



March 11, 2020

Dear Task Force and Metro Council:

Revised Hwy 217 Corridor proposal (Tier 2)

We are pleased to submit a revised proposal for the Hwy 217 corridor in response to Task Force members' comments and questions on our original proposal, in order to include this important regional corridor in the transportation investment measure. Additional responses to the Task Force members' questions are also attached.

We propose to add an initial planning and community engagement element to create a comprehensive, coordinated and community-based vision for multimodal transportation needs and priorities in the broader Hwy 217 corridor:

- **Phase 1 (new):** \$2 million to engage the diverse communities in the corridor to identify and prioritize transportation safety and connectivity needs through an equity, safety and climate lens. This planning process will provide opportunities to leverage planned transportation, affordable housing, park and trail investments by Metro, Washington County, ODOT, cities and others. We will consider future:
 - Transit access, speed and reliability investments on busy arterials.
 - Lighting, bus shelter amenities and other investments.
 - Active transportation investments, including trail and sidewalk connections, as well as improved pedestrian crossings and bike lanes on busy streets.
 - Other community-identified needs.

The attached graphic illustrates the identified needs and recently funded transportation improvements on adjacent regional arterials and trails in the Hwy 217 corridor which will serve as a starting point for this planning phase.

- **Phase 2:** \$25 million to \$27 million for Environmental Assessment and preliminary engineering for the southbound auxiliary lane and ramp improvements on Hwy 217 between Walker Road and Allen Boulevard (identified as project 3 in the attached graphic). Funding for preliminary engineering could be increased to include additional transit and active transportation improvements identified in the Phase 1 planning and community engagement effort.
- **Phase 3:** \$105 million to \$125 million for final engineering design and construction of the proposed Hwy 217 project.

Board of County Commissioners

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This proposal does not include construction costs for the additional transit and active transportation projects on adjacent arterials. When the priorities and estimated costs of these projects are known, Washington County and our agency partners will seek funding from available sources, including the applicable regionwide programs proposed in the regional transportation investment measure.

Supports a growing and changing corridor

Consistent with the 2040 Growth Concept, the Hwy 217 corridor has changed as a result of place-making, demographic shifts and public and private investments over the last three decades. The communities in the Hwy 217 corridor benefit from good access to the multimodal regional transportation system—frequent bus service on Hall Boulevard, MAX and WES service, regional trails and Hwy 217 itself. As a result, the corridor continues to attract housing investment and employment growth. Improvements on Hwy 217 and setting the stage for future transit and active transportation investments will benefit the people who live, work and travel through this corridor.

Builds on prior planning and construction investments

While a significant amount of project-specific planning has occurred for Hwy 217 and within the corridor, earlier planning efforts did not always include significant outreach to marginalized people in and near the corridor. More recently, ODOT, the cities of Beaverton and Tigard and Washington County have engaged with historically marginalized communities for specific studies and projects in this area. Examples include Canyon Road in Beaverton, the Tigard Triangle, the Beaverton and Washington Square regional centers, the West Five Employment District along Western Avenue, the Allen Boulevard district and Beaverton's Active Transportation Plan. In addition, TriMet and Washington County have also worked to identify opportunities for transit access, speed and reliability, as well as bicycle and pedestrian safety and connectivity—bicycle lanes, sidewalks and multi-use trails.

The planning process outlined in this proposal will allow these agencies to work together with affected communities to synthesize the outcomes from these prior studies and prioritize future investments.

Provides leverage opportunities

Washington County, ODOT, TriMet, Metro, Tualatin Hills Park & Recreation District (THPRD) and our city partners have successfully leveraged tens of millions of dollars in funding for multiple investments in the Hwy 217 corridor. As part of the Hwy 217 safety and bottleneck projects being funded by House Bill 2017 (projects 1 and 2 in the graphic), ODOT identified active transportation improvement opportunities on Denney Road (project 9), Hall Boulevard (project 10) and the Fanno Creek trail (project 16). These identified needs have been funded by leveraging the HB 2017 investment in partnership with Beaverton, Washington County and THPRD.

In addition to leverage opportunities for transportation improvements, the early planning phase in this proposal will identify future leverage opportunities associated with other funding streams available for affordable housing, parks, trails and natural areas in the corridor.

Supports Metro Council and Task Force and values

Multimodal transportation investments in this fast-growing regional corridor align with Metro Council and Task Force values:

- **Improve safety:** Reduces crashes on Hwy 217 by eliminating dangerous weaving and merging movements; facilitates future safe access to transit and active transportation investments on regional arterials.
- **Prioritize investments that support communities of color:** 1 in 3 people in the communities adjacent to Hwy 217 identify as a person of color.
- **Make it easier to get around:** Multimodal transportation investments support compact development by promoting transit use and reducing the frequency and distance of vehicle trips. Hwy 217 improvements reduce crashes and help keep traffic moving.
- **Support resiliency:** In advanced investigations and design, ODOT would review previously completed seismic evaluations of existing structures and conduct new evaluations to understand the seismic retrofit needs of existing structures located within the project. Depending on the findings of those evaluations, there is a possibility that existing structures would need to be addressed with at least a Phase 1 seismic retrofit. Any new structures, such as the braided ramps, would be constructed to be seismically resilient.
- **Support clean air, clean water, and healthy ecosystems:** Transportation investments support continued growth in the Hwy 217 corridor which results in higher transit use and efficient use of land. Improvements constructed in the highway right-of-way will include stormwater treatment that will improve water quality in the Fanno Creek and Beaverton Creek basins.
- **Support economic growth:** This is a growing regional jobs corridor. Facilitating safe employee access and efficient goods movement supports job creation and retention.
- **Increase access to opportunity for low-income Oregonians:** Multimodal transportation improvements on and off the highway will promote access to economic and educational opportunities within the corridor and throughout the region.
- **Leverage regional and local investments:** Washington County and our agency partners have repeatedly demonstrated success in leveraging funding for common transportation and community objectives. These proposed multimodal transportation investments also provide opportunities to leverage private development investments, as well as regional and local investments in affordable housing, parks and trails by Metro, Washington County, ODOT, cities and others.

Several of these values are also addressed in the attached responses to the Task Force's questions.

Revised Hwy 217 Corridor proposal (Tier 2)

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We appreciate the Task Force's thoughtful comments and consideration of including the Hwy 217 corridor in the regional transportation investment measure.

Sincerely,



Chair Kathryn Harrington

Washington County Board of Commissioners

cc: Board of County Commissioners

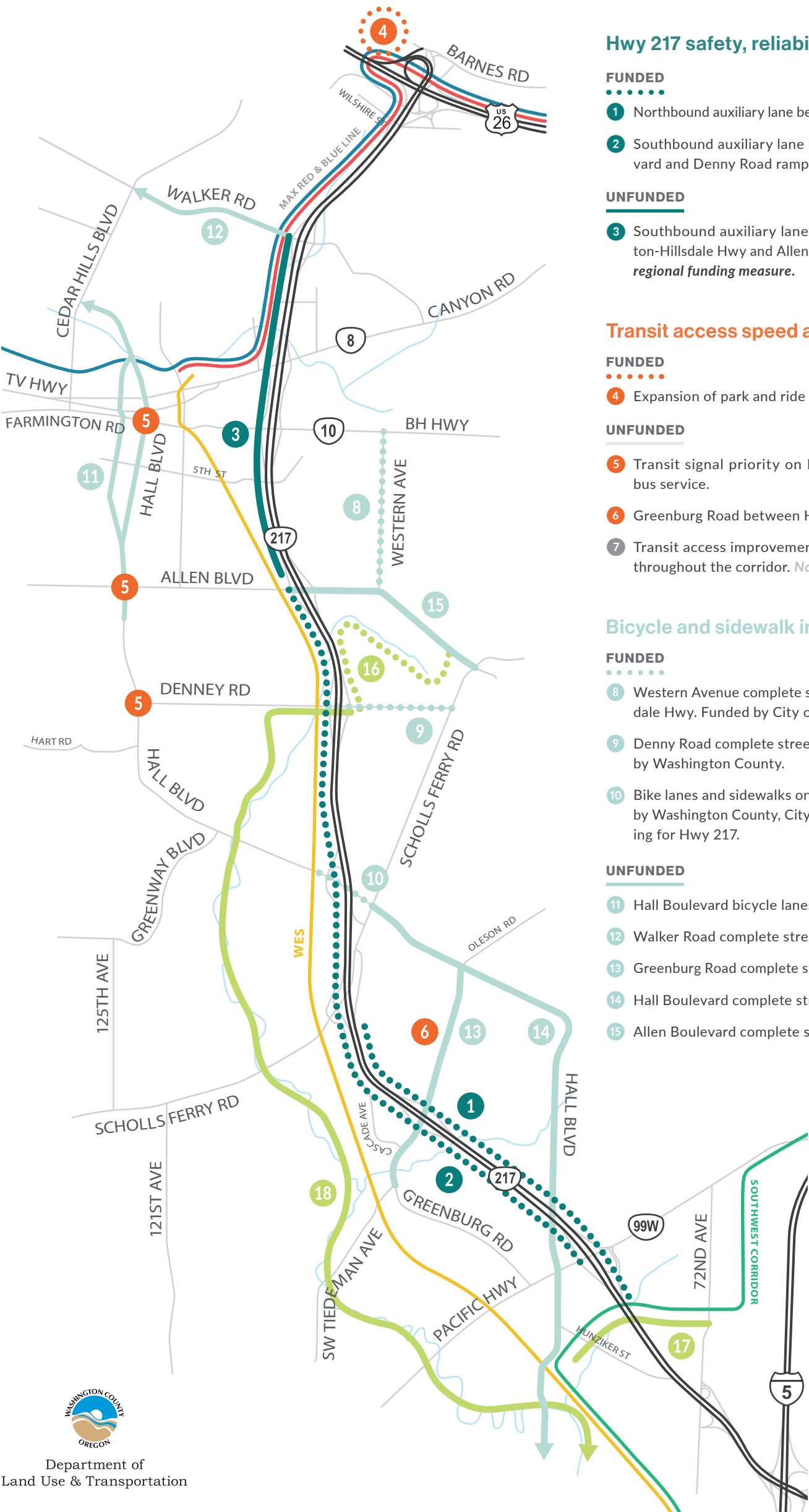
Attachments: Hwy 217 Corridor project graphic
Responses to Task Force questions on Hwy 217
Original Hwy 217 proposal and partner support letters

HWY 217 CORRIDOR INVESTMENTS AND OPPORTUNITIES

The centrally located Hwy 217 corridor provides a vital link between Washington County and the region, and connects regional and town centers. Consistent with the 2040 Growth Concept, households, jobs and services are growing in the corridor. Increasingly dense and compact, this growth benefits from transportation access via WES, bus, MAX, Hwy 217, regional arterials and an active transportation network. A functional transportation system in the Hwy 217 corridor supports this development and economic growth beyond the corridor.

The City of Beaverton, Washington County and ODOT have funded several projects in the corridor to improve the transportation system for those living and working in the corridor and for those traveling through the corridor from across the region and state. However, there are also many safety, connectivity and reliability needs on the adjacent arterials and trails. Additional funding could further engage the community in planning and prioritizing these improvements to better serve this fast-growing area in conjunction with the proposed Hwy 217 investments.

Planned investments and improvement needs as defined in adopted plans



Hwy 217 safety, reliability and mobility improvements

FUNDED

- 1 Northbound auxiliary lane between Hwy 99W and Scholls Ferry Road. Funded by HB 2017.
- 2 Southbound auxiliary lane between Allen Boulevard and Hwy 99W with Allen Boulevard and Denny Road ramp improvements. Funded by HB 2017.

UNFUNDED

- 3 Southbound auxiliary lane between Walker Road and Allen Boulevard with Beaverton-Hillsdale Hwy and Allen Boulevard ramp improvements. *Proposed for funding through regional funding measure.*

Transit access speed and reliability improvements

FUNDED

- 4 Expansion of park and ride adjacent to Sunset Transit Center. Privately funded.

UNFUNDED

- 5 Transit signal priority on Hall Boulevard at key intersections to support frequent bus service.
- 6 Greenburg Road between Hall Boulevard and Tiedeman Avenue.
- 7 Transit access improvements to WES, Southwest Corridor and frequent bus service throughout the corridor. *Not mapped*

Bicycle and sidewalk improvements

FUNDED

- 8 Western Avenue complete street project between Allen Boulevard and Beaverton-Hillsdale Hwy. Funded by City of Beaverton and Washington County.
- 9 Denny Road complete street project between Hwy 217 and Scholls Ferry Road. Funded by Washington County.
- 10 Bike lanes and sidewalks on northern Hall Boulevard overcrossing of Hwy 217. Funded by Washington County, City of Beaverton and ODOT in conjunction with HB 2017 funding for Hwy 217.

UNFUNDED

- 11 Hall Boulevard bicycle lanes between Cedar Hills and Allen Boulevards.
- 12 Walker Road complete street project between Hwy 217 and Cedar Hills Boulevard.
- 13 Greenburg Road complete street project between Hall Boulevard and Tiedeman Avenue.
- 14 Hall Boulevard complete street project between Hwy 217 and downtown Tigard.
- 15 Allen Boulevard complete street project between Hwy 217 and Scholls Ferry Road.

Multi Use Trail improvements

FUNDED

- 16 Fanno Creek trail between Hwy 217 and Allen Boulevard. Funded through HB 2017 with Hwy 217 project.

UNFUNDED

- 17 Hwy 217 trail overcrossings between Tigard Triangle and downtown Tigard.
- 18 Complete gaps in Fanno Creek trail from Tualatin River to Hwy 217, including crossings at Hall Boulevard and Tiedeman Avenue.

Highway 217 Corridor – Washington County

Responses to Task Force Questions from February 18, 2020

March 11, 2020

Background

Inclusion of the Highway 217 Corridor in the regional transportation investment measure is a step towards fulfilling a vision for the corridor to improve safety and reliability on Hwy 217, and develop affordable, safe and convenient travel options within the corridor. Washington County is growing rapidly: Metro forecasts the area adjacent to Hwy 217 will see a 68% increase in population and a 33% increase in jobs by 2040. Washington County has the greatest racial diversity in the region and 1 in 3 of the people in the corridor identify as a person of color. Many of the jobs in this corridor are low wage service industry jobs. In Washington County, about half of the residents travel out of the county for work and half of the workers travel into the county for work; creating a significant need for a functioning transportation system to serve local and regional needs.

Over the last several decades, many significant investments have been made to improve the multi-modal transportation system and support the goals of the 2040 Growth Concept for the centers and employment areas in the corridor. These include the improvements funded by House Bill (HB) 2017 to address merge and weave problems between Hwy 99W and Allen Boulevard. For transit, these include MAX, WES, and increased bus service, most recently the addition of frequent bus service on Hall Boulevard. Growth in two major transit centers, at Washington Square and Beaverton Transit Center also improved transit connections. Improvements to the active transportation network include the Fanno Creek trail and incremental additions of bike lanes and sidewalks on regional arterials.

The need for additional improvements in the Hwy 217 corridor has been identified in state, regional and local transportation and community plans. The attached graphic highlights some of the identified improvement needs on regional arterials and trails in the corridor. These include the need to address the safety and reliability problems on southbound Hwy 217 between Walker Road and Allen Boulevard proposed for inclusion in the regional transportation investment measure. Other needs to improve transit access, speed and reliability on regional arterials and to complete the active transportation network have also been identified. Though jurisdictional transfer of Hall Boulevard has occurred in Beaverton, much of Hall Boulevard remains an ODOT facility.

Planning and community engagement in the Hwy 217 corridor will identify, prioritize, design and construct needed improvements. Our revised request expands the proposed scope to include this effort for Hwy 217 and the adjacent area, as reflected in the responses to the Task Force questions. Including the Hwy 217 corridor in the regional transportation investment measure leverages the state's investments on Hwy 217, as well as recent and ongoing community engagement, planning and investments by the cities of Beaverton and Tigard, Washington County and TriMet.

Responses to Task Force Questions:

Has there been any recent study or modeling of congestion relief options (including transit) in the broader 217 corridor, other than additional or auxiliary lanes on 217 itself? Please share.

- ODOT has studied traffic operations with and without the proposed project in determining the scope and scale of the ramp modifications priorities for investment. The evaluation considered upstream and downstream impacts on US 26 and I-5 in recognition that the system must work as a whole.
- The Washington County Transportation Futures Study included analysis of transportation system investments organized into different policy-oriented packages. The study showed that even with significant investments in transit and bicycle/pedestrian facilities, congestion still grows on Hwy 217 and the region's other roadways due to the tremendous amount of future growth projected in the region's population and employment. The Futures Study also found that investment in the region's highway infrastructure resulted in less growth in congestion on parallel roadways.
- ODOT Region 1 staff have recently initiated an effort to determine the feasibility of bus-on-shoulder on several freeway corridors in the Portland area, including Hwy 217. This ongoing effort looks at existing conditions such as ramp locations and volumes, distance between ramps, shoulder widths on both the inside and outside shoulders, presence of barriers (primarily inside barriers), location and length of existing auxiliary lanes, and AM and PM peak period congestion bottleneck/queue locations. The next step in the process will be to look for candidate segments in each corridor for further evaluation and identify those with the greatest feasibility to implement bus-on-shoulder and the greatest reliability and transit travel time benefit.

Can you share data on the specific safety issues on this corridor? What are the statistics on minor-injury crashes vs. major-injury and fatal crashes?

- This segment of Hwy 217 is identified by Metro as a Regional High Injury Corridor. The table below summarizes crashes between 2014 and 2018 in the auxiliary lane and ramp improvement project area on Hwy 217, as well as on nearby parallel routes. Consistent with data from other limited access facilities, the highway crashes are not as serious as on arterial roadways; however they are frequent and the personal costs in terms of property damage and travel time reliability add up. There was one fatality on Hwy 217 in the project area, in the northbound direction:

	Total crashes	Serious Injury	Other injury	Property damage only
Hwy 217 project area	316	5	150	161
Hall Boulevard	215	1	110	105
Watson Avenue	69	0	29	40
Western Avenue	133	5	65	68

- For Hwy 217 southbound overall, including areas beyond the proposed auxiliary lane/ramp improvement project segment, there was an 11.5% increase in crashes from 2015 to 2017 (156 crashes to 174 crashes).

Can you study north/south connection options for cyclists?

Yes. Previous studies and community input identified opportunities for trails, multi-use paths, and gaps in the bicycle/pedestrian network. Planning funds for the Hwy 217 Corridor can be used to study those options in greater detail, prioritize investments, and identify sources for construction funding. As the attached graphic shows, there are already identified north-south parallel projects which could be advanced through further planning and funding.

Has the county considered Enhanced Transit on parallel routes?

- Hall Boulevard is the only continuous parallel route in close proximity to Hwy 217. It is being upgraded to frequent bus service, which increases the importance of improving transit access, speed and reliability.
- TriMet and Metro's initial Enhanced Transit Corridor project identified three opportunities along Hall Boulevard to improve transit speed and reliability:
 - Northbound Hall Boulevard and Farmington Road: Next- or current-generation transit signal priority.
 - Hall Boulevard/Allen Boulevard intersection: Implement a far-side bus stop and pullout. This project is moving forward for design and funding by the City of Beaverton.
 - Hall Boulevard/Denney Road intersection: Northbound Business Access and Transit (BAT) lane and bikes "up and over" configuration, in which bikes would roll up and over the bus platform.
- The County's First/Last Mile study identified needs for access improvements for riders of WES, MAX and other bus lines in the Hwy 217 corridor. Previous studies identified the need for transit signal priority and other improvements on arterials, including Greenburg Road.

Can you share more information on how this project supports the Task Force outcomes of racial equity and climate?

- Past outreach conducted for the Transportation Futures Study showed that members of marginalized communities depend on all transportation modes and support both road and transit improvements. The project supports racial equity by making it easier to get around within, to and from equity focus areas.
- Input from members of marginalized communities along Hwy 217 has been essential. For the projects funded by HB2017, ODOT implemented an Environmental Justice outreach plan, which began in the fall of 2017 and included 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 included stakeholder interviews, attending existing community organization meetings (including Community Participation Organization 4M) and visiting businesses, including Spanish language translation and interpretation.

- Land use plans for areas adjacent to Hwy 217 are realizing Metro’s 2040 Growth Concept with smart growth principles. The Hwy 217 corridor links the Sunset town center, Beaverton and Washington Square regional centers, and the Tigard town center. This proposal supports climate change values by supporting the growth occurring in the regional and town center areas in the corridor, which are centrally located and served by multimodal transportation options. The increasing density in these locations should help reduce trip lengths and increase the number of people who can access transit.
- Hwy 217 plays a critical transportation role in supporting economic growth in the region by providing a limited access route for freight and access to jobs. This includes significant employment areas with a variety of living-wage jobs in and adjacent to the Hwy 217 corridor.
- Improvements to Hwy 217 will improve safety and reliability by reducing traffic diversion onto parallel facilities in nearby communities, where the risk of serious injuries and fatalities is higher.

How have you or do you plan on engaging with impacted or potentially impacted communities?

- The proposed improvements on Hwy 217 will occur within the existing right-of-way, with the potential exception of some off-site stormwater mitigation. In addition to prior outreach noted above, ODOT will include environmental justice analysis as a part of the project outreach efforts.
- The City of Beaverton and Washington County will partner with ODOT to engage communities in identifying companion projects of benefit to marginalized communities in the corridor. Beyond the identified roadway project, there are opportunities to identify other improvements in the area that can benefit the community.
- In addition to ODOT’s HB 2017 project, there are a number of planning efforts underway or recently completed, which include engagement of marginalized communities in the Hwy 217 Corridor between US 26 and I-5:
 - o The Southwest Corridor Equitable Development Strategy (SWEDS).
 - o The Beaverton Allen Boulevard district, where 38% of the population identifies as Hispanic/Latino, and 22% of households have income below the poverty level.
 - o The Washington Square Regional Center Update, led by the City of Tigard.
 - o The Beaverton West Five industrial area study.

- Engagement with communities through the proposed Hwy 217 corridor study would build upon the relationships established in these community engagement efforts.

How could this investment leverage other regional or local investments? (Consider transportation as well as housing, parks and nature, and other priorities.)

- The attached graphic shows the compilation of Hwy 217 and companion projects. The auxiliary lane/ramp improvement project would leverage the HB 2017-funded project directly to the south, which is building new auxiliary lanes southbound from Allen Boulevard to Hwy 99W and northbound from Hwy 99W to Scholls Ferry Road. Both projects improve safety and mobility in the corridor because auxiliary lanes help vehicles get on and off the freeway safely and efficiently, which reduces recurring bottlenecks and helps traffic flow more reliably.
- This is a high growth area, and the investments in the transportation system will continue to support the affordable housing and living wage jobs growing in this corridor.
- There are numerous opportunities for trails and parks in the corridor that could be identified through the regional parks and natural areas bond.
- Washington County and Beaverton have a history of working with ODOT to identify opportunities for additional “leverage” improvements, including several within the Hwy 217 corridor.

If you aren’t able to get the full requested amount, are there phasing opportunities?

- Yes. The project can be divided into several phases. Phasing with the revised proposal is:
 - **Phase 1 (new):** \$2 million to engage the diverse communities in the corridor to identify and prioritize transportation safety and connectivity needs through an equity, safety and climate lens. This planning process will provide opportunities to leverage planned transportation, affordable housing, park and trail investments by Metro, Washington County, ODOT, cities and others. We will consider future:
 - Transit access, speed and reliability investments on busy arterials.
 - Lighting, bus shelter amenities and other investments.
 - Active transportation investments, including trail and sidewalk connections, as well as improved pedestrian crossings and bike lanes on busy streets.
 - Other community-identified needs.
 - **Phase 2:** \$25 million to \$27 million for Environmental Assessment and preliminary engineering for the southbound auxiliary lane and ramp improvements on Hwy 217 between Walker Road and Allen Boulevard (identified as project 3 in the attached graphic). Funding for preliminary engineering could be increased to include additional transit and active transportation improvements identified in the Phase 1 planning and community engagement effort.

- o **Phase 3:** \$105 million to \$125 million for final engineering design and construction of the proposed Hwy 217 project.
- This phasing proposal does not include construction costs for the transit and active transportation projects on adjacent arterials. When the priorities, designs and costs of these projects are known, project partners will seek funding from available sources, potentially including the regionwide programs proposed in the regional transportation investment measure.



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

Board of County Commissioners

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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 5th 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 that reads "Denny".

Mayor Denny Doyle