framework
 - Best practices
- Local Investment Team support
- Project development: performance-based design



Performance-Based Design

With performance-based design, design elements support street functions to achieve desired outcomes

Corridors: Getting to tiers

Regional Transportation
Funding Task Force
May 15, 2019



What do the tiers mean?

Tier 1: High potential to advance outcomes, project readiness

Tier 2: Less potential and/or readiness – could be further developed and included in package, or specific improvements could be funded through programs

Tier 3: Least potential and/or readiness – specific improvements could be funded through programs

Identifying tiers

How many in each tier?

What guides this choice?



Local Investment Teams

1 team per county

8-10 community members
per team

Supported by
jurisdiction staff

June-September 2019



What about programs?

Region-wide
programs:
Task Force,
summer 2019

Opportunities to
invest in “lower-
tier” corridors and
other places
around the region



What we heard last time

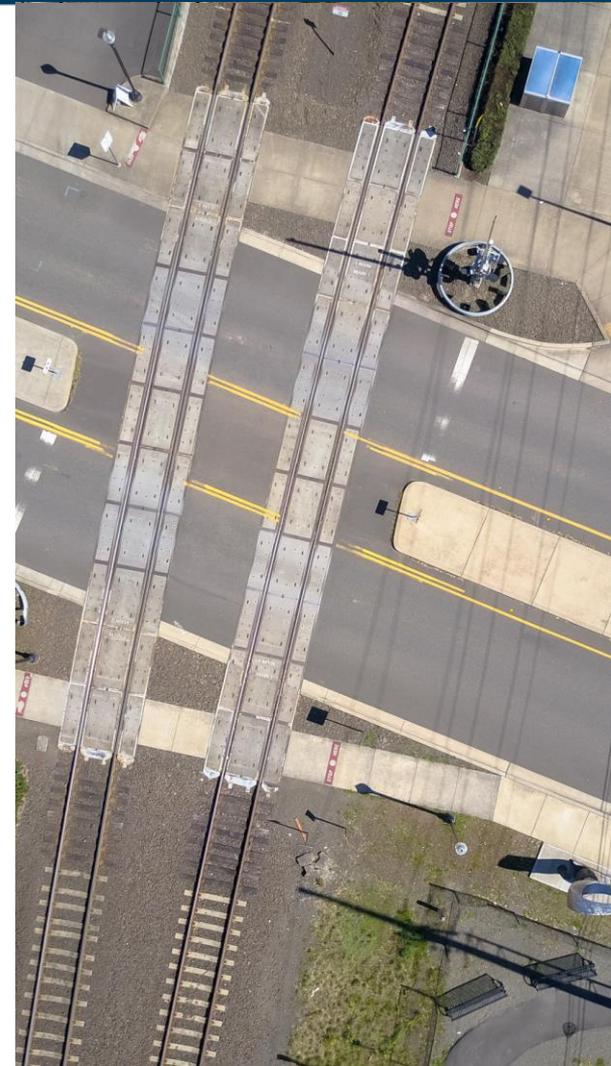
Corridors should improve regional system

Invest in underserved areas

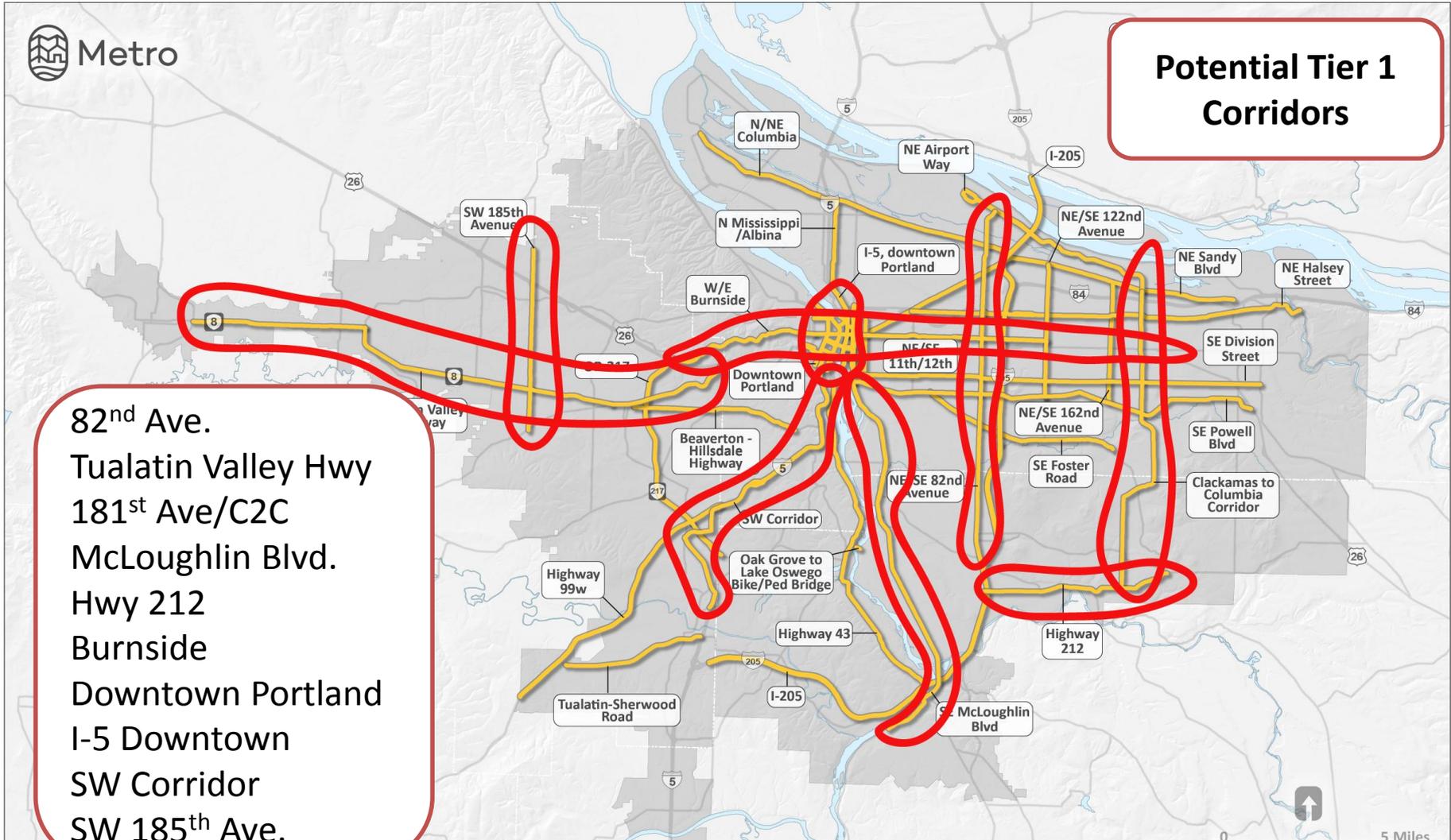
Action on climate change

Equitable, community-focused options

Projects should support better transit



Staff corridor assessment



Staff corridor assessment

Potential Tier 2 corridors

(no particular order)

Powell Blvd.

122nd Ave.

MLK/Grand

Beaverton-Hillsdale Hwy

Foster Rd.

Division St.

Columbia Blvd.

162nd Ave.

99W/Pacific Hwy

Hwy 217

Tualatin-Sherwood Rd.

Hwy 43/Macadam

Sandy Blvd.

Discussion

Does this assessment meet the Task Force goals?

What do you need to do between this meeting and next to feel comfortable putting forward a recommendation to Metro Council?

Do you need additional information to make your decision?



Next steps

May 29 meeting: Reaching a recommendation for Council

June 4: Council work session

Please share the survey:

[surveymonkeys.com/r/](https://surveymonkeys.com/r/GettingAroundGreaterPortland)

GettingAroundGreaterPortland



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