

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Friday, Feb. 14, 2020  
To: Transportation Funding Task Force and interested parties  
From: Margi Bradway, Deputy Director, Planning & Development  
Subject: Tier 2 Corridor Investment Proposals

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On Feb. 19, the Transportation Funding Task Force will hold the first of two meetings discussing potential investments in “Tier 2” corridors as part of the 2020 transportation investment measure. This memo provides background on the Tier 2 corridors, summarizes proposals submitted by jurisdictions and describes how the Task Force will consider these proposals.

## *What are the Tier 2 corridors?*

The Metro Council designated 17 Tier 2 corridors in June 2019, based on input from the Task Force, engagement findings and Metro staff’s recommendations. These corridors were considered to have potential to advance key Task Force and Metro Council values, but with less urgent needs or fewer identified projects. Tier 2 corridors were not included in the Local Investment Team project discussion over the summer, nor the Technical Workshops hosted by Metro, and therefore not considered as part of staff recommendations released in October 2019. A map of all the Tier 2 corridors is attached.

The Council directed that individual Tier 2 corridors could be considered for investment in the regional investment measure if an agency partner or group of agency partners could demonstrate:

- the corridor and projects on that corridor align with Task Force and Metro Council desired outcomes for the measure
- those projects are supported by the local community
- those projects bring benefits and resources to parts of the region that aren’t already directly impacted by other corridors in the measure.

Tier 2 corridors with sufficient project identification and readiness could be considered for capital investment. Tier 2 corridors could also be considered to receive funds for corridor planning.

Tier 2 corridor investments are intended to complement, not supplant, Tier 1 corridor investments advanced by the Metro Council and recommended by the Task Force. Funding for Tier 2 corridors in the measure ultimately depends on sufficient revenue capacity.

## *What has been proposed?*

Local jurisdictions interested in having a Tier 2 corridor included in the measure were directed to develop proposals for review by the Task Force and Metro Council, with a focus on describing how these investments could advance Task Force and Metro Council outcomes, as well as discussion of public engagement to date, risks and supporting partners.

Four potential Tier 2 investments are proposed by jurisdictions. These jurisdictions are requesting Task Force feedback and Council consideration to potentially include investments in these corridors in the transportation investment measure package. Two proposals are for construction of projects and two are for corridor planning work. A summary is on the next page; full proposals are attached.

It is important to note that the proposals in this packet have not been subject to close review by Metro staff, Local Investment Teams or Metro's consultants. Some of the proposals include projects listed in the 2018 Regional Transportation Plan or local Transportation System Plans, and therefore have already had some public engagement and discussion.

The Tier 2 corridors were also included in the online survey Metro conducted in late spring 2019. Attached is a summary of what we heard about these four corridors in the survey.

*What is the Task Force process?*

The Task Force's Feb. 19 meeting is an opportunity to learn about these proposals. The Task Force will be asked to provide input to Council on the proposals at your March 18 meeting.

On Feb. 19, each of the proposing jurisdictions will give a brief presentation of their proposed investment. Task Force members will then have an opportunity to ask questions about each proposal, including submitting written questions.

Metro will distribute proposing jurisdictions' written responses to the Task Force's questions no later than March 13. If appropriate, proposing jurisdictions will also have an opportunity to modify proposals prior to March 13.

The Task Force will again take up these proposals at its March 18 meeting, when members will be asked to provide input on each proposal to the Metro Council. The Metro Council will consider direction on Tier 2 corridors at a work session in April.

**Attachments:**

- Summary table of proposed Tier 2 corridor investments submitted by jurisdictions
- Proposals submitted by jurisdictions
- Summary of findings from Spring 2019 survey

## Summary | Tier 2 Corridor Investment Proposals

Draft for Task Force Discussion | Feb. 14, 2020

Corridor	Proposing jurisdiction	Supporting jurisdictions	Proposed investment type	Proposed investment summary	Proposed measure investment	RTP project?
Highway 217	Washington County	Beaverton, ODOT	Design & Construction	Address safety and congestion bottlenecks on Hwy 217 southbound between Walker Road and Canyon Road; remove weaving activity in the area between Walker Road entrance ramp and Allen Blvd. exit ramp	\$130-150 million	<i>Portions:</i> Constrained project #11988  Strategic project #11978
Highway 43	West Linn, Clackamas County	ODOT, Lake Oswego	Construction	Sidewalk and bicycle facility completion, improved transit stops, redesigned intersections & turn lanes	\$66.1 million	<i>Portions:</i> Constrained project #10127
Highway 99W, Tigard to Sherwood	Washington County	TriMet, ODOT, Sherwood, Tigard, Tualatin, King City, Durham	Planning	Planning to identify investments and policies necessary to improve multimodal safety, transportation system management, economic activity and land use potential	\$3.5-5 million	<i>Portions:</i> Constrained projects #10706, #10770 and #11666  Strategic project #10743
Sunset Corridor	Hillsboro	Washington County, ODOT	Planning	Corridor planning to identify investments to reduce congestion, improve reliability, reduce crashes and increase transit use in the broadly-defined Highway 26 corridor, including parallel arterials	\$1.3 million	No project; study identified in 2018 RTP Chapter 8



October 29, 2019

Dear "Get Moving 2020 Task Force" and Metro Council:

On behalf of the Washington County Board of Commissioners, with support from project partner ODOT, along with the cities of Beaverton and Hillsboro, I am requesting the Task Force and Metro Council designate Highway 217 as a Tier 1 corridor in the Get Moving 2020 measure for project construction funding. This proposed funding would allow construction of improvements to more safely and efficiently manage traffic flow by redesigning and rebuilding the ramps and merges on Hwy 217 at the Canyon Road and Beaverton-Hillsdale Highway interchange.

The proposed investments will build on long-term efforts to improve safety and traffic flow on this critical highway. Previous investments include traffic management using ramp metering and variable message signs. In addition, HB 2017 provided funds for targeted safety and bottleneck relief through construction of ramp modifications and auxiliary lanes between Allen Boulevard and 99W. These improvements are currently in the design phase, with construction expected to begin in 2021.

Highway 217 is a regionally-important north-south limited-access facility linking US 26 and I-5. Hwy 217 is currently a four-lane facility south of Walker Road. The need to improve north-south routes in Washington County has been identified in multiple plans over decades—notably including the late 1990s LUTRAQ (Making the Land Use, Transportation and Air Quality Connection) project. The highway provides access to the jobs along the corridor, serves the Washington Square and Beaverton Regional Centers and provides access to and from Washington County and the region for goods movement, jobs access and many services. Congestion on Hwy 217 results in spillover traffic on adjacent arterials not designed for these volumes. The proposed Get Moving 2020 investments would improve safety and flow on Hwy 217, which should also improve safety and reduce through traffic on adjacent arterials.

In the current project on Hwy 217, ODOT identified opportunities for bicycle and pedestrian improvements and leveraged local funding. This proposed project would also incorporate multimodal improvement opportunities.

These proposed Highway 217 Corridor investments are estimated to total between \$130 and \$150 million dollars. The project partners recognize that requesting additional corridor funding may require trade-offs from other investments and anticipate this discussion when the Get Moving 2020 funding mechanism and revenue sources are identified.

The attached application responds to the information requested by Metro staff to move a Tier 2 corridor to a Tier 1 corridor.

Thank you for your consideration.

Sincerely,

Chair Kathryn Harrington  
Washington County Board of Commissioners

cc: Board of County Commissioners

## OR 217

### **Introduction/Overview of OR 217 Corridor:**

OR 217 serves as a key north-south connection between US 26 (Sunset Highway) and I-5 on the west side of the Portland Metropolitan Area, predominantly in Washington County. It is approximately seven and a half miles long and provides the primary access for two regional centers and a town center (Washington Square Regional Center, Beaverton Regional Center, and Tigard Town Center), providing access to jobs and housing, schools, and employment and commercial centers. OR 217 carries up to 118,000 vehicles per day (as of 2018) and serves as the west side connector for freight mobility, in particular as the route for hazardous materials to access I-5.

OR 217 is flanked by significant industrial and employment areas, as well as residential neighborhoods home to low income immigrant populations. In addition to moving the freight, OR 217 connects people to major job centers and regional services. St. Vincent Medical Center, one of the largest hospitals in the region, is located at the northern end of the corridor, employing more than 3,000 people and more than 26,000 patients per year. Kaiser also has a large medical office located in the corridor. Of the 70,000 employees within a half mile of OR 217, 8,000 are employed in Industrial jobs. Industrial jobs are usually living-wage jobs that do not require a college degree, which is important for the region's employment.

The two Regional Centers and one Town Center served by OR 217 also represent a significant concentration of jobs, as well as retail and civic services. The Washington Square Regional Center is anchored by one of the largest malls in the region and continues to redevelop. The Tigard Town Center and Beaverton Regional Center include both regional-scale retail destinations and walkable civic centers and downtowns – OR 217 helps people access jobs and services efficiently while relieving already congested local streets of the impacts of heavy truck and auto traffic.

Along OR 217 there are nine closely spaced interchanges, which contribute to conflicts between entering and exiting traffic. Several interchanges are less than ¼-mile apart, which does not allow adequate space for the weaving that occurs between entering and exiting vehicles. The corridor experiences safety and mobility problems, including recurring bottlenecks, top 10% Safety Priority Index System (SPIS) sites, and unreliable travel times. Other factors that lead to these problems include demand that exceeds capacity in the midday as well as morning and afternoon peaks, lack of shoulders, and short weaving areas that create erratic changes to traffic speeds due to interchange spacing.

### **Description of Project, including purpose and need, location, scope:**

- **Description:** This project will address safety and congestion bottlenecks on OR 217 southbound between Walker Road and OR 8/Canyon Road and remove the weaving activity in the area between the Walker Road entrance ramp and Allen Boulevard exit ramp.
- **Purpose and need:** Improvements are needed on OR 217 southbound to address traveler safety and a recurring congestion bottleneck. Such improvements, as described in the scope below, are intended to enhance safety by removing weaving activity between closely spaced interchanges

from Walker Road to Allen Boulevard, reduce crashes, improve reliability and maximize the existing throughput capability for the corridor.

The 2018 Portland Region Traffic Performance Report documented some of the slowest PM peak period speeds in the region in this segment of OR 217 southbound, as speeds in this bottleneck area averaged below 25 mph in the PM peak period. As of 2017, congested conditions in this bottleneck, which stretches from the Hall Boulevard exit back to the US 26 entrance, persist for approximately 7 hours, between 11:30am and 6:30pm on an average weekday. The segment of OR 217 southbound between the Walker Road entrance and Allen Boulevard exit contained a 2015 top 10% SPIS site and experienced nearly 200 crashes from 2013 to 2017. A large number of non-crash incidents, such as disabled vehicles, also occur on OR 217 between Walker Road and OR 8/Canyon Road compared to the rest of the corridor.

- **Scope:** The project would provide a third southbound travel lane between the OR 8/Canyon Road exit and the Allen Boulevard exit, braided ramps for the southbound Allen Boulevard exit ramp and Beaverton-Hillsdale Highway entrance ramp, and add a southbound auxiliary lane between the Walker Road entrance and OR 8/Canyon Road exit. These improvements are incorporated in the 2018 Regional Transportation Plan, as the braided ramps project is listed as #11988 on the constrained project list and the remaining improvements are included in project #11978 on the strategic project list. As has been done on the current phase of work and in keeping with requirements (ORS 366.514 known as the Oregon Bike Bill), this project will look for opportunities for multi-modal improvements specifically along 217 crossings. This will include consulting ODOT's Active Transportation Needs Inventory, local plans, and making connections to the Fanno Creek Trail. The proposed improvements are part of a systemic approach that recognizes the relationship to Hwy 26 and I-5, and builds on previous investments in ramp metering and variable message sign solutions as well as previous and current capital projects funded by HB 2017.

**List of Task Force and Metro Council Values the project will deliver on, with quantitative information when possible (note: this may include impacts on affordable housing, ghg reductions, how the project impacts communities of color, economic development impacts, etc.):**

**Safety:** This project will improve safety by removing weaving activity between vehicles entering OR 217 at Beaverton-Hillsdale Highway and vehicles exiting at Allen Boulevard. Likewise, the auxiliary lane between the Walker Road and OR 8/Canyon Road interchanges will reduce weaving conflicts by adding space and decision-making time for motorists to merge onto the OR 217 mainline. These improvements are intended to reduce crashes and improve corridor reliability, which will make it safer to travel in and through the corridor to get around, access jobs and services, and access affordable housing, all of which would contribute to opportunities for economic growth.

The unreliable travel times on OR 217 means that some drivers shift to use parallel routes on the local street network and that exacerbates safety issues there as well, considering the variety of travel modes that use those routes. Addressing safety and reliability on OR 217, a critical north-south connection in Washington County, could lead to indirect improvements on the local system as well.

**Mobility and Reliability:** This project will provide a significant benefit to reduce congestion and improve travel time reliability. OR 217 carries up to 118,000 vehicles on an average weekday, providing key north-south access to Washington County jobs, services and deliveries. OR 217 is an important connector between a number of major freight routes, including I-5, US 26, Oregon 99W, and Canyon Road (OR 8).

**Clean Air and Water, Healthy Ecosystems:** This project includes mitigations for stormwater management. Greenhouse gases from idling vehicles will also be reduced. Multi-modal improvements to over-crossings will provide access for walking and biking to jobs and commercial areas.

**Efficient Land Use:** The project will support the existing investment in the adjacent industrial areas that are served by and rely upon access to OR 217. The region has a finite amount of employment land to grow the economic base and provide jobs. It is critical to strategically invest in industrial areas with valuable highway access that serve traded-sector jobs, offering higher paying wages, foster innovation and generate start-ups. In particular, the WestFive industrial district, adjacent to OR 217 between Beaverton Hillsdale Highway and Allen Boulevard, is home to approximately 200 businesses with 3,500 employees.

**Benefits Communities of Color:** More than 30% of people who live in the census tracts adjacent to 217 identify as non-white, and there are neighborhoods of higher concentrations. Among these neighborhoods is the Allen Boulevard area, where Beaverton is in the process of finalizing the Allen Boulevard District Plan. The study area for this work encompasses the Allen Boulevard corridor between OR 217 and Murray Boulevard to the west. This area includes culturally and racially diverse residents and businesses that cater to Spanish, Arabic, and Korean-speaking communities. 38% of the population within the Allen Boulevard project area is Hispanic/Latino, compared to 17% of residents in Beaverton as a whole. Additionally, 22% of the households in the neighborhood have incomes below the poverty level. Connecting low income communities of color to economic opportunity is a benefit of addressing safety and congestion on OR 217, particularly since there is a concentration of well-paid jobs in industrial areas nearby.

The proposed transportation improvements to OR 217 will benefit communities of color by supporting the success of businesses that both rely on the corridor for freight access and provide jobs for community members, by reducing the potential for through traffic to be pushed to local streets, and by increasing the safety and reliability of the corridor for people of color who rely on it to get where they are going for access to work, play, educational opportunities and services such as health care.

**Supports Economic Growth:** OR 217 is a critical connection to three of the largest suburban office markets in the region, Kruse Way in Lake Oswego, Lincoln Center in Tigard and the Creekside Nimbus business parks in Beaverton. Industrial jobs are abundant in the West Five Industrial Area, the Parkside Business Center, the 217 Distribution Center and the Denney Road Commerce Center in Beaverton.

For example, the Beaverton WestFive Plan (completed in 2016) notes that the WestFive industrial district, adjacent to OR 217 between Beaverton Hillsdale Highway and Allen Boulevard, is home to

approximately 200 businesses with 3,500 employees. It contains the largest block of industrial land in the city. 53 wholesale trade companies operate in the district that have average annual wages of \$69,000. These jobs are a crucial resource for the community.

WestFive also has a concentration of Traded Sector businesses, which means that they sell the goods they produce outside the region. This is important because traded-sector businesses have unique land use needs due to the nature of transporting and loading these goods. These business need to be located near major transportation facilities. In contrast, local sector jobs tend to be more flexible in where they can be located.

In addition, traded-sector businesses offer higher wages than other industrial businesses, support other companies which creates a supply chain effect and can incubate new technologies, and their employees support local businesses such as restaurants and retail.

The proposed safety and congestion improvements to OR 217 would directly address bottlenecks that affect businesses in the WestFive industrial district that rely on the Beaverton Hillsdale Highway and Allen Boulevard exits for freight and employee access.

**Support from all project partners, including TriMet, ODOT, and county or city agencies (could be a letter of support demonstrating support for project moving forward and providing staffing resources to it):**

Attached letters from project partners ODOT and City of Beaverton

**Estimated project cost and indication of degree of confidence in that cost estimate, as well as project finance plan (if applicable) and an identification of other funding sources for the project and the degree of contingency that is included in the cost estimate:**

The total project estimate is \$130-150 million (2019 dollars). This is a planning level estimate that uses a contingency of 40-60%. The previous OR 217 projects have been delivered in incremental phases. That means that recent work informs this cost estimate and gives a high level of confidence that the work can be delivered in a timely and budget conscious manner.

**Estimated timeline for the project, including start and end dates:**

Preliminary Design/Environmental analysis	2021-2023
Final Design	2023-2025
Construction	2025-2027

**Major risks of the project (e.g. engineering, design, political, etc.):**

There are several environmental considerations in the corridor and project area related to hydrology, such as a creek and floodway/floodplain in the vicinity of Canyon Road and Beaverton-Hillsdale Highway. There are also wetlands near the Allen Boulevard interchange. In addition, coordination with railroads will be necessary to accommodate construction of the braided ramps, which will likely require a grade separated rail crossing near SW 5<sup>th</sup> Street in Beaverton. These two considerations, related to



environmental concerns and the railroad, could present a risk to the project's scope, schedule and budget.

**How the project ties in with Metro's 2040 Plan and the land use implications of the project:**

OR 217 provides primary access to two regional centers, the Washington Square Regional Center and the Beaverton Regional Center and the Tigard Town Center. Investing in the highway system supports the 2040 Growth Concept which sees Regional Centers becoming the focus of both transit *and* highway improvements. The project improvements proposed for OR 217 will improve safety and reliability, making it easier to get to jobs, housing, schools, services, industry and employment. Keeping these connections strong to support continued investment in land uses is key to the economic health of Washington County.

Improvements for OR 217 have been included in the Regional Transportation Plan since the early 1990's. It is in the current 2018 RTP project list (on the constrained list as #11988 and on the strategic list as #11978).

**Summary of the public engagement work that has occurred so far, or the public engagement plan, in particular identifying outreach to communities of color:**

Extensive public outreach has been conducted since the early 1990's through various planning studies. OR 217 improvements were recommended in the LUTRAQ study, further studied in the 2000 OR 217 Corridor Study which included congestion pricing, the OR 217 Interchange Management Study and the Refinement of Ramp Management Concepts in 2000 and 2001, which identified the bottleneck projects proposed and underway. Each of these studies had extensive public outreach. In Washington County's recent Transportation Futures Study, surveys and polling showed strong support for OR 217 improvements.

Outreach from the projects under construction through HB 2017 funding included:

- Project [website](#)
- Email newsletters
- Open House held in May 2019
- Sound wall voting process – summer and fall 2019
- Direct outreach to adjacent residences and businesses
- Environmental Justice Outreach Plan, beginning in the fall of 2017, includes specific outreach to neighbors of the Hall Boulevard overpass about construction impacts, including residences, businesses, stakeholder groups, special interest groups, churches, Metzger School, TriMet and jurisdictions (City of Tigard and Washington County). Outreach includes stakeholder interviews, attending existing meetings (CPO 4M), visiting businesses, Spanish translation and interpreter.



# Oregon

Kate Brown, Governor

## Department of Transportation

Matthew L. Garrett Building  
123 NW Flanders St  
Portland, Oregon 97209-4012  
Phone: (503) 731-8356  
Fax: (503) 986-5780

October 31, 2019

Metro Council Office  
600 NE Grand Ave  
Portland, OR 97232

To the members of the Metro Council and of the Transportation Funding Task Force,

Our partners have nominated the OR 217 corridor for inclusion in the regional funding measure. OR 217 plays an essential role in our regional and state transportation systems. This corridor serves as a critical north-south connection in Washington County between US 26 and I-5. It provides the primary access to the Washington Square Regional Center, Beaverton Regional Center and Tigard Town Center connecting people to major employment centers and regional services. OR 217 also serves as the west side connector for freight mobility and is the hazardous materials route for freight from Washington County destined for I-5.

Along the OR 217 corridor, there are nine closely spaced interchanges, which contribute to conflicts between vehicles merging on and off the freeway. Design is currently underway to improve operations, safety and bicycle/pedestrian connections on OR 217 between OR 99W and OR 10, with construction planned to begin in 2021.

ODOT and our partners recognize the need for additional improvements on OR 217, particularly in the southbound direction, to address traveler safety and a recurring bottleneck in the area between Walker Road and Allen Boulevard. This section of the corridor experienced nearly 200 crashes from 2013 to 2017, it contains a 2015 top 10% SPIS site and experiences some of the slowest PM peak period speeds in the region. Congestion persists for approximately 7 hours on an average weekday, reducing safety and reliability, and incurring economic costs associated with delay. In addition, the 2018 Regional Transportation Plan identifies this section of OR 217 (constrained project #11988 and strategic project #11978), acknowledging the need and demonstrating regional support for targeted safety and operational improvements in this location.

If this corridor receives funding through the proposed 2020 regional investment measure, ODOT is willing to manage project development and the project delivery process (to the extent possible as provided by the funds identified), while continuing to coordinate with local and regional partners. We thank our partners for their collaboration and efforts to highlight the needs of this important corridor, and we thank the Council and Task Force for considering their nomination.

Sincerely,

Mandy Putney, Policy and Development Manager  
ODOT Region 1



October 31, 2019

Metro Council & Transportation Funding Task Force  
600 NE Grand Ave  
Portland, OR 97232

**RE: Tier 2 Corridor Project Proposal: OR 217**

Dear Metro Council President Peterson, Councilors, and Task Force members:

I'm writing to share the City of Beaverton's support for the proposed OR 217 Corridor Project for consideration in the Regional Transportation Funding Measure.

The proposed project between Walker Road and Allen Boulevard is one piece of a larger strategy along OR 217 to improve safety, reduce congestion, and help people get where they need to go. OR 217 is the major north-south route in Washington County that provides people access to affordable housing, jobs, schools and services, while also moving freight that supports adjacent industrial areas and our regional economy. Congestion occurs along this stretch of the highway for seven hours on an average weekday. We can do better.

Beaverton is a project partner, along with ODOT and Washington County, in supporting this regionally significant mobility project. We are committed to providing staff to support ODOT's community outreach through project design and construction to ensure that Beaverton residents and businesses are engaged, particularly low-income residents and communities of color. In addition, we will also work collaboratively with ODOT staff through Beaverton's land use review process to ensure timely response.

Thank you for your consideration and commitment to invest in a system that works for everyone.

Sincerely,

A handwritten signature in blue ink, appearing to read "Denny", written over a faint, larger outline of the same signature.

Mayor Denny Doyle





# CITY OF West Linn

January 23, 2020

To Metro Council President Peterson, District 2 Councilor Lewis, and Metro Council:

We are writing to re-affirm the City of West Linn's strong support for inclusion of the Highway 43 project in Metro's 2020 regional transportation funding measure. With over 21,000 vehicle trips daily, Highway 43 is a major regional corridor connecting Clackamas County residents to jobs, education, and daily needs, but it lacks basic multimodal and safety elements.

Our proposed Highway 43 project will greatly enhance multimodal access and complete urgently needed safety improvements, with a focus on accessibility for bicyclists, pedestrians, and transit users. The project includes an innovative cycle track design, sidewalks, and transit amenities. Roundabout designs at key interchanges will improve traffic flow, safety for all users, and will reduce vehicle emissions. West Linn is committed to a Vision Zero goal and this project is a priority component of that work.

The project has a strong economic development tie as well. The City is working with regional partners on tremendously exciting redevelopment opportunities in the Willamette Falls area at the south end of Highway 43, and we are kicking off a project to evaluate increased opportunities for commercial and residential redevelopment along the entire Highway 43 commercial corridor.

Unlike many projects being submitted for your review, the Highway 43 project is nearly shovel-ready and offers a very high local match. Our citizens funded the design work through approval of a General Obligation Bond in May 2018 and we have been working with ODOT, the facility owner since that time, on design. Also the project will leverage RFFA funds allocated to Highway 43's Phase 1 which is approaching the construction phase already.

The Highway 43 multimodal project is a priority for the entire West Linn community and for stakeholders from across the region. It was the highest rated project in the City's 2018 polling prior to passage of our 2018 Bond, and would have broad voter support across Clackamas County. For all of these reasons **we urge your inclusion of the Highway 43 multimodal project in Metro's 2020 regional transportation funding measure.**

Thank you for your attention to the critical issue of transportation funding across the region. We stand ready to answer any questions you may have.

Sincerely,

Russell B. Axelrod  
Mayor

Teri Cummings  
Council President

William Relyea  
Councilor

Richard Sakelik  
Councilor

Jules Walters  
Councilor

## **Tier 2 Project: OR-43 Multimodal Improvement Project Hidden Springs Road to I-205**

### **1. Description of Project, including purpose and need, location, scope**

#### **Need and Purpose:**

Highway 43 is a major regional corridor connecting Clackamas County to Portland with over 21,000 vehicle trips daily. The corridor is a significant route for connecting regional transit riders to the Oregon City and Lake Oswego transit centers.

Decades without improvements have taken a toll on this corridor resulting in dangerous conditions for vehicles and unsafe pedestrian and bicycle routes. Investment in this corridor is sorely needed. The proposed improvements to substandard intersections, coordinated with multimodal improvements will significantly reduce existing congestion, provide access to safe alternate modes of transportation and will reduce vehicle emissions.

The existing conditions of the corridor include only intermittent or substandard sidewalks and bike facilities, inadequate pedestrian crossings, missing left turn bays, and a general lack of urban quality streetscape features. Transit stops exist within the corridor but are often isolated and disconnected from the surrounding neighborhoods by a lack of sidewalks.

The need for the proposed improvements were identified and have been prioritized for many years. In 2008, a City of West Linn planning process re-envisioned Oregon Highway 43 as a multimodal corridor that would adequately accommodate bicycles, pedestrians, and vehicles. The West Linn OR43 Conceptual Design Plan (2016 Plan) presents a vision for the OR43 Corridor that represents the goals of the community and is reflective of the public input and desires that was ultimately adopted by the City Council as an amendment to the 2016 City of West Linn Transportation System Plan.

The purpose of this project is to implement the 2016 Plan's proposed connectivity and user safety improvements in this section of the OR43 corridor. This includes improving bike and pedestrian facilities as well as overall safety within the Project area in West Linn by infilling key missing sidewalk sections and improving pedestrian connectivity between residential, commercial, park, and transit areas.

#### **Location:**

The proposed project includes the section of the OR43 corridor from the Hidden Springs Road intersection south to the I-205 interchange within the City of West Linn.



✓ **Improves Safety**

Safe travel for bicycle users and pedestrians is a key focus for this project. Primary features to improve safety include:

- Separated cycle tracks and sidewalks proposed to reduce crashes by providing more separation from vehicles.
- Consistent three-lane section will provide refuge for turning vehicles and islands for pedestrian crossings.
- These improvements will remove conflicts and will make significant progress toward improving safety and reducing crashes for all modes of transportation.

✓ **Supports Clean Air, Clean Water, and Healthy Ecosystems**

The proposed improvements are focused on increasing multi-modal accessibility and therefore have a high potential to support clean air, clean water and healthy ecosystems. (This was also described during the June 19 Taskforce meeting where OR43 was shown as one of the corridors with excellent potential to reduce emissions.)

- The addition of safe bicycle and pedestrian facilities will encourage use of these modes in lieu of vehicles and will likely result in a decrease in vehicle miles traveled and associated greenhouse gas emissions.
- Improvements will also require upgrades to existing culvert and stream crossings. The culverts will be improved to provide needed capacity during flood events and will remove barriers to re-establish fish passage where possible.
- Providing enhanced transit services with dedicated bus pullouts and shelters may also result in increased ridership, thereby promoting further reduction in greenhouse gas emissions.
- This project will also increase quality of life by supporting healthy lifestyles through active transportation by encouraging walking and biking instead of driving.

✓ **Supports Resiliency**

This project supports resiliency through:

- A full evaluation of current topographically challenging areas, such as over steepened slopes.
- Construction of engineered walls and retained slopes to strengthen the corridor in vulnerable areas.
- Mode options will provide access to all users in case of natural disaster.

✓ **Makes It Easier to Get Around**

Several operational improvements will be made to improve accessibility.

Key features include:

- Improving roadway reliability and average commute times by reducing pinch points. This includes a consistent center turn lane for left turn movements that would otherwise block through traffic, new signalized intersections optimized for traffic flow, and consideration for additional right turn lanes at intersections.
- Increase in transit service, reliability, and speed through dedicated bus stop pullouts.
- Convert the current dangerous road to a safe, efficient multi-modal corridor. This will be accomplished by providing a consistent separated facility for bicycles and pedestrians.

- Increase multi-modal access to living wage jobs, schools, social services and open spaces throughout the OR43 corridor and to West Linn in general.
  - Provide an ADA-compliant corridor usable by people of all abilities in a historically constrained environment with steep slopes.
- ✓ **Supports Economic Growth and system connectivity**  
 This project will support economic growth by:
- Incent development by providing a built out public right-of-way reducing or eliminating frontage improvements that would otherwise be required.
  - This project along with the anticipated successive commercial redevelopment would support long-term job growth for both construction and sustained services to users of the corridor.
- ✓ **Is regional in nature**  
 The benefit of the Hwy 43 project is regional in nature. This project converts a heavily used state highway into a safe multimodal corridor that is heavily utilized for commuting. The corridor is a major connection from Clackamas County to Portland and a significant transit route connecting riders to the Oregon City and Lake Oswego Transit Centers.
- ✓ **Leverages housing, open space investments**  
 Bike and pedestrian facilities have been shown to increase the value of homes and increase use of open space areas due to improved access. Opportunities for investment in affordable housing in this area are possible with the passage of Metro's Affordable Housing Bond. The proposed improvements will provide safe multi-modal access to Mary S. Young Park and Maddox Woods that both include investment by Metro's Nature in Neighborhoods grant as well as local share dollars derived from Metro's parks bond.
- ✓ **Increases access, especially for people of color**  
 This project will provide improved access to transit as an equal service to all users. According to the Regional Equity Atlas, the areas around Highway 43 have an above average percentage of senior residents. Many of West Linn's alter abled residents are within the project area as per the city's TSP.  
 The corridor also connects Metro Equity Areas including communities of color, English language learners and/or lower income communities.  
 Creation of safe bicycle and pedestrian facilities will similarly serve all users and provide other means of transportation for all people. Increasing safety and improving access to all modes of transportation could support further diversification of the corridor.

### **3. Support from project partners:**

During the preparation of the draft 2016 Conceptual Design Plan, the project team conducted two meetings with key stakeholders. This group included representatives from the City of West Linn Planning Department, City Council, Public Works, Police Department, and Transportation Advisory Board (TAB), along with the Oregon Department of Transportation (ODOT), Tualatin Valley Fire and Rescue (TVF&R), Metro, TriMet, Clackamas County, the City of Oregon City, and the City of Lake Oswego.

At the initial meeting (April 2014), the project team introduced the project and reviewed potential options for addressing the community desire for the incorporation of protected bicycle facilities, in addition to sidewalks, crossings, transit stop enhancements, traffic control upgrades, and streetscape



improvements. At the second stakeholder meeting (June 2014) the project team proposed design options and requested stakeholder feedback on key components of the update. Because OR 43 is currently owned and maintained by ODOT, the project team sought to understand what types of designs would be acceptable to ODOT, what elements would require a design exception, and what elements would not be approved.

The City and ODOT have separate project and maintenance IGAs in place for the project currently being designed directly north of this corridor, OR43: Arbor Drive – Hidden Springs Road. That project is being designed and managed as an ODOT project while incorporating some of the unique design concepts developed by the City, including the separated cycle tracks and sidewalks and protected-signalized intersections. These IGAs will be a roadmap to future similar agreements for the rest of the corridor. The ODOT project team is working with the City to incorporate the elements from the 2016 Plan while meeting ODOT design standards. ODOT has already committed to the concepts in a concurrence letter from December 2, 2016. ODOT is continuing their commitment in the corridor through a pending letter that will be provided to the Metro committee for this project. TriMet was engaged during the initial planning efforts in the corridor and are supportive of the project. Further coordination with TriMet and incorporation of their feedback is planned as part of the current 30% design effort to be concluded in January 2020.

Letters of support will be requested from the City of Lake Oswego & Trimet. ODOT's letter of recommendation is included as part of this submittal.

## 4. Estimated project costs

The quantities and costs of the major components of the project have been estimated based on the on-going preliminary design efforts, considered to be at a 20% level of completion.

Current Cost Estimate	
Construction	\$45.5 M
Design Engineering	\$8.3 M
Construction Administration	\$6.3 M
Right of Way	\$5.7 M
Lake Oswego Study	\$300 K *
<b>Total</b>	<b>\$66.1 M</b>

The current cost estimate is based on recent ODOT bid tabs with an assumption of construction in approximately five years. It also assumes work will be managed through the ODOT project delivery process. The construction cost estimate is based on the current roadway model developed during the preliminary design. The primary cost elements include:

- New concrete curbs and sidewalks on each side of OR43
- New cycle tracks on each side of OR43
- A vegetated buffer strip to provide separation between the travel lane and the cycle track where feasible
- A full width grind and inlay of the existing pavement over the length of the corridor
- Cut and fill retaining walls to accommodate the widening
- New traffic signals at four intersections
- Storm water quality treatment, drainage and sewers
- Signing and striping
- New guardrail
- Contaminated soil removal
- Three culvert replacements within the Gans Creek and Trillium Creek basins, including a new fish passage culvert at Trillium Creek
- Temporary protection and direction of traffic

The overall estimate includes 40% contingency given the preliminary nature of designs to date.

The preliminary right-of-way cost estimate has also been developed for the project corresponding to the current needs of the most recent roadway model design. It represents an approximation of the actual number of right-of-way files and area needed. No displacements are currently anticipated.

The preliminary design is on-going and expected to be at a 30% level of completion in January 2020. Updated cost estimates can be provided at that time.

## 5. Estimated project timeline

The project was part of the 2016 Conceptual Design Plan developed to establish the vision for the corridor within the City of West Linn. Preliminary design of the Project began in May 2019 and is

currently at approximately 20% level of completion. The design will be at a 30% level of completion in January 2020.

After funding has been secured for the project, final design could begin as soon as a design team is selected and contracted to expand upon the preliminary design that is currently being developed to ODOT standards. The project could be delivered as a single project, or split into phases. Assuming it remains a single project, the project team anticipates contracting, final design and right-of-way acquisition would take approximately three years. Once the right-of-way has been acquired, the project will likely be constructed over two construction seasons.

The City is preparing and advancing this project to 30% design so that when funding is made available, this Project will be set-up to proceed through final design and construction in a short amount of time. Therefore, we anticipate this project being one of the first ones funded by the T2020 program to be constructed.

## **6. Identification of major risks of the project**

The on-going ODOT project being designed directly to the north of this project has already been advanced to the point of being able to identify major risks and their potential costs, along with opportunities to mitigate them. We anticipate the risks being much the same for both projects. The 30% design of this project will follow the similar path and build upon the work completed on the adjacent project, streamlining the process and capitalizing on the previous work. Most of the risks identified are related to the design elements. A significant advantage of this project compared to others being considered for T2020 funding is that no political risks are apparent and this project has strong public support.

The following are risks identified as part of the ODOT project that are anticipated to also be of concern for this project. Included next to each risk is a description and a plan to manage the risks.

- a. *OR43 North within Lake Oswego*: If this project moves forward, additional improvements would be needed within Lake Oswego to provide a full connection to downtown Portland. To manage this risk of follow-on needs, the current request includes a study that would be managed by the City of Lake Oswego to determine needs for completing similar infrastructure improvements within their limits.
- b. *Roadway Elements*:
  - i. Implementing a project with a unique sidewalk and cycle track concept new for ODOT Region 1 – This is being mitigated through development of agreed upon standards as part of the current ODOT project.
  - ii. Multiple design exceptions likely required by ODOT – Again, this is being mitigated through development of designs on the current ODOT project which should serve as a precedent for future design exceptions.
    1. ODOT agreed in writing to the necessary cross-section design exceptions as part of the 2016 plan adoption.
  - iii. As significant amount of retaining walls will be required to complete the improvements and minimize impacts. These walls come with a high degree of cost risk – This is being mitigated through the current 30% design efforts which

- have already determined the approximate number and scale of walls required which are reflected in the current cost estimate.
- iv. Driveway grades will be potentially steep to reconnect to OR43 – This will be managed through the current 3D modeling being completed as part of the 30% design effort. Solutions are currently being developed.
  - v. The designs call for a new style of protected-signalized intersections – Details of this design are currently being vetted through the ODOT project which will have at least one of these types of intersections.
  - vi. Side slopes will be relatively steep to reconnect after widening work – In cases where slopes are too steep, additional walls will be used. For now mostly walls are assumed.
  - vii. Deteriorating existing pavement condition – A full roadway overlay is assumed as part of the cost estimate.
- c. *Right-of-way:* A significant number of parcels will be affected by the widening work and most parcels will be touched in some way. The current 30% design effort is particularly focused on better defining these impacts and efforts have already determined that full takes can and will be avoided with one possible exception. The anticipated cost has already been included in the cost estimate.
  - d. *Environmental:* Potentially triggering fish passage with the culvert crossings at Trillium Creek. The Oregon Department of Fish and Wildlife needs to provide more clarity for final design. Additional culvert crossings could also trigger fish passage requirements, adding permitting and construction costs to the project. These risks are managed by the assumption in the estimated costs for these culverts to be replaced to current standards. Hazardous materials management is also a risk due to the likely presence of contaminated soil on the shoulders of the highway. A cost factor for this has been included in the current cost estimate.
  - e. *Utility Impacts:* Sections of corridor that do not have a landscape buffer strip and may not have appropriate R/W behind the back of walk to fit utility poles could increase the amount of impacts and costs. There are several locations that may require redesign, design exceptions for narrow sidewalks, or additional R/W acquisition to accommodate new utility poles. These constrained locations have already been identified with plans to acquire additional right-of-way as needed. It has also been confirmed that full property takes can and will be avoided to manage this risk.
  - f. *Drainage Facility Needs:* The widening will require new stormwater facilities and trigger stormwater treatment and possibly detention. Anticipated costs have largely been captured in the cost estimate. A capacity and condition assessment of the existing stormwater infrastructure will eventually need to be completed to confirm costs. If the existing infrastructure is undersized or in poor condition, costs may increase. However, the scale of this cost increase can likely be absorbed by the contingency applied at this early stage of design.

## **7. How the project ties in with Metro's 2040 Plan and the land use implications of the project**

West Linn is identified as a focal point for growth in the 2040 Growth Concept, as a town center that provide services to tens of thousands within a two- to three-mile radius. Two policies in the 2040 Growth Concept tie directly to the objectives of this Project. Those two policies encourage safe and

stable neighborhoods for families and balanced transportation system that moves people and goods.

The primary objective of this project is to provide safe walking and biking facilities for users of all ages and abilities, addressing the need of safe and accessible facilities that connect the surrounding neighborhoods to transit stops, commercial areas and other businesses along OR43.

Another objective of this project is to provide adequate vehicle facilities that improve safety for all users of the OR 43 corridor. Currently the corridor does not encourage biking and walking. Adding new ped and bike facilities will encourage these modes of transportation, while upgrading intersections to improve efficiency for vehicles and safety for bicyclists and pedestrians.

This project not only improves the safety and connectivity for the City of West Linn, but also for the surrounding communities of Lake Oswego, Oregon City and the entire metro region.

## **8. Summary of public engagement including identifying outreach to communities of color**

The public engagement work completed to date was part of the original planning and conceptual design of the 2016 Plan. During the preparation of the initial draft Plan, the project team drew on documented public input from the 2008 OR 43 Conceptual Design Plan, the OR 43/Willamette Falls Drive Vision, Phase I, and the West Linn Transportation System Plan update that was recently completed. Multi-language fliers were utilized for public outreach during this process. The City of West Linn as part of their Transportation System Plan update formally adopted the 2016 Plan. A thorough community engagement process was part of the adoption process.

The project team also held an online Virtual Open House, in which over 150 people provided input on the proposed designs. City staff also attended meetings in the surrounding Robin-wood and Bolton neighborhoods to discuss the plan and hear input from community members in addition to the regular Transportation Advisory Board (TAB) meetings, which are publicly noticed and open to the public.

The input gathered in these forums highlighted the importance of creating safe and comfortable multimodal connections for everyone throughout the corridor; providing safe and convenient pedestrian crossings at key locations; improving safety and traffic operations at key intersections along the corridor; and finding ways to ease congestion along the corridor.

The project has strong public and stakeholder support, expressed during the planning process as well as during various city-community interactions since. Additional public engagement with a focus on outreach to communities of color will be part of the final design process for this project.



February 12, 2020

METRO Council  
Metro Regional Center  
600 NE Grand Ave  
Portland, OR 97232-2736

RE: Support for West Linn's T2020 Grant Application for Highway 43 Bike/Ped Improvements Project

Dear Metro Councilors,

On behalf of the Lake Oswego's City Council, I'd like to confirm our support of the West Linn Highway 43 Bike/Ped Improvements Project that is being considered for T2020 funding. The City of Lake Oswego's own Transportation System Plan that was adopted in 2014 identified a refinement study for an active transportation project along Hwy 43, consistent with the Connecting Clackamas Plan and the county's own TSP. With this proposed project, the refinement study for the portion within the City of Lake Oswego city limits could begin in earnest.

The City strongly supports improvements along this corridor to eventually provide for improved active transportation modes, and for improved safety for all users. Our staff look forward to working with our local and regional partners on this effort to enhance transportation in this corridor.

Sincerely,

Kent Studebaker  
Mayor

cc: Lake Oswego City Council  
Martha Bennett, Lake Oswego City Manager  
John Williams, West Linn City Manager



# Oregon

Kate Brown, Governor

## Department of Transportation

Matthew L. Garrett Building  
123 NW Flanders St  
Portland, Oregon 97209-4012  
Phone: (503) 731-8356  
Fax: (503) 986-5780

October 31, 2019

Metro Council Office  
600 NE Grand Ave  
Portland, OR 97232

To the members of the Metro Council and of the Transportation Funding Task Force,

Our partners have nominated the OR 43 corridor for inclusion in the regional funding measure. OR 43 plays an essential role in our regional and state transportation systems. This district highway is on the National Highway System and serves as a critical north-south connection between Portland and Oregon City in Clackamas County. It provides access to the cities of Portland, Lake Oswego, West Linn and Oregon City connecting people to major employment centers, regional services, and housing.

OR 43 has historically accommodated motor vehicles, while bicyclists and pedestrians encounter an incomplete system along the corridor. Design is currently underway to improve safety and bicycle/pedestrian connections on OR 43 between Arbor Drive and Hidden Springs Road with construction planned to begin in 2021. ODOT is working with the City of West Linn to incorporate elements from the 2016 OR 43 Conceptual Design Plan while meeting ODOT design acceptance.

ODOT and our partners recognize the need for additional multimodal safety and connectivity improvements on OR 43, particularly in the area between Hidden Springs Road and I-205. Improved access and connectivity for bicyclists and pedestrians is needed between residential and commercial areas, parks and transit facilities. This section of the corridor contains several 2015 top 10% SPIS sites and growing congestion and fewer gaps in traffic have also contributed to pressure and constraints on turning movements and pedestrian crossing opportunities. In addition, the 2018 Regional Transportation Plan identifies this section of OR 43 (constrained project #10127), acknowledging the need and demonstrating regional support for multimodal improvements in this location. We will work with our partners to refine right of way, design, environmental and cost assumptions.

If this corridor receives funding through the proposed 2020 regional investment measure, ODOT will coordinate with local partners for project development and project delivery (to the extent possible as provided by the funds identified). We thank our partners for their collaboration and efforts to highlight the needs of this important corridor, and we thank the Council and Task Force for considering their nomination.

Sincerely,

Mandy Putney, Policy and Development Manager  
ODOT Region 1



# WASHINGTON COUNTY OREGON

October 29, 2019

Dear "Get Moving 2020 Task Force" and Metro Council:

On behalf of the Washington County Board of Commissioners, and with support from our project partners ODOT and the cities of Tigard, King City, Tualatin and Sherwood, I am requesting the Task Force and Metro Council to designate Highway 99W as a Tier 1 corridor in the Get Moving 2020 measure for corridor planning funds. The regional impact and value of Hwy 99W transcends local jurisdictions. Even with more than 27 related local plans, no unifying strategy guides how this critical transportation corridor will serve local, regional and state needs as growth pressures continue to stress our shared infrastructure network. With Get Moving 2020 funding, the cities of Tigard, King City, Tualatin and Sherwood, the County and ODOT will work together in a planning process to define the future of this increasingly outdated, yet critically important, transportation corridor.

Highway 99W is a regionally-important facility. Like many other urban state highways, it is not suited for today's traffic congestion and increasingly multi-modal needs. It links the cities of southern Washington County and connects the Portland Metro area to the greater Willamette Valley. It provides access to 10 percent of Washington County's population and 20,500 jobs are located within a half-mile of the highway. The cities of Tigard, King City, Tualatin and Sherwood are experiencing high growth rates and are projected to continue to do so over the next 20 years, particularly as new urban residential areas are developed and employment grows in the south county industrial area.

While some of the needs along Highway 99W have been identified through other planning efforts, the corridor lacks a unified vision for future growth and needed investments. The corridor planning process will develop a corridor vision and include outreach targeted to communities of concern, an inventory of needs and opportunities, project cost estimates and priorities, and a funding strategy. The 99W Corridor plan will inform a future pipeline of projects that support multimodal needs and land use goals. This plan can leverage opportunities with other regional efforts, including implementation of the 2018 Housing Bond, the 2019 Parks and Nature Bond and the SW Corridor light rail project.

The corridor planning effort is estimated to require between \$3.5 and \$5 million dollars to complete. The attached application responds to the information requested by Metro staff to move a Tier 2 corridor to Tier 1 for corridor planning.

Thank you for your consideration.

Sincerely,

Chair Kathryn Harrington  
Washington County Board of Commissioners

cc: Board of County Commissioners

**Board of County Commissioners**

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072  
phone: (503) 846-8681 • fax: (503) 846-4545



# Highway 99W

The regional impact and value of Highway 99W transcends local jurisdictions. More than 30 related local plans have been completed, but no unifying strategy guides how this corridor will serve local, regional and state needs as growth pressures continue to stress our shared infrastructure network. Working together, Washington County, ODOT and the cities of King City, Sherwood, Tigard and Tualatin would like Metro support for a planning process that will define a new future for an increasingly outdated transportation facility.

## 1. Description of the goal, location and scope of the possible planning project

The Highway 99W Corridor Plan will provide a blueprint to guide the transformation of Highway 99W into a transit-supportive multimodal corridor. Oregon Highway 99W links the Portland Metro area to the Willamette Valley and the Oregon Coast. Within Washington County, 99W connects the cities of Tigard, Tualatin, King City and Sherwood, as well as stretches of unincorporated County lands. ODOT owns and manages the highway, which currently serves 48,000 daily vehicle trips and TriMet bus lines 93, 94, 12 and 64. As a state freight route, 99W is a key link for statewide goods movement. It has discontinuous bike lanes and sidewalks, with limited marked or protected pedestrian crossing opportunities.

The Highway 99W Corridor Plan will identify investments and policies necessary to improve multimodal safety, transportation system management, economic activity, development and land use revitalization. The project will extend 10 miles along Highway 99W from I-5 near the Portland city limits to south of Brookman Road in Sherwood, and will include analysis of the adjacent and nearby land uses. Historically, Highway 99W has functioned as an automobile-dominated travel corridor. As the metropolitan area has grown, the development pattern focused on highway-oriented retail and services for the growing communities along the corridor. Today, Highway 99W is characterized by strip commercial development with many aging commercial structures that could redevelop. It is one of the region's high-injury corridors, **with 31 serious crashes reported between 2010 and 2014**. The highway's current design does not provide for the range of safe and accessible travel choices that nearby communities need.



Figure 1: Highway 99W in Washington County

The Highway 99W Corridor Plan will involve extensive public outreach to engage communities in close proximity to the corridor, as well as people who use the corridor for trips throughout the region. Early analysis will identify communities of concern, and the public outreach will include targeted engagement of transportation-disadvantaged communities.

The goals of the project are to:

- Develop a unified vision for the corridor through extensive public and stakeholder outreach
- Assemble a list of the needs, opportunities and constraints
- Conduct market analyses and identify potential investment strategies for road, transit and land use improvements
- Determine how 99W and the surrounding local transportation networks should be improved and managed to balance local, regional and long-distance travel needs
- Identify transportation infrastructure projects, service enhancements and potential funding sources
- Develop a strategy for economic resilience, adaptation and growth
- Identify potential land use and transportation system plan changes to build equitable multimodal, transit-supportive communities along the corridor

## **2. Consistency with the 2018 Regional Transportation Plan's policies, mobility corridors and/or project list.**

The 2018 Regional Transportation Plan (RTP) identifies the Highway 99W corridor as a major arterial from its origin in Portland at I-5 to the eastern border of the city of Sherwood, and as a throughway from Sherwood to the County line with Yamhill County. Per the RTP, an arterial is intended to provide general mobility for travel and to serve as an important connection to major commercial, residential, industrial and institutional centers. Highway 99W provides important linkage and connection to the throughway network both at I-5 and as a connection farther south to the Willamette Valley and to coastal communities. The 2018 RTP further designates Highway 99W as a main freight route connecting major activity centers to other areas in Oregon and beyond.

In addition, Highway 99W is designated as both a Pedestrian and Bicycle Parkway in the 2018 RTP. These designations are for the facilities with the highest existing or potential non-motorized demand that serve important destinations. Pedestrian Parkways are intended to connect people to frequent transit service (both existing and planned). Regional Bicycle Parkways provide a spider web-grid pattern and connect to and through every urban center, many regional destinations, most employment and industrial land areas, regional parks and natural areas.

The 2018 RTP designated Highway 99W as a frequent bus corridor (FBC) with future high-capacity transit (HCT) service. Figure 2 shows an existing bus stop on 99W, which has a bus pull out, but lacks other



Figure 2: Existing bus stop along 99W

amenities for transit users, and is not surrounded by transit-supportive land uses. Frequent bus corridors (FBCs) should have 15-minute frequency throughout the day and on weekends (based on demand). FBCs may also include transit-preferential treatments, such as reserved bus lanes and transit signal priority, and enhanced passenger infrastructure along the corridor and at major bus stops, such as covered bus shelters, curb extensions, special lighting and median stations. Future HCT corridors are identified as areas that need additional concept planning to identify transit investments which could include bus rapid transit, rapid streetcar, light rail and commuter rail. Current bus service on Highway 99W is not operating at or near frequent service levels, as shown in Table 1.

**Table 1: Bus Service**

Line	Current Headway		Future Plans
	Peak	Off-peak	
12-Sandy/Barbur	15	15	Discontinued, to be replaced by SW Corridor
64-Marquam Hill/Tigard	30 (peak direction only)	N/A	Discontinued, to be replaced by SW Corridor
93-Tigard/Sherwood	25 (PM northbound) 36 (AM southbound) 38 (AM northbound, PM southbound)	45	To be improved to 10 minutes peak, 20 minutes off-peak and extended to Barbur Transit Center when SW Corridor opens
94-Pacific Hwy/Sherwood	10 (peak direction) 45 (non-peak direction)	45 (no weekend service)	Discontinued, to be replaced by SW Corridor and additional Line 93 service
94-Tigard/Basalt Creek	N/A	N/A	New line between Tigard TC and Coffee Creek via OR 99W, 124 <sup>th</sup> , Basalt Creek, Grahams Ferry

The SW Corridor Light Rail Transit (LRT) project extends light rail from Portland to the Tigard Triangle, Tigard and Bridgeport Village in Tualatin. Enhanced bus service on 99W between Sherwood, Tualatin and Tigard would support access to the SW Corridor LRT.

### **3. Consistency with Metro's 2040 Plan and the land use implications of the project**

Highway 99W is identified as a “Corridor” on the 2040 Growth Concept Map. The Highway 99W corridor serves three town centers: King City, Sherwood and Tigard. Town centers are intended to provide distinctive public spaces and commercial nodes in an environment that encourages walking, biking and transit. This project will consider the land use context along the corridor and identify potential for updating zoning and development codes to support the corridor vision.

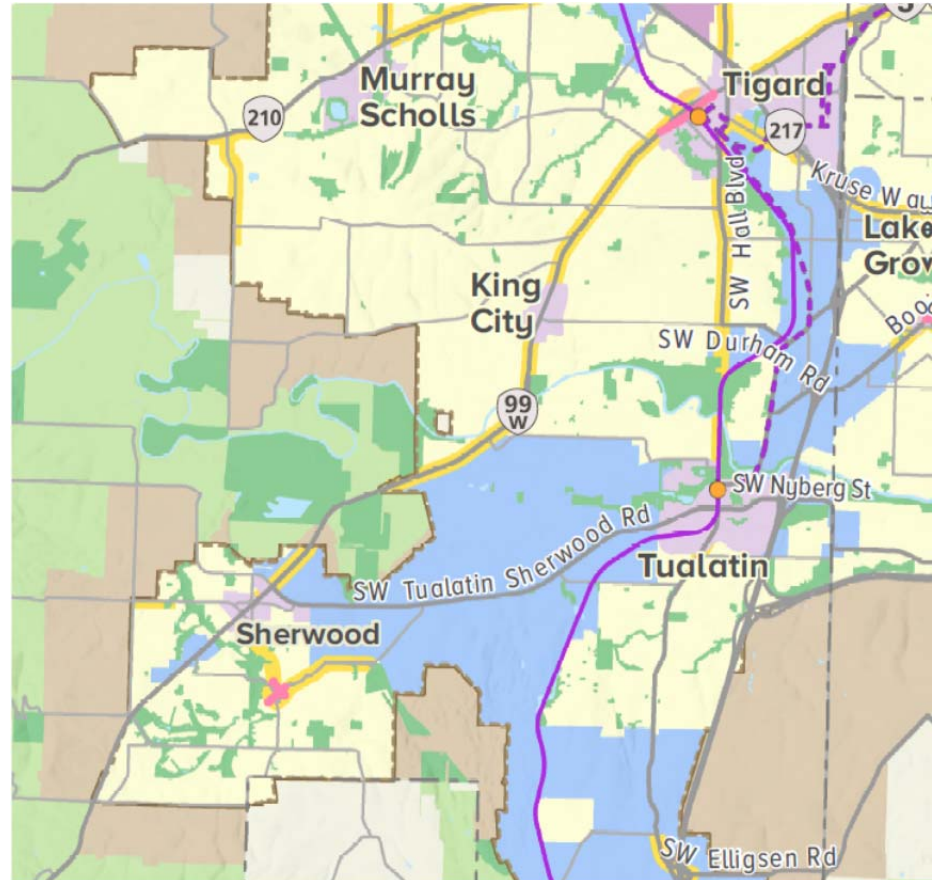


Figure 3: 99W in Metro's 2040 Growth Concept

### **4. List of Task Force and Metro Council outcomes that planning process will focus on delivering**

*The Metro Council and Regional Transportation Funding Task Force has identified the following Key Investment Measure Outcomes*

**Improves Safety** – Highway 99W was identified in the 2018 RTP as a High-Injury Corridor by Metro. The Highway 99W Corridor Plan will review crash reduction factors and develop an actionable list of safety enhancements intended to improve the safety of the Highway 99W corridor and provide multimodal travel options. The improvements list will prioritize and address safety and mobility needs for all modes and work towards the region’s transportation safety aspirations.

**Prioritizes Investments that Support Communities of Color** – As of the 2010 census, 17% of the residents of the census blocks within a half-mile of Highway 99W self-identified as non-white. The outcomes of this work will include equitable transportation investment strategies for communities of color. The envisioned transit corridor enhancement improvements will provide opportunities for all residents by connecting to the SW Corridor LRT project and key regional destinations. These transit connections will provide opportunities for lower-wage earners to access a range of employment throughout the region. Highway 99W is a gateway into the Metro area for Yamhill County and areas

west, where housing is less expensive than in the Metro area. The resulting transit corridor will increase the equitable benefits of the transportation system region wide. This project will build on the SW Corridor Equitable Development work.

**Makes it Easier to Get Around** – The Highway 99W corridor is well suited to evolve into a transit-supportive multimodal corridor. The roadway currently experiences considerable congestion during significant portions of the day, including weekends. Managing Highway 99W corridor traffic, investing in safety improvements and enhancing the multimodal transit-supportive attributes of the corridor will make the corridor an easier, safer and more reliable place to get around/travel through. Providing a complete multimodal network is an important step in enhancing the mobility of the communities along the corridor.

**Supports Resiliency** – Highway 99W serves as one of the major connections between the region and the Willamette Valley and Oregon Coast. It provides redundancy for I-5. Opportunities to improve the resiliency of the corridor and to support network redundancy will be identified. ODOT identified Highway 99W as a Tier 1 lifeline route, which means it is considered a route that will play a critical role in emergency response and evacuation after a seismic event.

**Supports Clean Air, Clean Water and Healthy Ecosystems** – As the multimodal elements of the corridor plan are implemented, there will be safe opportunities for travel choices that reduce transportation-related impacts to air quality and limit greenhouse gases. Additionally, opportunities for access to nature abound throughout the Highway 99W corridor. Red Rock Creek, Fanno Creek, the Tualatin River Greenway and the Tualatin River National Wildlife Refuge all offer access to premier natural environments within the urban context of the corridor. As transportation investments are made based on the resulting plan, the improvements will address existing water quality and mitigate any new impacts.

**Supports Economic Growth** – As of 2017, there were about 20,500 jobs within a half-mile of the Highway 99W corridor. These jobs tend to have lower-than-average wages than elsewhere in Washington County (about two-thirds of the current annual income of employees in Washington County). Metro's housing database identifies 17,200 housing units within a half-mile of Highway 99W, of these, 53% are apartments or condos. The buildable lands inventory identified the potential for an additional 4,000-plus housing units within the Highway 99W corridor. The Highway 99W Corridor Plan will identify a set of solutions to support and facilitate redevelopment, while preserving affordable housing for those who live and work in the corridor. The corridor serves growing communities both within the Metro region and in the rest of the Willamette Valley. Highway 99W provides an important connection to the growing employment areas in the south County area.

**Leverages Regional and Local Investments** – The Highway 99W Corridor Plan will enhance and extend the regional investment in the SW Corridor LRT project. The LRT project will connect with the Highway 99W corridor in the Tigard Triangle and at the Tigard town center. The Highway 99W Corridor Plan will leverage the LRT investment to develop the rest of 99W as a transit-supportive corridor. This corridor also includes the Tualatin River and the future Ice Age Tonquin Trail, which are included in Metro's 2019 Parks and Nature Bond measure as target area investments.

## **5. Time for the project, including key milestones from planning to public engagement to construction, with start/end dates**

The Highway 99W Corridor Plan is envisioned as a multifaceted interdisciplinary effort, involving both technical analysis and community engagement. Part of the effort includes identifying and empowering champions to facilitate the process. This project is multiphased and will likely evolve as it progresses. A general outline of project phases is identified below. ODOT is currently working on a scoping effort that will inform this work. The project timeframe is estimated between two and three years for the first three phases of work. Plan implementation will be dependent on policy guidance from elected officials and available funding.

### ***Phase 1 – Project Formation, Existing Conditions Analysis and Preliminary Infrastructure Assessment***

The first phase will establish the structure of the study, develop an equity-informed public engagement plan, consolidate existing plan documents and conduct technical analysis to support definition of the purpose and need statement. This phase will also include inventorying the existing corridor infrastructure.

### ***Phase 2 – Corridor Vision and Purpose and Need Statement***

This phase of the project will result in a corridor vision statement, developed through community engagement and in coordination with the jurisdictions along the corridor. Scenario-planning tools will inform the corridor visioning process and will incorporate results from prior plans for infrastructure improvement and service-enhancement concepts. The project will also develop corridor land use and local transportation system concepts to support the corridor vision. This phase will include analysis of tradeoffs and evaluation of potential funding strategies.

### ***Phase 3 – Identify and Prioritize Opportunities and Develop Plan***

This phase will use evaluation criteria identified through the visioning process and public outreach to prioritize identified policies, projects and transit service, and to develop final plan documents. The plan will include a proposed prioritized list of improvements and an implementation strategy. Community members will be involved in defining the final plan.

### ***Phase 4 – Plan Implementation and Monitoring***

Elements of the corridor plan will be adopted into local Comprehensive Plans, the Regional Transportation Plan and other relevant documents. Project partners will seek funding for infrastructure construction to achieve the corridor vision.

## **6. Identification of any previous planning processes in the area, as well as any public engagement that has occurred or is planned.**

This project will leverage a number of jurisdiction-based planning projects that have been completed along the Highway 99W corridor and surrounding areas. Over 30 planning projects have considered portions of this corridor and can be synthesized to inform comprehensive plans for the entire 10-mile corridor. These planning efforts have engaged the respective communities in a variety of ways. Additionally, there are currently programmed capital projects along the corridor that will be captured in the project materials.





October 29<sup>th</sup>, 2019

Commissioner Pam Treece  
Commissioner Jessica Vega Pederson  
C/O Metro  
600 NE Grand Ave.  
Portland, OR 97232

Dear Commissioners Treece and Vega Pederson:

I am writing on behalf of TriMet to include Highway 99W for corridor planning in the T 2020 regional funding measure. The Highway 99W connects Portland to the growing communities of Tigard, Tualatin, King City, Sherwood and Washington County with roads while the region is investing in transit connections in the same corridor with the Southwest Corridor project.

This complete corridor-wide vision for roads and transit will help guide future investments in this important corridor. The outcomes of this corridor plan will result in a land use and transportation vision, extensive outreach targeted to communities of concern, an inventory of needs and opportunities, economic development, project cost estimates and prioritization, and identification of funding sources to construct prioritized projects. These will result in a better transit-supportive, multi-modal environment and increased transit oriented development with the ultimate result of higher transit mode share.

We are encouraged that Metro Council and the Task Force have identified so many important projects as a part of the preparation for a regional funding measure in 2020. The Highway 99W corridor planning effort will meet the target outcomes identified by Metro Council, specifically the improved safety, investments that support communities of color, and supporting economic development. Highway 99W is a critical transportation facility for our region. Planning for 99W will inform a future regional pipeline of projects that are cost-estimated and ready for construction as funding becomes available. We support include Highway 99W in the regional funding measure.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bernie", written over a light blue circular background.

Bernie Bottomly  
Executive Director



# Oregon

Kate Brown, Governor

## Department of Transportation

Matthew L. Garrett Building  
123 NW Flanders St  
Portland, Oregon 97209-4012  
Phone: (503) 731-8356  
Fax: (503) 986-5780

October 31, 2019

Metro Council Office  
600 NE Grand Ave  
Portland, OR 97232

To the members of the Metro Council and of the Transportation Funding Task Force,

I am writing to acknowledge our partners' nomination of the 99W corridor for inclusion in the regional funding measure.

OR-99W from Tigard to Sherwood plays an essential role in our regional and state transportation systems. This corridor connects Washington County communities to the Portland Metro area, the greater Willamette Valley, and the coast. In the absence of one unifying plan for the corridor, ODOT and our local partners have yet to determine how this route can best serve the communities it traverses and the traveling public. While previous planning efforts have identified some needs and improvements, we lack a comprehensive set of shovel-ready projects.

Considering the needs of all users, all modes, and all communities in the corridor will require a multijurisdictional vision and investment strategy – a significant planning effort. If this corridor receives planning funding through the proposed 2020 regional funding measure, ODOT is willing to manage the corridor planning process (to the extent possible as provided by the funds identified). ODOT is currently convening corridor jurisdictions and stakeholders to assess the range of needs, interests, and decisions that future planning might explore. We expect to be ready to share our findings in early 2020. This information would provide a solid foundation for a future corridor planning study.

We thank our partners for their collaboration and efforts to highlight the needs of this important corridor, and we thank the Council and Task Force for considering their nomination.

Sincerely,

A handwritten signature in blue ink that reads "Mandy Putney".

Mandy Putney, Policy and Development Manager  
ODOT Region 1





Home of the Tualatin River National Wildlife Refuge

City of Sherwood  
22560 SW Pine St.  
Sherwood, OR 97140  
Tel 503-625-5522  
Fax 503-625-5524  
www.sherwoodoregon.gov

**Mayor**  
Keith Mays

**Council President**  
Tim Rosener

**Councilors**  
Renee Brouse  
Sean Garland  
Russell Griffin  
Doug Scott  
Kim Young

**City Manager**  
Joseph Gall, ICMA-CM

October 29, 2019

Get Moving 2020 Task Force and  
Metro Council  
600 NE Grand Ave  
Portland, OR

**RE: 99W Corridor Planning**

Dear Get Moving 2020 Task Force and Metro Council:

On behalf of the City of Sherwood, I am pleased to submit this letter of support for the inclusion of Highway 99W for corridor planning in the regional funding measure. Highway 99W connects our city to the Portland Metro area and to the greater Willamette Valley. It is a critical regional facility, which, like many other state highways, is not suited for today's traffic congestion and multi-modal needs. Corridor planning for Highway 99W will promote economic development, community livability and address safety issues for pedestrians and bicyclists attempting to travel within the community.

Currently the highway is a distinct divide separating our community. Pedestrians, bicyclists and even vehicles struggle to cross the highway, resulting in community that is not cohesive. While some of the needs along Highway 99W have been identified through other projects, the corridor lacks a unified vision for future investments and growth. The City of believes that creating a unified vision in partnership with the other cities along the corridor, Washington County, ODOT, TriMet, and the community is critical to the success of Highway 99W. The outcomes of this corridor plan will include a corridor vision, extensive outreach targeted to communities of concern, an inventory of needs and opportunities, project cost estimates and prioritization, and identification of funding sources to construct prioritized projects.

We are encouraged that Metro Council and the Task Force have identified so many important projects as a part of the preparation for a regional funding measure in 2020. The Highway 99W corridor planning effort will meet the target outcomes identified by Metro Council, specifically the improved safety, investments that support communities of color, and supporting economic development. Highway 99W is a critical transportation facility for our region.

Planning for 99W will inform a future regional pipeline of projects that are cost-estimated and ready for construction as funding becomes available. We are fully prepared to collaborate with our partner jurisdictions on this important project and we ask you to include Highway 99W in the regional funding measure.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith Mays".

Keith Mays  
Mayor

Cc: Joseph Gall, City Manager  
Julia Hajduk, Community Development Director

October 30, 2019



2020 Task Force and Metro Council  
Attn: Chris Deffebach  
[Christina\\_Deffebach@co.washington.or.us](mailto:Christina_Deffebach@co.washington.or.us)  
Washington County  
Hillsboro, OR 97123

**Re: Recommendation for OR 99W**

Honorable Task Force and Esteemed members of the Metro Council,

On behalf of the City of Tigard, I am pleased to submit this letter of support for the inclusion of Highway 99W for corridor planning in the forthcoming regional funding measure.

Highway 99W is a critical regional facility, which, like many other state highways, is not suited for today's traffic congestion and multi-modal needs. Through a coordinated effort with our coalition partners of Washington County, King City, the City of Tualatin, the City of Sherwood, and ODOT, corridor planning for Highway 99W will support our vision for a more walkable and transit-oriented and supported community.

Tigard is simultaneously served and divided by this historic state highway as it travels over four miles through the heart of our community. Largely limited to automobile travel, Highway 99W provides regional mobility to the Portland Metro area and to the greater Willamette Valley while also providing local access for residents and businesses along the corridor. Although it serves a critical transportation function, it should come as no surprise that the corridor fails to provide a level of service (through facility design and surrounding land uses) required to support desired transit, walking, and cycling modes of travel.

While some of the needs along Highway 99W have been identified through other projects, the corridor lacks a unified vision for future investments and growth. The City of Tigard believes that creating a unified vision in partnership with the other cities along the corridor, Washington County, ODOT, TriMet, and the community is critical to the success of Highway 99W. The outcomes of this corridor plan will include a corridor vision, extensive outreach targeted to communities of concern, an inventory of needs and opportunities, project cost estimates and prioritization, and identification of funding sources to construct prioritized projects.

We are encouraged that Metro Council and the Task Force have identified so many important projects as a part of the preparation for a regional funding measure in 2020. The Highway 99W corridor planning effort will meet the target outcomes identified by Metro Council, specifically the improved safety, investments that support communities of color, and supporting economic development.

Highway 99W is a critical transportation facility for our region. Planning for 99W will inform a future regional pipeline of projects that are cost-estimated and ready for construction as funding becomes available.

We ask you to include Highway 99W in the regional funding measure.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'J. Snider', with a stylized flourish at the end.

Jason B. Snider, Mayor  
City of Tigard, OR

---

<sup>[1]</sup> See Comments of ExteNet at 5; Comments of CTIA at 8; Comments of the Competitive Carriers Association at 6; Comments of T-Mobile at 8-9.

<sup>[2]</sup> See Small Cell Order n.233.

<sup>[3]</sup> See, e.g. Comments of T-Mobile at 8-9 (arguing that the mere fact that a rate exceeds the safe harbor amount is “a further reason preemption is clearly warranted”).



# City of Tualatin

[www.tualatinoregon.gov](http://www.tualatinoregon.gov)

October 30, 2019

Metro  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear 2020 Task Force and Metro Council,

On behalf of the *City of Tualatin*, I am pleased to submit this letter of support for the inclusion of Highway 99W for corridor planning in the regional funding measure. Highway 99W connects our city to the Portland Metro area and to the greater Willamette Valley. It is a critical regional facility, which, like many other state highways, is not suited for today's traffic congestion and multi-modal needs. Corridor planning for Highway 99W will support our community's vision for a safe and accessible transportation system, improving options for first and last mile connections, and leveraging investments in the Southwest Corridor Plan.

While some of the needs along Highway 99W were identified through other projects, the corridor lacks a unified vision for future investments and growth. The City of Tualatin believes that creating a unified vision in partnership with the other cities along the corridor, Washington County, ODOT, TriMet, and the community is critical to the success of Highway 99W. The outcomes of this corridor plan will include a corridor vision, extensive outreach targeted to communities of concern, an inventory of needs and opportunities, project cost estimates and prioritization, and identification of funding sources to construct prioritized projects.

We are encouraged that Metro Council and the Task Force have identified so many important projects as a part of the preparation for a regional funding measure in 2020. The Highway 99W corridor planning effort will meet the target outcomes identified by Metro Council, specifically the improved safety, investments that support communities of color, and supporting economic development. Highway 99W is a critical transportation facility for our region. Planning for 99W will inform a future regional pipeline of projects that are cost-estimated and ready for construction as funding becomes available. We ask you to include Highway 99W in the regional funding measure.

Sincerely,

Frank Bubenik, Mayor  
City of Tualatin



# City of King City

15300 S.W. 116th Avenue, King City, Oregon 97224-2693

Phone: (503) 639-4082 • FAX: (503) 639-3771

[www.ci.king-city.or.us](http://www.ci.king-city.or.us)

October 29, 2019

Dear 2020 Task Force and Metro Council,

On behalf of the *City of King City*, I am pleased to submit this letter of support for the inclusion of Highway 99W for corridor planning in the regional funding measure. Highway 99W connects our city to the Portland Metro area and to the greater Willamette Valley. It is a critical regional facility, which, like many other state highways, is not suited for today's traffic congestion and multi-modal needs. Corridor planning for Highway 99W will support our community's vision by addressing multimodal transportation concerns in our area including pedestrian, bicycle, automotive and freight transportation. It is our hope that a holistic review and planning effort along the 99W corridor will have a positive outcome to the future transportation needs of the growing region.

While some of the needs along Highway 99W have been identified through other projects, the corridor lacks a unified vision for future investments and growth. King City believes that creating a unified vision in partnership with the other cities along the corridor, Washington County, ODOT, TriMet, and the community is critical to the success of Highway 99W. The outcomes of this corridor plan will include a corridor vision, extensive outreach targeted to communities of concern, an inventory of needs and opportunities, project cost estimates and prioritization, and identification of funding sources to construct prioritized projects.

We are encouraged that Metro Council and the Task Force have identified so many important projects as a part of the preparation for a regional funding measure in 2020. The Highway 99W corridor planning effort will meet the target outcomes identified by Metro Council, specifically access to and for multimodal transportation, improved safety for all modes, investments that support communities of color, provides fluid transportation network and access to regional areas supporting economic development. Highway 99W is a critical transportation facility for our region. Planning for 99W will inform a future regional pipeline of projects that are cost-estimated and ready for construction as funding becomes available. We ask you to include Highway 99W in the regional funding measure.

Thank you for your consideration.

Sincerely,

Kenneth Gibson

Mayor King City





October 31, 2019

Co-Chair Jessica Vega Pederson  
Co-Chair Pam Treece  
T2020 Task Force Members  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

**RE: Get Moving! Funding Measure  
Sunset Highway Corridor Study**

Dear Co-Chairs and Task Force Members:

Thank you for the opportunity to participate on the transportation funding task force and provide this proposal for a potential Sunset Highway Corridor Study as part of the proposed regional transportation investment measure. On behalf of the Hillsboro City Council, our residents and our 78,000 person workforce we respectfully request that this corridor study be included in the final regional transportation investment measure.

US 26 has been a growing priority corridor of concern for the City and its traded sector industries that form the heart of Oregon's economic engine. Lack of freight movement reliability continues to erode industrial production competitiveness both for existing business retention and expansion of key industries. Leading businesses have taken their concerns to the Governor's office seeking support for solutions in order to justify continued expansion of investments in the Region. The lack of direct single-seat transit service to the North Hillsboro employment area, home to over 50,000 workers, has resulted in a highly vehicle dependent workforce exacerbating the mobility challenges of this corridor. Coupled with impacts cascading west from the I-405 interchange and queue spillbacks emanating from the I-5 bridge over the Columbia River, this corridor now experiences 13.5 hours of congestion every weekday and multiple hours of congestion on weekends. Solutions are not simple and must include evaluation of an array of creative multi-modal alternatives. Metro has reflected the need to study this corridor by its inclusion in Chapter 8 of the Regional Transportation Plan; the location of unsolved priorities for study within the Region.

For the last two years the City has partnered with the Governor's Office, the Port of Portland, Metro, Washington County, the Oregon Department of Transportation and others to initiate a corridor study to examine the future of US 26. The corridor study will evaluate the facility's current performance and challenges and identify potential solutions to improve freight reliability and mobility, commuter mobility, transit ridership and ultimately reduce greenhouse gas emissions. With support from the Governor's Office, the Oregon Department of Transportation has pledged nearly \$1 million dollars to study the corridor, matched with Hillsboro and Washington County contributions of \$100,000 each. To that end, the additional funds provided by a potential funding measure will allow a more robust set of solution alternatives, transit options and a thorough review of greenhouse gas and black carbon emissions reduction strategies. As a result, **the City strongly supports earmarking regional funds for an enhanced Sunset Highway Corridor Study.**

Thank you for considering our proposal and if you have any questions please feel free to contact Mayor Callaway.

Sincerely,



Mayor Steve Callaway



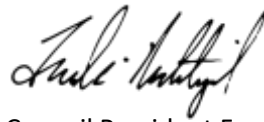
Councilor Anthony Martin



Councilor Rick Van Beveren



Councilor Kyle Allen



Council President Fred Nachtigal



Councilor Beach Pace



Councilor Olivia Alcaire

cc: Metro Councilors  
Hillsboro City Councilors

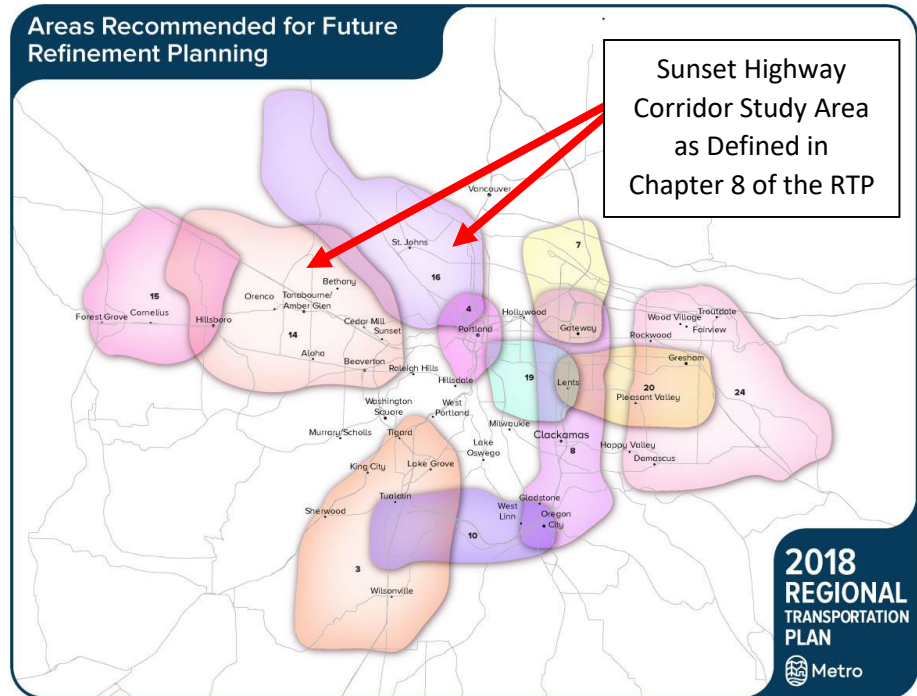


## Get Moving! Proposal for a Planning Project

### Sunset Highway Corridor Study

#### Introduction

This proposal seeks to secure \$1.3 million in funding from the possible regional transportation investment measure to augment a pending corridor study on US26 (the Sunset Highway) from the Brookwood Parkway interchange in Hillsboro to the I-405 interchange in Portland. This proposal details the goals and scope of work for the corridor study and provides information requested by Metro staff for use in prioritizing potential T2020 planning projects.



The Sunset Highway (US 26) is a major mobility corridor for the Portland Metro region and the state of Oregon. The area served by the Sunset Highway has experienced significant economic and population growth over the last decade and these trends are expected to continue. Improved freight access to and from the west side of the Portland metropolitan region and employee mobility between economically disadvantaged communities and family wage jobs located in North Hillsboro are major issues that will be addressed in the study. The first step towards improved mobility in the corridor is to launch a planning process to identify existing deficiencies, evaluate potential transportation system improvements and weigh the viability of potential projects to address the identified transportation system constraints.

The City of Hillsboro is submitting this planning study application as the lead project sponsor; however any funding authorized through the Metro funding measure is intended to augment existing funding committed by the Oregon Department of Transportation, Washington County and the City of Hillsboro. The project partners support undertaking a comprehensive multi-agency study of the corridor to identify multi-modal solutions that will meet current and future transportation challenges.

#### Description of the Goal, Location and Scope of Possible Planning Project

The goal of the Sunset Highway corridor study is defined in Section 8.2.4.6 of the 2018 Regional Transportation Plan (RTP), which states that “the study shall evaluate the costs and benefits of a range of potential investments intended to reduce hours of congestion in the corridor, improve travel time reliability, reduce crash frequency and improve transit utilization.” The RTP further states that the

objective of the study is to “identify a set of potential investments that would be subsequently advanced for further study and potential project development and funding.”

According to Section 8.2.4.6 of the 2018 RTP, the location of the corridor study is “centered on the US26 Sunset Highway which extends from the Oregon Coast through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5 and I-84. The specific study area will include the area between the Brookwood Parkway interchange in Hillsboro to the I-405 interchange in Portland.”

US26 is unique due to the fact that hazardous materials are not allowed to be transported through the Vista Ridge tunnels. These materials, such as petroleum products or industrial gases used in the manufacturing of silicon wafer products, are typically transported via Cornelius Pass Road or other secondary parallel routes. Because freight and employee mobility also depend on the Sunset Highway’s complementary parallel arterial roadways (Cornelius Pass Road, Cornell Road, Barnes/Burnside Road and the Beaverton-Hillsdale Highway), those facilities will also be included in the study. The RTP recognizes that any improvement or inaction on the Sunset Highway will determine how these complementary parallel arterial roadways function now and in the future.

The scope of the corridor study is listed below in twelve work tasks:

1. **Define goals and objectives:** The study will clearly describe the desired outcomes from conducting the analysis of potential system improvements. The goals will be specific, realistic and quantifiable and developed in coordination with key stakeholders.
2. **Develop purpose/statement of need:** The study will define the purpose of the proposed improvements and the transportation system needs and their relation to the regional/statewide economy.
3. **Define problem statement/background information:** The study will provide adequate context describing the importance of the corridor to the region and identify the existing and anticipated challenges requiring system enhancements for passenger and freight mobility.
4. **Establish study area:** The study will clearly describe the transportation corridor(s) included in the analysis.
5. **Document existing conditions:** A key section of the study will be analysis of existing transportation, land use, and environmental conditions. This will include:
  - a. Transportation system data collection from sources such as the Portland Region Traffic Performance Report.
  - b. Review and summarize plans, policies, planned projects (e.g. from the Metro Regional Transportation Plan), and linkages to existing land uses.
  - c. Environmental baseline report to describe environmental conditions and constraints in the study area. Incorporate existing carbon and greenhouse gas inventory mapping under development by City of Hillsboro funded study in partnership with Portland State University.
  - d. Refine regional mesoscopic transportation demand model and calibrate to existing fleet mix, travel volumes, speed conditions, and existing black carbon and greenhouse gas emissions inventory map.

6. **Future conditions analysis:** This section of the study will analyze conditions over a 20-year planning and management period.
  - a. Land use analysis will address adopted land use plans and define what level of land development is anticipated to occur.
  - b. Forecasted traffic conditions based on adopted plans and the regional transportation demand model and enhanced calibrated regional mesoscopic model to define how the transportation system performs if no system changes are made (beyond those already scheduled and funded).
7. **Define range of alternatives:** The primary focus of the study will be the development and analysis of a set of multi-modal transportation improvements and demand management strategies, such as congestion pricing, which will address the identified purpose and need.
  - a. Define methodology to develop the list of alternatives for analysis, including review of existing studies and planning sources and discussion with key planning, major projects and preliminary design staff and executive management team, among others.
8. **Conduct analysis** of the benefits, implications, and challenges for a range of alternatives.
  - a. Evaluate alternatives using regional transportation demand model to estimate mode choice benefits, vehicular and transit demand, hours of congestion, travel route diversion, latent demand and induced demand effects with investment options.
  - b. Utilize calibrated regional mesoscopic model to evaluate alternatives impact or benefit on travel demand, travel speeds, and emissions of black carbon and greenhouse gas relative to existing base case emissions inventory map.
9. **Estimate potential costs:** The study will include planning-level cost estimates for each alternative considered or a subset of viable alternatives.
10. **Engage stakeholders and public:** The study will have a stakeholder and public involvement component, such as an advisory committee with representation of relevant counties, cities, regional government, ports, and tribes to ensure the study addresses appropriate local and regional concerns through a process that can be used in subsequent NEPA phase analyses.
11. **Recommend range of alternatives** to carry forward into future project phases, including the NEPA process.
12. **Discuss anticipated next steps** following completion of the study and the definition of needs and associated range of alternatives to serve such needs. Future phases will include defining the project development processes, stakeholder engagement, regulatory compliance requirements which may include a NEPA strategy and environmental review process, and potential funding strategies.

## Consistency with the 2018 RTP Policies, Mobility Corridors and/or Project List

The RTP identifies areas in the region – called mobility corridors – that are recommended for more detailed planning to identify multimodal investment strategies adequate to service regional transportation needs in the corridor. Further, many of the mobility corridors identified for further planning in the RTP are identified because they do not meet the adopted regional mobility policy.

The RTP states that a plan for a mobility corridor must identify the capital and operational improvements that the corridor needs consistent with the region's congestion management process. If the mobility corridor does not meet the outcomes-based performance standards of the RTP and/or does not fully answer questions of mode, function and general location, the RTP calls for further planning to determine them.

Individual corridor planning projects were identified in the 2018 RTP. The RTP identifies mobility corridors #13, #14 and #16 as the Hillsboro to Portland stretch of US26 and US30. **Figure 8.6** from the RTP depicts the locations of mobility corridors #13, #14 and #16. All three are included in the same description due to the interconnected nature of vehicular and freight travel from Hillsboro to Portland via the west hills connected via Cornelius Pass Road.

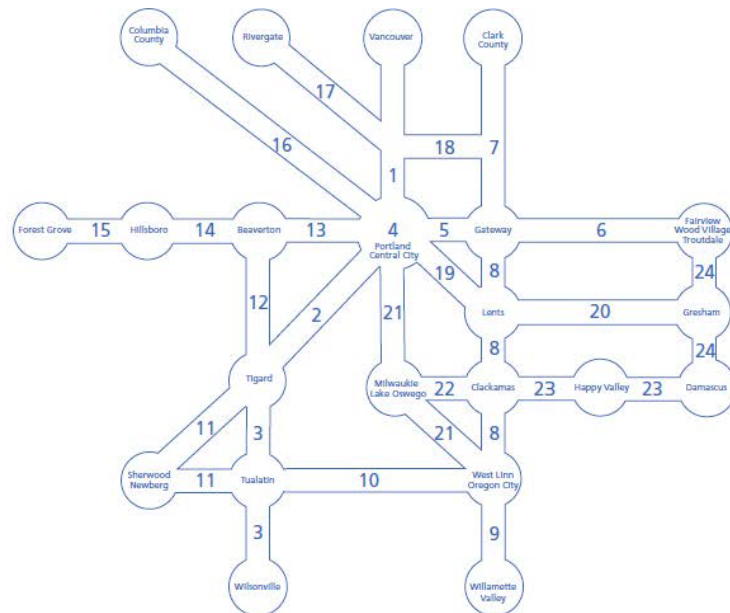
The 2018 RTP concludes that the US26 corridor has unmet needs and is a priority for future study.

## Consistency with Metro's 2040 Plan and land use implications of the project

The 2018 RTP is a key tool for implementing the 2040 growth concept, our shared land use and transportation strategy for managing growth. The plan sets the course for future transportation planning and investment decisions and continued implementation of the growth concept. To that end, the RTP recognizes that each mobility corridor strategy will need to be uniquely tailored by optimizing operations on existing transportation facilities.

There are no easy solutions in the US26 mobility corridor. Because of multiple congestion points in the corridor, the few existing arterial connections between Washington County and Multnomah County over the West Hills are saturated with traffic during morning and afternoon commute periods. Urban to urban traffic regularly uses rural farm to market roads to bypass queues and recurring congestion on

**Figure 8.6 Illustrative Map of Mobility Corridors in the Portland Metropolitan Region**



US26, overloading rural communities with urban traffic and subjecting local residents to peak period congestion.

The US26 mobility corridor connects the centers of Hillsboro and western Washington County to Portland and the rest of the region. As such, strengthening mobility in the corridor supports the 2040 growth concept by facilitating residential and employment growth in existing centers. The region, and indeed the entire state, greatly benefit from the tens of thousands of family wage jobs in the high tech employment center of Hillsboro's industrial center. Providing mobility in the corridor for all residents, including communities of color, economically disadvantaged populations and marginalized peoples, is in the public interest and provides an important regional connection to opportunity for all. Linking Washington County's employment growth to the economically disadvantaged populations in the eastern section of the region through multi-modal enhancements will foster increased prosperity benefiting the entire region.

According to the Metro Regional Transportation Plan (RTP), the Sunset Highway Corridor will comprise 22 percent of the region's households, 20 percent of the region's population, and 31 percent of the region's employment by 2040. Much of the existing and projected employment is traded-sector manufacturing, which places a high priority on its ability to reliably import raw materials and export finished goods to the national and international market through Portland's air, water, rail, and trucking distribution infrastructure. Providing enhanced viability of competitive bi-directional non-vehicular mobility options serving both the employment growth in the Sunset Corridor, as well as the continued employment growth in the Portland Central City, will be essential to reducing the environmental impacts of this challenged corridor.

#### **List of Task Force and Metro Council outcomes that the planning process will focus on delivering**

The Regional Transportation Funding Task Force has adopted goals and objectives for a regional transportation investment measure that will improve safety, prioritize investments that support communities of color, make it easier to get around, support resiliency, support healthy ecosystems, support economic growth and leverage regional and local investments. **Table 1** below documents how this proposal is consistent with and furthers the preferred outcomes.

**Table 1**

Consistency with Task Force and Metro Council Outcomes

Goal	How Met	Level of Alignment
Improve Safety	Detailed study of safety hot spots and crash locations	High
Prioritize Investments for COC	Measures urban to urban travel changes on rural communities and economically disadvantaged communities connecting with family wage jobs. Washington County is the most diverse county in Oregon. Evaluates improvements on farm-to-market roads, evaluates travel options to provide connections between housing and economic opportunity.	High
Easier to Get Around	Evaluates actions that prepare for future growth, evaluates transit options, focuses on decreased commute times and evaluates freight mobility.	High
Supports Resiliency	Measures effect of limited corridor travel on rural roads, measures effect of Vista Ridge tunnel collapse on remainder of system.	High
Healthy Ecosystems	First in Oregon scientifically measured greenhouse gas emission footprint of a major mobility corridor, evaluates options quantifying potential greenhouse gas emissions footprint reductions for range of investment alternatives.	High
Supports Economic Growth	Evaluates access to employment centers, evaluates freight mobility, measures job growth and increase in system effectiveness. Evaluates reduction of hours of congestion re-opening freight mobility opportunities.	High
Leverages Investment	T2020 funds will augment existing funds already committed.	High

**Support from Project Partners**

On September 18, 2019 Governor Kate Brown issued a directive to the Oregon Department of Transportation to work with regional partners to complete a Transportation Systems Improvements Study on the US26 corridor. The Governor directed ODOT to examine system conditions and needs and evaluate ideas on how to address growing transportation system demands, along with identifying actions that ODOT and its regional partners can take to build a multimodal system that supports all who rely on it. The Governor's letter to ODOT is included in this application.

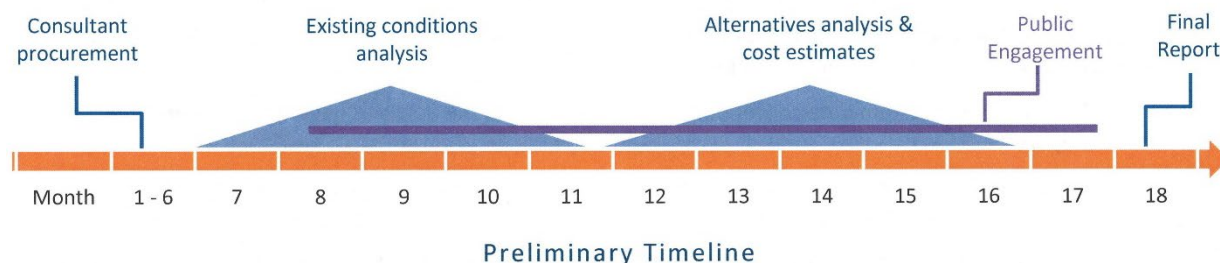
Both Washington County and the City of Hillsboro have taken further action to add funding and resources to the study requested by the Governor. Both jurisdictions will contribute \$100,000 each in local funds plus staff time to the project. The City of Hillsboro has also allocated an additional \$200,000 for a detailed scientific survey of the corridor's existing greenhouse gas (GHG) emission footprint, partnering with leading air quality scientists and air toxin health officials to forge a new path for evaluating alternatives that lead to the lowest possible GHG emissions footprint in the corridor. This work is currently underway.

Attached to this application are copies of letters of support for the Sunset Highway Corridor Study from Washington County and the office of Governor Kate Brown on behalf of the Oregon Department of Transportation.

### **Timeline for the Project, Including Key Milestones**

The study is anticipated to take approximately 18 months to complete, including about 6 months to develop the scope of work and procure a consultant team to provide pre-NEPA analysis of existing conditions and improvement alternatives, and conduct public involvement facilitation. The environmental pre-study and corridor emissions mapping work presently underway is anticipated to conclude by the Fall of 2020. **Figure 1** below documents the project timeline and anticipates a successful Metro transportation funding measure in November 2020 as the trigger for commencement of the study.

**Figure 1**  
Sunset Highway Corridor Study Anticipated Schedule



### **Estimated Cost for the Planning Process as well as staffing and resource commitments from agencies**

A preliminary cost estimate for this effort, which represents the first phase of existing conditions and alternatives analysis, is approximately \$2,500,000 including both agency staff and consultant costs. An estimated \$1,200,000 is assumed by the existing project partners and \$1,300,000 is being requested by this proposal. The magnitude of the cost reflects the complexity and scope of the corridor's extent, spanning from north Hillsboro to Portland's I-405 interchange and addressing implications to other corridor facilities including US30, connecting rural roadways such as Cornelius Pass Road, Newberry Road, Germantown Road, Cornell Road-Lovejoy, Barnes Road-Burnside and impacted urban roadways in northern Tualatin Valley and North/Northwest Portland.

Transit service, such as the planned Redline Extension to Hillsboro and expanded bus service in the corridor, will require evaluation of future alternatives to meet existing and future growth demands. Recent work led by the City of Hillsboro in partnership with Metro modeling staff has identified significant potential transit opportunities for the corridor including possible additional park and rides west of the Sunset Transit Center as well as potential bus-on-shoulder opportunities.

Evaluation of multi-modal alternatives supporting the Sunset Highway corridor must include a robust assessment of investment alternatives impacts on the black carbon and greenhouse gas footprint of the corridor and its complimentary facilities. Preliminary air quality work is currently being undertaken by the City of Hillsboro utilizing the expertise of transportation and air quality consultants such as Portland State University and the Oregon Department of Environmental Quality. In order to accomplish this work, the corridor study requires a budget sufficient to provide high quality comprehensive environmental impacts reporting in order to assure fully informed policy making that vet future investments worthy of further advancement.

Finally, the nature of the corridor's extent and investment implications warrant a robust public engagement process. This will require a significant budget to assure opportunities are available for input from all members of the affected communities.

### **Identification of any previous planning processes in the area, as well as prior public engagement**

The 2013 *Westside Freight Access and Logistics Analysis* found that greater Portland's export economy relies on the computer and electronics industry, which accounts for over half the value of the region's exports. This industry is primarily located on the region's Westside, sometimes called the "Silicon Forest," and depends on a tightly managed supply chain to efficiently bring products to markets that are mostly outside of the greater Portland area. Addressing freight mobility challenges experienced by the Westside computer and electronics industry will also benefit the footwear, apparel, medical, dental, agricultural and pharmaceutical industries in Washington County.

Freight movement between the Westside industries and the PDX freight consolidation area and the Portland International Airport depends on two routes:

1. US 26 eastbound to I-405 northbound to I-5 Northbound to Columbia Boulevard; and
2. Cornelius Pass Road northbound to US 30 to Columbia Boulevard via the St. Johns Bridge.



In interviews conducted for the *Westside Freight Access and Logistics Analysis* study, freight shippers of computer and electronics products reported afternoon congestion and reliability challenges within the US 26/I-405/I-5 corridor and that Cornelius Pass Road/US 30 becomes the de facto route in the afternoon. This was confirmed in travel time analysis conducted in conjunction with the study. In addition, ODOT Region 1's *Portland Region 2016 Traffic Performance Report* documented a further degradation of travel in the US 26 corridor since 2013 and identified that US 26 eastbound between Highway 217 and I-405 ranks as the most congested corridor in the region's top 10 bottlenecks at 13.5 hours per weekday. By comparison, the I-5 Rose Quarter experiences 9.25 hours of congested flow. Between 2015 and 2017, ODOT has identified that the cost of congestion for this

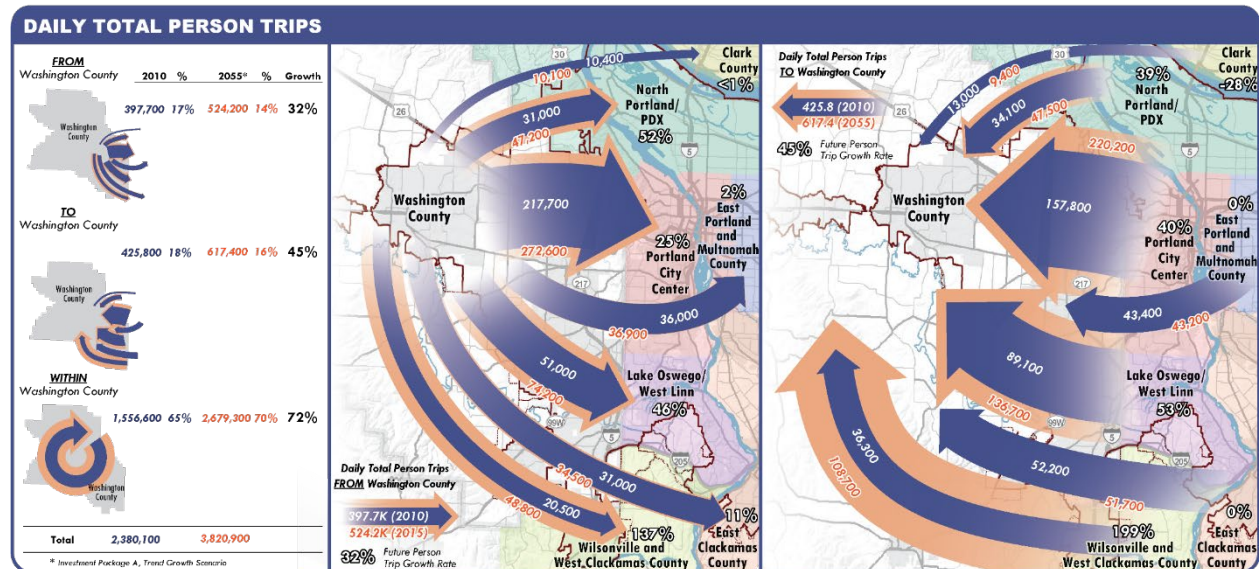


eastbound corridor has increased by 33.5%, the highest increase of any corridor in the region by over 9%, (Source: *ODOT Portland Region 2018 Traffic Performance Report*).

The Washington County Transportation Futures Study, completed in 2017, also identified significant future needs in the Sunset Highway corridor. **Figure 2** documents the magnitude of daily person trips taken to and from Washington County.

**Figure 2**

Daily Person Trips Into and Out of Washington County



In addition to studying potential investment options to accommodate these trips, the Washington County Transportation Futures Study contained a substantial public involvement component which included 5,319 people comments online and in public open houses. The robust feedback yielded statistically valid results across the breadth of Washington County. In addition, a random scientific poll was conducted that included 400 Washington County residents. The top priorities overall were building a multimodal transportation system and improving traffic flow.

A majority of survey participants felt that faster and more convenient transit, freeways, new roads and bike/pedestrian facilities are a priority, demonstrating support for a multi-modal system. They gave highest priority to transit improvements, followed closely by freeways. The highest values in selecting priorities were improved traffic flow, followed by availability of transportation alternatives and access to essential destinations.

Governor Kate Brown



September 18, 2019

Paul Mather  
Deputy Director  
Oregon Department of Transportation

Dear Mr. Mather,

As you know, congestion in the Portland metro area has reached a critical juncture. Not only does unprecedented congestion present challenges for Oregonians spending hours in traffic, it adversely impacts freight mobility, regional, statewide, and national connectivity, and threatens the economic viability of our state and the Oregon businesses reliant upon our transportation system.

The Transportation Funding Package passed by the 2017 Legislature (HB 2017 (2017)) takes many steps to address this increasing challenge; the Oregon Transportation Commission has taken additional steps to build upon that work. Now, the Governor directs the Oregon Department of Transportation to collaborate with regional partners to complete a Transportation System Improvements Study to examine system conditions and needs on the Sunset Highway Corridor (U.S. 26) on Portland's west side. The study should include ideas on how to address growing transportation system demands. The study should engage regional stakeholders including but not limited to Multnomah County, Washington County, the cities of Beaverton and Hillsboro, TriMet, and Metro.

The Governor requests that you closely examine the Sunset Corridor on the metro region's west side and evaluate actions ODOT and its regional partners can take to build a multimodal system that supports all who rely upon it.

Thank you for your work on this important issue; we look forward to engaging a productive conversation after the completion of this study.

Sincerely,

A handwritten signature in black ink that reads "Brendan C. Finn". The signature is written in a cursive, flowing style.

Brendan Finn  
Transportation Policy Advisor

cc: Robert Van Brocklin, Chair, Oregon Transportation Commission



## WASHINGTON COUNTY OREGON

October 29, 2019

Dear "Get Moving 2020 Task Force" and Metro Council:

On behalf of the Washington County Board of Commissioners, I am writing to express our support for the city of Hillsboro's request for the Task Force and Metro Council to designate the US 26 Corridor a Tier 1 corridor in the Get Moving 2020 measure for corridor planning funds. The proposed measure funding would leverage the effort directed by the Governor for ODOT to collaborate with regional partners to complete a Transportation System Improvements Study to examine system conditions and needs on the Sunset Highway Corridor on Portland's west side. Washington County and the city of Hillsboro each earmarked \$100,000 in local funding to support this effort. We appreciate this investment from the State; however, additional funding is needed to complete a robust corridor plan.

The US 26 Corridor is one of the region's most congested and least-reliable corridors, despite the success of the parallel MAX red and blue lines. The 2018 Regional Transportation Plan identified the Corridor as a need for Corridor Refinement Planning, which recognizes that the projects in the RTP do not address the identified corridor deficiencies.

Major solutions to the deficiencies in this corridor will require long-term efforts. However, other near-term improvements are possible. The additional \$1.3 million in corridor planning funds as requested from the Regional Transportation Funding Measure will support the shorter-term efforts while continuing to explore long-term solutions to improve mobility, safety and reliability between I-405 to Brookwood Parkway on US 26.

Washington County is pleased to partner with ODOT, the City of Hillsboro and others as we endeavor to identify improvements in this corridor through this study consistent with the Task Force and Metro Council values for the Get Moving 2020 Funding Measure.

Thank you for your consideration.

Sincerely,

Chair Kathryn Harrington  
Washington County Board of Commissioners

cc: Board of County Commissioners  
Steve Callaway, Mayor, City of Hillsboro

**Board of County Commissioners**

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072  
phone: (503) 846-8681 • fax: (503) 846-4545



COMMUNITY SURVEY SUMMARY | FEBRUARY 2020

METRO 2020 TRANSPORTATION INVESTMENT  
MEASURE



Metro



Prepared by JLA Public Involvement

## TIER 2 CORRIDORS: COMMENTS

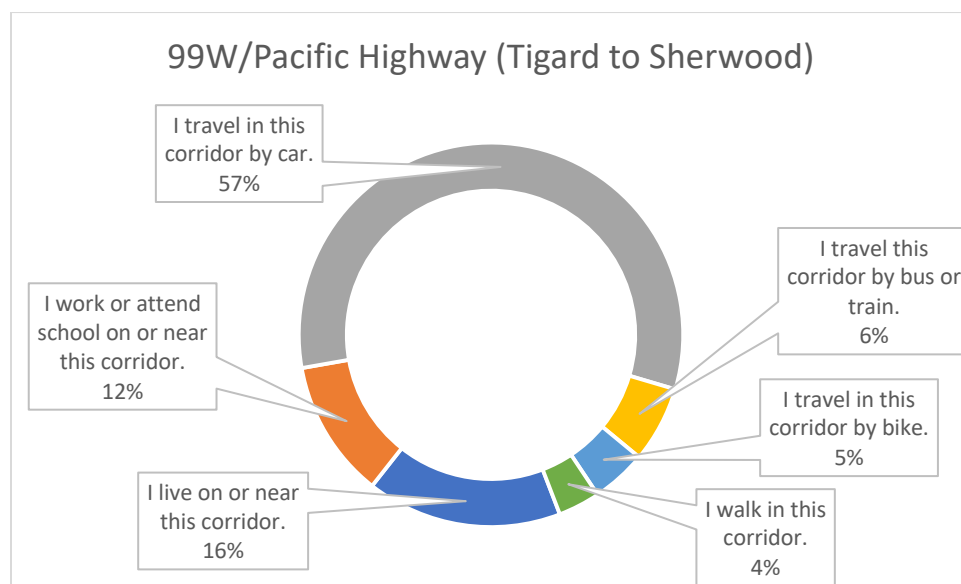
Community feedback gathered in a May-June 2019 public survey conducted by Metro has been organized and presented below by three Tier 2 Corridors (99W/Pacific Highway, Highway 217 and Highway 43/Macadam Avenue). These comments serve as a means to support the Transportation Funding Task Force and Metro Council in their charge of working with local jurisdictions and community members to identify and collect feedback on potential projects investments. Information for a fourth Tier 2 corridor, Highway 26 (Sunset) was not collected in this survey.

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 three Tier 2 Corridors has been made available in Appendix A.

### 99W/PACIFIC HIGHWAY (TIGARD TO SHERWOOD)

#### HOW PEOPLE EXPERIENCE THE CORRIDOR:



#### 99W/PACIFIC HIGHWAY (TIGARD TO SHERWOOD): COMMENTS FOR DECISION MAKERS

Respondents saw congestion and traffic as a major issue on this corridor, and many viewed transit development and improved bike lanes as possible solutions. Many in the community expressed a desire for a light rail or some express transit option in order to circumvent prevalent traffic issues. Safety was an issue for many community members who felt there was inadequate infrastructure for pedestrians and bicyclists.

#### Infrastructure and Design

- "This corridor needs fewer lanes dedicated to single occupancy vehicles and more dedicated protected bike/ped/scoot/skate infrastructure."
- "Safety, transit, walking and biking must be a priority here."
- "Not enough lanes, not enough parallel roads."
- "Trains, dedicated bus and emergency vehicle lanes, better direct route to PCC, BIKE LANES."
- "Too much auto capacity, not enough safe bicycle capacity, needs electric intercity rail."

- “This road is so unsafe and there is plenty of space to allocate protection to people walking, bicycling, and using transit.”

### **Cyclists and Pedestrians**

- “Bike lanes are sketchy and generally not safe for cyclists.”
- “More connected cycling facilities.”
- “Very auto oriented! I'd like better design standards and pedestrian/bike facilitates.”
- “Difficult for Pedestrians, difficult to make left turns.”
- “There are too many driveways in sections to make this comfortable to bike on. There needs to be better bus stops/pullouts.”
- “Continuous sidewalks and bike lanes are desperately needed! Landscaped median has been a wonderful addition to this road.”

### **Congestion and Traffic**

- “Congested and ruining rural area.”
- “Intersections are crowded, but otherwise traffic flows somewhat well.”
- “This is a terrible corridor to travel by bus and by car.”
- “Traffic gets jammed up in Tigard. Very frustrating.”
- “Way too congested at all hours.”
- “Always congested. Try to take surface streets whenever possible through this area.”
- “So congested that it’s stressful to think about driving in this area.”
- “We primarily use this corridor for shopping. Due to the demand created by Costco and other shops near it, the intersections/off ramps coming off the 217 are always jammed.”

### **Transit**

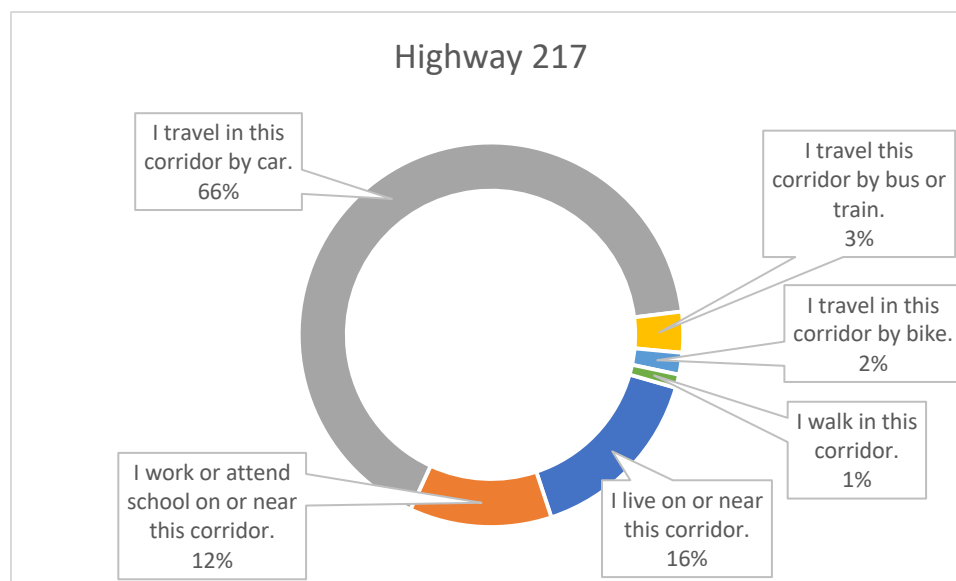
- “Light rail or comparable transit is needed.”
- “Transit from Newberg to PDX is long and impossible. We need a train line!!”
- “That's a long road so it's hard to figure out what exactly to do with it. MAX line would be good though.”
- “Absurd, bad land use, unfixable. It could have been a freeway in the 1970s but today it's too late, and now the only hope would be alternative transportation (transit).”
- “Light Rail will dramatically increase traffic as Metro sanctions bus service cuts. Widen roads, or acknowledge we could do better killing MAX and drastically improving and increasing bus service”

### **Speed and Safety**

- “Need a lot of safety measures here and better organization for auto traffic to get through. It is a combination of local, regional, and statewide traffic.”
- “Several bottle necks in both directions slow down all modes of transportation regularly.”
- “This is a scary, wide, fast, road. I avoid it unless I have to.”

## HIGHWAY 217

### HOW PEOPLE EXPERIENCE THE CORRIDOR:



### HIGHWAY 217: COMMENTS FOR DECISION MAKERS

Community members saw infrastructure issues as a prevailing problem when compared with population growth in the area. Some respondents noted that road widening is a possible solution, while others felt increasing transit options would best alleviate traffic issues. Along with the congestion issues, community members expressed safety concerns, particularly related to driving speeds. There were numerous comments noting safety concerns for people walking and cycling, and a desire for upgraded facilities for pedestrians and bicyclists.

#### Infrastructure and Design

- "Only maintenance. No increase in size of traffic volume capacity."
- "Seriously needs to be widened. Broadway in downtown Portland is wider than this Highway. Need to increase capacity of the Highway. Fewer on/off ramps in Beaverton. Ask Beaverton to handle their local traffic on their local roads by punching through some of the long neglected routes in their community."
- "This corridor needs fewer lanes dedicated to single occupancy vehicles and more dedicated protected bike/ped/scoot/skate infrastructure."
- "The traffic in the area continues to grow due to the growth of the population without addressing infrastructure issues."
- "Been obsolete for decades. Needs minimum of 3 lanes each direction and longer dedicated off/on ramps."
- "Bad land use. Bad pedestrian options. Will only get worse. Needs to be more urban."
- "This road needs better on- and off-ramp functionality. The exchanges are where traffic clogs."

#### Cyclists and Pedestrians

- "Too much auto capacity, not enough safe bicycle capacity."
- "It is the only metro-area freeway without an adjacent bike path or a bike / walk-only bridge or tunnel."
- "Needs safe infrastructure for Biking/Walking. Less focus on driving. Add more bus/transit options."
- "Add a separated bike path along Hwy 217."

#### Congestion and Traffic

- "Terribly congestion most of the time. A.M. and p.m. commute standstill usually."



- “traffic is horrible even some off peak times.”
- “Constant Gridlock almost any time of day. Transition from HW 26 to 217 is always bumper to bumper on 217 until after Allen exit.”
- “Congestion in both directions mid to late afternoon. I try to avoid it and take back roads.”
- “Please, please widen this freeway. It is jammed in either direction at many parts of the day. It's overcrowded most of the time.”
- “Needs widening. Southbound is a perpetual parking lot, 6 am-9 pm daily.”
- “Frequently congested, even outside normal commuting hours. Very Unpredictable.”

### Transit

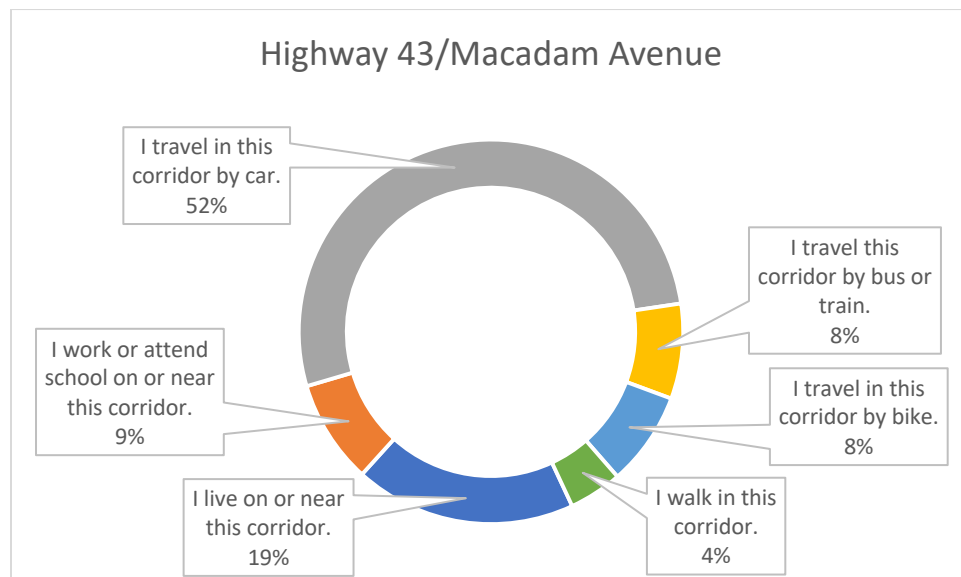
- “To reduce congestion, we need dedicated lanes for buses and carpools including congestion pricing”
- “Due to the 2 lane roads having a max option would lessen heavy traffic.”
- “We need a train from Lake Oswego to Beaverton and Hillsboro.”
- “This area is just nuts. Really need a more robust train (max), WES is not enough.”
- “Trains, dedicated bus and emergency vehicle lanes, more trains.”
- “Needs transit alternatives besides WES.”

### Speed and Safety

- “The lanes are too narrow, and people drive too fast, as well as frequent tailgating!”
- “People drive way too fast, like maniacs.”
- “Heavy congested traffic, dangerous off ramp to I-5, dangerous signal at Hwy 217 & I-5.”
- “This corridor has beautiful wide shoulders, but car travel is very fast. It is also VERY wide, so trying to cross it on foot or bike is scary because it takes a long time.”

## HIGHWAY 43/MACADAM AVENUE

### HOW PEOPLE EXPERIENCE THE CORRIDOR:



## HIGHWAY 43: COMMENTS FOR DECISION MAKERS

While many commenters acknowledged that the infrastructure upgrades that came with the renovated Sellwood Bridge made a positive difference on travel in the area, many felt that congestion continues to be an issue along this corridor, particularly in Lake Oswego and West Linn. Some community members would like better timed traffic lights in Lake Oswego, and investments in different transit options into Portland (including bus and streetcar). Respondents would like to see an increase in pedestrian and bicycle facilities to help people walking and cycling feel safer.

**Note: Currently, jurisdictions have only proposed investments from the measure in the southern portion of the Highway 43 corridor, but we have included comments for the entire corridor.**

### Infrastructure and Design

- “Safety, transit, walking and biking must be a priority here.”
- “I would frequent this area for shopping and restaurants if there was a dedicated and separated lane for bus, biking, and walking.”
- “WIDER PLEASE! More left turn lanes that don’t stop traffic.”
- “Hwy 43 thru West Linn needs repaving.”
- “Stop lights need to be timed better to help flow of traffic.”
- “Remove lane for cars and replace with transit only lane. Slow cars down and add more pedestrian crossings.”
- “Needs to be two lanes each way.”
- “Needs maintenance and traffic bypasses.”

### Cyclists and Pedestrians

- “As Macadam becomes more urbanized in its northern section, there is a dire need for more cross walks for pedestrians. I cross the middle of this road almost daily (often during rush hour) because the nearest crosswalk is several blocks out of my way.”
- “Greenway trail improvements needed as alternative for biking.”
- “Please, please, please try and get a bike path. I only bike a small portion of this route and have to take a much longer path to get to and from work.”
- “There's not adequate sidewalks or bike lanes. Existing bike lanes are too small to safely ride. Add protected bike lanes or shared use paths.”
- “Could use better bike lane markings. Need some better light.”
- “Too narrow—needs bike lanes”
- “Too much auto capacity, not enough safe bicycle capacity.”
- “Needs bicycle infrastructure - currently a death-trap for cyclists.”

### Congestion and Traffic

- “Very congested in the afternoon commute to the point that I try not to travel on it after about 4 pm until 6:30 pm.”
- “There is a log-jam between Marylhurst and downtown Lake Oswego both directions most days.”
- “Traffic flow from West Linn into Portland is very heavy during commute hours and I feel the road needs to be widened to 2 lanes everywhere.”
- “Rush hour is crazy in Lake Oswego and West Linn, you have to sit through multiple light cycles to get through the area.”
- “With the new Sellwood Bridge access on the west side this corridor has improved going North. It is still very slow at peak hours coming from the south toward the Sellwood Bridge.”

## **Transit**

- “Great corridor for effective transit. I know the streetcar was killed by Lake Oswego, but some type of speedy transit would be very effective along this linear route. Also might be a good location for off-street; however while a nice route it doesn't solve work day commute congestion.”
- “This is a corridor prime for a higher speed transit option. I have used transit and biked this corridor for years. Let's figure this out.”
- “Only congested at rush times, but that effectively clogs Bus 35 and others that change in Lake Oswego. No options unless we can get the trolley rail going as a commuter option to Portland again.”
- “Anything to encourage folks to use public transportation, ride share, etc. for their commutes could lessen the number of vehicles on the road and hopefully improve quality of life.”
- “Poor public transportation options.”
- “Needs more frequent bus service. Not clear that four lanes are needed. Consider bus lanes north of Sellwood Bridge.”

## **Speed and Safety**

- “I like the median, but it needs to be kept up better. Many times, auto speeds are too high through this corridor.”
- “Better lighting would help.”
- “Necessary to get to some parts of town but scary to travel on.”