

November 30, 2023

Westside Multimodal Improvements Study

Steering Committee Meeting #6



Agenda

Time	Topic
1:00-1:15 PM	Welcome and Introductions
1:15-1:35 PM	Review and Update <ul style="list-style-type: none">Recap main takeaways and themes from the last meeting & PMG input received to dateConfirm meeting purpose and desired outcomesOverview of state and regional policy guidance
1:35-1:55 PM	Projects and Programs to Advance: Consensus Items <ul style="list-style-type: none">Introduce draft recommendation memoReview consensus items
1:55-2:40 PM	Projects and Programs for Discussion <ul style="list-style-type: none">Part 1: Strategic Capital Investments with TollingPart 2: Projects Lacking Clear Consensus (intro)
2:40-2:50 PM	Break
2:45-3:40 PM	Projects and Programs for Discussion (continued) <ul style="list-style-type: none">Part 2: Projects Lacking Clear Consensus (discussion and action)
3:40-3:50 PM	Public Comment, if needed
3:50-4:00 PM	Next Steps
4:00 PM	Adjourn

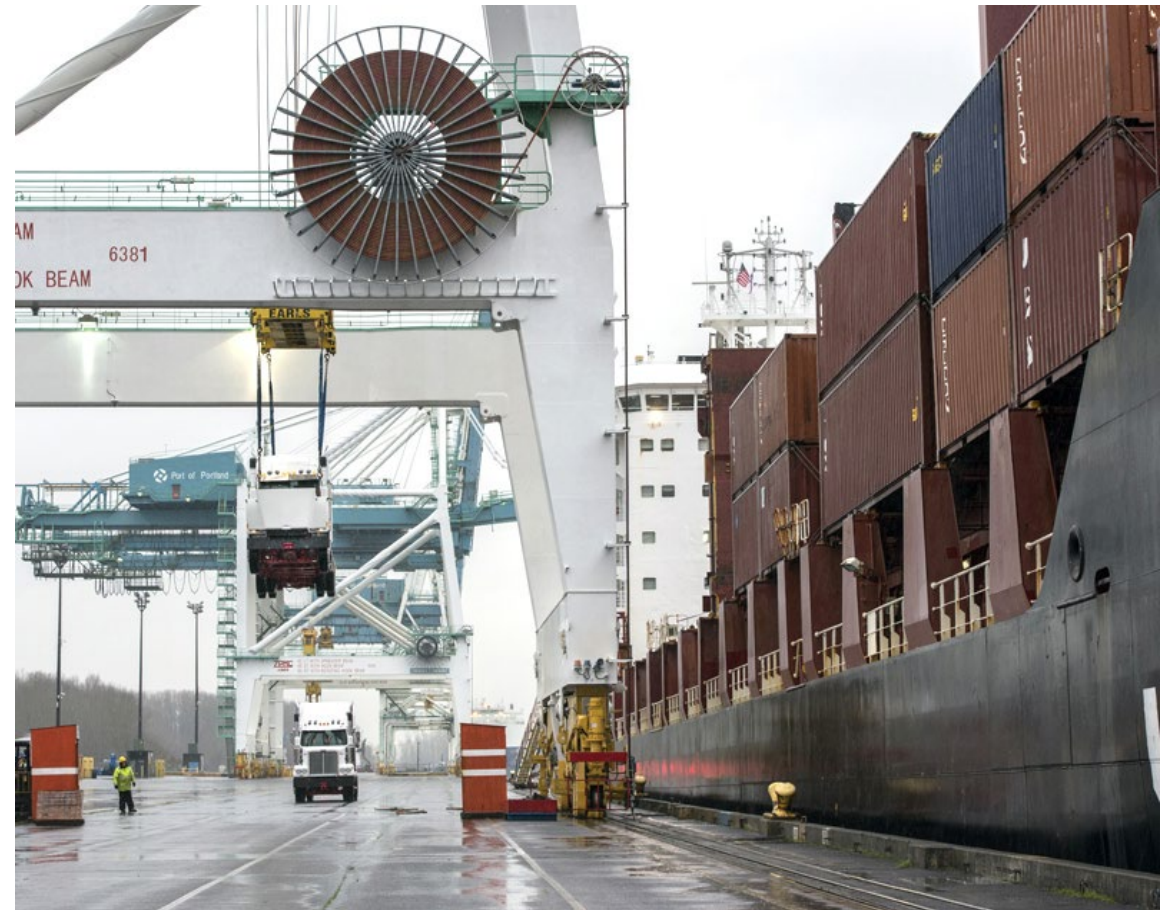
Recap of Meeting #5 – Nov 2, 2023

- Tolling and the major investments scenario both moved the needle on the study's priority areas.
- Sorting exercise with projects and programs showed some consensus.
- Cost, cost-effectiveness, and ownership are challenges to the major investments.



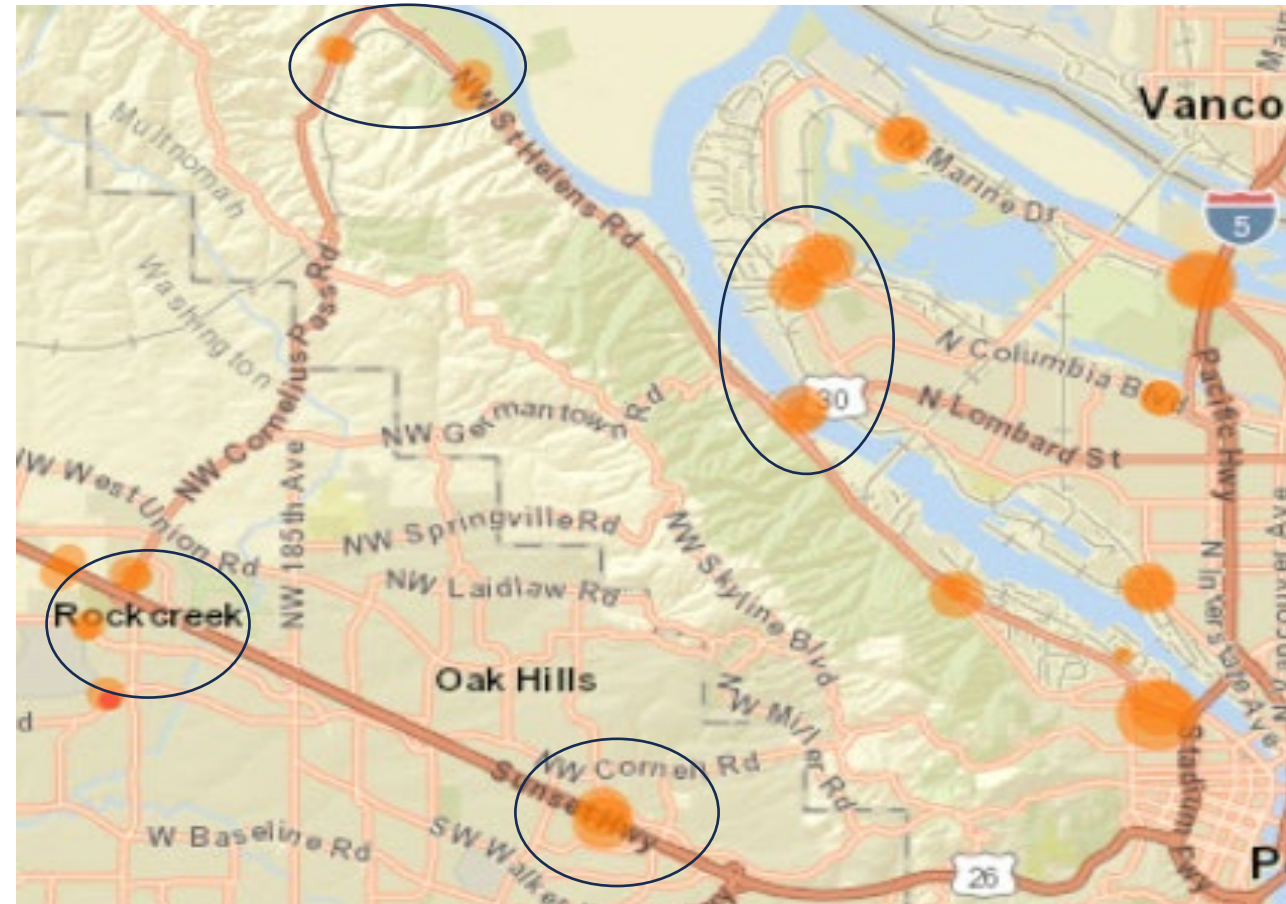
Follow-up from Nov 2 Meeting

- Freight movement in and out of the westside corridor
- Port of Portland's Marine Facilities: Terminals 4,5,6



Commodity Movement within Westside Corridor

- US 26 west of Cedar Hills Blvd: electronics & energy (EB); electronics & machinery (WB)
- Cornelius Pass Rd: agriculture (NB); machinery and chemicals (SB)
- Higher-value goods such as electronics are traveling via US 26 and I-405



Port's Marine Facilities: Terminals 4, 5, & 6

- Primary commodities: automobiles, large container shipping, fertilizers, and grain
- Imports: autos, furniture, bedding and lighting, and footwear and apparel
- Exports: hay and animal feed, agricultural commodities, wood, and paper products.



State and Regional Policy Guidance

The priorities in the **Oregon Highway Plan** Policy 1G are, in order from highest to lowest:

- A. Protect the existing system.
- B. Improve efficiency and capacity of existing highway facilities.
- C. Add capacity to the existing system.
- D. Add new facilities to the system.

Metro's RTP, Policies 5 & 6, and Congestion Management Process are consistent and establish a hierarchy of actions

Consensus Items

Staff Recommendation Memo

- Context Setting
 - Study Purpose
 - State and Regional Policy Guidance on Transportation Investments
- Recommended Consensus Items
- Projects for Steering Committee Discussion
 - Strategic Investments with Tolling
 - Projects Lacking Clear Consensus

Questions for the Steering Committee:

- Which investment options should be included in the implementation plan?
- Which items have general agreement? Which items have outstanding questions?

Advance Transportation Demand Management Programs

Program	Description	Owners
Employer and Regional Transportation Demand Management (TDM) Programs	Get There Oregon to support a focused effort on the needs of Washington County's largest employers in cooperation with regional partners	Metro, Washington County, Washington County Chamber of Commerce
Close gaps in the pedestrian network	Continue to work towards closing sidewalk gaps in the westside to support access to transit.	City of Hillsboro, City of Beaverton, Washington County, Multnomah County, ODOT
Parking Pricing	Adopt and implement town and regional center parking pricing	City of Hillsboro, City of Beaverton, Metro (policy)

Advance Transit Supportive Programs and Projects

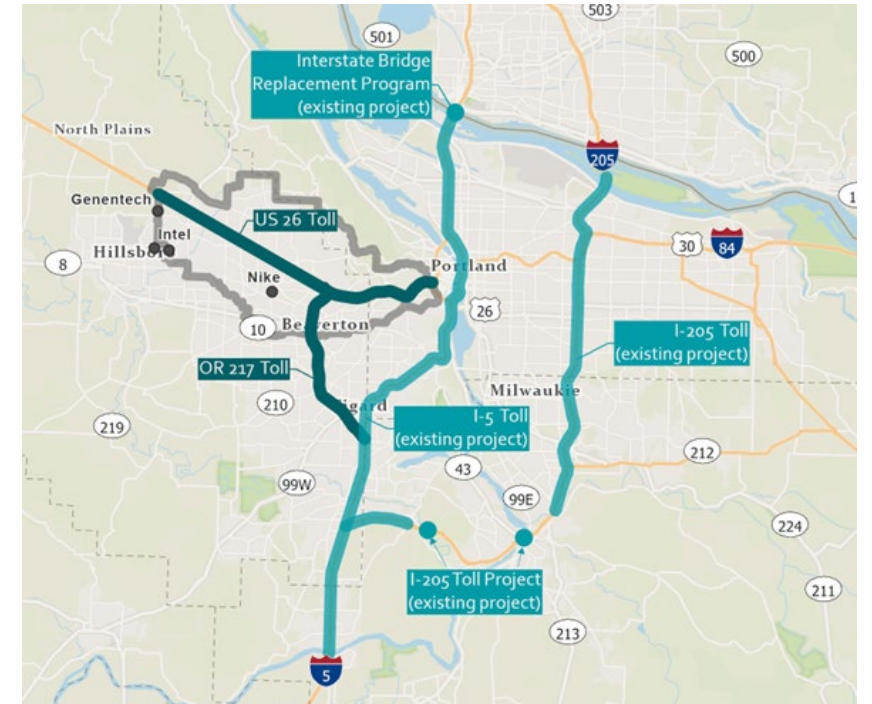
Program	Description	Owner(s)
High Frequency and High-Capacity Transit Improvements	Continue to improve public transit on the westside, following Forward Together 1.0 and 2.0 and the FX Plan.	TriMet, Metro
Shuttles and Circulators	Continue to grow shuttles and circulators, advancing the work done as part of the Washington County Transit Study .	Washington County
Park and Rides	Consider opportunities for smaller park and rides that might be leased or owned by cities or Washington County	Washington County, City of Hillsboro, City of Beaverton

For Discussion: Tolling and Planned Investments

Tolling

Tolling scenario showed:

- Improved travel times
- Reduced delays on US 26
- Shift to more carpooling and transit use and changing travel patterns



** Future work would evaluate tolling paired with infrastructure improvements, performance and revenue goals, rate structures, and equity outcomes.*

Strategic Investments to Pair with Tolling

Staff recommendation is to pair advancing these projects with tolling:

- US 26/I-405 Bottlenecks
- Cornelius Pass Road Improvements

Other improvements could include:

- Transit, bicycle, pedestrian capital improvements
- Investments to address diversion
- Other projects

Strategic Investments to Pair with Tolling

Program	Project Team Recommendation	Owner
US 26/I-405 Corridor Bottlenecks	<ul style="list-style-type: none">• Identify phased improvements, including auxiliary lanes.• This would support improvements in travel time and reliability and improve traffic safety• Project would build upon work done in previous studies such as ODOT's CBOS 1 and 2, and Metro's Freight Commodity Study	ODOT
Cornelius Pass Roadway Widening and Safety Improvements	<ul style="list-style-type: none">• Identify phased improvements of Cornelius Pass Road.• This would support the desire for redundancy to US 26, improve both traffic safety and transport of hazardous materials, and enhance travel time and travel time reliability.• Project would build upon previous work, such as the Cornelius Pass Road Safety Evaluation JTA.	ODOT

Break

**For Discussion:
Projects Lacking Consensus**

Northern Connector

Description:

- New tunnel and roadway connecting Kaiser Road to US30 across the west hills/Forest Park.
- Includes point toll at tunnel entrance.
- **Benefits** – Connector would serve existing and new traffic, provide high-quality alternate route, and save substantial travel time between US 26 and US 30
- **Concerns** – Cost, environmental impact, permitting, regional agreement and policy, right-of-way acquisition
- **Potential responsible agencies** – ODOT, City of Portland, Multnomah County, Washington County

North Willamette Bridge

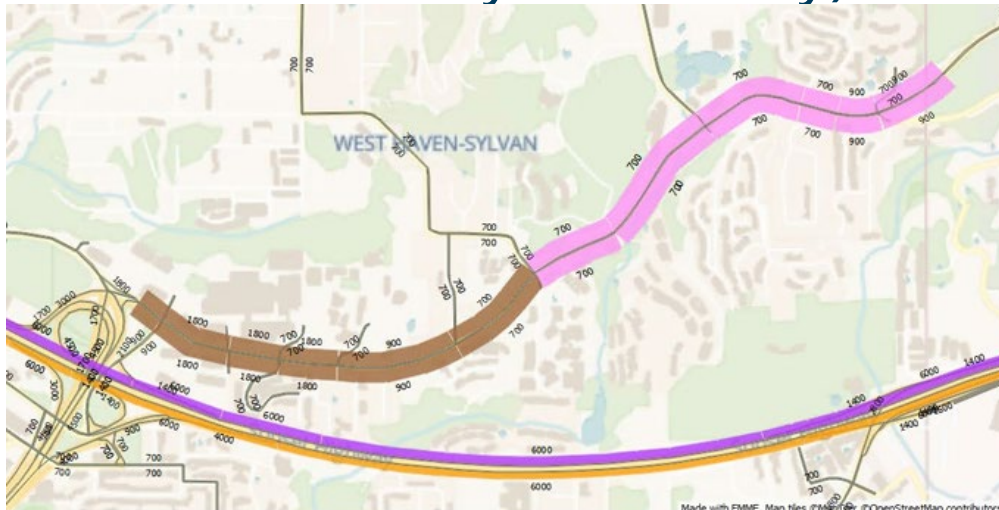
Description:

- New bridge across the Willamette, connects US30 to Columbia/Lombard in North Portland.
- Begins at the end of the proposed Northern Connector.
- **Benefits** – Bridge would connect US 30 to North Portland, serve Port's marine terminals
- **Concerns** – Cost, environmental impact, traffic impacts in North Portland
- **Potential responsible agencies** – ODOT, City of Portland, Multnomah County

Barnes (west of Burnside) Improvements

Description:

- Widen Barnes to 5 lanes (217 to Leahy)
- Widen Barnes to 3 lanes (Leahy to Multnomah County boundary)



- **Benefits** – improves parallel route to US 26; identified in RTP strategic list
- **Concerns** – more traffic coming into NW Portland from Burnside
- **Potential responsible agencies** – Washington County, Multnomah County, City of Portland

Enhancing Transit on Westside

Descriptions:

- New HCT Route from Sunset Transit Center to Hillsboro via Evergreen
- Peak hour bus on shoulder from downtown Hillsboro Transit Center and Portland CBD
- **Benefits** – Providing additional high quality and frequent service will draw riders to transit
- **Concerns** – Lack of consensus on location, cost-benefit, pulling ridership from MAX
- **Responsible agencies** – TriMet, Metro, Other?

Public Comment

Wrap Up

Thank you!



Stephanie Millar - Stephanie.L.Millar@odot.oregon.gov

Kate Hawkins - Kate.Hawkins@oregonmetro.gov