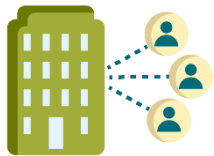


Addressing Transportation Challenges on the Westside

The Westside Multimodal Improvements Study (WMIS) process collaboratively identified the transportation issues in the Westside Corridor and identified multimodal investments that would address these issues to support the regional economy and accommodate future growth in a socially equitable and environmentally sustainable way. The corridor is home to one of Oregon’s major economic centers.

Major Hub



Home to **90,000** people & **124,000** jobs

Safety Issues



Study area has **higher rates of injuries and fatalities** relative to the region

Congestion



Travel time can vary by **20+ minutes** between Hillsboro employment areas and PDX airport.



Engagement occurred throughout the process with a Steering Committee, technical advisory committee, focus groups, business roundtables, and fact sheets.

Project Steering Committee

- Metro
- ODOT
- APANO
- Centro Cultural
- City of Beaverton
- City of Hillsboro
- City of Portland
- Greater Portland, Inc.
- Multnomah County
- TriMet
- Washington County
- Washington County Chamber

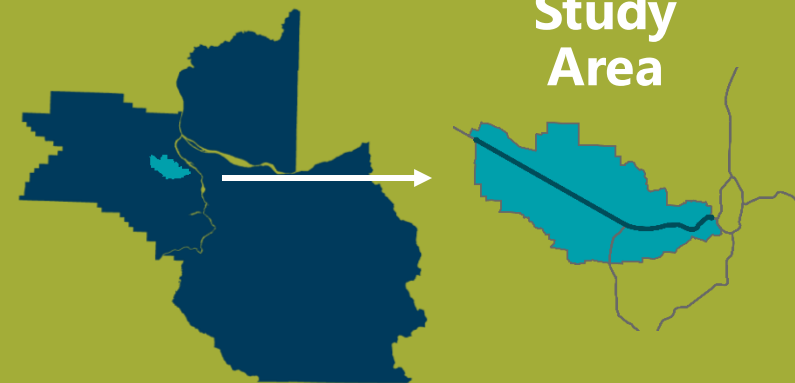
Five Priority Areas

The study considered potential multimodal projects, strategies, and technologies to address the challenges on the Westside. A set of scenarios was modeled and evaluated against five priority areas:

- **MOBILITY:** Improve travel time and travel time reliability for people and freight moving through the corridor
- **SAFETY:** Improve safety for all users
- **SOCIAL EQUITY:** Provide benefits or mitigate transportation burdens to historically underserved populations
- **CLIMATE ACTION:** Reduce air pollutant emissions and support climate goals
- **ECONOMIC VITALITY:** Serve or connect regional destinations and centers

Region*

Study Area



* Washington, Multnomah and Clackamas counties in Oregon, and Clark County in Washington

Study Findings

The study considered more than 80 potential multimodal, strategic, and technology investment options. These investments were prioritized and grouped into scenarios, starting with low-cost system management tools, and then adding efficiency and capacity improvements in each subsequent scenario. Scenarios were evaluated against the measures included within the five priority areas.

Analysis showed that additional demand management and transit investments alone would not be enough to address the issues. Significant infrastructure investments could alleviate congestion, but they would be costly, environmentally impactful, and lack regional consensus.

Among the options evaluated, pricing showed the greatest potential for improvement across almost all metrics.

Congestion on US 26



Near elimination of peak period delay on US 26

Travel Time



Travel time from Hillsboro to Portland was reduced between 6-7 minutes

Mode Shift



Reduced daily single occupancy vehicle trips by 19,000 and increased non-auto trips by 11,000

Access



Increased access to job centers and key destinations

Westside Recommendations

State and regional policy guidance direct that improvements to system efficiency and management are required before additional highway capacity can be considered. The following Steering Committee recommendations are consistent with that hierarchy.

Multimodal Investments

Although these investments may not have a substantial impact on the overall mode share or other measures, they could be significant at a smaller scale and provide important travel options to the community.

- Employer and regional transportation demand management programs
- Close gaps in the pedestrian and bicycle network
- Improve transit frequency and capacity
- Shuttles and circulators
- Park and rides
- Parking pricing

Funding Strategy and Strategic Capital Investments

Pricing could be an effective tool to manage congestion, improve safety and travel time reliability on US 26, and fund complementary safety, transit-supportive, and operational investments. When paired with projects on nearby routes, increased systemwide benefits are expected. Further study of pricing can be paired with strategic capital investments including:

- US 26/I-405 corridor bottleneck improvements
- Cornelius Pass roadway safety and mobility improvements
- Barnes Road improvements
- Transit-supportive capital investments: high frequency and high capacity transit



Next Steps

More funding and further study will be required to take the next steps, which will include multimodal, transit, and roadway capital projects. In addition to public outreach and engagement, continued partnership with agency staff and elected officials will be crucial for success.

