Title VI Goals & Accomplishments Report
October 1, 2020 – September 30, 2021

Oregon Department of Transportation
Office of Civil Rights
3930 Fairview Industrial Drive SE MS23
Salem, OR 97302-1166
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Region 1: Portland Metro
Region 2: Willamette Valley, North and Mid-Coast
Region 3: Southern Oregon and South Coast
Region 4: Central Oregon
Region 5: Eastern Oregon
The Oregon Department of Transportation (ODOT) is a recipient of federal financial assistance. All recipients are required to comply with federal nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. ODOT expects every manager, supervisor, employee, and subrecipient of federal assistance administered by ODOT to be aware of and apply the intent of Title VI and related authorities in performing assigned duties.

It is the Oregon Department of Transportation’s policy to assure that no person shall, on the grounds of race, color, national origin, age, sex, disability, income level or Limited English Proficiency as provided by Title VI of the Civil Rights Act of 1964 and related authorities, be excluded from participation in, be denied the benefit of, or be otherwise discriminated against under any of the programs or activities it administers.

The Federal Highway Administration (FHWA) requires recipients of federal highway funds to prepare an annual report to clarify accomplishments, roles, responsibilities and procedures established to ensure compliance with Title VI of the Civil Rights Act of 1964; 23CFR 200.9(b)(10). The following report represents activities during Federal Fiscal Year 2021.

Requests for information from ODOT’s Title VI Program can be directed to:

David Morrissey
Title VI/EJ/ADA Program Manager
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(503) 986-3870

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Office of Civil Rights
3930 Fairview Industrial Drive SE MS23
Salem, OR 97302-1166
(503) 986-4350
The Title VI Program focused in 2021 on its engagement of internal staff across agency operating divisions for Title VI activity monitoring and planning, training, and technical support. There were three primary projects of emphasis in support of ODOT’s Title VI compliance:

1. Developing and training ODOT’s internal Title VI Subject Matter Experts (SME) team;
2. Engaging the SMEs in a full review and revision of ODOT’s Title VI Implementation Plan;
3. Supporting language access procedures for persons with Limited English Proficiency across ODOT.

**Subject Matter Experts**

A primary strategy for implementing both Title VI and LEP functions within ODOT is the positioning of Title VI Nondiscrimination Subject Matter Experts in key units and divisions of the agency. These individuals serve as focal points for nondiscrimination information and compliance practices within their office. SMEs also identify Title VI training and technical assistance needs within their programs. Title VI SMEs are positioned in units as diverse as Right of Way, Construction, Communications, and DMV. The SME team was convened by OCR six times during 2021. Training content included Title VI Basics, LEP policies and practices, data systems and planning processes.

**Implementation Plan Review**

All Title VI SMEs were additionally tasked with reviewing ODOT’s Title VI Implementation Plan and participating in content revisions. The result is an expanded section describing the Title VI monitoring and compliance functions of key units and programs across ODOT. ODOT additionally engaged public policy interns through Oregon State University and Portland State University in supporting the revision process, including through a literature review of peer state agency plans and federal resources. The other area of notable revision in the plan is Data Collection and Analysis, which now provides an expanded overview of relevant data practices at ODOT.

**Language Access Support**

In supporting ODOT’s implementation of language access procedures for persons with Limited English Proficiency, OCR staff provided LEP training and technical assistance to a variety of program units and formed an LEP working group with DMV and Commerce & Compliance Divisions. OCR staff also continued working in partnership with Procurement in the development of agency procedural support guidance aligned with state procurement policies.
### 3. ODOT Subrecipient List – FFY 2021

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**Total** 42,816,216.22
4. Title VI Complaints Received 2020-2021

ODOT received two inquiries from members of the public who utilized ODOT’s Title VI complaint submission form in Federal Fiscal Year 2021. In both instances, staff from the Office of Civil Rights talked with the submitters by telephone, conducted internal reviews, and then shared with the customers their findings. In both cases, the customers agreed that they were satisfied with ODOT resolving their concerns informally as customer service matters which could be addressed through training and staff feedback.

The Office of Civil Rights maintains a log of Title VI complaints received from members of the public, and records every time ODOT’s Title VI complaint form is used to contact OCR staff. OCR models its complaint investigation processes on the Federal Highway Administration’s Procedures Manual for Processing External Complaints of Discrimination, which guides that “the procedures apply to the FHWA, and may be used by the State Transportation Agencies (STA) and other primary recipients and sub-recipients for the investigation of external complaints of discrimination. The procedures do not preclude the responsible staff of any agency from attempting to informally and independently resolve complaints.”
In the 2020-21 reporting year, ODOT staff facilitated or participated in the following outreach events and educational programs for external partners relevant to ODOT’s nondiscrimination programs, vendor diversity, and women and minorities in trades promotion.

Following statewide COVID-19 pandemic related public health guidelines issued by the Office of the Governor in March 2020, ODOT’s Office of Civil Rights adjusted its delivery of certain outreach and education programming to utilize web technologies and other remote participation when possible. One key example was a pre-recorded training format through the State of Oregon’s iLearn system to provide OCR’s Civil Rights & Labor Compliance Training that stakeholders in 2020 and 2021 could newly access online at any time of their choosing.

**October 2020**
- MPO & Transit Providers Virtual Roundtable Presentation on Title VI Compliance
- OAME Trade Show and Luncheon 2020 - Rescheduled from May 2020
- Oregon Public Transportation Conference

**November 2020**
- Expo Negocio Latino Business Showcase

**December 2020**
- Safe From Hate
- NAMC Holiday Event

**February 2021**
- Careers in Gear – Medford High School
- Ashland Career Day

**March 2021**
- Salem Capitol Connections Sponsorship/Presentation
- Annual Latino Small Business Conference
April 2021

- Civil Rights Training for Local Public Agencies (Two virtual sessions) provided in partnership with ODOT Office of Certified Programs
- Willamette Valley Construction Career Day
- BestHQ Business Expo West 2021
- Port of Portland Contractor-Connect Open House 2021
- Umpqua Community College - Career After College
- Linn-Benton Commun College Career Fair
- Urban League of Portland Career Connections Job Fair

May 2021

- Construction and Utility Career Day
- Hispanic Metro Chamber Latino Employment & Business Fair
- Douglas County Career Expo
- Women in Trades Career Fair
- OAME Trade Show and Luncheon 2021

June 2021

- Skanska Meet the Primes 2021
- Hispanic Metropolitan Chamber After Hours Networking Reception
- Southern Oregon Veteran's Stand Down and Employment Fair
- Philippine American Chamber of Commerce of Oregon (PACCO) Business Networking

August 2021

- OAME Youth Entrepreneurship Conference
- South Coast Veteran's Stand Down and Employment Fair

September 2021

- Business Diversity Institute MED Week
- Southern Oregon Trade Careers Expo
5. Program Accomplishments

Section B: Subrecipient Monitoring and Reviews

The Office of Civil Rights supports the development of Title VI implementation by Metropolitan Planning Organizations and Local Public Agency partners. All subrecipients of federal funds through ODOT should have a current Title VI plan, with a commitment to review and update every three years. Through subrecipient reviews, Title VI programs are reviewed and subrecipients are informed of areas for revision or improvement as needed, with a clear plan of assistance and submission deadlines communicated to the partner agency. OCR conducted subrecipient Title VI program reviews of two local public agencies and two Metropolitan Planning Organizations in 2021:

1. City of Corvallis
2. Clackamas County
3. Rogue Valley MPO
4. Middle Rogue MPO

In light of the current COVID-19 pandemic, OCR conducted Title VI program reviews remotely, using email, telephone and video conferencing. Reviews of subrecipients are conducted in a four-step process: initiation letter with subrecipient questionnaire; questionnaire and document review; staff interview; and final report. During the review process MPOs, LPAs, and other identified subrecipients are evaluated to ensure that they are following Title VI of the Civil Rights Act of 1964, (42 USC 2000d to 2000-4), The Civil Rights Restoration Act of 1987, (Pub. L. No. 100-259), 23 CFR 200 and 49 CFR 21, Federal-Aid Highway Act of 1973, (23 USC 324), Executive Order 13166 and other related Acts and Orders related to Title VI. Elements for review include statements of scope and methodology, organization and staffing, plans and documents, data analysis, policies and procedures, complaint processes, training, and public participation. The review process also includes discussion of the subrecipient’s plans and procedures under Executive Order 13166 for Improving Access to Services for Persons with Limited English Proficiency and the Americans with Disabilities Act (ADA).

Annual Accomplishment Reports (AARs) are requested from subrecipients for annual submission to ODOT and are subsequently reviewed by the Office of Civil Rights for promising practices, areas for improvement, and general compliance with Title VI plan elements. In 2020, OCR conducted subrecipient compliance education, in partnership with ODOT’s Certified Programs Office, to foster more AAR submissions among partner agencies across the state, with compliance reminders sent to all certified agencies near the end of federal fiscal year 2021.

Resources for partner agencies in implementing and reporting Title VI programming are available on the OCR website at:

https://www.oregon.gov/ODOT/Business/OCR/Pages/Non-Discrimination.aspx
The Title VI program conducted a revision and review of the data analysis section in our Title VI Implementation Plan for 2022. The revision expands description of ODOT’s data programs for Title VI and community demographics to include EJScreen, ODOT DBE Disparity Study, TransGIS, ODOT ADA CQCR Database, ArcGIS, and REMIX Transportation Planning Tools. Data sources include United States Census and the American Community Survey. Other relevant data collected will vary depending on each program area. Title VI Subject Matter Experts work with staff in their respective areas to gather data for reporting purposes as described in ODOT’s Title VI Implementation Plan for 2022.

**LEP Data**

During this 2020 reporting period, OCR reported that we had conducted a revision process to its Limited English Proficiency Plan, originally adopted in 2010. This updated version, issued in September 2020, includes revisions to the plan’s demographic data. Applying this revised planning document, OCR staff in 2021 provided training to the Title VI Subject Matter Experts group, formed an LEP working group with staff from ODOT Commerce and Compliance Division and DMV, and provided additional technical support on LEP data analysis and planning to ODOT program units when requested.

The 2020 *Updated Limited English Proficiency Plan* is available online here:

National Environmental Policy Act (NEPA) Program

During the previous reporting period (2019-2020), ODOT’s NEPA Program and FHWA Oregon Division staff developing several pre-approved “conditions” for exempting certain projects from needing detailed project-level EJ analysis if those projects meet all of the pre-approved conditions. The EJ guidance is contained in ODOT’s NEPA Manual, which provides FHWA-approved guidance and procedures for addressing NEPA and other environmental laws, including E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, as well as DOT Order 5610.2(a) and FHWA Order 6640.23A, on FHWA-nexus projects.

During this reporting period (2020-2021), the NEPA Program coordinated with FHWA Oregon Division to evaluate the effectiveness of the 2019-revised Environmental Justice (EJ) guidance for exempting certain NEPA-categorical exclusion (CE) and programmatic CE (PCE) projects from detailed project-level analysis. The evaluation examined all previously completed CEs and PCEs since August of 2019 to assess how well ODOT NEPA staff were applying the new guidance and using the EJ exemption (i.e., the pre-approved list of conditions) to those projects in compliance with the EJ guidance. The results of the evaluation were very positive and only minor clarifications to the guidance were warranted. Those clarifications will be incorporated into the NEPA Manual in guidance related to FHWA EJ in 2021-2022.

Most of ODOT’s projects (~ 95% annually) are classified as NEPA CEs, and about 93% are PCEs. Many of the PCE-classified projects meet the EJ exemption conditions because they are already designed to avoid impacts to EJ communities. Most CEs also meet the EJ exemption conditions, but a few require more detailed project-level analysis to ensure and promote meaningful opportunities for access to public information, and for public participation in matters relating to minority and low-income communities and their environment as they might be affected by ODOT’s projects.

To ensure the NEPA Manual procedures related to both the exemption conditions and the project-level EJ analysis for considering environmental justice are followed, the ODOT NEPA Program will continue to perform regular quality assurance and control on all PCEs (and CEs) to ensure projects are in full compliance.

Oregon Environmental Justice Task Force

The Office of Civil Rights represents ODOT at meetings of the Oregon Environmental Justice Task Force, as mandated by the Office of the Governor of Oregon. The task force is composed of up to
12 members appointed by the Governor, with a mission to:

1. Advise the Governor on environmental justice issues;

2. Advise natural resource agencies on environmental justice issues, including community concerns and public participation processes;

3. Identify, in cooperation with natural resource agencies, minority and low-income communities that may be affected by environmental decisions made by the agencies;

4. Meet with environmental justice communities and make recommendations to the Governor regarding concerns raised by these communities; and

5. Define environmental justice issues in the state.

The 2020 Annual Report of the Oregon Environmental Justice Task Force includes ODOT’s annual report of its environmental justice activities and is available here:

The Transportation Planning Program Area of the Oregon Department of Transportation (ODOT) is comprised of planners from the Policy, Data and Analysis Division, which includes the Statewide Transportation Planning Unit, and planners in each of ODOT’s five regions.

**Accomplishments this Reporting Period**

Over the past year, ODOT Planners have worked to engage protected populations to ensure that services and benefits resulting from planning activities are fairly distributed to all people regardless of race, national origin or income, and that they have access to meaningful participation in the planning process throughout the state. Accomplishments from the Planning Program Area for the past year include:

**Development of the Equity White Paper:** The purpose of the Equity White Paper project is to:

1) provide contextual understanding of equity and conduct an “equity needs analysis” to examine equity relative to ODOT’s role of providing transportation services collectively to Oregonians; and

2) Examine recent and/or ongoing efforts by peer agencies and other transportation planning organizations to meet equity-based goals and objectives.

This white paper will maintain focus on the “external-facing” aspect of equity, relating to how the Agency delivers services, directs investments, and works with regional and local partner agencies to provide a safe and reliable transportation system for Oregonians.

The Equity White Paper is intended for use as a “transportation equity primer” for stakeholders and policy advisors who are engaged throughout the OTP and OHP Update processes in consideration of advancing transportation equity for Oregonians. The final report will be largely informed by interviews with representatives of organizations in Oregon and across the country that have elevated the practice of equity in transportation.

**Training Attended by Planning Staff**

**Planners statewide Webinar** – November
Get to know the ODOT Civil Rights crew and how to interact with them in your planning activities

**August 26, 2020-Planning and Civil Rights coordination Meeting** to discuss Public Participation Plan for Title VI reports and Equity Contact List for Outreach

**September 21, 2020 ODOT/OHA Partnership meeting and discussions**
Dismantling Structural Racism and supporting BIPOC communities leverage our partnership in health and transportation to advance equity for BIPOC?
Where are we upholding structural racism in the five goals of our partnership?
Improve traffic safety
Improve air quality and reducing exposure to air pollution
Increase active transportation options
Increase preparedness for emergencies
Increase equitable access
How are we co-creating with communities most disproportionately impacted by transportation and health disparities?

Overall Themes: Both agencies are struggling to include other voices in this discussion – especially from community and other state agencies. How do we make our work beneficial to community? How do we know it is beneficial? OHA can share examples related to rule making at next meeting as well.

State of Oregon Diversity Conference attendance October 27-30 2020

Social Equity Chat and Chew Sessions are informal conversations about Social Equity at ODOT with leaders from different parts of the agency.

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<td>11/17/20</td>
<td>Environmental and Climate Justice</td>
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<td>12/3/20</td>
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<td>12/22/20</td>
<td>Lessons Learned-ODOTs Pedestrian/Bicycle and Safe Routes to School Programs and Equity</td>
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11/18/20-Advancing Race and Equity-The role of Government

Committees and Advisory Groups

Planning Coordinator member of FHWA’s Technical Advisory Group for integrating Public Health and Equity in Transportation Planning

Title VI Subject Matter Expert Team Meetings

The statewide Planning Coordinator participated as a member of the Oregon Health Authority’s Statewide Health Improvement Plan Institutional Bias Subcommittee. The committee developed strategies, which include

Equity and justice

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<th>Strategies</th>
<th>Considerations and activities</th>
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<td>Expand human resource practices that promote equity</td>
<td>• Focus on historically disadvantaged youth for public service career opportunities; market apprenticeship programs to disadvantaged groups; recruit at career fairs, community centers, and events that serve low-income and BIPOC-AI/AN communities.</td>
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<td></td>
<td>• Eliminate bias in hiring in state agencies.</td>
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<td>• Analyze voluntarily/involuntary terminations.</td>
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<tr>
<td></td>
<td>• Consider opportunities for improvement in promotion, especially to leadership positions.</td>
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<td>• Conduct succession planning.</td>
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| Implement standards for workforce development that address bias and improve delivery of equitable, trauma informed, and culturally and linguistically responsive services | • Diversify hiring panels.  
• Develop and require a cultural competency training for medical providers and include in licensing renewal.  
• Include implicit bias training requirements.  
• Address intersectionality.  
• Update DAS policy for state employee training requirements. |
| Require state agencies to commit to racial equity in planning, policy, agency performance metrics and investment to Black, Indigenous, people of color, and American Indian/Alaska Native people (BIPOC-AI/AN) | • Address state contracting processes.  
• Develop policies and procedures to ensure BIPOC-AI/AN communities are represented in agency boards and commissions. |
| Increase affordable housing that has close access to active transportation options | • Utilize housing appropriations and housing development programs.  
• Mitigate barriers to housing.  
• Address zoning issues in rural areas.  
• Incentivize development in higher opportunity areas (close to transportation, jobs, education, etc.).  
• Implement Statewide Transportation Strategy: Every Mile Counts |

**Equitable Engagement Compensation Policy Development**

The Oregon Department of Transportation created an Equitable Engagement Compensation Policy (EECP) to remove barriers that have systematically prevented marginalized populations and others from participating in public engagement and advisory activities with the department. Several members of the planning program area were on the formation team, including our administrator Amanda Pietz, the Region 2 Planning Manager Naomi Zwerdling, and the Statewide Planning Coordinator Deborah Benavidez worked to develop the policy alongside the social equity unit and several other members from throughout the agency.
## Project Level Summary Reports List

**Statewide**
- Oregon Transportation Plan & Highway Plan Development
- 2021 Safety Action Plan
- Oregon Coast Bike Route Plan
- Equity White Paper

**Region One**
- TriMet Pedestrian Plan
- Washington County First & Last Mile Transit Access
- Central Milwaukie Bikeway Connections
- South Clackamas TD Transit Master Plan
- Columbia Lombard Mobility Plan
- King City Transportation System Plan
- Oregon City Comprehensive Plan Update
- Rhododendron Main Street Redevelopment Plan
- Sandy Transportation System Plan

**Region Two**
- City of Oakridge System Plan Update
- Monroe Riverside District Master Plan
- City of Jefferson Transportation System Plan Update
- Cannon Beach Transportation System Plan
- Clatsop County Tsunami Evacuation Facilities Improvement Plan
- Highway 99 South Corvallis Facility Plan
- Independence Transportation System Plan
- McMinnville Three Mile Overlay/Area Plan
- Springfield Main Street Facility Plan
- McMinnville OR 99W Active Transportation Concept Plan
- I-5 Brooklake Road Interchange Area Management Plan
- Nehalem Bay Transportation System Plan
- US-101 Gearhart Facility Plan
- Newport Transportation System Plan
- Willamina Transportation System Plan

**Region Three**
- Coos Bay/North Bend Transportation System Plan Updates
- Coos County Transit Master Plan
- City of Coos Bay Front Street Blueprint
- Curry County Transportation System Plan
- Douglas County Transportation System Plan
- Grants Pass Transportation System Plan
- Medford I-5 Exit 30 Interchange Area Management Plan
- I-5 Bottleneck Corridor Segment Plan
- I-5 Exit 27 Transportation Solutions Plan
- Josephine County TSP Update
- Rogue River Transportation System Plan Update
- Sutherlin Transportation System Plan Update
- Umpqua Public Transportation District Management Plan
- US 199 Corridor Plan
- Winston Transportation System Plan Update

**Region Four**
- Baker Road Interchange Area Management Plan
- The Dalles Downtown Visioning Workshop
- Jefferson County TSP
- Klamath County TSP Update
- Lakeview TSP
- Redmond TSP Update
- US 97 South Redmond Corridor Facility Plan
- US 97 Bend North Interchange Study
- US 97 Parkway Plan
- Wickiup Junction Refinement Plan

**Region Five**
- Lower John Day ITS Plan
- City of Ontario Active Transportation Plan
ODOT is preparing a statewide Oregon Transportation Plan update, which will replace a version adopted in 2006, and a statewide Oregon Highway Plan update, which will replace a version adopted in 1999. The updates to the Oregon Transportation Plan, or OTP, and OTP, or OHP will both be developed in consultation with stakeholders representing a variety of transportation interests.

Looking towards the future, ODOT is considering a range of trends, opportunities and uncertainties, as continual population growth, increasing freight volume, dramatic technological changes, and the threat of climate change impact our communities and the transportation system. The OTP and OHP updates represent a critical opportunity to guide our strategic decision-making and shape a statewide transportation system that is resilient and that accommodates multiple users with different needs. The project contract encompasses both the OTP and OHP Updates, with Phase 1 (OTP) officially kicking off in April 2021 with a duration of 18-22 months to adoption.

**Data.**
- Phase 1 (OTP): $1.4M
- Contract DBE Goal: 8.5% (DBEs are subcontracted)
- Current/forecasted funding allocations, state network conditions, demographic trends, scenario modeling

**Impact Analysis.**
- Project process is informed by recent ODOT efforts including the Equity White Paper for OTP policy and strategy development, and Social Equity Index to inform strategic funding programs (e.g. Investment Strategy, STIP)

**Key Elements.**
- Vision for Oregon’s transportation system looking out to 2050
- Goals, policies, strategies
- Existing conditions/trends
- Investment and implementation

**Outreach and Public Involvement Efforts**

The OTP update (and the OHP update to follow) project is using a social equity-driven approach to the public involvement efforts. The process will reflect the voices and perspectives of people and communities who have been historically excluded and underserved by transportation investments. Key strategies for an equitable process include:

- Balancing qualitative research with geospatial, demographic and socioeconomic data to locate high-priority audiences.
- Regular collaboration with the Office of Social Equity.
- Recruiting new community voices and perspectives to serve on the Policy Coordinating Committee, (the primary public advisory committee for the OTP update), project work groups, and public focus groups.
The Transportation Safety Action Plan (TSAP) provides long-term goals, policies, strategies and near-term actions to eliminate deaths and life-changing injuries on Oregon’s transportation system. The TSAP serves as the unifying framework for transportation safety planning in Oregon; identifying key safety needs and guiding safety investments in infrastructure and behavior programs to meet those needs. The TSAP also serves as the State of Oregon’s Strategic Highway Safety Plan, a document required by federal law. The 2021 TSAP will replace the five-year plan adopted in 2016.

The TSAP also serves as Oregon’s long-range safety topic plan, an element of the Oregon Transportation Plan, and works parallel with other mode and topic plans like the Oregon Bicycle and Pedestrian Plan and Oregon Freight Plan. This TSAP is timely in informing the Oregon Transportation Plan update of key transportation safety related considerations.

Transportation Safety Analysis.

Analysis of crash trends for all reported crashes comparing 2009-2013 to 2014-2018 data:

- Fatal and serious injury crashes have risen more than 23%
- Urban proportion of fatal and serious injury crashes increased from 48% to 56%
- Roadway departure (41%) and intersections (36%) are the most common attributes in fatal or serious injury crashes
- Pedestrians seriously injured or killed increased by 20%
- Motorcyclists seriously injured or killed increased by 16%
- Fatal and serious injury crashes involving an older driver increased by more than 38%

Supplemental research revealed that Oregon neighborhoods with low-income populations or people of color experience a higher rate of pedestrian fatalities and serious injuries per capita.

Outreach and Public Involvement Efforts

A successful TSAP relies on partners who commit to making the plan’s policies, programs, and projects a reality to save lives and prevent injuries. The TSAP update included open and ongoing public and agency involvement through interviews, a survey, virtual workshops, a formal comment period and public hearing.

The TSAP update reflects input from representatives from Area Commissions on Transportation, Metropolitan Planning Organizations, city, county, regional and tribal governments, public interest groups representing mode-specific interests, State agencies, as well as, the general public. The TSAP will be considered for adoption by the Oregon Transportation Commission on September 2, 2021.
This project will update ODOT’s Oregon Coast Bike Route Plan. The plan identifies bicycle improvements for cycle tourism, distance riding, and local cycling along the OCBR. The OCBR mostly follows the Oregon Coast on US 101 and is one of the top cycle tourism destinations on the west coast.

The plan is being developed with input from a stakeholder advisory committee and through extensive public outreach.

ODOT will make special efforts to involve populations traditionally underrepresented in public processes during outreach to engage stakeholders in the Oregon Coast Bike Route Plan development. Emphasis will focus on reaching tribal interests, senior citizens, non-English speaking populations and low income groups.

Counties on the Oregon Coast have similar demographic information but tend to differ from the rest of Oregon. Caucasian populations tend to be higher (around 90%) and Hispanic populations vary between 5.5% and 10%. Median household incomes tend to be lower than the rest of Oregon, and percentages of people living below the poverty line are higher than average.

To make meetings accessible and public, the project is using social media, online open houses, online user surveys, email announcements, and a project website to notify the public and gather input. Jurisdictional work sessions and sounding board meetings, consisting of citizens and public servants, were held as well.

Engagement with EJ/TitleVI populations is being accomplished through local community-based outreach, including tribal interests, senior citizens, non-English speaking populations and low income populations. The project will be completed in 2020.
The Equity White Paper serves as a primer on the topic of social equity in transportation policymaking and will inform the development of the Oregon Transportation Plan (and following adoption of the OTP, the Oregon Highway Plan). It defines equity and identifies best practices based on evaluations of ODOT’s most recent equity-focused efforts and case studies of efforts made by other transportation agencies to prioritize equity within transportation planning.

Those involved in the OTP and OHP updates will seek ways to actively address historic inequities through the transportation policies developed within the OTP and OHP update process. This white paper was developed using (1) a workshop with select ODOT staff who have experience with equity implementation, (2) interviews with ODOT leadership on the topic of equity, (3) an examination of the latest ODOT equity-focused efforts, and (4) a literature review and staff interviews with other state and local transportation agencies regarding their approaches to equity.

Data.
- $90,290.93
- Four DBE firms sub-contracted to the Prime Consultant
- Interviews and background literature review

Impact Analysis.
- A key finding of the Equity White Paper Final Report is that quantitative data must be balanced with qualitative data to understand the lived experiences of historically oppressed and underserved communities.

Key Elements.
- Primer to inform committees involved in development of the Oregon Transportation Plan
- Develop a definition of equity for the agency

Outreach and Public Involvement Efforts

The Equity White Paper project did not include targeted public involvement and outreach, although a key purpose of the project is to inform the extensive public involvement and outreach planned throughout the Oregon Transportation Plan update process (the update is now underway). The Equity White Paper project included an Equity Definitions Workshop facilitated by the project team’s leading national experts in equitable policies and practices in transportation. The workshop was conducted in Fall 2020 with a select group of ODOT staff to discuss approaches to defining equity with focus on how equity is a foundational element of the update to the Oregon Transportation Plan.

Clear statements around equity are key

Equity as distinguished from equality

Adam Argo, AICP
503-986-3510 Adam.ARG0@odot.state.or.us
Find out more: www.oregon.gov/ODOT/TD/TP
Based on community, stakeholder, and agency input, TriMet established three overarching prioritization criteria—safety, equity, and demand—to prioritize potential pedestrian infrastructure projects. The TriMet Pedestrian Plan is a technical resource for TriMet agency staff, County, City, and Town staff, regional partners (ODOT, Metro, and others) who are involved in day-to-day transportation and infrastructure decisions, as well as organizations and community members who are interested in improving access to transit where they live, work, and play. The Plan that mapped and evaluated pedestrian routes was adopted in January of 2021. During the Spring of 2021 the project team further analyzed conditions at and around high priority transit stops within the TriMet Service District and developed a web-based tool for sharing the data with jurisdictional partners.

Outreach and Public Involvement Efforts

The engagement process for the plan had two objectives: understanding what issues exist for pedestrians accessing transit and also how those issues might be addressed. TriMet offered multiple opportunities and formats for listening to both transit riders and community members, including stakeholder forums, agency partner working groups, an online survey, and an online open house. The first Stakeholder Forum, held in September 2019, established key shared values and an initial framework for prioritizing pedestrian improvements throughout the TriMet Service District that guided the planning effort.
The project seeks to advance transit equity in Washington County, which includes developing policies that promote the equitable distribution of burdens and benefits and equal access to resources and services.

Ease of access is critical for making transit a practical and attractive transportation option. Disconnected sidewalks, limited bike facilities, long distances between signalized crossings, inadequate lighting, and a lack of other modern mobility options (car sharing, bike sharing, on-demand shuttle) are common first and last mile barriers to transit access in Washington County. To accomplish long-term regional goals of reducing automobile trips, providing travel options for people without vehicles or those who choose not to drive, and curbing carbon emissions, a set of projects, programs, and strategies is needed to improve access to transit.

**Data.**
- Total fund: $149,800

**Analysis.**
- Expand travel options for commuters, expand first/last mile access to transit, and leverage new technologies to make transit, walking, and biking more convenient and accessible

**Key Elements.**
- Home to over 600,000 people and with greater ethnic and racial diversity than the region overall
- Most people who live or work in Washington County commute by single occupant vehicle
- The County’s generally low-density development patterns, the low rate of transit commuting

**Outreach and Public Involvement Efforts**

The public engagement strategy for the project aimed to ensure interested residents, community partners and other stakeholders had the opportunity to meaningfully participate. Engagements strategies included:

- Convening a stakeholder advisory committee comprised of representatives from cities, Ride Connection, South Metro Area Regional Transit (SMART), TriMet, Westside Transportation Alliance (WTA), Washington County Health and Human Services, Washington County Disability, Aging and Veterans Services, and Tualatin Hills Park and Recreation District (THPRD).
- Briefings with stakeholders, elected officials and community groups/organizations.
- Two stakeholder workshops for community members and key employers.
- Month-long online open house, including a survey with over 300 respondents.
The purpose of the Central Milwaukie Bikeway Connection (CMBC) project is to identify a safe and comfortable bicycle connection through Central Milwaukie, linking the 29th Ave Neighborhood Greenway at the north end of the area with the planned Monroe St Neighborhood Greenway to the south and east. The project area serves as a commercial hub, a crossroads for several neighborhoods, and the gateway to transit hubs located downtown. The intention of the CMBC project is to identify a feasible, near-term solution that considers all of the potential route options through this area and aligns with the ongoing development initiatives in Central Milwaukie.

Outreach and Public Involvement Efforts

The Project Management Team developed and followed a Community Engagement Plan (CEP) compliant with Title VI of the Civil Rights Act and supportive of Oregon Statewide Planning Goal 1 (Citizen Involvement), which calls for “the opportunity for citizens to be involved in all phases of the planning process.” The CEP was a useful tool that helped guide the public involvement process. The CEP outlined the tools and methods that the project would follow to ensure proper outreach to stakeholders and interested citizens.

The project involved a robust public engagement process. The project team heard from many participants and gathered extensive feedback using online engagement and mailed surveys due to the COVID-19 pandemic. Postcards in both English and Spanish were sent to all properties within 300 ft of all proposed routes. Paper surveys were also used in both English and Spanish. City staff hosted “office hours” to allow for one on one engagement.
South Clackamas Transportation District’s (SCTD) Board of Directors adopted a new transit development master plan on April 23, 2020. This plan will guide service changes and improvements in the short, medium, and long term to respond to community needs and changes. In accordance with ODOT and federal regulations, a report documenting project process and outreach must be prepared for the Transit Development Plan, including process and outreach activities targeted for Title VI populations in the project area. In 2017, SCTD adopted its required Title 6 program underscoring its commitment to ensuring that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. This memorandum outlines how the plan complies with Title VI.

**PROJECT PROCESS**

This TDMP provides the first update since the SCTD Five-Year Comprehensive Transit Plan (2000). The 2000 TDMP no longer adequately addresses local development plans, urban growth projections, commuter trends, the needs of local riders, the Statewide Transportation Improvement Program (STIF) priority of improving access to low-income populations, or the recently updated Oregon Public Transit Plan (OPTP) goals and measures for public transportation services in the state. With new funding and opportunities for growth expected over the next several years, a new, well-researched, and publicly informed plan is critical to the ongoing success of this rural system and its services.

The TDMP provides strategic guidance to SCTD for the provision of transit services, bus stop and facility siting, and coordination with adjacent transit providers. The planning process examined how to improve access to low-income populations and how SCTD can enhance its rural community service through improved integration with other services to meet the needs of target populations (low-income, senior, youth, populations with Low English Proficiency), as well as future regional growth. The plan components included the following:

### Report Organization and Content

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
</table>
| **Introduction** | SCTD History & Structure, Project & Public Involvement Process  
*What did the TDMP development process involve?* |
| **Mission & Goals** | Policy framework, goals and policies.  
*What goals guided the process and will continue to guide SCTD?* |
| **Baseline Conditions** | Existing and future transit, fleet, facilities, demographics, and financials.  
*What existing and future conditions should we anticipate?* |
| **Needs Assessment** | Baseline findings, outreach findings, and transit demand.  
*What community needs did the baseline and outreach identify?* |
| **Alternatives Evaluation Criteria & Development** | Evaluation criteria, how alternatives were developed.  
*Which alternatives best address the needs and how did we evaluate them?* |
| **Transit Development & Master Plan** | Recommendations and plan for service enhancements, capital, implementation, funding, management and marketing.  
*What are the recommendations and how will they be implemented?* |
| **TDMP Update Schedule & Next Steps** |  
*What's next with the TDMP and for SCTD?* |
| **References** | More information on what informed the plan for reference. |
As the following table outlines, the community involvement process was robust, including multiple Open Houses, small group stakeholder meetings, online information and surveys, a rider survey and a driver survey. All documents and surveys were provided in both English and Spanish, and all meetings were accessible for people with disabilities. Small group meetings included stakeholders representing senior citizens and people with disabilities. A Spanish interpreter attended all community meetings.

<table>
<thead>
<tr>
<th>Type of Activity</th>
<th>Activity Details and Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Website</td>
<td>Provided updates on project activities and documents, including links to online surveys and a continuously available commenting map.</td>
</tr>
<tr>
<td>Onboard &amp; Online Survey #1</td>
<td>Understand the existing use and desired improvements of the transit system from existing riders’ and non-riders’ perspectives.</td>
</tr>
<tr>
<td>Outreach Events #1</td>
<td></td>
</tr>
<tr>
<td>Driver Survey</td>
<td>Understand the existing use and desired improvements of the transit system from SCTD drivers’ perspectives.</td>
</tr>
<tr>
<td>SCTD Board of Directors Work Session #1</td>
<td>Provide an overview of the project and existing conditions and obtain Board insights.</td>
</tr>
<tr>
<td>TAC Meeting #1</td>
<td>Provide an overview of the project and existing conditions and discuss TAC member roles, interest in transit, and desired outcomes.</td>
</tr>
<tr>
<td>TAC Meeting #2</td>
<td>Provide an overview of the updated goals and policies, evaluation framework, and future conditions, and discuss future service considerations.</td>
</tr>
<tr>
<td>Onboard &amp; Online Survey #2</td>
<td>Obtain input on service alternatives and rank level of importance.</td>
</tr>
<tr>
<td>Outreach Events #2</td>
<td></td>
</tr>
<tr>
<td>TAC Meeting #3</td>
<td>Provide an overview of the future service opportunities and obtain feedback from the TAC.</td>
</tr>
<tr>
<td>TAC Meeting #4</td>
<td>Provide an overview of the survey summary, future service prioritization, transit benchmarks, and obtain feedback from the TAC.</td>
</tr>
<tr>
<td>Open House &amp; Virtual Open House</td>
<td>Provide an overview of the draft TDMP and obtain feedback.</td>
</tr>
<tr>
<td>Stakeholder Small Groups</td>
<td>Provide an overview of the draft TDMP and obtain feedback.</td>
</tr>
<tr>
<td>SCTD Board of Directors Work Session #2</td>
<td>Provide an overview of the draft TDMP and obtain feedback.</td>
</tr>
</tbody>
</table>
In addition, community involvement to obtain input on the TDMP focused on targeted outreach, including the following efforts:

➢ Outreach to community organizations and stakeholders, with multilingual print formats provided:
   • Public Library
   • Adult Center
   • Community Resource Center (food pantry and providing other resources)
     o Also helped take their clients through the needs survey; and distributed project flyers via email distribution
   • Chamber of Commerce
     o Distributed flyers to email distribution
   • Todos Juntos – local migrant leadership program at Molalla River Middle School
   • Plaza Lo Robles – local residential facility with predominantly Hispanic population
   • Las Delicias – local Mexican bakery

➢ General promotion:
   • Website:
     o Posted information about Open Houses, outreach efforts and other options to provide feedback; linked to Project Website (with “virtual” Open House and survey)
     • Created Facebook page to provide information on TDMP and link to survey

➢ Molalla Pioneer (local weekly paper):
   • Public meeting notices, Public Notice Section
   • Ads posted in the “What’s Happening” section
   • General press release sent for article on TDMP activities, and how residents can participate/provide feedback

➢ Posted project flyers with information on how to participate, provide feedback, and take survey:
   • Posted in shelters
   • Posted on buses
   • Handed out on buses

KEY ELEMENTS OF THE PLAN

The SCTD plan developed a mission statement and goal areas

Mission
SCTD strives to provide safe, accessible, convenient, reliable, and efficient transit service that meets the needs of the community we serve.

Goal Areas
These goals helped to shape the evaluation criteria and outcomes of the TDMP and will continue to guide SCTD decisions throughout implementation.

- Customer Experience
- Accessibility
- Connectivity & Coordination
- Sustainability

The mission and goals combined with the existing conditions and community input formed the findings and recommendations set out in this plan. The recommendations are in three time based tiers as shown in the following table. They include service improvements as well as information, technology and service ones. The suggested improvements in tier one have the lowest cost and are most likely to be implemented shortly.

<table>
<thead>
<tr>
<th>Route</th>
<th>Tier 1</th>
<th>Tier 2</th>
<th>Tier 3</th>
<th>Further Evaluation or Monitoring Needed</th>
<th>Not Recommended</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Loop</td>
<td>» MC6: Later Evening Service</td>
<td>- MC4: Serve More Streets as development and street connections occur</td>
<td>- MC2: Increase Frequency Throughout the Day or during peak hours to 30 minutes (MC1)</td>
<td>» MC7: Add Sunday Service</td>
<td>» MC3: Simplified Route</td>
</tr>
<tr>
<td></td>
<td>» CCC6: Later Evening Service</td>
<td>- Canby5: Earlier Morning Service</td>
<td>- Canby7: Add Saturday Service</td>
<td>» CCC1: Henrici Road</td>
<td>» CCC5: Earlier Morning Service</td>
</tr>
<tr>
<td></td>
<td>» CCC7: Add Sunday Service</td>
<td>- CCC4: Increase Frequency throughout the Day to 30 minutes during non-peak hours</td>
<td>- CCC3: Further increase Frequency During Peak Hour to 20 minutes</td>
<td>» CCC2: Leland Road</td>
<td></td>
</tr>
<tr>
<td>New Services</td>
<td>» None</td>
<td>» None</td>
<td>- Woodburn</td>
<td>» On-Demand Curb to Curb</td>
<td>» Estacada</td>
</tr>
<tr>
<td>Total</td>
<td></td>
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<tr>
<td>Additional</td>
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</tr>
<tr>
<td>Operating</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Cost</td>
<td>$112,000</td>
<td>$203,000 ($305,000 Total)</td>
<td>$520,000 ($825,000 Total)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total New</td>
<td>0</td>
<td>0</td>
<td>+4 (+4 Total)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buses</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
### Information, Technology, & Facilities

- Real-time vehicle arrival information and passenger counters
- Rider tools and information via website and mobile app
- Bus Stop Improvements
- Low-floor vehicles
- Continued bus stop improvements
- Continued low-floor vehicles.
- Programs to increase awareness of Transit and Travel Demand Management
- Improvements to Ross St. Transit Center
- Continued bus stop improvements
- Continued low-floor vehicles.

### Future Service Opportunity Prioritization

- Fare payment options
- Bus stop improvements
- Fleet Fuel Types
- Covered bus facility
- Park-and-Ride lots

» None
The Columbia Lombard Mobility Corridor Plan is a collection of recommendations and implementation strategies for these parallel corridors in North/Northeast Portland that aim to improve safe and comfortable access to employment, services, and recreational opportunities while maintaining travel time predictability.

The recommendations in the plan are the result of a two-year, community driven planning process that identified deficiencies and needs along the corridors and how the City of Portland should prioritize investment. The plan makes recommendations for improvements both along the corridor, as well as north-south crossings and parallel east-west routes for people biking. It also identifies needed changes to policy or other plans. Implementing these recommendations will ensure the corridors continue to facilitate movement of people and freight, but also improve safety and access for all road users.

The following report outlines the project's outreach and public involvement efforts.
During the months of May and June 2019, the Portland Bureau of Transportation (PBOT) developed an interactive online survey to collect public input for the Columbia Lombard Mobility Corridor Plan. The survey sought feedback on current transportation issues, challenges, and opportunities in the project area. The survey, available in English and Spanish, asked about respondents’ travel experiences within the project area and provided an interactive mapping tool where participants could post comments categorized by mode of travel. The survey also collected information on demographics and respondents’ perceptions of PBOT.

The following forms of notification were used to invite people to complete the survey:

- **Project website announcement**: The website prominently announced the launch of the online survey and invited people to participate. Links were provided to surveys in both English and Spanish. The announcement noted that participants could win a variety of prizes, including gift cards.
- **Mailing**: A mailing that announced the project and advertised completion of the survey was sent to approximately 18,000 residents living near the corridor. The mailing was in both English and Spanish.
- **Stakeholder email announcement**: An email was sent to approximately 300 project stakeholders. The announcement sent May 8th, 2019 informed stakeholders that the online survey was live and provided links to the English and Spanish surveys.
- **Social Media**: The project and survey were advertised on the Portland Bureau of Transportation’s Twitter and Facebook accounts, along with advertisements on Facebook targeted to reach traditionally underrepresented populations. An announcement was also posted on Nextdoor that advertised the project to relevant neighborhoods.
- **Project committee announcements**: Advertised by multiple stakeholder groups and businesses along the corridor, including the Humane Society, NAYA, Verde, Air National Guard, USPS, Waste Management, and the Oregon Food Bank.

**Online Survey**

**Locations with the Most Comments**

**NE 11TH & COLUMBIA**
- Difficult to make a left turn
- Difficult for pedestrians, bikes to cross the intersection
- Need safer sidewalks and a separated bike path
- Need a traffic light
- Lack of transit stop outside of busy business

**NE 33RD & COLUMBIA**
- Need longer merging lanes to mitigate difficult merge points
- Need better signage
- Dangerous left turns
- Need to enforce safety laws

**LOMBARD @ I-5 & N INTERSTATE**
- Need safer, more accessible pedestrian routes to transit
- Desire for more landscaping and aesthetic treatments
- BOTTLENECKS at the bus stop and Fred Meyer leads to unsafe driver behavior
- Need to enforce safety laws
On May 30-31, 2019, the project team visited businesses and organizations in the project area to share about the project, advertise the survey, and hear about issues. Key concerns shared by these representatives included:

- **Vehicles Speeding** create unsafe conditions for those on the corridor as well as for those entering or exiting it
- **Driver Behavior Around Trucks and Buses**, such as illegal passing maneuvers and sudden pull-outs, create unsafe conditions for users of the corridor
- **Traffic Congestion** impedes access into and out of businesses, and contributes to unsafe driver behavior at intersections
- **Pedestrian and Bicycle** facilities and improved lighting are needed to facilitate access to businesses and improve safety and visibility
- **Better and More Transit** is needed at off-peak times for non-traditional schedules and between the Cully and industrial areas
- **Vehicles Entering and Exiting Driveways** creates conflict and often results in crashes, which reduce business access. Reducing driveway access points should be considered

**Previous Planning Efforts**

The following community planning efforts identified needs in and around the study area, and were also included as part of the public involvement process that helped inform the development of project alternatives:

- Living Cully Community Mobility Needs Assessment
- Visioning the Future Columbia Slough Trail in Cully
- Living Cully Walks and Active Transportation in Cully

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This summary presents key themes among the 440 responses received from the survey. Each page of the survey focused on projects specific to a corridor segment or mode of transportation. Each page had relevant information for that segment or mode, followed by open-ended questions that participants could respond to, which asked individuals what they believe is the most needed project, as well as what may be missing. At the beginning of the survey, participants were asked to select which segments or modes they wanted to review, allowing them to bypass the others. Survey questions are in bold.

What segments or modes did participants want to review?

People were most interested in reviewing the segment of Columbia Blvd between NE MLK Blvd and the modal improvements for bicycle and pedestrian transportation.

What corridor-wide issue did participants believe is the most important to address?

- Improving pedestrian crossings
- Improving bike network
- Improving access across corridor
- Managing speeds
- Filling sidewalk gaps
- Improving freight access/reliability
- Managing access from driveways
- Increasing street lighting
- Improving wayfinding signage

Online Survey

In the Spring of 2020, the Portland Bureau of Transportation developed an interactive online survey to collect public input on project recommendations intended to address the concerns raised in the previous round of engagement.

The following forms of notification were used to invite people to complete the survey:

- **Project website announcement:** The website prominently announced the launch of the online survey and invited people to participate.
- **Mailing:** A mailing that announced an open house scheduled for March 2020 was sent to more than 9,000 addresses in the project area. The website prominently featured on the mailing where residents would see the survey. The mailing was in both English and Spanish.
- **Stakeholder email announcement:** An email was sent to approximately more than 700 project stakeholders. The announcement sent March 13, 2020 informed stakeholders that the online survey was live and provided links to the online survey.
- **Social Media:** The project and survey were advertised on the Portland Bureau of Transportation’s Twitter and Facebook accounts, along with advertisements on Facebook targeted to reach traditionally underrepresented populations. An announcement was also posted on Nextdoor that advertised the project to relevant neighborhoods.
- **Project committee announcements:** Advertised by multiple stakeholder groups and businesses along the corridor, including the Oregon Humane Society, NAYA, and the Oregon Food Bank.

COVID-19 presented a public outreach challenge for this phase of the project. A public outreach event scheduled for March 12th, 2020 had to be canceled less than 24-hours before the public event in order to slow the spread of the virus. As a result, the outreach timeline was extended and migrated to an online format. PBOT held an online webinar that was attended by more than 50 participants.
Feedback on the Draft Columbia Lombard Mobility Corridor Plan

In the Spring of 2021, a draft Columbia Lombard Mobility Corridor was shared with the public for review and feedback. The draft plan was posted on the project website, and residents were notified in a variety of ways:

- Email sent to more than 700 project stakeholders
- Presentations to neighborhood groups adjacent to the project area
- Presentations to community based organizations like Verde and Living Cully
- Sharing about the draft plan on social media and Nextdoor

Users were invited to share their comments through an online survey or email. These comments were incorporated into a refined draft that is now posted on the City’s MapApp allowing for project/plan testimony. These comments are being sent to City Council as it considers final adoption of the plan in July 2021. The public will also be invited to testify at the hearing.

WANT MORE INFORMATION?

For more information about the plan, and to sign-up for email updates, please visit the project website: [www.portland.gov/transportation/planning/columbia-lombard-mobility-corridor-plan](http://www.portland.gov/transportation/planning/columbia-lombard-mobility-corridor-plan).

To contact the project team directly, email: columbia[l]ombard@portlandoregon.gov or call 503-823-1173.

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Overview & Process

The King City TSP project will develop the City of King City’s first transportation vision, policies, standards, network maps, and capital projects list. The TSP will include options for improving the multimodal network within the existing and newly incorporated areas of the City, with strong connections to neighboring communities in Washington County. The Project Area includes heavily-traveled arterials, including SW Beef Bend Road, SW Roy Rogers Road, and Pacific Highway West (“99W”) and a major focus of the project will be to assess key intersections along these routes for safety, reliability, and congestion issues and opportunities.

King City conducted public outreach between September 2020 and June 2021 to share information about the King City TSP project and invited community members, stakeholders, and other interested parties to share their ideas and feedback about how people currently get around in King City, what can be improved, and solicit feedback on the proposed transportation projects for the TSP.

Data.

- Total project amount: $299,850
- Approximately 350 people were engaged through a variety of outreach opportunities.

Who we heard from.

- Online Open Houses: The majority of participants identified as white. The second largest racial or ethnic identity selected was Hispanic/Latino.

Opportunities for engagement.

- 2 Online open houses with a total of 317 participants
- 1 Mail-in survey sent to all residents within King City
- 1 Feedback map offered in both the first online open house and the mailed-in survey
- 2 In-person tabling events with approximately 85 attendees

Outreach and Public Involvement Efforts

Feedback received through this outreach period helped the City and its consultants address planned growth in King City and the changing transportation needs of residents. Feedback was also used to develop a list of proposed transportation projects in the draft TSP, which will be further refined through the Kingston Terrace Master Plan project. The Public Engagement Plan, developed by the project team at the beginning of the project, considered the demographic makeup of the project study area to inform outreach activities. In light of the COVID-19 pandemic, the project team adapted to provide several engagement opportunities (virtual, in-person and by mail) to enable community members to safely participate and provide meaningful input.
Overview & Process

OC2040 will update the Oregon City Comprehensive Plan to reflect the community’s vision and guide decision making about future growth and development. The plan will be implemented through goals and policies that are then implemented through the development code and other ordinances, projects and plans. However, an effective comprehensive plan needs to be much more than a policy document. It must also reflect a shared vision that supports all our community members.

OC 2040 will provide a unified version for good governance and future decision-making. As a two-year process, the Comprehensive Plan update begins with intensive public engagement to listen to the community member’s aspirations for development and growth management over the next 20 years, resulting in a community-wide vision. The vision will serve as the foundation for the Comprehensive Plan, guiding the update to goals and policies for each of the applicable Statewide Planning Goals. Upon completion, the Comprehensive Plan will be reviewed by the Planning Commission prior to adoption by the City Commission.

Outreach and Public Involvement Efforts

In the first step of the OC2040 process, OC2040 project team members engaged over 1,000 Oregon City community members over 10 months to craft a Vision for the future of Oregon City. During the community engagement process, community members were asked two main questions:

• What do you love about Oregon City?
• What do you want to see in the future for Oregon City?

Community members were engaged through community conversation events, an online and paper mailer survey, and interactive poster displays and social media posts.

With input from the community on a Vision for Oregon City’s future, the OC2040 team and Project Advisory Team (PAT) drafted a Community Vision Statement around four (4) overarching themes: Healthy Communities, Resilient Economy, Connected Infrastructure, and Protected Environment.
Rhododendron is a community rooted in transportation from the Historic Oregon Trail and Barlow Road to the proximity of forested trails and location along US 26. While embracing this identity, the community envisions a future with improved connectivity and better street front environment and opportunities for people to live and work year-round. The Rhododendron Main Street Redevelopment Concept Plan builds on the Rhody Rising vision by identifying specific street improvements for US 26 and conceptual redevelopment of two privately held properties on the southwest side of US 26. Key features include:

• Additional housing, including two-story walk-up homes;
• New and repurposed buildings for retail or office uses;
• Reuse on unused road right-of-way for public space; and
• Improved highway frontage with pedestrian, bicycle and transit facilities.

The Project Management Team developed and followed a Community Engagement Plan (CEP) compliant with Title VI of the Civil Rights Act and supportive of Oregon Statewide Planning Goal 1 (Citizen Involvement), which calls for “the opportunity for citizens to be involved in all phases of the planning process.” The CEP was a useful tool that helped guide the public involvement process. The CEP outlined the tools and methods that the project would follow to ensure proper outreach to stakeholders and interested citizens.

The project involved a robust public engagement process. The project team heard from hundreds of participants and gathered extensive feedback using online engagement and mailed surveys due to the COVID-19 pandemic. This included video conference call interviews, online site tour and open house and three online and mailed surveys.

Data.
• $68,500 project cost
• EPA Environmental Justice Screening and Mapping Tool (EJSCREEN)
• 8% of total population in 97049 identify as people of color; 23% identify as low-income

Impact Analysis.
• No direct impact on Title VI populations
• Implementation of recommended features can positively impact Title VI populations promoting compact development and a range of transportation options.

Key Elements.
• Additional housing options provided
• Greater accessibility to transit, walking and biking
• Increased seasonal worker housing options

Outreach and Public Involvement Efforts

The Project Management Team developed and followed a Community Engagement Plan (CEP) compliant with Title VI of the Civil Rights Act and supportive of Oregon Statewide Planning Goal 1 (Citizen Involvement), which calls for “the opportunity for citizens to be involved in all phases of the planning process.” The CEP was a useful tool that helped guide the public involvement process. The CEP outlined the tools and methods that the project would follow to ensure proper outreach to stakeholders and interested citizens.

The project involved a robust public engagement process. The project team heard from hundreds of participants and gathered extensive feedback using online engagement and mailed surveys due to the COVID-19 pandemic. This included video conference call interviews, online site tour and open house and three online and mailed surveys.
Overview & Process

The City of Sandy is updating the Transportation System Plan (TSP). The plan is part of the City’s Comprehensive Plan and will guide how we develop and invest in our transportation system to meet the current and future needs of Sandy and surrounding areas. It helps determine which projects, policies and programs are important to protecting and enhancing the quality of life in the City of Sandy, and that may receive funding over the next 20 years.

What will the Sandy TSP do?

- Align and implement strategies within the City of Sandy Transit Master Plan, City of Sandy Parks and Trails Master Plan and other local plans.
- With community input, identify strategies to improve mobility throughout Sandy, considering bike and pedestrian needs, connectivity, increased traffic volumes, funding opportunities, street design, development conditions, and user preferences.

Learn & Understand

- Introduce project to stakeholders.
- Evaluate existing conditions and future growth trends.
- Discuss community values and transportation goals.
- Develop performance measures and evaluation criteria.

Analyze & Evaluate

- Determine future conditions.
- Develop alternative solutions for all modes of travel.
- Evaluate and refine draft solutions with the community.

Recommend & Adopt

- Identify preferred alternatives.
- Develop draft plan for public review.
- Hold public meetings with city boards, commissions and council.
- City Council adopts TSP.

Outreach and Public Involvement Efforts

The public involvement plan reflects the commitments from the City of Sandy (City) and the Oregon Department of Transportation (ODOT) to coordinate and carry out public outreach activities to provide community members with the opportunity to weigh in on local transportation concerns and to provide input on the future of transportation within their city. The City will involve the public and stakeholders primarily through a series of committee meetings, public open houses, and work sessions with elected officials. The distribution of project information will primarily occur through the project website.

The needs and ability of all people to participate in the TSP update process will vary. In some cases, the information above will guide the outreach effort and/or the provision of resources to improve participation of a particular group, such as providing a translator for households with limited English proficiency. In other cases, particular transportation solutions may be more appropriate for certain areas due to a prevalence of disadvantaged groups, such as improved non-automotive facilities in areas with a high proportion of zero vehicle households. In all cases, the TSP update will consider the needs of these groups and appropriate improvements for those needs.
The Oakridge Transportation System Plan Update project updated the City of Oakridge Transportation System Plan ("TSP") that was last updated in 2001. The Oakridge TSP Update project identified policies, facility standards, and improvement projects needed to provide a safe and reliable multimodal transportation system within Oakridge.

The Oakridge TSP is a long-range plan that will guide investments for the next 20 years. The TSP includes a prioritized list of needed transportation projects, programs, and policy updates for the City to implement.

### Data.
- Total Project Cost: $175,180
- DBE: Angleo Planning Group

### Analysis.
- Project focused on needs for walking and biking, including providing safe routes to school.
- Road Diet was proposed for OR 58 that would remove travel lanes to make room for bike lanes and sidewalks.

### Key Elements.
- Road Diet on OR 58 not supported by public.
- Sidewalk infill and more marked crossings.
- Uptown circulation and parking improvements.

### Outreach and Public Involvement Efforts

**Stakeholder Outreach:** three Open House events open to the public.

**Public Advisory Committee:** composed of local residents, with four meetings throughout the project open to the public.

**Project Website:** meeting announcements, technical memoranda, interactive mapping of deficiencies and needs, and a public comment form.

**Planning Commission and City Council Meetings:** a Joint Work Session and Public Hearings for adoption of the TSP.
The City of Monroe Riverside District Master Plan project identified policies, plan designations, development regulations, and public improvement projects needed to improve conditions for businesses, residents, visitors, and the environment in the City's Riverside District.

**Data.**
- Total Project Cost: $155,900
- DBE: Angelo Planning Group

**Analysis.**
- Long Tom River is an important historic and recreational amenity.
- Downtown Monroe lacks access to and relationship with Long Tom River.

**Key Elements.**
- Improved access to Long Tom River.
- Refined zoning to support mixed uses.
- Design guidelines and public amenities.

**Outreach and Public Involvement Efforts**

**Stakeholder Outreach:** two Virtual Open House events posted on project website.

**Public Advisory Committee:** composed of local residents, with four meetings throughout the project open to the public.

**Project Website:** virtual public meetings, meeting announcements, technical memoranda, interactive mapping of deficiencies and needs, and a public comment form.

**Planning Commission and City Council Meetings:** a Joint Work Session and Public Hearings for adoption of the Riverside District Plan.
The Jefferson Transportation System Plan Update project updated the City of Jefferson Transportation System Plan (“TSP”) that was last updated in 2001. The Jefferson TSP Update project identified policies, facility standards, and improvement projects needed to provide a safe and reliable multimodal transportation system within Jefferson.

The Jefferson TSP is a long-range plan that will guide investments for the next 20 years. The TSP includes a prioritized list of needed transportation projects, programs, and policy updates for the City to implement.

**Data.**
- Total Project Cost: $156,500
- DBE: Angelo Planning Group

**Analysis.**
- Project focused on needs for walking and biking, including providing safe routes to school.
- City wants to improve appearance of OR 164.
- City desires improved transit connections.

**Key Elements.**
- Sidewalk infill and more marked crossings.
- Improved pedestrian railroad crossing.
- Cross-section for OR 164
- Strategy for improved transit service

**Outreach and Public Involvement Efforts**

**Stakeholder Outreach:** two Virtual Open House events on the Project Website.

**Public Advisory Committee:** composed of local residents, with four meetings throughout the project open to the public.

**Project Website:** meeting announcements, technical memoranda, interactive mapping of deficiencies and needs, and a public comment form.

**Planning Commission and City Council Meetings:** a Joint Work Session and Public Hearings for adoption of the TSP.
Cannon Beach is one of the few remaining communities in Oregon to not yet have a Transportation System Plan (“TSP”). To respond to this need, this project will develop the City of Cannon Beach’s TSP. The TSP aims to identify an integrated network of multi-modal transportation facilities and services needed to support the community’s planned land uses.

Considerations in developing a TSP include: seasonal traffic impacts; topographic constraints; parking management challenges; tsunami and earthquake resiliency concerns; and opportunities to better support bicycle, pedestrian, transit, and access transportation options, in general. For example, Cannon Beach has a permanent population of about 1,800, however, seasonal demands on the City’s transportation system are similar to those of a City of 10,000 or more. Additionally, to illustrate the weight of the resiliency concerns — the majority of the City is within the tsunami inundation zone and much of the remaining of the City rests on landslide topography.

Racially and ethnically, Cannon Beach is similar in diversity compared to the state, yet more diverse than Clatsop County. People of color (population that is not White, non-Hispanic) represent 21.2% of the City’s population, compared to 14.3% of Clatsop County and 24% of Oregon. Persons identifying as Hispanic or Latino comprise of 13% of the city’s population.

Project Advisory Committee (PAC) meetings will include members from organizations that advocate for or serve low-income, minority or limited-English proficient residents. The project team will provide translated written materials, web content, and translation at events (online or in-person). Translation services and other special accommodations will be provided at all formal project meetings and meeting content upon request.

Data.
- The dollar amount for this project is $203,000
- The DBE Goal for this project was 3%
- The Actual DBE work assigned was 7.6%

Analysis.
- In-person outreach was unavailable due to COVID considerations
- Plan used data-driven multimodal safety & operational analyses.
- Project leveraged community surveys, & year-over-year traffic data to bolster planning during COVID impacts.

Key Elements.
- One year of technical and community-based transportation studies
- Three Virtual Open Houses & Workshops
- Four Virtual Advisory Committee Meetings
- Three rounds of multilingual publicity: Newsletters, Flyers, Press Releases, and Stakeholder emails

Outreach and Public Involvement Efforts
Racially and ethnically, Cannon Beach is similar in diversity compared to the state, yet more diverse than Clatsop County. People of color (population that is not White, non-Hispanic) represent 21.2% of the City’s population, compared to 14.3% of Clatsop County and 24% of Oregon. Persons identifying as Hispanic or Latino comprise of 13% of the city’s population.

Project Advisory Committee (PAC) meetings will include members from organizations that advocate for or serve low-income, minority or limited-English proficient residents. The project team will provide translated written materials, web content, and translation at events (online or in-person).

Translation services and other special accommodations will be provided at all formal project meetings and meeting content upon request.
Overview & Process

This project will develop a Tsunami Evacuation Facilities Improvement Plan ("TEFIP") for Clatsop County. Project outcomes will identify evacuation needs, designate routes, establish system standards, identify needed transportation improvements, and provide implementable policy. Additionally, the Clatsop County TEFIP will identify and prioritize dual-use routes that can both serve as emergency evacuation routes and as year-round transportation facilities, such as off-road bike paths.

The development of the TEFIP has been identified by the County as an essential next step in their overall tsunami resilience work. Additionally, the Oregon Department of Geology and Mineral Industry ("DOGAMI") has recently completed detailed evacuation time and distance modeling (called “Beat the Wave”). DOGAMI is also developing a socioeconomic analysis of exposure to local event tsunami inundation scenarios in order to assess the number of people (including vulnerable populations), businesses, and critical facilities (schools, hospitals, police and fire stations) at risk.

The results of these resources will be incorporated into the TEFIP, particularly in terms of identifying evacuation improvements and prioritizing transportation system improvements that will make the most impact with the least resources. The Clatsop County TEFIP will identify and prioritize dual-use routes that can both serve as emergency evacuation routes and as year-round facilities, such as off-road bike paths.

Data.

- The total dollar amount for Project was $118,300
- The DBE Goal for Project was 3%
- The actual DBE work assigned for Project was 9.67%

Analysis.

- COVID considerations impacted in-person engagement
- Project relied on data driven analyses to avoid bias
- Project shifted to virtual engagement
- Project targeted meetings specific to underrepresented populations

Key Elements.

- 1 year of technical and community-based land use and transportation studies
- Three virtual public events
- Three Stakeholder Advisory Committee meetings
- Two targeted focus groups

Outreach and Public Involvement Efforts

This Project specifically aimed to offer opportunities for meaningful involvement for potentially affected community residents to have an appropriate opportunity to participate in decisions about the TEFIP.

The team established and maintains a project website, created interactive online content (including a comment map, online surveys, several short informative videos) and an email contact list-- all ways to efficiently share information with a broad audience and learn from the community.

Per ODOT Title VI Guidance, the project will identify Title II, Title VI, and EJ populations early in the planning process so demographic information can inform the public outreach planning.

Project Advisory Committee (PAC) meetings will include members from organizations that advocate for or serve low-income, minority or limited-English proficient residents. The project will host community events to solicit feedback from Title II, Title VI, and EJ populations.

Michael Duncan
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Find out more: www.oregon.gov/ODOT/TD/TP
The ODOT Facility Plan serves as a refinement plan (project PB31) to the City’s recently completed Transportation System Plan and focuses on potential improvements to make OR 99W a more safe, comfortable, and attractive place to walk and bike while also addressing traffic operations, mobility, and access for motor vehicles and freight.

As part of this process, the plan includes targeted public outreach program, including multiple focused events to share information with Title VI/EJ communities. ODOT maintains a regularly updated project webpage with links to virtual and in-person events occurring throughout the project.

**Data.**

- $586,943 project cost
- City Population: 58,856 with 7.8% defined as Hispanic or Latino

**Impact Analysis.**

- Focus on improvements for walking, biking, and transit throughout the corridor
- Considers future development associated with on-going South Corvallis land use planning

**Key Elements.**

- Includes an FHWA Road Safety Audit addressing four enhanced pedestrian crossings
- Incorporates design elements from ODOT’s Blueprint of Urban Design

**Outreach and Public Involvement Efforts**

**Stakeholder Outreach:** focused events, including a concept development workshops, with stakeholders to discuss cross-section and intersection improvements, especially focused on safety. Project team also conducted stakeholder interviews with a diverse range of stakeholders.

**Stakeholder Advisory Group:** All meetings are available to the public & open for comment.

**Project Website:** includes maps, documents, and meeting notices.

**Planning Commission & City Council Meetings:** ODOT project manager regularly provides updates to city officials.
The project will update the City of Independence’s Transportation System Plan, adopted in 2007. Independence is the fourth fastest growing city in Oregon since 2010. At the time the 2007 TSP was adopted the City had a population of 7,515 and a projected 2026 population of 10,803. City’s 2018 population was already at 9,370 and the community is experiencing notable demand for new single family and multifamily housing, as well as for commercial and employment uses.

Specific outcomes of this TSP update will:

- Guide transportation policies and investments.
- Addresses local transportation needs to promote cost-effective street, transit, freight, bicycle, and pedestrian improvements.
- Helps the city meet state and regional planning requirements.

**Data.**

- The dollar amount for this project is $174,300
- DBE Goal for this project was 3%.
- Actual DBE work assigned was 15.89%

**Analysis.**

- In-person outreach was unavailable due to COVID considerations
- Plan used data-driven multimodal safety & operational analyses.
- Project used targeted outreach to Spanish Speaking members of the community.

**Key Elements.**

- One year of technical & community-based transportation studies
- Three Online Open Houses, Workshops & Community Briefings
- Four Virtual Advisory Committee Meetings
- Three rounds of multilingual Newsletters, Flyers, Press Releases, and Stakeholder emails

**Outreach and Public Involvement Efforts**

In response to COVID-19 considerations, project outreach has shifted to an online format. This includes:

- Digital workshops,
- a suite of online interactive maps, and
- online open houses.

For community members who do not have access to technology, the project’s online outreach is supplemented by:

- Poster boards on site at city hall,
- utility mailers of project content (English and Spanish), and
- paper copies of open house and workshop content upon request.
Overview & Process

This Project will develop an area plan for the Three Mile Lane corridor in the City of McMinnville. The plan will integrate a wide range of land uses and a multi-modal transportation system to provide active connectivity for all users on the Three Mile Lane corridor.

Significant land use changes have occurred since the 1981 adoption of the last Three Mile Lane plan, including:

- Siting of Chemeketa Community College;
- Development of two affordable housing subdivisions;
- Opening of Willamette Valley Medical Center;
- Development of Evergreen Campus: Aviation Museum, Water Park, and planned hotel and conference center.

This Project will consider how to maximize the opportunities for job creation, housing, and resiliency planning by leveraging the land assets to their highest and best use.

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<tbody>
<tr>
<td>The dollar amount for this project is $212,300</td>
<td>COVID considerations impacted engagement activities with underrepresented populations</td>
<td>1.5 years of technical and community-based land use and transportation studies</td>
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<tr>
<td>DBE Goal for this project was 3%.</td>
<td>Project relied on data driven multimodal safety &amp; operation analyses to avoid bias</td>
<td>Four public events</td>
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<td>Actual DBE work assigned was 26%</td>
<td>Engagement shifted to online surveys</td>
<td>Four Stakeholder Advisory Committee meetings</td>
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<td></td>
<td>Design Charrette targeted key stakeholders</td>
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<td>Economist provided Study Area market analysis</td>
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Outreach and Public Involvement Efforts

Prior to COVID considerations, City staff provided translation services at each in-person open house events and workshops. City also translated content for posters, fact sheets, and other relevant meeting materials.

The Project conducted three Focus Group interviews - one of which was to specifically represent Title VI populations in the Study Area.

Project developed easy-to-read Land Use and Facility Design Booklet.

Project team shifted to a virtual setting for remaining project outreach due to COVID considerations.
ODOT and the City of Springfield are developing a facility plan for a five-mile section of Main Street (OR 126) between 20th and 72nd, referred to as the Springfield Main Street Safety Project. The primary purpose of the project is to identify solutions to address safety concerns within the corridor. There is a special emphasis on minimizing the impacts of proposed improvements on adjacent business and property owners.

Solutions being considered include raised median treatments and roundabouts at seven intersection. Improved bicycle and pedestrian facilities are also proposed. The planning team is coordinating with the Lane Transit District (LTD) who is preparing a separate transit study for the corridor.

Work on the plan began in 2018. The draft plan will be completed in late 2021. City Council will adopt the plan sometime in 2022. The Oregon Transportation Commission will also adopt the plan, as an amendment to the Oregon Highway Plan (OHP).

The plan is being developed with input from a stakeholder advisory committee comprised of local officials and citizens representing a variety of perspectives. A Community Engagement Plan was prepared to guide the process. A website provides access to project information and allows for public input. Videos and social media are being employed. The project team is tracking participation at meetings, responses to surveys, website visits, Facebook likes, mailing lists, and comments received. News releases are issued prior to meetings.

Focus groups were convened with Title VI populations to share information and collect input. Translation services were provided. A final report will summarize the outreach efforts.

- $912,000 (facility plan)
- $120 M (improvements)
- DBE participation (but no goal established)
- 20% minority, 13% over 65, 22% at poverty level

- The existing facility is difficult for low-income and other pedestrians to cross.
- An extensive public outreach effort ensured all voices were heard (not just business owners)

- Raised center median to improve pedestrian safety
- Roundabouts at key intersections
- Enhanced pedestrian and bicycle facilities

Overview & Process

Outreach and Public Involvement Efforts

Data

- Impact Analysis

- Key Elements

ODOT Planning
Project Title VI Report 2021

Springfield Main Street Facility Plan

Bill Johnston
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http://ourmainstreetspringfield.org/main-street-safety-project
The primary purpose of the McMinnville Active Transportation Concept Plan was to identify improvements in the OR 99W corridor in the City of McMinnville that would result in a safer, more comfortable, and attractive place to walk, bike, roll, and facilitate transit use.

Currently, the high speeds and traffic volumes on OR 99W make walking and biking uncomfortable for most people. The Adams Street-Baker Street segments of OR 99W ("the couplet") does not have bike lanes. Portions of these roads were identified in the Oregon Department of Transportation (ODOT) statewide systemic safety analysis as a high risk corridor for people walking and biking. As a result, the OR 99W corridor needs new walking and biking infrastructure to support low-stress, safe connections for people walking and biking on and around OR 99W.

The project team initially developed three concepts based on an analysis of existing conditions and input from the Project Management Team (PMT) and Project Advisory Committee (PAC). They then completed a virtual open house (advertised through local news outlets) for a wider community reach with the goal of also reaching Title VI/EJ communities. The final preferred alternative turned out to be twofold—buffered bike lanes along the highway as well as a neighborhood greenway (bikeway route) on the local roadway system east of the highway.

**Data.**
- Total project cost: $99,904.
- Data sources included: TransGIS and ODOT’s Active Transportation Needs Inventory (which includes crash data and our Transportation Disadvantaged Community Index).

**Impact Analysis.**
- The Plan focused on improvements for walking, biking, rolling, and transit throughout the corridor, while maintaining freight operations.

**Key Elements.**
- The Plan focused on finding specific improvements that could be added to a future paving or ADA project.
- It incorporated design elements from ODOT’s Blueprint for Urban Design.

**Outreach and Public Involvement Efforts**

**Project Advisory Committee:** PAC participants included a diverse set of users including a high school student and wheelchair user.

**Project Website:** Included project documents, project team information, a way to subscribe and/or contact the team, and meeting notices.

**Virtual Open house:** Designed to be educational and interactive with images showing the before and after treatments (toggled on and off), as well as examples of all the types of treatments under consideration. There was also a live presentation scheduled for community members interested in learning more.

**Planning Commission and City Council Meetings:** ODOT worked closely with City of McMinnville staff to provide updates and a final presentation to both of these entities. A City Council member also served on the PAC.
This Interchange Area Management Plan (IAMP) will evaluate safety and congestions issues at the I-5/Brooklake Road Interchange north of Salem. The interchange experiences peak period congestion due to significant traffic (including a large column of trucks) that occasionally backs up into the I-5 mainline. The plan will analyze alternatives for improvements at the interchange that will improve congestion and safety. Both short- and long-term improvements will be evaluated.

The plan is being developed with input from a Project Advisory Committee (PAC). This group is comprised of local elected officials and citizens including business owners, area stakeholders, and interested public.

**Data.**
- Project Budget: $343,737
- DBE Contractors: Angelo Planning, JLA
- Data Collection: Census analysis, Local knowledge, Public Meetings, Community Interviews

**Impact Analysis.**
- Targeted outreach to minority and low income populations in the Brooks community approximately 1 mile east of the interchange.

**Key Elements.**
- Robust public involvement process
- Identification of short-term improvements
- Evaluation of alternative interchange forms for reconstruction of the interchange in the future

**Outreach and Public Involvement Efforts**

ODOT, working with our consultant team, will make a special effort to involve minority and low income groups. Data from the Census will be utilized, as well as a host of other resources to better engage Title VI populations.

Written materials and translation services will be made available in Spanish upon request. Project advertisements will be posted in locations where minority community members are likely to see them and materials were translated. Community and stakeholders interviews have also been held.

To assist those who cannot drive or are unable to attend public meetings, an online open house to gather feedback has been held. Project materials are also made available on the project website.

Documentation of all Title VI compliant activities will be provided during and at the conclusion of the IAMP.

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Find out more: www.oregon.gov/ODOT/TD/TP
The Cities of Manzanita, Nehalem, Wheeler, and the Oregon Department of Transportation are developing a joint Transportation System Plan (TSP) for the Nehalem Bay area. The TSP is a long-range plan that will guide future investments in the area’s transportation system. The TSP will take a regional approach to transportation planning by focuses on needs both within the cities jurisdictions and those that connect them.

As part of this process, the plan includes targeted public outreach program, including three focused events to share information with Title VI/EJ communities, including various materials translated into Spanish.

Overview & Process

Data.
- Cost: $273,321.34
- DBE: JLA Public Involvement

Impact Analysis.
- Project will focus on multimodal connections within and between the three cities
- Safety, transportation demand management, and access to transit are major components of the plan.

Key Elements.
- Safe access for residents and visitors
- Improving US 101 between the three communities
- Supporting regional trails and bicycle routes.

Outreach and Public Involvement Efforts

Key Stakeholder Outreach: focused events with stakeholders, including online open house events and policy advisory committee meetings, have discussed community trends & desired solutions. Individual interviews and a meeting in Spanish complemented these events.

Public Advisory Committee: All meetings have been available to the public and open for comment.

Project Website: include maps, fact sheets for publication, technical memorandum, and meeting notices.

Planning Commission & City Council Meetings: open for the public comment.

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Find out more: www.oregon.gov/ODOT/TD/TP
As with most cities on the Oregon Coast, the City of Gearhart has become a popular destination to visit and live. Land use within the city has changed as well, leaving means to connect. This project will develop a detailed facility plan for US 101 in the City of Gearhart that will improve safety and connectivity for all modes.

The plan is being developed with input from a stakeholder advisory committee and through extensive public outreach.

**Data.**
- Cost: $372,252.97
- DBE: JLA Public Involvement

**Impact Analysis.**
- Project will create multi-modal connections for all community members.
- Improve safety by providing multi-modal connections

**Key Elements.**
- Road reconfiguration of US 101 to support bicycle/pedestrian access
- Improve access to transit
- Improved safety for all modes

**Outreach and Public Involvement Efforts**

ODOT will make special efforts to involve populations traditionally underrepresented in public processes during outreach to engage stakeholders in the US 101: Gearhart Facility Plan development. Emphasis will focus on reaching tribal interests, LatinX population, senior citizens, non-English speaking populations and low income groups.

Written materials and translation services will be made available in Spanish upon request. Project advertisements will be posted in locations where all community members are likely to see them and materials were translated. Native American tribes in the region will also be notified.

To make meetings accessible and public, the project will use social media, online open houses, online user surveys, email announcements, and a project website to notify the public and gather input.

Engagement with EJ/TitleVI populations will be accomplished through local community-based outreach, including tribal interests, senior citizens, non-English speaking populations and low income populations. Surveys and Focus Groups are also planned to be used so as to better engage Title VI populations.
The Newport Transportation System Plan (TSP) project will update the 1997 TSP. This plan will incorporate the recent visioning process – "Greater Newport Area Vision 2040 Navigating Our Future" – which defines core community values concerning future investments and programs over the 20 year planning horizon of the TSP.

As part of this process, the plan includes targeted public outreach program, including three focused events to share information with Title VI/EJ communities, including various materials translated into Spanish. The ODOT project manager also hosted an additional public meeting in Spanish to broaden participating in planning.

### Key Elements.
- $546,582 project cost
- City Population: 10,592 with 16.5% Hispanic/Latino and 5% “two or more races” or “other race”
- Improvements for walking, biking, and transit throughout Newport
- Consideration of tsunami risks and diverse topography
- Analysis of couplet options on US 20 and US 20
- Incorporates elements of ODOT’s Blueprint of Urban Design

### Outreach and Public Involvement Efforts

**Key Stakeholder Outreach:** focused events with stakeholders, including a multi-day workshop and policy advisory committee meetings, have discussed community trends & desired solutions. Individual interviews and a meeting in Spanish complemented these events.

**Public Advisory Committee:** All meetings have been available to the public and open for comment.

**Project Website:** include maps, fact sheets for publication, technical memorandum, and meeting notices.

**Planning Commission & City Council Meetings:** open for the public comment.
Overview & Process

This project will update the 1997 Willamina Transportation System Plan (TSP). The primary purpose of the TSP update for Willamina is to make the community a more safe, comfortable, and attractive place to walk, bike, and roll, while also addressing traffic operations, mobility, and access. The project will look to specifically address multimodal safety and connectivity concerns along their Main Street—state highway OR 18B.

The Willamina TSP is a long-range plan that will guide investments for the next 20 years. The TSP will include a prioritized list of needed transportation projects, programs, and policy updates for the City to begin implementing after the plan is adopted.

As part of this process, the plan includes targeted public outreach to share information with and engage Title VI/EJ communities. These efforts included Spanish translation of project materials/communications and targeted outreach (interviews) of community members including the Latino community.

Data.

- Total project cost: $257,342.
- Data sources included: TransGIS and ODOT’s Active Transportation Needs Inventory (which includes crash data and a Transportation Disadvantaged Community Index).

Impact Analysis.

- The Plan focuses on improvements for walking, biking, rolling, and transit throughout Willamina, while maintaining freight operations (large local timber industry).

Key Elements.

- The Plan focuses on finding specific improvements that could be added to a future ADA project along OR 18B.
- It incorporated design elements from ODOT’s Blueprint for Urban Design.

Outreach and Public Involvement Efforts

Stakeholder Outreach: Includes community advisory committee, online open house event, tabling at a community-wide garage sale, and targeted interviews (English and Spanish). Willamina provided extensive communications through local channels.

Project Website: Includes project documents, meeting notices, and contact information.

Planning Commission and City Council Meetings: ODOT and Willamina staff are working closely with these groups and all meetings provide additional opportunities for the public to engage and comment.

Jenna Berman
971-719-6024 jenna.berman@odot.state.or.us
Find out more: www.oregon.gov/ODOT/TD/TP
The purpose of the Project is to update each City’s Transportation System Plan to identify improvements that support local, regional and state needs through the year 2040. The Project includes several steps:

**Update Goals and Objectives** against evaluation criteria set by the city and public.

**Review and Evaluate Existing System Conditions** including the system’s capacity, operations and safety.

**Forecast Future Transportation Deficiencies and Needs** for vehicles, bicycles and pedestrians.

**Evaluate Scenarios** against goals, objectives and needs.

**Identify Solutions and Strategies** for all modes of transportation.

A Planning Advisory Committee: of 20 community members, city, county and tribal officials provided public perspective and key guidance on the projects development including community needs and future plans.

Planning Commission and City Council meetings: The public was invited to review and comment on the final plan at each public hearing streamed online through Facebook due to COVID-19 restrictions.

A Project Website: allowed the public to review and comment on project materials; be informed of upcoming meetings; and sign up for updates.

### Data.
- $310,000 State Planning and Research (SPR) funds
- DBE Goal: 8.5%
- Combined population of 25,662

### Impact Analysis.
- Demographics
- Traffic
- Bicycle
- Pedestrian
- Land Use

### Key Elements.
- Guides transportation investment over next 20 years
- Balances needs of all users; including people walking, biking and taking transit

### Outreach and Public Involvement Efforts

The community was engaged in the process to ensure that transportation issues and needs were identified and solutions reflect community preferences.

Coos Bay Boardwalk Trail

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Virginia Elandt, Senior Transportation Planner
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Find out more: www.oregon.gov/ODOT/TD/TP
The purpose of the Project is to provide strategic guidance to Coos County for the provision of a sustainable and innovative transit system in an area that serves both urban and rural uses.

The process included:

- A review of existing transit services and facilities;
- Identification of transit-related goals, policies and practices;
- Examination of needs and services to support existing and future land uses; and
- A list of projects based on identified funding and needs.

Coos County Area Transit (CCAT) bus

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**Data.**

- $175,000 in Transportation and Growth Management (TGM) funds
- DBE Goal: 3%

**Analysis.**

- Demographics
- Transit Service
- Capital Assets
- Budget & Funding
- Performance Measures

**Key Elements.**

- First transit plan for the county
- Critical step in securing state transit funds
- Improved coordination between transit providers
- Connects transit with other modes

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**Outreach and Public Involvement Efforts**

The community was engaged in the process to ensure that transportation issues and needs were identified and solutions reflect community preferences.

**Coos County Area Transit Board Adoption:** a seven member, elected board of directors adopted the Coos County Transit Master Plan at their February 8, 2021 meeting.

**A Planning Advisory Committee:** of 20 community members, city, county and tribal officials provided public perspective and key guidance on the projects development including community needs and future plans.

**A Project Website:** allowed the public to review and comment on project materials; be informed of upcoming meetings; and sign up for updates.

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Virginia Elandt, Senior Transportation Planner
541-957-3635 / Virginia.Elandt@odot.state.or.us
Find out more: www.oregon.gov/ODOT/TP
Overview & Process

Front Street is an extension of downtown Coos Bay with a direct connection to the bay front. Located across Highway 101, it has pedestrian, bicycle and vehicle access to the downtown commercial core and visitor amenities. Front Street is well positioned to provide recreational, dining and retail opportunities for visitors and residents while maintaining its industrial heritage and utility for water-dependent businesses.

The purpose of the Project is to provide strategic guidance to the City of Coos Bay in developing a detailed strategy that implements tasks identified in the 2017 Front Street Action Plan. These tasks include:

- Access/Intersection Improvements;
- Circulation/Connectivity Improvements;
- Bike/Pedestrian Safety and Access;
- Public Parking Management;
- Historic Wayfinding; and
- Public Waterfront Improvements.

Data.
- $185,000 in Transportation and Growth Management (TGM) funds
- DBE Goal: 3%

Analysis.
- Demographics
- Access and Parking
- Bicycle, Pedestrian and Transit
- Truck Freight
- Safety

Key Elements.
- Reflects the historic and cultural significance of the waterfront
- Strategies support future development
- Improves circulation and safety for all modes

Outreach and Public Involvement Efforts

The community is engaged in the process to ensure that transportation issues and needs are identified and solutions reflect community preferences.

**Stakeholder Interview:** were conducted early 2021 to understand key issues. Individuals included area businesses, Tribal members and Title VI populations.

**A Planning Advisory Committee:** provides public perspective and key guidance on the projects development including community needs and future plans.

**A Project Website:** allows the public to review and comment on project materials; be informed of upcoming meetings; and sign up for updates. [Coos Bay Front Street Blueprint (jla.us.com)](https://jla.us.com)

Virginia Elandt, Senior Transportation Planner
541-957-3635 / Virginia.Elandt@odot.state.or.us
Find out more: [www.oregon.gov/ODOT/TP](http://www.oregon.gov/ODOT/TP)
The Curry County Transportation System Plan (TSP) update details projects and policies that address transportation problems and needs in Curry County. Population growth and new development in recent years has led to an update of the TSP to address the transportation needs of all users, including pedestrians, bicyclists, drivers and public transit users. This document provides a 20-year list of improvement projects and a plan for implementing the projects.

Beginning coordination with local, state and federal agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing traffic data, analysis and improvement concepts. No outreach at this time has been presented to the public as we are not underway contract wise.

Data.
- Cost: $350,000
- DBE: 3%
- Data collection methods will be determined later in the project

Impact Analysis.
- Impacts to identified populations will be determined later in the project
- Strategies will be determined later in the project

Key Elements.
- Preliminary discussions with Kittleson & Associates and Curry County to discuss expectations for the upcoming update of the current TSP.

Outreach and Public Involvement Efforts
This project will develop a modern transportation system plan (TSP) for Douglas County. The current TSP, completed in 2004 and updated in 2006, does not meet the present or future needs of the citizens of Douglas County. The updated TSP will establish new standards for transportation facilities supporting drivers, bicyclists, and pedestrians, and provide a clear blueprint to meet anticipated development.

The project will start by establishing advisory committees and a public involvement process, including a project website and virtual open houses. It will then proceed to identify current and future transportation system conditions, needs, and alternatives to meet identified needs. Finally, the project will develop a capital improvement list and policies supporting the transportation system, resulting in a document ready for adoption by the Douglas County Board of Commissioners.

For more information, visit www.douglascountytsp.org

### Data.
- Cost: $348,907
- DBE Participation: 3%
- Data Collection Methods: Traffic Counts, U.S. Census, and Federal/State/County databases

### Impact Analysis.
- Potential impacts to represented populations is still being determined
- Strategies to avoid or mitigate impacts will be developed after potential impacts are identified

### Key Elements.
- Updated capital improvement project list
- Updated development standards
- Updated transportation system policies

### Outreach and Public Involvement Efforts
The public involvement plan was established with the input of Douglas County, ODOT, and consultant staff. Two advisory committees, one for technical staff and one for citizens, were established, along with a project website.

Once the project timeline was established, key decision points were identified and public involvement opportunities developed for each point. Public involvement opportunities include virtual online open houses, opportunities to attend advisory committee meetings, mailing lists and, later in the project, public adoption hearings.

The project will continue through the Summer of 2022.
The City of Grants Pass is conducting planning for a new TSP to meet needs through 2040. The City recently completed planning to meet needs for forecast growth through 2040, including an Urban Growth Boundary (UGB) amendment and designation of Urban Reserves. The plan will provide an opportunity to address changing conditions, update local policies for an effective multi-modal transportation system, incorporate new best practices, address updated state and federal law, and address provisions of law that weren’t applicable to Grants Pass at the time previous transportation planning was conducted. With the recent UGB expansion and UR designations, the new TSP will need to identify infrastructure sizing and mitigation necessary to support development when urban zoning is applied to support future land use based on the Comprehensive Plan. The new TSP will replace the City’s previous transportation plan, which was originally adopted in 1997 and subsequently amended over the years. The Exit 55 and 58 IAMPs are intended to protect the long-term function of both interchange areas. As current and future development in and around the interchange areas continues to take place over the next 20 years, the ability to protect the long-term function, access, improve safety and operations of the interchange is essential. The IAMPs will identify needed interchange improvements and what, if any, transportation or land use policy actions are needed to protect the function and operations of the interchanges and support the local street network.

Data.
- Cost: $501,244
- DBE: 3%
- Census and Title VI information assembled by the Middle Rogue MPO

Impact Analysis.
- No specific impacts
- No specific strategies

Key Elements.
- TSP and two IAMPs
- Improved policies to support the transportation system during future city growth
- Replaced 1997 TSP

Outreach and Public Involvement Efforts
ODOT, along with David Evans and Associates, and the City of Grants Pass held several virtual open houses in the summer/early fall of 2020. This helped lead to an adoption of the TSP by the City of Grants Pass.
The purpose of the Project is to protect the function of the interchange by maximizing its safety and capacity over the 20-year planning horizon. The Interchange Area Management Plan (IAMP) reviewed the split diamond interchange design identified as the preferred alternative in the OR 62: Interstate-5 to Dutton Road Environmental Impact Statement adopted in 2013 and The Project includes several steps:

**Review and Evaluate Existing System Conditions** including the system’s capacity, operations and safety.

**Forecast Future Transportation Deficiencies and Needs** for vehicles, bicycles and pedestrians.

### Data.
- $239,000 in funding
- DBE Goal: 3%
- Serving 20,000 - 40,000 vehicles daily

### Impact Analysis.
- Demographics
- Traffic
- Bicycle
- Pedestrian
- Land Use

### Key Elements.
- Guides transportation investment over next 20 years
- Balances needs of all users; including people walking, biking and taking transit

### Outreach and Public Involvement Efforts
The community was engaged in the process to ensure that transportation issues and needs were identified and solutions reflect community preferences.

A **Planning Advisory Committee** met three times over the course of the Project to provide public perspective and key guidance.

The **Medford Transportation Commission** received two presentations which consists of a broad range of stakeholders.

Three on-line workshops were held to provide information on needs and strategies. Printed mailings and local media informed the public.

A **Project Website** allowed the public to review and comment on project materials; be informed of upcoming meetings; and sign up for updates.
Overview & Process

Bottleneck corridor segment diagnosis of the Interstate 5 (I-5) mainline between Exits 129 and 119 using traffic counts, model simulation of current and future freeway operations, and identification of potential improvement concepts for the I-5 Bottleneck Corridor Segment Plan.

Data.
- $439,223.00
- DBE: 3%
- Traffic Counts
- Model Simulation

Impact Analysis.
- Right-of-Way Acquisitions
- Preparation of a technical operational analysis and development of alternative improvement concepts to improve traffic flow bottlenecks on the I-5 mainline through Roseburg, Oregon.

Key Elements.
- Identify and assess potential traffic bottlenecks and identify improvement concepts traffic on the I-5 corridor.

Outreach and Public Involvement Efforts

Worked with local, state and federal agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing traffic data, analysis and improvement concepts. Presented potential improvement concepts to a joint City of Roseburg/Douglas County public officials workshop that was recorded and posted on the City of Roseburg web page linked to ODOT Region 3 webpage for the project.

THOMAS GUEVARA JR.
Thomas.Guevara@odot.state.or.us
Find out more: www.oregon.gov/ODOT/TP
I-5 Exit 27 Transportation Solutions Plan

Overview & Process
Transportation Solutions supported by an Alternative Mobility Target for I-5 Exit 27 South Medford Interchange.

Data.
- DBE: None
- Traffic Counts
- Model Simulation

Impact Analysis.
- Right-of-Way Acquisitions
- Identify and assess traffic deficiencies, and identify improvement concepts supported by an Alternative Mobility Target for I-5 Exit 27.

Key Elements.
- Preparation of a technical operational analysis and development of alternative improvement concepts supported by an Alternative Mobility Target for I-5 Exit 27.

Outreach and Public Involvement Efforts
Worked with local, state and federal agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing traffic data, analysis and improvement concepts.

South Medford Interchange (Exit 27)
The Josephine County Transportation System Plan (TSP) update details projects and policies that address transportation problems and needs in Josephine County. Population growth and new development in recent years has led to an update of the TSP to address the transportation needs of all users, including pedestrians, bicyclists, drivers and public transit users. This document provides a 20-year list of improvement projects and a plan for implementing the projects.

### Data.
- $209,658.00
- DBE: 3%
- Traffic Counts
- Model Simulation

### Impact Analysis.
- Right-of-Way Acquisitions
- Identify and assess traffic deficiencies, and identify improvement concepts.

### Key Elements.
- Preparation of a technical operational analysis and development of alternative improvement concepts to update the Josephine County TSP.

### Outreach and Public Involvement Efforts
Worked with local, state and federal agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing traffic data, analysis and improvement concepts. Presented the Josephine County TSP analysis and concepts to Public Advisory Committee, Citizen Advisory Committee and Public Open Houses.
The Rogue River Transportation System Plan (TSP) details projects and policies that address transportation problems and needs in the City of Rogue River. Population growth and new development in recent years has led to an update of the TSP to address the transportation needs of all users, including pedestrians, bicyclists, drivers and public transit users. This document provides a 20-year list of improvement projects and a plan for implementing the projects.

**Overview & Process**

- $62,500.00
- DBE: 3%
- Traffic Counts
- Model Simulation
- Right-of-Way Acquisitions
- Identify and assess traffic deficiencies, and identify improvement concepts.
- Preparation of a technical operational analysis and development of alternative improvement concepts to update the City of Rogue River TSP.

**Outreach and Public Involvement Efforts**

Worked with local, state and federal agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing traffic data, analysis and improvement concepts. Presented the City of Rogue River TSP analysis and concepts to Public Advisory Committee, Citizen Advisory Committee and Public Open Houses.
Overview & Process

Update the existing City of Sutherlin Transportation System Plan (TSP) to meet the requirements of the Transportation Planning Rule.

City of Sutherlin

Data.
- $207,020.00
- DBE: 3%
- Traffic counts
- Model simulation

Analysis.
- Preparation of a technical operational analysis and development of alternative improvement concepts to update the existing City of Sutherlin TSP.

Key Elements.
- Identify and assess traffic deficiencies, and identify improvement concepts.

Outreach and Public Involvement Efforts

Worked with local and state agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing transit data, analysis and improvement concepts.
Overview & Process

Create a strategic transit master plan with recommended implementing ordinances and related documents and materials that provide clear and concise direction regarding transit productivity-based service (i.e. targeted transit service to increase ridership) for the Umpqua Public Transportation District (UPTD).

Data.
- $175,000.00
- DBE: 3%
- Surveys
- Outreach Coordination Calls

Analysis.
- Lack of transit opportunities
- Identify and assess transit deficiencies, and identify improvement concepts to improve transit ridership opportunities in the service area.

Key Elements.
- Assess the existing transit services and facilities.
- Understand the bicycle and pedestrian network connections.
- Look for ways to pay for future improvements and leverage funding.

Outreach and Public Involvement Efforts

Worked with local and state agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing transit data, analysis and improvement concepts.
The Josephine County Transportation System Plan (TSP) update details projects and policies that address transportation problems and needs in Josephine County. Population growth and new development in recent years has led to an update of the TSP to address the transportation needs of all users, including pedestrians, bicyclists, drivers and public transit users. This document provides a 20-year list of improvement projects and a plan for implementing the projects.

Outreach and Public Involvement Efforts

Worked with local, state and federal agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing traffic data, analysis and improvement concepts. Presented the US 199 Corridor Plan analysis and concepts to Public Advisory Committee and Public Open Houses.
The purpose of the Project is to update the City’s Transportation System Plan to identify improvements that support local, regional and state needs through the year 2042. The project includes several steps:

- **Update Goals and Objectives** against evaluation criteria set by the city and public;
- **Review and Evaluate Existing System Conditions** including the system’s capacity, operations and safety;
- **Forecast Future Transportation Deficiencies and Needs** for all modes including bus, bicycles and pedestrians;
- **Identify and Evaluate Scenarios** against goals, objectives and needs; and
- **Develop Solutions and Strategies** that meet community needs.

### Data.
- $250,000 in State Planning and Research (SPR) funds
- DBE Goal: 3%
- Rural population of 5,416

### Impact Analysis.
- Demographics
- Traffic
- Bicycle
- Pedestrian
- Land Use

### Key Elements.
- Guides transportation investment over next 20 years
- Balances needs of all users; including people walking, biking and taking transit

### Outreach and Public Involvement Efforts

The community is engaged in the process to ensure that transportation issues and needs are identified and solutions reflect community preferences.

**A Planning Advisory Committee:** is being established to consist of community members, city, county and tribal officials to provide guidance on the projects development.

**Open Houses:** Three open houses are planned throughout the project to engage and inform the public. Both an on-line and in-person format will be offered.

**A Project Website:** allows the public to review and comment on project materials; be informed of upcoming meetings; and sign up for updates. [http://winstontsp.com](http://winstontsp.com)
Baker Road IAMP

Overview & Process

The Baker Road IAMP will be used by ODOT, Deschutes County and the City of Bend to develop an interchange solution at Baker Road that will protect the function of the interchange and surrounding transportation network over a 20 year period.

Data.

- Total project cost $297,438
- Contractors involved are DKS and HDR
- Transportation and Land Use Modeling

Impact Analysis.

Existing traffic volume data was assembled from turning movement traffic counts conducted at intersections throughout the interchange study area, and annual data collected by the ODOT Transportation Planning Analysis Unit (TPAU).

Key Elements.

Strategies to preserve and improve the safety and capacity of the interchange over the 20 year horizon.

Outreach and Public Involvement Efforts

- Two Bend MPO Policy Board Meetings, one Bend MPO Technical Advisory Committee (TAC) Meeting, One Public Advisory Committee (PAC) Meeting, one Virtual Public Open House, one Community Advisory Committee (CAC) Meeting, and one Technical Advisory Committee (TAC) Meeting were held during the period of July 1, 2020 – June 30, 2021.
- Bend MPO Policy Board #1 was held on Tuesday, February 23rd and #2 on Tuesday, March 16th.
- PAC Meeting #1 was held on Monday, April 5th.
- Bend MPO TAC Meeting #1 was held on Wednesday, April 7th.
- Virtual Public Open House #1 was held on Tuesday, April 27th.
- CAC Meeting #2 was held on Tuesday, May 4th and TAC Meeting #2 was held on Thursday, May 6th.
The project aimed to help the City of The Dalles and its citizens lay the groundwork for the development of a vision and strategic plan for the future of the downtown area, space, housing and transportation.

The project focused on engaging downtown leaders, both long-time residents and newer investors, in setting direction and a longer term vision for the area.

The project team toured the city with stakeholders, held six stakeholder meetings with approximately 60 people, and briefed the city council, collecting notes.

The team returned with a draft report, which it presented at a well-attended community meeting. It returned a third time to present findings to the urban renewal board and receive input.

Website: www.oregon.gov/LCD/TGM
For more information, please contact:
Evan Manvel, 503-934-0059, evan.manvel@state.or.us
The Jefferson County Transportation System Plan (TSP) is currently in the process of being developed through detailed technical analysis, several public engagement activities, and ongoing guidance from a Project Advisory Committee.

One Project Advisory Committee Meeting and two Virtual Public Open Houses were held during the period of July 1, 2020 – June 30, 2021.

- **Virtual Public Open House #1 was held on Tuesday, December 15th.**
- **Project Advisory Committee meeting #3 was held on Thursday, April 1st.**
- **Virtual Public Open House #2 was held on Thursday, April 1st.**

### Data.
- Total project cost $154,938
- Contractors involved are Kittelson and Associates and Angelo Planning Group
- Transportation and Land Use Modeling

### Impact Analysis.
Existing traffic volume data was assembled from turning movement traffic counts conducted at intersections throughout the county, and annual data collected by the ODOT Transportation Planning Analysis Unit (TPAU).

### Key Elements.
The TSP identifies and prioritizes the transportation system investments and policies needed to meet existing and future community needs.
The TSP provides a flexible, adaptable framework for making transportation decisions in an increasingly unpredictable and financially constrained future. Decisions about the County’s transportation system will be guided by the goals and policies, but ultimately the decisions will be made within the overall context of the County’s land use plans, support for local and regional Economic Development. These guiding plans and principles provide a foundation for the TSP’s goals, policies, and potential actions.

Further, one of the implementation steps of the TSP will include adoption of land use and land division ordinance amendments needed to protect transportation facilities and provide active transportation facilities between residential, commercial, and employment/institutional areas. Finally, as required by the TPR, this TSP was developed in coordination with local, regional and state transportation plans.

### Outreach and Public Involvement Efforts

The Project Advisory Committee (PAC) membership consisted of community, regional, and state representatives with local and technical expertise related to transportation and land use conditions in the County. Some of the interests represented included school districts, local businesses, bicycle and pedestrian advocates, neighborhood associations, Klamath tribal representatives, and County and state agencies. The PAC met four times over the course of the TSP update and committee members were responsible for reviewing and providing input on various elements of the TSP update throughout the project. Outreach included two Virtual Public Open Houses where community members could provide feedback on transportation needs and solutions. Briefings with the Planning Commission and County Board of Commissioners were open to the public and held at twice during the project.
Lakeview TSP

Overview

The TSP provides a flexible, adaptable framework for making transportation decisions in an increasingly unpredictable and financially constrained future. Decisions about the Town’s transportation system will be guided by the goals and policies, but ultimately the decisions will be made within the overall context of the Town’s land use plans, support for local and regional Economic Development. These guiding plans and principles provide a foundation for the TSP’s goals, policies, and potential actions.

Further, one of the implementation steps of the TSP will include adoption of land use and land division ordinance amendments needed to protect transportation facilities and provide active transportation facilities between residential, commercial, and employment/institutional areas. Finally, as required by the TPR, this TSP was developed in coordination with local, regional and state transportation plans.

Data.
- Dollar Amount for Project = 149,726.67
- DBE Participation = 3%
- Ongoing project—Expected completion Fall of 2021

Impact Analysis.
- Community does not have established technology connections to citizens
- Project used Consultant and Oregon Department of Transportation platforms to reach community members

Key Elements.
- Accessibility & Connectivity
- Equity
- Mobility

Outreach and Public Involvement Efforts

The Town, in its role as an economic driver for Lake County and the greater South Central Oregon area, coordinated the development of the TSP with community members, businesses, and key agency partners to reflect overall goals and needs of the region. This feedback occurred via a range of venues, such as:

- The TSP website included project updates, all technical reports, meeting summaries, and links to
  - Regular Project Management Team (PMT) Meetings attended by Town and ODOT staff;
  - Four Public Advisory Committee Meetings (PAC);
  - Two public open houses; and Town Planning Commission, Town Council, and Lake County Board of Commissioners work sessions and public hearings.
The Redmond Transportation System Plan establishes a system of transportation facilities and programs that can serve the City over the next 20 years. The TSP is the transportation element of Redmond’s Comprehensive Plan and updates the TSP adopted to 2008.

This TSP update articulates City policies and priorities and provides a list of construction projects and programs to ensure that the transportation system continues to support the City’s needs and visions, an economically vital, healthy, and equitable community, and conforms to state and regional policies. The TSP must remain relevant and responsive and will be revisited over time.

**Outreach and Public Involvement Efforts**

- Project website that included web-based surveys and all technical reports, draft goals and policies, meeting summaries, a document library stocked by members of the public, and links to other planning activities in the region;
- Monthly Project Management Team Meetings attended by City, ODOT and County staff;
- Regular updates and work sessions with the Redmond Urban Area Planning Commission
- Three Public Advisory Committee Meetings;
- Two public open houses co-led with the South Corridor Project;
- One “virtual” Open House on the draft TSP;
- Targeted outreach with local community, neighborhood and social service organizations.

**Data.**

- Total project cost
  $219,578.61
- DBE Contractors involved are KDN and Anne George
- Transportation and Land Use Modeling

**Impact Analysis.**

**Key Elements.**
The US 97 SRC Facility Plan is intended to help address existing shortcomings of the current corridor, including:

- Lacking or substandard pedestrian facilities.
- Lacking or substandard bicycle facilities.
- Limited crossing opportunities of US 97 for pedestrians and bicyclists.
- Limited east-west connectivity between the corridor and the neighborhoods to the west.
- Untapped development potential due to a multitude of vacant or underdeveloped parcels along the corridor.
- Challenging corridor aesthetics, dominated by automobile-serving facilities (roadways, driveways, parking) and auto-oriented businesses with associated signage.

The public outreach portions of the plan were completed prior to this reporting period. During this period work focused on the development of alternative mobility targets and the associated adoption by the Redmond City Council. All meetings were virtual due to the pandemic.

- Cost: $1,121,421
- DBE Firms: Casso, Wilborn, All Traffic, Concise Communication
- Meetings on site with property owners.
- Virtual Open Houses, In-person public information sessions.
- New traffic separator for the full length of the project area.
- Three new local streets to improve circulation and limit reliance on the highway.
The City of Bend, Deschutes County, Bend Metropolitan Planning Organization and ODOT have partnered to address this growth in population and traffic in this US 97 North Interchange Study. The project team developed goals, objectives and evaluation criteria to develop, refine and screen project alternatives in the context of concurrent planning or design efforts and future growth needs for Juniper Ridge, the Boyd Acres neighborhood and the Hunnell neighborhood.

The preferred option selected was the tight diamond urban interchange (TUDI), although both the dual roundabout (DRAB) and diverging diamond interchange (DDI) options also showed promise in the evaluation scoring. A wishbone style grade-separated access connection with a right in right out approach along 18th Street) is recommended to serve properties whose approaches are modified by the proposed project on the east side of US 97. The benefits of the improvement include:

- Enhanced Juniper Ridge access to/from the north, the highest projected volumes in the future going in and out of Juniper Ridge’s residential and employment growth.
- Improved traffic performance at US 97 and Cooley Road.
- Improved traffic operations performance on US 97 in the project study area.
- Additional flexibility to respond to future growth or land use changes beyond the planning horizon.
- Reduced collisions on US 97 in the project study area.

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<tbody>
<tr>
<td>$300,000</td>
<td>Study addressed access issues tied to two EJ communities adjacent to the study area.</td>
<td>Potential new interchange on US 97 to serve North and Northeast Bend.</td>
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<tr>
<td>DBE Participation, Angelo Planning</td>
<td>Study recommends improved access for all modes serving the EJ communities.</td>
<td>Grade-separated rail crossing.</td>
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<tr>
<td>Demographic, transportation modeling</td>
<td></td>
<td>Improved access to EJ</td>
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Outreach and Public Involvement Efforts

The City of Bend, Deschutes County, Bend Metropolitan Planning Organization and ODOT partnered to address the growth in population and traffic in this US 97 North Interchange Study. The project team developed goals, objectives and evaluation criteria to develop, refine and screen project alternatives in the context of concurrent planning or design efforts and future growth needs for Juniper Ridge, the Boyd Acres neighborhood and the Hunnell neighborhood. A Stakeholder Advisory Committee, which invited participants from the EJ community, and Technical Advisory Committee were empowered to help guide decision-making. The US 97 North Interchange Study identifies interchange options, an approximate location, active transportation components, access road concepts, conceptual cost estimates and next steps.
Overview & Process

The ODOT Facility Plan focused on management and safety strategies that can be implemented to improve US97’s performance into the future. Due to the volume of data to be gathered and analyzed, the planning effort was phased. The first phase addressed existing and future conditions. The second phase addressed system management and operational strategies and identified low cost strategies that improve mobility, reliability and safety. Expectations and standards remained the same for both Phase 1 and Phase 2 of the planning Project. The results of the overall planning effort (Phase 1 and Phase 2) will become a part of the BMPO Metropolitan Transportation Plan (“MTP”).

Data.
- $895,013.53
- JLA Public Involvement
- Traffic Modeling and Simulation

Impact Analysis.
- No specific impacts to under represented communities were discovered during public outreach and tabling events.

Key Elements.
- Improving highway safety and mobility without adding capacity.
- Adding safe, grade-separated active transportation crossings.

Outreach and Public Involvement Efforts

Planned public involvement activities had been completed prior to the timeframe covered by this report. Additional opportunities for public input during the covered period were available during the Bend MPO Policy Board review and acceptance of the plan and at the Bend City Council’s public meeting to acknowledge the plan’s findings.
### Overview

The Wickiup Junction Refinement Plan provides a clear vision and implementation strategy for how the transportation system within the Wickiup community can be changed to support area growth while maintaining local and regional mobility on US 97. The Refinement Plan is intended to help prioritize near and mid-term transportation projects that support the area while maintaining forward compatibility with the Wickiup Junction Overcrossing project and long-term vision for US 97 through the area.

This Refinement Plan was developed through a robust process of technical review, policy assessment, and public engagement that informed the needs and confirmed the projects identified to meet those needs. The resultant Plan includes changes to the transportation system that support people walking, cycling, driving and the movement of freight on the City streets and along US 97.

### Data.
- Dollar Amount for Project = $249,958.42
- DBE Participation = 3%
- Ongoing project—Expected completion Fall of 2021

### Impact Analysis.
- Community does not have established technology connections to citizens
- Project used Consultant and Oregon Department of Transportation platforms to reach community members

### Key Elements.
- Community & Livability
- Mobility
- Accessibility

### Outreach and Public Involvement Efforts

Notice of meetings, agendas, and project material were distributed by the City and posted on the City’s social media sites and local information boards. Public meetings were further advertised with mailers, local media notifications, and email blasts.

Five (5) project advisory committee meetings were held – two (2) were in-person at La Pine City Hall and Rosland Elementary School and three (3) were conducted virtually (during the COVID-19 pandemic).

One in-person public meeting was held at Rosland Elementary school to share with the public findings from the technical needs analysis conducted by the project team and to provide an opportunity to hear additional needs from their perspective. A second public meeting was held virtually to present the transportation improvement alternatives that were being considered for implementation into the Refinement Plan and to solicit public input on those alternatives. Finally, a third public meeting was held virtually to share the Refinement Plan prior to adoption hearings with the City of La Pine.
The Lower John Day ITS Plan will create a prioritized set of ITS investments, use existing system assets and emerging technology as appropriate, form consensus on where/when/how system management and operational strategies are needed around the region, Enhance Gilliam, Sherman, Wasco, and Wheeler County's institutional capacity to consider system management investments in concert with conventional capital projects.

Data.

- Total project cost $119,570
- Contractor involved is DKS

Impact Analysis.

- Actively facilitate communication between stakeholder subsets such as engineers, planners, maintenance staff, operators, technology interests, the business community, and other stakeholders as determined appropriate by Agency and Consultant.

Key Elements.

- Improve the performance of existing transportation infrastructure with regard to mobility, safety and reliability.
- Reduce congestion and associated impacts, including business costs and air pollution.

Outreach and Public Involvement Efforts

Two sets of small-group Technical Advisory Committee (TAC) meetings were held during the period of July 1, 2020 – June 30, 2021.

- Gilliam County TAC Meeting #1 was held on Tuesday, February 16th.
- Wasco County TAC Meeting #1 was held on Tuesday, February 23rd.
- Sherman County TAC Meeting #1 was held on Wednesday, February 24th.
- Gilliam County TAC Meeting #2 was held on Wednesday, May 26th.
- Wasco County TAC Meeting #2 was held on Wednesday, May 26th.
This project is an Active Transportation System Plan update that will improve walking/rolling, biking, and access to public transportation throughout the City of Ontario.

The project also includes a refinement plan for East Idaho Avenue from Interstate I-84 to the Snake River. The goal was to improve intersection capacity and provide safe mobility for people. Highlights include a detached pedestrian pathway, enhanced landscaping, scenic overlook, and access to the Snake River trail system with wayfinder signs.

A Stakeholder Group with local business owners; property owners; and state, city, and county agencies was established to evaluate recommendations developed by the team. Community Outreach and Youth Group workshops were also used present ideas and receive valuable feedback. A project website was created on the City’s webpage to keep the public informed throughout the project.

**Data.**
- Project Amount: $238,000
- 2 DBE Consultants

**Data Collection Methods:**
- Field Investigations
- City GIS mapping
- Traffic counting

**Analysis.**
- HCM Capacity Analysis for E. Idaho Avenue Refinement plan.
- Citywide Level of Stress Analysis (LTS) for roads, sidewalks, and bike lanes.
- Priority rating system for all intersections, sidewalks, and bike lane improvements.

**Key Elements.**
- Citywide Level of Stress Analysis (LTS) for roads, sidewalks, and bike lanes.
- Priority rating system for all intersections, sidewalks, and bike lane improvement projects with cost estimates.

**Outreach and Public Involvement Efforts**

The City reserved a booth at the City of Ontario Farmers Market to hold Community Workshops. Displays were setup to show proposed improvements and collect valuable feedback throughout the project.

Online youth group workshops were also used with both elementary schools and the high school to educate the students and gather input on walking and riding bikes to school.

Find out more: [www.oregon.gov/ODOT/TP](http://www.oregon.gov/ODOT/TP)

Cheryl Jarvis-Smith