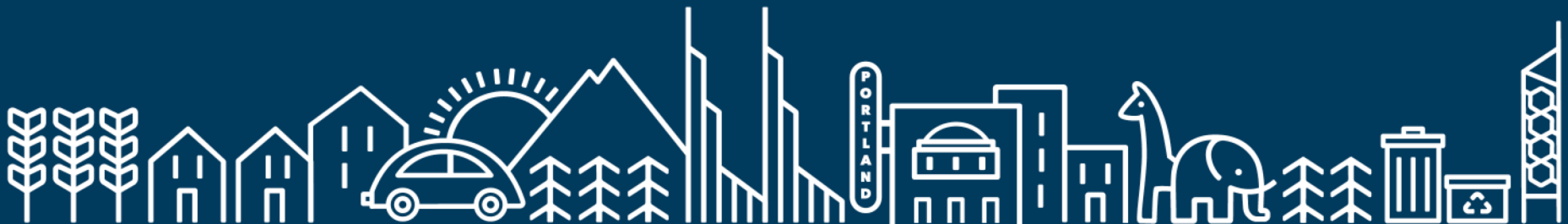


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Today's agenda

Public comment

TriMet workshop
highlights

Quick update
on next steps

Corridor outcomes
and projects



Up to 30 minutes is available for verbal public comment, from up to 15 people.
If more than 15 people have signed up, a lottery will identify speakers.

Please submit written comment at

getmoving@
oregonmetro.gov

Comments submitted by 2 p.m. on the day of a Task Force
meeting will be printed for that meeting's packet.



TriMet workshop highlights, 9/25



Recap: September 25th Transit Workshop

- 1. Transit Equity and Inclusion, Low Income Fare Initiatives**
- 2. Transit Service Update and Future Service Outlook**
- 3. Enhanced Transit and Better Bus Program**
- 4. Regionally Significant Transit Priorities**

Discussion with Task Force Members

1. Transit Equity and Inclusion

Highlights:

- Diversity among the TriMet Board, Leadership, Staff, and Riders help reflect the communities we serve.
- Community Engagement includes the Transportation Equity Advisory Committee (TEAC), Committee for Accessible Transportation (CAT), and others.
- Access Transit program and Low Income Fare.



2. Transit Service Update

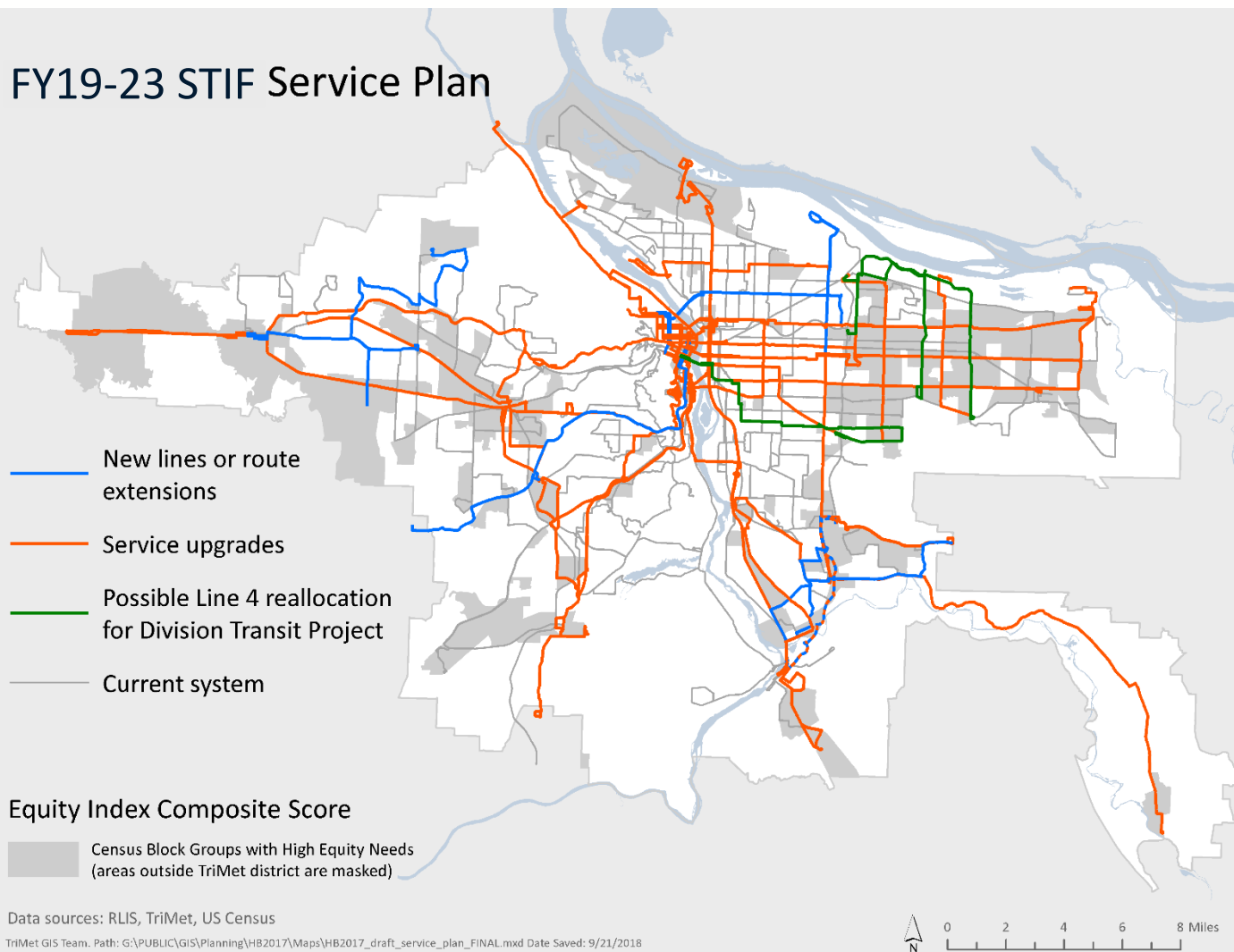
Highlights:

- We continue to make investments in additional transit service to better serve the community.
- Various funding sources are currently utilized for transit service improvements.
- Guided by Service Enhancement Plans (SEP), the HB 2017 Transit Advisory Committee, community and rider feedback.



Service Plan

FY19-23 STIF Service Plan



Improvements

5 new bus lines

3 weekend improvements

7 route extensions or route changes

10 frequency upgrades

8 early/late/midday improvements

2 24-hr. service additions

5 new 15-min. Frequent Service Lines

4 Frequent Service Lines upgraded to 12 min. service

3. Enhanced Transit and Better Bus Program

Highlights:

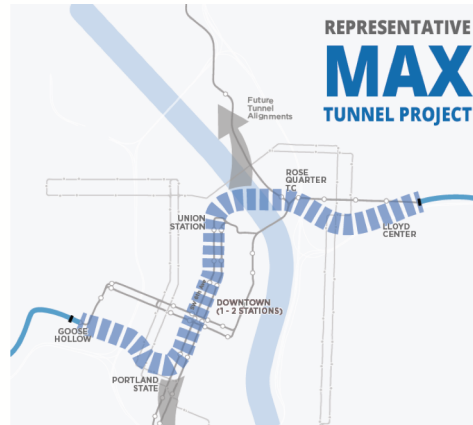
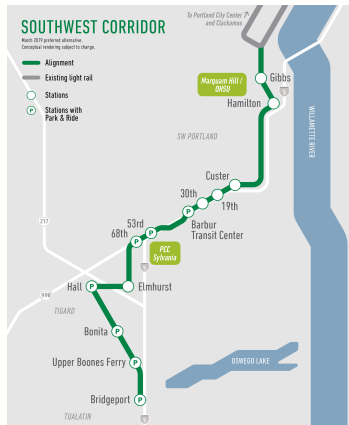
- Bus Routes are a “work horse” of the transit system, and need jurisdictional help to improve reliability, speed, and capacity of buses to be competitive with driving.
- Utilizes a toolbox of treatments to fit the context and need including bus lanes, red paint, queue jump lanes, transit signal priority, bus stop placement, and others.
- Based on a data-driven process for transit delay and needs.



4. Regionally Significant Transit Priorities

Highlights:

- Transit plays a major role in supporting the Urban Growth Boundary, Centers and Corridors, and Climate goals.
- Southwest Corridor and MAX Tunnel Project Study are transformative projects to improve mobility in the region.
- Non-Diesel Bus Plan and Electric Bus Pilots are already underway.



Conclusions

- 1. TriMet will expand service through 2026 with ramp in of current resources**
- 2. Capital support from regional measure will make those hours more effective and facilitate additional service expansion**
- 3. TriMet will continue to look long term at operating resources**

Task Force: Projects next steps

Today: Project elements presentation

Oct. 30: Staff recommendation discussion

Nov. 20: Task Force project recommendation

December: Council work sessions



Let's talk: #GetMoving forums

Washington County

Monday, Oct. 21, 6-8 p.m.

Walters Cultural Arts Center,
Hillsboro

Clackamas County

Tuesday, Oct. 22, 6-8 p.m.

Abernethy Center, Oregon City

Multnomah County

Thursday, Oct. 24, 6-8 p.m.

The Orchards at 82nd, Portland

More info: getmoving2020.org



Corridors Not Reviewed by LIT Members

- Albina Neighborhood
 - Projects developed and identified through a process working with Albina Vision Trust and Portland Bureau of Transportation
- SW Corridor
 - 8 year process
 - Ongoing CAC and Steering Committee
 - LRT includes enhanced connections to OHSU/VA on Marquam Hill, PCC Sylvania campus and along Barbur Blvd from I-405 to Barbur Transit Center



Regional Funding Measure Corridor Outcomes and Projects

Transportation Funding Task Force
October 16, 2019

Overview

- Recent Action: Where Did These Projects Originate?
- Safety
- Transit
- Supporting Regional Growth
- Advancing Racial Equity
- Addressing Climate Change
- Discussion

Recent Action: Where Did These Projects Originate?

- After you chose the corridors, projects were pooled from:
 - Regional Transportation Plan (RTP)
 - Other existing agency projects
 - Determined needs
 - Local Investment Team (LIT) process and feedback
 - Spring/summer online survey



Safety



Safety



- Goal: **reduce the severity and frequency** of crashes along the corridor
- Focus: **vulnerable users** like bicyclists and pedestrians
- High crash corridors
 - *McLoughlin Boulevard, Tualatin Valley (TV) Highway, E 122nd Avenue, E 181st Avenue, E 82nd Avenue, Powell Boulevard, W 185th Avenue, E 162nd Avenue, Burnside Street*

Safety



- How?
 - Provide people with **safer places to walk and bike** and give drivers **more time to respond**
 - Provide **consistency along the corridor**, instead of just having spot treatments

Anatomy of a High Crash Corridor



Figure source: Portland Bureau of Transportation

Example Street Safety Design Elements



Figure source: Portland Bureau of Transportation

Safety Corridor Example: 82nd Avenue



- Established with various uses **along** the corridor
- Many **intersections and driveways**
- Prevalent crash types:
 - Crashes from people turning or slowing because of **driveways or intersections**
 - Pedestrian crashes of **people crossing**

Corridor Example: 82nd Avenue



82nd Avenue: Projects



Safety project elements:

- Add **crossings, lighting, and sidewalks** along the corridor
- Improve signals to **add protected left turns** and **leading pedestrian intervals**
- **Manage access points** to reduce turning conflicts and restore sidewalks
- Provide a **parallel neighborhood greenway** for bicyclists

Similar corridors: E 122nd Avenue, W 185th, E 162nd, E 181st/182nd

Safety Corridor Example #2: Tualatin Valley (TV) Highway



- Provides **regional connectivity**, while also serving as the **downtown main street** for multiple communities
- Need to serve **current and future development** along TV Highway where there are currently **gaps in our multi-modal infrastructure**
- Higher likelihood of **more severe crashes** due to higher speeds
- High occurrence of **pedestrian crashes**, especially near transit stops

Safety Corridor Example #2: Tualatin Valley (TV) Highway

Safety Project Elements

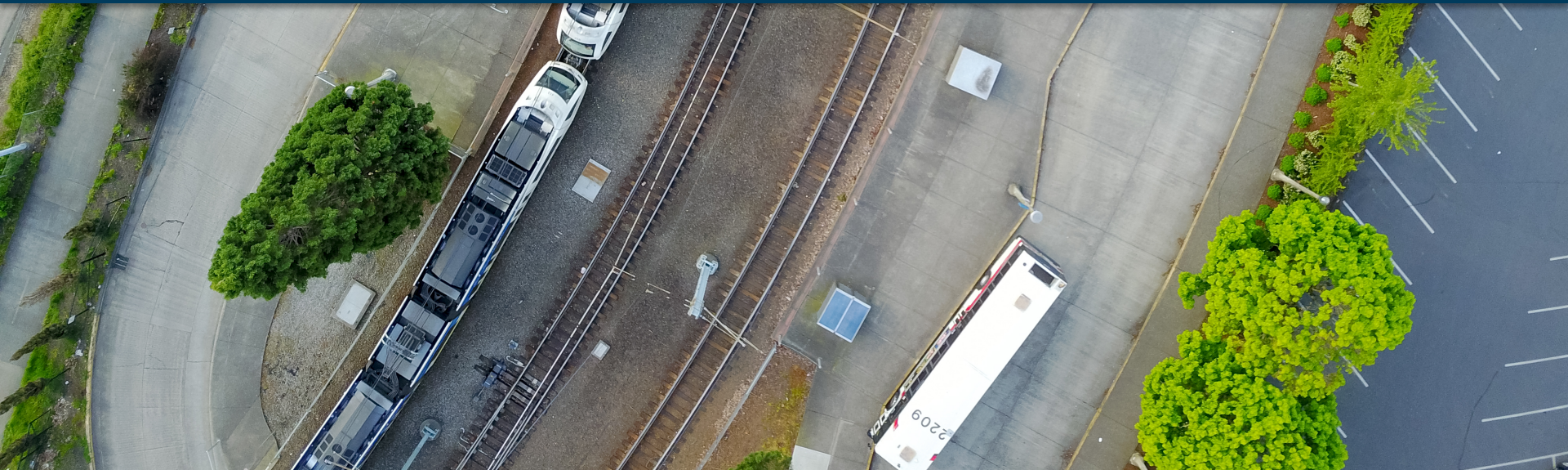
- Context sensitive treatments: **sidewalk** infill and widening, enhanced **crossings**, improved **bicycle facilities**, improved **lighting**



Similar corridor: McLoughlin Boulevard



Transit



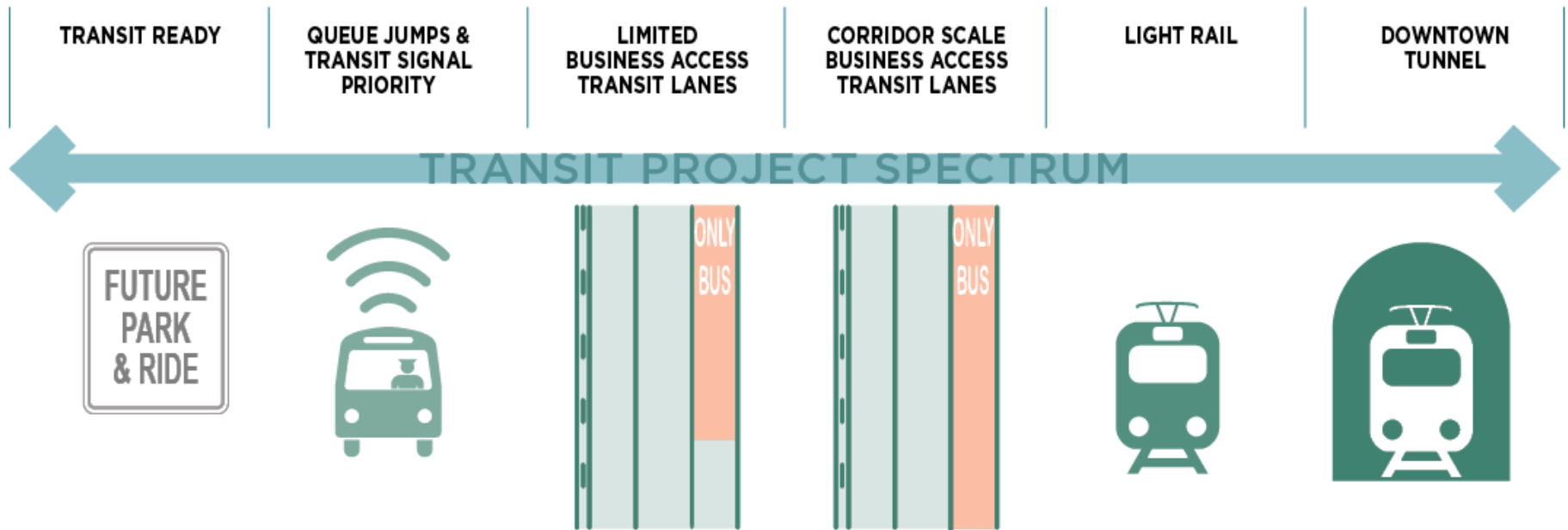
Transit



Figure source: TriMet

- Why transit?
 - Reduced greenhouse gas emissions -- Climate Smart Strategy
 - Improved mobility for all
 - Efficient way to move people -- reduces traffic congestion
 - Provides regional connectivity
- Key consideration:
 - Transit delays in downtown PDX affect transit across the region³⁰

Transit



Transit: Comfort & Quality of Experience

Transit is about the ride, too

- Quality of experience at the stops
- Security at the stops
- Real time service information
- Ease of getting to and from the stops



Transit Corridor Examples: TV Highway and 82nd Avenue



- A mix of tools to help transit move more efficiently
- Enhanced transit elements (ETC):
 - Transit signal priority
 - Transit only lanes or business access transit lanes (BAT) in key locations
 - Potential BAT lanes along entire corridor

Transit Corridor Example: SW Corridor

- Light rail would carry a projected 20% of peak southbound commuters from downtown Portland
- Extensive planning process to identify community needs, develop planned route, identify funding, and develop project design



Transit Corridor Example: Downtown Tunnel Study

- Study the **feasibility** of putting MAX lines underground through downtown
- Project could ensure **reliable MAX on-time performance** far into the future and **speed trips to and through the Portland downtown, reducing MAX travel time** between the Lloyd District and Goose Hollow by up to 13 minutes



Supporting Regional Growth



Supporting Regional Growth

- Last year: 1,000 new residents a month in three-county area
- Provide **connectivity to areas in our urban growth boundary** where growth is expected
- Special focus on areas with **heavy freight movement or expected jobs and population growth**

Regional Growth Corridor Examples: C2C and Sunrise/Highway 212

- Supporting regional and local land use plans
- Corridors provide new throughways to help traffic, including freight, move efficiently
- Being designed to provide multimodal options in the future
 - Transit-ready
 - Bicycle and pedestrian facilities

Central City

- Albina Vision-
 - Support intentional, guided community development
 - Multi-modal connectivity and streetscape elements
- Ross Island Bridgehead
 - Housing development
- Central City in Motion— Transit
 - Investments downtown impacts entire region
 - Moving more people more efficiently
 - Key safety improvements

Regional Growth Corridor Examples: TV Highway

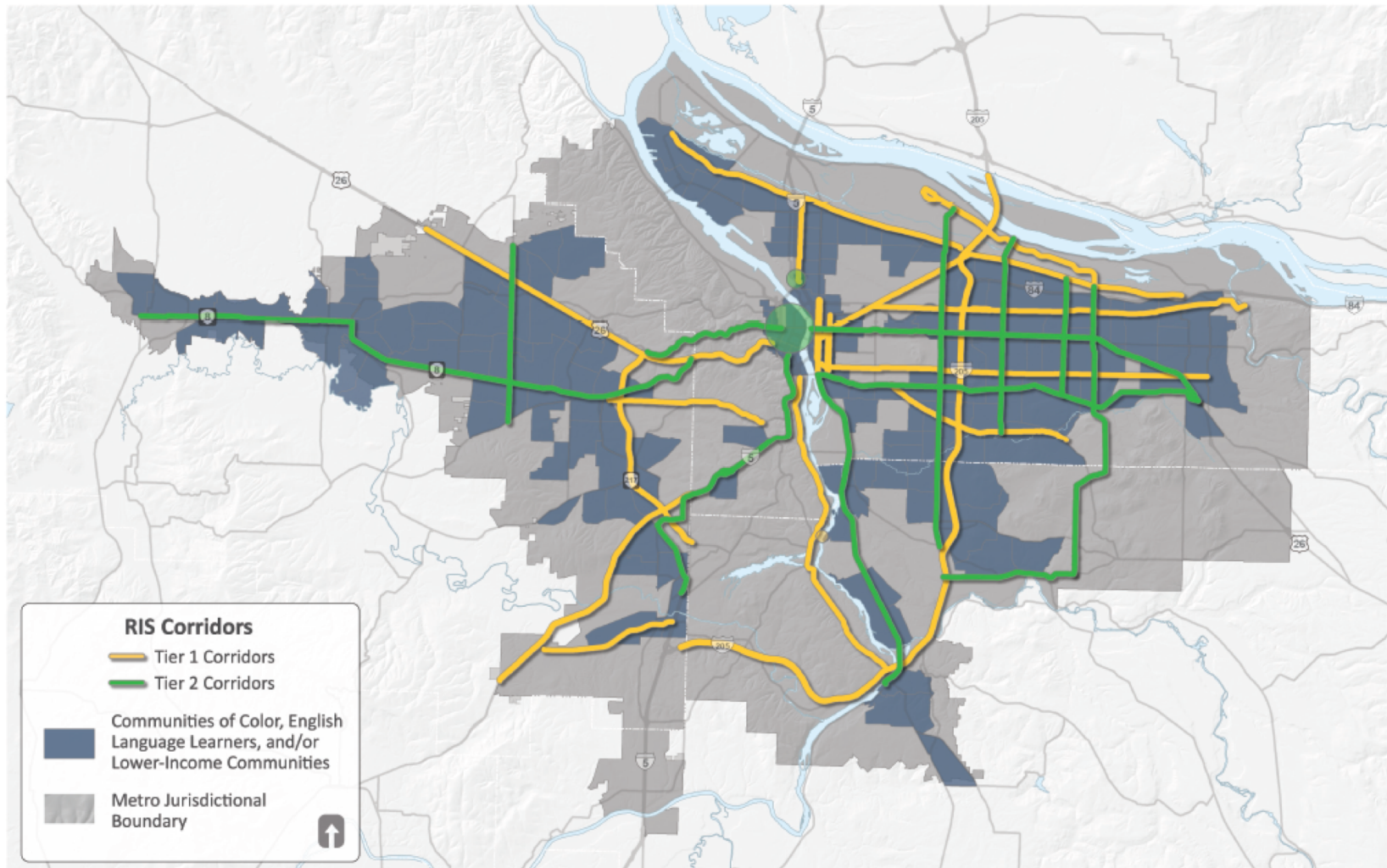
- **New development** in place as part of regional and local land use plans
- Hillsboro and surrounding areas are **expecting future growth** as part of those plans
- The **Local Investment Team** emphasized a need to consider future growth
- Large focus on making future transit very efficient

Advancing Racial Equity

Advancing Racial Equity: Key Considerations

- From engagement we've learned that **better transit and improved safety are priorities for communities of color**
- Past pattern of **low investment in areas with concentrations of people of color** creates a higher need for investment in these areas
- People of color are **disproportionately likely to be killed in crashes** in the greater Portland region

Tier 1 & Tier 2 Corridors on Equity Focus Areas



Advancing Racial Equity

- Strategy:
 - Invest to **improve transit and safety** in areas where people of color live, work, and travel
 - Create **better access to opportunities** for people of color

Addressing Climate Change

Addressing Climate Change

- Transportation is the **largest contributor to greenhouse gas emissions (GHG)** in the US and in Oregon
- **Reducing emissions: A key goal** for Metro Council & Task Force
- **Metro's Climate Smart Strategy** is one of the top regional strategies in the nation focused on transportation
 - **We can reduce cars on the road and climate emissions by providing safe, reliable transit, biking and walking – and making them competitive with driving**

Questions?

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