

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Funding Task Force (TF2) Meeting 10
Date: Wednesday, August 21st, 2019
Time: 5:30 to 7:30 p.m. (Dinner served from 5 p.m.)
Place: Metro Council Chambers | 600 NE Grand Avenue Portland, OR 97232
Purpose: Opportunity to weigh in on regionwide programs for potential bond measure.
Outcomes: Identified priorities and key feedback for Council on regionwide programs.

5:30 p.m. Welcome and Introduction

5:40 p.m. Public Comment

6:10 p.m. Activity: Program priorities
Objective: Provide opportunity for Task Force to share their key priorities for regionwide programs.

6:35 p.m. Small Group Discussion: Your priorities
Objective: Continue review and discussion on potential regionwide programs.

6:55 p.m. Discussion: Key feedback for Council

7:25 p.m. Wrap Up and Next Steps (Chairs)

7:30 p.m. Adjourn

August 20, 2019

Co-Chairs Jessica Vega Pederson and Pam Treece
Metro Transportation Funding Task Force
Metro Regional Center
600 NE Grand Ave, Portland, OR 97232

Dear Co-Chairs and Members of the Transportation Funding Task Force,

Gresham staff and I have reviewed the list of Regionwide Programmatic Investments presented for consideration at the July 24, 2019 Task Force meeting. While we view all the programs as potentially beneficial, based on the current descriptions the following are understood the most relevant and beneficial for our community at this time (not in priority order):

- 1) Safe Routes to Schools: East Multnomah County has successfully implemented a variety of education and enforcement activities for Safe Route to Schools over the past decade. Our greatest need now is funding to fill missing sidewalk gaps and street crossing enhancements that will get our children to schools safely. We support this program because it allows investment in all realms of Safe Routes to Schools, including our priority infrastructure needs.
- 2) Safety Hot Spots: Safety is a top priority. Metro has identified high injury corridors and intersections in East Multnomah County, and we welcome the opportunity to fund improvements at these locations.
- 3) Smart Cities: There are a number of potential impacts and opportunities from emerging technologies and “smart city” applications. We support this program if it is designed to provide funding for both research and piloting a variety of programs - including but not limited to access to transit - that help us understand how new mobility and related smart city technologies might be administered and operated.
- 4) Main Streets: Gresham’s Downtown Main Street is a key destination that is growing in popularity. Gresham would use this program to upgrade inadequate sidewalks and infrastructure that connect the heart of Downtown to the Gresham Transit Center as well as installation of amenities that support placemaking.
- 5) Better Bus: Improvements that provide additional transit capacity, reliability, and travel time are critical for our community. East Multnomah County has been challenged with limited transit service and access in some key employment areas. We support funding this program if it includes both capital and service enhancements that more effectively link employees to/from the North Gresham and Troutdale Reynolds Industrial employment areas.
- 6) Equitable Transit-Oriented Development: Metro’s program description describes historically missed opportunities to leverage investment in properties owned by public agencies that are near transit. The region

needs more housing close to transit investments that is affordable to people with a wide range of incomes. The Gresham Transit Center and its surrounding Downtown area includes publicly owned land and buildings that are underutilized and would benefit from development that finances affordable and workforce-level housing.

Thank you for the consideration.

Sincerely,



Karylinn Echols
Gresham City Council



August 19, 2019

Co-Chair Jessica Vega Pederson
T2020 Task Force members
Metro
600 NE Grand Ave
Portland OR 97232

Dear Co-Chair and Task Force Members:

Following discussion with my fellow County Commissioners, I am pleased to share my recommended priorities for the regionwide program concepts. As I will be unable to attend the Task Force meeting on August 21, please consider these comments along with input from fellow Task Force members in preparing recommendations to the Metro Council for regionwide program concepts for inclusion in the Regional Transportation Funding Measure.

The regionwide programs are an important part of the transportation funding measure. They provide additional opportunities to support the values and achieve the outcomes set by Metro Council and the Task Force and distribute benefits to communities more broadly than the corridor investments. Many of them can also provide early implementation opportunities to demonstrate the success of the funding measure.

In our discussions, the Board considered how the regionwide programs could deliver projects quickly, benefit communities across the County and support long-held values around safety, affordable housing, outreach and capacity building among vulnerable populations, climate change and mobility while meeting the needs of a growing urban population.

My recommendations are sorted by priority, following the guidance to identify five each in the top, medium and low categories, including comments and suggestions for modifications as the concepts are further developed.

The Commission believes the Community Strengthening concept is essential to support equitable development strategies to reduce potential displacement associated with the corridor investments. I therefore recommend the Community Strengthening concept be incorporated into every corridor project.

My High Priority recommendations:

Safe Routes to School: The County and its cities have unmet demand for additional capital and non-capital investments to support safe routes to schools and are well-positioned to use these funds.

Active Transportation Regional Connections: Additional funding would support completion of the active transportation network on the major roads and trails across the County. These targeted investments would address important safety and mobility needs, especially in communities of color. Critical connections along the Westside Trail, Fanno Creek and access to jobs and transit along Hall Blvd and 99W are only a few of these strategic projects identified in the 10-year Investment Scenarios for Connected Centers and Corridors developed by Metro in 2017.

Main Streets Revitalization: These funds would support the continued efforts by the County and its cities to transform roads into complete streets, supporting the needs of a growing urban population.

Community Strengthening: Funds are needed to facilitate engagement with local businesses, community organizations and others to identify needs and opportunities that can leverage the transportation investments with other strategies for the success of the community.

Corridor Planning: Funding for future planning recognizes that communities are at differing levels of readiness for investment and sets the stage for non-top tier corridors, such as 99W and Farmington Road, to be ready for success in the future.

My Medium Priority recommendations:

Smart Cities: This is an exciting new program area that could help the County and its cities get prepared to take advantage of new technology to improve the operation and safety of the transportation system. To deliver near-term, significant improvements, we would like to see the program expand to include regional deployments of more powerful field-computing devices and the communication infrastructure to support connectivity back to central systems. This will support the next generation of transit signal priority, and other connected and autonomous mobility applications.

Safety Hot Spots: These are small but important investments. Within the County, meeting our safety needs through other regionwide programs for SRTS, Active Transportation and Main Streets are a higher priority due to the opportunity for broader application and ability to leverage other investments for broader benefit.

Better Bus: While not widespread, potential applications of enhanced transit treatments exist throughout the County and additional identification, evaluation and investments could help improve transit travel time and mobility

Transit Vehicle Electrification: Converting diesel buses to electric vehicle would help reduce greenhouse gas emissions directly. Though significant investments have been made, additional investments could further this goal.

Transit Fare Affordability – for affordable housing residents: Free fares for affordable housing residents provide a direct benefit for residents to access jobs, healthcare and other needs. Before making this a top priority, the Board encourages TriMet, the Housing Authorities and affordable housing agency partners to work together to sign up all eligible residents for the existing low fare program.

Protecting and Preserving Multi-Family Housing: Protecting and preserving affordable housing is an important complement to the efforts by Metro, the County and its cities to add new affordable housing units. Support continuing to develop the REIT as a new tool to meet this goal.

My Low Priority recommendations:

Air Quality Monitoring: Does not support the Task Force Values.

School Bus Electrification: Does not appear to be ready for implementation.

Transit Fare Affordability – for Students: Recommend completing the TriMet Pilot Program for student fares and increasing transit service to schools throughout the region before making free fares a priority.

Community Placemaking: Building capacity and a sense of community is an important goal. Suggest folding this specific tool proposed here into the Community Strengthening toolbox as applicable.

Equitable Transit Oriented Development: Support identifying parcels in public ownership to repurpose and directly benefit residents with the construction of additional affordable housing. The County has been actively doing this for the past several years with several projects in project development or under construction now. Suggest continued consideration of this program if the REIT concept proves unworkable or in partnership with it.

Thank you for including my comments. I look forward to learning about the final Task Force recommendations when I return.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pam Treece", with a stylized, flowing script.

Pam Treece, Task Force Co-Chair

cc: Washington County Board of Commissioners
Stephen Roberts, Interim Director, Land Use & Transportation

April 2019 Coordinated Outreach

*A summary of activities and feedback:
coordinated engagement between housing,
transportation and parks and nature*

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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OVERVIEW

In April 2019, Metro collaborated with its community partners to host five forums and conduct interviews during which Metro shared information and received input about three of the agency's major focus areas: 1) the proposed parks and nature bond; 2) implementation of the Metro Regional Affordable Housing; and 3) priorities for the potential transportation funding measure in 2020. Key themes from the input received at the forums is compiled and summarized in this document.

Forums included:

- April 15 at NAYA: 24 participants
- April 16 at Clackamas Community College, Harmony Campus: 25 participants
- April 17th - April 24: Interviews conducted through APANO Communities United Fund: 8 participants
- April 19th APANO discussion group at APANO office in East Portland
- April 20 at Centro Cultural: 18 participants¹
- April 25 at Unite Oregon: 16 participants
- April 26 at the Oregon Zoo (Community Leaders Forum): 33 participants

PARKS AND NATURE

On June 13, 2019 the Metro Council approved Resolution No. 19-4988, referring a potential \$475 million parks and nature bond measure to the voters for consideration on the November 5, 2019 ballot. Oregon law requires that any materials produced on public time or with public resources, including emails, "fact sheets," comments or content on social media, memos, etc., must be impartial, which means "equitable, fair, unbiased and dispassionate." For this reason, the feedback section for Parks and Nature has been removed until after the measure is decided by voters.

HOUSING

Forum attendees and interviewees participated in facilitated discussions about housing that were guided by the following questions: if you could build new affordable housing anywhere, where would it be; what are challenges to accessing affordable housing; what are challenges to keeping affordable housing; and how do people in your community find affordable housing. The discussions are summarized on the following pages. These lists highlight the most predominate and repeated points of discussion throughout the seven community forums.



Housing location

Participants were asked to imagine a good location for affordable housing and then explain what made that locational ideal. The following is a summary of what was shared.

- Participants discussed the importance of having access **services and amenities near affordable housing or proximity to existing community and family networks**. The most frequently mentioned include:
 1. Near public transit
 2. Near grocery stores and affordable food options
 3. Near good public schools and childcare options
 4. Near parks, green space, recreation and natural areas
 5. Within people's existing communities, where they know people and have connection to the land and community – friends, family, social and cultural circles

Other locational factors mentioned most frequently include:

- In safe and quiet neighborhoods
- Near cultural hubs such as Jade District
- Near culturally-specific amenities and locations, i.e. grocery stores, hair dressers, community centers, retailers, restaurants, etc. – places where people can access products, retail, and engagement specific to their culture

- Access to pedestrian and bicycle networks
- Access to healthcare/medical and mental health services
- Access to transportation options (general)
- Access to community resources
- Near community centers and/or public spaces
- Walkability (20 minute neighborhoods)
- Within mixed income neighborhoods (affordable housing shouldn't be isolated, equal access to services and amenities, and regional distribution of affordable housing)
- Housing that reinforces diversity in neighborhoods
- Near jobs and employment/commerce centers
- Near services (general)
- Access to recreational activities
- Near shopping and shopping centers
- Ability to patronize local businesses
- Access to spiritual locations and places of worship
- Sense of community identity
- Access to laundry services (laundromat, in unit or in complex laundry)
- Connections to or proximity to major (safe) arterials
- Ease of access to the airport
- Any place that meets children's needs, an area that also suits families, young professionals, and couples with no kids
- Quality schools, opportunities for after school activities, recreational centers, mixed use and also single family homes, places to volunteer, stores for all income levels, diverse housing
- Access to libraries, places to gather and celebrate events - festivals and markets
- Developments such as Orenco station – Transit Oriented Development sites
- Near parks with amenities such as barbecues, picnic tables, public fountains, play structures, etc.)
- Support long-term stability and sustainability of existing communities to support community cohesion and livability. Affordable housing should not only focus on new construction it should also support people staying in their communities. Several specific areas were mentioned where there are good services, transit, and cultural centers but there is a need for more affordable housing.

- SE Portland (82nd and Powell)
- Cully
- Cornelius and downtown Forest Grove
- Washington County – because there isn't enough there today, and there are nice parks
- Manufactured Home Parks were discussed as existing affordable housing, which if preserved, will remain affordable.

Challenges accessing affordable housing

Next, participants were asked to identify the barriers and challenges that make it difficult for people to access existing affordable housing. The following is a summary of what was shared.

- The application process is onerous and creates barriers (tax information, income verification, references, background checks, credit checks, etc.)
- The cost of rent is too high
- The accessibility of information related to finding housing, applying for assistance, etc.
- Housing locations do not have accessible transportation options
- Housing has occupancy limits and policies that prevent families from renting
- Property managers, owners, and landlords demonstrate bias related to race or class
- Applicant rental history or history of eviction pose a barrier to finding housing
- Housing is located in unsafe neighborhoods
- Language poses a barrier when finding information on housing or navigating processes (applications, contracts)
- Wait lists are too long
- Applicants with a criminal record or those coming from prison or transitional housing struggle to qualify for or find housing
- Housing isn't located near good schools or affordable childcare opportunities which impacts the stability for families with children
- The cost of the application process, deposits, and moving serves as a barrier to finding housing
- Cultural barriers exist in finding housing and applying
- The income requirements for qualifying for affordable housing or assistance are inflexible (too high or too low)

- Renters and applicants are unaware of or have a difficult time understanding their rights or the laws
- There are not enough family-sized units
- Housing options based on location, price, accommodations, services, amenities are limited and/or difficult to find
- There is limited accessibility for moving into homeownership
- It is difficult to acquire financing or loans
- Citizenship status limits options and ability to find housing
- There is a lack of mental health understanding from property managers, owners, and landlords, and limited mental health services
- Housing is not located where people need or want to live
- Housing is not ADA accessible
- People are displaced
- People lack the connections or network necessary to find housing
- Inability to know the price of apartments without asking
- Applicants are given little control over utilities and policies
- Applicants with no rental history struggle to qualify for housing
- Pet restrictions and fees can serve as a barrier to finding housing
- Landlords, property managers, and owners can foster predatory or unhealthy relationships with tenants
- Racial discrimination accessing home loans
- Property taxes are too expensive

The ways people find housing

Community members reported that affordable housing is generally hard to find. They identified resources that they and others in their communities use to find housing. Below is a summary of the resources mentioned most often by participants.

- | | |
|--------------------------------------|-------------------------------------|
| • Word of mouth | • Church |
| • Community networks and connections | • Agencies with wraparound services |
| • Family connections | • Online |
| • Housing programs | • Schools |
| • Nonprofits | • Radio (i.e. Piolin and Don Cheto) |

Specific organizations mentioned:

- 211
- Home Forward
- Community Action
- Adelente
- Bienstar
- Centro Cultural de Washington County
- Community Alliance of Tenants
- Habitat for Humanity
- Hacienda
- Latino Network
- Proud Ground
- ReSTORE
- HUD
- Self Enhancement, Inc. (SEI),
- Virginia Garcia Memorial Health Center
- St. Vincent de Paul
- Native American Youth and Family Center (NAYA)
- Confederated Tribes of Siletz Indians
- Confederated Tribes of Grand RondeOther ways people are finding housing include:
- Bartering for housing (yard work, work trades, nannyng)
- Leaving Portland or leaving the region (ex. Ontario, Oregon for farming work)

Other ways people are finding housing include:

- Bartering for housing (yard work, work trades, childcare)
- Leaving Portland or leaving the region (ex. Ontario, Oregon for farming work)

Challenges staying in affordable housing

When asked about barriers and challenges to staying in affordable housing, participants mentioned the following topics most often.

- Wages increases are not equal to rent increases (Increased costs of living)
- External emergency costs
- Financial instability
 - Costs related to health care and illness
 - Childcare costs
 - Property tax increases
 - Employment instability or job loss
 - Unexpected emergency costs
 - Home repairs and maintenance
 - High utility bills
- Landlords, property managers, and owners are predatory
- Landlord, property manager, and owner's racial or classist biases
- Evictions or no cause evictions
- The processes for applying for assistance are difficult to find, navigate, or qualify for
- Occupancy terms or policies limiting the number of people in a unit or evicting people because they no longer meet the number of people required
- The cost of repairs or maintenance
- Information on renter rights is inaccessible or difficult to find
- Rental assistance that is connected to job status
- When one person holding the lease moves and lease is lost for a whole house of renters
- Property tax increases
- Racist neighbors and experiencing prejudice
- Low quality housing and related issues such as mold and pests
- Safety and quality of life
 - loud neighbors
 - gang activity
 - crime
 - low performing schools

Services needed to support affordable housing

The last question related to housing asked about needed services to address the challenges discussed. Below is a list of are the topics shared most frequently.

- Wrap-around support for vulnerable populations, including those with language barriers, mental illness and disabilities. More services like APANO and IRCO.
- Provision of accessible emergency unemployment funds
- Cultural competency/sensitivity training and policies for landlords, property managers, owners, and marketers
- Development of community knowledge/resource bases/hubs
- Provision of language services for navigating processes, rights, information, etc.
- Services to connect people to stable employment opportunities, and to help businesses navigate the MWESB process and connect to contract opportunities
- Resolution services for issues between tenants and landlords, property managers, and owners
- Culturally and language specific marketing
- Identifying community asset connections
- Creating trustworthy government and/or permanent supportive services
- Increased accountability in policies and regulations / Fair housing enforcement
- Provision of grants and subsidies
- Provision of eviction protection
- Services to help people move into homeownership
- Rent control or caps
- Empower/fund organizations that serve communities of color, churches, and other organizations that serve vulnerable communities to assist in helping people find and retain housing
- Hold events in the targeted communities that inform people and provide assistance in finding and retaining housing
- Build more housing
- Rent-to-own options
- Diverse landlords

TRANSPORTATION

Forum attendees and interviewees participated in discussions about transportation. The conversations focused on region wide programs that could help make transportation more affordable, safe, and reliable. Participants selected from four programs the two they thought

would have the greatest benefit to them or their communities. The programs included safety improvements, new technology, off-street trails, and cleaner buses. Overall, participants ranked safety as the highest priority, followed by new technology and off-street trails. Cleaner buses was given the lowest priority overall between all seven events



There was one discussion group whose results stood apart. The individual interviews conducted by APANO in Washington County identified cleaner buses as the top priority followed by safety improvements and technology.

Following are key themes from the discussions.

Themes

- **Forum participants frequently cited congestion and long commute times** as transportation challenges that they and their communities experience every day.
- **Safety is a priority concern for forum participants.** Participants discussed many different meanings of safety. The most frequent conversations about safety were related to pedestrian and bicycle safety. Participants consistently identified the need to separate and protect pedestrians and bicyclists from car traffic. Separated and protected bike lanes, wider sidewalks, and clearly marked and lighted street crossings were repeatedly mentioned.
- There were several themes related to transit improvements. The **infrequency and inconsistency of service, and lack of connections** were the most frequently cited issues.
- **Safety and comfort of transit was also a frequently cited concern.** Concerns spanned a variety of issues including dark bus stops, bus stops without shelters, and transit police.

- **The high cost of riding transit** was mentioned in many forum discussions. Ideas to address the issue included free transit or sliding scale tickets.
- Several forum groups emphasized the importance of **connecting transit with affordable housing**.

Transportation challenges

Below is a summary of the most commonly mentioned transportation challenges:

- The time it takes to get to or from destinations
- The bike/pedestrian infrastructure/amenities are unsafe
- Congestion/traffic
- Drivers exhibit unsafe habits, i.e. speeding, ignoring right-of-way laws, entitled driving
- Transit requires too many or difficult transfers between destinations
- Transit lacks the space to accommodate people carrying things or those using mobility scooters, wheel chairs, etc.
- Bus lines and service are unreliable
- Transit and transit centers feel unsafe
- Sidewalks are disconnected or nonexistent
- Areas outside the urban core lack transit options
- Walking distances
- Bus drivers exhibit cultural incompetency or insensitivity
- Construction causes congestion and/or makes it difficult to plan trips
- Roads are not maintained, i.e. potholes
- People are forced to drive due to lack of options
- Rush hour congestion
- People are forced to stand on the bus due to lack of seating

Discussion of transportation improvement priorities

The following is a summary of the discussion that occurred about the different transportation policies

Safety Improvements

- Flashing pedestrian crossings
- Street lights
- Overall/general safety for bikes and pedestrians
- Sidewalk connections
- Buffered/protected bike lanes
- Lights at transit stops
- General safety for people of color
- Accessibility and safety for people with disabilities, seniors, and children
- Emergency/blue light phones/buttons at transit stops
- Signage to promote safety
- Sidewalk maintenance to improve safety
- Transit shelters
- Improved safety on transit and at transit stops
- Pedestrian islands
- Off-street bike paths
- Security presence on MAX trains
- Reduce speed/speed enforcement
- Wider/safer crosswalks

New Technology

- Improved transit tracking app – accuracy, availability, language preferences, etc.
- Wifi on transit and at transit stops
- Provide transit tracking screens at more stops
- Improve traffic coordination, i.e. lights, lanes, routes, etc.
- Provide emergency/blue light phones/buttons at transit stops
- Increase/expand BikeTown locations, specifically near MAX stops

Off-Street Trails

- Create off-street/separated bike and pedestrian facilities
- Bike and pedestrian trails located near affordable housing
- Make information on trails accessible and have signage on trails

Cleaner Buses

- Remove diesel polluting buses
- Implement express bus lines and dedicated bus lanes to reduce idling
- Use electric buses
- Consider how pollution disproportionately impacts communities of color and vulnerable communities

Additional Transportation Ideas

When participants were asked what hadn't been discussed, they offered the additional suggested transportation improvements summarized below.

- Implement transit ridership programs, i.e. low income fare, newly employed free transit, sliding scale fare based on income, youth and senior passes.
- Make transit more reliable
- Address issues of police and transit enforcement disproportionately targeting communities of color and vulnerable communities
- Expand the transit system and increase the number of routes
- Make public transit free to use
- Provide public transportation options for families to access parks, natural areas, and public spaces that are inaccessible without a car
- Require cultural competency and sensitivity training for transit employees
- Create a comprehensive connected network between modes
- Incentivize habitual active and public transportation use
- Increase the frequency of transit
- Improve the reliability of transit during inclement weather
- Expand service hours/provide 24 hour transit service
- Address issues of people smoking at transit stops
- Create more direct transit options
- Disincentives for single occupancy vehicle use
- Provide transit that supports independence for people with disabilities or limited mobility
- Provide public restrooms at transit stops
- Create better transit connections to amenities, resources, and services for areas that are lacking
- Reduce trip lengths



COMMUNITY SURVEY SUMMARY | JULY 2019

METRO 2020 TRANSPORTATION INVESTMENT
MEASURE



Metro



Prepared by JLA Public Involvement

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2020 TRANSPORTATION INVESTMENT MEASURE: INTRODUCTION

WHAT'S IT LIKE GETTING AROUND THE GREATER PORTLAND REGION?

Over the past three years, Metro has heard more than 19,000 comments from community members and leaders as part of a process to shape a major update of the regional transportation plan adopted by the Metro Council in 2018. Community members said a transportation system that works for all must be reliable, safe, and affordable. They also identified a critical need for options that promote health, equity and climate resiliency. Moving forward, the Metro Council has applied these priorities while also continuing the conversation with the people of greater Portland.

The launch of an interactive online community survey was one of the many engagement strategies used in 2019 to support Metro's goal of continuing community conversations surrounding the prioritization of transportation improvements and investments. This online community survey presented a series of questions that invited participants to describe their experience of and with more than 29 travel corridors within the broader metro area, as well as the opportunity to prioritize what types of transportation improvements were most important, and how those specific transportation improvements might impact or benefit their communities.

With this survey, and ongoing engagement efforts planned over the summer and fall of 2019, Metro staff commits to continuing to work with community partners to lift the voices of people that have much at stake but are too often the least heard. With this commitment, the survey was translated into Spanish, Vietnamese, and Russian—with intentional outreach to marginalized communities.

What Happens Next? The 2020 Transportation Investment Measure community survey marks the beginning of a large-scale engagement process in 2019 that will provide local leaders with the opportunity to engage with their communities, establish priority corridors and transportation investments to bring forward to the Transportation Funding Task Force and Metro Council. The Metro Council will then consider referring a transportation investment measure to voters on the November 2020 ballot.

REGIONAL TRANSPORTATION FUNDING TASK FORCE & METRO COUNCIL: MEASURE OUTCOMES

The Metro Council and Transportation Funding Task Force members identified a series of values and desired outcomes to guide the prioritization of transportation improvements and investments within the Metro region.

These values and desired outcome included:

- Improves Safety
- Prioritizes Investments that Support Communities of Color
- Makes It Easier to Get Around
- Supports Resiliency
- Supports Clean Air, Clean Water, and Healthy Ecosystems
- Supports Economic Growth
- Leverages Regional and Local Investments

You can read more about these outcome measures and the Transportation Funding Task Force at www.oregonmetro.gov/transportation

SURVEY KEY FINDINGS

OVERVIEW:

NOTE: Participants in this survey were self-selected and the results are not statistically valid. Instead, the survey responses offer qualitative insights into people's lived experiences on corridors, and their responses to and suggestions about possible regionwide programs.

The 2020 Transportation Investment Measure Survey was made public on May 6 and closed on July 8, 2019. 3,458 responses were collected.

Overall, survey responses highlighted strong support for transportation investments that prioritize s, as well as improvements that aim to mitigate and decrease greenhouse gas emissions and to support safe traffic flow with strong support for prioritizing transit during peak travel times.

The summary below includes highlights from each of the main sections of the survey—providing a snapshot of the key learnings, emerging themes, and responses from survey participants. The summary is split into three core sections: Demographics, Corridors, and Transportation Improvements.

PARTICIPANT DEMOGRAPHICS: OVERVIEW

Survey participants were invited to respond to a series of optional demographic questions, including the zip code of their home address; information about their gender and racial/ethnic identity, as well as information pertaining to any experience or identity of living with a disability, age, and household income.

Most questions provided a variety of drop-down options, responses were optional, and provided room to write in additional answers or responses they felt were not provided within the menu of choices built into the survey.

Out of those who completed the optional demographic question, responses highlighted the following trends:

- Most respondents (55%) lived within a Multnomah County Zip Code
- 11% of survey participants self-identified with a racial and/or ethnic identity other than white, with 89% of respondents identifying as white.
- 53% of respondents identified as Woman, 44% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgender
- 46% of respondents were under the age of 44
- 15% of respondents identified as living with a disability, with 5% of those defining their disability as Ambulatory (*which was defined as 'unable or having serious difficulty walking or climbing stairs'*)
- 61% of survey respondents had a household income (pre-tax) over \$74,999

Commented [CB1]: I think this intends to say 5% of the total respondents but as written could be read as 5% of the 15% who had a disability

These findings when presented in comparison to demographics for the region showed the survey respondents to be mostly representative of the demographics of the Metro region as a whole, with the exception of age and household income (in which survey participants presented as older than the median age, and experienced a household income higher than the median household income for the Metro region).

A full summary of these demographic findings has been included in Appendix A.

BACKGROUND: TRANSPORTATION FUNDING TASK FORCE & CORRIDOR PROCESS

TRANSPORTATION FUNDING TASK FORCE

In February of 2019 the Metro Council appointed a Transportation Funding Task Force to provide advice on the content and process of developing a possible transportation investment measure. The Task Force brings together 35 public agency officials, business leaders, transportation leaders, environmental advocates, labor representatives, and culturally specific community groups to consider the various components that may make up a possible transportation investment measure.

BACKGROUND: THE CORRIDOR PROCESS

On January 31, 2019, Metro Council directed staff to work with the Task Force to develop a measure structure that began by asking, “what places most need investment?” rather than the traditional conversation around what projects were in the planning pipeline. Council believed that this structure helped center the needs of community voices in the process, because rather than starting with what government wanted, the conversation began with what people and places needed. Council asked the Task Force to identify and recommend the corridors of core interest to consider for investment.

Based on an evaluation of how investment in potential transportation corridors could advance the Metro Council and Task Force’s desired measure outcomes, the Task Force identified the following corridors as being of interest for consideration:

- NE/SE 82nd Avenue
- NE/SE 11th-12th Ave.
- NE/SE 181st Ave./Clackamas to Columbia (C2C)
- NE/SE 122nd Avenue
- NE/SE 162nd Avenue
- SW 185th Avenue
- Highway 99W/Pacific Highway (Tigard to Sherwood)
- Highway 43/Macadam Avenue
- W/E Burnside Street
- SE Division Street
- SE Foster Road
- Highway 212
- Highway 217
- Airport Way
- Beaverton-Hillsdale Highway
- Downtown Portland (major streets)
- NE Halsey Street
- Albina Vision (I5 - Downtown Portland)
- NE/SE Martin Luther King, Jr. Blvd./Grand Ave.
- N Mississippi/Albina Avenue
- N/NE Columbia Blvd.
- Interstate 205
- SE McLoughlin Boulevard
- Oak Grove-Lake Oswego Bike/Pedestrian bridge (potential)
- SE Powell Boulevard
- NE Sandy Boulevard
- Southwest Corridor (Barbur/I-5)
- SW Tualatin-Sherwood Road
- Tualatin Valley Highway

In order to identify which corridors an investment measure should focus on, the Task Force was asked next to recommend to Metro Council a three-tier corridor prioritization:

- **Tier 1:** Corridors that Task Force members actively believe should be part of a measure and have significant potential to advance Task Force and Council values. These corridors will receive Metro resources and staff time to develop projects and engage community along the corridors.
- **Tier 2:** Corridors that might be able to advance Task Force and Council values, but there’s less clear interest in moving them forward. For corridors in this tier, Council will encourage local jurisdictions to work with community members to develop projects, if they are interested. If there is possible capacity and interest in those projects, the Task Force and Council can consider in the fall whether or not to include those projects as part of a possible investment measure or support future planning processes. Projects on these corridors may be good fits either at the project/corridor level, or for regionwide programs.
- **Tier 3:** Corridors that are still important and need investment but are not best suited to this possible transportation investment measure.

In May 2019, the Task Force discussed which corridors should move into the Tier 1 threshold. Conversations among Task Force members brought forth 13 corridors, including:

- | | | |
|--|---|-----------------------------------|
| • NE/SE 82nd Avenue | • Highway 212 | • SE McLoughlin Boulevard |
| • NE/SE 181st Ave./Clackamas to Columbia (C2C) | • Airport Way | • SE Powell Blvd |
| • NE/SE 122nd Avenue | • Downtown Portland (major streets) | • Southwest Corridor (Barbur/I-5) |
| • NE/SE 162nd Avenue | • Albina Vision (I-5 - Downtown Portland) | • Tualatin Valley Highway |
| • SW 185th Avenue | | |
| • W/E Burnside Street | | |

The Task Force was unable to come to a consensus recommendation in May, but did agree that this initial list of Tier 1 Corridors accurately conveyed the interest and focus of the Task Force as a whole, and could be forwarded to Metro staff and Metro Council as a means of inviting feedback on a tiering proposal for transportation improvements.

Metro staff then focused on building a recommendation that has strong potential to align with the thirty identified Task Force Values and the fourteen Metro Council outcomes, and that will provide a strong set of possible corridors and associated projects for the Task Force to bring to their constituents and communities in the fall. The thirteen Tier 1 Corridors, and selected transportation improvements along those corridors, must align with the Task Force and Metro Council values - specifically demonstrate a commitment to improving safety, reliability and access to transportation, reducing greenhouse gases, distributing the benefits and burdens of investment equitably around the region, and improving social, economic, health, and environmental outcomes for people of color.

SURVEY SUMMARY: CORRIDORS

WHAT DO YOU WANT DECISION MAKERS TO KNOW ABOUT YOUR EXPERIENCE IN THESE CORRIDORS?

All twenty-nine corridors of core interest were presented to the community in the online survey. The largest sections of the survey invited participants to describe their experience when traveling or interacting with these core corridors - encouraging participants to describe their experience with and of the corridors, including the modes they used most often, and to highlight any aspects of their experience they most wanted to convey to decision makers.

EMERGING TRENDS ACROSS CORRIDOR COMMENTS

Overall, survey responses highlighted a strong focus on the environment and impacts/awareness of climate change - specifically ways of supporting less dependency on single occupancy vehicles. Within this theme, pedestrian and cyclist safety was consistently cited on all corridors, with strong support for prioritizing transit routes and frequency of service.

Other themes found across all corridors included:

- **Safety:** Increased safety for bicycles and pedestrians was consistency referenced as a top request or consideration.
- **Transit:** Strong support for transit (and transit only lanes/signals) also appeared within the majority of comments - with an emphasis on opportunities to improve the frequency, reliability, and safety/enjoyability experienced by riders and commuters.
- **Capacity:** Within each corridor, there were a number of comments that argued against a focus on bike and transit options; opting for enhanced capacity (lanes, widening, signaling) for single occupancy

vehicles. These comments appeared within a minority of responses within all corridors except SW Tualatin-Sherwood Road (where the majority of responses asked for increased lanes/capacity along this corridor).

- **Freight:** On several of the regional connector corridors – freight travel and truck traffic was highlighted as a concern, specifically the impact on congestion and safety of pedestrians/cyclists. Other comments encouraged prioritization of freight and delivery as essential to the survival of businesses, and referenced the dangers associated with multiple modes of travel intersecting within specific neighborhoods.

TIER 1 CORRIDORS: COMMENTS

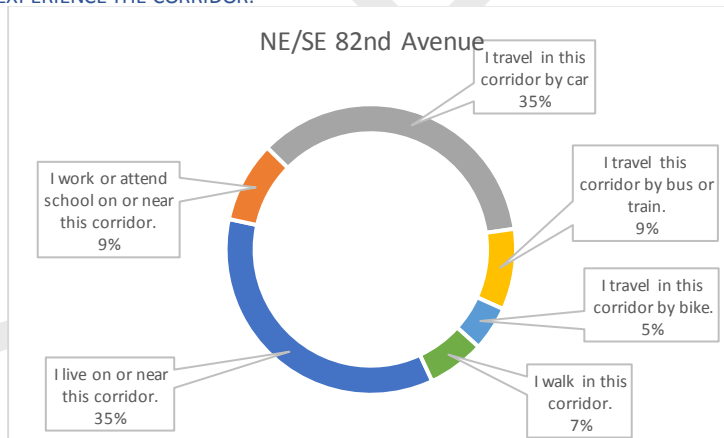
Community feedback has been organized and presented below by the thirteen Tier 1 Corridors as a means of best supporting the Task Force and Metro Council in their charge of working with local jurisdictions and community members to identify and collect feedback on potential projects and project packages.

Key word searches within the comments received surfaced five topical categories: Connectivity and Infrastructure; Transit, Cyclists and Pedestrians; Congestion and Traffic; Speed and Safety. In each of the Corridor summaries, these themes are presented in a format that presents the highest referenced theme first.

A collection of full responses for each of the thirteen Tier 1 Corridors has been made available in Appendix B.

NE/SE 82ND AVENUE

HOW PEOPLE EXPERIENCE THE CORRIDOR:



NE/SE 82ND AVENUE: COMMENTS FOR DECISION MAKERS

The condition of the roadway and sidewalks were consistently referenced by survey participants – specifically the presence of pot holes, which were described as hindering both car travel and multi-modal transportation options. The majority of respondents support major road re-paving and increased multi-modal investments, including better sidewalks, protected bike lanes, and safer and more frequent access to transit..

Respondents described high speeds as negatively affecting those who walk and bike within the corridor. Survey participants described the corridor as ‘unsafe and dangerous’ – citing wide distances to cross, poor lighting, and a lack of protected bike lanes. Many respondents tied the increase of traffic jams and congestion to poor road conditions, the timing of lights, and a lack of dedicated transit lanes.

Infrastructure and Design

- “Desperate need of repaving! My vehicle is literally falling apart from driving 82nd every day to work. Horrendous.”
- “In horrible repair; many and deep potholes, most of the year.”
- “East Portland has been neglected for decades. Only in recent years have minor updates and improvements begun to be made. Please invest in this heavily populated area of the city.”
- “Lots of potential to create a vibrant neighborhood. I appreciate the diversity —culturally, generationally, economically and business makeup. If it were less auto-centric, this community would thrive.”

Cyclists and Pedestrians

- “82nd is extremely unsafe and unpleasant for pedestrians and bicyclists. It is very difficult to cross. Vehicles drive way too fast and do not fully stop before turning.”
- “Biking conditions on this corridor are awful, the need for protected bike lanes and intersections along this corridor cannot be emphasized enough.”
- “Cars often fail to stop for pedestrians. Need sound cues on lights for blind pedestrians.”
- “The 205 MUP is the bikeway parallel to 82nd but the homeless camps make the path feel unsafe
- “Seriously not bike friendly. Cringe when I see it listed on Google maps as a bike route. It SHOULD BE a bike route. But no sane person with access to information would reasonably bike there now.”

Speed and Safety

- “It’s super dangerous! Distracted and aggressive driving and lack of enforcement make me nervous to even cross it on foot.”
- “Middle turn lanes are dangerous. Avoided lots of potential head on collisions.”
- “This one feels dangerous and alienating in any mode of transportation, especially driving/biking/walking. I only feel moderately safe in a bus.”
- “Even in a car, this is an incredibly scary street to travel on. It would be amazing to see better traffic calming infrastructure that makes it more conducive to other modalities.
- “Don’t change the speed limit.”

Congestion and Traffic

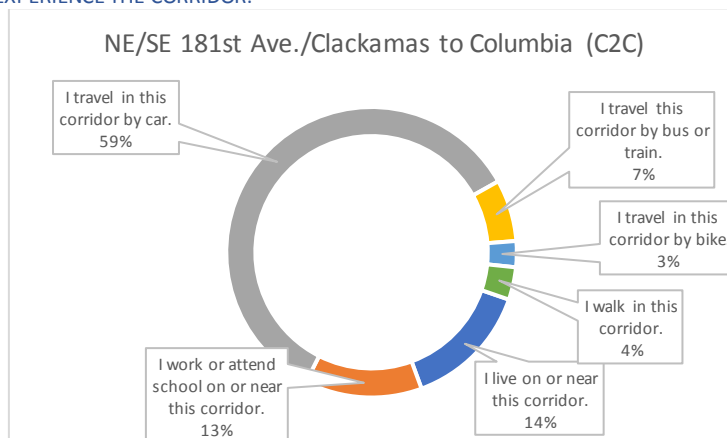
- “Insane traffic jams; uneven pavement & potholes; lack of cross walks with traffic stoplights; lots of shabby mini-malls and stores; traffic jams from Sandy to Clackamas”
- “Traffic in this road is dirty, slow moving but I often take it to avoid 205”
“I try to avoid this because of the heavy traffic all day long.”
- Leave it alone...no road diets or bike lanes. Maybe increase development density. BUT it needs to be kept as a transit corridor, and a way to keep short-trip cars off 205

Transit

- “I often ride the 72 bus on 82nd, though I wish it were more bikeable as well. Overall, though I know the 72 is very high ridership so I’d support bus lanes over bike lanes here.”
- “While I ride TriMet and the CCC Xpress Shuttle, bike and walk in this corridor, I do not feel safe walking to transit, biking and walking.”

NE/SE 181ST AVE./CLACKAMAS TO COLUMBIA (C2C)

HOW PEOPLE EXPERIENCE THE CORRIDOR:



NE/SE 181ST AVE./CLACKAMAS TO COLUMBIA (C2C): COMMENTS FOR DECISION MAKERS

The majority of people commented that this route connects them to needed jobs and housing. Many respondents think this is an important North-South thoroughfare and should accommodate increased population growth. Some suggested improvements: filling potholes, adding bike lanes, stoplight synching, add pedestrian crosswalks. Other stressed a desire to keep this corridor car friendly, and to keep traffic flowing.

Infrastructure and Design

- "All need improvement whether street light timing, widening or better surfaces."
- "This is an alternate route to airport way when I-84/205 is backed up."
- "Essential for supporting new jobs and housing."
- "Need an easy of 205 thoroughfare without frequent stoplights and without pedestrian walkways"

Cyclists and Pedestrians

- "Too many right-hook/left-cross issues with poorly-trained motorists when I'm on foot/bike."
- "It's inhospitable to biking and walking."
- "It's truly amazing how many people walk and bike this road that is clearly designed for cars. The intersections in particular have high numbers cyclists and pedestrians. Most of these peds and cyclists are low income and non-white so I fear their voices are not heard. Also, the access management on this road (or lack there of) is a bit crazy... the continuous middle turn lane is used in so many dangerous ways by drivers trying to navigate the busy road."

Congestion and Traffic

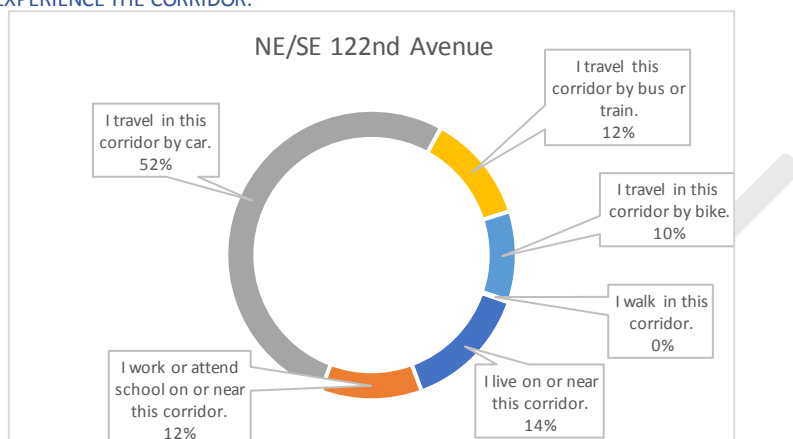
- "Lots of congestion around 181st & Stark up to Glisan."
- "Need fast action on this and of all the projects, this one will shape the future the most!!! Area is rapidly developing and needs this project to organize development and once it is developed, the opportunity to connect and direct traffic here will be lost."
- "It gets a LOT of traffic and is really difficult to turn onto it. Please widen and put bike lanes on PARELLEL STREETS, rather than removing lanes everywhere!"

Speed and Safety:

- “The reduced speed limit (40 to 35) hasn't made any difference and people regularly drive 50 mph or more between Halsey and Powell. Need more enforcement of speed limit to aid walkers/bikers.”
- “So many schools. Feels dangerous.”

NE/SE 122ND AVENUE

HOW PEOPLE EXPERIENCE THE CORRIDOR:



NE/SE 122ND AVENUE: COMMENTS FOR DECISION MAKERS

The highest number of comments were about multi-modal transportation access, with many describing unsafe biking and walking conditions. Many described the bike lanes and sidewalks as being especially narrow. Cars driving in excess speeds lead to an unsafe environment for walking and biking. Some respondents feel that the roads should be kept wide and car-friendly. Also, some think that the MAX lines, bike lanes and crosswalks cause back-ups and accidents, especially around commuting times.

Speed and Safety

- “The intersection with 122nd is busy and dangerous, especially at rush hour when people are turning onto 122nd.”
- “The spine of outer East Portland is dangerous, difficult to cross, poorly lighted.”
- “It feels sketchy and not like a respected part of the city.”
- “People drive way above the speed limit on this road with no consequences to them. The road feels like a highway.”
- “Speeding / reckless drivers are a huge problem.”
- “When driving near school let-out times traffic needs to slow down!”

Cyclists and Pedestrians

- “Better bus access including nights and weekends. Beautify spaces (more trees). Make it safer for pedestrians.”
- “Dangerous speeding, aggressive driving, disregard of pedestrians trying to cross, too few intersections, and some of the most dangerously narrow bike lanes in all of the Portland area.”
- “I hate biking down this thing. So stressful and terrifying.”

- “Feels so dangerous walking across the street and biking at 122nd and Halsey. Cars do the obey traffic laws here”

Infrastructure and Design:

- “The improvements in NE on this road are nice. I would like to see them extended deeper into the SE side of it.”
- “2 lanes in each direction is perfect and should NOT be reduced.”
- “A major N/S corridor for outer East Portland feels unsafe and neglected. Should be a boulevard.”
- “Coordinate lights for better flow”

Congestion and Traffic

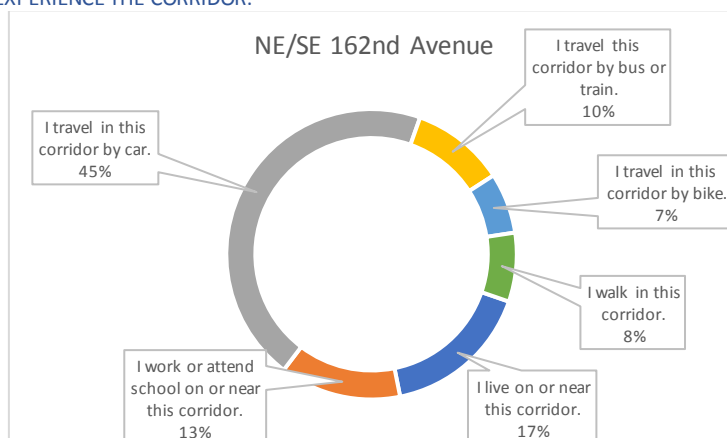
- “Backed up every day for the PM rush hour.”
- “The signals at the MAX stop often back up traffic to Halsey on the North and Main St to the South, making the congestion worse because the signals do not sequence correctly.”
- “It moves way too slow. All of the pedestrian crossing “bump outs” cause backup in the lane closest to the middle. Not letting cars go into the middle turn lane causes Tons of backups and accidents.”

Transit

- “Better bus access including nights and weekends. Beautify spaces (more trees). Make it safer for pedestrians.”
- “Dedicated bus lanes would help employees in Clackamas County reach employment centers on NE Airport Way and the Gateway Regional Center.”
- “despite how much traffic there is in the area, it flows pretty smoothly. the max station at 122nd is pretty scary, especially at night and early in the morning.”

NE/SE 162ND AVENUE

HOW PEOPLE EXPERIENCE THE CORRIDOR:



NE/SE 162ND AVENUE: COMMENTS FOR DECISION MAKERS

Many respondents expressed an optimism about the future and potential of this corridor, especially within its role as a main neighborhood connector. Respondents think the MAX crossing at Baseline is causing back-ups and congestion and has poor timing of stoplights. Some see the road as auto-centric and would like increased multi-modal transportation infrastructure. Suggested improvements include: street scaping, curb and sidewalk repair, pedestrian crosswalks and protected bike lanes. Many commented on excess speeds that cause unsafe conditions for bicyclists and pedestrians. Some see current traffic as flowing well and would like to increase speeds, to make auto traffic smoother. People like the new transit line but prefer a higher frequency of service.

Infrastructure and Design

- "Needs repaving between Stark and Division."
- "Keep it moving - great connector for NE/SE."
- "I think this street is underrated as for as potential for a beautiful boulevard style design as there are soooo many people walking and bicycling to either transit or many schools. This road connects to Powell Butte in the south to Glendoveer further north. There are some great local businesses as well as entry points to some established neighborhoods. With the new transit on this road, 162nd Ave could be an incredible public space."

Cyclists and Pedestrians

- "I love the new bus line out here; just needs more frequency."
- "Keep pedestrians out of the road. Fine phone users heavily."
- "This has possibilities for being a good option for bikes and peds but is currently built for fast moving private vehicles."
- "This corridor should be safer for walking, biking, and riding transit. The northern section also needs curbs and sidewalks, and the railroad bridge should be replaced since it's a pinch point."

Safety and Speed

- "Dangerous drivers, too fast, I nearly got run over walking."
- "Dangerous. Too fast for just a painted bike lane."

- “Safety when crossing the intersections. There is not enough time for a person walking to cross the street confidently.”
- “Feels way too big and dangerous for bikes and pedestrians. Haven't there been a lot of traffic deaths on this street?”

Congestion and Traffic

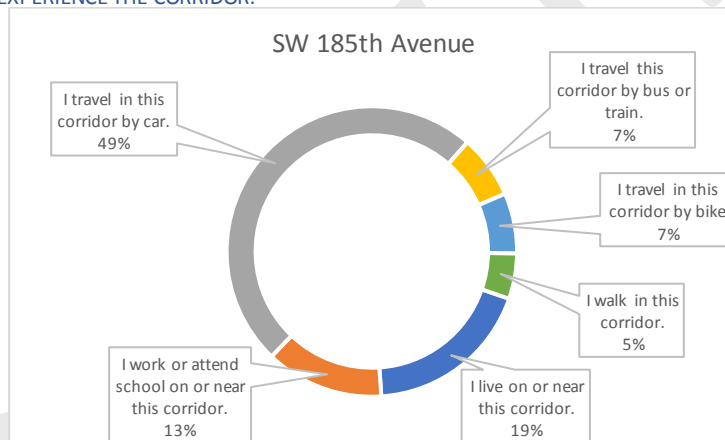
- “Traffic at Powell is bad. This road did not need the speed lowered. Traffic was better before and flowed better.”
- “Traffic seems to flow well.”

Transit

- “Have mte bus run more often than once per hour.”
- “I love the new bus line out here; just needs more frequency.”
- “Max line could be more frequent.”

SW 185TH AVENUE

HOW PEOPLE EXPERIENCE THE CORRIDOR:



SW 185TH AVENUE: COMMENTS FOR DECISION MAKERS

This corridor was often described as a main corridor for Portland Community College travelers. Some respondents would like to see transit, sidewalks and bike lanes that connect students and employees to the college and surrounding businesses. Most respondents see the road as very difficult to bike or walk along. Some respondents would like additional trees and landscape improvements for pedestrian walkability.

Infrastructure and Design

- “I wish the Max went all the way to PCC's Rock Creek campus.”
- “I work on this avenue and travel is at all times during the day and it seems ok.”
- “Lights are not sequenced properly. When one light turns green, the next light turns red, so movement is slow going. Signage for HWY26 entry is misleading and causes last minute lane changing.”
- “Need to coordinate signals around Baseline and the Max tracks.”
- “This road needs protected bike lanes. It could be a major N-S route serving Hillsboro tech businesses by bike but currently it's a cut-through route seeing high vehicle speeds. Make it safe for walking biking, up zone it for infill. Do not widen roads for cars.”

Congestion and Traffic

- “26 eastbound and westbound is very congested during commute hours; new homes being built and planned to be built.”
- “Needs congestion relief at Baseline ahead of the MAX Red Line expansion.”
- “Road is very slow during peak rush hour times.”
- “Typical suburban bottlenecks at 26, Evergreen, Cornell, Baseline, and TV Hwy. Most often passable at all hours.”

Cyclists and Pedestrians

- “Bike lanes go more or less unused since the street operates like a highway.”
- “Center turn lane used improperly, vehicles ignore bike lanes and vehicles remain in intersections when lights change. Curb tight sidewalks are not pedestrian friendly and there is limited shade.”
- “Severe lack of pedestrian and bike crossings, car traffic is fast and dangerous, MAX crossing at 185th and Baseline causes massive delays and traffic signal errors.”
- “Virtually car only. Never felt safe walking.”
- “Tough to cycle on - very dangerous to turn left.”

Transit

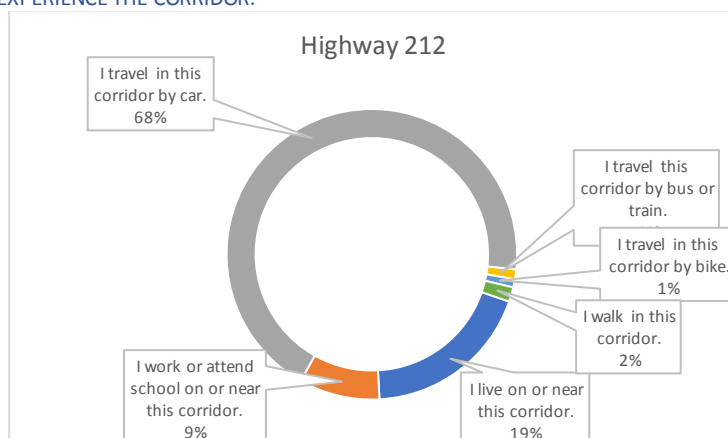
- 185th serves PCC and suffers from peak impulse loads. Good candidate for a streetcar route.
- After more buses were added to this street (on Bus Line 52), it became much more better and easier to get where we need to be on time. Thank you!
- Bus service is not frequent enough.

Speed and Safety

- “Speed limit should be 45.”
- “Heading to PCC...people drive fast.”

HIGHWAY 212

HOW PEOPLE EXPERIENCE THE CORRIDOR:



HIGHWAY 212: COMMENTS FOR DECISION MAKERS

Respondents described freight, warehouse business activity, and the timing of lights along this corridor as a source of delay and congestion. Some survey participants see this corridor as unpleasant and dangerous for biking and walking due to congestion and vehicle speeds.

Infrastructure and Design

- “Better than it used to be but still curvy and possibly dangerous a few spots”
- “Better timing of lights”
- “Construction impacts are disproportionately high due to low lane volume”
- “Many improvements have been made and the addition of the 82nd drive bypass has really helped.”
- “Needs signals, widening, left turn lanes. It's awful!!”

Congestion and Traffic

- “This corridor is heavy in business traffic due to the warehouse activity. My interactions with this area is regular, but I've learned patience.”
- “Congested at I-205/Clackamas intersections most of the daylight hours, with so much truck traffic and delays at interchange ramps.”
- “Nice new part near I-205, remainder slow at times, but pleasant rural feeling. Horrible when signals go into 4-way stop mode for no apparent reason.”
- “Way too congested and will be getting worse with more housing planned. I try not to travel 212 after 2:30 pm”

Cyclists and Pedestrians

- “More frequent sweeping of the bike lane.”
- “Please do not widen this highway. Instead of widening, please add more transit service and safer biking and walking infrastructure.”
- “Congested and not a corridor you can walk comfortably.”
- “Key East/West corridor for cycling.”
- “So, so busy; cars are too fast and no one should ever walk much less bike here. This road should be treated more as a freeway and walking and biking strongly discouraged!”

Speed and Safety

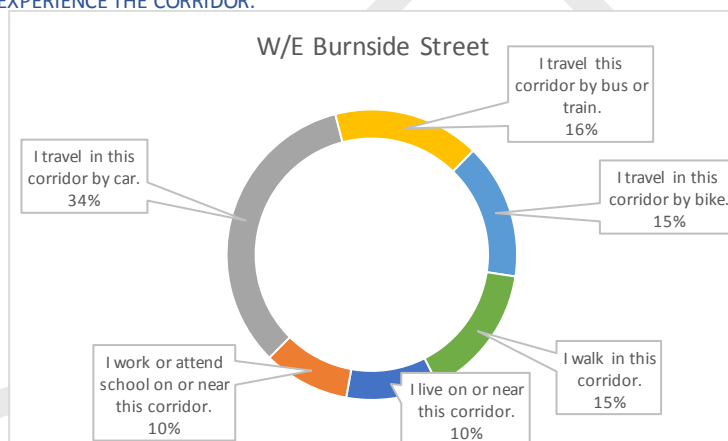
- “This road is dangerous as it changes from freeway to arterial type road abruptly.”
- “Unsafe to cross.”
- “It seems that there are more problems with vehicles speeding on this highway!! A real problem for these small communities! Road maintenance needs to be a priority for this highway!!”
- “Dangerous turns where there are not signals/traffic lights “
- “Frustrated by drivers who go 30 in a 50 zone because they aren’t paying attention. Work on timing lights and turn signals better to match traffic flow at different times of day.”

Transit

- “Can we have more buses added to the line 30 route?”
- “If a train line ran through this corridor, it would significantly benefit so many more commuters who just cannot afford the amount of time it currently takes to travel via the Green line to downtown or NE Portland.”
- “Improve mass transit, Reduce car capacity.”

W/E BURNSIDE STREET

HOW PEOPLE EXPERIENCE THE CORRIDOR:



W/E BURNSIDE STREET COMMENTS FOR DECISION MAKERS

This corridor was viewed by many respondents as being mostly friendly to pedestrians, with frequently pedestrian crossings cited often in responses. Comments highlighted tension between current high-speed vehicle travel and safe pedestrian crossings. Some respondents see cleanliness issues and perspectives and experiences with the unhoused as a personal barrier to walking and biking within this corridor. There was strong support for increased frequency and prioritized access for transit.

Many responses commented that limited left-hand turns into Downtown cause confusion and backups. Respondents also cited current construction as leading to backups and poor/frustrating route navigation for drivers. Excess speeds were referenced a key issue for many survey participants – which they felt contributed to safety issues for drivers, pedestrians and bicyclists, specifically between 60th and 130th Ave.

Cyclists and Pedestrians

- “Needs repaving, especially west side. Burnside and W 10th at Powell’s is hard due to a lot of pedestrian traffic...could use the handy intersection at burnside and 11th with the multiple lights where occasionally, pedestrian traffic is a free for all.”
- “Overall very pedestrian friendly but w burnside is filthy.”
- “Traffic improvements done between SE 12th & SE 28th have made this portion of the road much, much easier to cross on foot.”

Connectivity and Infrastructure

- “Burnside Bridge construction makes this hard to gauge. Access from Northbound Grand to Burnside Bridge is becoming slower and more difficult.”
- “Burnside is used to try and avoid US 26 because US 26 is woefully inadequate on the west side. The Vista Ridge tunnels need to be FIXED/widened. Burnside needs to be fixed/widened. This is not just an induced demand issue. US 26/Vista Ridge Tunnels are not functioning the way they should. If the off ramps and lanes were better designed, it would solve most issues with Burnside. Burnside also needs bike facilities.”
- “Confusing around sandy interchange and Burnside bridge, no left turns downtown difficult to get around.”
- “Do not widen any portion west of I-205 It would ruin too many beautiful homes and destroy irreplaceable historic neighborhoods.”

Congestion and Traffic

- “Gets absurdly backed up, but you know that. BRT please.”
- “The construction on 122nd has caused significant back-ups but as the project is now closing I believe this issue will resolve itself.”

Transit:

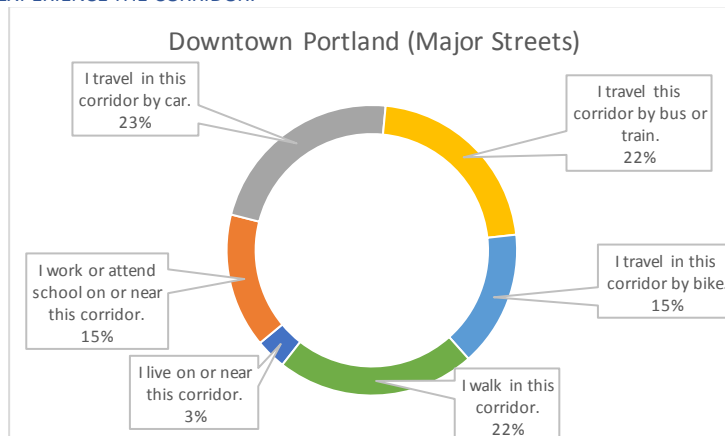
- Better bus service
- Better transit priority and bike access (across the bridge)
- Both a main corridor and very residential: this street would benefit from RAPID TRANSPORT. even an express bus that stops only at the major intersections and runs every ten minutes or better during peak commute times. Burnside takes on lots of overflow traffic every time there’s a problem (accident, construction, etc.) on other routes (e.g. 84). Better rapid mass transit, please!

Safety & Speed

- “Street parking on some areas of E Burnside make it very hard for people to cross or turn left onto from side streets because you can’t see around them.”
- “West Burnside in particular still feels dangerous to cross – especially the NW 15th intersection – the lights turn very slow and the median is bothersome.”
- “Please slow these people down especially at 60th and E Burnside. Just write \$250 tickets for everyone going 20 over speed limit and running reds, you will solve the budget crisis.”
- “Consistently see drivers exceeding the speed limit by 15-20 or more miles per hour; consistently see drivers run red lights.”

DOWNTOWN PORTLAND (MAJOR STREETS)

HOW PEOPLE EXPERIENCE THE CORRIDOR:



DOWNTOWN PORTLAND (MAJOR STREETS): COMMENTS FOR DECISION MAKERS

Respondents cited bicycle and pedestrian infrastructure and safety as a top concern and request for improvement. Congestion as a major concern/issue within this corridor, with many respondents describing their experience with traffic back-ups throughout the day. Challenges parking were cited, as well as the experienced safety, condition of the road and overall cleanliness of the corridor. Some think that there are too many vehicles within the downtown area and would like to see areas closed to traffic (emphasizing transit and pedestrian access). There was strong support for transit, including requests to ‘bury’ the Max and to create a tunnel accessing downtown.

Cyclists and Pedestrians

- “Bike/ped/transit infrastructure and signal priority needs to be the focus, and car parking should be removed if that is what is needed to make dedicated infrastructure a possibility.”
- “Downtown Portland is a nightmare on a bike, although I travel by bike here to work most days. SW Broadway is like a terrifying video game with aggressive/distracted drivers, trucks, and Uber/Lyfts picking up and dropping off passengers all right in or next to the bike lane. Downtown Portland NEEDS safer streets for people (bikes and pedestrians) and dedicated bus lanes at points of regular congestion.”
- “Additional efforts to dedicate transit primacy and bike lanes at certain intersections and lanes (toward bridges or connections) would be very helpful to increase safety and efficiency.”
- “Safety when crossing. There is not enough time for a person crossing to cross in confidence. I have fallen when trying to run across intersections.”

Infrastructure and Design

- “Downtown streets are typically easy to navigate other than during and near community events.”
- “These corridors are significantly inadequate for the volume of traffic that has to travel via them. Also, Public transportation in this area is highly invasive to car traffic.”
- “A mess. Get rid of bike lanes and streetcars which make it confusing. No one from out of town will be able to figure out how to drive through this mess. Used to work downtown 20 years ago and it used to be much better.”

Transit

- “All transit leads easily to downtown. I never drive downtown, it's fantastic! I have several options for getting there, but the rest of the city is not so easily connected.”
- “Work there and commute by train. Love my MAX commute and would love to see MAX service expanded.”
- “I think we really need to get cars off the transit mall. That will solve a lot of problems. Otherwise, not too bad? Is there any way to speed up the MAX so it doesn't take 30 min to cross downtown? Maybe express trains that only stop once in downtown? Am I dreaming here?”

Congestion and Traffic

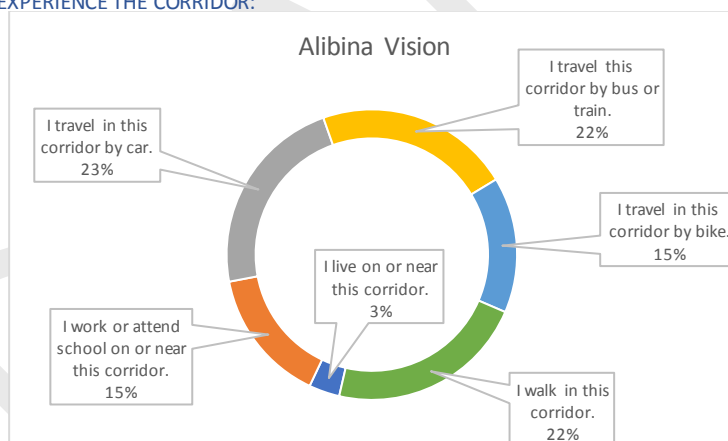
- “Congested and very hard to understand how you maneuver with all the green painted intersections.”
- “Parking is expensive, and there is lots of congestion during the AM and PM commute. Construction in downtown has greatly impacted traffic.”
- “In the morning and afternoons, the traffic can be insane. I almost refuse to drive there, and biking can be problematic with so many impatient drivers.”

Safety and Speed

- “Scooters are hazards.”
- “Too many homeless, not safe.”
- “Portland Police need to patrol more often to catch speeders and red-light runners.”

ALBINA VISION

HOW PEOPLE EXPERIENCE THE CORRIDOR:



ALBINA VISION: COMMENTS FOR DECISION MAKERS

Responses were fairly split between those who were in favor of adding lanes and expanding the corridor, and those comments that expressed strong opposition to funding any expansion or widening. A large number of responses recommended burying or removing the interstate. A similar number of respondents highlighted support for congestion pricing and freight-only lanes as solutions for congestion during peak times.

Connectivity and Infrastructure

- “Have to drive through regularly. I for one am ok with the cap and widen proposals for the Rose Quarter section of I-5.”

- “I-5 should be de-commissioned. We should turn this corridor into an amazing downtown for people rather than a freeway that is inaccessible to people.”
- “Widen that sucker to as many lanes as possible to improve traffic conditions and increase capacity.”
- “Urban freeways are incompatible with our climate and equity goals. I-5 should be turned into a surface street and traffic routed to I-205 and I-405 instead to unlock the East Bank waterfront.”

Congestion and Traffic

- “Unfortunately, I have to be on I-5 to get to Jantzen Beach on a regular basis. Though I live only a couple miles away it can often take an hour. INSANE! I now have had to stop participating in activities in that area from 2-7 pm.”
- “The on/off ramps downtown create tons of traffic. Maybe it’s my east coast upbringing showing, but it blows my mind that freeways and freight trains plow right through a major city, rather than going around or underneath. Seems like the main driver of traffic jams, even at “quiet times” it’s such a jarring transition to go from tight, one-way city blocks to an interstate, and vice versa!”

Safety and Speed

- “On ramps are too short, do not give enough room to get up to speed with traffic causing backups. Off ramps are set up so close to the short on ramps that getting off the freeway is difficult at best without being the cause of an accident or backup.”
- “High speeds in narrow, windy corridor. Seems dangerous. I prefer not to drive this route, and only do occasionally.”

Transit

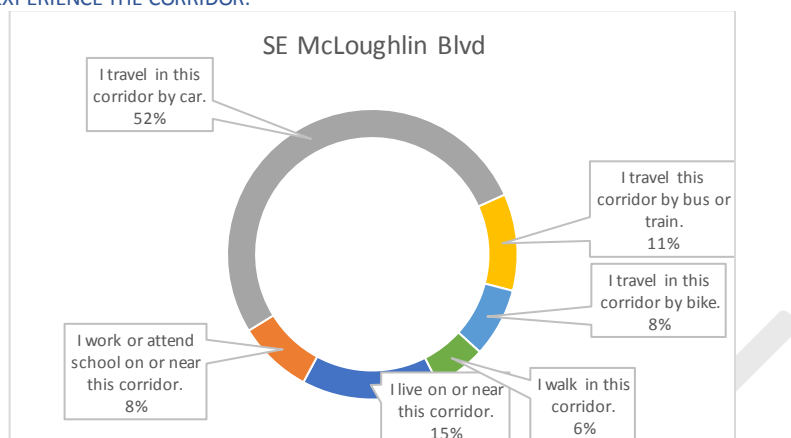
- “I would love if I had faster transit options with fewer transfers for my trip to/from work and I never had to drive. Would totally support burying the freeway while also investing heavily in more frequent transit service.”
- “Express buses with a dedicated lane during peak hours could complement existing transit service to downtown.”

Cyclists and Pedestrians

- “Too many right-hook/left-cross issues with poorly-trained motorists when I’m on foot/bike. Don’t create more car traffic by adding any lanes. Induced demand has been repeatedly proven.”
- “Mostly fine but is a barrier and an eyesore as a pedestrian.”

SE MCLOUGHLIN BOULEVARD

HOW PEOPLE EXPERIENCE THE CORRIDOR:



SE MCLOUGHLIN BOULEVARD: COMMENTS FOR DECISION MAKERS

This corridor gained generally positive reviews from those traveling in personal vehicles, with many commenting that the current state is adequate and is a “workhorse of a road.” Respondents suggested that signal timing could be improved, especially with side streets and crossings, and highlighted that pedestrian and bicycle access felt limited and showed strong support for expanding multi-modal transportation options, especially to Oregon City. Excess vehicle speeds are observed by many who traveled within this corridor and were often referenced as a contributing factor in the corridor feeling ‘unsafe’.

Infrastructure and Design

- “Another major corridor in east Portland that feels neglected”
- “An overpass at Reedway would help access to and through this corridor where there is currently a large gap heading east-west. Lots of potential for housing development and density near the Orange line.”
- “Generally, moves well during the hours I use it frustrated when signals are not coordinated with cross streets.”
- “Not bad to drive on. I won't bike here (too many driveways). Usually my preferred way in/out of outer SE.”
- “This is probably the best part of my commute honestly, when I'm driving. If the Park and Ride at Park and McLoughlin Blvd and at McLoughlin and Tacoma were about 3 to 5 times larger than they are now, more of us would ride the Max into downtown rather than fight with parking. As it is now, there is nowhere on the South East side to park and ride other than parking in someone's neighborhood and hiking to the nearest Max stop. These lots are routinely full before 7:30am daily, along with the next-door Lodge parking lot.”

Cyclists and Pedestrians

- “Between Milwaukie and the Willamette River, the built environment, including the zoning, site design, and streetscape have resulted in uncomfortable and unattractive pedestrian and bike access. The frequent bus has been successful along the corridor. The streetscape in Oregon City has provided better pedestrian and bike conditions. Regarding cars, the traffic tends to flow fairly well.”

- “It would be amazing to be able to bike or walk in this corridor, but right now that is absolutely out of the question-it is only safe for cars and public transit.”
- “Needs bicycle infrastructure - currently a death-trap for cyclists.”
- “99E is *such* a massive barrier to the neighborhoods it bisects. Biking and walking crossings are perilous and few. We should be talking about slowing it down so that we can provide more crossings, neighborhood connectivity and light rail access. This is another road Portland needs to take from ODOT, after Powell and 82nd.”

Congestion and Traffic

- “I have noticed an increase in traffic on this road, particularly southbound as it approaches the 205 freeway.”
- “Just a loaded street -- sometimes I have to come home from NE Portland 4:30-5:30 and it's so loaded up, starting just before the overpass of 99E.”

Transit

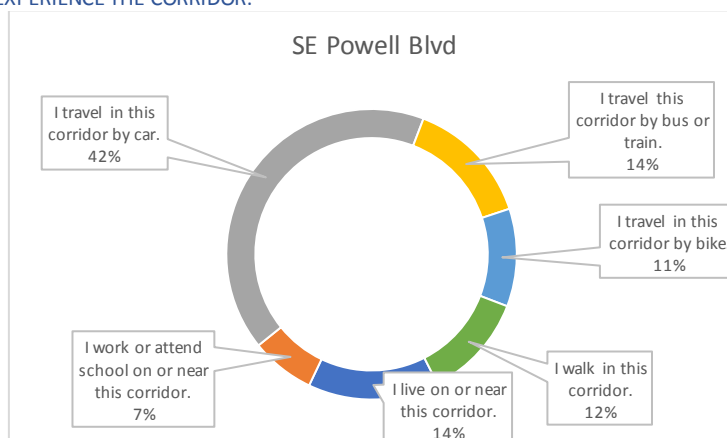
- “Create safer facilities for walking and biking. Promote mass transit along this corridor, extend Orange line to Oregon City.”

Speed and Safety

- “A person risks their life crossing this street. Traffic goes too fast, too many lanes, poor traffic control.”
- “A death sentence for anyone not in a car. Difficult to access the park in Sellwood from the east side.”
- “This is an incredibly unsafe corridor for pedestrians and cyclists. Improvements including protected bikeways, signal timing and speed reductions are needed.”
- “People drive fast on this road. That is fine as long as it is built for that.”
- “The motor speedway of the SE metro area.”
- “Cars go really fast here. There is one part of this that you have to cross/bike on briefly to connect to Sellwood. The N/S greenway has improved to make that safer, but it is still pretty tricky.”

SE POWELL BOULEVARD

HOW PEOPLE EXPERIENCE THE CORRIDOR:



SE POWELL BOULEVARD: COMMENTS FOR DECISION MAKERS

Many respondents would like to see improved bicycle and pedestrian improvements, such as crosswalks/crossings, improved sidewalks, protected bike corridors and better lighting. Many do not feel safe walking, biking or driving within this corridor, due to high vehicle traffic and speeds. Congestion and the movement of traffic was consistently referenced – specifically congestion and back-ups during peak times. Potholes and the general state of the roadway infrastructure was cited by survey participants; as well as strong support for transit only lanes and increased transit infrastructure.

Infrastructure and Design

- “This should be taken away from ODOT, and PBOT should take over the street. Protected bike lanes need to be added to the street. Removing left-turn pockets and TWLTL is the first way to get this room needed. Signalized pedestrian crossings are needed more often, with median islands. Corner radii should be reduced to slow traffic.”
- “An abomination. Needs to get taken over by city and turned into narrow street “
- “Appreciate the new design to increase walkability and safety.”
- “At this stage, I suspect there is nothing that can be done to make Powell flow better while also being safer and more aesthetically pleasant. Any suggestions are helpful “
- “Potholes, Poor signage, dirty; same as 82nd and SE Foster Rd”

Cyclists and Pedestrians

- “Can be a hot mess. Traffic lights need to be timed so that pedestrians get a break in the non-lighted intersections.”
- “Challenging pedestrian area, although the protected crossings are a step in the right direction. “
- “Congested, not walkable. People drive too fast and are aggressive. I am so grateful for the left turn arrows installed at 21st and 26th and the new crosswalks near Cleveland. Such a huge improvement. However, there are just too many cars moving too quickly for it to be as safe as I would hope for it to be. I worry a lot for my car free neighbors walking to Target or Starbucks. I’ve seen people hit more than once.”

Congestion and Traffic

- “A parking lot so much of the day. Crosswalks near Hopworks seem dangerous.”
- “As traffic gets bad around the I-205 interchange and 82nd Ave I travel other secondary corridors and through streets to avoid congestion.”
- “With the addition of the stop light near SE 28th, this has caused a grid lock starting at SE 21st and going on to SE 33rd. One reason is the SE 26th and SE 28th lights are not in sync. Back up each morning and afternoon.”

Speed & Safety

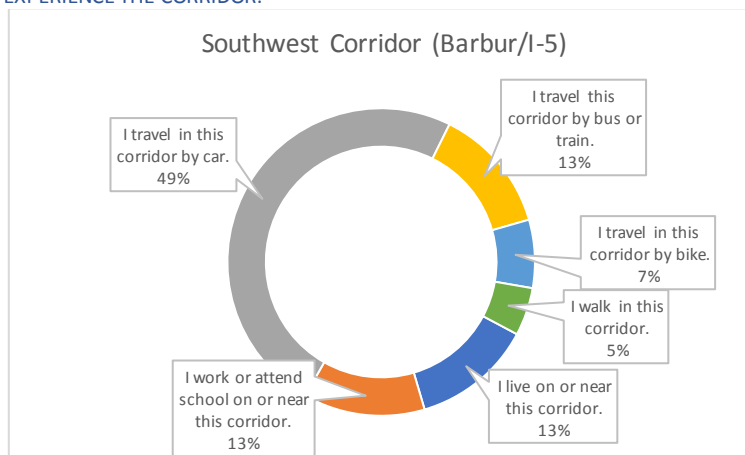
- “Dangerous for my children at Cleveland HS to walk/bike. My husband was nearly killed by a driver running a red light at SE 21st and Powell. PLEASE make Powell safer, slower and more friendly to bikes and peds.”
- “Powell needs to be slowed way down. It feels like a highway.”
- “Slow the traffic WAY DOWN. Especially outer Powell – far east Portland experiences the most pedestrian deaths.”
-

Transit

- “Please include a new Max line on Powell, extending to Mt Hood CC, in the 2020 bond.”
- “I sometimes take the 9 Powell bus or the Blue line MAX, when I need to get into downtown Portland, but it takes an hour to get from east or downtown Gresham to downtown east Portland, longer to west downtown Portland. Can we have an express bus service from, say, Gresham to somewhere near downtown Portland, for those of us who live way out in east Portland or Gresham and have to get into downtown??? Or have the MAX run an express route between Gresham and near downtown Portland?”
- “Bus priority here would be awesome and I'd definitely use way more.”

SOUTHWEST CORRIDOR (BARBUR/I-5)

HOW PEOPLE EXPERIENCE THE CORRIDOR:



SOUTHWEST CORRIDOR (BARBUR/I-5): COMMENTS FOR DECISION MAKERS

A large number of respondents described using this corridor as an alternative to I-5, emphasizing high congestion along this corridor during peak travel times. The majority of respondents felt that this corridor was unfriendly for biking and walking—citing high amount of vehicle traffic, gaps in sidewalks and unprotected bike lanes as key sources of concern. Safety improvements were consistently cited as a key issue for those who use multi-modal transportation options. The recent extension of the transit line was well received by many who experience this corridor, and some would like to see additional transit connections to the PCC campus.

Commented [CB2]: This is confusing—what transit line?

Connectivity and Infrastructure

- “A good alternative to a freeway for getting into downtown Portland.”
- “Have to drive to work daily, would rather than take public transportation.”
- “I used to live here, and frankly, it’s a mess. Sidewalks are inconsistent, ending without warning or being so overgrown and broken as to be unusable. There’s very little public transit (I don’t have a car, so I depend on it). Traffic is horrendous every afternoon as early as 3:00pm with cars trying to get onto I-5 from Barbur, or thinking they’re outsmarting the traffic by driving on one of the smaller residential streets east of Barbur, so those streets end up nearly as congested, but now with pedestrians & their dogs.”
- “I’m filling out this survey because I’m stalling. I have to drive home and know that it’s going to be a disaster out on I5. It only took 20 minutes to get to work, but it’ll take 50-70 to get home.”
- “Buses going into downtown get stuck on Barbur at rush hour because of all the cars in the right lane waiting to get onto the Ross Island bridge, and the bus can’t move over to the left lane until it’s passed the last bus stop. Buses need dedicated lanes in this area.”

Transit

- “#96 express bus is great! Keep it!”
- “Max project should address most issues here.”
- More late night bus availability from exit 290 to Portland. The last bus runs before I’m off work and can only get home by car.

Cyclists and Pedestrians

- “Barbur is I-5 overflow. Dangerous on a bike.”
- “Dangerous. Too much traffic, too fast for bikes. Need more than paint to protect riders.”
- “Has good transit service but poor sidewalk and bike access to transit from the neighborhoods.”
- “I have tried to bike this corridor and there just doesn't appear to be a safe option. So I feel like I have to drive.”
- “Major gaps in pedestrian facilities.”

Congestion and Traffic

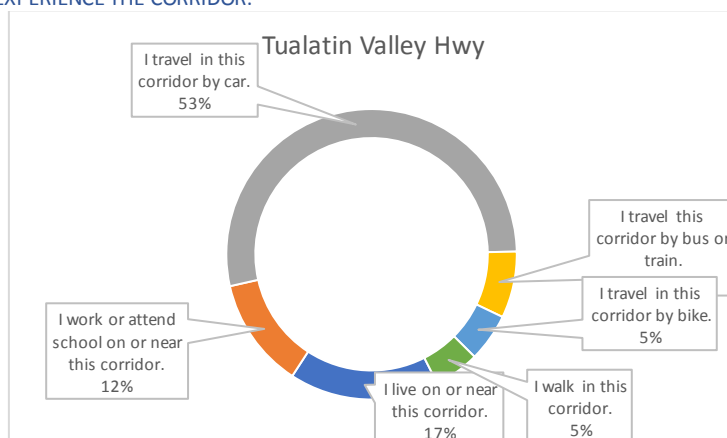
- “Congested primarily with cars and buses as individuals seek an alternative to I5.”
- “Driver behavior is as big a problem as congestion itself. (cutting in, running signals, etc.)”
- “Brutal to travel during rush hours. Heavy traffic most times of day.”
- “This corridor experiences extreme congestion that needs to be mitigated through congestion pricing and transit improvements not freeway widening.”

Speed and Safety

- “Biking is still very scary. I'm best friends with someone who nearly died in a late night hit and run while he was with his bicycle on this corridor. Barbur needs to be fixed.”
- “Barbur is the only flat stretch and access to the SW neighborhood. I risk my life on that road every time.”
- “This is an excellent place to make up lost time from I-5 in my car. I can avoid traffic on I-5. There is no enforcement, and I can drive 60-65mph into downtown without fear of getting caught.”

TUALATIN VALLEY HIGHWAY

HOW PEOPLE EXPERIENCE THE CORRIDOR:



TUALATIN VALLEY HIGHWAY: COMMENTS FOR DECISION MAKERS

Respondents would like to see transit improvements that fall in-line with housing and business development in south Hillsboro. Traffic light timing is an issue for many community members, with a large number of respondents expressing the need for synched lights during heavy travel periods.

Infrastructure and Design

- “Awful road planning. Too many side access routes making it a very dangerous corridor especially through Aloha and Hillsboro. Travelling this corridor through Beaverton is congested with traffic. It's the worst.”
- “TV Highway has become much worse in the 20 years that I have lived here, and even though I drive it every day, it takes longer due to all the traffic lights that contribute to backed-up traffic and slowed traffic speeds.”
- “With all the infill in Washington County, will become impassable before too long, not enough options to get North or South from TV Hwy by anything but car.”
- “There are insufficient public and active transportation options in this corridor where incomes are among the lowest, people of color and seniors are a high percentage of the population. I try to cycle from Forest Grove to Hillsboro and find it dangerous and very unpleasant. There is no Express bus line, either. What do you want taxpayers in this area to do?”

Cyclists and Pedestrians

- “Always busy, a place I wouldn't dream of walking along, let alone trying to cross except at major intersections.”
- “Lacks sufficient lighting and pedestrian facilities. Travel lanes are too wide in portions. Needs more ped. crossings over rail line or other interventions.”
- “Needs bike lanes, badly.”
- “The bike lanes aren't protected & there is a lack of marked crosswalks, despite more & more housing.”

Congestion and Traffic

- “Downtown Beaverton traffic lights are awful. Get the fellow who timed the lights on NE Weidler to help with the timing!”
- “If the lights were timed to go green together and red together traffic would flow much better. Your light goes green but since the next light is still red it’s all just a grid lock and no one goes anywhere.”
- “Had a business on this and the traffic congestion has continuously gotten worse.”
- “I avoid TV Highway whenever possible. It’s so SLOW!”
- “Left turning lane at Murry & TV Hwy (NB to WB) is short signal, causes traffic to back up significantly near Toyota Dealership. Lights not sequenced properly causes slow going traffic.”

Transit

- “Bus service is not frequent enough. It’s only twice an hour.”
- “I live here. I love the fact that the busses come so frequently. However I work swing so if a coworker is late it takes me over 2 hours to get home unless I want to pay 30.00 for a cab”
- “In order to use the MAX line it will need to be extended to Forest Grove, Oregon”

Speed and Safety

- “One of the deadliest corridors in the region for pedestrians.”
- “It’s getting a lot more dangerous. Too much housing going in without regard for traffic.”
- “Pretty good except at intersection in Raleigh Hills, Scholls Ferry, TV Hwy etc. DANGEROUS. NEEDS RESTRUCTURING.”
- “Why do people drive 35 mph in the left lane when the speed limit is 45 mph?”

TIER 1 CORRIDOR COMMENTS: TRANSLATED SURVEY FINDINGS

Three responses were submitted and translated from Vietnamese. These responses referenced potholes and the condition of the road (82nd Ave); support for the design of 122nd and SE Powell but a concern with the traffic and travel delays due to road closures. These responses also shared a frustration about access to parking and the condition of the roadways downtown.

Three responses were submitted and translated from Spanish. These responses highlighted a concern and experience with high levels of traffic during peak hours on Interstate 5 (Downtown), as well as strong support for pedestrian safety, bike lanes, and a request for increased safety at bus stops.

OTHER CORRIDORS NOT LISTED

Survey participants were presented with the opportunity to write in a corridor that wasn’t offered within the full list of Travel Corridors defined within the survey. Consistently cited corridors with key themes included:

Highway 213

- “213 is often a forgotten travel corridor that could use some attention. Many large vehicles share this corridor with cars, motorcycles and school buses every week.”
- “HWY 213 and Beavercreek Rd have a major concern with projected neighborhood development of hundreds of new homes. Need to increase lanes to handle increased traffic before permits and project approvals.”
- “Hwy 213 should be on the list. It is a key corridor that should be addressed as people move further out to be able afford housing. We are creating a situation where those with lower incomes are being forced to spend more time commuting in congested Hwy 213.”

Highway 26

- “Hwy 26 and its connection to I-405. A major bottleneck, with no plan to address.”
- “Hwy 26 at Sylvan is a nightmare going into the city by car!”
- “HWY 26 at the tunnel. Although there are solid double lines. People ride up and switch lanes in the tunnel. This is why the majority of accidents happen. They cut someone off, two cars back have to slam on the breaks causing a rear end collisions. Cameras should take photos and issue tickets.”
- “Hwy 26 into town is a nightmare that is now almost constantly crawling from the Sylvan hill all the way to downtown/405 at all hours of the day. People crawl onto 405 at low speed even though they have their own lane (not merging). Not sure how to speed people up. Perhaps take away the signs that say slow? This road needs to be rethought in a major way.”

I-5: Bridge Crossing

- “I-5 Bridge Columbia River Crossing, congestion. Portland was not built for this much population. Large truck transport of goods needs to go around the city not through it. Trains blocking traffic at intersections near Water Ave., SE 11th. SE 11th, Double Max crossing with RR, you never know how long this will be?? I was 1-hour late to work one morning because of this”
- “I-5 bridge needs to be replaced and fix congestion around Hayden Island.”
- “I-5 bridge to Vancouver needs a light rail or at least a segregated bus lane”

I-84

- “I-84 between 205 and i5 is horrendous most of the time it seems. East Gleason St is also a great opportunity for a biking corridor if a bike lane was added to extend further east than just the Laurelhurst neighborhood.”
- “I-84 between I-205 and downtown needs to have more exits to allow traffic to get on to side streets when there are major tieups. It's absurd that there is no exit on the westbound lanes between I-205 and 43rd. I need to drive this road two or three times a week from Beaverton to Troutdale, and if there was a bypass route I would take it. It's a complete disaster.”
- “I-84 from 205 to I-5: Please for the love of God do something with this insane 6 miles of road to help those of us commuting from the East side avoid 2hr long commutes to get through this massive bottleneck. Raised double decks, widening (impossible I know), something has to be done.”

Hawthorne & Belmont

- “Hawthorne and Belmont Please don't bike on it it freaks all the cars out and safer roads to bike on z it is a narrow and steady corridor but drivers kind of distracted by all the shops and stuff”
- “Hawthorne and Belmont. Buses take up both travel lanes. Too many bikes slowing traffic.”
- “Hawthorne Blvd has narrow sidewalks, even in high-traffic areas; limited safe crossings; lanes too narrow for buses to navigate easily; too much street furniture, especially signs and power/telcom poles; sidewalk ramps that lead into traffic instead of straight into the crosswalk (most of which are unmarked). SE Morrison is too wide, has no crosswalks, traffic is very fast, and buses are forced to make very awkward maneuvers in and out of bus stops.”
- “Hawthorne Blvd has sidewalks that are too narrow in order to dedicate the maximum amount of room for autos, exacerbated by the sheer number of pedestrians on this busy shopping street. There aren't enough crosswalks. 39th avenue needs a scatter cycle for pedestrians badly, and the intersection at 12th avenue is dangerous for pedestrians because of northbound 12th traffic turning right (east) onto Hawthorne. You always feel like you're going to get run down. Also, the lanes are squeezed because of limited space; consequently, the buses almost always have to straddle both lanes in order to travel without hitting parked cars”

TRAVEL IMPROVEMENTS

FOUR TYPES OF TRAVEL IMPROVEMENTS: HOW MIGHT THESE HELP YOU OR YOUR COMMUNITY?

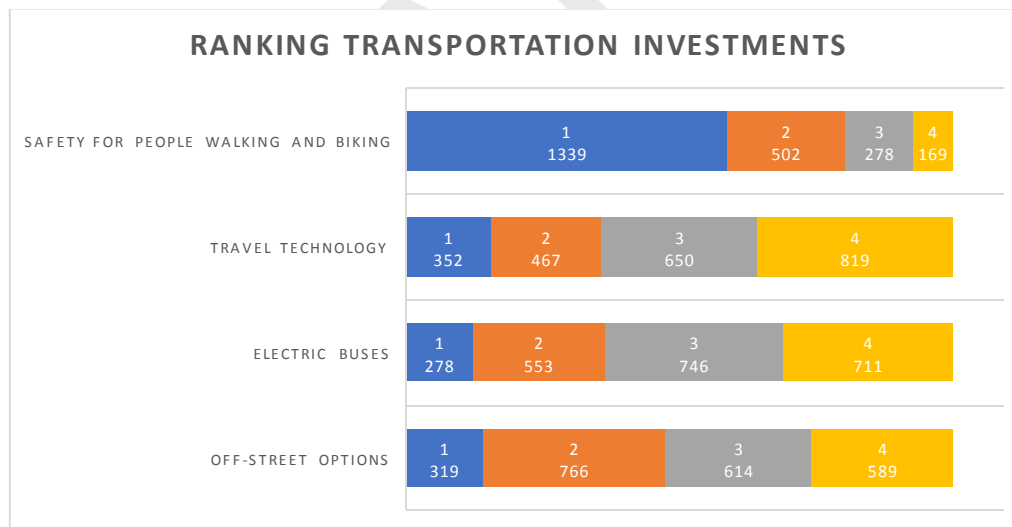
Survey participants were asked to engage with four types of improvements that aim to improve travel. Questions asked respondents to provide personal feedback on each of the improvement areas, with the opportunity to rank the importance of these transportation improvement programs

The four improvement programs (with a list of examples) presented in the survey included:

1. **Safety for people walking and biking** (Examples Provided: Improved sidewalks, safer crosswalks and bike lanes, and better lighting at bus/MAX stops)
2. **Travel technology** (Examples Provided traffic signals that give buses priority; More accessible shared transportation options; WiFi at bus/MAX stops to help find out when the next bus is coming)
3. **Cleaner buses** (Examples Provided replace diesel buses with clean and quiet electric buses.)
4. **Off-street options** (Examples Provided build and connect trails that people use to walk or bike for commuting and other trips)

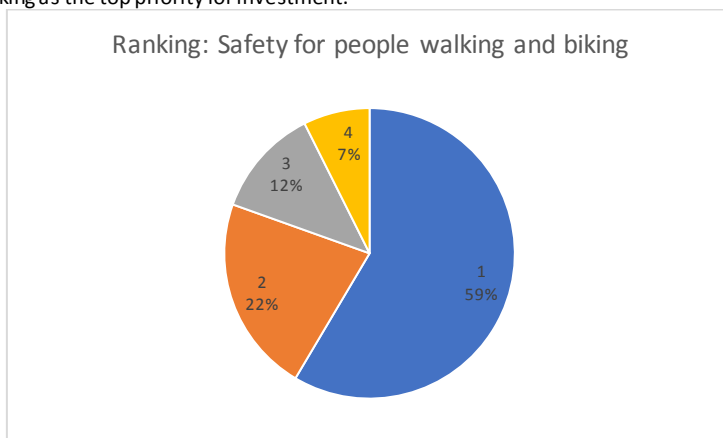
When ranked, survey participants placed Safety as the top priority for investment, with Off-Street Options as the second highest ranked priority. The other transportation improvements options (Cleaner Buses, and Travel Technology) had less of a drastic distinction between rankings.

The graphic below shows the total number of responses per each ranking category for each of the four transportation investment areas.



TRANSPORTATION IMPROVEMENT INVESTMENT: SAFETY FOR PEOPLE WALKING AND BIKING

Ranking: The majority of responses (59%) selected Transportation Improvements supporting safety for people walking and biking as the top priority for investment.



Safety Comments: When asked to describe how this improvement might help your community, survey participants responded with some specific strategies for addressing safety (emphasis on sidewalk improvement, crosswalks, lighting, and protected bike lanes) as well as strong support for the prioritization of bike and pedestrian safety.

A mix of comments expressed hesitation or resistance to the prioritization of funding dedicated to bike and pedestrian over other transportation improvements, and others highlighted that this was less of a concern or priority for their community or neighborhood due to geographic realities and/or commutes.

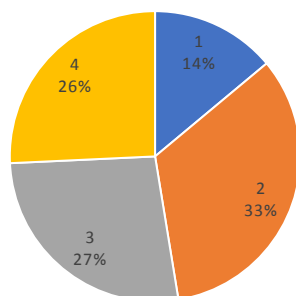
Quotes from Survey Participants: Safety for people walking and biking

- "Completing walking and biking networks would be huge. It would also cost a small fraction of what is needed to expand infrastructure for cars."
- "Doesn't impact my commute at all. I live in West Linn and commute to Beaverton. I would never walk, bike or use transit. My job doesn't allow it."
- "I am a bike commuter and leisure rider, runner, and walker. These are a top priority for me."
- "I would be more likely to take the bus if walking to/from the bus stop nearest my destination were more pleasant and safe."
- "It would be a great help. It does not feel safe to walk when there are no sidewalks along most of the streets in many neighborhoods."
- "Just having functional sidewalks would be a huge improvement. Being able to cross streets without nearly getting killed by other people would be nice. Crossing at convenient spots, and not walking a half mile out of the way for a marked crosswalk would be nice."

TRANSPORTATION IMPROVEMENT INVESTMENT: OFF-STREET OPTIONS

Ranking: Thirty-three percent (33%) of respondents selected Off-Street options as the second most prioritized transportation improvement for the region. Fourteen percent selected this as the most important transportation improvement; 2% of respondents selected this as a 4 (or the lowest ranked priority).

Participant Ranking: Off-street options



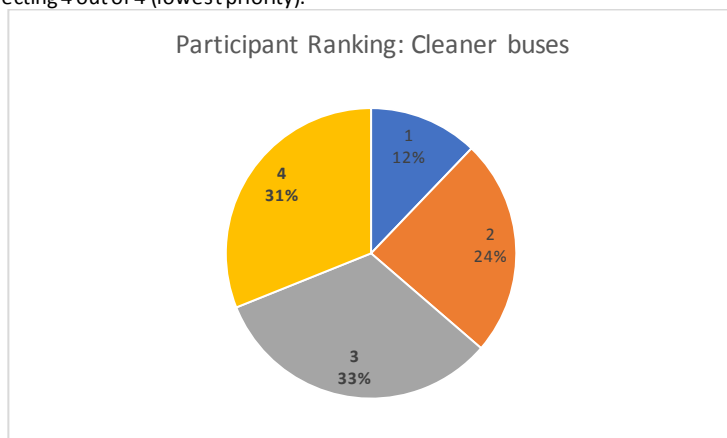
Off-Street Options Comments: When asked to describe how off-street options for biking and walking might help communities, respondents who commented offered a mix of strong support for off-street and protected bike paths –referencing increased bike ridership, the environmental impact of less car-centric trips and more people riding and walking, and an increase in the quality of life experienced within certain neighborhoods as some of the outcomes connected with an investment in interconnected off-street options. A number of comments expressed concern around the safety of off-street trails –specifically referencing homeless camps and lighting as factors that would deter them from using off-street facilities. Out of those who felt the off-street options were not a critical transportation improvement, several referenced safety and enforcement of safety as a major barrier to use (again referring to homeless populations and camping along off-street corridors).

Quotes from Survey Participants: Off Street Options

- “Bike routes where people don’t have to worry about cars would make us safer and encourage more people to bike instead of drive.”
- “Active transportation networks integrated into transit networks greatly expand the usability of the transit network. In climate and air quality terms, it also has the largest cumulative effect in reducing emissions.”
- “Fighting cars for space is a losing battle that usually ends up with pedestrians or bicyclists dead. Please do this.”
- “Anything that provides a separate and protected pathway for peds and bikes from vehicular traffic is a step and roll in the right direction. Accessible access to the region shouldn’t rely on a personal vehicle.”
- “Again, a very minimal consideration when trying to reduce the growing traffic congestion problem. Very few people as a percentage of commuters and motoring public will change their behaviors. And this is Oregon, it is cold and rainy and folks will not ride their bikes yearround.”
- “Currently these draw homeless populations, while I want to support this, we should put money into supporting homeless and to maintain what is there before expanding new ones.”
- “Help us be more active but unless you keep them clean and safe people won’t use them. Our trails are blocked by campers who set fires and harass people who go by. I refuse to use them even though we love walking places. Until our cities prioritize citizen safety and cleanliness we will continue to use our cars daily.”
- “Almost all the trails in Portland are used by homeless camping. Crime and garbage are overwhelming. Building more would be a waste of money.”

TRANSPORTATION IMPROVEMENT INVESTMENT: CLEANER BUSES

Ranking: Responses placed electric buses within the bottom two priority levels—with 33% selecting a 3 out of 4, and 31% selecting 4 out of 4 (lowest priority).



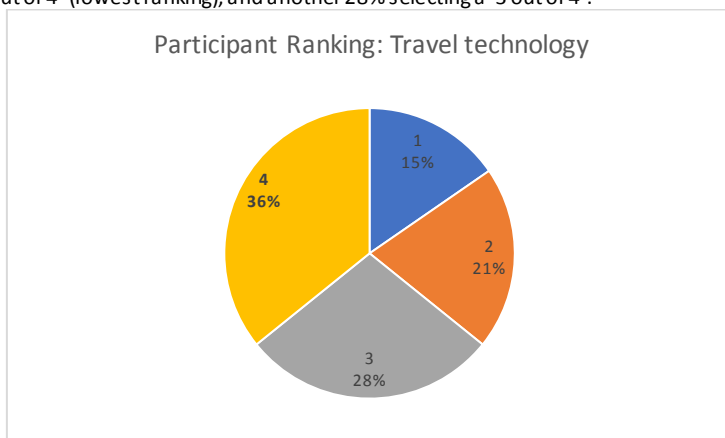
Electric Buses Comments: When asked to describe how electric buses might help or benefit their communities, the majority of people who chose to comment expressed strong support—referencing improvements in air quality and health as a top benefit, as well as a reduction in noise pollution and environmental impact (long-term). Those comments that expressed a hesitancy or resistance to electric buses cited a desire to see investments directed to improvements that they saw as a greater priority—such as frequency, availability, and cost of public transit options.

Quotes from Survey Participants: Electric Buses

- “Electric buses would be great for the broader Portland area’s air quality!”
- “For this I am primarily concerned about my daughter who goes to daycare on 6th Ave. It is highly worrying to think about the diesel fumes the toddlers are breathing during their playground time.”
- “Asthma rates are very high among children in my neighborhood. We need to electrify our bus fleet.”
- “That would be great!. It’s really hard to hear on the bus if you have hearing issues. Also the breathability would be much better.”
- “Anything that reduces air and noise pollution will make for a safer community.”
- “Although this is a great idea environmentally, I don’t think this should be a major focus. The primary focus should be on upgrading roads, and having more buses that reach more residential neighborhoods. Cleaner buses would be a great idea once we had enough buses.”
- “Can’t justify the cost and impact on the environment to produce, maintain and dispose of the batteries”
- “Not a priority, increase service frequency and add bus rapid transit/signal priority/HOV lane access before spending money on upgrading the fleet. People aren’t going to take the bus because it’s electric, they’ll take it because it’s fast and reliable.”

TRANSPORTATION IMPROVEMENT INVESTMENT: TRAVEL TECHNOLOGY

Ranking: Responses placed travel technology within the bottom two priority levels, with 36% of respondents selecting a '4 out of 4' (lowest ranking), and another 28% selecting a '3 out of 4'.



Travel Technology Comments: When asked to describe how travel technology might help or benefit their communities, the majority of people who commented expressed support—referencing specific technological improvements that could increase the reliability and frequency of busses and transit options (specifically, bus priority lanes and transit-only signaling. Responses were mixed between support for wireless internet, not seeing it as a top priority, and some strong resistance (specifically, that wireless internet service should not be subsidized by taxpayers). Several comments expressed strong opposition to services such as Uber and Lyft which they saw as contributing to more cars on the roadways and in turn increasing environmental crisis and climate impact. Others felt that busses were not the answer, and that most people would continue to use single occupancy vehicles, and in turn transportation investments needed to focus on more lanes and easier commutes/travel options for cars.

Quotes from Survey Participants: Travel Technology

- “Anything to make transit more reliable and efficient would be greatly appreciated. More people need to use transit - climate change is here!”
- “Bus priority (including signal priority and enforced, dedicated bus lanes!), protected bike lanes, better tracking/arrival time info at stops, more speed/red light enforcement via camera.”
- “As a transit user, prioritizing buses through lights would be huge. WiFi would also be great, especially for lower income people who may have limited data, but does nothing for those without smart devices.”
- “Every bus and MAX stop should have an electronic reader board that already displays when the next bus or train is coming. Don't put that burden on people.”
- “Bus priority will work. Is accessible shared transportation options code words for Uber? No thanks. Wifi at transit stops - not worth the effort or money.”
- “I like the traffic signals for buses. People don't yield for buses, and competing for space adds to gridlock and is unsafe.”
- “I would LOVE to take the bus to work but currently it takes almost twice as long as driving and I can't justify that time expense. Anything you can do to make transit faster is a huge benefit in my opinion - allowing more people to take the bus instead of cars and promoting walking and more community on our streets! I don't personally see wifi at bus/max stops as a high priority.”

- “I don’t understand why tax payers would pay for free WiFi at max stops. There are plenty of other avenues to know when the next bus or light rail will arrive. I feel that WiFi will only cause the homeless population to start camping out at stops causing them to become even more dangerous.”
- “Busses are useless. How am I to drop kids at daycare & change busses multiple times to get to work? Also, I need to be able to get to appointments that are work related.”
- “Busses do not deserve priority. WiFi paid for with tax dollars is ridiculous. Build more roads.”

BASED ON YOUR EXPERIENCE, IS AN IMPORTANT KIND OF IMPROVEMENT MISSING?

More than 1,000 participants responded to this open-ended invitation to describe specific transportation improvements that they felt were missing or not-represented in the survey options.

The majority of responses supported improvements that increased the frequency, reliability, and enjoyability of using public transportation. These improvements included prioritizing bus/transit only lanes and supporting a focus on safety/security. A large number of comments also encouraged congestion pricing and tolling—recommending a combination of incentives and disincentives for people to shift from a reliance on single occupancy vehicles. Other comments asked for strategies that prioritized addressing the reality and presence of unhoused or houseless populations along corridors and next to transit stops.

A selection of comments for each of these three major themes are included below:

Public Transportation: Frequency and Availability of Transit Options

- “Additional Max routes, while biking is great, not all are physically capable of doing so and busses are so slow they are almost a non option. Except for rush-hour driving is still the quickest way around the city and unless that (and rising housing costs) change, more and more people will continue to drive cars.”
- “Adding more transit lines and increasing frequency.”
- “As I said with respect to travel technology, we need more than wifi/priority signals. We need to make it such that people would prefer to walk/bike/take public transportation than get in their car. This is important for the sustainability of our planet and communities.”
- “Making dedicated bus lanes on priority corridors during rush hour, doing congestion pricing to encourage a shift. Investing in this infrastructure is also important for disadvantaged communities. They often don't have the ability to drive everywhere. So instead, they are stuck on buses that probably doesn't come frequently enough, that they got to after walking through an un-pedestrian friendly part of town, that is now stuck in traffic because all the privileged people are in their cars because taking the bus is not an attractive option...I feel lucky for living in a fairly accessible part of town. We need everyone to feel that way.
- “Unfortunately, it is again the disadvantaged, that live in communities that aren't safe for pedestrians or bikes. There are too many accidents caused by cars going too fast. We need to help everyone feel safe walking, biking. And we need to want people to love public transportation. Focus on investing in this, not roads.”
- “Bus-only lanes are cheap and would improve commute times for riders. Faster busses would definitely increase ridership (which would lower car traffic). It's a virtuous cycle.”

Congestion Pricing, Tolls & Incentives

- “All of the above are carrots, but we also need some sticks so that driving is not so cheap and easy. Parking should never be free, and taxes to own a car and buy gas should be very high. People who own cars think that it is cheaper and quicker to drive somewhere in town instead of taking the bus. This needs to change. The bus should be the cheaper and quicker option.”
- “Congestion pricing to reduce congestion and car free streets and plazas to encourage more walking and biking are missing.”
- “congestion pricing. dedicated lanes for bus/transit, dedicated protected bike lanes, dealing with last 1/2mi issues to connect to transit system, freeway caps to mitigate environmental, noise and neighborhood impacts, increasing share of transportation network dedicated to bike/peds, reducing share dedicated to automobiles.”
- “Tollbooths for WA residents coming to Portland should be set up before Oregonians spend more taxes on our roads to accommodate WA drivers.”

- “Incentivize large employers to shift employees to different locations to be closer to home and minimize travel (I think Key Bank did this in Seattle in the mid-90s).”
- “Carpooling, mandatory school buses (clean electric) for schools to transport children/teens thereby reducing cars to drop off and pick up kids.”
- “Get employers to provide transit as a paid benefit, for reliable transport.”
- “Incentives from employer”
- “These options are good, but I don’t see any emphasis on providing incentives for employers to offer commute flexibility that would allow workers who drive to work to simply shift their schedules to avoid being on the system during the AM and PM peaks.”

Strategies to Address Unhoused Populations & Physical Appearance of Corridors:

- “YES...dealing with the HOMELESS ISSUE. This impacts our lives, neighborhood and safety on a daily basis. People will continue driving as long as they don’t feel safe on our streets.”
- “The buses and trains are not very clean. I don’t know how often they are cleaned, but it needs to be more often particularly given the homeless who hide out in the trains. (nothing against the homeless, they just tend to not be very clean)”
- “Get more fare inspectors to get homeless and people with pets and fare jumpers off transit!”
- “Providing trash receptacles and cleaning the garbage from homeless camps would be a big improvement psychologically. Every step I take I see microtrash, needles or larger garbage. It is depressing to see this much garbage in my neighborhood everyday when I walk.”
- “Effectively dealing with homelessness and crime along transportation corridors.”
- “Yes, more safety should be provided on our mass transit options. I will not regularly take the bus or max because of multiple unsafe experiences that I have had on our transit system. Examples include being harassed on the max without anyone there to stop it, being harassed on the bus and being told by the driver that he would eject me along with the harasser when I complained. Riding transit with crazy/homeless/druggies does not make for a good experience and being a sexual minority I am harassed in public regularly just because people view me as an easy target. I drive most places to feel safer from these people and will not ride transit regularly until someone is present on all buses and trains to ensure commuter’s safety.”
- Narrow large streets, remove lanes, add trees. Create a pleasant walking environment.

Regionwide Program Concepts

Task Force Values	Pg #	Safety	Investments that Support Communities of Color	Easier to Get Around	Resiliency	Clean Air, Water, and Healthy Ecosystem	Economic Growth	Leverages Regional and Local Investments
Safe Routes	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
Safety Hot Spots	4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
Active Transportation	6	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
Smart Cities	8			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Air Quality	10							
Main Streets	11	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Better Bus	13		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
EV School Bus	15					<input checked="" type="checkbox"/>		
EV Transit	17		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
Student Fares	18		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Housing Fares	19		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Placemaking	21		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Community Strengthening	23		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Multi-Family Housing	25		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Equitable TOD	26		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>
Corridor Planning	28	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Regional Transportation Investments

Program Concept: Safe Routes to Schools

Purpose and Need:

Metro's Regional Safe Routes to School (SRTS) Program supports both safety project and programming investments to make it possible for all students to get to school and travel around the community safely, affordably, and efficiently by walking, biking and taking transit. The program funds both infrastructure improvements, such as traffic safety projects near schools, and programming to encourage walking and biking and teach students how to walk and bike safely.

Safe Routes to School investments help students get their daily physical activity and support improved classroom learning. By reducing car pickups and drop-offs, Safe Routes investments also reduce congestion. Nationally, school travel accounts for as much as 14% of car trips during morning rush hour.

In 2016, Metro assessed the needs and opportunities in the region's 17 school districts and identified pressing needs and inequities. Two thirds of school districts reported funding as the primary challenge to implementing Safe Routes to Schools infrastructure improvements; and 83 percent of districts named traffic safety as the primary concern for students walking and biking. In addition, schools with more than 50 percent of students on free or reduced lunch see a 30 percent higher rate of collisions within 1 mile of the school. Targeted education and encouragement activities at historically underserved schools and increased funding for safety improvements across the region could drastically improve conditions for students to walk and bike to school safely.

Metro's Regional Safe Routes to Schools Coordinator manages a grant and technical assistance program and works with local, state and national partners in the region to strengthen and coordinate programming. The existing grant program (\$900,000 over 3 years between 2018-21-) provides funding for education and encouragement activities led by local coordinators around the region, with a focus on Title 1 schools serving low-income students. In the first allocation cycle, there were twice as many requests for funds than Metro could fulfill.

Metro's Safe Routes to Schools program provides much needed additional funding for traffic safety projects near schools, such as crosswalks and signals, as well as safety programming at Title 1 schools, where there is an increased likelihood of serious crashes and fatalities. Culturally specific and sustainable programming requires long term investment in building trust and relationships with school communities. Increased investment in this program could support dedicated staffing at the county, city, and school district levels for optimum coordination and implementation of Safe Routes program activities. These investments are focused on supporting children's routes to schools, but invest in projects that improve safety and often first and last mile access for anyone walking or biking in the neighborhood, including the very old and the very young and those living with disabilities.

Task Force Values: Significant progress toward zero deaths and permanent injuries in all modes of transportation, especially among vulnerable community members, including seniors, youth and people with disabilities; significant safety investments in areas where people of color and people living with low-incomes live; improves safety outcomes in areas where people of color live; overall increase in transportation options in areas with a high proportion of people of color; makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region; overall decrease in vehicle miles traveled; overall decrease in greenhouse gas emissions that meets the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment

Possible Cost: \$5 million/year

Scale: 8-10 smaller grants/year=\$4 million; complete intersection treatments can increase the cost significantly, likely driving the cost to closer to \$1 million per project

Challenges:

- Need to align investments with ODOT's Safe Routes to School Program, which has grown significantly with the implementation of HB 2017.
- Not all schools have defined project lists; Metro could expand the existing technical assistance program to work with districts and jurisdictions on project development.
- Need to ensure that local school districts are consulted and brought in to both the project and programming development processes.

Considerations

- The most effective model for Safe Routes to Schools is pairing capital investments with education and encouragement for schools, teachers, parents and students.
- New funding could be integrated into Metro's existing regional Safe Routes to Schools program and grant structure, perhaps by expanding the program to include capital investment grants for local jurisdictions.

Regional Transportation Investments

Program Concept: Safety Hot Spots

Purpose and Need:

Metro's safety program aims to reduce death and serious injuries from traffic crashes. Using crash data, Metro has identified both high injury corridors and high injury intersections in the region in order to identify and prioritize needed safety investments. This program would invest strategic capital projects in key high injury "hot spots" to improve safety for all users.

While many of the region's most serious safety concerns are on T2020 priority corridors, there are still many pressing safety needs on other roadways across the region. These locations, either in a single place or in clusters along a roadway, are often referred to as safety "hot spots." Localized, targeted low-cost investments in hot spots can reduce crashes, injuries and deaths. Examples include adding signals to crosswalks, re-striping intersections to slow and control turning movements, constructing medians, and reconfiguring streets to manage speeds. These safety investments, depending on where they are, have been shown to be particularly important for communities of color, who are more likely to be hit or killed on our roadways, and our most vulnerable residents, including the very old, the very young, and those living with disabilities. They also increase first and last mile access to transit, by helping make it safe for people to walk or bike to transit stops. While ODOT administers a federal program to address hot spots, there is not enough funding to meet the need, particularly in the Portland region.

A Safety Hot Spot program would provide grants and technical assistance to the transportation agencies for small, strategic capital improvements to address safety needs. Metro staff and local jurisdictions would identify projects and solutions using a data-driven approach, relying on local, regional and state transportation safety plans, analysis of the most current crash data and tools such as the Highway Safety Manual. Local jurisdictions would need to put forward a proposal to Metro that demonstrates uses cutting-edge safety treatments and addresses the key needs based on available data. The T2020 Safety Hot Spot program would coordinate with and complement state and local programs. Typical grant amounts could range between \$500,000 and \$3 million.

Task Force Values: Significant progress toward zero deaths and permanent injuries in all modes of transportation, especially among vulnerable community members, including seniors, youth and people with disabilities; significant safety investments in areas where people of color and people with low-incomes live; improves safety outcomes in areas where people of color live; overall increase in transportation options in areas with a high proportion of people of color; makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region; overall decrease in vehicle miles traveled; overall decrease in greenhouse gas emissions that meets the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment

Possible Cost:

\$10-20 million/year

Scale: Eligible projects \$500K-\$3M= 4-15 projects/year

Challenges:

- One challenge with a data-driven program is that there can be up to a 2-year time lag with crash data from ODOT's crash data analysis. Metro will work with transportation agencies to use the most current crash data available. Also, crash data tends to under-report pedestrian and bicycle crashes; Metro will

take that into account when analyzing data.

Considerations:

- A majority of high injury corridors pass through areas with higher concentrations of people of color, people with low incomes and English language learners. By investing in areas with traffic safety and equity needs, there is an opportunity to meet multiple goals.
- Currently, some regional traffic safety funding needs are being met through the Regional Flexible Funds Allocations (RFFA) or ODOT grant programs. Staff would coordinate a T2020 Safety Hot Spot program with future RFFA processes to leverage federal funding and streamline the various grant application processes.
- Safety investments in the roadway usually improve walkability and livability in a neighborhood.

Regional Transportation Investments

Program Concept: Active Transportation Regional Connections

Purpose and Need:

Equitable access to affordable and safe transportation options are key to meeting community and regional goals. The regional pedestrian and bicycle networks are planned to provide safe, direct and comfortable access to transit, town centers, employment, education and daily needs. As a region, greater Portland has made great strides towards filling sidewalk gaps, creating safe crossings, and building bikeways and access to transit. However, we must invest in infrastructure to eliminate barriers to people being able to walk or bike for transportation. Many of the gaps in the region's active transportation networks are not within the T2020 corridors but are spread across the region.

An Active Transportation Regional Connections program could provide grants and technical assistance to transportation agencies for critical connections in the regional pedestrian and bicycle networks. These kinds of critical connections are typically more complex and expensive to construct; they may cross jurisdictional boundaries and involve multiple agencies. Pedestrian and bicycle bridges, missing segments of multi-use paths in built-up areas, and separated bikeways on high crash corridors are examples of these types of projects. Grant amounts could range between \$1 million and \$15 million depending on the complexity of the project.

Task Force Values: Significant progress toward zero deaths and permanent injuries in all modes of transportation, especially among vulnerable community members, including seniors, youth and people with disabilities; significant safety investments in areas where people of color and people living with low-incomes live; improves safety outcomes in areas where people of color live; overall increase in transportation options in areas with a high proportion of people of color; makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region, overall decrease in vehicle miles traveled; overall decrease in greenhouse gas emissions that meets the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment

Possible Cost: \$10-20 million/year

Scale: Eligible projects \$1M to \$10M = 2-5 projects/year

Challenges:

- Many of the region's remaining critical active transportation gaps, such as bridges or multi-use paths in corridors where there isn't a lot of excess space, may be quite expensive to address. Another challenge is that some projects need additional planning and development to address feasibility issues before funding for construction. Lack of funding for planning and development has been a persistent road block in completing large, complex, active transportation projects.

Considerations:

- Currently, some active transportation project development needs are being met by federal Regional Flexible Funds Allocations (RFFA); however, many of the more expensive projects would not typically be funded through this program. Staff could use the RFFA program criteria as a starting place to develop criteria for T2020 program funding, and coordinate with future RFFA processes to leverage federal funding and streamline the various grant application processes.

- Transportation agencies have completed a considerable amount of planning with each other and Metro to identify regional active transportation projects. A pool of projects, drawn from the Regional Active Transportation Plan, are identified in the Connected Corridors and Centers document developed by Metro in May 2017.
- The program guidelines could prioritize projects in equity focus areas.

Regional Transportation Investments

Program Concept: Smart Cities

Purpose and Need:

Emerging technologies like autonomous vehicles and car, bike, or scooter sharing can help decrease congestion, reduce pollution, and give more people access to healthy and affordable transportation options. People increasingly rely on smart phones and Internet access to learn about these new options, as well as to plan trips by transit, bike, and car. In order to deliver on the potential of new technologies, our region needs to work with new transportation services to pursue outcomes that benefit the public good, not just the private sector, and that make technology accessible to everyone, and develop tools to manage and plan for new options. Emerging transportation services can help complete “last mile” connections to transit centers, and when executed with a focus on the public good, rather than private gain, can help provide new options in underserved areas or for people living with disabilities or who are otherwise uncomfortable using more traditional “last mile” options.

Metro’s Emerging Technology Strategy (2018) identifies steps that Metro and our partners to take harness new developments in transportation technology to create a more equitable and livable region. A T2020 Smart Cities program could build on that success by: 1) Funding pilot projects that explore new opportunities to keep our region moving, such as new car share or shared ride services in communities that lack good public transportation options or subsidizing shared bicycles and scooters in communities with underused bicycle infrastructure; 2) Improving access to emerging technology for communities of color and other underserved groups, including facilitating wi-fi access, creating strategies to access cash-based payment options, and offering education; and 3) Developing tools and resources to help public agencies monitor and manage new transportation services.

In 2018, Metro launched the new Partnerships and Innovative Learning Opportunities in Transportation (PILOT) program and allocated a modest \$150,000 to four strong projects that focused on providing equitable access to emerging technology, but the program was unable to meet all of the demand in the region. Metro received requests for well over three times the funding available. New and increased funding would build off the successes of and the lessons learned from the initial PILOT program and would allow the program to invest in additional capital projects.

Task Force Values: Creates a more interconnected transit system and the reduces impact of congestion on transit; makes it easier for people of all ages, abilities, and income levels to access the transportation system and move around our region; improves roadway and transit reliability, supports investments to increase opportunities for low-income Oregonians

Possible Cost: \$3M/Year

Scale:

Pilot Grants: \$25k-\$1 million/year=1-10 grants/year

Data Acquisition and Analysis: \$250-500K/year

Policy, Tool, Resource Development: \$200K/year

Challenges:

- Public-private partnerships would be central to this program. These partnerships can provide a cost-effective way to create public sector benefits, but they require a more thorough analysis of risks and allocation of responsibilities between the public and the private sectors.
- Technology is evolving rapidly, which creates some uncertainties for any smart cities program. This program would need to be designed to focus on outcomes, instead of on specific technologies that may arrive more slowly than anticipated or soon become obsolete.
- Some of the concepts that could be part of this program, such as providing wi-fi on corridors, represent a significant new role for Metro and could create administrative challenges including security, maintenance, and privacy concerns.

Considerations:

- Metro has limited information on how new transportation options like ride-hailing and car sharing are impacting our region. The companies that operate these services are not always willing to share data with public agencies. However, Metro and our partners are investing in new data tools and resources that can guide our investments in emerging technologies.

Regional Transportation Investments

Program Concept: Air Quality Monitoring

Purpose and Need:

As Oregon's population grows, so do the human activities that contribute to air pollution. Not only are more vehicles on the road, but there are more people mowing their lawns and burning wood fires. Low gas prices mean that more people drive larger, less fuel-efficient vehicles. Emissions from these sources accumulate in our air, pointing to a greater need to monitor air pollution region-wide, but also at a localized scale.

Oregon Department of Environmental Quality (DEQ) collects air pollution data around the state, and publishes this data on a public website: the Air Quality Index. DEQ's Air Quality Annual Report contains additional information on air quality monitoring and pollutant concentrations in Oregon, by region and by pollutant, but not at a corridor or neighborhood scale. Multnomah County and City of Portland have also convened partners and undertaken local actions address air pollution, with the City leading an effort to test air pollution sensors for the purposes of local air quality monitoring.

Task Force Values: As this program is a monitoring program only, it does not directly impact any of the values that the Task Force has identified. Instead, it could provide additional information that might lead to additional policy and funding actions that would align with Task Force values.

Possible Cost: \$1 M

Scale:

Air Quality Monitoring Staff: \$200K

Data Collection and Analysis Staff: \$200K

Data Acquisition and Development: \$200K

Contracts with local governments: \$400K

Challenges:

- Metro does not currently monitor or collect air pollution data and relies on reports and information published by DEQ. Metro conducts limited regional modeling of transportation emissions for the purposes of complying with federal and state regulations, and would need to work with partners to expand its role in this area. To stand up this program, Metro would need to hire an air quality expert to oversee the monitoring program, and invest resources for data collection and data analysis. Metro would most likely contract with DEQ and/or local jurisdictions for some of the work.
- Jurisdictions collect air quality information from diverse sources, including citizen-owned sensors. There is risk that Metro could not get enough reliable and consistent data to conduct the special modeling.

Considerations:

- Metro might duplicate DEQ's existing air pollution monitoring efforts, although Metro could potentially complement DEQ's efforts by conducting additional spatial modeling.
- Given a significant investment in staff and other resources, spatial modeling would allow Metro and partners to evaluate scenarios at a grid-like scale and provide information about where pollution, by pollutant, is projected to be most highly concentrated. This could inform pre-emptive pollution and exposure strategies.

Regional Transportation Investments

Program Concepts: Main Streets Revitalization

Purpose and Need:

Main streets are at the center of neighborhood life and vibrant downtowns, with local businesses, key transit routes and community activity all within walking and bicycling distance. The 2040 Growth Concept defined centers and main streets as places with a traditional commercial identity, good access to transit, a strong sense of proximate, walkable neighborhoods and greater density.

A T2020 Main Streets program could provide grants and technical assistance to cities and counties for improvements to main streets and centers that are not situated within the T2020 corridors. Projects could either rehabilitate existing downtowns or help develop a downtown main street where one doesn't exist. Improvements could include sidewalks and sidewalk buffers and other investments to improve safety. Other eligible improvements could increase transit access and reliability in a downtown setting, like seating and other amenities at transit stops, enhanced pedestrian crossings, bikeways, pedestrian scale lighting, street trees and vegetation, street seating, art and other placemaking elements. Grant amounts would typically range between \$3 and \$5 million depending on the length and complexity of the projects and whether they are phased.

As the region's downtown centers grow and change, they need investments that give people transportation options and promote vibrant and healthy public spaces. Every city and county in greater Portland has one or more center or main street, but many struggle with deferred maintenance, safety concerns and limited capacity for transit. When main streets are inadequate to support planned land uses, businesses, housing and other development stagnate. This new program presents an opportunity to invest in centers and main streets, while hopefully improving safety, first and last mile access, and supporting existing businesses, while other investments are being made in corridors.

Task Force Values: Significant progress toward zero deaths and permanent injuries in all modes of transportation, especially among vulnerable community members, including seniors, youth and people with disabilities; increase in number of corridors in the region with efficient and safe multi-modal options; makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region

Possible Cost: \$5-10 million/year

Scale:

Eligible Projects \$2 million-\$5 million= 2-5 projects/year

Challenges:

- There would be few challenges to administering this type of program. Metro has long supported investments in main streets, like the Boulevards program funded with Regional Flexible Funds, and the Complete Street program that has provided transportation design guidelines for main streets for over 20 years.

Considerations:

- Currently, some main street funding needs are being met through Regional Flexible Funds Allocations (RFFA). Staff could create criteria for the Main Streets grants, building on the previous Boulevards RFFA

program, and coordinate with future RFFA processes to leverage federal funding and streamline the various grant application processes.

- The T2020 Main Streets Revitalization grants could coordinate with and leverage investments from other Metro grants and programs that support planning, development and revitalization of downtowns and main streets, including 2040 Planning and Development grants, Community Placemaking grants, Transit Oriented Development, investments in affordable housing, and downtown revitalization and livable streets and trails guides.
- Investments in Main Streets can serve multiple purposes such as improving traffic safety, encouraging more people to walk bike and take transit, neighborhood revitalization, equitable access to and creation of community space, green streets, and enhanced personal safety.

Regional Transportation Investments

Program Concept: Better Bus

Purpose and Need:

As our region grows and congestion increases, people need reliable transportation options to get to their jobs, homes and daily activities. Transit could be a viable option for many, but currently, buses are often caught in the same congestion as personal vehicles. Random delays, many caused by traffic, make it hard for buses to stay on schedule, so the waiting time may be worse than published. This can lead to cascading delays all along the bus line that stretches across the Metro region, far from where the original delay occurred. Delays have major impacts on people's daily lives. People who need to arrive at work on time, or who need to pick up kids from daycare or school, can't afford the risks of using an unreliable transit system. Even when we invest in increased service, delays make transit a less desirable and efficient option, either leaving people stranded, late to work, or choosing to drive a personal vehicle instead.

Just as a delay on a single route can make travel unreliable across the system, local improvements in reliability can have a positive regional impact. Better Bus is a set of small, strategic, capital investments to improve transit capacity, reliability and travel time along major service bus lines that are relatively low cost to construct, context sensitive and able to be deployed quickly. Better Bus actions include changes to the design and operation of streets and signals to increase bus speed and reliability. Larger Better Bus investments could also include changes to transit vehicle fleet, station equipment and operation systems typically owned and operated by TriMet and Smart. The Better Bus program is a good return on investment because it requires a relatively moderate amount funding that can result in a much improved transit experience for bus riders. These investments are likely to serve two goals in the region: improving the experience and efficiency of riding the bus for existing riders, who we know are more likely to be disproportionately older, lower-income, people of color and people living with disabilities, and making transit a more desirable option as compared to driving alone, decreasing congestion and reducing our air pollution and greenhouse gas emissions.

In 2017, Metro and TriMet launched a \$5M pilot program to provide design technical assistance to implement enhanced transit projects region wide. This data driven program used bus delay, travel time and ridership information to determine where there was the greatest need, and then concentrated investments in those areas. A total of 38 projects were submitted for consideration, and 20 projects were selected to move forward through concept development and design. Many of these projects are still in need of funding. A Better Bus program could provide the resources needed to construct those projects, and develop a conduit for new projects.

Task Force Values: overall increase in transportation options in areas with a high proportion of people of color; makes it easier for people of all ages, abilities, and income -levels to access the transportation system and move around our region; overall decrease in vehicle miles traveled; overall decrease in greenhouse gas emissions that meets the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment

Possible Cost:

\$5-10 million/year

Scale:

Eligible Projects \$1 million-\$5 million=2-5 projects/year

Challenges:

- Engineering designs for Better Bus are still fairly new to local engineers. To overcome that challenge, Metro included engineering tools for enhanced transit as part of the update to Metro's Urban Design/Livable Streets Guide and hosted workshops on transit design.

Considerations:

- The size and scale of Better Bus projects vary widely. Projects can be as small as a signal upgrade, or as large as restriping to create a dedicated bus lane along an entire corridor.

Partner Agency Implementation

Program Concept: School Bus Electrification

Purpose and Need

In addition to contributing to greenhouse gas emissions, increased diesel particulate matter is linked with significant public health concerns, including increased asthma and lung cancer rates – yet most Oregon school districts contract with companies that use diesel buses to transfer students between home and school. While school districts and the private fleet companies they contract with have had few options for cleaner burning fuels, there are companies developing electric-powered school buses. Transitioning from a diesel-powered fleet to an electric powered fleet would reduce air pollution and greenhouse gas emissions, and reduce children’s exposure to diesel particulate matter.

Using revenue from a regional transportation funding measure, Metro could run a grant program to provide matching funds to school districts interested in transitioning from diesel buses to electric vehicles. In some cases, this might involve providing funds to private companies who contract with local school districts. There is likely insufficient funding to support a full fleet transition for any school district in the region, but this program might allow school districts to test out one or two electric buses to determine their long-term interest.

Task Force Values

Overall decrease in greenhouse gas emissions; overall decrease in diesel particulate matter

Possible Cost: This would depend on the size and scale of a program. Much more work would have to be done to determine turnover rates for the private fleets contracted by most school districts, and to better understand the difference between the cost of an electric school bus and a standard school bus. Staff would then need to determine what levels of adaptation are necessary to produce results. Without additional financial support from school districts or other funds, this program would likely have to be large (\$10-15 million/year) in order to produce measurable results for the whole region.

Scale: See Possible Cost section above

Challenges

- Current Oregon law requires a waiver for every individual electric school bus, posing a significant administrative hurdle for an ongoing program. This law could be changed but likely not before the regional transportation funding measure would go to the ballot.
- Electric school bus technology is still being developed and tested, and the implementation of this program would likely be the first deployment of electric school buses at any meaningful scale in the state. School districts or contracting companies would need to retrain mechanics and change maintenance programs in order to incorporate electric vehicles into the mix – an expense that some could be reluctant to take on, or that would need to be covered by the program.
- This program could be challenging to administer, as school districts would need to work with possible suppliers, and then apply to Metro for funding. Metro would need to set up a new grant program with brand new stakeholders and accountability mechanisms in order to ensure appropriate stewardship of taxpayer dollars. As most school districts in the region contract with a private fleet company, funds might go to private companies, which raises additional accountability concerns.

Considerations

- Is there a strong desire for electric school buses in the parts of the region where there is the greatest

opportunity to deploy them?

- Because school buses run their routes a limited number of times a day, this program could impact a smaller number of diesel-miles-travelled than focusing on transit vehicle electrification.

Other Agency Implementation

Program Concept: Transit Vehicle Electrification

Purpose and Need:

The region's Climate Smart Strategy identifies increasing transit service as one of the key ways to encourage more people to ride transit, consequently reducing greenhouse gas emissions and air pollution and reducing inequities built into our transportation system. However, most of our transit buses run on diesel fuel, which increases diesel particulate matter along key transit corridors. While the overall impact to our air quality and public health is still much better than it would be without that transit service, there is significant interest in the region in reducing our reliance on diesel-fueled buses in order to build a cleaner transit system. Reducing diesel particulate emissions would have significant impacts on public health outcomes and air quality metrics, and since many current transit lines run through low-income neighborhoods, this is important from an environmental justice perspective.

TriMet has set a goal of phasing out their diesel fleet over the next twenty years, and has dedicated significant resources to meeting that goal. SMART has a similar goal to transition entirely to alternative fuels by 2028. However, an electric bus costs roughly twice what a diesel bus costs once you factor in charging equipment and new maintenance workforce training. TriMet and PGE launched the first pilot electric buses and bus charging program this year, and plan to test different bus models and management approaches over the next few years to identify the most effective way to go fully electric; SMART purchased their first electric bus this year. A full transition to electric buses will require additional funding for both agencies, and a regionwide program could ensure that the Portland region does not need to buy another diesel bus ever again.

Task Force Values:

Improves outcomes for communities of color; overall decrease in greenhouse gas emissions; overall decrease in diesel particulate matter

Possible Cost:

\$9 million/year

Scale:

This investment would very likely allow both of the region's major transit agencies (TriMet and SMART) to never buy another diesel bus.

Challenges:

- The exact type of bus and charging model has not been finalized, but multiple options exist and the battery technology is only improving, so staff are confident that a commitment to move entirely off of diesel buses is viable.
- Administration of this program would be fairly simple and low-cost.

Considerations:

- While electric buses should first be phased in on bus routes based on topography, access to charging services, and other operational requirements, within those restrictions routes that run through equity focus areas and/or serve frequent transit lines could be prioritized for a transition to electric buses.

Other Agency Implementation

Fare Affordability: Affordable Housing Residents

Purpose and Need:

People who live in regulated affordable housing are among the most likely to rely on transit, but the cost of bus and MAX tickets can be a significant burden. As the amount of regulated affordable housing available to residents grows, this program could provide residents with free transit passes to increase their access to health care and social services and economic opportunity.

TriMet offers a low-income fare (for people with incomes below 200% of the federal poverty level) that is half of the standard adult fare (\$1.25 instead of \$2.50) and is capped at \$28/month. Under this proposal, people living in regulated affordable housing would receive 100% subsidized passes.

Task Force Values:

Coordinates and leverages investments in affordable housing and parks and nature, overall decrease in vehicle miles traveled, increase in access to living wage jobs, schools, social services, open spaces, and affordable housing choices, makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region, improves social, public health, and economic outcomes by making it safer, easier, faster, and more affordable for communities of color to access jobs, education, social services, affordable housing, and key community gathering locations, invests in transit improvements to improve access, frequency, and connections between equity focus areas and affordable housing and employment and education centers, significant safety investments in areas where people of color and people living with low-incomes live.

Possible Cost:

Scale:

further analysis from TriMet and SMART to determine cost to administer/affected riders

Challenges:

- This program would likely be administered through the local housing authorities, which work directly with residents. Some accountability and tracking mechanisms would need to be put in place, but it is likely that administration would not be overly difficult.
- For residents in TriMet's service area who have smart phones, the pass could be provided through TriMet's HOP Pass program, making the program easier to administer and reducing the stigma associated with more visibly obvious reduced fare ticketing programs. For residents without access to a smart phone, or for those living in the SMART district, paper passes would have to be distributed.
- When other regions have transitioned from a discounted transit pass to a free way, they have struggled with additional fraud issues. Selling a discounted pass to someone who doesn't qualify for it is not appealing, but selling a free pass to someone who doesn't qualify for it can be. Additional administrative measures would need to be put in place to ensure that the residents intended to receive these passes are the ones who are using them.

Considerations:

- Home Forward, which serves mostly residents in Multnomah County, is exploring options to provide free

transit passes to residents of the properties it manages.

- For a small amount of additional funding, this program could further support transit use by providing real-time transit reader boards at regulated affordable housing properties.

Other Agency Implementation

Fare Affordability: Students

Purpose and Need:

Research suggests that helping young people access and become familiar with using public transit at an early age makes them more likely to be regular transit users later in life. For students who are unable to drive, access to transit can also help expand job opportunities and make it more possible to participate in a variety of extra-curricular activities that would otherwise be difficult.

One school district in the region, Portland Public School district (PPS), is exempt from state requirements to provide yellow bus service for high school students and currently offers all high school students a free transit pass during the school year. That transit pass program is paid for through a joint effort by TriMet and PPS, and PPS is partially reimbursed by the Oregon Department of Education as they offer this pass in lieu of a yellow school bus program for high schoolers.

Currently, all other school districts in the region run a yellow school bus program for their high schools and consequently are not financially able to offer a transit pass to their students in addition to the existing student transportation program required by the state. Because transit service does not provide sufficient coverage in all districts, removing the yellow school bus program is not a viable option.

As part of a student affordability program, Metro could provide HOP passes to non-PPS high school students who qualify for free or reduced lunch, thus removing the cost burden of accessing transit. This program would need to be administered in partnership with local school districts.

TriMet is currently piloting a High School Transit Program as part of their HB 2017 State Transit Investment Fund program for the 19-20 school year. All of the school districts in the region can apply for funds for free youth transit passes for low-income students. The passes are allocated based on a school district's free and reduced lunch populations and are available for the school year. These funds represent about 15% of the cost of providing passes for all students who qualify for free and reduced lunch in the region.

Meanwhile, TriMet already offers a reduced fare for people with incomes at 200% of federal poverty or below, and a youth fare for those between 7 and 17 years of age. Both passes are half the cost of a standard fare. For qualifying individuals, their total cost is capped at \$28 per month and \$2.50 per day.

Task Force Values: Coordinates and leverages investments in affordable housing and parks and nature, overall decrease in vehicle miles traveled, increase in access to living wage jobs, schools, social services, open spaces, and affordable housing choices, makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region, improves social, public health, and economic outcomes by making it safer, easier, faster, and more affordable for communities of color to access jobs, education, social services, affordable housing, and key community gathering locations, invests in transit improvements to improve access, frequency, and connections between equity focus areas and affordable housing and employment and education centers, significant safety investments in areas where people of color and people living with low-incomes live.

Possible Cost: \$7-9 million/year

Scale: needs further analysis from TriMet and SMART to determine cost to administer/affected riders

Challenges:

- Privacy concerns would prevent Metro from working directly with students to determine program eligibility, so the program would need to partner with school districts. School districts may have limited resources to administer and promote a public transportation program.
- Students using smart phones could access tickets through TriMet's HOP pass, which avoids the stigma of a more visibly obvious free or reduced fare ticketing process. SMART users would have to use a paper pass.
- When other regions have transitioned from discounted to free transit passes, they have struggled with fraud. Selling free passes to unqualified individuals is easier than selling discounted tickets. Additional administrative measures would be required to ensure that the residents who are supposed to receive these passes are the ones who are using them.

Considerations:

- In general, free youth transit is much more appealing in areas with good service coverage; Metro staff have heard consistently from community groups that expanding service is a bigger priority in areas that still lack coverage. Pairing increased service investments with expansion of a free fare program could facilitate youth ridership and awareness of new routes.
- Providing students with a free transit pass raises larger questions of fairness around prioritizing students over people living with disabilities, seniors, veterans, or other low-income transit users.
- In the interest of serving all types of students, this program could be expanded to cover community college students or even all undergraduate and graduate students in the region who fall under a certain income threshold. This would expand both the cost and the administrative challenges of the program, but would allow the program to serve more people who would benefit from access to transit for educational and economic opportunities.
- This program could impact ridership on certain lines in significant ways; additional service funding might be needed to serve expanded ridership.

Community Investment

Program Concept: Community Placemaking

Purpose and Need:

For three years, Metro's Community Placemaking grants have helped communities tackle challenges or pursue opportunities through arts-based, equity-focused projects. Community Placemaking fosters neighborhood partnerships and provides rare and much needed resources enabling communities to have agency and influence over the public places they care about. The program's objectives, its processes and decision-making structures are all grounded in Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion. These community-defined efforts help strengthen and stabilize our region's neighborhoods, especially for communities of color and other historically marginalized groups. The importance of community resilience cannot be understated when we acknowledge the ways our region will continue to change – by intentional investments, by the unintentional consequences of development, and by the ongoing consequences of past and present systemic racism, discrimination and oppression.

To date, the program has funded 23 projects that are as unique as the corners of our region – from prompting safer crossings of a high-crash corridor via art, to creating safe spaces for Black and Brown residents to flourish, to re-introducing lost cultural traditions to multiple generations of Indigenous people. Additionally, these 23 projects represent hundreds of partnerships. The program offers an effective way of meaningfully engaging communities that Metro or other jurisdictions are otherwise unlikely to reach.

Interest in these resources continues to grow, increasing with each cycle and far outstripping available funds. In 2019, for instance, Metro offered \$160,000 in grants but received requests for more than \$1.4 million.

Expanding the program would stabilize placemaking efforts and invigorate communities prior to, during and following major transportation investments. It will create new partners for Metro and local jurisdictions and foster opportunities for deeper relationships – to help planners understand what communities need in a way that is impossible to glean from our conventional planning efforts. Support for this program generates good will not only because it provides much needed resources, but because it demonstrates government's trust in communities' ability to define solutions for themselves.

Opportunities at this funding level would allow for:

- support of multiyear efforts (a cohort model successfully applied in other parts of the country)
- higher funding levels (grants currently range from \$5,000 to \$25,000)
- true community-based outreach to potential applicants
- technical assistance to grantees to foster sustainability beyond Metro funds
- thorough evaluation of grant-funded projects and the overall program, which will improve local and regional planning efforts

Task Force Values: Ensures equitable distribution of benefits and burdens of transportation investments and acknowledges historic inequities of that distribution; identifies potential displacement impacts and invests in anti-displacement strategies for each corridor; coordinates and supports investments in affordable housing and parks and nature

Possible Cost: \$3-\$5 million/year

Scale: Eligible Projects \$5k-\$75K=5-15 projects/year

Challenges:

- A smaller version of this program already exists at Metro and is vastly oversubscribed; the current funding meets only about 10% of demand. It would be relatively easy and impactful to scale the program up.

Considerations:

- This program could be directed to prioritize proposals associated with the corridors that receive investment, or support communities across the region.

Community Investment

Program Concept: Community Strengthening

****NOTE: This is being included in the regionwide program conversation to respond to the Task Force (and Council's) significant interest in anti-displacement investment, but Metro staff suggest that this concept could be funded through the corridor process, in order to align with each corridor's need and to ensure adequate funding for other possible programs.****

Purpose and Need:

As we have seen in our own region, transportation investments can support and improve the quality of life for the people who live in a community, or they can disrupt neighborhoods and drive displacement. Achieving the former and avoiding the latter requires a multi-disciplinary approach and significant investment that is tailored to the specific needs of the community and the affected neighborhoods.

Over the last two years, Metro has piloted the Southwest Corridor Equitable Development Strategy (SWEDS) in partnership with the cities of Portland and Tigard. The program brings together local businesses, community organizations, and other residents to identify needs and strategies to:

- Increase supply and meet demand for diverse places to live to fit the needs of individuals and families of all incomes and sizes.
- Encourage jobs that provide individuals and families with sufficient wages that allow them to live within the corridor.
- Prepare current and future corridor residents for existing and emerging industries.
- Protect and invest in existing development, adapt or development areas, or invest in new development.

This process has resulted in bringing new voices to the table, helping strengthen and increase capacity for community organizations within the corridor, and support the community in identifying the investments, policies, and strategies that will most help them in advance of the significant light rail investment.

Metro proposes setting aside a portion of funding from each corridor to replicate the equitable development strategy on all corridors. The strategy would support community members who live and work along each corridor to first identify the best strategies to strengthen their community in advance of significant transportation investments, and then implement those strategies.

Task Force Values: Ensures equitable distribution of benefits and burdens of transportation investments and acknowledges historic inequities of that distribution, identifies potential displacement impacts and invests in anti-displacement strategies for each corridor, coordinates and supports investments in affordable housing and parks and nature

Possible Cost: 1.5% of each corridor's total funding

Challenges:

- The SWEDS model of equitable development is a resource-intensive program that would require additional staff at Metro to administer the programs on all corridors, as well as significant investments in community-based organizations along the corridor to help them engage directly with community residents and businesses.

Considerations:

- The level of community engagement, and even the capacity for community engagement, varies among the proposed corridors. In some cases, engagement has already led to clearly articulated, community-driven strategies. In these corridors where well developed community-driven strategies exist, funds should support implementation of those strategies. Other corridors may need additional investment to build community capacity and connection in order to establish a foundation to co-create recommended strategies for that corridor. A flexible, corridor-specific approach to allocating resources is recommended in order to best align with local community needs.

Community Investment

Program Concept: Protecting and Preserving Multi-Family Housing

Purpose and Need:

Our region has built major transportation projects that have displaced and disrupted communities of color and low-income communities. Although a new statewide rent stabilization policy protects tenants from no-cause evictions and extreme rent increases, new investors are still permitted to use for-cause evictions for major renovations. Unregulated affordable apartments are often redeveloped or improved to charge higher rents, or neglected by property owners who keep rents low by not investing in their properties.

The region must build new, regulated affordable housing to address the housing crisis, but it is also important to preserve affordable housing that has naturally occurred in places that are important to communities, including housing near schools, jobs, transportation and other places people want to be. Rehabilitation of existing housing can make it safer, healthier and can preserve community assets.

Currently, private and philanthropic partners are exploring the development of a real estate investment trust (REIT) that could acquire and improve multifamily housing across the region. T2020 funds could be leveraged with these other funding sources to increase the feasibility of this funding model.

Alternatively, Metro and local partners could explore the creation of another Land or Investment Trust to acquire, rehabilitate, own and operate properties in accordance with established goals and policies.

Task Force Values:

Improves outcomes for communities of color, leverages existing investments in affordable housing and parks and nature, increase in access to living wage jobs, schools, social services, open spaces, and affordable housing choices

Possible Cost:

\$5-10 million investment in REIT

Challenges:

- The real estate investment trust model is still under development. Metro staff need to understand how T2020 funds would be used to support financial model over time
- If an agency acquires buildings with existing tenants, those tenants may not all meet the affordability goals of the program. In that case, residents who do not meet the affordability parameters would either need to be evicted, resulting in displacement, or the program would need to allow for those tenants to stay in the building and adjust affordability expectations appropriately.

Considerations:

- This program could focus on serving seniors, veterans, people living with disabilities, or other historically marginalized groups.

Community Investment

Program Concept: Equitable Transit Oriented Development

Purpose and Need:

Our region's past investments in major transportation projects have contributed to the involuntary displacement of communities of color around the region and have resulted in loss of both community wealth and community identity. While Transit Oriented Development programs and projects have helped contribute to the production of affordable housing near transit over the last twenty years, only recently have these programs focused explicitly on serving the needs of low-income households and communities of color.

There is a housing affordability crisis in our region, where average wages aren't enough for families to afford to live near where they work. Not all areas of the region are well served by transit and people struggle with long and unreliable commutes. The region needs more housing close to transit investments that is affordable to people with a wide range of incomes.

Property that is well-served by transit tends to be more desirable and commands higher rents, leading to the construction of housing that is not affordable to lower income levels. Property in these areas can be also be expensive to acquire, making affordable housing development financially infeasible without deeper public investment. However, in key locations, public agencies such as TriMet, ODOT, school districts, and community colleges may already own land that could be redeveloped using T2020 funds as a financing tool to ensure affordability and racial equity goals are met. A regional investment measure could fund an ongoing program to finance the building of affordable housing on land already owned (and no longer used) by local government agencies, particularly in areas with access to living wage jobs, transit, and social services.

Task Force Values:

Improves outcomes for communities of color, leverages existing investments in affordable housing and parks and nature, increase in access to living wage jobs, schools, social services, open spaces, and affordable housing choices

Possible Cost:

\$2 million/year

Challenges:

- Identifying appropriate sites around the region would require Metro, TriMet, ODOT, and other local agencies to inventory which land is available and suitable for equitable housing development, recognizing that agencies have multiple needs and operational priorities affecting how they use their land.
- Not all locations have the same characteristics, and not all funders approach TOD opportunities with the same objectives, funding flexibility or political considerations, so specific projects would need to be negotiated individually.
- Identifying the best model to deploy these funds in partnership with other public and private funding sources to meet desired outcomes is a significant policy challenge.

Considerations:

- What criteria would be established for the housing created with these funds? (Income level? Preference policy? Contracting?)

Future Planning

Program Concept: Corridor Planning

Purpose and Need:

The Portland region is unique in the country for our approach that links transportation and land use together to guide where population and employment growth will occur. Our region's compact urban form with walkable neighborhoods, density concentrated in centers and corridors, and access to nature is a result of our deliberate connection of investments in transportation, development, and nature. A key element of this approach to urban development is ensuring a strong transit system that serves these centers and corridors, and attracting transit riders by promoting residential and business activity in centers and corridors.

As the Portland region has expanded its transit system over the years, planning agencies have grown increasingly sophisticated at leveraging transportation, housing, development, and other investments to not only construct major projects, but to maximize investments in these major transportation projects to accomplish broader community development and transportation goals. Creating investment strategies among partners in major transportation projects allows opportunities for other resources to support the main investment. This not only creates better outcomes for communities, it makes projects more competitive to receive federal funding.

Transportation investments in corridors can have consequences and impacts that are not all beneficial to community members. Investment can drive displacement; businesses can be disrupted during construction; residents may lack safe connections from their neighborhoods to the transit system. At the same time, partnerships with educational and community facilities, economic and workforce development, and housing development can bring opportunities when major transportation projects are well connected to achieving broader community goals.

For these reasons, what was called "Corridor Planning" at Metro for many years has now been called Investment Areas for over five years, reflecting the evolution of our regional transportation project development processes to include stronger connections to other community investments. This starts with linking other Metro investment programs such as flexible funds, travel options, placemaking, TOD, or community partnerships in areas where major projects are being planned. It includes leveraging other public, private and philanthropic funding sources and brings the participation of community based organizations to the decision making table alongside government agencies. Together these partners create Shared Investment Strategies that focus on key needs and priorities of multiple partners.

An example includes the Division Transit Project that, in addition to the transit project itself, leveraged regional investments in equitable transit oriented development at 82nd and Division, partnered with PCC on travel options for students, and helped the City of Portland leverage other key transportation and housing improvements in East Portland. Similar efforts are underway in the Southwest Corridor, where a shared investment strategy includes investments in transportation, economic development housing and parks. The East Metro Connections Plan and the Orange Line were also early examples of the evolution from corridor planning to investment areas.

T2020 Corridors will have a wide range of planning and project development needs and the Investment Areas model can be scaled up in accordance with the scope of the measure. Recognizing that not all

T2020 Corridors will need NEPA or other federal level planning work, Metro proposes to implement Investment Areas with the following approach for T2020 Corridors:

Level 1: Integrate with Metro's existing Investment Areas program which focuses on projects requiring federal NEPA planning and/or coordination of multiple major investments in one area. Align and expand current program criteria to increase regional capacity to provide this level of investment and public engagement over many years and across multiple places. In conjunction with appropriate project delivery agencies, develop pipeline and timeline of projects requiring federal planning and resources.

Level 2: Provide funds and technical assistance to local jurisdictions where Metro project management is not necessary or appropriate but where shared investment strategies can leverage multiple community goals as part of major transportation improvements. Projects could allow for smaller improvements within a targeted geography, or serve as predevelopment for future Level 1 projects.

Task Force Values:

Improves outcomes for communities of color, leverages existing investments in affordable housing and parks and nature, increase in access to living wage jobs, schools, social services, open spaces, and affordable housing choices; overall increase in transportation options in areas with a high proportion of people of color; makes it easier for people of all ages, abilities, and income levels to access the transportation system and move around our region; overall decrease in vehicle miles traveled; overall decrease in greenhouse gas emissions that meets the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment

Possible Cost:

Level 1: \$2-4M per year per Investment Area (for NEPA planning only) Post EIS project development \$10+M/year to project delivery agency

Level 2: \$1-2M per year competitive grant process or regional prioritization process

Challenges:

- The federal pipeline of funds is limited and competitive, and requires significant local match.
- How many corridors does the region have the organizational, financial, political, and community capacity to plan and deliver?

Considerations:

- The Investment Areas model requires local partners to bring matching funds to help leverage regional funds and to ensure shared equity in decisions.
- Project timelines can be long. The Orange Line and SW Corridor light rail project timelines are 10-20 years. Division Street is a 5-10 year project. These are long-term investments that will require future capital funds to realize the vision expressed in the plan.



Regional emergency transportation routes (ETR) update

Updating the region's emergency transportation routes

Natural disasters can happen anytime, and the transportation system needs to be prepared to withstand them and to facilitate life-saving and life-sustaining activities.

Project overview

The purpose of this project is to update the designated regional Emergency Transportation Routes (ETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. The last update occurred in 2006.

Why now?

First designated in 1996, regional ETRs are priority routes targeted during an emergency for rapid damage assessment and debris-clearance and used to facilitate life-saving and life-sustaining response activities.

The current regional ETRs were established in an MOU between the Oregon Department of Transportation (ODOT), Washington State Department of Transportation (WSDOT), the Port of Portland, Clackamas, Columbia, Multnomah and Washington counties and the City of Portland in 2006.

Since 2006, new technology, data and mapping have greatly expanded our understanding of hazard risks in the region. The project will also consider these risks and priorities for emergency response, including transport of first responders (e.g., police, fire and emergency medical services), fuel, essential supplies and patients. Access to critical facilities and services, especially for vulnerable populations will also be considered.



Desired project outcomes

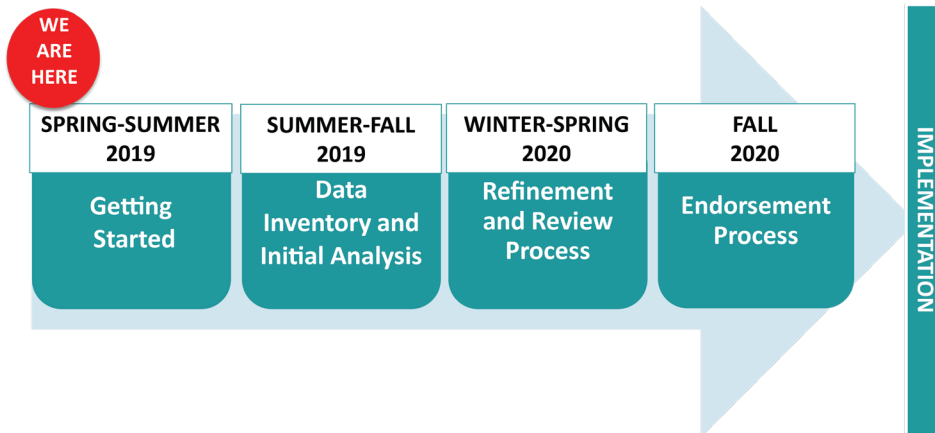
The project's primary outcome is to deliver an updated map of regional ETRs that more accurately reflects our current hazard risks (seismic, landslide, flood and fire risks, in particular), new and/or improved transportation facilities and map updates identified by state and local agencies during individual review of ETR designations across the region.

The ETR project will deliver an updated regional ETR map and data in ArcGIS platform, a list of ETR corridors and accompanying report and recommendations for use by state, regional and local entities in planning for resiliency, recovery and emergency response.

The ETR update will also:

- Raise the level of visibility of ETRs in transportation planning for emergencies, disasters and significant events
- Improve understanding of the resilience of ETRs to withstand changing environments and quickly restore normal operations
- Facilitate informed dialogs and planning between transportation and other key stakeholders involved in emergency planning
- Strengthen regional partnerships around resiliency, recovery and enhanced transportation networks

Draft ETR project timeline



Partnerships and collaboration

The regional ETR update project is co-led by the Regional Disaster Preparedness Organization (RDPO) at the City of Portland and Metro, but will be supported by a number of local, regional and state partners, as well as a consultant and Portland State University graduate assistant.

The project will rely on existing RDPO and Metro technical and policy committees and working groups as well as county-level coordinating committees to engage individual cities within each county in a coordinated manner.

The ETR update process will engage and consult with transportation, emergency management and public works departments of each county and the City of Portland (via the RDPO's working groups for these disciplines).

In addition, ODOT, WSDOT, as well as the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), Southwest Regional Transportation Council (RTC), TriMet, SMART, C-TRAN and DOGAMI will also play a key role in the update.

Other agencies and groups will be engaged and consulted as key stakeholders due to their roles in emergency response and/or critical infrastructure and social services for vulnerable populations, including:

- the Northwest Oregon Health Preparedness Organization (NWHPO)
- RDPO Fire/EMS work group
- RDPO Public Works work group
- paratransit providers
- law enforcement
- ports and other special districts
- water and utility providers, such as Portland General Electric (PGE), Pacific Power and NW Natural, among others.

Timeline and decision-making

The regional ETR update project began in April 2019 and is expected to be completed in January 2021.

Project recommendations will be brought forward for review and endorsement consideration by regional policymakers, including the RDPO Steering Committee, the RDPO Policy Committee, the Metro Council, JPACT and the RTC.

This project is a collaboration between public, private and non-profit stakeholders, co-led by the five-county, bi-state Regional Disaster Preparedness Organization (RDPO) and Metro, the metropolitan planning organization designated by the Governor of Oregon to serve the urban portions of Clackamas, Multnomah and Washington counties.

Funding for this project is being provided by an Urban Areas Security Initiative grant.

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