

West Linn Highway 43 Bike/Ped Improvements

Turning an ODOT Highway into a Complete Street for Travelers of All Ages, Abilities, Backgrounds and Income Levels



Extending the active transportation network in the east Metro area:

- Full sidewalks and separated bike paths on both sides of the road
- Prioritized transit with bus pull-outs; easier access for all
- Intersection safety improvements.
- Open up bike, pedestrian and transit use in West Linn
- Safer active transportation connections through West Linn to Oregon City, Lake Oswego, Portland and other destinations
- Could be completed quickly with advanced design work underway

Current conditions:

- Average daily traffic: 21,000+
- Significant connection for regional transit riders to Oregon City and Lake Oswego transit centers, but limited access

- No improvements for decades means unsafe conditions for all travelers
- Intermittent or substandard sidewalks
- Inadequate pedestrian crossings
- Missing left-turn bays
- Isolated transit stops disconnected from surrounding neighborhoods

The vision: Fill in key missing sections of sidewalk between residential, commercial, park and transit areas

- Add ADA accessibility
- Add improved transit stops
- Intersections
 - Improve lighting
 - Redesign for improved flow and safety
- Better side street alignments and perpendicular approaches

- Four protected-signalized intersections
- Add bike paths, grade-separated from the roadway
- Add access restrictions and enhanced turn lanes

City of West Linn plans:

- City of West Linn planning process, 2008
- West Linn OR43 Conceptual Design Plan, 2016
- City of West Linn Transportation System Plan, 2016

Stakeholder support:

- Stakeholder meetings
- ODOT support
- TriMet support
- City of Lake Oswego support

For details visit www.clackamas.us/transportation/t2020.

Metro T2020 desired outcomes

Clackamas County, ODOT, and the City of West Linn have worked together to provide the desired T2020 outcomes.

- ✓ Improves safety
- ✓ Prioritizes support for communities of color
- ✓ Reduces congestion
- ✓ Increases access, especially for people of color
- ✓ Supports resiliency
- ✓ Supports economic growth and system connectivity
- ✓ Protects clean air and reduces carbon emissions
- ✓ Is regional in nature
- ✓ Leverages housing, open space investments

Estimated project cost:*

• Construction	\$45.5 million
• Design engineering	\$8.3 million
• Construction admin	\$6.3 million
• Right of way	\$5.7 million
• Lake Oswego study	\$0.3 million
• TOTAL	\$66.1 million

*Based on ODOT's federal aid cost estimate. With T2020 funds and the City of West Linn as lead agency, the cost could be greatly reduced.

Hwy 217 Corridor proposal

Meeting Task Force and Metro Council values

Safety, mobility and reliability:

- Reduces crashes at highway merges.
- Improves reliability and mobility on critical corridor.

Efficient Land Use:

- Improved access supports continued housing and job growth.
- Supports smart growth through increased density in central locations.
- Leverages investments in affordable housing.

Benefits Communities of Color:

- Reduces potential through traffic on local streets.
- Increases safety and access to a functional transportation system.

Supports Economic Growth:

- Provides access to employment and industrial areas.
- Includes small businesses and traded-sector jobs that foster innovation and offer higher wages.

Generates Broad Public Support:

- Strong support for road and transit investments revealed in the Transportation Futures Study.
- 96% support investments on Hwy 217 and US 26, based on recent polling.
- Members of historically marginalized communities support investments in both roads and transit, based on recent outreach.

Project elements

Reflect a systems approach:

- Recognizes the relationship to capacity of US 26 and I-5.
- Builds on previous traffic management investments and improvements funded by HB 2017.

Critical part of transportation system:

- Braided ramps for the southbound Allen Boulevard exit ramp and Beaverton-Hillsdale Highway entrance ramp.
- Southbound auxiliary lane between the Walker Road entrance and Allen Boulevard.
- Improvement opportunities for trail access, bicycle lanes and sidewalks and potential for resiliency improvements will be identified during project design and development.



Why Hwy 217?

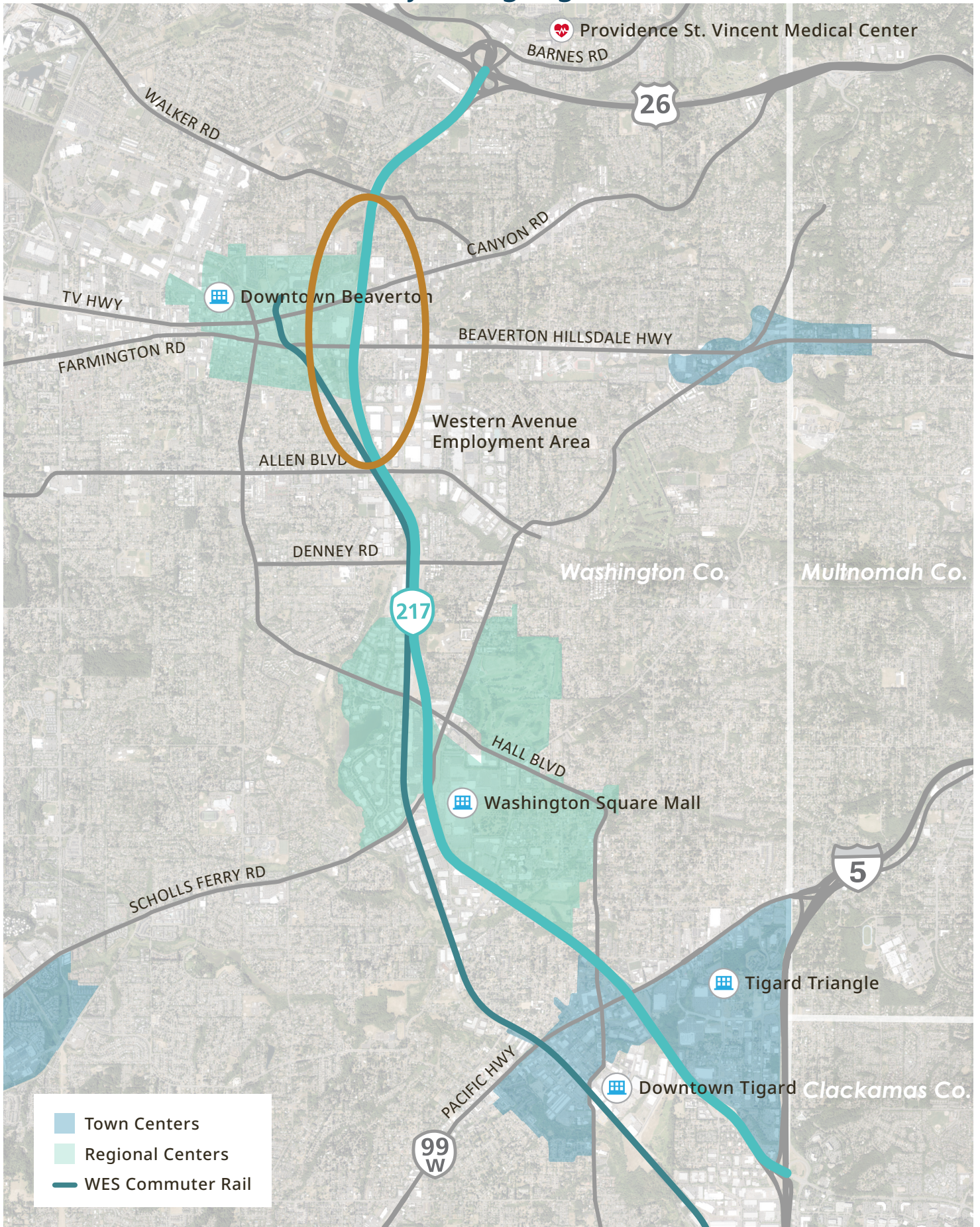
Housing and employment center:

- 70,000 jobs within ½ mile of the corridor.
- Serves growth in Regional and Town Centers in Beaverton and Tigard.
- Serves major employment centers including Nimbus Business Center, Kruse Way and Lincoln Center.
- Supports development of new multifamily housing.
- Supports services including Providence St. Vincent Medical Center.

Critical part of transportation system:

- County's only north-south, limited-access facility.
- Connects community to I-5, US 26 and the region.
- Access to transit: WES commuter rail, bus, MAX and transit centers.
- Existing and planned bike lanes, sidewalks and trails access on parallel facilities.

Project Highlights



Hwy 99W Corridor study

Meeting Task Force and Metro Council values

Safety, mobility and reliability:

- Improve safety and implement multimodal travel options.
- Enhance transit-supportive attributes to create an easier, safer and more reliable route.

Benefits Communities of Color:

- Develop equitable transportation investment strategies to support the travel needs of historically marginalized communities.

Supports Resiliency:

- Explore opportunities to improve seismic resiliency.
- Identify ways to support transportation network redundancy.

Clean Air, Water and Healthy Ecosystems:

- Implement travel options that limit greenhouse gases and reduce transportation-related air quality impacts.

Supports Economic Growth:

- Support access to existing and planned jobs.

Leverages Regional and Local Investments:

- Enhance and extend the regional investment in the SW Corridor light rail project.
- Leverage investments in affordable housing.

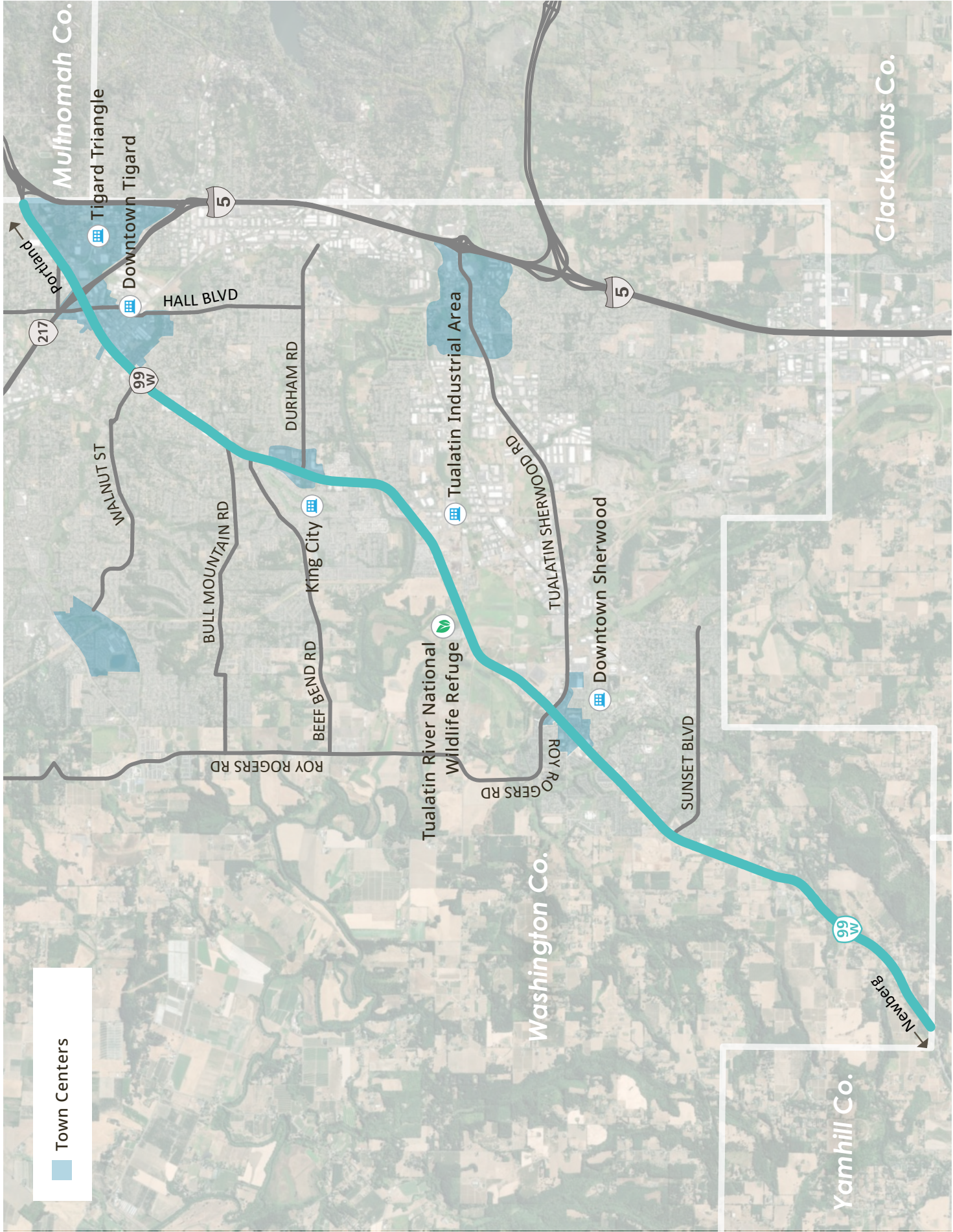
Study goals

- Create strategy to unify over 30 related local plans to guide how corridor will address local, regional and state growth.
- Assemble a list of corridor needs, opportunities and constraints.
- Identify transportation projects, service enhancements and potential funding sources.
- Identify potential land use and transportation system improvements to build equitable, multimodal, transit-supportive communities.
- Conduct market analyses and identify potential investment strategies for roads and transit and opportunities for redevelopment.
- Develop a unified vision through extensive public and stakeholder outreach.
- Identify transit network improvements and strategies to balance local, regional and long-distance travel needs.
- Develop a strategy for economic resilience, adaptation and growth.



Why Hwy 99W?

- 20,500 jobs within ½ mile of the corridor.
- 48,000 daily vehicle trips.
- Supports livability and needs of diverse and growing communities along the corridor.
- Impact and value transcends local jurisdictions; links the Metro area to the Willamette Valley and Coast.
- Major transit route with TriMet bus lines 12, 64, 93 and 94 opportunity to improve access to SW Corridor light rail project.
- Lacks continuous bike lanes and sidewalks, with limited marked or protected pedestrian crossing opportunities.
- Washington County, ODOT and cities of Sherwood, Tigard, King City, Tualatin and Durham support planning process to create a new future for this outdated facility.



Get Moving! Proposal for a Planning Project

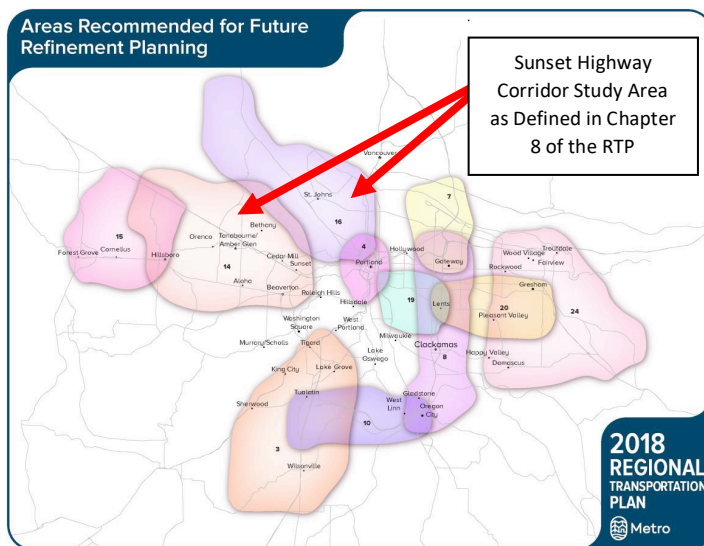
Executive Summary: Sunset Highway Corridor Study

Request

This proposal seeks to secure \$1.3 million in funding to augment a pending corridor study on US 26 (the Sunset Highway) from the Brookwood Parkway interchange in Hillsboro to the I-405 interchange in Portland.

History

Recognizing the regional and statewide significance of the US 26 corridor, on September 18, 2019 Governor Kate Brown, with support from Portland Mayor Ted Wheeler, issued a directive to the Oregon Department of Transportation to complete a Transportation Systems Improvements Study on the US26 corridor. Washington County and the City of Hillsboro have committed an additional \$100,000 each in local funds plus staff time. The City of Hillsboro is submitting this planning study application as the lead project sponsor; however any funding authorized is intended to amplify existing funding already committed by the Oregon Department of Transportation, Washington County and the City of Hillsboro



Scope

The Sunset Highway (US 26) is a major mobility corridor for the region and the state. The study will look at a variety of alternatives to improve freight mobility and increase multimodal options for commuters between North Hillsboro and Portland. The first steps towards improved mobility in the corridor is to launch a planning process to identify existing deficiencies, evaluate potential multimodal improvements and to assess the viability of potential projects to address system constraints.

There has been many prior public outreach efforts in the US 26 corridor. Electronics manufacturers and freight shippers were interviewed in the 2013 *Westside Freight Access and Logistics Analysis* study to document mobility challenges. The 2017 *Washington County Transportation Futures Study* included 5,319 public comments plus a statistically valid opinion poll. The top priorities reported in both these studies was improving the corridor's multimodal transportation system.

Values

This proposal advances key Task Force values including prioritizing investments for communities of color, supporting economic growth, improving corridor safety, supporting healthy ecosystems and leveraging funds already committed. The additional requested funds will deliver a more thorough public outreach effort, evaluate travel options that can connect communities of color to family wage jobs, explore new ways to measure how transportation investments can reduce greenhouse gas emissions and leverage funds already committed.

There are no easy solutions in the US26 corridor. However, by working together, we can plan to strengthen the mobility of all residents who travel to and from Washington County.