

# The Strategy for Regional High Capacity Transit Investment

High capacity transit is public transportation that moves a lot of people quickly and often. From the region's first MAX light rail project – the Blue Line to Gresham in the 1980s – right up to the recent opening of the region's first FX rapid bus line on Division Street in 2022, our region has delivered a high capacity transit system that now provides tens of millions of rides each year. **It is the backbone of our region's transportation system, connecting Portland's central city and regional growth centers where the greatest number of people live, work and play.**

## Why invest in high capacity transit?









The region cannot meet shared ambitious climate, safety, equity, or urban land use goals or realize the compact, urban land uses that partners have long planned for together without deep investments in high capacity transit. These types of investments provide:

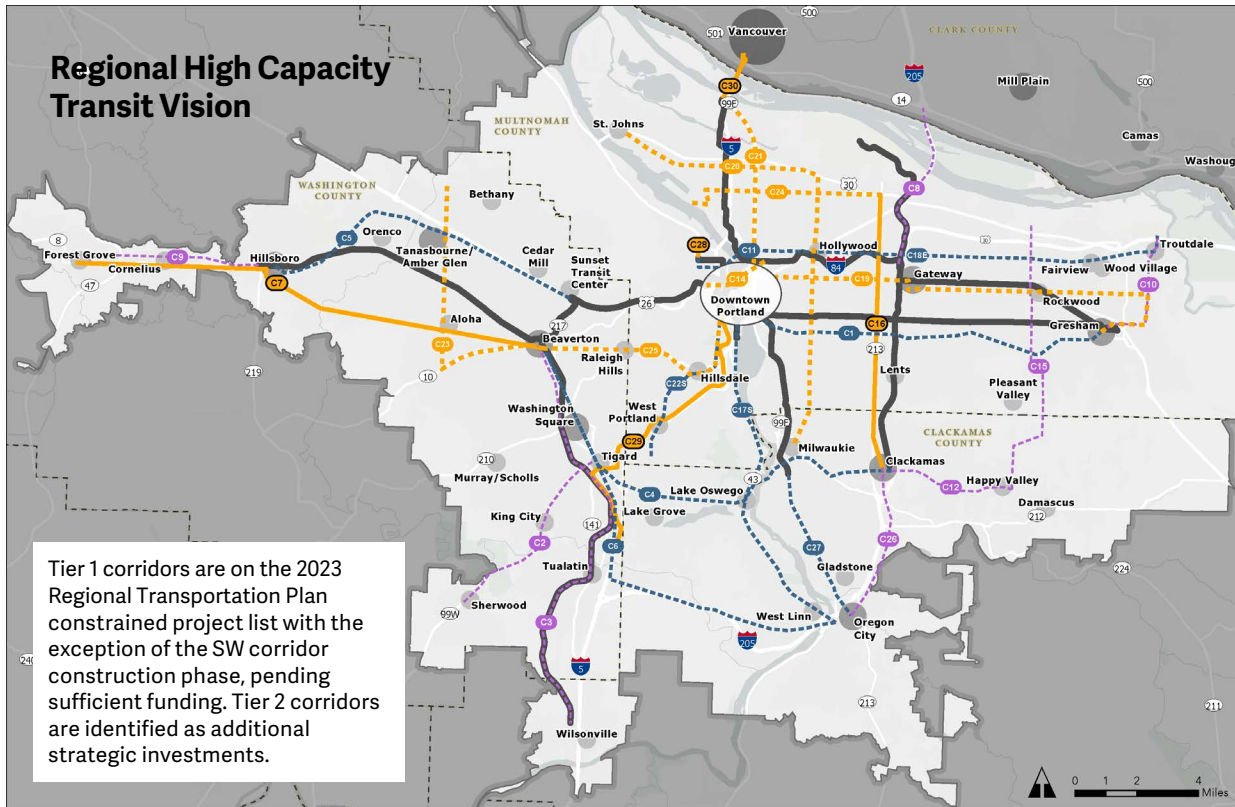
- More capacity to get people to where they need to go more safely, comfortably and actively, improving quality of life;
- Fast and reliable connections between regional and town housing and job centers, major destinations and community places, supporting vibrant communities;
- More reliability for moving people and goods between hubs of commerce, supporting a strong economy;
- A more affordable alternative to driving better serving people traveling from marginalized communities who rely on transit, creating a more equitable transportation system; and
- More efficient use of land and public facilities and services and less greenhouse gas and pollutant emissions, protecting farms and forests and marginalized communities most impacted by air quality.

Submit your comment on the High Capacity Transit Strategy here



## High Capacity Transit...

 <p>Moves lots of people</p>	 <p>Has its own track or bus lane</p>
 <p>Is frequent</p>	 <p>Is direct</p>
 <p>Runs for most of the day</p>	 <p>Is fast and reliable</p>
 <p>Provides a comfortable waiting environment</p>	 <p>Serves places with a mix of and many destinations</p>



- EXISTING HCT NETWORK**
- TIER 1: NEAR-TERM CORRIDORS**
  - C7 TV Highway
  - C16 82nd Avenue
  - C28 Montgomery Park Streetcar
  - C29 Southwest Corridor
  - C30 Interstate Bridge Replacement
- TIER 2: NEXT PHASE CORRIDORS**
  - C14 Central City Tunnel
  - C19 Portland to Gresham via Burnside
  - C20 St. Johns to Milwaukie via Cesar Chavez
  - C21 Hayden Island to Downtown Portland via MLK
  - C23 Bethany to Beaverton via Farmington/SW 185th
  - C24 Swan Island to Parkrose via Killingsworth
  - C25 Beaverton to Portland via Bvrtn-Hillsdale Hwy
- TIER 3: DEVELOPING CORRIDORS**
  - C11 NW Lovejoy to Hollywood via Broadway/Weidler
  - C1 Portland to Gresham in the vicinity of Powell
  - C5 Sunset Transit Center to Hillsboro via Hwy 26/Evergreen
  - C17S Oregon City to Downtown Portland via Hwy 43
  - C4 Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center
  - C27 Park Ave MAX Station to Oregon City in the vicinity of McLoughlin
  - C6 Beaverton - Tigard - Tualatin - Oregon City
  - C22S PCC Sylvania to Downtown Portland via Capitol Hwy
  - C18E Hollywood to Troutdale
- TIER 4: VISION CORRIDORS**
  - C8 Gateway to Clark County in the vicinity of I-205
  - C10 Gresham to Troutdale LRT extension
  - C12 Clackamas Town Center to Happy Valley
  - C15 Happy Valley to Columbia Corridor via Pleasant Valley
  - C26 Clackamas Town Center to Oregon City
  - C2 Tigard to Sherwood via Hwy 99W
  - C9 Hillsboro to Forest Grove LRT extension
  - C3 Beaverton to Wilsonville in the vicinity of WES

The 2023 High Capacity Transit Strategy takes into account how greater Portland has grown, how communities and their needs have changed and how transit and travel are different (after COVID-19 and with new rapid bus) to create a network vision for the future. That vision identifies the region's most pressing needs for high capacity transit investments, creating a pipeline prioritizing the most heavily traveled urban corridors with concentrations of housing and jobs and equity focus areas that need

high-quality, frequent transit service to continue growing and thriving. With a renewed blueprint for investment that will help greater Portland be competitive for Federal funding, our region is ready to put the pipeline to work in building the next 50 years of critical transit projects.

**Working to make the vision a reality is something that requires action from all regional partners.** High capacity investments take existing strong transit

connections to the next level in accessibility and priority on the roadway, while shining a light on the corridor it travels to improve safety, access and livability for current and future riders. Supportive improvements are key to creating an environment that encourages current and future ridership while meeting regional objectives around equity and affordability. Such improvements are essential to complete before building the high capacity project for investments to be successful and reach their fullest potential.