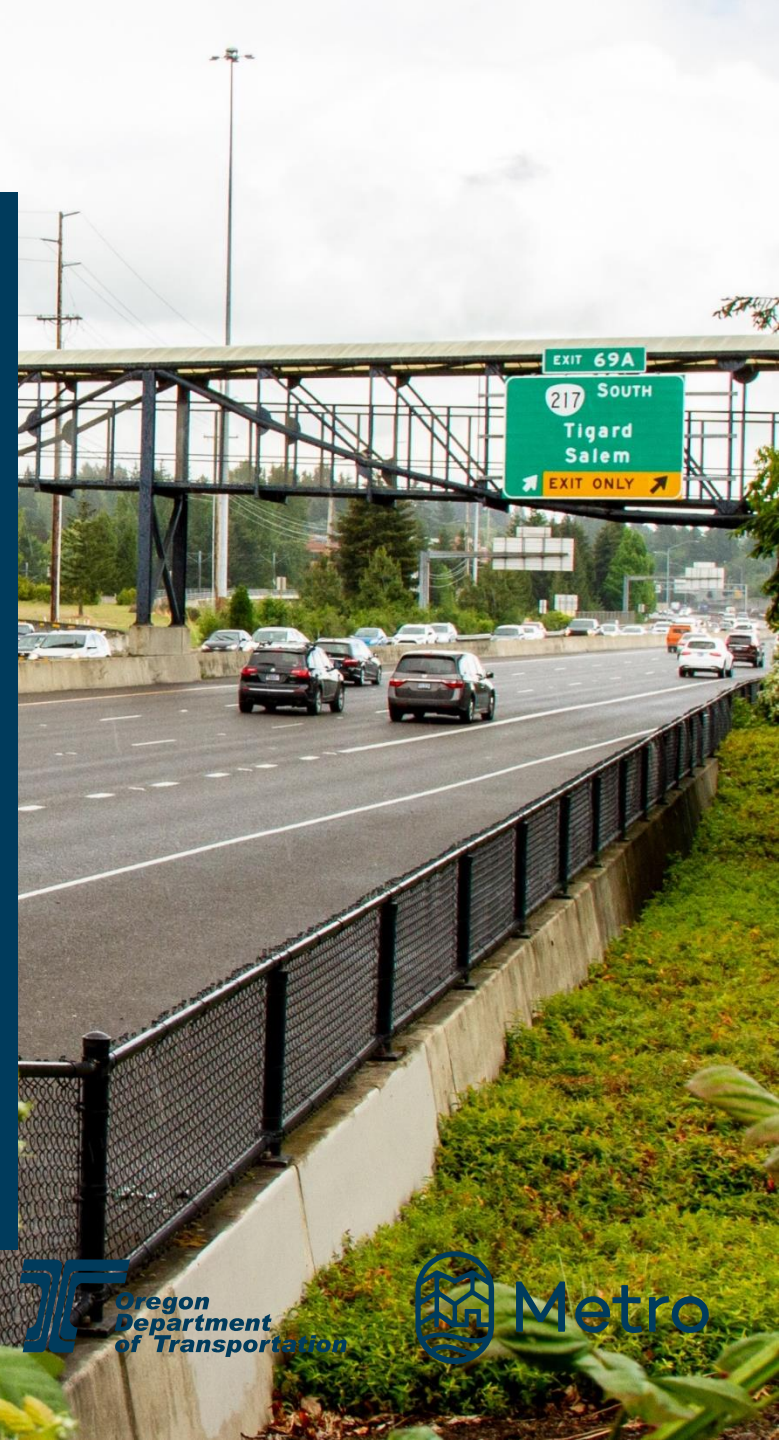


September 7, 2023

Westside Multimodal Improvements Study

Steering Committee Meeting



Agenda

- 1 Welcome and Introductions
- 2 Review and Update
- 3 Guided Open House
- 4 Discussion
- 5 Public Comment
- 6 Next Steps



Review and Updates

- Purpose of study – Problem Statement
- Charter – Desire for Consensus
- Expected outcomes of meetings 4 and 5



Westside Multimodal Improvements Study

Problem Statement

Current multimodal transportation conditions in the Westside Corridor result in an inequitable and environmentally unsustainable system that is overly dependent on personal motor vehicle travel, which results in vehicle congestion, diversion, and unreliable travel times for people driving and moving freight. This adversely affects the safety, affordability, and livability of the area and can impede economic competitiveness.

Travel conditions in the corridor are difficult due to traffic congestion and are expected to worsen as the corridor adds new housing and jobs. Despite a brief decrease due to the pandemic, trends are showing increased driving trips and freight travel. At the same time, there has been a decline in transit use. Active transportation networks are dispersed and incomplete.

Traffic safety is trending in the wrong direction, and impacts are higher for Black, Indigenous and people of color (BIPOC). The Metro region has seen increasing numbers of total traffic fatalities, serious injuries, and pedestrian and bicyclist fatalities in the past 5 years.

Expected Outcomes: Meetings 4 & 5

- Which scenarios address the purpose of the study? – first pass
- Bucket 1: This is worthy of further study and meets the study purpose.
- Bucket 2: This doesn't meet the study purpose but should be considered through a different process.
- Bucket 3: This is not recommended of further study/implementation plan.



Expected changes by 2045

Base year for comparison is 2015, using the draft Regional Transportation Plan

By 2045 the forecast assumes...

- Population grows 30% to over 2.2 million people
- Total employment grows 37% to 1.2 million jobs



Scenario Groupings

Scenarios		Includes projects such as...
1	System management	Faster transit, transit subsidies, carpooling, biking, ramp meters
2	Relatively short-term improvements	More transit, park and rides, minor improvements to US26 interchanges
3	Existing Infrastructure Improvements	Widen Cornelius Pass Rd, widen US26, add carpool lane, more overcrossings
4	New infrastructure improvements	I-405/US26 interchange, exit closures, new MAX tunnel, new North Willamette bridge
5	Tolling / Congestion pricing	Toll lanes on US26 to manage congestion

2045: The Regional Transportation Plan (Baseline)

2023 Regional Transportation Plan – What does the Region Imagine for 2045

- The 2023 RTP includes a list of transportation investment priorities for the next 20 years.
- Identifies \$68.5 billion in projects, of which \$25.5 billion is capital.
 - Investments such as transit, sidewalk, bridge, bikeway and roadway projects
 - Transit service, maintenance and operations
 - Road maintenance and operations.
- Policies, strategies and investments in the 2023 Regional Transportation Plan help to advance transportation equity, climate, safety, mobility and economic development goals.

High-Level Findings

- Population grows 30% to over 2.2 million people.
- Total employment grows 37% to 1.2 million jobs.
- RTP aims to triple transit, bike, and pedestrian shares; projections show lesser increases.
- Congestion on US 26 is expected to grow by 2045, adding a few more minutes of travel time compared to today through the study area; does not meet performance targets.

Improvements

The financially constrained RTP is the baseline for comparison and includes changes such as:

- I-205 widening
- Regional tolling (I-5 and I-205)

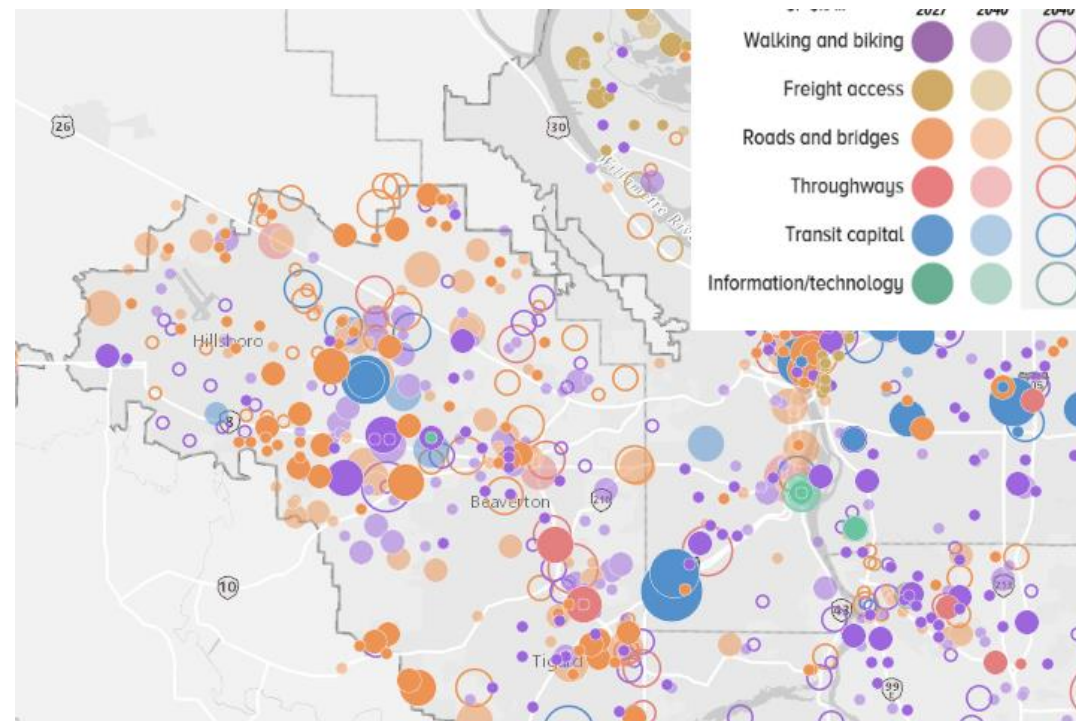
Interstate Bridge Replacement Program (extension of light rail to Vancouver)

- Rose Quarter
- Red Line Max improvements
- Freight access improvements

In the Study Area, improvements include:

- Progress toward filling pedestrian and bicycle gaps
- Safety projects on US 26, Canyon Road
- OR 217 auxiliary lanes

Where would improvements be implemented?



Scorecard



Safety

- The RTP allocates over two-thirds of capital funding to projects that address identified safety concerns or projects that provide safety benefits, with more than half on the high-injury network.



Social Equity and Climate

- The RTP prioritizes system investments in Equity Focus Areas; many on the westside.
- Brings pedestrian, and bicycle networks in EFAs from 60 to over 75% complete.
- Job access via transit and auto is slightly better in EFAs than in other communities, and access to destinations via auto is much higher than via transit.
- GHG per capita to decrease between 22- 40%.



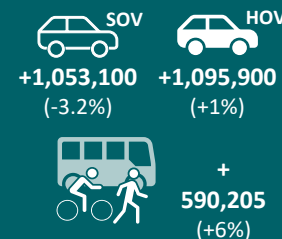
Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from 2020)



Travel Demand on US 26, west of the Vista Tunnel
 14,600 (122%) AM / 12,500 (104%) PM
 Maximum = 12,000

Regional change in trips by mode (from 2020)



SCENARIO 1: Enhancing Existing Systems

Scenario Description – Techniques to manage the system with minimal infrastructure changes

- Scenario 1 examines what the region can achieve by using system management and transit improvements, with minimal changes to built infrastructure.
- This scenario represents a low-cost, programmatic approach.
- The scenario considers major expansions of cycling routes, micromobility programs and carpooling programs.
- The improvements listed are in addition to those included in the 2023 RTP.

High-Level Findings

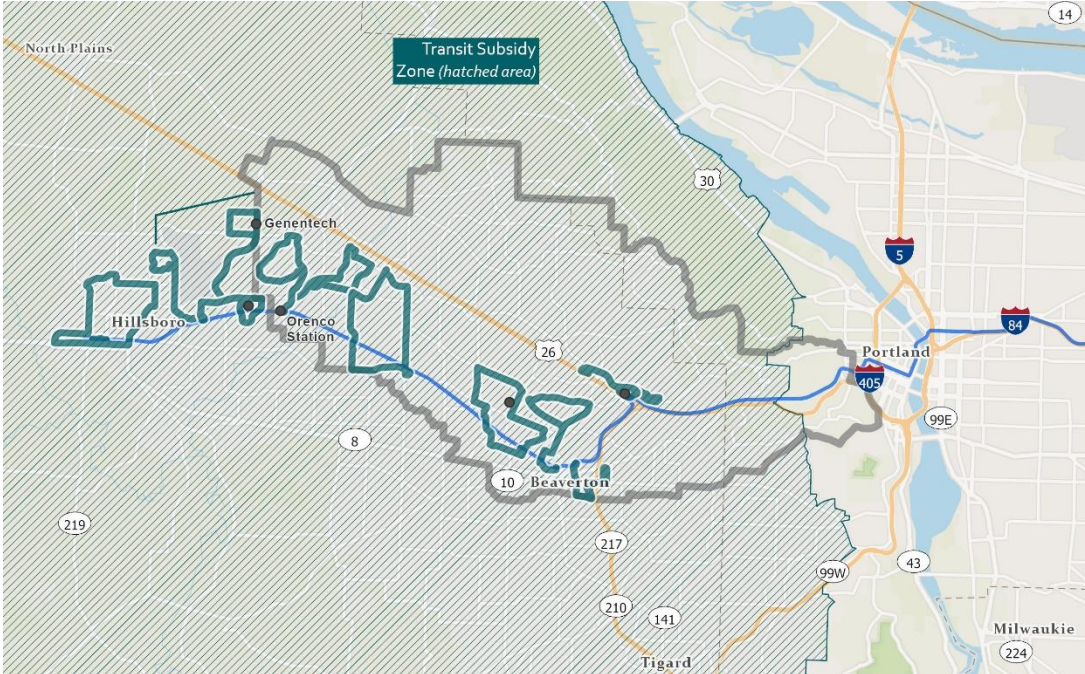
- This set of projects would modestly increase non-driving mode share.
- Safety for all users would improve, especially for people walking, biking and taking transit.
- Travel time, reliability, and safety would improve modestly from ITS and incident response.
- Overall VMT and throughput similar to 2023 RTP.

Improvements

- Transit travel time improvements
- Transit fare subsidy
- Fixed route shuttles and circulators (see map)
- Employer and regional demand management programs* enhancements*
- Incident response*
- Active traffic management (ITS)*
- Vanpools*
- Parking policies and pricing
- Regional bike network expansion*
- Expanded bike and micromobility programs*
- Regional carshare programs*

*Improvements are measured qualitatively and were not included in the Regional Travel Demand Model evaluation

Where would improvements be implemented?



Scorecard

Safety

- This set of projects are likely to improve safety for all users, especially for people walking, biking and taking transit.
- ITS and incident response can improve safety for roadway users.

Social Equity and Climate

- This scenario provides transit subsidies and would increase transit, bike, and walk trips.
- Moderate improvements to access to jobs and key locations across the westside.
- While in general multimodal projects have positive GHG benefits, the mode shift seen in this scenario is relatively small.

Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)

Westbound	-1% AM	-1% PM
Eastbound	-1% AM	-1% PM

Regional change in trips by mode (from baseline)

SOV	HOV
-7,700 (-0.16%)	-3,000 (-0.07%)
+10,700 (+0.5%)	

Travel Demand on US 26, west of the Vista Tunnel
 14,500 (121%) AM / 12,600 (105%) PM
 Maximum = 12,000

SCENARIO 2: Near-term Improvements and Spot Fixes

Scenario Description – Short-term investments and modifications on US 26

- Scenario 2 explores strategic interchange modifications, added auxiliary lanes, new transit routes and P&R lots, and widespread sidewalk infill.
- These projects aim to make use of lower-cost, smaller-scale, and more quickly achievable changes to improve mobility.
- Key transit improvements include bus on shoulder (US26) and new routes and corridors connecting E/W, both HCT and MAX.

High-Level Findings

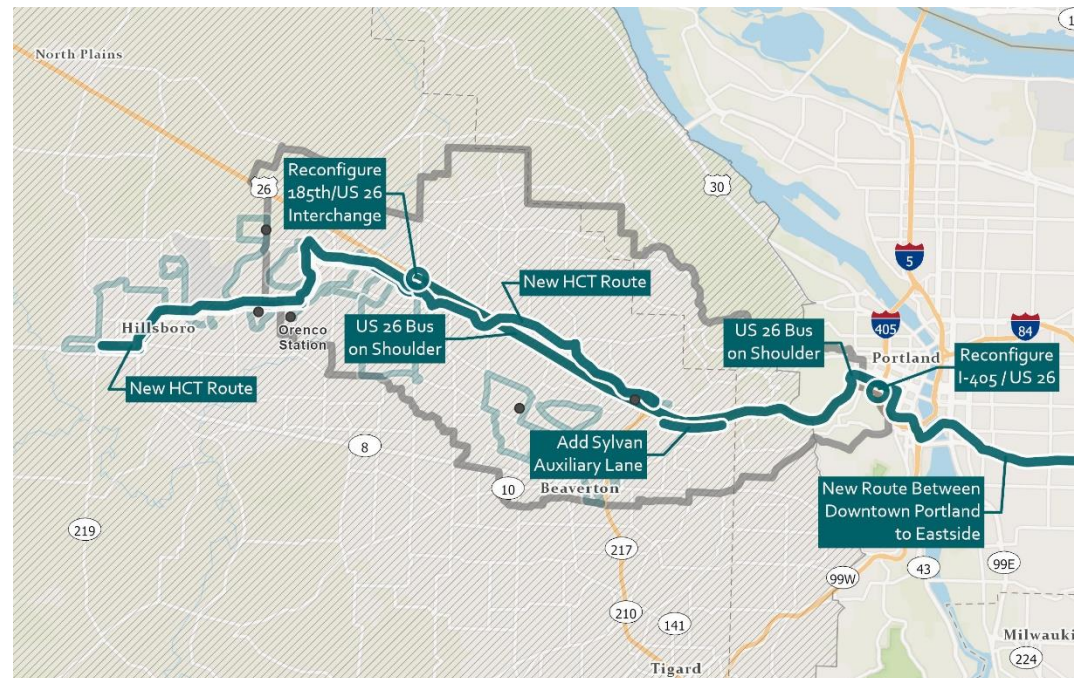
- These projects would further shift some trips to non-driving modes.
- New and expanded park and rides would be well utilized, and transit trips increase.
- Travel time, reliability, and safety would show small additional improvements.
- Overall VMT and throughput similar to projected values for 2045 in the 2023 RTP.

Improvements

- 185th/US26 auxiliary lane at interchange
- Sylvan auxiliary lane
- US26/I-405 modifications to minimize merges
- Bus on shoulder on US26
- New and expanded park and ride locations to serve express bus, HCT and MAX
- New transit corridors connecting Westside, Downtown and Eastside
- New HCT route Barnes to Hillsboro Central TC
- Close gaps in pedestrian network*

* Improvements are measured qualitatively and were not included in the Regional Travel Demand Model evaluation

Where would improvements be implemented?



Projects in dark teal are new in this scenario. Scenario 2 include projects from Scenario 1.

Scorecard

+ Safety

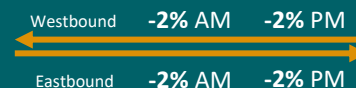
- Auxiliary lanes improve safety by reducing merging and weaving conflicts.
- Transit riders experience fewer fatalities and injuries than people in cars.
- Closing gaps in the pedestrian network improves safety for users
- Incident response clears roadway hazards, reduces risk of more incidents.

🤝 Social Equity and Climate

- Transit investments lead to an increase in trips, which can reduce VMT and GHG.
- Completing the pedestrian network improves access and access to transit but results in a relatively small gain in mode shift and potential GHG reductions.

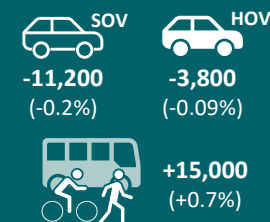
📍 Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)



Travel Demand on US 26, west of the Vista Tunnel
 14,600 (122%) AM2HR /
 12,500 (104%) PM2HR

Regional change in trips by mode (from baseline)



SCENARIO 3: Parallel Routes & Local Facilities

Scenario Description – Longer-Term Investments including widening and managed lanes

- Scenario 3 considers larger, more costly and complex improvements to the Westside road and transit network, including road widening on Cornelius Pass and Barnes/ Burnside, multiple arterial crossings of US26, new roads, as well as roadway management for freight mobility and increased transit between Hillsboro and North Portland.
- Key investments for freight include managed lanes on US26 for freight and HOV, freight bypass at ramp meters.

High-Level Findings

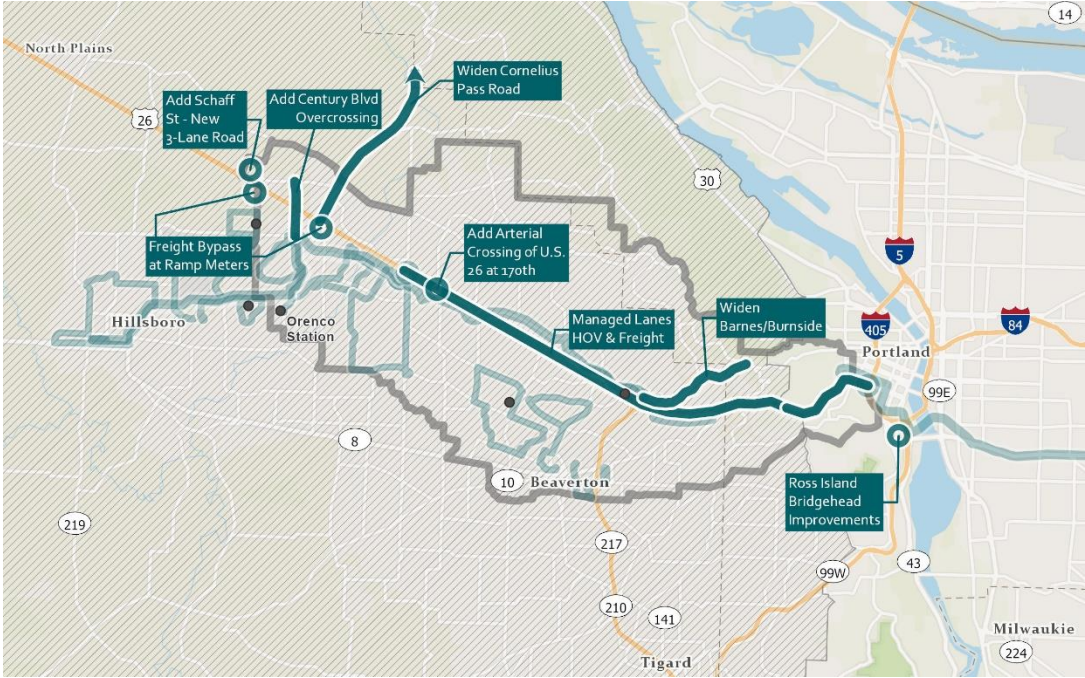
- New managed lane on US 26 improves freight travel time but travel times for all travelers are slower.
- Widened Cornelius Pass Road attracts approximately 2,900 additional vehicles eastbound and westbound all day.
- Transit improvements continue to support mode shift.

Improvements

- Managed lanes – HOV and freight
- Widen Cornelius Pass Road
- Widen Barnes/Burnside to County Line
- Add arterial crossings of US26
- Add new roadway – Schaff Street
- Add MAX transit frequency between Hillsboro Hatfield Center and Expo Center
- Ross Island Bridgehead Improvements
- Freight bypass at ramp meters
- Complete streets on local parallel routes*

** Improvements measured qualitatively and were not included in the Regional Travel Demand Model evaluation*

Where would improvements be implemented?



Projects in dark teal are new in this scenario. Scenario 3 include projects from Scenario 1 and Scenario 2.

Scorecard

Safety

- Road widening and new arterial streets increase crossing distance for people walking and biking, which can decrease safety.
- Complete streets incorporate safety measures for all users.

Social Equity and Climate

- Access to jobs improves with roadway and transit investments.
- Transit investments lead to continued increase in transit trips, which can reduce VMT and GHG.
- HOV lane on US26 encourages modes that reduce GHG.

Mobility and Reliability

% Change in Travel time on US26 - Hillsboro to Tunnel (from baseline)

Westbound	+6% AM	-1% PM
Eastbound	+3% AM	+6% PM

Regional change in trips by mode (from baseline)

SOV	HOV
-13,500 (-0.3%)	-5,200 (-0.1%)
+18,600 (+0.9%)	

Travel Demand on US 26, west of the Vista Tunnel
 14,500 (121%) AM / 12,600 (105%) PM
 Maximum = 12,000

SCENARIO 4: Major, Large-Scale Infrastructure

Scenario Description – Consider major highway and transit investments

- Scenario 4 imagines major, regionally significant new infrastructure to reshape travel on the Westside and across the region.
- Key projects include a major redesign of the US26/405 interchange, a new roadway, tolled tunnel and bridge connecting across the west hills to Columbia/Lombard, and widening of US26, as well as the MAX tunnel through downtown Portland.

Expected Findings

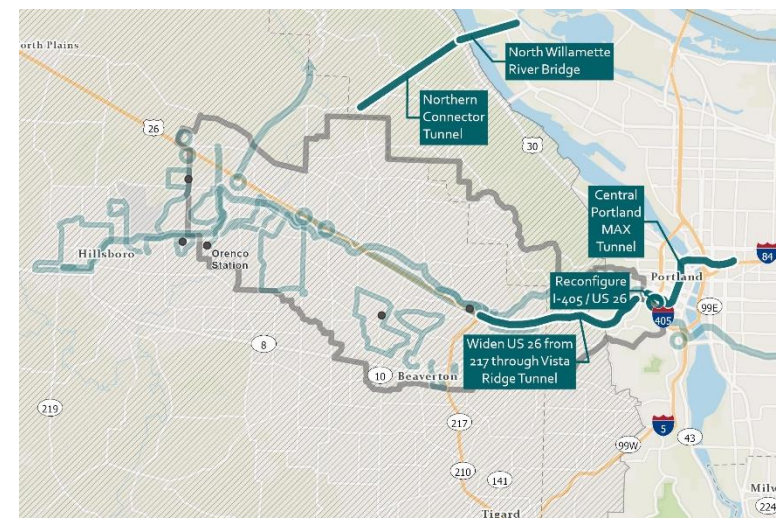
- We expect Scenario 4 to show more throughput, more cars on the road, and reduced diversion from US 26.

Improvements

- Reconfigure US26/I-405 interchange at Market Street
- Northern Connector – new roadway, tunnel connecting Kaiser Road to US30 across the west hills/Forest Park; includes toll
- North Willamette River Bridge – connects US30 to Columbia/ Lombard; begins at Northern Connector
- Widen US26 from 217 through Vista Ridge Tunnel
- MAX tunnel downtown between Goose Hollow and Lloyd Center

**Improvements are measured qualitatively and are not represented in the Regional Travel Demand Model*

Where would improvements be implemented?



Projects in dark teal are new in this scenario. Scenario 4 include projects from Scenarios 1-3.

SCENARIO 5: Tolling on US 26 and OR 217

Scenario Description – Tolling

- Scenario 5 would include tolling on US 26 and OR 217, along with tolling proposed in the 2023 RTP
- Rates would be consistent with the Regional Mobility Pricing Program
 - Fixed demand management fee
 - Supplemental high-demand fee based on time of day and congestion

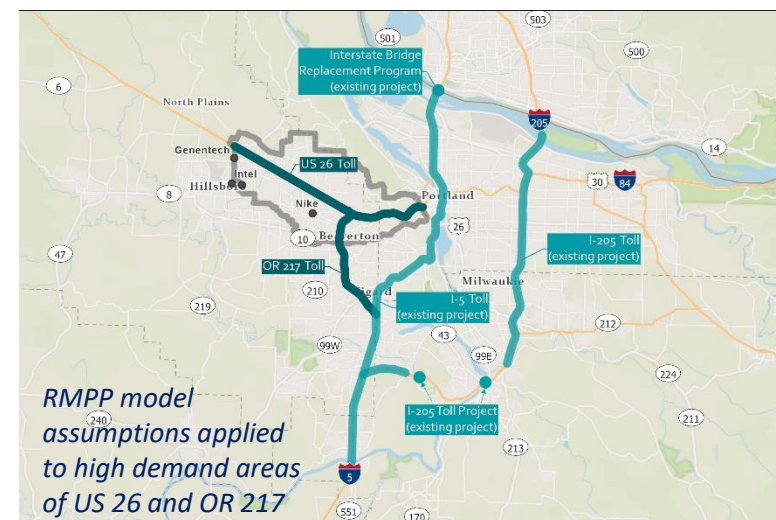
Expected Findings

- We expect tolling will reduce VMT and improve travel times for those choosing to drive.

Improvements

- Scenario 5 would toll:
 - US 26 from Brookwood to I-405
 - OR 217 between US 26 and I-5
- Electronic gantries
- Tolls are in addition to those planned and included in the 2023 RTP:
 - Interstate Bridge
 - Abernethy Bridge
 - Regional Mobility Pricing Program

Where would improvements be implemented?



RMPP model assumptions applied to high demand areas of US 26 and OR 217

Open House Stations

Outcomes between scenarios and base case for:

- 1) Mobility - reliability & travel time
- 2) VMT and Mode split /mode shift, climate
- 3) Safety, job and key places access



Discussion

- Starting with your biggest issue, what are your questions, comments, and concerns from these stations?



Public Comment

Next Steps

Washington County Chamber
October 5th

Steering Committee Meeting
November 2nd - 3 hours

Steering Committee Meeting
November 21st

Thank you!



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

Kate Hawkins - Kate.Hawkins@oregonmetro.gov