

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Funding Task Force (TF2) Meeting 11
Date: Wednesday, September 18th, 2019
Time: 5:30 to 7:30 p.m. (Dinner served from 5 p.m.)
Place: Beaverton City Hall Council Chambers | 12725 SW Millikan Way Beaverton, OR
Purpose: Share feedback from LIT process with Task Force.
Outcomes: Increased understanding of individual corridors and community needs/priorities.

5:30 p.m. Welcome and Introduction

5:40 p.m. Public Comment*

6:10 p.m. Activity: LIT Updates
Objective: Share feedback and key insights from the Local Investment Team process.

6:35 p.m. LIT Feedback: Multnomah County
Objective: Review feedback from LIT and key insights from group, and for Task Force members to ask questions.

6:50 p.m. LIT Feedback: Clackamas County
Objective: Review feedback from LIT and key insights from group, and for Task Force members to ask questions.

7:05 p.m. LIT Feedback: Washington County
Objective: Review feedback from LIT and key insights from group, and for Task Force members to ask questions.

7:20 p.m. Wrap Up and Next Steps (Chairs)

7:30 p.m. Adjourn

*Your feedback is welcome. However, time constraints during the task force meetings necessitate a limit of no more than 30 minutes per meeting for all verbal feedback. If you are interested in providing verbal comment, all interested speakers are asked to sign up by 5:30 p.m. the day of the task force meeting.

Memo



Metro

600 NE Grand Ave.
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Transportation Funding Task Force October 16th Meeting

At the October 16th Task Force, Task Force members will have the chance to hear from Kittelson and Associates, a consultant Metro has hired to work as a third party entity amongst all of the jurisdictions developing potential corridor projects, to help Metro understand the feasibility and risk associated with these potential projects. Kittelson has been working with local jurisdictions and Metro staff to help identify possible projects, align cost projections, feasibility, risk assessment, and identify project outcomes. Kittelson has also been the key technical liaisons to the Local Investment Teams, and have presented at each of their meetings.

There won't be time for Kittelson to present on all thirteen corridors at the Task Force meeting on the 16th, so we are trying to understand what corridors Task Force members are most interested in hearing about in detail. Following the meeting, Task Force members will receive a staff recommendation from Metro staff about what projects they recommend be considered for future development.

To make sure that the Kittelson presentation is as useful to the Task Force as possible, please tell us what you'd most like to hear about on Oct. 16th.

- 1.) Are there corridors you are particularly interested in learning more about at this meeting?
(Note, this in no way reflects your interest in possible funding for a corridor, just your curiosity about it and the projects on it.)

Circle up to four (roughly grouped east to west):

- Clackamas to Columbia/ 181st
- 162nd
- 122nd
- 82nd
- Burnside
- Powell
- Downtown Portland
- Sunrise Corridor/Highway 212
- McLoughlin
- Tualatin-Valley Highway
- SW 185th

Note: Albina Vision corridor and SW Corridor are both moving on separate timelines; staff can speak to that but they are not a high priority for the Kittelson presentations.

- 2.) Are there specific themes or outcomes you are most interested in discussing on the 16th – e.g., the corridors with the greatest transit or safety improvement potential?

Final Report

Executive Summary

The Multnomah County Local Investment Team met ten times between July 11th and September 12th, 2019, with the purpose of providing feedback to the Task Force and Metro Council on seven Tier 1 corridors in Multnomah County for a potential transportation funding measure.

Multnomah County LIT members are Tim Brunner, Reza Farhoodi, Maria Hernandez, Duncan Hwang, Arlene Kimura, Diane McKeel, Thomas Ngo, Ashton Simpson and Brian Wong.

The LIT group went on tours of 162nd Avenue, Powell Boulevard, Burnside Street, the Clackamas to Columbia (C2C)/181st Avenue corridor, 122nd Avenue and 82nd Avenue (a tour conducted jointly with the Clackamas County LIT) and discussed key projects and outcomes after each tour. The group had a meeting and discussion of projects in Downtown Portland but did not tour the area. The group met twice at the end of the process to review final feedback. The group intentionally did not prioritize corridors or projects but instead focused on prioritizing values and outcomes. The group's rationale for not prioritizing corridors was because all of the roadways in Multnomah County are in desperate need of improvements; they were unclear about the amount of funds available; and they wanted to focus on the values of racial equity, transit options, and safety.

The Multnomah County LIT group felt that the top outcomes for investment in this county should be leading with racial equity, transit, safety, anti-displacement, and climate resiliency. Many in the group also felt investments should be prioritized in the eastern parts of the county first. Most LIT members wanted to focus on immediate safety projects that would improve the lives of people who have been previously ignored by past projects, and a few expressed the desire for large projects that would galvanize voters. The members also supported accessible, non-auto, multi-modal options for cyclists and pedestrians to address the immediate needs of the community while keeping the future transit needs in mind and considering climate impacts.

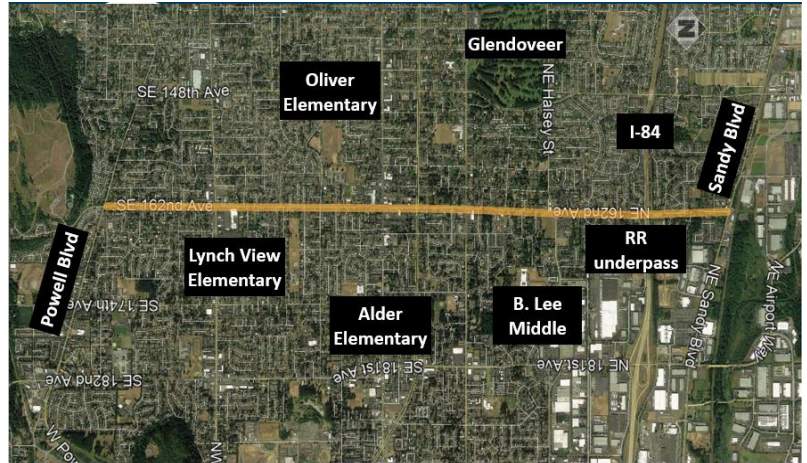
Other common themes raised during discussions include:

- Hold developers accountable for safety improvements and avoid developer delay of the improvement schedule.
- Create a unified set of safety/road standards.
- Provide efficient, reliable, and accessible transit options as a key strategy to mitigate the effects of climate change. This includes transit service with more frequent buses, extended hours of service during nights and weekends, and connections to light rail and high frequency lines.
- Create a safe transit system for all people that includes more security and protected areas for cyclists and pedestrians at high crash intersections.
- Approach every project with a framework to support local businesses through a racial equity lens and community benefit agreement. Examine anti-displacement and house stability where applicable.
- Jurisdictional investment is needed. Consider other funding sources at the local level and leverage those funds.

Most LIT members asked for additional meetings with the other two counties before the Task Force presentation in order to gather a holistic view of the regional improvements. Members also wanted to ensure corridors in multiple counties include intentional project coordination. Several members specified wanting to incorporate programs that address anti-displacement, housing stability, equity, affordability, business anti-displacement, and sense of place into future projects. After the final LIT meeting, some members circulated their priorities via email.

162nd Avenue

162nd Avenue is a North-South corridor connecting Portland and Gresham. This corridor serves historically marginalized communities in the Rockwood neighborhood and provides access to schools, residential neighborhoods and commercial areas. It serves as a North-South bus connection to various East-West transit lines and provides access to Powell Butte trails and I-84 trail.



Discussion Themes/Values

- **Equity:** Invest in East Portland to help build a sense of neighborhood identity and improve outcomes for people of color.
- **Safety:** Create safer routes for people walking and taking transit, including safe ways to cross the street and more lighting. Create uniform cross-sections between Gresham and Portland and create a unified set of safety/road standards.
- **Transit options:** Add transit amenities (including bus shelters) to help serve transit-dependent communities.
- **Ease of getting around:** Create clear intersections and signage to help people move along this road.

LIT Member Feedback

- Safety is a key priority on this corridor, and projects are urgently needed to address safety concerns.
- Specifically, this corridor needs for options to make walking easier and safer.
 - This could include crosswalks at key intersections and more frequent pedestrian crossings.
- Sidewalks and additional lighting are also key to increase a sense of safety for people walking or taking transit.
- Developers (especially housing developers) should be held accountable for safety improvements on the corridor and should avoid delay of safety projects.
- Pedestrian and cyclist scale lighting is very important, especially mid-block lighting, lighting near driveways and lighting for the winter months.
- Bus shelters are important for those who ride transit and this community needs additional investment in shelters for transit riders.
- East Portland needs to be developed in a way that supports a neighborhood identity (or in some cases, helps to create it).
 - This could mean creating spaces where people want to walk, opportunities for rest and connection, as well as incorporating art and greenery.
 - Investments should reflect the community identity of East Portland, and help it feel distinct from other parts of Portland.
 - Transit-oriented development should also focus on creating a sense of community, even if they are motivated by safety.
- Bike lanes are not always universally desired, and investment should balance the needs of people who live in the neighborhood and drivers on this corridor.

162nd Avenue

- The layout and lack of signs at intersections is very confusing.
- Some members had concerns about coordinating with the railroad on the railroad crossing project, which most agreed was needed.
- Buses need to run more frequently, have extended hours of service into nights and weekends, and provide connections to light rail and high frequency lines.
- Transit needs to feel safe for all people.
- Focus on efficient, reliable, and accessible transit options as a key strategy to mitigate the effects of climate change.

Further Considerations

- Consider creating transportation hubs in key locations in East Portland (which could include 162nd, 122nd and 82nd Avenues) to help people living in these communities move more easily through the region and have access to opportunities.

Powell Boulevard



The Powell Boulevard corridor links Portland's west side to East Multnomah County for all modes, including freight, and connects historically underserved communities. TriMet identifies Powell as a key corridor to increase ridership. This corridor serves as Main Street for numerous commercial centers, and provides access to and between numerous



Discussion Themes/Values

- **Equity:** Leverage investments to help build a sense of community and improve outcomes for communities of color and people with lower incomes along this corridor.
- **Safety:** Create safe ways for people to walk and cycle on this corridor, especially in anticipation of more traffic and growth in the future. Create a unified set of safety/road standards.
- **Transit options:** Investment in transit is a key priority for this corridor.
- **Economic growth:** Invest in projects that will positively impact people living in affordable housing on this corridor and transit-oriented development. Anti-displacement (business and residents) and housing stability programs will be critical to success.
- **Resiliency:** Consider ways to mitigate the effects of a natural disaster and build opportunities for communities to work together to respond to a disaster.

LIT Member Feedback

- Safety (particularly for people walking and bicycling) and transit are the most important priorities for this corridor.
- Make it easier for people to safely walk and cross the street. Some ideas include:
 - Provide longer crosswalk times. People get stuck in middle of road because they can't make the crosswalk in time, especially near Cleveland High School.
 - Upgrade safety signals and lights in the corridor.
 - Address inconsistencies in sidewalks along the corridor.
- There are still some sections in the corridor with steep grades that especially affect cyclists.
- This is a high traffic area and improvements need to be made to increase pedestrian safety and traffic flow.
 - There will likely be an increase in traffic between Gresham and Happy Valley, and this area already has a high percentage of youths. Investments are important now.
 - Changes in signaling might help cars slow down and improve safety.
- Transit should be more reliable on this corridor, even in traffic.
 - Invest in a transit study to increase transportation options and reduce congestion.
- There are several parking strips that have been unused for 30 years; consider re-appropriating those strips for transit use.

Powell Boulevard



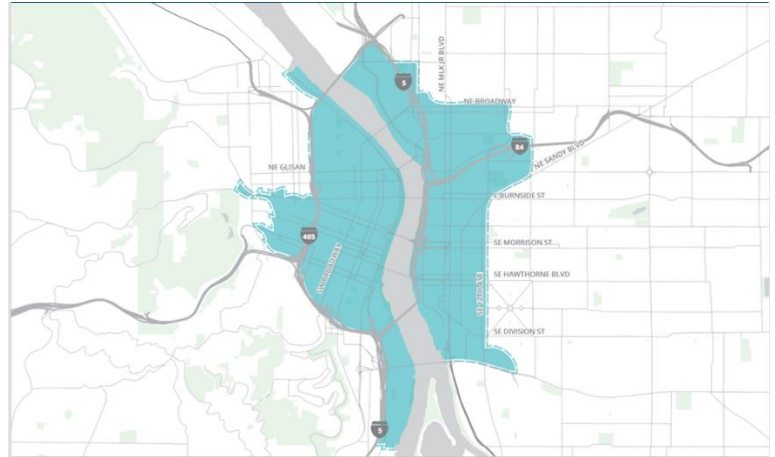
- Create a sense of place for communities on this corridor. Some ideas include:
 - Prioritize economic growth and transit-oriented development.
 - Considering the high concentration of affordable housing in this area, leverage investments that will help people live and work in the same place.
 - The connection of the Ross Island Bridge to the downtown corridor's Bridge Head project could help create connect pedestrian infrastructure and build a sense of place.
 - Make it easier for communities living in this corridor to have access to Powell Butte.
- Provide a balance of long and short-term investments in the area.
 - Sidewalk improvements are a good short-term investment.
 - This corridor needs a vision that creates an equitable sense of community and regional mobility, which is a good long-term investment.
- Desire for better bike facilities on both sides of the street, regardless of the water infrastructure on the roadway.
- Ensure the safety of people walking, cycling, or driving during any upcoming construction projects.
- Buses need to run more frequently, have extended hours of service into nights and weekends, and provide connections to light rail and high frequency lines.
- Consider infrastructure now to help minimize the disruptions that could be cause in the event of an earthquake.
 - Make sure there are key routes in and out of the city.
 - Identify hazards in neighborhoods.
 - Provide places for neighborhoods to have common meeting points and places to easily store and access medical supplies.
- Transit needs to feel safe for all people.
- Focus on efficient, reliable, and accessible transit options as a key strategy to mitigate the effects of climate change.

Further Considerations

- Approach every project (and corridor) with a framework to support local businesses with a racial equity lens and community benefit agreement to examine anti-displacement housing stability where applicable.

Downtown Portland

The Downtown Portland Corridor (also called the Central City Corridor) is the center of the Metro region and the driver of the state's economy. It has the largest concentration of jobs and affordable housing in the state and is expected to receive over 30% of the city's projected future growth. The corridor also has a multi-modal transportation network with a wide variety of demands on the streets- walking, biking, MAX, streetcar, buses, scooters, freight delivery vehicles, cars and more. All MAX lines and 75% of the region's frequent bus lines serve and pass through Downtown.



Discussion Themes/Values

- **Equity:** Consider how investments will impact people living close to major roadways and focus on robust engagement of all community members affected by transportation changes in downtown Portland.
- **Accessibility and transit options:** Create opportunities that get people out of cars, and into fast and reliable transit options.

LIT Member Feedback

- Transit is a crucial outcome for this corridor. Feedback on transit includes:
 - Transit service must be competitive with driving for investments to be effective.
 - Make transit investments in the Downtown corridor to better serve riders in East Portland, and approach this from an equity perspective.
 - Projects currently cited on this corridor do not do enough to incentivize people getting out of cars and choosing other modes of transportation.
 - Particularly, the Everett Street project does not do enough to improve bus movement through the corridor, due to delays at the Moda Center.
 - Consider an express bus service through Downtown.
 - Increasing the speed *and* reliability of transit is equally important.
 - Increasing access for locations such as PSU and the North end of downtown by Union Station.
 - Having trains at-grade has effects on transit riders and the rest of downtown.
 - Dedicate Downtown bridges and streets for transit only; consider the longevity of all bridges.
 - The Central City in Motion plan contains key elements to help address traffic bottlenecks, and the overall efficiency and reliability of transit.

Downtown Portland

- One member expressed a desire for big and bold transit projects in the Downtown corridor to spur excitement and maintain Portland as a transportation leader; specifically the Tunnel Study and Ross Island Bridgehead.
- The Ross Island Bridgehead project has untapped potential and concerns:
 - Re-developing for affordable housing.
 - Housing might be located too close to freeways and projects must find ways to mitigate poorer air quality and higher risk for serious health issues.
 - The high traffic flow through neighborhood streets affects the community.
 - Integrate the SW Corridor train station to this area to ease congestion.
- Create opportunities for robust engagement with communities of color, non-English speakers, and people experiencing homelessness on any of these projects.
 - Make sure these communities are sharing their perspectives on impacts for the next 10-15 years.
 - Find ways to mitigate vehicle traffic in neighborhoods, especially traffic at high speeds.
- Explore whether the Eastbank Freeway could be moved to re-claim freeway space.
- Buses need to run more frequently, have extended hours of service into nights and weekends, and provide connections to light rail and high frequency lines.
- Transit needs to feel safe for all people.
- Focus on efficient, reliable, and accessible transit options as a key strategy to mitigate the effects of climate change.

Burnside Street

Burnside Street connects Washington County and East Multnomah County through downtown Portland. It is a designated “Emergency lifeline” route and aids emergency vehicles during disaster recovery efforts. It is a critical Willamette River crossing for all users and a Main Street for numerous formal and informal commercial centers. It also provides connections to MAX and Gresham Transit facilities.



Discussion Themes/Values

- **Equity:** Invest in East Portland and Gresham, particularly focused on small businesses owned by people of color. Create an equitable experience on transit through program choices.
- **Safety:** Create safer routes for people walking and taking transit, including safe ways to cross the street and more lighting particularly around MAX stations. Create a unified set of safety/road standards.
- **Accessibility and ease of getting around:** Add safe and continuous bike lanes to make it easier to get around. Create clear intersections and signage to help people move along this road.

LIT Member Feedback

- Pedestrian safety and crossings need to be drastically improved, especially in these areas:
 - Burnside and 96th intersection, where pedestrians cross the MAX lines;
 - 122nd and Stark intersection, where pedestrians might need additional time to cross;
 - I-405 crossing, where there is a sidewalk gap and sidewalks are only on one side.
 - Put in pedestrian scale lighting, especially near MAX stops.
- Address the frequency of MAX disruptions from MAX/automobile collisions and delays caused by fare checking/citations that disproportionately affect people of color. Create a safer transit experience by implementing affordability programs.
- Consider contiguous buffered bike lanes on Burnside, and fill gaps at key areas that are currently very difficult to navigate, including:
 - The 60th and Davis crossing
 - Burnside beyond 124th
 - The ‘orphan’ bike lane on Stark near Mall 205.
- Create a resiliency strategy along this corridor as a regional priority and look at the corridor holistically.

Burnside Street

- The Ready Burnside Bridge and the MAX Tunnel Study project are both high priorities, although they achieve different outcomes. There was a concern about the high cost of the projects and desire to identify other funding mechanisms. Safety and transit projects should be prioritized.
- Carefully consider how investments in the Burnside Bridge will serve the entire region, and the feasibility of securing funding to complete the entire project.
 - On the Burnside Bridge, consider keeping one of the westbound lanes permanently closed to cars as a protected bike lane.
- Investments in East Portland needed to be prioritized, especially to help the area become more walkable.
 - Invest in safety and placemaking opportunities near Ventura Elementary School, which could include landscaping and tree planting.
 - Create more signage and wayfinding for the Gresham Transit Center.
 - Use existing town centers and employ a “town center-centric lens” as a way to help businesses owned by people of color survive the change from an auto-centric neighborhood to a multi-modal neighborhood.
 - Prioritize Gresham-based projects (beyond the Transit Center).
- Buses need to run more frequently, have extended hours of service into nights and weekends, and provide connections to light rail and high frequency lines.
- Transit needs to feel safe for all people.
- Focus on efficient, reliable, and accessible transit options as a key strategy to mitigate the effects of climate change.

Further Considerations

- Approach every project (and corridor) with a framework to support local businesses with a racial equity lens and community benefit agreement to examine anti-displacement housing stability where applicable.

C2C/181st Avenue



C2C (Clackamas to Columbia) /181st Avenue is a major North-South connection between rapidly developing Happy Valley and the Columbia Corridor through Western Gresham. It also connects I-84 and US 26 (Powell) and is a North-South alternative to I-205. This corridor connects low-income areas and affordable housing to employment, schools, parks and other neighborhood amenities.



Discussion Themes/Values

- **Equity:** Invest in East Portland and consider the economic development along the corridor. Create and implement anti-displacement strategies for this area.
- **Safety:** Create safe bike routes beyond a bike lane. Prioritize immediate safety of residents, particularly for people who have been disenfranchised. Provide safe crossings at schools. Create a unified set of safety/road standards.

LIT Member Feedback

- If this project goes forward, safety must be a top priority.
 - Prioritize immediate safety needs of residents in the community before addressing the connector issue.
 - Restriping bicycle lanes with only paint is not adequate. Put in bicycle options that help people feel safer when they are choosing to ride a bicycle on this corridor.
 - Provide safe pedestrian-activated crossings at schools.
- Safety and equity should be prioritized first with a specific focus on livability for people who have been continuously disenfranchised.
 - The diverse communities in the Rockwood area should be directly engaged if this project goes forward.
 - Anti-displacement strategies will need to be a key component of improvements in this area, along with density requirements.
 - Consider the local community and how connector projects would serve people who live along the corridor.
 - If this corridor would primarily function as a throughway to Gresham, the need for investment is less critical than in areas with nearby housing and potential for residential growth.
- Consider the economic development aspects in this corridor and focus more on pedestrian security where there are higher density areas.
- Put a bus service on this roadway to help serve the needs of those living with low incomes.
- Most LIT members were not sure if the connector project should be a regional priority.
 - This project seems very expensive, especially considering the regional tradeoffs of safety and resiliency versus economic development.

C2C/181st Avenue

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- There was strong member desire to prioritize equity, transit, and safety for current residents.
 - There is a clear need to provide public service through a bus route or shuttle buses, and this C2C connection project provides no benefit for communities that live in Rockwood.
 - The signal and intersection at 181st (turning into 182nd) is confusing for both cars and pedestrians.
 - The proximity of farmland in this area is valuable, especially considering the resiliency of the region.
 - Buses need to run more frequently, have extended hours of service into nights and weekends, and provide connections to light rail and high frequency lines.
 - Transit needs to feel safe for all people.
 - Focus on efficient, reliable, and accessible transit options as a key strategy to mitigate the effects of climate change.

122nd Avenue

122nd Avenue is a major North-South arterial connecting Foster Road to Marine Drive. It provides access to trails, including the Marine Drive trail, I-84 trail, and Springwater Corridor. The corridor serves TriMet Line #73 and connects to various East-West transit lines, including the MAX Blue line. It is identified as a Civic Corridor by the City of Portland from NE Sandy to Foster and provides multimodal local access and circulation for various residential and commercial areas.



Discussion Themes/Values

- **Equity:** Create a sense of neighborhood identity.
- **Safety:** Create a unified set of safety/road standards. Travel should be safe for all modes of travelers, with extra protection for bicyclists and pedestrians in high crash areas.
- **Economic development:** Develop a community development framework to support local businesses with a racial equity lens and community benefits agreement.
- **Transit options:** Improve transit service for all.

LIT Member Feedback

- Prioritize safety and transit as these issues particularly affect current residents, many of whom are people of color.
- LIT members identified several areas they consider unsafe, including:
 - The overpass on 122nd before Fremont, particularly due to a lack of lighting.
 - Crossings at Clinton and Davis where pedestrians are not visible to cars.
 - Several driveways along 122nd that can be dangerous for cyclists and pedestrians where cars turn too fast.
 - Potholes and trip hazards in the sidewalks.
 - The bridge undercrossing are not ADA accessible.
- Safety and road improvement standards (set by ODOT and PBOT) need to be aligned for all projects on this corridor.
- Ensure the safety of people walking, cycling, or driving during any upcoming construction projects.
- Provide increased transit service in this neighborhood, especially to warrant investment in transit-only lanes.
 - Buses need to run more frequently, have extended hours of service into nights and weekends, and provide connections to light rail and high frequency lines.
- Transit needs to feel safe for all people.
 - This does not necessarily mean adding police or security to buses.

122nd Avenue



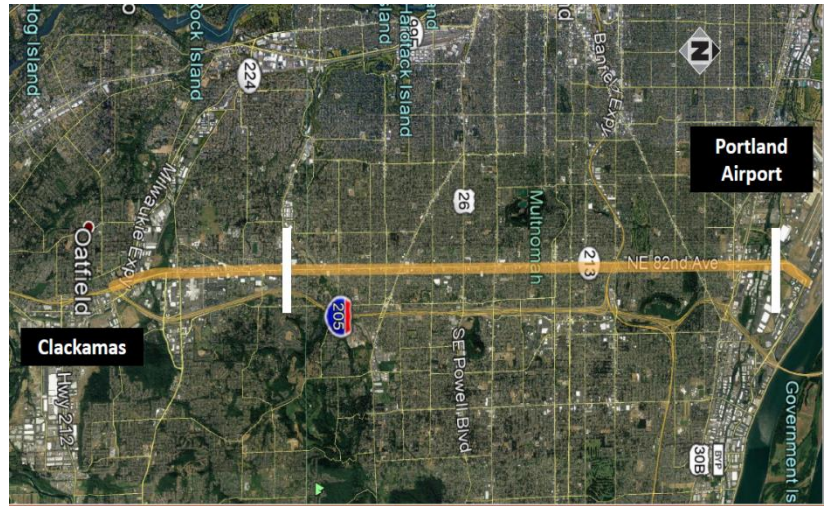
- Provide protected areas for people walking or riding bikes at high crash intersections.
- Focus on efficient, reliable, and accessible transit options as a key strategy to mitigate the effects of climate change.
 - Approach climate change through a lens of racial equity and eliminate barriers to transit for all members of the community.
- Investment and programs in this area need to align with schools and youth, including the following areas:
 - At the Seventh Day Adventist school, where there is a lack of convenient and safe crossings.
 - At Parkrose High School, which has no access to public transit and serves a diverse community.
- Street parking is under-utilized and could be repurposed into bio-swales and buffered bike lanes.
 - Removing parking might have an adverse effect on businesses.
- Provide shade by planting trees for people walking and bicycling.
 - This might also help slow traffic down on this corridor.
- The underpass at I-84 and the railroad is damaged and dark; will require future coordination with the railroad.
- This neighborhood is changing, and any investments should be proactive in ensuring access to affordable housing and mitigating gentrification.
 - Implement anti-displacement programs in this highly diverse neighborhood and conduct a displacement study before any development begins.
 - Create economic development programs alongside investments in this area, including job training for people in the neighborhood.

Further Considerations

- Approach every project (and corridor) with a framework to support local businesses with a racial equity lens and community benefit agreement to examine anti-displacement housing stability where applicable.

82nd Avenue

82nd Avenue is a major North-South arterial connecting Clackamas Town Center, the Jade District, Montavilla and Roseway neighborhoods, and the Portland International Airport. It is an alternative route to I-205 and serves one of the most diverse populations in the region. 82nd Avenue also has the highest bus line ridership in the region and provides access to the Blue, Red, and Green MAX lines. It serves as a main street for various communities, provides local access and circulation and is a Civic Corridor within the City of Portland.



Discussion Themes/Values

- **Equity:** This corridor impacts many communities of color. Consider the safety and mobility of people living in the area who will be most impacted by improvements.
- **Safety:** Many schools/educational facilities need greater safety improvements. Connect bike lanes throughout the corridor. Create a unified set of safety/road standards.
- **Accessibility and transit options:** Consider transit solutions that increase access while serving people who live in the area. Build and utilize multi-use paths as a way to increase access and sense of place.

Prioritization

- **Five Clackamas County LIT members** prioritized this as a **top corridor** for investment.
 - Many felt that this corridor, along with McLoughlin, had the most potential to address outcomes related to safety and equity.
- **Four Clackamas County LIT members** ranked this as their third priority for the County, behind Sunrise/Hwy 212 and McLoughlin (or C2C, in one case).

LIT Member Feedback

- This is one of the most important corridors for the region to invest in as it has huge implications for a large portion of the population.
- Investment in transit needs to be a priority for this corridor:
 - Prioritize transportation investments from an equity, safety, and mobility lens for community members who will be most impacted by improvements.
 - The high concentration of educational facilities on this corridor indicates a need for accessible transit and safety improvements for students.
 - If investing in Business Access Transit, or BAT, lanes, make sure that bus lines continue to have the same number or more transit stops.
 - This helps to ensure safe and easy access to transit for all levels of mobility.
 - Create BAT lanes on the entire length of the corridor (including the Clackamas County portion).
 - Include more frequent transit service, including a local stop line and an express line.
 - Long-term investments (like Bus Rapid Transit) should be coupled with shorter term projects.

82nd Avenue



- The Jonesmore MAX elevator is an equity issue; several members preferred funding for this project come from TriMet.
- A key intersection for additional safety improvements is at 82nd Avenue and Halsey. These could include:
 - Safer pedestrian crossings
 - A bicycle crossover for I-84
- Anti-displacement strategies need to be carefully thought out and implemented, especially around culturally-specific landmarks and businesses on 82nd (including FuBonn and Hong Phat supermarkets). These strategies could include programmatic elements, such as:
 - Paths to ownership for businesses along this corridor
 - A funding mechanism for re-purposing underused lots
 - Employment centers and job training
- Invest in Dutch-style intersections and protected bike lanes on 82nd.
- Close the gap in bike paths on 82nd Avenue between Highways 224 and 212 in Clackamas County.
- The corridor should have better bike facilities, including options where bikers are fully protected on busy roadways.
- Paving the roads and bringing them up to a state of good repair is a top priority. ODOT should take the lead on these requirements. Jurisdictional transfer is the desired outcome.
- Invest in flexible design for 82nd Avenue, including into Clackamas County.
- Members had mixed feelings on the Airport Way interchange project:
 - Some feel the project is good and would be a significant improvement with projected regional growth and airport access.
 - Others felt the project should be funded by the Port of Portland alone. The project is akin to a freeway expansion project that encourages people to drive to the airport instead of taking transit.
- An additional project could include a multi-use path in the Three Creeks Nature area.
- A sense of community identity could be built around improvements to the Springwater Corridor trail connection to 82nd Avenue.
- Ensure the safety of people walking, cycling, or driving during any upcoming construction projects.
- Buses need to run more frequently, have extended hours of service into nights and weekends, and provide connections to light rail and high frequency lines.
- General LIT support for the “Killingsworth to Alderwood Multi-modal Connectivity Study.”
- Members agreed jurisdictional investment is needed and other local funding sources should be leveraged first.

Further Considerations

- Approach every project (and corridor) with a framework to support local businesses with a racial equity lens and community benefit agreement to examine anti-displacement housing stability where applicable.

Final Report

Executive Summary

The Clackamas County Local Investment Team met six times between July 9th and August 27th, 2019, with the purpose of providing feedback to the Task Force and Metro Council on three Tier 1 corridors and proposed projects in Clackamas County for a potential transportation funding measure.

Clackamas County LIT members are Jeff Gudman, Bradley Bondy, Martine Coblentz, Chips Janger, Bandana Shresthra, Nicole Perry, Dave Hunt, Greg Chaimov, Catherine Gregory, Nina Carlson, and Rob Freeman.

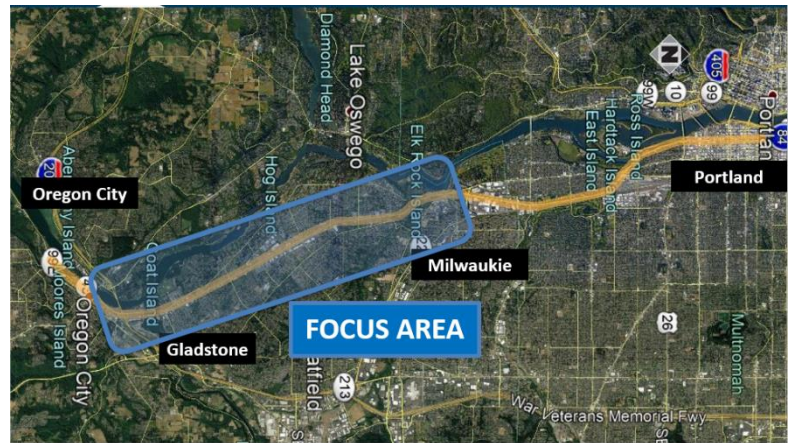
The LIT group went on tours of the Clackamas to Columbia (C2C)/181st Avenue corridor, McLoughlin Boulevard, Highway 212/Sunrise corridor and 82nd Avenue (a tour conducted jointly with the Multnomah County LIT) and discussed key projects and outcomes after each tour. The group met twice at the end of the process to review final feedback and to prioritize corridors, projects and outcomes.

The LIT group had differing priority corridors. Most members (8) felt that McLoughlin Blvd. was a high priority corridor, and some wanted to see more funding on this corridor. 82nd Avenue was ranked as a top priority by five LIT members. Four LIT members identified Highway 212/Sunrise as their top priority, while two LIT members only wanted to see the Highway 212 portion move forward. One member felt that C2C was a top pick, while nine other members ranked it as the lowest priority. One member felt that all projects that the group considered should be funded, and a few members advocated for including the Oak Grove-Lake Oswego (OGLO) Bike/Ped bridge project in a funding package.

While safety was a key outcome for most LIT members, there was robust discussion around balancing other outcomes. Some LIT members felt strongly that prioritizing economic growth and planning for future development in Clackamas County is crucial, while others felt that focusing on equity outcomes, particularly transit investments and safety improvements, or providing options for people living and working in the county was most important.

McLoughlin Boulevard

McLoughlin Boulevard connects communities in Clackamas and Multnomah counties to jobs, housing, and transit. The corridor serves as an alternative to I-205 and other routes between Portland and Clackamas County, and has been identified by TriMet as a key corridor to increase ridership. Locally, it is a main street for various communities, provides local access and circulation, and connects unique communities.



Discussion Themes:

- **Safety:** The need for safe pedestrian crossings, bicycle infrastructure and increased visibility for all users. Safety was listed as a top priority for this corridor.
- **Accessibility and transit:** Prioritize transit access, options, and frequency over cars through infrastructure investments, and create options for the future extension of the MAX line.
- **Economic Growth:** Connectivity of this corridor, for people and freight, to jobs and city centers creates regional economic opportunity
- **Equity:** Prioritize the needs of historically marginalized communities and make this a livable place for people living and working in this corridor.

Prioritization

- **Eight LIT members** prioritized this as a **top corridor** for investment, many citing safety as a priority outcome. **Four members** wanted to see **more investment** than proposed on this corridor.
- **One LIT member** felt this was a **low priority** corridor but did note the importance of safety improvements on this corridor.

LIT Member Feedback

- Promote transit investments over investments for cars.
 - Five members agreed transit is a priority for McLoughlin and several other corridors.
- Improve light rail, extend grade separation, and create BAT (Business Access Transit) lanes in tandem with improving accessibility for bikes and pedestrians.
 - Many members agreed that alternatives like Bus Rapid Transit (BRT), dedicated bus lanes, and BAT lanes could be good alternatives to expensive light rail investments.
- Only prioritize Enhanced Transit Corridor (ETC) options if they can accomplish big changes on the corridor.
- Prioritize a high-capacity bus transit system (potentially BRT) to create real change for the communities on this corridor.
- Extend the MAX line further into Clackamas County, potentially to Oregon City and Gladstone.
 - Five members agreed on their preference for extending MAX service on McLoughlin but acknowledged that the project may be cost prohibitive.
 - BAT lanes could help meet needs during construction of MAX line.
 - Make sure BAT lanes run in both directions.
- Consider dedicated lanes for transit, that could also be utilized by freight.

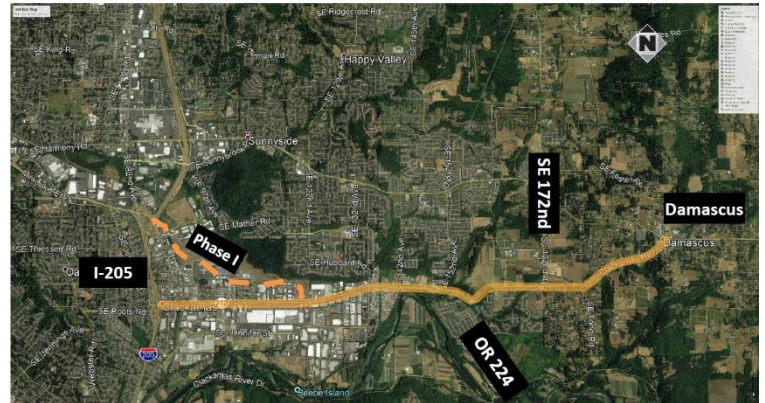
McLoughlin Boulevard

- Create better options to connect communities to transit options, particularly around access to the Park Ave Station (and better options for the 'last mile').
 - Parking at the station should not be prioritized over pedestrian and bike lane improvements.
 - Prioritize parking at Park Avenue Station; A lack of parking can make using transit difficult for people who do have the option to drive. By adding parking, the station could be more accessible and help increase ridership.
 - TriMet should complete the Park Avenue Station project to provide all promised parking.
 - Exploring autonomous vehicles or new technologies as a way to help with 'last mile' issues.
- Provide more safety improvement projects that support improvements for road users of all ages and abilities.
 - Prioritize safety over aesthetics, especially along the stretch from Milwaukie to Oregon City.
 - Provide safe routes to schools (which currently don't exist).
 - Consider the needs of older and aging communities to get around this corridor.
- There is a need for safe pedestrian and bicyclist crossings along this corridor, especially in long gaps between stoplights.
 - Five members agreed that strategically placed crossings that promote higher visibility are also extremely important.
- There should be consistent bike lanes, sidewalks, transit facilities and pedestrian crossings along this corridor.
 - Provide better options than just buffered bike lanes (painted bike lanes), to increase safety for all cyclists and motorists. Provide 'Dutch quality' bicycle infrastructure.
 - Provide protected bike lanes, street trees, and intersections that are thoughtfully designed to ensure that vulnerable road users, including children and people with mobility difficulties, can cross safely.
- Engage small businesses along the corridor and build small business owner buy-in for projects.
- Create a separate lane for right turns and buses.
- Center turn lanes are confusing and make left turns more hazardous.
- Prioritize projects that are both effective and fiscally responsible.
- Prioritize historically marginalized communities, particularly in the Jennings Lodge and Candy Lane areas of this corridor.
- Build a community 'sense of place' on this corridor.
- Moving people through this corridor in an efficient and cost-effective manner should be prioritized, particularly as the area becomes denser. This might not include development of pedestrian and bike amenities.
- Seek projects that reduce congestion at the tightest points, including where lanes merge.
- Use River Road and Oatfield Road as alternatives to McLoughlin to minimize congestion.
- Be aware of changes to zoning laws or practices that may interfere with project completion.
 - Think holistically about the future of neighborhoods in this corridor and ensure that investments are considering ways to make this corridor livable for all. Utilize a long-term vision for corridor planning.

Highway 212/Sunrise



Highway 212 and the Sunrise Corridor connect future residential and employment areas to existing job centers near I-205. The potential future connection is intended to provide access to jobs and affordable housing in Clackamas County and serve as an alternative connection from the future C2C corridor to I-205. The corridor supports freight movement to US 26, provides connections to recreation areas, and is an important bicycle connector.



Discussion Themes:

- **Safety:** Create safer pedestrian and cyclist routes and intersections.
- **Making it easier to get around:** Prioritize connectivity and use the right tool for the right need.
- **Heathy and sustainable ecosystems:** A mix of opinions centered on balancing the need to address climate change with the need for freight movement and reliability.
- **Equity:** Prioritize connectivity for low income communities who may not have cars.
- **Economic growth:** Support freight access and road connections to employment lands; reduce urban sprawl.

Prioritization

- **Four LIT members** prioritized this as a **top corridor** for investment.
- **Two LIT members** felt that the project should **only move forward with the Hwy 212** portion and wanted to drop the proposed Sunrise portion.

LIT Member Feedback

- Prioritize connectivity to key locations (like stores and schools) and services (like medical centers) for low-income communities along this corridor, especially those who might not have cars.
- Balance the needs of industry on this corridor and the needs of people living in the area. Residents might have their access impeded by a project that places a higher priority on the needs of freight and industry than commuters with limited transit options.
- Create options for people to move through this corridor and support different kinds of travel.
- Efficient freight and vehicle travel needs must be balanced with mitigating the effects of climate change. Investment should try to achieve both goals.
 - Climate goals can be achieved by prioritizing transit and sufficient bike and pedestrian options to help reduce the number of cars on the road.
- Separating bike and pedestrian components from car/transit/freight could make it seem more accessible, and safer for people walking and cycling.
 - Seven LIT members agreed that the Hwy 212/Sunrise Corridor needed safe options for people to access different modes, including safe bike and pedestrian paths.
 - The connection with regionwide trails is appealing for people who live in this area.
- Utilize Sunrise for through trips and Highway 212 for local access.
- Both concepts for Sunrise and Highway 212 included a bicycle path or multiuse path. There were different opinions on the nature of these paths, which included:

Highway 212/Sunrise

- Combine resources to build one good multiuse path (instead of two), as long as this path could provide adequate access.
 - Two multiuse or bicycle paths would be preferable, considering the different kinds of access Sunrise and Highway 212 provide.
- There was significant discussion on the right number of lanes for Sunrise and Highway 212, including these individual perspectives:
 - Sunrise should be four lanes, with key infrastructure built into those lanes for transit.
 - If projections of future growth indicate that more people will be using the road, four lanes should be built now to help minimize future congestion.
 - Whether Highway 212 is two or four lanes doesn't matter so much, as long as it can be made as user-friendly as possible for people who live along this corridor.
 - Phase I is four lanes, so it makes sense to continue with four lanes in future projects.
 - Prioritize transit and only make two lanes on 212 for car travel.
 - Adding more lanes could increase the number of cars on the road, which might have environmental impacts.
- Designs should consider future bottlenecks, and make sure that any issues currently on the corridor aren't getting pushed further down the road.
- Current transit options are inadequate, so investment in better transit connectivity will encourage more people to use transit.
- All bike projects should consider models from other countries; consider a "Dutch standard" for all bicycle facilities to help reduce reliance on cars in this area.
- The goal of providing access to employment areas in Clackamas County is key for this part of the region.
 - Two members agreed that creating freight access and road infrastructure to support/ attract employers who provided living wage jobs in Clackamas County was a priority. Investment in this corridor would create additional access to Mount Hood and an I-205 alternative route.
 - Freight access should be efficient and reliable.

Further Considerations

- LIT members had differing perspectives on this corridor, specifically whether or not the investments would constitute a freeway, and if investing in a freeway was an appropriate thing to do in light of climate change.
- Some LIT members noted the unique nature of this corridor, in that it constitutes two projects in one, and offers an opportunity to 'build it right' from the start.
- The high speed of cars on this corridor concerned several members; one member stated that investments in this corridor need to be careful not to cut off communities from one another.
- Two members agreed that this corridor was an inappropriate use of funds because it would build a highway that bypasses low-income communities instead of supporting them.
 - One member suggested that Metro keep the plan to invest in the boulevard project but drop the expressway and use the money to invest in other corridors (like McLoughlin).

82nd Avenue



The Clackamas County LIT tour of 82nd Avenue was held jointly with the Multnomah County LIT. The feedback from both meetings is located with the Multnomah County LIT summaries.

C2C/181st Avenue



C2C (Clackamas to Columbia) /181st Avenue is a major North-South connection between rapidly developing Happy Valley and the Columbia Corridor through Western Gresham. It connects I-84 and US 26 (Powell) and is a North-South alternative to I-205. This corridor also connects employment with low-income areas, affordable housing, schools, parks and other neighborhood amenities.



Discussion Themes:

- **Safety:** Creating safer pedestrian and cyclist routes and crossings/intersections.
- **Accessibility and ease of getting around:** Providing access to multi-modal transportation options and creating walkable, livable spaces. Creating opportunities for cars and freight to move through the region.
- **Economic growth:** Building transportation infrastructure to support expanding development and provide access to future employment.
- **Healthy, sustainable ecosystems:** Developing a transportation infrastructure that encourage transportation choices that reduce reliance on single-occupancy vehicles and car travel.
- **Equity:** Find ways to make impacts in underserved communities and implement strategies to avoid involuntary displacement of people with lower incomes (especially renters) in area.

Prioritization

- **One LIT member** prioritized this as their **top choice** for investment in Clackamas County.
 - Investment in C2C will have benefits for freight movement and help accommodate future growth.
- **Nine LIT members** felt this was a **low priority** corridor for Clackamas County.
 - Some felt this corridor provided less overall benefit for the County, and the region.
 - One felt that this put too much emphasis on the Happy Valley area of the County.

LIT Member Feedback

- Build connectivity between communities within the corridor, and actively engage these communities to incorporate their needs into project design.
- Align transportation investments with the timeline for development and employment opportunities. Consider investments in places slated to develop, or with a lot of opportunities to develop.
- Projects should be smart with funds invested in a way that builds infrastructure to its full capacity.
- Intersections need to be safer, especially for pedestrians and cyclists.
 - Bike lanes should be wider, consistent throughout the entire stretch of the corridor, and have buffers.
 - There should be easier pedestrian crossings that enhance walkability, especially as this area has a high volume of children and teenagers.
 - Separate roadways and sidewalks to help people feel safer.
- 172nd Avenue needs to be more accessible with bike lanes and improved crossings/intersections.
- 5 members agreed that this corridor needs to have multiple transportation options that focus on the bigger

C2C/181st Avenue



picture of regional development.

- Public transit options should be more widely available so more users can be added.
 - Add bus shelters to make riding transit more comfortable and encourage people to use transit.
 - Focus on methods to increase transit ridership other than shelters.
- Consider freight mobility if implementing roundabouts in this corridor.
- Use data to understand projected residential and commercial development along the corridor and how that will affect transportation.
- Use freight travel data and projections on job creation to design forward-thinking projects for this corridor.
- Develop environmentally conscious projects.
- Farmland and agricultural spaces have value to the community; think about ways to preserve these places.
- Be mindful of how projects may affect area communities, including the possibility of displacement.
- Any development should support and maintain 'livable communities,' promote better living spaces, and avoid sprawl.
 - Instead, minimize investment in this area and focus transit infrastructure developments on currently established urban areas (and other corridors).

Further Considerations

- On this corridor, LIT members were divided along lines of economic growth and the direction of future development for Clackamas County.
 - Some members think development within the Urban Growth Boundary (UGB) is unavoidable and Metro should invest in planning to create access to different transportation modes in those communities.
 - Some members felt that investments should also consider the needs of people who prefer to drive cars.
 - Some felt that considering the distances covered on this corridor, there was no way to make transit competitive with driving on this corridor.
 - Other members think Metro should invest in creating transit networks in already developed urban areas to limit urban sprawl and reliance on car travel.
- One member stated that they were not persuaded by the benefits of this corridor and instead would like to save money by prioritizing the Hwy 212/Sunrise Corridor.
- Two members agreed that Happy Valley should help pay for investment in this corridor, considering the benefit this project will provide to Happy Valley residents.

Final Report



Executive Summary

The Washington County Local Investment Team met six times between July 8th and September 9th, 2019, with the purpose of providing feedback to the Task Force and Metro Council on three Tier 1 corridors and proposed projects in Washington County for a potential transportation funding measure.

Washington County LIT members are Eman Abbas, Tosin Abiodun, Sarah Beachy, John Cook, Tom Hughes, Roy Kim, Nina Kung, Felicity Montebianco, Sushmita Poddar, Piyawee Ruenjinda and Jerome Sibayan.

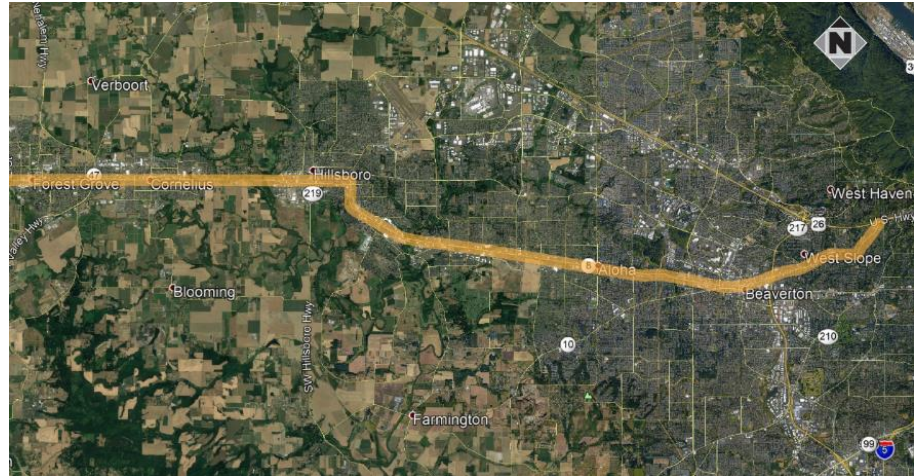
The LIT group went on tours of SW 185th Avenue, Burnside/Barnes Road and Tualatin Valley Highway, and discussed key projects and outcomes after each tour. A tour and discussion of SW Corridor was not included, as that project has an ongoing Community Advisory Committee. The group met twice at the end of the process to review final feedback and to prioritize corridors, projects and outcomes.

The LIT group unanimously ranked TV Highway as the top priority for Washington County, followed by SW 185th Ave. They felt that Burnside/Barnes Road was not a priority for their part of the region (although some felt that minimal investment to ensure that the corridor can function after a major earthquake would be beneficial). Instead, they encouraged the inclusion of additional north-south connector routes (including Cornelius Pass, Brookwood, 235th, Century, and Highway 217), or adding more funding into other corridors (including SW Corridor).

Priority outcomes for this LIT were safety, equity, and access to transit. The group felt that TV Highway provides the greatest opportunity to meet these outcomes and affects many different communities in the County (including communities of color). LIT members noted the need to balance the immediate, critical needs of safety and access to transit, while thoughtfully planning for the future growth of Washington County. They unanimously felt that additional north-south connector routes with additional transit service, pedestrian connection and bicycle lanes are vital to alleviate congestion, provide for future growth, and help people more easily move around the county.

TV Highway

The Tualatin Valley (TV) Highway corridor connects multiple community centers, including Forest Grove, Cornelius, Hillsboro, Aloha, Beaverton, and Portland. The corridor serves a concentration of communities of color, limited English proficiency speakers, and lower-income communities. It supports one of the highest ridership bus lines in Washington County and much of the region's freight movement, as well as provides local access and circulation. It has multiple regional trail crossings and serves several urban growth boundary expansion areas.



Discussion Themes

- **Safety:** Making this corridor safer for people walking, driving, cycling, and taking transit is of critical importance. Pedestrian security in particular is an urgent need.
- **Equity:** This corridor has a major impact on many historically underserved communities in Washington County, especially high-density areas. Use anti-displacement strategies in project investments and consider impacts to people and small businesses along the corridor.
- **Accessibility and transit:** Prioritize projects that make transit competitive with driving to ease congestion, reduce reliance on cars, and help transit-dependent people move through and around the region.
- **Healthy, sustainable ecosystems:** Develop a transportation infrastructure to encourage transportation choices that reduce reliance on single-occupancy vehicles (SOVs) and car travel.

Prioritization

- **LIT members reached consensus** that this was **the highest priority corridor** for investment due to urgent safety needs along the corridor.
 - Many felt that this corridor has the **most potential to address outcomes related to safety and equity**.
- **Eight Washington County LIT members** prioritized transit accessibility and connectivity along this corridor.

LIT Member Feedback

- Safety is a critical need and there should be a minimum safety requirement for the corridor.
 - Investments should go to the points where there is the highest safety need.
 - Safe ways to walk along T.V. Highway are a critical, especially around transit stops.
 - Provide adequate lighting for people walking, cycling, and taking transit.
 - Provide safe, clearly-defined transit stops along the entire corridor.
 - Create safe crossing options for people living along the entire corridor.
 - The stretch from 185th to Creek is particularly dangerous.

TV Highway

- Congestion and wait times can lead to erratic driving which poses safety risks.
- Investments in safety will support racial equity.
 - The safety issues for people walking and riding transit disproportionately impact communities of color in this corridor.
- Set a goal to make transit commutes competitive with driving. This could include:
 - Express service (bus or MAX)
 - Things to make it safe and comfortable to access transit, such as sidewalks (for people walking and rolling), bus shelters, lighting and bathrooms at transit centers.
 - Provide more opportunities for rapid transit (especially in areas with current gaps in service).
- Set shorter wait times for pedestrians at key crossings.
 - Current wait times are very long.
- Consider the anticipated growth of the region and focus investment in areas that need more expansion of transportation options (including the Cornelius Pass area).
- As the County continues to develop and grow, north-south outlets and avenues to industrial areas will be essential aspects of this corridor and will need thoughtful planning to mitigate future congestion.
 - Transit will be a key tool to help achieve this.
- Prioritize investment in key infrastructure for access in areas with higher density and more congestion (like Hillsboro).
- Brookwood Library is a warming and cooling shelter. During weekend transit, access to it is limited which presents a public health issue.
- Ensure there is enough funding to address the range of issues on this corridor.
- Consider how funding might be equitably distributed to the range of jurisdictions along this corridor.
 - Unincorporated areas (like Aloha) might not have the same kinds of agencies championing their needs (as might be found in Beaverton, Hillsboro or Forest Grove, for example).
 - Funding priority should be given to the areas of the roadway with the most need, while establishing minimum acceptable standards along the entirety of the corridor.
- T.V. Highway is very important for the viability of many small businesses. Investments in this corridor could help smaller businesses flourish.
 - Anti-displacement strategies should be developed and implemented to help sustain the businesses that are currently in the area as well as the current residents.

Further Considerations

- Many felt the potential for equity impacts make this a key corridor for investment.
 - Members recognized that safety and transit concerns disproportionately affect communities of color, and investments in these kinds of projects will provide an opportunity to correct a history of disenfranchisement.
- Members agreed there are immediate safety needs to be addressed, that transit should be prioritized, and that the Task Force should keep in mind effects of improvements due to projected growth.

SW 185th Avenue

SW 185th Avenue is a major North/South travel corridor that supports up to 65,000 vehicles and over 3,900 people on transit a day. It serves a concentration of communities of color and lower income communities and provides access to education centers and medical clinics. It has high ridership potential, a high safety need, and a concentration of equity focus areas.



Discussion Themes

- **Safety:** Create safe places for people to cross the road, whether they are walking, cycling or rolling.
- **Equity:** Use anti-displacement strategies in project investments and consider impacts to people, especially people of color, as well as small businesses along the corridor.
- **Transit:** Make it easier for people to choose transit options (including investment in bus shelters and rider amenities), and more frequent transit service.
- **Accessibility and ease of getting around:** Find ways to ease congestion and consider adding additional north-south corridors.
- **Leveraging regional and local investments:** Look for ways to link projects to affordable housing investments to ensure thoughtful development.

Prioritization

- **Seven LIT members** named this as the **second-place** priority corridor for investment.
 - Many felt that this corridor, along with T.V. Highway, had the highest potential to address outcomes related to safety and equity.
- **One member** ranked this as their **first priority** for the County, followed by T.V. Highway.
 - It's a critical north-south corridor and experiences much congestion.

LIT Member Feedback

- Create more options for people to get around so people can choose other safe and convenient options other than cars.
- Align crosswalks with bus stops to ensure people have a safe way to access transit stops.
 - Ensure that crosswalks with traffic lights are timed so there is adequate crossing time for all people, including seniors or people with disabilities.
- Consider pedestrian bridges over busy areas of the corridor, to create safe crossings.
- Improve sidewalks along the entire corridor.
- Consider ways to separate bike lanes and sidewalks from cars to increase a sense of safety for people walking and cycling.
- Add more access points for people walking, cycling, and rolling near key businesses.
- Implement anti-displacement strategies with transportation investments and work in coordination with affordable housing investments.

SW 185th Avenue



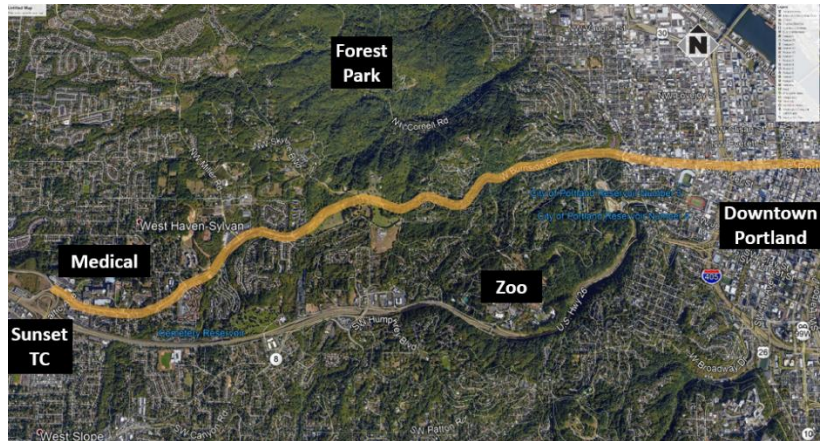
- Invest in lower-income housing before improving transportation. Existing housing could be replaced with newer housing to avoid gentrification.
- Prioritize accessible, low-cost public transit for all communities.
- Add bus shelters and amenities along the corridor for greater passenger comfort and security.
 - Find ways to make bus shelters well-illuminated, to help ensure safety that visibility of people waiting for buses.
 - Look at alternative funding sources (if feasible), such as private sponsorship or donations, to help fund added amenities like bus shelters.
 - Install interactive screens to help people access information at transit stops (such as the next bus arrival and route information).
 - Use green technology (like solar power) for lighting and fans at shelters.
- Put in transit-only lanes throughout the corridor to ease congestion and help transit move faster.
- The Willow Creek MAX overpass is an important project to help transit move faster and ease congestion.
 - Consider environmental impacts to housing complexes near the proposed over-crossing.
- Include more frequent and better public transit options along the corridor to encourage ridership.
 - Frequent public transportation is needed in Bethany.
 - Consider putting express bus service on this corridor.
- Consider ways to address the 'last mile' to make transit more accessible for all.
 - Look at data to identify if services like Uber and Lyft are affecting the way people access transportation options in the County.
- Utilize green technologies for buses.
- Put in convex mirrors to help road users see each other.
- Make sure the speed limit signs are visible in all lanes.
- Have electronic signal boards indicating traffic to help reduce the speed and the frequency of crashes.

Further Considerations

- While SW 185th is a key north-south connector, LIT members noted that Washington County needs more investment in north-south connectors to ease congestion and help people move around the county and the region.
 - Specifically, Cornelius Pass, Highway 217, Brookwood, and 225th and Century would benefit from additional investment.
 - Some LIT members recommended redirecting investment from the Burnside/Barnes Rd. corridor into additional north-south corridors in Washington County.

Burnside/Barnes Road

Burnside Blvd. is a major corridor that connects Washington County and East Multnomah County through downtown Portland. The Barnes Road portion connects local medical and transportation facilities. Burnside is a critical Willamette River crossing for many transportation modes and has been referred to by some entities as an “emergency lifeline” road. It also serves as a main street for numerous formal and informal commercial centers and provides connections to MAX and Gresham Transit facilities.



Discussion Themes:

- **Safety:** Invest in projects that make it safer for people driving (including better visibility and lighting), walking (potentially adding sidewalks), and taking transit (which would include adding bus shelters and rider protections).
- **Equity:** This corridor has less of an impact to historically underserved communities in Washington County and is not a high priority corridor for LIT members.
- **Accessibility and making it easier to get around:** Provide multi-modal options for people to reduce the use of single-occupancy vehicles and provide safe access to key locations (like hospitals).

Prioritization

- **LIT members reached consensus** that this was a **low priority corridor** for investment due to higher need along the other corridors.
- Members did note the importance of this corridor, specifically for access to medical facilities. **Three members** suggested monitoring this corridor as the population increases in preparation for future development.

LIT Member Feedback

- Create safe access for all people to use public transit through sidewalk improvements (also to help increase ridership).
- Add bus shelters and other infrastructure (e.g. screens and railings) to improve pedestrian comfort and safety.
- Prioritize projects that have the highest impact for historically underserved communities, rather than aesthetic improvements.
 - Note that there might be a lower concentration of communities of color living along this corridor, but this corridor acts as a key throughway for many diverse communities.
 - Increasing transit opportunities along this corridor would help the people who use this road as a throughway into Portland.
- Create transportation choices for people along this corridor, to help reduce the use of single occupancy vehicles.
 - Consider ways to incentivize the use of transit, especially for communities of color.

Burnside/Barnes Road

- Install lighting to help with traffic safety and flow, and safety for people walking.
- Find ways to improve visibility on winding sections of the road for enhanced safety, especially during bad weather conditions.
 - This may include convex mirrors to help road users see each other.
- Prioritize access to the hospital, especially as the population continues to grow.
- Do not prioritize sidewalks where people may not be walking (along Barnes to Miller near the tunnel).
- Do not widen lanes along Barnes Road because of the tunnel and instead focus investment on increasing transit ridership.
- Consider not investing in sidewalks on this corridor because the area is narrow and constrained.
- Choose projects that could be completed quickly and cost-effectively.
 - Bus shelters are a good short-term investment.
 - Safety improvements present a pressing need and should be a short-term project investment.
- Avoid 'Band-Aid fixes' and instead prioritize funds to reduce the possibility of projects being left incomplete due to funds being spread too thin.
- Members had conflicting thoughts on the Burnside Bridge project:
 - The Burnside Bridge is a key long-term investment for the region as well as the regional transportation system.
 - The timeline for the Burnside Bridge project feels too long and projected costs look too expensive.
 - Consider the Burnside tunnel as important to improve for earthquake readiness in addition to the Burnside Bridge project.
- There should be an eye on this corridor for future development and in preparing for an increase in population density, especially as it's an emergency route that connects people to the hospital.

Further Considerations

- LIT members felt that they would prioritize investments in other corridors ahead of Burnside/Barnes Rd.
 - This might include other north-south corridors or additional funding for other projects, including SW Corridor or TV Highway.
 - One member felt that this corridor did not address equity and therefore should not be a priority.
- LIT members noted the key connection this corridor has into downtown Portland. Many felt investments should prioritize transit.

Additional Feedback and Considerations: Multnomah County LIT

Email sent from Brian Wong (Multnomah County LIT member) to LIT members and staff on September 15, 2019

Hello all-

I am struggling on our decision regarding prioritization of projects within Multnomah County. Upon reflecting on our conversations and assessing our consistent themes of equity, safety, and transit options; I believe we have indirectly shown prioritization. In my opinion, I think we need to be clear about our project priorities.

I spent the better of this weekend wrestling with this. I felt the need to really consider these projects and think about what fit and what did not.

Below is my analysis with the intent of incorporating the feedback from our conversations, but I also realize this analysis is incomplete and does not represent LIT work.

I started with equity, since it was the value most discussed.

Equity is a very broad term. In order to perform an analysis, I attempted to provide some structure around this term. I came across a document by the [Victoria Transit Policy Institute](#). After reviewing this document, other information (referenced via links) and our final work, I looked at equity using the conveniently available below attributes to perform a simple analysis:

Analysis of Multnomah County projects			
	Safety (injuries/deaths by mile) Portland High Crash Corridor Study	Percentage of community that are people of color	Poverty (Year 2000 Poverty by Census tract)
162 nd Ave	1.0	44%	Year 2000 Poverty by Census tract
Powell	1.0	35%	
Burnside	0.9	n/a	
181 st Ave	1.3	51%	
122 nd Ave	0.7	41%	
82 nd Ave	1.1	40%	
Downtown	Not able to quantify – multiple roadways, but 45% of high crash intersections are downtown	Not available	

Several things stood out:

1) All roadways in this study experience similar levels of injury and/or death, but there was a possible (albeit slight) association between injury rate and economic indicators. Basically, areas of higher poverty appear to have higher injury rates.

- 2) Poverty is spread throughout East Portland, with some concentration in downtown.
- 3) 49% of Portland's regulated affordable housing is located downtown.
- 4) It is worth noting that SE 181st Avenue has the highest injury rate per mile and has a separate project to INCREASE traffic volumes (specifically, the Clackamas to Columbia connector (C2C)).
- 5) 80% of Portland's population is in East Portland ([Portland Population by Neighborhood](#))

Safety and transit options were other thematic values that were isolated.

I reviewed all projects and isolated those projects that did **NOT** address those values.

In my opinion, the below following projects did not address safety and/or increasing transit options, except the 82nd Avenue deferred maintenance. This obligation fully falls onto ODOT and is not the responsibility of Metro taxpayers to meet this obligation:

Projects that did not meet LIT values of equity, safety, and increasing transit options	Cost
Earthquake Ready Burnside Bridge	\$150M
MAX Tunnel Study	~\$100M
Clackamas to Columbia connector (C2C)	\$40-\$50M
Airport Way Interchange	\$35M
82 nd Avenue deferred maintenance	\$60-120M

Using available budget information, these five specific projects represent about 33% of the overall Multnomah project lists.

Of note, I did consider the Jonesmore Max Station elevator. It was my opinion that this project is as true of an equity issue as you can get. If the one current elevator goes down (it has many times), people that rely on elevators to get on and off the Max platforms are quite literally stuck. Having an second elevator will allow at least one elevator for them to use.

Summary:

Based on my analysis and review of material, I would start by prioritizing projects by injury rate. Thus, my priority list would be:

Project	Injury rate by mile
181 st Ave	1.3
82 nd Ave	1.1
162 nd Ave (tie for 3 rd)	1.0
Powell (tie for 3 rd)	1.0
Burnside	0.9
122 nd Ave	0.7

Downtown	Not able to quantify – multiple roadways, but 45% of high crash intersections are downtown
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Downtown was listed last since most of Portland's population lives Eastside. It has long been assumed that most of the jobs are downtown. If this remains true, those living in East Portland will need the infrastructure to allow for better transit and safer transportation options (assuming they are largely heading downtown to work).

If cuts are needed to be made, I would start with these specific projects. They are presented in order of removal:

Clackamas to Columbia connector (C2C)
Airport Way Interchange
MAX Tunnel Study
Earthquake Ready Burnside Bridge
82 nd Avenue deferred maintenance

This my opinion and is not representative of other opinions and viewpoints.

Thanks

Brian

Two Multnomah County LIT members responded to this email agreeing with the points made by Brian.

In response to that email, Maria Hernandez Segoviano (Multnomah County LIT member) added the following on September 16, 2019:

Brian.

Thank you for the additional information and the work done on this. One thing that stood out was point 5) 80% of Portland's population is in East Portland ([Portland Population by Neighborhood](#)). Overall, the analysis you have presented above is analysis that is a reflection of the prioritization of values we have highlighted throughout LIT (from my perspective) and I would agree with the projects mentioned above.

That said, based on that analysis I will ask Metro to identify the same projects as they present to the taskforce based on the values we have highlighted and the taskforce has named as well as you look at affordability options and make sure that \$\$ is not being spent in projects that take up so much of the money and do not do much for the communities who continue to be underinvested and where most live- East Portland.

Maria