

## CORRIDOR-LEVEL BACKGROUND AND READINESS NEEDS

Several past regional policy and planning processes (e.g., 2040 Growth Concept, Atlas of Mobility Corridors, 2009 High Capacity Transit Plan, Regional Transportation Plan and Regional Transit Strategy) have identified travel corridor high capacity transit needs and readiness. As corridors have been identified as high capacity transit investment opportunities, these plans have also begun the process of outlining needs for future corridor policy and planning work to support the potential investment. Partners have taken the next step to embark on refinement planning for many of these corridors (e.g., Get Moving 2020, Clackamas to Columbia Project), working closely with community to identify the list of corridor needs, opportunities and constraints and planning to identify corridor investments, including transit enhancements that will improve transit speed and reliability and complementary multimodal transportation infrastructure projects that improve access to transit on the corridor. Through additional analysis and engagement with local partners and community, the 2023 High Capacity Transit Strategy update has also identified additional corridor needs, opportunities and constraints. This appendix compiles these together in one place as a resource and reference for future refinement work. An alternatives analysis takes the next step to categorize and coordinate investments and develop the high capacity transit project as well as make recommendations to implement the preferred multimodal package (e.g., amendments to local Transportation System Plans and the Regional Transportation Plan). While some active transportation access improvements are done as part of the high capacity transit project, most of these investments are beyond the project and rely on prioritization and funding in regional and local transportation plans. As outlined in the 2023 High Capacity Transit Strategy actions and recommendations, pursuing opportunities for completing multimodal access to transit projects *prior to* high capacity investment is a key part of demonstrating readiness.

Tier	Corridor	Background and Needs Context
1	<i>Near-term corridors</i>	
	82nd Avenue Rapid Bus	Building from the 2019 82nd Avenue Plan, <a href="#">Get Moving 2020</a> conceptualized the high capacity transit needs and complementary access improvements for people walking and bicycling on the corridor. The <a href="#">82<sup>nd</sup> Avenue Transit Project</a> is currently underway to conduct an alternatives analysis towards coordinating investments and developing the high capacity transit project. Additionally, this corridor is within a mile of a highway proposed for tolling and part of the broader travelshed.
	Tualatin Valley Highway Rapid Bus	Building from the 2013 Tualatin Valley Highway Corridor Plan, <a href="#">Get Moving 2020</a> conceptualized the high capacity transit needs and complementary access improvements for people walking and bicycling on the corridor. The <a href="#">Tualatin Valley Highway Transit Project</a> is currently underway to conduct an alternatives analysis towards coordinating investments and developing the high capacity transit project.
	Southwest Corridor Light Rail	The <a href="#">Southwest Corridor Plan</a> was developed through a planning process that began in 2013 and concluded when a Record of Decision was issued by the Federal Transit Administration on April 8, 2022. In addition to linking several regional and town centers, the line connects people to Marquam Hill/OHSU and PCC Sylvania through just a short walk and Lewis and Clark College through a short 39 bus ride. The <a href="#">Shared Investment Strategy</a> outlines the high capacity transit and other complementary investments needed to support land use, transportation, and community-building in the corridor to implement the transit-supportive vision. It is also supported by the <a href="#">Southwest Corridor Equitable Development Strategy</a> to support community development in a way that improves quality of life for people of all incomes and backgrounds. Additionally, this corridor is within a mile of a highway proposed for tolling and part of the broader travelshed.
	Interstate Bridge MAX Yellow Line Extension	The <a href="#">Interstate Bridge Replacement Program</a> is currently underway and is conducting an alternatives analysis towards developing the high capacity transit project. A <a href="#">modified locally preferred alternative</a> has begun to outline the high capacity transit and other complementary <a href="#">investments</a> needed to create a transit-supportive environment in the project area, as well as identify additional <a href="#">commitments</a> of the program <a href="#">conditions</a> of endorsing partners towards this goal. The process is also supported by an <a href="#">Equity Framework</a> which guided equity analysis work that informed the alternatives. Additionally, this corridor is within a mile of a highway proposed for tolling and part of the broader travelshed.
	Montgomery Park Streetcar	The <a href="#">2009 Streetcar System Concept Plan</a> envisioned an extension to Montgomery Park. In 2019 a planning process kicked off, <a href="#">analyzing alternatives</a> towards developing the locally preferred alternative, drafting an equitable development strategy and identifying an implementation package. The <a href="#">Montgomery Park to Hollywood Transit and Development Strategy</a> currently in development will further support creating a transit-oriented environment, as well as the complementary investments identified in the <a href="#">Enhanced Transit Corridors Plan</a> and <a href="#">Central City in Motion</a> . Additionally, this corridor is within a mile of a highway proposed for tolling and part of the broader travelshed.
2	<i>Next-phase corridors</i>	
	Central City Tunnel	TriMet identified the need to study the Steel Bridge Transit Bottleneck and the <a href="#">2018 Regional Transportation Plan</a> included a study to improve speed and reliability of MAX light rail service and address the region's most significant transit bottleneck. Preliminary analysis by TriMet identified more than 20 concepts that were consolidated into representative alternatives and evaluated to understand the potential benefits and drawbacks. Initial study showed that a tunnel with approximately four underground stations would increase system ridership by 7,500 to 15,200 riders and decrease travel time by approximately 15 minutes between Lloyd Center and Goose Hollow, reducing greenhouse gas emissions while improving systemwide reliability, resiliency and redundancy. The MAX tunnel accommodates growth for an anticipated 50% increase in rail traffic over the next 15 years and maintains capacity on the Steel Bridge.  <a href="#">Get Moving 2020</a> further supported planning and design work to develop this project. A project of this magnitude could take a decade or more to plan, design and construct, including the steps necessary to comply with the National Environmental Policy Act (NEPA) and the Federal Transit Administration's Project Development process. The next step is beginning a regional conversation about solutions, opportunities and funding strategies. Planning of a tunnel would need to evaluate the locations of portals and determine the optimal number and locations of stations. This work would build upon the preliminary analysis completed by TriMet in order to define a single preferred project and identify the scope and resources needed to complete the future environmental review process as well as the risks that could impact planning. Increasing speed and reliability of trips through the Portland Central City was a clear priority identified by businesses and community. Additionally, this corridor is within a mile of a highway proposed for tolling and part of the broader travelshed.
	Swan Island to Parkrose via Killingsworth	The <a href="#">2018 Regional Transportation Plan</a> and the City of Portland's <a href="#">Enhanced Transit Corridors Plan</a> both identify Killingsworth as a priority congested corridor in need of near-term enhanced transit treatments (from better to rapid bus) to improve reliability and multi-dwelling and mixed-use land use designations in the Comprehensive Plan support the transit environment. As part of expanding the high capacity vision to include rapid bus, analysis completed as part of the 2023 High Capacity Transit Strategy update indicated this corridor's readiness as a candidate for high capacity improvements, reflecting community priorities. A potential connection of Swan Island to Parkrose Transit Center via Killingsworth could create a high capacity connection of the remainder of the Line 72, one of the highest ridership bus routes that builds off the work done as part of and leveraging a connection with the 82 <sup>nd</sup> Avenue Transit Project. Streetscape improvements to enhance sidewalks, lighting, crossings and signals are included in the <a href="#">City of Portland's Transportation System Plan</a> , with more detail for the west end provided in the draft <a href="#">North Portland in Motion Plan</a> .

Tier	Corridor	Background and Needs Context
2 <b>Next-phase corridors (continued)</b>	Portland to Gresham via Burnside	<p>Burnside is included in <a href="#">mobility corridor</a> analysis zones 5 and 6 for an east-west high capacity transit connection from Portland to Gateway to Fairview. The <a href="#">2018 Regional Transportation Plan</a> and the City of Portland's <a href="#">Enhanced Transit Corridors Plan</a> both identified Burnside as a key congested corridor in need of enhanced transit treatments (from better to rapid bus) to improve reliability and multi-dwelling and mixed-use land use designations in the Comprehensive Plan support the transit environment. <a href="#">Get Moving 2020</a> identified the need for high capacity transit on this corridor that were confirmed by analysis completed as part of the 2023 High Capacity Transit Strategy update indicated this corridor's readiness as a candidate for high capacity improvements. This corridor is also within a mile of a highway proposed for tolling and part of the broader travelshed. Additionally, this corridor is particularly long and will likely need to be addressed in sections as part of the corridor planning process. <a href="#">Get Moving 2020</a> conceptualized the high capacity transit needs and complementary access improvements for people walking and bicycling on the corridor:</p> <ul style="list-style-type: none"> <li>• <b>Bus Rapid Transit:</b> Improvements to improve transit (Line 20) speed, reliability, station access, amenities and rider experience; including enhancements to transit stations, and bus priority/queue bypass lanes.             <ul style="list-style-type: none"> <li>○ Strive to add 3 or more miles of bus priority (BAT)/queue bypass lanes compared to year 2020 conditions.</li> <li>○ 10 or more signals upgraded with transit signal priority.</li> <li>○ 65 or more enhanced stations, with improvements such as wider platforms, bus pads, improved shelters, real time travel information displays and lighting.</li> <li>○ Strive to add 5 or more new safe, marked pedestrian crossings W Burnside/Barnes at transit stops without existing marked crossings.</li> <li>○ Consider fiber optic communication if budget allows.</li> <li>○ Approximately 35 new electric articulated buses and associated charging infrastructure.</li> <li>○ Improvements to bus layover facilities at both ends of the corridor.</li> </ul> </li> <li>• <b>Gresham and Sunset Transit Centers:</b> Design multimodal access improvements such as sidewalks, crossings, bike facilities, plaza, and transit service capacity.             <ul style="list-style-type: none"> <li>○ Plan to improve pedestrian and bicycle access to and transit and multimodal operations at Gresham Transit Center and Sunset Transit Center.</li> <li>○ Plan to accommodate expected growth of transit service including transit vehicle types and frequency.</li> </ul> </li> <li>• <b>Safety and Access to Transit Improvements (Gresham):</b> Add sidewalks, crossings, lighting to reduce severe injury and fatal crashes. 10'-11' lane widths and 0'-1' shy permissible to achieve multimodal improvements.             <ul style="list-style-type: none"> <li>○ 6 or more new safe, marked pedestrian crossings of Burnside (beacon or signal) with pedestrian refuge islands.</li> <li>○ Continuous Americans with Disabilities Act accessible sidewalks, minimum 8-foot wide (including buffer) where new or widened.</li> <li>○ Pedestrian scale street lighting at intersections, crosswalks and transit stops.</li> <li>○ Consider completing Gresham-Fairview Trail connection if right-of-way is available.</li> <li>○ Pedestrian friendly corner radii when corners are modified. Max 25' (15' preferred) for modified curb radii except at collectors/arterials where max is 35' (25' preferred). Exception for intersecting designated freight routes.</li> <li>○ Center median islands for access management may be added. Consider planted medians.</li> <li>○ Restripe to upgrade existing bicycle lanes to buffered bicycle lanes from Portland city limits to 181st and from 199th to Powell.</li> <li>○ Consider roadway reorganization between 181st and Stark to provide bicycle facilities.</li> </ul> </li> <li>• <b>Safety and Access to Transit Improvements (Portland):</b> Add crossings and lighting to reduce severe injury and fatal crashes.             <ul style="list-style-type: none"> <li>○ 20 or more new or enhanced marked pedestrian crossings of Burnside with appropriate treatment for the context (beacon, signal, refuge islands and/or high visibility markings). Strive to provide marked crossings at all transit stops.</li> <li>○ Additional marked crossing at NE/SE 94th Avenue to improve access to I-205 Path.</li> <li>○ Pedestrian-scale street lighting at intersections, crosswalks, transit stops and trail crossing.</li> <li>○ Safety features such as roadway lighting upgrades, bicycle facility improvements, signal improvements, and access management.</li> <li>○ Pedestrian friendly design treatments including corner radii where corners are modified.</li> </ul> </li> <li>• <b>Earthquake Ready Burnside Bridge:</b> Replacement or seismic upgrade of Burnside Bridge to improve safety and lifeline route.             <ul style="list-style-type: none"> <li>○ Walkways and bikeways physically protected from motor vehicle traffic if bridge is replaced.</li> <li>○ Pedestrian scale street lighting along bridge.</li> <li>○ Consider protected bike facilities at intersections and bike/bus stop treatments.</li> </ul> </li> <li>• <b>Anti-displacement Strategies:</b> Displacement indicators at the corridor level give mixed signals – home prices are increasing similar to the regional median but incomes are increasing faster than the region and the share of renters is decreasing. Corridor-wide the share of people of color is increasing, though some neighborhoods along the corridor see a loss in people of color. Beyond a future equitable development strategy as part of high capacity transit project development, applying some of the <a href="#">racial equity strategies</a> identified through the Get Moving 2020 process would maximize benefits and minimize harm to marginalized communities.</li> </ul>
	Hayden Island to Downtown Portland via MLK	<p>Martin Luther King Jr. Boulevard is included in <a href="#">mobility corridor</a> analysis zone 1 for a north/south high capacity transit connection from Portland to Vancouver. Enhanced transit on Martin Luther King Jr. Boulevard was identified as a near-term enhanced transit priority corridor for streetcar investment in the <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> and City of Portland <a href="#">Enhanced Transit Corridors Plan</a>. The HCT Strategy Update identified this corridor as ripe for high capacity investment, reflecting community priorities. Community feedback also identified the need for travel along the Yellow Line/Interstate corridor to be faster, particularly as it is extended to Vancouver, WA. A parallel rapid bus connection on Martin Luther King, Jr. Boulevard could provide additional opportunities to strengthen corridor connections while improving travel time. This corridor is within a mile of a highway proposed for tolling and part of the broader travelshed.</p>

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2 <b>Next-phase corridors (continued)</b>	Bethany to Beaverton via Farmington/SW 185th	<p>The <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> identified 185<sup>th</sup> as a key congested corridor in need of enhanced transit treatments (from better to rapid bus) to improve reliability and much of the corridor is identified for higher density in local Comprehensive Plans (mixed use in Hillsboro, medium density/commercial neighborhood center/mixed use station community in Beaverton, and medium-density residential/TOD station area in Washington County). <a href="#">Get Moving 2020</a> conceptualized the high capacity transit needs, which the Washington County Transportation Study will designate when adopted later this year, as well as complementary access improvements for people walking and bicycling on the corridor:</p> <ul style="list-style-type: none"> <li>• <b>Transit:</b> Bus enhancements for Line 52 such as operations, station enhancements, targeted bus lanes, and signal priority to improve speed and reliability throughout corridor. Originally envisioned as Better Bus plus, the needs below should be revisited and reconsidered with high capacity investment in mind (at minimum looking to the example of Division Transit). <ul style="list-style-type: none"> <li>○ 5-10 major enhanced stops and approximately 10 minor enhanced stops, including wider station platforms, bus pads and improved shelters</li> <li>○ Half mile or more of bus priority (BAT)/queue bypass lanes added. Consider curb-protected bikeways adjacent to BAT lanes and bus stop treatments.</li> <li>○ 15-20 signals upgraded with NextGen transit priority treatments.</li> <li>○ Fiber optic communication added for length of project.</li> <li>○ Where corners are reconstructed, minimize curb radii where possible to provide a pedestrian friendly design.</li> <li>○ If the northbound BAT lane approaching Cornell widens roadway over Bronson Creek, it should improve wildlife corridor.</li> </ul> </li> <li>• <b>MAX Overcrossing:</b> Build grade-separated bridge for MAX Line over SW 185th to reduce traffic and bus delays and reduce pedestrian and bicycle conflicts. <ul style="list-style-type: none"> <li>○ Reconstructed intersections will consider improvements to pedestrian crossings such as hi-visibility markings or lead pedestrian intervals.</li> </ul> </li> <li>• <b>Enhanced Crossings (West Union Road to Kinnaman Road):</b> Add enhanced, marked pedestrian crossings to improve access for people walking and address bikeway gap near TV Highway. <ul style="list-style-type: none"> <li>○ Provide 10 new enhanced, marked pedestrian crossings of 185th with pedestrian refuge islands at priority locations such as transit stops and trail crossings. Coordinate with TriMet on transit stop locations. Includes signalized crossings at Blanton and Alexander. Other potential locations include Sandra, Pheasant, Cascade, Adrian/Westview HS, Pike, Ewan, Longacre, and/or Jay, subject to Washington County consideration.</li> <li>○ Provide street lighting to enhance pedestrian safety for pedestrians at intersections, crosswalks and transit stops.</li> <li>○ Fill in the gap between Alexander and TV Highway to create a continuous bike facility on 185th.</li> </ul> </li> <li>• <b>Complete Street (Kinnaman to Farmington):</b> Widen to 3 lanes, add curbs, sidewalks, enhanced marked crossings, lighting, bike and stormwater facilities to improve safety, mobility and visibility for all modes, especially for pedestrians accessing transit stops, and support a growing community. <ul style="list-style-type: none"> <li>○ Provide Americans with Disabilities accessible sidewalks, minimum 10-foot total width of sidewalk and buffer from street where new or widened.</li> <li>○ Provide separated bikeways, minimum 8-foot total width of facility and buffer. Consider protected bike intersection treatments.</li> <li>○ Auto lane width selection will maintain preferred design widths for bike facilities and sidewalks.</li> <li>○ Provide marked pedestrian crossings of 185th with refuge island at all transit stops. Refuge island does not apply where in conflict with intersection left-turn lane.</li> <li>○ Provide street lighting to enhance pedestrian safety at intersections, crosswalks and transit stops.</li> <li>○ Minimize curb radii where possible to provide a pedestrian friendly design.</li> </ul> </li> <li>• <b>Anti-displacement Strategies:</b> At the corridor level, displacement indicators suggest minimal displacement activity. Property values and incomes are increasing, though less quickly than the regional median. The percent of people of color along the corridor increased significantly more than the region and the change in % renters has increased slightly more. Beyond a future equitable development strategy as part of high capacity transit project development, the <a href="#">racial equity strategies</a> identified through the Get Moving 2020 process could still be applied to maximize benefits to marginalized communities.</li> </ul>
	Beaverton to Portland via Hwy 10 (Beaverton-Hillsdale Hwy)	<p>Beaverton-Hillsdale Highway is included in <a href="#">mobility corridor</a> analysis zone 13 for an east-west high capacity transit connection from Portland to Beaverton. The <a href="#">2018 Regional Transit Strategy</a> and the City of Portland's <a href="#">Enhanced Transit Corridors Plan</a> identified Highway 10 as a key congested corridor in need of enhanced transit treatments (from better to rapid bus) to improve reliability and much of the corridor is identified for higher density in local Comprehensive Plans (mixed use in Hillsboro, medium density/commercial neighborhood center/mixed use station community in Beaverton, and medium-density residential/TOD station area in Washington County). <a href="#">Get Moving 2020</a> recognized the need for a study to consider a new enhanced bus route to Hillsdale and downtown Portland to connect these centers beyond the Tualatin Valley Highway rapid bus project. The draft Washington County Transportation Study documents the high capacity transit designation for this corridor identified through the 2023 High Capacity Transit Strategy. This corridor is also within a mile of a highway proposed for tolling and part of the broader travelshed.</p>
	St. Johns to Milwaukie via Cesar Chavez	<p>Lombard is included in <a href="#">mobility corridor</a> analysis zone 1 for an east-west high capacity transit connection from I-5 to Rivergate and southern Cesar Chavez is included in mobility corridor analysis zone 19 for a north-south high capacity transit connection from Portland to Lents. ODOT's Lombard Multimodal Safety Project recently improved this corridor supported by the 2004 St. Johns Lombard Refinement Plan. Lombard is designated primarily as commercial mixed use and residential multi-dwelling in the City of Portland's Comprehensive Plan and Cesar Chavez connects many (and even turns into) mixed use corridors and centers to the south including Milwaukie (though the northern and southern ends of Cesar Chavez are more low density residential). This is the representative alignment for three different alignments from the St. Johns area to the Central City and/or Milwaukie. The other two include the University of Portland to Downtown Portland via Greeley (north portion of TriMet's line 35) and St Johns - Downtown Portland via Vancouver/Williams, Rosa Parks, Willamette (north portion of TriMet's line 44). All three alignments for the corridor are also within a mile of a highway proposed for tolling and part of the broader travelshed. The St. Johns to Milwaukie corridor was identified as a near-term enhanced transit priority in the <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> and the City of Portland <a href="#">Enhanced Transit Corridors Plan</a>. The 2023 HCT Strategy Update identified this corridor as ripe for high capacity investments, reflecting community priorities. Additionally, this corridor is particularly long and will likely need to be addressed in sections as part of the corridor planning process.</p>

Tier	Corridor	Background and Needs Context
3 <b>Developing Corridors</b>	Portland to Gresham in the vicinity of Powell Corridor	<p>The <a href="#">Powell-Division Transit and Development Strategy</a> envisioned a suite of investments to getting around in Southeast Portland, East Portland and Gresham will be safer, easier and more reliable, including the Portland region’s first rapid bus project – FX 2 Division Transit. Land and development <a href="#">opportunities and constraints</a> are documented by street segment and the corridor <a href="#">strategy</a> and <a href="#">equitable development resource kit</a>, plus City of <a href="#">Portland</a> and <a href="#">Gresham</a> action plans support the shared vision for the transit corridor. This is also one of the most promising candidates for jurisdictional transfer and related implementation activities for safe and healthy urban arterials. Given the complexity of this corridor (e.g., freight route, limited number of lanes) and the continued need for a fast connection on this travel corridor (and for farther southeast Portland/Multnomah County), grade-separated light rail will be a key opportunity for consideration. Additionally, this corridor is within a mile of a highway proposed for tolling and part of the broader travelshed. <a href="#">Get Moving 2020</a> further conceptualized the high capacity transit needs and complementary access improvements for people walking and bicycling on the corridor:</p> <ul style="list-style-type: none"> <li>• <b>Transit Planning:</b> Design for longer-term high capacity transit enhancements such as Bus Rapid Transit or MAX. <ul style="list-style-type: none"> <li>○ Explore alternatives for bus rapid transit and light rail.</li> <li>○ Selection of mode, route, and terminus.</li> <li>○ Focus on accommodation of dedicated transitway between Tillikum Crossing and I-205.</li> <li>○ Identify solutions to increase access to stations, including sidewalks, bicycle access and crossings, and enhance and improve stations.</li> <li>○ Include strategies to prevent displacement, maintain affordability.</li> <li>○ Draft Environmental Impact Statement (DEIS) and Locally Preferred Alternative.</li> <li>○ Upgrades traffic signals with NextGen transit signal priority.</li> <li>○ Improving transit stops along the corridor with such enhancements as bus pads, improved shelters, lighting, and other amenities.</li> <li>○ May include relocation of transit stops to align with marked crossing locations.</li> <li>○ Consideration of installing bus priority (BAT) lanes, particularly at critical intersections.</li> <li>○ Consideration of adding fiber optic communication to improve bus and traffic signal communication.</li> </ul> </li> <li>• <b>Safety and Access to Transit Improvements (Portland):</b> Add sidewalks, lighting, enhanced pedestrian crossings and parallel greenway connections to reduce severe injury and fatal crashes. <ul style="list-style-type: none"> <li>○ Deliver new marked pedestrian crossings of Powell or enhancements to existing pedestrian crossings of Powell at 11 locations to provide more enhanced marked crossing frequency in the corridor. Strive to provide marked crossings at all transit stops. May relocate transit stops to support alignment with marked crossings.</li> <li>○ Provide Americans with Disabilities Act (ADA) accessible sidewalks where sidewalk replacement occurs.</li> <li>○ Provide pedestrian scale street lighting to enhance pedestrian safety at intersections, crosswalks and transit stops.</li> <li>○ Improve connections to and wayfinding on parallel bicycle greenways.</li> <li>○ Consider access management strategies.</li> <li>○ If corners are modified, minimize curb radii where possible to provide a pedestrian friendly design.</li> </ul> </li> <li>• <b>Safety and Access to Transit Improvements (Gresham):</b> Add sidewalks, crosswalks, medians and lighting to reduce severe injury and fatal crashes. <ul style="list-style-type: none"> <li>○ 5 or more safe, marked pedestrian crossings of Powell (beacon or signal) with pedestrian refuge islands included except where in conflict with a left-turn lane.</li> <li>○ Pedestrian scale street lighting at intersections, crosswalks and transit stops.</li> <li>○ Consider median islands and driveway modifications for access management.</li> <li>○ Pedestrian friendly design treatments including corner radii where corners are modified. 15' preferred (20' maximum) for modified curb radii except at collectors/arterials where 25' is preferred (maximum 30'). Exception for intersecting designated freight routes.</li> <li>○ Addition of a northbound bike lane on the east side of Hogan.</li> <li>○ Americans with Disabilities Act compliant signal and ramps at Powell &amp; Hogan with marked pedestrian crossings on all 4 legs of intersection.</li> <li>○ Provide Americans with Disabilities accessible sidewalks on Hogan (south of Powell to Burnside), minimum 10-foot total width including sidewalk plus buffer from street where new or replaced, except at corner (Burlingame) property, where a 6-foot minimum would be used to avoid building impacts.</li> </ul> </li> <li>• <b>Downtown Gresham Bikeway:</b> Add two-way curb-protected bikeway along Powell to connect downtown Gresham to Powell Valley neighborhoods. <ul style="list-style-type: none"> <li>○ Construct two-way curb-protected bikeway following regional design guidelines.</li> <li>○ Pedestrian scale street lighting at intersections and crosswalks.</li> <li>○ Enhanced intersection pedestrian and bicycle crossing treatments.</li> <li>○ Signal modifications to create protected signal phase for bicycles.</li> </ul> </li> <li>• <b>Anti-displacement Strategies:</b> Displacement indicators at the corridor level are on par with the region and show mixed signals: racial diversity is increasing, share of renters is remaining constant, while incomes and property values are increasing at the same rate as the region. However, certain areas, like parts of Centennial, are showing signs of displacement with a high increase in renters, and wide income disparity. Beyond a future equitable development strategy as part of high capacity transit project development, applying some of the <a href="#">racial equity strategies</a> identified through the Get Moving 2020 process would maximize benefits and minimize harm to marginalized communities.</li> </ul>
PCC Sylvania to Downtown Portland via Capitol Hwy	<p>Capitol Highway is included in <a href="#">mobility corridor</a> analysis zone 2 for an east-west high capacity transit connection from Portland to Tigard/Tualatin. The <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> identified it as a key congested corridor in need of enhanced transit treatments (from better to rapid bus) to improve reliability. In addition to affordable housing and essential jobs, the 2023 High Capacity Transit Strategy update also considered travel to and from higher education institutions. A connection of PCC Sylvania via Capitol Highway could complement Southwest Corridor to strengthen the system in southwest-providing more direct connections to Hillsdale and the PCC Sylvania that were identified as community needs through engagement activities for the 2023 High Capacity Transit Strategy Update. Analysis of the feasibility of another potential or alternative high capacity transit connection or for this corridor in the future is needed, which could capitalize on the work done by Southwest Corridor and <a href="#">Southwest Portland in Motion</a>.</p>	

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3 <i>Developing Corridors (continued)</i>	NW Lovejoy to Hollywood via Broadway/Weidler	<p>Broadway/Weidler is included in <a href="#">mobility corridor</a> analysis zone 5 for an east-west high capacity transit connection from Portland to Gateway. The <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> identified Broadway for future streetcar improvements (in the 2040 constrained scenario). The <a href="#">Montgomery Park to Hollywood Transit and Development Strategy</a> currently in development will further support creating a transit-oriented environment for this future extension, as well as the complementary investments identified in the <a href="#">Enhanced Transit Corridors Plan</a> and <a href="#">Central City in Motion</a>. This corridor is also within a mile of a highway proposed for tolling and part of the broader travelshed. Additionally, <a href="#">Albina Vision Trust</a> is currently working on a Community Investment Plan identifying the strategies to guide implementation of the Albina Vision, including urban design guidelines, plans for the Rose Quarter Transit Center and Broadway Bridgehead, and plans to improve multimodal connections to the river. Additional complementary improvements identified through <a href="#">Get Moving 2020</a> to support Albina Vision safety and access to transit improvements Broadway Weidler between the Broadway Bridge and 7th Ave include:</p> <ul style="list-style-type: none"> <li>• Bus stop enhancements, such as wider station platforms, bus pads, improved shelters and lighting.</li> <li>• Public art and placemaking (e.g., distinctive materials, special lighting, public space elements, planted medians, and street trees) at transit stops and other locations (Multnomah St under the I-5 Bridge).</li> <li>• Streetscape investments including sidewalk or bikeway widening where feasible to improve separation from traffic and create a more cohesive, family-friendly walking/biking environment.</li> <li>• Pedestrian scale street lighting at intersections, crosswalks and transit stops. 30 or more new or enhanced marked pedestrian crossings, such as at transit stops.</li> <li>• Enhancements to existing signalized intersections to improve safety.</li> <li>• Sidewalk extensions at corners and side-street crossings.</li> </ul>
	Oregon City to Downtown Portland via Hwy 43	<p>Highway 43 is included in <a href="#">mobility corridor</a> analysis zone 21 for a north/south high capacity transit connection from Portland to Oregon City/West Linn. There are two potential project opportunities to be considered: rapid bus on Highway 43 and <a href="#">Willamette Shore Line streetcar</a>, both about a mile walk from Lewis and Clark College and within a mile of a highway proposed for tolling and part of the broader travelshed. The right of way for the Willamette Shore Line was purchased from the Southern Pacific Railroad in 1988 by a consortium of local jurisdictions and agencies including Metro, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation and TriMet. The <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> identified the northern portion for high capacity transit investment and for streetcar improvements in the future (in the 2040 strategic scenario) based on the <a href="#">refinement study</a> analysis leading to the <a href="#">locally-preferred alternative</a> adopted in March 2011. While the project was put on hold, partners remain committed to retaining the Willamette Shore Line as a public resource for future transit use and engaging in future planning efforts furthering this work.</p> <p><a href="#">Get Moving 2020</a> started the process of conceptualizing multimodal needs for the broader corridor to Oregon City, recognizing the need for a more comprehensive corridor planning process towards maximizing outcomes in line with regional goals. That process would include planning, community engagement, project development, and design for investments and policies necessary to improve multimodal safety, transportation system management, economic activity, and land use potential. As part of expanding the high capacity vision to include rapid bus, analysis completed as part of the 2023 High Capacity Transit Strategy update indicated the broader corridor’s developing capacity for high capacity transit – though it’s particularly long length will likely need to be addressed in sections as part of the corridor planning process (building off of the work already done for the Willamette Shore Line to the north). The corridor begins in a mixed use environment in the Central City and ends in a mixed use regional center in Oregon City but is mainly low density residential in-between, with a few mixed use or commercial nodes. Future corridor planning work could look at opportunities for mixed uses in station areas and town centers and nodes for transit-oriented development. The corridor is also one of the most promising candidates for jurisdictional transfer and related implementation activities for safe and healthy urban arterials. Additional complementary transit access improvements for people walking and bicycling on the corridor include:</p> <ul style="list-style-type: none"> <li>• <b>Transit:</b> Enhance Line 35 to improve speed and reliability, station access and amenities throughout the corridor, including electric buses, bus priority lanes and new bus stations with real-time arrival. Originally envisioned as Better Bus plus, the needs below should be revisited and reconsidered with high capacity investment in mind (at minimum looking to the example of Division Transit). <ul style="list-style-type: none"> <li>○ Consider new bus priority lanes. Consider enhanced pavement and pavement markings in new lane areas.</li> <li>○ Upgraded with NextGen transit signal priority.</li> <li>○ Provide enhancements to transit stations, such as wider station platforms, bus pads, improved shelters, real time travel information displays and lighting.</li> <li>○ Added electric articulated buses and associated bus charging infrastructure.</li> <li>○ Improvements to bus layover facilities at both ends of the corridor.</li> </ul> </li> <li>• <b>Complete Street (Arbor Drive to I-205):</b> Reconstruct roadway to redesign intersections and include continuous sidewalks, safer marked crossings, pedestrian refuge islands, and increased street lighting. Add continuous separated bikeway, planted medians and street trees. <ul style="list-style-type: none"> <li>○ Complete sidewalk and bicycle facilities (4-8+ miles) and add lighting.</li> <li>○ 5 or more (9+) added safe, marked pedestrian crossings with pedestrian refuge island at transit stops. Strive to provide marked crossings at all transit stops. Refuge islands may not apply where in conflict with turn lane.</li> <li>○ Protected new traffic signal installations at McKillican, A Street and Pimlico. Pedestrian scale street lighting at intersections and crosswalks.</li> <li>○ Continuous Americans with Disabilities Act accessible sidewalks, standard 10-feet wide (including buffer).</li> <li>○ Pedestrian friendly design treatments including corner radii.</li> <li>○ Continuous grade-separated bikeways (cycle track), minimum 6 ft. wide. Protected bike intersection and bus stop treatments.</li> <li>○ Placemaking elements like planted medians and street trees as appropriate. Protect or enhance tree canopy, along roadway adjacent to Hammerle Park. Retain and install as many Oregon white oak trees and native plantings as possible along the corridor.</li> </ul> </li> <li>• <b>Anti-displacement Strategies:</b> Displacement indicators suggest displacement pressure may be higher than the region as a whole—property values and income are increasing faster than the region. However, the percent of growth in people of color is higher than the region at 4.1% compared to 3.5%. Beyond a future equitable development strategy as part of high capacity transit project development, applying the <a href="#">racial equity strategies</a> identified through the Get Moving 2020 process is recommended to maximize benefits and minimize harm to marginalized communities.</li> </ul>

Tier	Corridor	Background and Needs Context
3 <b>Developing Corridors</b> <i>(continued)</i>	Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen	<p>Highway 26/Evergreen is included in <a href="#">mobility corridor</a> analysis zone 14 for an east-west high capacity transit connection from Beaverton to Hillsboro. Both the <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Get Moving 2020</a> recognized the need for a study to identify a set of potential Transportation Demand Management (TDM) improvements that would be subsequently advanced for further study and potential transit project development and funding for improvements on the Hwy 26 corridor, including enhanced transit from Sunset to Hillsboro Transit Center on Cornell/Barnes (in the 2040 constrained investment strategy). The City of Hillsboro's <a href="#">Transportation System Plan Update</a> also identified an aspirational Sunset Highway Express Bus solution. As part of expanding the high capacity vision to include rapid bus and supported by analysis underway as part of the <a href="#">Westside Multimodal Improvements Study</a>, the 2023 High Capacity Transit Strategy Update identified this corridor as a developing candidate for high capacity investments. In addition to a rapid bus/express bus on shoulder solution being explored for Highway 26, a potential Amberglen Streetcar envisioned by the City of Hillsboro (and identified in the <a href="#">Transportation System Plan Update</a>) could provide a circulator between Orenco and Tanasbourne/Amberglen to extend the reach of the network. Both improvements would strengthen connections to the Intel campuses in Hillsboro, key priorities identified by jurisdiction partners and business and community members during outreach for the High Capacity Transit Strategy update. However, this corridor is mainly designated for industrial use, with some commercial nodes and town and station mixed use areas at Hillsboro Transit Center, Fair Complex, Tanasbourne, Cedar Mill and Sunset Transit Center. Future corridor planning work could look at opportunities for expanding mixed uses on the corridor and/or for transit-oriented development. High capacity transit and other complementary access improvements for people walking and bicycling on the corridor identified by <a href="#">Get Moving 2020</a> included:</p> <ul style="list-style-type: none"> <li>• Extension of high capacity transit service from Portland to north Hillsboro along Sunset Highway including additional park-and-ride locations west of Highway 217. This improvement could consider use of paid parking at park-and-ride locations and public-private partnership funding. Increased frequency of MAX Blue Line and MAX Red Line and potential extension of the Red Line.</li> <li>• Transit service route that connects US 26 from Powell Boulevard to Sunset Highway to better accommodate demand between SE Portland/Clackamas County and northern Washington County.</li> <li>• Expanded transit service including provision of a Sunset Highway express bus service between the Portland Central City via the SW Jefferson Street interchange and Hillsboro (or Forest Grove).</li> <li>• Bus-on-shoulder operations for bypassing of traffic queues on US 26 during periods of congestion.</li> <li>• Improved transit connections to MAX/HCT in the corridor, including Columbia County Rider connectivity and better local access to Sunset TC.</li> <li>• Beaverton-Milwaukie Regional Trail connection along Sunset Highway between Knights Boulevard and SW Jefferson Street.</li> <li>• Demand management options to expand travel options, including employer shuttle buses and carpools and on-demand ride sharing.</li> <li>• Pricing mechanisms such as congestion pricing to manage demand, in coordination with Metro's Regional Congestion Pricing Study.</li> <li>• Intelligent Transportation Systems infrastructure including variable speed signs, traveler information signs, corridor Bluetooth origin/destination tracking, and improved ramp meter algorithms.</li> <li>• Operational improvements at the US 26 and I-405 bottleneck which may include modifications or full/part-time closures of I-405 ramps to NW Everett Street and from SW Montgomery Street and modifications to lane channelization on US 26 approaching the interchange. Potential ramp meter bypasses for freight and transit use along the Sunset Highway corridor.</li> </ul>
	Hollywood to Troutdale	<p>Halsey is included in <a href="#">mobility corridor</a> analysis zone 6 for an east-west high capacity transit connection from Gateway to Troutdale. The <a href="#">2018 Regional Transportation Strategy</a> and <a href="#">Regional Transportation Plan</a> identified Halsey for frequent service improvements (planned to be implemented in 2024 through Forward Together) and near-term safety and access to transit improvements in the investment strategy. As part of expanding the high capacity vision to include rapid bus, analysis completed as part of the 2023 High Capacity Transit Strategy update indicated this corridor's readiness as a candidate for high capacity improvements, reflecting community priorities. The <a href="#">East Metro Connections Plan</a> developed a community investment strategy that supports the prosperity and livability of the area. Born out of a transportation focus, it links previously separate efforts on jobs, parks, housing, equity and transportation so that different investments reinforce each other and can add up to more than the sum of their parts. More recently, Fairview, Wood Village, Troutdale and Multnomah County worked together to create a shared main street vision for the corridor through the <a href="#">Main Streets on Halsey Cross Section and Street Design Plan</a>. The City of Portland also identified active transportation and crossing improvements as part of the <a href="#">East Portland in Motion Plan</a>. A high capacity transit corridor investment strategy for Halsey Boulevard could build from this foundation to identify transit enhancements that will improve access, speed and reliability. This work included an economic and strategic action plan and a review of comprehensive plan land uses which are mainly commercial and low density residential along the corridor. Future corridor planning work could look at opportunities for mixed uses in station areas and town centers and nodes for transit-oriented development.</p>
	Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center	<p>The <a href="#">2009 High Capacity Transit Plan</a> first identified a need for a high capacity connection on this corridor following existing heavy freight rail trackage owned by BNSF Railway Company, recognizing the need for comprehensive corridor planning for this connection spanning several local jurisdictions, which could be another opportunity to serve or more directly connect Lewis and Clark college (a community need identified during outreach for the High Capacity Transit Strategy). The <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> carried forward the high capacity designation while recognizing the need for more comprehensive corridor planning for this connection to develop shared land use and transportation investment strategies and determine transit mode, function, general location, termini and any associated changes in road or freight rail functions and performance standards of existing and future transportation facilities, particularly along I-5 and I-205 (including the Beaverton to Oregon City connection identified below serving similar travel markets). Since much of the existing land use designations for this corridor are industrial/employment and lower density residential, future corridor planning work could look at opportunities for mixed uses in station areas and town centers and nodes for transit-oriented development. This corridor is particularly long and will likely need to be addressed in sections as part of the corridor planning process. The 2020 Oregon State Rail Plan focuses on inter-city and commuter rail where shorter corridor train services are a state and other sponsor (rather than federal) financial responsibility, recognizes that demand for passenger and commuter rail is increasing, with the Portland area projecting some of the highest anticipated future growth and identifies the substantial need to expand the system and further evaluate additional passenger rail corridors in the state. Chapter 8 of the draft <a href="#">2023 Regional Transportation Plan update</a> includes a description of future work to consider opportunities for passenger rail on existing rail corridors within the region.</p>
	Beaverton - Tigard - Tualatin - Oregon City	<p>The <a href="#">2009 High Capacity Transit Plan</a> first identified a need for a high capacity connection on this corridor which includes Highway 217, Interstate 5 and Interstate 205 which are reflected in <a href="#">mobility corridor</a> analysis zones 3 from Tigard to Wilsonville and 10 from Tualatin to Oregon City. The <a href="#">2018 Regional Transit Strategy</a> carried forward the high capacity designation while recognizing the need for more comprehensive corridor planning for this connection, particularly along I-5 and I-205. The 2018 <a href="#">Regional Transportation Plan</a> included a connection on I-205 between Clackamas Town Center and Bridgeport in the 2040 strategic investment strategy. Additionally, this corridor is within a mile of a highway proposed for tolling and part of the broader travelshed. More work is needed to define the need, mode, function, performance standards, and general location of facilities within each mobility corridor consistent with the Transportation Planning Rule to ensure land use and transportation planning and decision-making are integrated (see also Beaverton to Wilsonville in the vicinity of WES below). A corridor investment strategy to evaluate packages of multimodal improvements that will improve mobility and access along the corridor to jobs, housing and key commercial and industrial areas is needed. Since much of the existing land use designations for this corridor are industrial/employment and lower density residential, future corridor planning work could look at opportunities for mixed uses in station areas and town centers and nodes for transit-oriented development. Additionally, this corridor is particularly long and will likely need to be addressed in sections as part of the corridor planning process.</p>

Tier	Corridor	Background and Needs Context
3 <i>Developing Corridors (continued)</i>	Park Ave MAX Station to Oregon City in the vicinity of McLoughlin Corridor	<p>McLoughlin is included in <a href="#">mobility corridor</a> analysis zone 8 for a north/south high capacity transit connection from Gateway to Oregon City. It is also within a mile of a highway proposed for tolling and part of the broader travelshed. The 2040 Growth Concept envisioned this connection between the regional center and central city as light rail which is designated as high capacity transit in the <a href="#">2018 Regional Transit Strategy</a> and was included as a 2040 strategic investment in the <a href="#">Regional Transportation Plan</a>. Though this corridor connects two regional centers, much of the land along the corridor is designated as commercial with low-density residential adjacent. Future corridor planning work could look at opportunities for mixed uses in station areas and town centers and nodes for transit-oriented development. <a href="#">Get Moving 2020</a> recognized the need for a more comprehensive corridor planning process for McLoughlin Boulevard, towards maximizing outcomes in line with regional goals that includes land use considerations and determines longer term multimodal enhancements and transit, and also started the process of conceptualizing the transit needs and complementary access improvements for people walking and bicycling on the corridor:</p> <ul style="list-style-type: none"> <li>• <b>Transit:</b> Enhancements to Lines 33 and 99 to improve speed and reliability, station access and amenities throughout the corridor, including electric buses, bus priority lanes and new bus stations with real-time arrival info. Originally envisioned as Better Bus, the needs below should be revisited and reconsidered with high capacity investment in mind. <ul style="list-style-type: none"> <li>○ Provide 1-2 miles or more of new bus priority (BAT) lanes on McLoughlin. Consider enhanced pavement and pavement markings in new lane areas. Consider curb-protected bikeways adjacent to BAT lanes and bus stop treatments.</li> <li>○ 12 or more signals upgraded with NextGen transit signal priority along McLoughlin.</li> <li>○ Fiber optic communication added for length of project along McLoughlin.</li> <li>○ Approximately 16 new electric buses and associated charging infrastructure.</li> <li>○ Provide enhancements to approximately 90 transit stations, such as wider station platforms, bus pads, improved shelters, real time travel information displays and lighting.</li> </ul> </li> <li>• <b>Safety and Access to Transit Improvements:</b> Add/improve sidewalks, crossings, lighting, and other safety features to reduce severe injury and fatal crashes. Additionally, community outreach for the High Capacity Transit Strategy Update also identified the need for shade trees along the corridor south of Park Avenue, particularly at waiting areas. <ul style="list-style-type: none"> <li>○ Add 6 or more new enhanced marked pedestrian crossings with refuge islands on McLoughlin to provide more crossing frequency in the corridor (refuge island may not apply at intersections where left-turn lanes are in conflict and will comply with ORS 366.215). Strive to provide safe, marked crossings at all transit stops (15-27+ total).</li> <li>○ Consider at-grade crossing improvements for the Trolley Trail (Jennings) and Kronberg Park Trail (Bluebird). Consider wayfinding for the Trolley Trail.</li> <li>○ Consider medians and driveway modifications for access management.</li> <li>○ Provide pedestrian scale street lighting at intersections, crosswalks, transit stops and trail crossings to enhance pedestrian safety.</li> <li>○ Extend boulevard treatments along McLoughlin to implement the Willamette Falls Bike/Ped Plan, including river side multi-use path, medians, and sidewalks to improve safety for people walking and biking (9-17+ miles of improved bikeways).</li> <li>○ Provide Americans with Disabilities Act (ADA) accessible sidewalks (2-5+ miles) where sidewalk infill and sidewalk widening occurs. Intent is for minimum typical sidewalk width of 8 feet which includes buffer.</li> <li>○ Minimize curb radii where possible where corners are modified to provide a pedestrian-friendly design.</li> <li>○ Provide separated, buffered bikeways with consideration for curb protected bikeways adjacent to bus priority (BAT) lanes and bus stop treatments. Intent is for minimum typical bikeway width of 8 feet which includes buffer.</li> </ul> </li> <li>• <b>Park Ave Park &amp; Ride Expansion:</b> Expand the parking capacity of the existing park &amp; ride structure at the MAX Orange Line terminus. <ul style="list-style-type: none"> <li>○ Add up to two decks to the existing Park Avenue park &amp; ride structure at the MAX Orange Line terminus (13121 SE McLoughlin Blvd) to increase its parking capacity.</li> </ul> </li> <li>• <b>Anti-displacement Strategies:</b> At the corridor level, displacement indicators demonstrate a mix of signals. Property values are increasing at rates comparable to the regional median and the share of renters is decreasing slightly. However, income growth along the corridor is less than the regional median. There has been no overall change in populations of color across the corridor between 2000 and 2017. Some areas, like Jennings Lodge, do show a significant loss in people of color. Beyond a future equitable development strategy as part of high capacity transit project development, applying some of the <a href="#">racial equity strategies</a> identified through the Get Moving 2020 process would maximize benefits and minimize harm to marginalized communities.</li> </ul>
4 <i>Vision Corridors</i>	Tigard to Sherwood via Hwy 99W Corridor	<p>The <a href="#">2009 High Capacity Transit Plan</a> first identified a need for a high capacity connection on this corridor and thus Highway 99 is included in <a href="#">mobility corridor</a> analysis zone 11 for an east-west high capacity transit connection from Tigard/Tualatin to Sherwood/Newberg. While the original connection was identified from Portland to Sherwood, through the Southwest Corridor Plan it was concluded that the light rail project would extend to Tualatin with the connection to Sherwood as a future consideration (something westside partners indicated is a key priority). This is also one of the most promising candidates for jurisdictional transfer and related implementation activities for safe and healthy urban arterials. The <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> identified the remaining segment as a high capacity transit vision corridor beyond the 2040 strategic investment strategy. Both the <a href="#">2018 Regional Transportation Strategy</a> and <a href="#">Get Moving 2020</a> recognized the need for a more comprehensive <a href="#">corridor planning process for Hwy 99W</a> to develop a regional vision for the corridor through extensive public and stakeholder outreach and identify investments and policies necessary to improve multimodal safety, transportation system management, economic activity and land use potential to:</p> <ul style="list-style-type: none"> <li>○ Assemble a list of the needs, opportunities and constraints</li> <li>○ Conduct market analyses and identify potential investment strategies for road, transit and land use improvements</li> <li>○ Determine how 99W and the surrounding local transportation networks should be improved and managed to balance local, regional and long-distance travel needs</li> <li>○ Identify transportation infrastructure projects, service enhancements and potential funding sources</li> <li>○ Develop a strategy for economic resilience, adaptation and growth</li> <li>○ Identify potential land use and transportation system plan changes to build equitable multimodal, transit-supportive communities along the corridor due to most designations along the corridor being lower density commercial and residential.</li> </ul> <ul style="list-style-type: none"> <li>• <b>Anti-displacement Strategies:</b> Displacement indicators at the corridor level suggest mixed signals—property values are increasing on par with the region but the growth of populations of color is significantly slower, as is the increase in incomes. Some areas, like North Tigard, are experiencing a loss of people of color, suggesting displacement. Beyond a future equitable development strategy as part of high capacity transit project development, applying some of the <a href="#">racial equity strategies</a> identified through the Get Moving 2020 process would maximize benefits and minimize harm to marginalized communities.</li> </ul>

Tier	Corridor	Background and Needs Context
4 Vision Corridors (continued)	Hillsboro to Forest Grove LRT extension	<p>The <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> included the light rail extension from Hillsboro to Forest Grove in the 2040 strategic investment strategy. Both the <a href="#">2018 Regional Transportation Strategy</a> and <a href="#">Get Moving 2020</a> recognized the need to analyze a possible future light rail extension as another high capacity transit connection alternative on the corridor in addition to rapid bus on Tualatin Valley Highway. Corridor planning work for transportation, transit, and land use longer-term corridor investments to improve transit speed and reliability, station access and amenities would support future investment.</p> <p>Activities would include:</p> <ul style="list-style-type: none"> <li>○ Plan to identify corridor investments that will improve transit speed and reliability.</li> <li>○ Alternatives analysis for the interface of all modes of transportation, including transit, as well as consideration of land use plans and proximity to and/or interface with the adjacent freight railroad. The corridor's terminus in Hillsboro is at a mixed use regional center and in Forest Grove at a mixed use town center, but in-between is mainly industrial and low to medium-density residential.</li> <li>○ Alternatives analysis will address the ownership of the railroad, right-of-way limitations, consideration of an express bus and value of extending route to Hillsdale and downtown Portland.</li> <li>○ Plan may consider possibility of accommodating future transitway adjacent to Council Creek Trail consistent with trail planning outcomes.</li> </ul> <ul style="list-style-type: none"> <li>● <b>Anti-displacement Strategies:</b> At the corridor level, displacement indicators demonstrate a mix of signals. Property values, incomes and racial diversity are increasing, though less quickly than the regional median. Beyond a future equitable development strategy as part of high capacity transit project development, applying some of the <a href="#">racial equity strategies</a> identified through the Get Moving 2020 process would maximize benefits and minimize harm to marginalized communities.</li> </ul>
	Gresham to Troutdale LRT extension	<p>The <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> identified 257<sup>th</sup>/Kane Drive as a high capacity transit vision corridor beyond the 2040 strategic investment strategy which was also reflected in the readiness analysis completed for the 2023 High Capacity Transit Strategy update. The <a href="#">East Metro Connections Plan</a> developed a community investment strategy that supports the prosperity and livability of the area. Born out of a transportation focus, it links previously separate efforts on jobs, parks, housing, equity and transportation so that different investments reinforce each other and can add up to more than the sum of their parts. A high capacity transit corridor investment strategy for SW 257th Drive could build from this foundation to identify transit enhancements that will improve access, speed and reliability. This work included an economic and strategic action plan and a review of comprehensive plan land uses which are mainly commercial, industrial and low to medium density residential along the corridor (though there are pockets of higher densities). Future corridor planning work could look at opportunities for mixed uses in station areas and town centers and nodes for transit-oriented development.</p>
	Happy Valley to Columbia Corridor via Pleasant Valley	<p>The <a href="#">2018 Regional Transportation Strategy</a> and the City of Portland's <a href="#">Enhanced Transit Corridors Plan</a> both identify 181<sup>st</sup>/182<sup>nd</sup> as a key congested corridor in need of enhanced transit treatments (from better to rapid bus) to improve reliability and the <a href="#">Clackamas County Transit Development Plan</a> identified the need for increased service on the corridor. The <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> also designated the portion of the corridor south of Powell as a high capacity transit vision corridor beyond the 2040 strategic investment strategy. As part of expanding the high capacity vision to include rapid bus, the 2023 High Capacity Transit Strategy Update identified the full corridor as a future candidate for high capacity investments. The <a href="#">Clackamas to Columbia (C2C)</a> project developed a plan for improving north-south travel in the Portland Metro area east of I-205 that identified transportation improvements (including enhanced transit) to improve mobility and access, prioritizes which improvements to fund and build soonest and developed a consistent set of policies and street designs for each partner agency. Building on the <a href="#">East Metro Connections Plan</a> and <a href="#">Clackamas to Columbia (C2C)</a> corridor plans to conduct market analyses and identify potential land use implementation strategies would support development of equitable, high density mixed use high capacity transit-supportive communities along the corridor (currently lower density residential and commercial and industrial employment areas). <a href="#">Get Moving 2020</a> also started the process of conceptualizing the enhanced transit needs and complementary access improvements for people walking and bicycling on the corridor, which included:</p> <ul style="list-style-type: none"> <li>● <b>Transit:</b> Enhanced bus improvements and bus stop improvements for Line 87 on 181st/182nd Avenue such as operations, station enhancements, bus lanes, and signal priority to increase speed, reliability. Originally envisioned as Better Bus, the needs below should be revisited and reconsidered with high capacity investment in mind. <ul style="list-style-type: none"> <li>○ 10 or more major stop enhancements, including wider station platforms, bus pads and improved shelters.</li> <li>○ 30 or more minor station enhancements.</li> <li>○ 1 mile or more of bus priority (BAT) and queue bypass lanes added, likely at 4 major intersections.</li> <li>○ 10 or more (19+) signals upgraded with NextGen transit signal priority.</li> <li>○ Fiber optic communication added for length of project.</li> </ul> </li> <li>● <b>Safety and Access to Transit Improvements (Multnomah):</b> Add/improve sidewalks, crossings, lighting to roadway to reduce severe injury and fatal crashes on 181st/182nd Avenue. 10'-11' lane widths and 1' shy are permissible to provide multimodal infrastructure. <ul style="list-style-type: none"> <li>○ 11 or more new safe, marked pedestrian crossings (14-24+ total) of 181st/182nd (beacon or signal). Strive to provide safe, marked crossings at all transit stops.</li> <li>○ Continuous Americans with Disabilities Act accessible sidewalks (4-9+ miles), minimum 8-foot total width of sidewalk plus buffer from street where new or widened.</li> <li>○ Continuous separated bikeways (9-16+ miles), minimum 7-foot total width including buffer. Consider protected bike intersection and bus stop treatments.</li> <li>○ Pedestrian refuge islands to prevent illegal use of center turn lane at marked pedestrian crossings where possible. May not apply where in conflict with intersection turn lane.</li> <li>○ Provide improved roadway lighting for safety, including consideration of pedestrian scale street lighting at intersections, crosswalks and transit stops.</li> <li>○ Improve I-84 Path connections through I-84 interchange.</li> <li>○ Median islands and driveway modifications for access management where feasible.</li> </ul> </li> <li>● <b>Anti-displacement Strategies:</b> At the corridor level, displacement indicators suggest minimal displacement activity. Property values and incomes are increasing, though less quickly than the regional median. The percent of people of color along the corridor increased significantly more than the region, and the change in the percentage of renters has increased at about the same rate. Beyond a future equitable development strategy as part of high capacity transit project development, the <a href="#">racial equity strategies</a> identified through the Get Moving 2020 process could still be applied to maximize benefits to marginalized communities.</li> </ul>



Tier	Corridor	Background and Needs Context
4 <b>Vision Corridors (continued)</b>	Clackamas Town Center to Happy Valley	The <a href="#">2009 High Capacity Transit Plan</a> which first designated Sunnyside as a vision corridor for future high capacity transit investment, recognized the need for more corridor refinement planning for Sunnyside to develop shared land use and transportation investment strategies and determine transit mode, function, general location and any associated changes in road or rail functions and performance standards of existing transportation facilities. Something the <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> carried forward in designating this corridor for high capacity transit beyond the RTP. The <a href="#">Clackamas to Columbia (C2C)</a> project started this work and Clackamas County will continue it with the City of Happy Valley through the <a href="#">Sunrise Corridor Community Visioning Concept</a> that will complete a community visioning process that encompasses economic, land use, health and recreation trends to ensure the community will grow and thrive; develop anti-displacement strategies that respond to community and stakeholder needs so that residents and businesses may remain within the community and benefit from the developments; recommend a community-supported preferred multimodal transportation and development alternative, and result in clear actionable steps to achieve implementation. Since much of the existing land use designations for this corridor are lower density residential (with some medium density notes and terminating in a mixed use town center), future corridor planning work could look at opportunities for mixed uses in future station areas and nodes for transit-oriented development.
	Clackamas Town Center to Oregon City	I-205 is included in <a href="#">mobility corridor</a> analysis zone 8 for a north/south high capacity transit connection from Gateway to Oregon City. The <a href="#">2018 Regional Transportation Strategy</a> designated I-205 as a high capacity transit vision corridor beyond the 2040 strategic investment strategy, recognizing the need for more comprehensive corridor planning. This corridor already has an existing adjacent inter-city Amtrak Cascades rail line identified as one of 11 national future high speed rail corridors and Oregon City to Eugene was noted as one of the largest travel markets in the 2020 Oregon State Rail Plan (outside Portland to Salem or Eugene). Additionally, this corridor is within a mile of a highway proposed for tolling and part of the broader travelshed. More work is needed to define the need, mode, function, performance standards, and general location of facilities within each mobility corridor consistent with the Transportation Planning Rule to ensure land use and transportation planning and decision-making are integrated. A corridor investment strategy to evaluate packages of multimodal improvements that will improve mobility and access along the corridor to jobs, housing and key commercial and industrial areas is needed. This effort would identify a preferred package of transportation improvements and detail how they can be phased for implementation. Since much of the existing land use designations for this corridor are commercial and lower density residential (with mixed use town center nodes), future corridor planning work could look at opportunities for mixed uses in station areas and town centers and nodes for transit-oriented development. Such an effort would also provide recommendations on urban street design as well as recommend amendments to local TSPs to implement the preferred multimodal package.
	Beaverton to Wilsonville in the vicinity of WES	The 2040 Growth Concept envisions the connection between the Washington Square regional center and central city as light rail. While portions of the WES alignment are designated as high capacity transit as part of other corridors, the <a href="#">2018 Regional Transit Strategy</a> and <a href="#">Regional Transportation Plan</a> included WES all-day service improvements in the 2040 constrained investment strategy. As part of expanding the high capacity vision to include rapid bus, the 2023 High Capacity Transit Strategy Update recognizes the need for an improved high capacity transit solution for the full WES corridor which could be light rail, elevating the 76 to rapid bus as an overlapping solution (a recent idea generating jurisdictional partner and community support), or other improvements to WES like increased frequency, all-day and/or double-tracking (supported by many jurisdictional partners). Additionally, the <a href="#">2018 Regional Transportation Strategy</a> vision went even further to identify a potential extension of commuter rail from Wilsonville to Salem in the 2040 strategic investment strategy- a connection identified as a community need from outreach for the High Capacity Transit Strategy. Both the <a href="#">2018 Regional Transportation Strategy</a> and <a href="#">Get Moving 2020</a> recognized the need for a more comprehensive corridor planning process for Highway 217 in the vicinity of WES, including community engagement to identify and prioritize safety and mobility needs, including future roadway, transit access, speed and reliability, and bike and pedestrian facilities on parallel routes. A section of SW Hall Boulevard is one of the most promising candidates for jurisdictional transfer and related implementation activities for safe and healthy urban arterials. A near-term transit study and interim opportunity for this Tier 4 corridor, particularly WES service increases, was identified as a pressing need by jurisdiction partners and business and community members. Additionally, this corridor is within a mile of a highway proposed for tolling and part of the broader travelshed. Supporting work to be done as part of corridor planning includes: <ul style="list-style-type: none"> <li>• Engage the diverse communities in the corridor to identify and prioritize transportation safety and connectivity needs through an equity, safety and climate lens, and considering other Task Force values.</li> <li>• Provide opportunities to leverage planned transportation, affordable housing, park and trail investments by Metro, Washington County, ODOT, cities and others.</li> <li>• Consider future transit access, speed and reliability investments on parallel or adjacent arterials. Analyze alternatives for corridor transit investments (e.g., light rail, WES improvements, rapid bus) that will improve transit speed and reliability, while also considering land use.</li> <li>• Consider arterial lighting, bus shelter amenities and other investments.</li> <li>• Consider active transportation investments on parallel or adjacent routes, including trail and sidewalk connections, as well as improved marked pedestrian crossings including at all transit stops.</li> <li>• Consider opportunities for mixed uses in station areas and town centers and nodes for transit-oriented development to support the success of WES, since much of the existing land use designations for this corridor are industrial/employment and lower density residential</li> </ul> <p><b>Anti-displacement Strategies:</b> Displacement indicators suggest displacement may be occurring, with a -3.4% drop in the percent of people of color along the corridor. While property values are increasing in step with the region, income is increasing more slowly. Beyond a future equitable development strategy as part of high capacity transit project development, applying the <a href="#">racial equity strategies</a> identified through the Get Moving 2020 process is recommended to maximize benefits and minimize harm to marginalized communities.</p>
	Gateway to Clark County in the vicinity of I-205 Corridor	I-205 is included in <a href="#">mobility corridor</a> analysis zone 7 for a north/south high capacity transit connection from Gateway to Clark County. The <a href="#">2008 Clark County High Capacity Transit System Study</a> (also incorporated into <a href="#">C-TRAN 2030</a> ) included this corridor connection in the plan (identifying the need for study of the high capacity connection solutions longer-term and providing bus on shoulder nearer-term) and subsequently, the <a href="#">2018 Regional Transportation Strategy</a> recognized the need for more comprehensive corridor planning for Gateway into Clark County. This corridor is within a mile of a highway proposed for tolling and part of the broader travelshed with a connection spans both TriMet and C-TRAN's service areas, making collaborative partnership critical, and has the potential to either be a parallel/extension of the MAX light rail red line or a rapid bus along I-205 (similar to but upgrading existing express bus service currently provided by #65, #67 and/or #164). More work is needed to define the need, mode, function, performance standards, and general location of facilities within each mobility corridor consistent with the Transportation Planning Rule to ensure land use and transportation planning and decision-making are integrated. A corridor investment strategy to evaluate packages of multimodal improvements that will improve mobility and access along the corridor to jobs, housing and key commercial and industrial areas is needed. This effort would identify a preferred package of transportation improvements and detail how they can be phased for implementation, as well as provide recommendations on urban street design as well as recommend amendments to local TSPs and the Regional Transportation Plan to implement the preferred multimodal package. Additionally, this corridor is particularly long and will likely need to be addressed in sections as part of the corridor planning process.

Source: Resolution No. 20-5122 Corridor Investment Package Exhibit B: Project Definition Sheets. July 13, 2020. Metro; 2009 High Capacity Transit Plan. 2010. Metro; 2018 Regional Transportation Plan. 2018. Metro; Draft High Capacity Transit Strategy. 2023. Metro; Regional Framework for Highway Jurisdictional Transfer Study. November 2020. Metro; Atlas of Mobility Corridors. October 21, 2015. Metro; Enhanced Transit Corridors Plan. June 20, 2018. City of Portland and TriMet; Portland Streetcar System Concept Plan. September 9, 2009. City of Portland; St. Johns/Lombard Plan. May 26, 2004. City of Portland; North Portland in Motion. Draft May 2023. City of Portland; East Metro Connections Plan. June 7, 2012. Fairview, Gresham, Troutdale, Wood Village, and Multnomah County; City of Troutdale Comprehensive Land Use Plan. Amended September 26, 2014.

*City of Troutdale; Comprehensive Plan. City of Gresham; Washington County Transportation System Plan. September 26, 2019. Washington County; Hillsboro Transportation System Plan. March 2022. City of Hillsboro; Hillsboro Comprehensive Plan. Amended through November 15, 2022. City of Hillsboro; Comprehensive Plan 2035. October 24, 2017. City of Beaverton; 2027 City of Tigard Comprehensive Plan. City of Tigard; West Linn Comprehensive Plan. Updated July 31, 2017. City of West Linn; City of Lake Oswego Comprehensive Plan 2013. Updated January 5, 2017. City of Lake Oswego; Forest Grove Comprehensive Plan. January 27, 2014. City of Forest Grove; City of Cornelius Comprehensive Plan. Revised January 1988. City of Cornelius; City of Milwaukie Comprehensive Plan. August 18, 2020. City of Milwaukie; 2040 Comprehensive Plan. December 7, 2021. City of Sherwood; Clackamas County Comprehensive Plan. Amended May 3, 2001. Clackamas County; Clackamas County Transit Development Plan. April 2021. Clackamas County; Oregon City 2040 Comprehensive Plan. December 2022. City of Oregon City; Gladstone Comprehensive Plan. Updated October 2000. City of Gladstone; Happy Valley Comprehensive Plan. October 2017. City of Happy Valley; Oregon State Rail Plan. Revised August 13, 2020. Oregon Department of Transportation; Southwest Washington Regional Transportation Council. 2008. Clark County High Capacity Transit System Study; C-TRAN. Amended December 13, 2016. C-TRAN 2030: C-TRAN 20 Year Transit Development Plan.*