



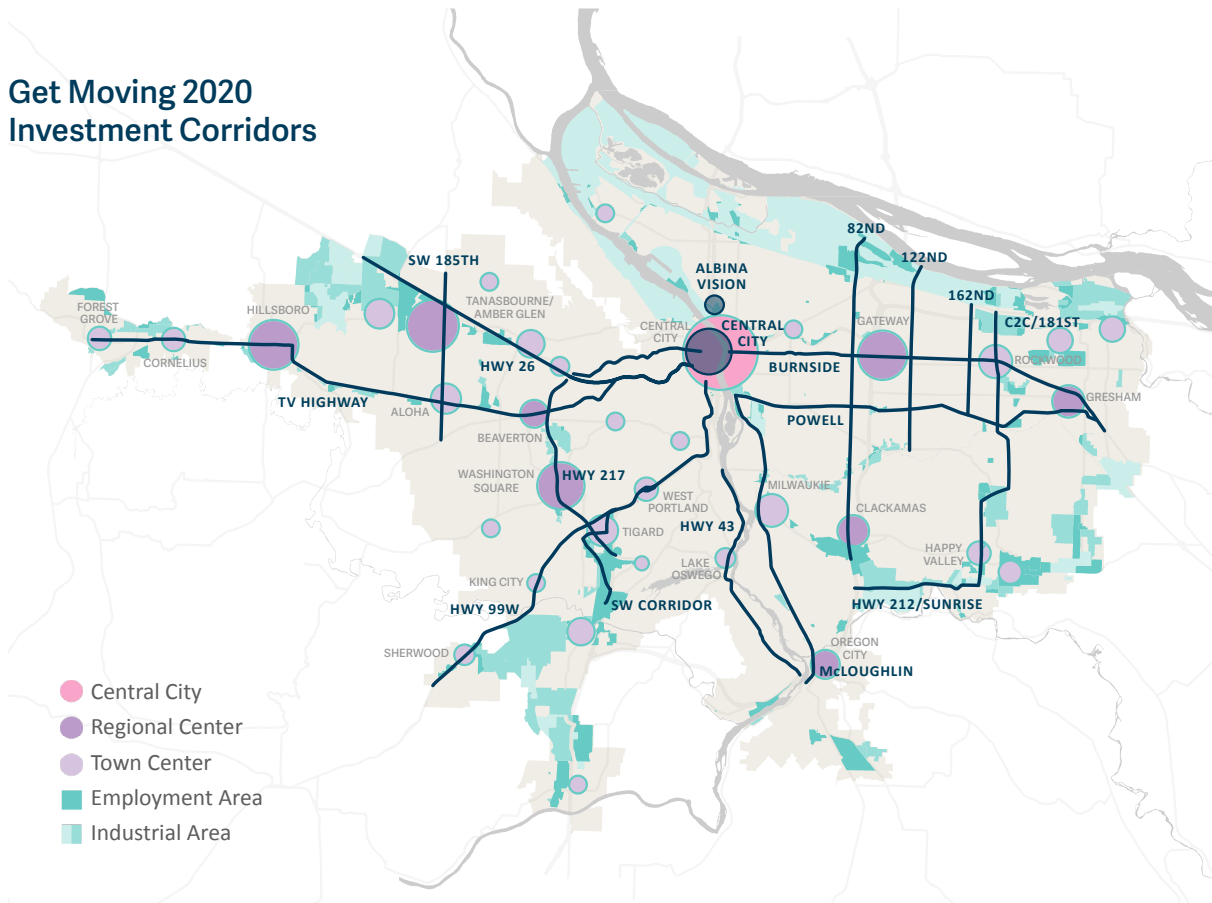
GET MOVING 2020

Metro Council Corridor Investment Package

In early 2019 the Metro Council and Transportation Funding Task Force identified several key values and desired outcomes for the measure. These provided a key guide for the identification of corridors and development of investments. These values include the following. More details can be found at oregonmetro.gov/transportation.

- Improve safety
- Prioritize investments that support communities of color
- Make it easier to get around
- Address climate change and support resiliency
- Support clean air, clean water, and healthy ecosystems
- Support economic growth
- Increase access to opportunity for low-income Oregonians
- Leverage regional and local investments

Get Moving 2020 Investment Corridors



Memo

Date: July 10, 2020
To: Metro Council
From: Andy Shaw, Director of Government Affairs & Policy Development
Margi Bradway, Deputy Director of Planning & Development
Subject: Final Get Moving 2020 Corridor Investment Package

We are pleased to submit this final summary of proposed Get Moving 2020 investments in 17 of greater Portland's busiest travel corridors.

Community members and leaders have told us it is time for bold action. We agree.

In short, these recommendations represent greater Portland's biggest-ever investment in a safer, more reliable and more accessible regional transportation system. We are confident these investments will significantly advance the Metro Council's desired outcomes and the priorities of local communities, residents and businesses across the region.

The \$4.2 billion recommended for regional investment in these corridors is currently expected to attract at least \$2.8 billion in additional federal, state and local funds. These investments will also leverage and support a proposed \$1 billion in Get Moving 2020 regionwide program investments over 20 years, as well as voter-approved regional investments in affordable housing, housing services, and access to nature.

Advancing community input

Thousands of community members helped shape the Get Moving plan in the last 18 months, through community workshops, comments to the Transportation Funding Task Force and Metro Council, and online surveys.

The community has helped shape transportation priorities for much longer than these 18 months, however. For example, more than 19,000 individual points of community input helped define the 2018 Regional Transportation Plan's goals to improve safety, reduce traffic congestion, address climate change and advance racial equity through transportation investments. Community partnership and engagement were also essential to developing the 2014 Climate Smart Strategy and 2016 Strategic Plan to Advance Racial Equity, Diversity and Inclusion – both foundational policies for this effort.

This recommendation would not be possible without the tireless work of the Transportation Funding Task Force appointed by the Metro Council in early 2019. Co-chaired by Commissioners Jessica Vega Pederson and Pam Treece, the Task Force met 22 times to discuss and provide input on the outcomes these investments should advance, as well as potential corridors and specific projects to recommend for inclusion. The Task Force found remarkable consensus about what this measure should seek to achieve, and where it should invest. We are immensely grateful for the contributions and commitment of these elected officials, community leaders and business representatives from all across the region.

These projects benefited from the community-based knowledge and expertise of the several dozen community members who participated in Local Investment Teams in Clackamas, Multnomah and Washington counties in summer 2019 to further refine the projects. Each of these community members had deep experience living, traveling and working in the corridors they studied. They toured corridors, closely reviewed potential investments, asked hard questions, and provided invaluable input to shape staff and Task Force recommendations for investments in the corridors.

Project selection and refinement

The projects in this package reflect a combination of deep community input and technical work. The Task Force and Metro Council prioritized the 17 corridors in this package based on a set of values and desired outcomes described on page 1. After the corridors were prioritized, Metro worked collaboratively with the local jurisdictions to identify proposed projects based on the needs of the 17 corridors. Metro was able to leverage the recent regional effort to update the 2018 Regional Transportation Plan in which Metro and its partners identified hundreds projects in the region that, collectively, will meet the region's climate, equity and safety goals.

Starting with a draft project list, Metro held a series of technical workshops and meetings to identify gaps between projects or other needs on the corridors. After projects were recommended by the Task Force and selected by Metro Council for investment, Metro staff continued to verify cost estimates, conduct a risk assessment and value planning process, assess potential delivery timelines to take into account inflation, and develop final project descriptions and final cost estimates for each project.

The project cost and corridor investment summaries included throughout this document are a point-in-time estimate based on project scopes, available information and potential delivery timelines as of June 30, 2020. They are subject to change.

In the months and years ahead, Metro will continue work with partners and community to further develop these projects and refine delivery timelines. Through the refinement process, we will continue to engage stakeholders and partners, contain costs and prioritize key Council and Task Force outcomes. We will also work to ensure that Get Moving 2020 investments continue to leverage as much additional federal, state and local funding as possible. These and other unforeseen factors could contribute to changes in project costs and Get Moving 2020 corridor investments over time.

What happens next

The Metro Council will be asked to adopt this corridor investment recommendation prior to your decision regarding referral of the Get Moving 2020 measure to the region's voters.

Project delivery agencies have signed Letters of Commitment and Memoranda of Understanding to demonstrate their solid commitment to completing each investment in this recommendation, in alignment with the Metro Council's expectations for design, community engagement, racial equity, risk management and other outcomes.

If the Council refers the Get Moving 2020 measure and it is approved by voters, investments will be further developed and delivered through close collaboration with these agencies, meaningful community engagement and partnership, and transparent oversight and accountability. Additionally, to deepen community stability alongside major transportation investments, Metro will fund community-led creation of anti-displacement strategies in each of these corridors.

All of these activities will be subject to independent, transparent oversight and accountability practices. The process for project development and delivery, and our expectations of partner agencies and Metro, are described in the Expenditure Plan and other materials the Metro Council will also consider for adoption.

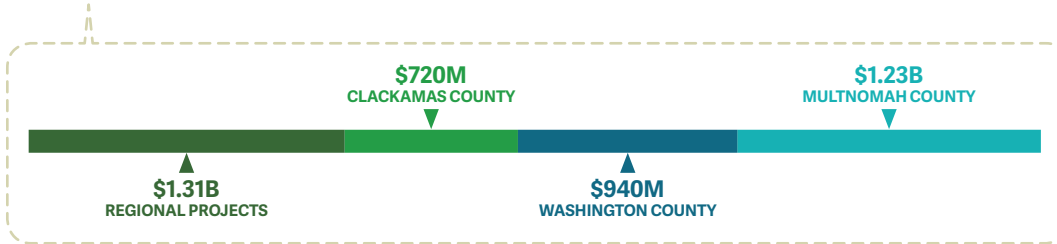
Conclusion

Now more than ever, it's time to invest in the transportation system the greater Portland region deserves. It's time to make it easier and safer for people to get where they need to go, however they need to get there, as the region continues to grow. It's time to address decades of systemic racism and inequality, and to act boldly to protect our climate.

Thank you for your leadership throughout this critical work. We are ready to work with you, the community and our partners to deliver on this vision. Let's get moving.

Corridor Investment Summary

CORRIDOR FUNDING
(year of expenditure \$) **\$4.2B** + **POTENTIAL LEVERAGED FUNDS** **\$2.84B** = **TOTAL CORRIDOR INVESTMENT** **\$7.04B**



CORRIDOR	MEASURE FUNDING	EXPECTED LEVERAGED FUNDS	PROJECT DETAILS
Southwest Corridor	\$975M	\$1.8B	p. 5
McLoughlin	\$230M	\$100M	p. 7
Clackamas to Columbia/181st	\$70M / \$80M		p. 9
Sunrise/Hwy 212	\$240M		p. 10
Highway 43	\$70M		p. 11
Tualatin Valley Highway	\$700M	\$100M	p. 12
185th Ave	\$190M		p. 14
Pacific Highway 99W	\$5M		p. 15
Highway 217	\$18M		p. 16
Highway 26	\$1M		p. 17
82nd Ave	\$35M / \$120M / \$385M	\$190M	p. 18
Burnside	\$150M / \$30M / \$190M	\$600M	p. 19
Central City	\$60M / \$180M	\$40M	p. 20
122nd Ave	\$100M		p. 21
162nd Ave	\$110M	\$10M	p. 22
Albina Vision	\$65M		p. 23
Powell	\$110M		p. 24

REGIONAL PROJECTS | CLACKAMAS COUNTY | WASHINGTON COUNTY | MULTNOMAH COUNTY

DELIVERY AGENCIES

- ODOT** Oregon Department of Transportation
- M** Metro
- TM** TriMet
- PBOT** Portland Bureau of Transportation
- WC** Washington County
- CC** Clackamas County
- PP** Port of Portland
- G** City of Gresham
- MW** City of Milwaukie
- GL** City of Gladstone
- OC** Oregon City
- WL** City of West Linn

SW Corridor

Southwest Corridor Light Rail will address congestion in the I-5 corridor and expand the MAX system to growing communities in SW Portland, Tigard and Tualatin, serving more people with fast, affordable high-capacity transit. It will increase access to living wage jobs in Tigard and Tualatin and connect to educational opportunities at PCC Sylvania, OHSU and PSU.

The project includes bicycle and pedestrian network improvements, like protected bike lanes and better sidewalks on Barbur Boulevard. Bus service improvements will complement light rail, including a two-mile shared trackway near Downtown Portland where buses can drive on the tracks to avoid traffic delays. The project will improve safety in a corridor where **42** serious injuries and fatalities occurred between 2007-2017. **32%** of this corridor is in an equity focus area.

The project is paralleled by the **Southwest Corridor Equitable Development Strategy (SWEDS)**, a collaboration of public and private partners working to generate equitable economic opportunity, and preserve and expand affordable housing along the light rail route.

MEASURE FUNDING **\$975M**

[\$2.8B WITH LEVERAGED FUNDS]

[SEE PROJECT MAP NEXT PAGE]

SW Corridor

**SW Corridor MAX
Portland to Tigard to
Bridgeport Village (11 miles)**

Construct light rail line to improve transit in key regional corridor, including stations and multimodal roadway features.

\$975M
[leverages \$1.8B federal/other funds]

TM

- Light rail route
- Station
- P Station with park and ride

Marquam Hill connector
Build a new connection between Barbur and Marquam Hill to improve access to medical services, jobs and educational opportunities.

Bus/MAX lanes
Allow buses from Hillsdale, Multnomah Village and Beaverton to avoid traffic delays by driving on 2 miles of paved trackway.

Barbur bridge replacements
Rebuild the 85-year-old Newbury and Vermont trestle bridges on Barbur to current seismic standards with sidewalks and bike facilities.

PCC-Sylvania access
Improve 53rd Avenue to allow people to safely walk and bike between light rail and the Portland Community College Sylvania Campus.

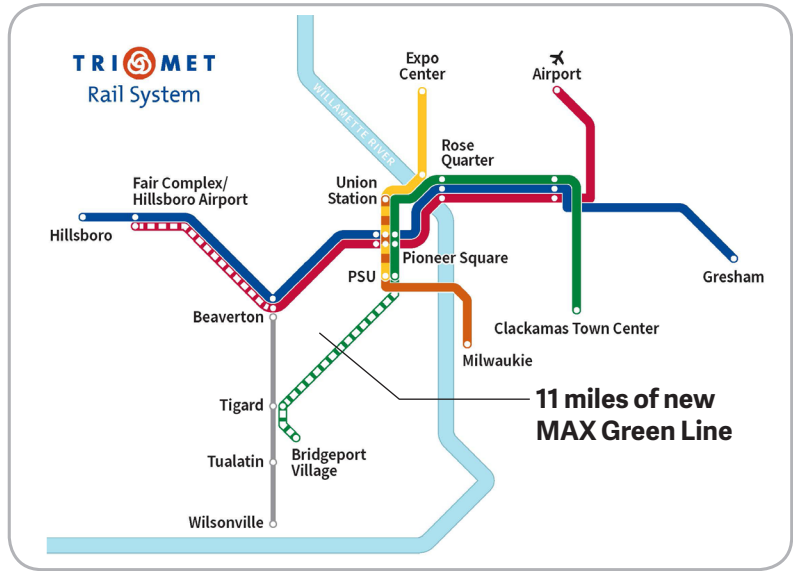
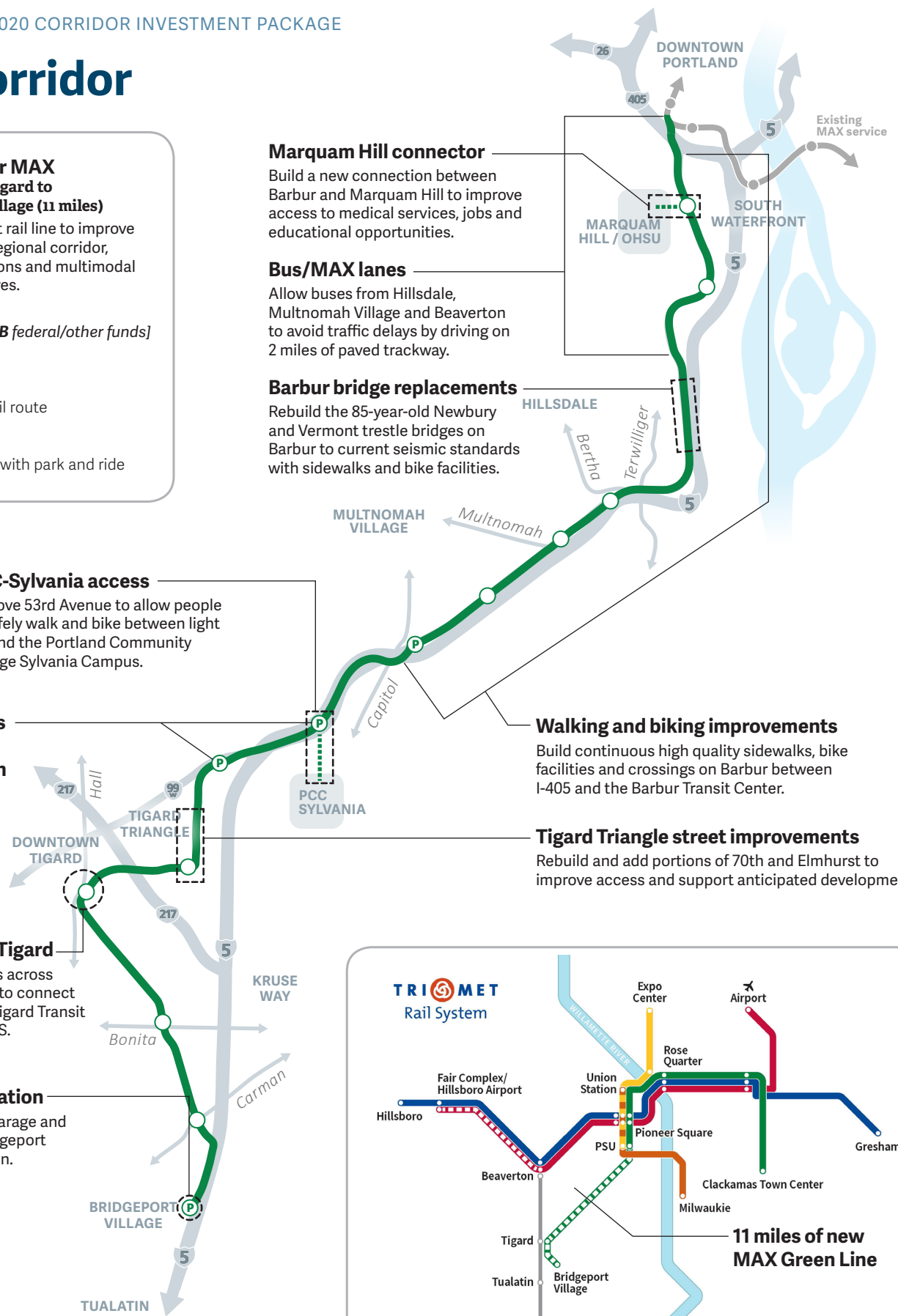
Park & Rides at SW 53rd and SW 68th

Walking and biking improvements
Build continuous high quality sidewalks, bike facilities and crossings on Barbur between I-405 and the Barbur Transit Center.

Tigard Triangle street improvements
Rebuild and add portions of 70th and Elmhurst to improve access and support anticipated development.

Downtown Tigard
Improve access across Hall Boulevard to connect people to the Tigard Transit Center and WES.

Terminus station
Build parking garage and bus hub at Bridgeport terminus station.



McLoughlin Blvd

McLoughlin Boulevard connects communities in Clackamas and Multnomah counties to jobs, housing, and transit. The corridor serves as an alternative to I-205 and other routes between Portland and Clackamas County, and has been identified by TriMet as a **key corridor to increase ridership**. TriMet lines 33 and 99, and the MAX Orange Line travel along this route. Locally, McLoughlin is a main street for various communities, and provides local access to neighborhoods and community gathering hubs like **Historic Milwaukie** and **Gladstone Main Street**. Communities along the corridor also include the **highest Hispanic populations in Clackamas County**.

There were **133** serious injuries and fatalities on this corridor between 2007-2017. **59%** of this corridor is in an equity focus area.

MEASURE FUNDING **\$230M**

[\$330M WITH LEVERAGED FUNDS]

[SEE PROJECTS MAP NEXT PAGE]

McLoughlin Blvd

Park Ave Park & Ride expansion

Expand the parking capacity of the existing park & ride structure at the MAX Orange Line terminus.

\$1.8M [could leverage additional funds]



Bus Rapid Transit Full Line 33 route (Clackamas Community College to Clackamas Town Center)

Enhancements to Lines 33 and 99 to improve speed and reliability including electric buses, bus priority lanes and new bus stations with realtime arrival info.

\$92.5M [could leverage additional funds]



Safety Milwaukie to Oregon City (6.5 miles)

Add/improve sidewalks, crossings, lighting, and other safety features to reduce severe injury and fatal crashes.

\$92.7M



Corridor Planning Milwaukie to Oregon City (6.5 miles)

Design for longer term transportation improvements including transit.

\$6.5M



Portland Ave streetscape Abernethy to Arlington (.5 miles)

Redesign Gladstone main street to improve walking, biking, and downtown revitalization. Includes: street trees, street lighting and improved Trolley Trail connection.

\$8.3M



Trolley Trail bridge

Design and construction to extend Trolley Trail over Clackamas River to create a more direct trail connection between Gladstone and Oregon City.

\$14.4M



I-205 ramp improvements

Add dual left turn lanes to McLoughlin at both I-205 ramps to ease congestion, and add bike/ped facilities.

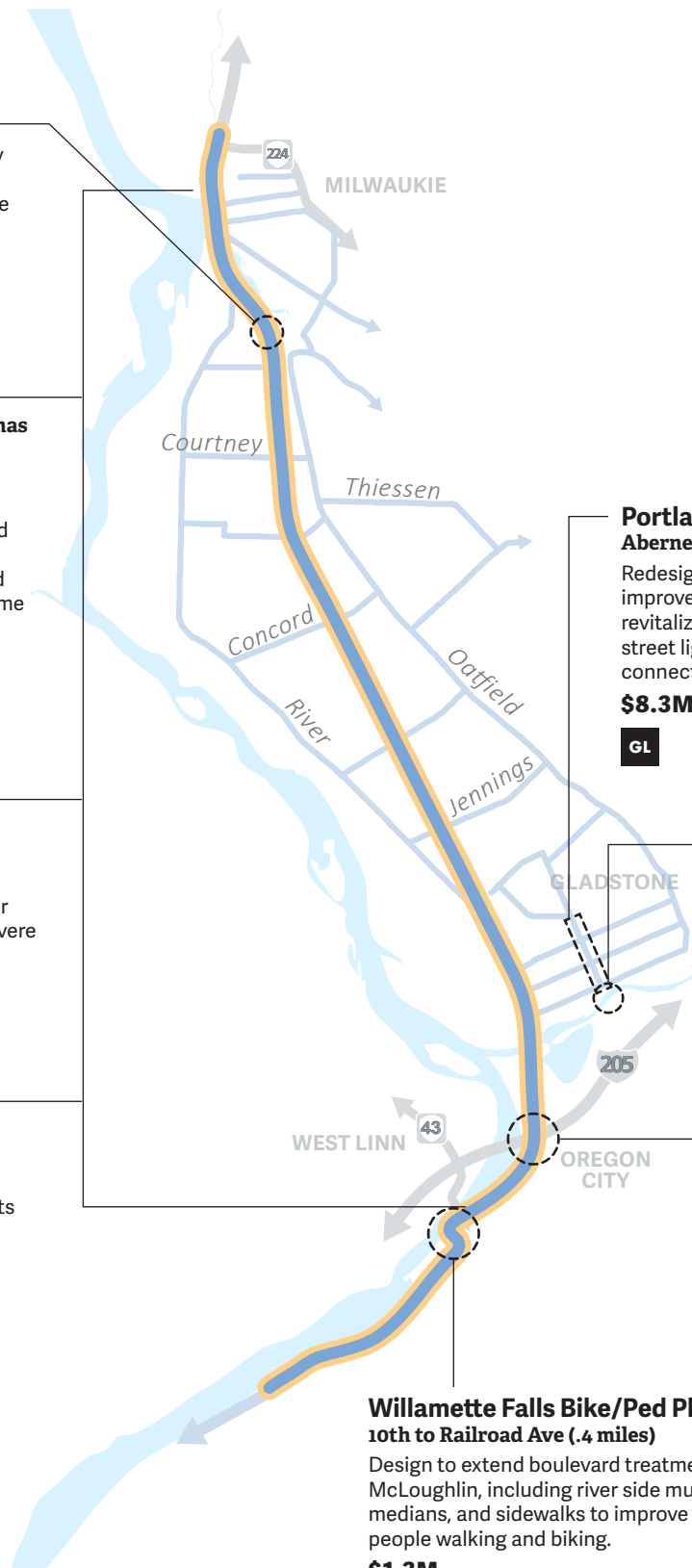
\$8.5M



Willamette Falls Bike/Ped Plan 10th to Railroad Ave (.4 miles)

Design to extend boulevard treatments along McLoughlin, including river side multi-use path, medians, and sidewalks to improve safety for people walking and biking.

\$1.3M

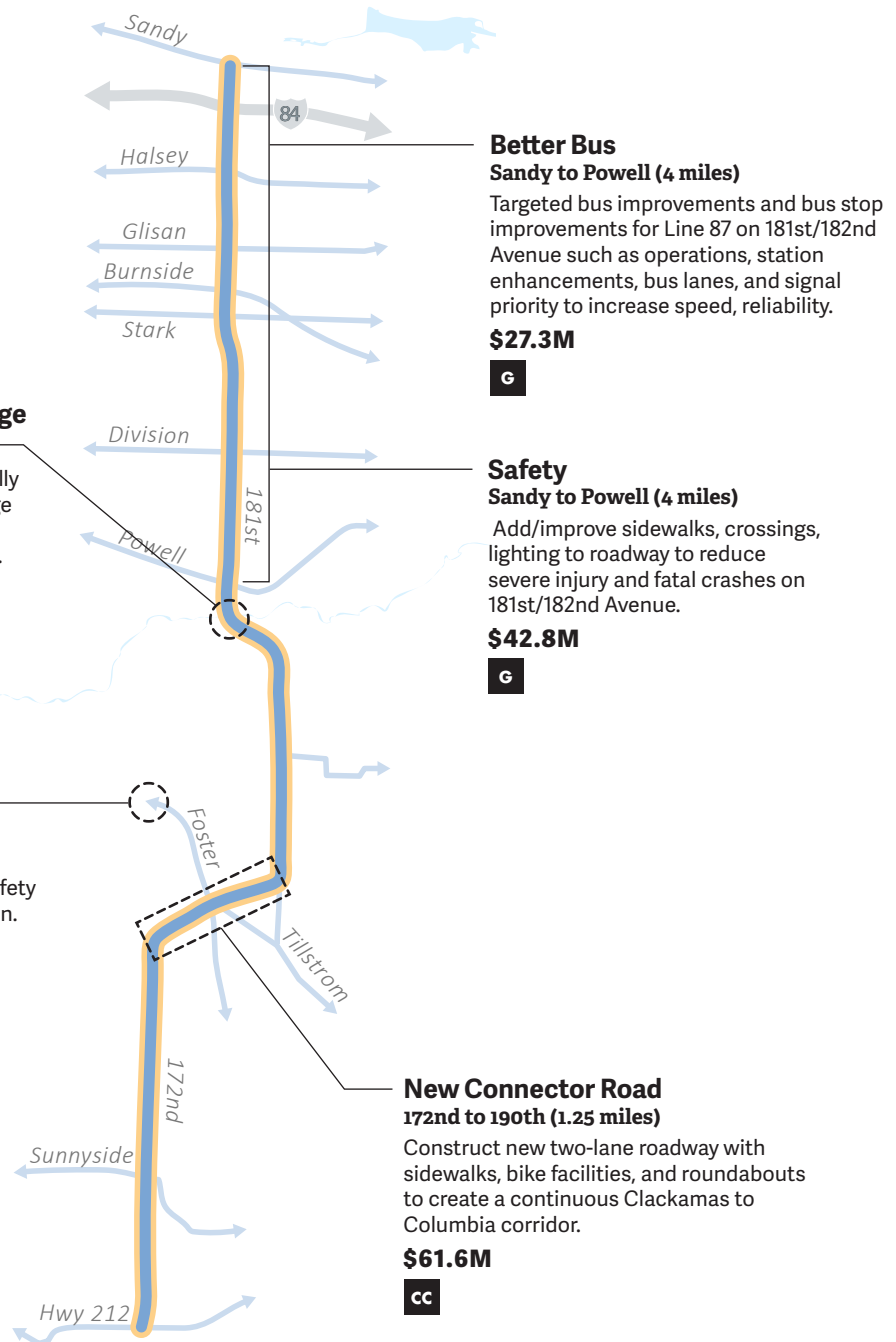


C2C/181st Ave

C2C (Clackamas to Columbia) /181st Avenue is a major North-South Connection between rapidly developing Happy Valley and the Columbia corridor through Western Gresham. It connects I-84 and US 26 (Powell) and is a North-South alternative to I-205. This corridor also connects employment areas with affordable housing, schools, parks and other neighborhood amenities. Additionally, Gresham's residents include many immigrant communities, with over 50% migrating from Latin America, 18% from Asia, and 7% from Africa.

There were **68** serious injuries and fatalities on this corridor between 2007-2017. **37%** of this corridor is in an equity focus area.

MEASURE FUNDING \$150M

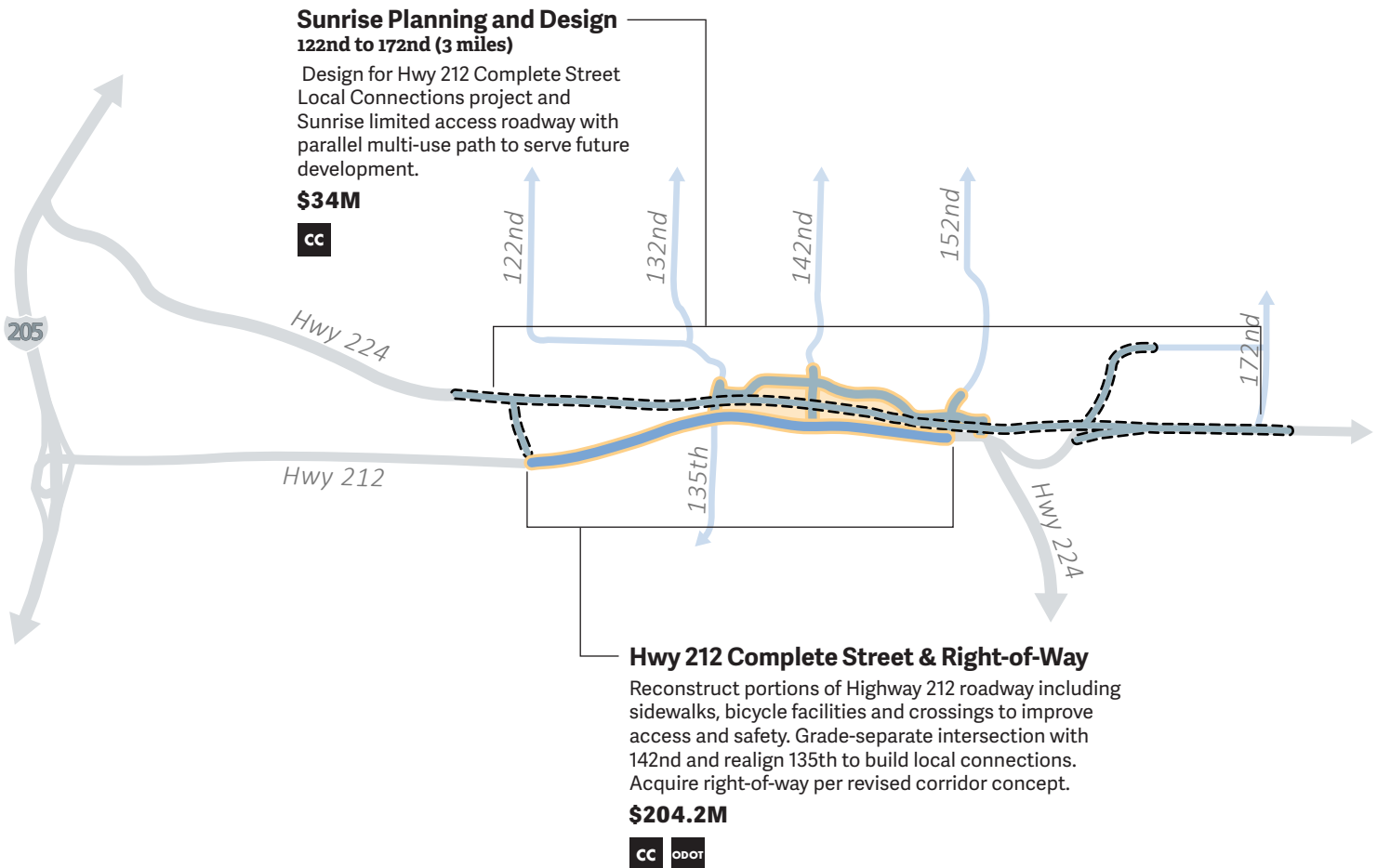


Hwy 212/Sunrise Corridor

Highway 212 and the Sunrise Corridor connect future residential and commercial areas to existing job centers near I-205. The potential future connection is intended to provide access to jobs and affordable housing in Clackamas County and serve as an alternate connection from the future Clackamas-to-Columbia corridor to I-205. The corridor supports freight movement to US 26, provides connections to recreation areas, and is an important bicycle connector. Although portions of the corridor include rural farmland, communities situated within Highway 212 include working class and low income households including 10 mobile home parks along or near the corridor.

There were 48 serious injuries and fatalities on this corridor between 2007-2017. 32% of this corridor is in an equity focus area.

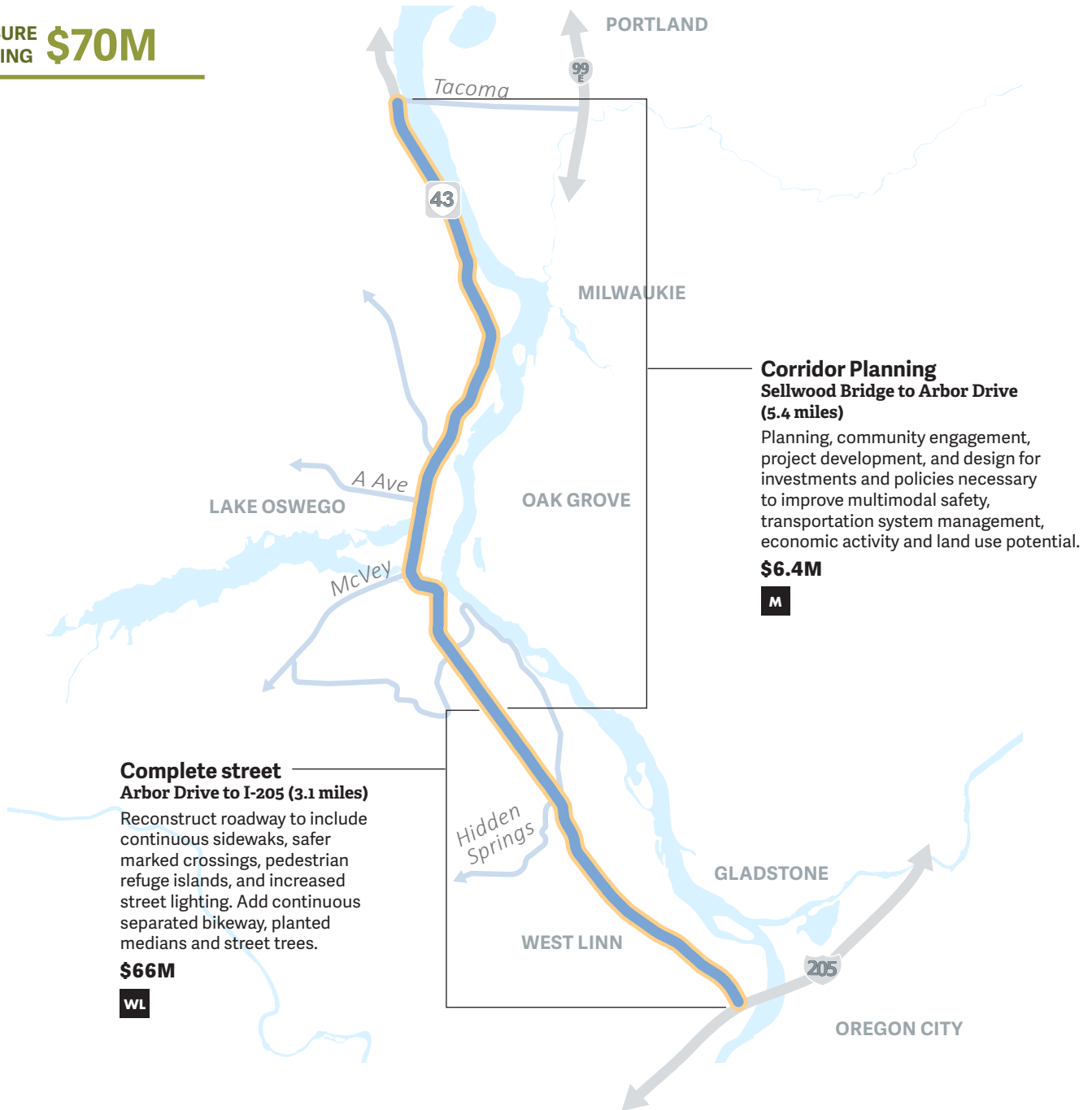
MEASURE FUNDING \$240M



Highway 43

Highway 43 is a major regional corridor connecting Clackamas County to Portland with over 21,000 vehicle trips daily. It includes the Hidden Springs Road intersection south to the I-205 interchange within the City of West Linn, which provides services to tens of thousands within a two- to three-mile radius, as well as access to Lake Oswego and Oregon City. Although transit stops exist within the corridor, such as transit centers connecting Oregon City and Lake Oswego, they are often isolated and disconnected from the surrounding neighborhoods by a lack of sidewalks. 52% of those residing within the corridor travel by car and only 8% travel by bus or train. The corridor contains several sites along the highway identified by ODOT as having high safety issues based on crash statistics. Growing congestion and fewer gaps in traffic have also contributed to pressure and constraints on turning movements and safe crossing opportunities.

MEASURE FUNDING \$70M



TV Highway

Tualatin Valley (TV) Highway connects multiple community centers, including Forest Grove, Cornelius, Hillsboro, Aloha, Beaverton and Portland. The corridor serves many communities of color, limited English proficiency speakers and lower income communities, many of which rely on public transit. TriMet line 57, which runs along TV Highway, has **one of the highest riderships in the region.** The corridor also supports **significant freight movement.** It has **multiple regional trail crossings** and serves several Urban Growth Boundary expansion areas.

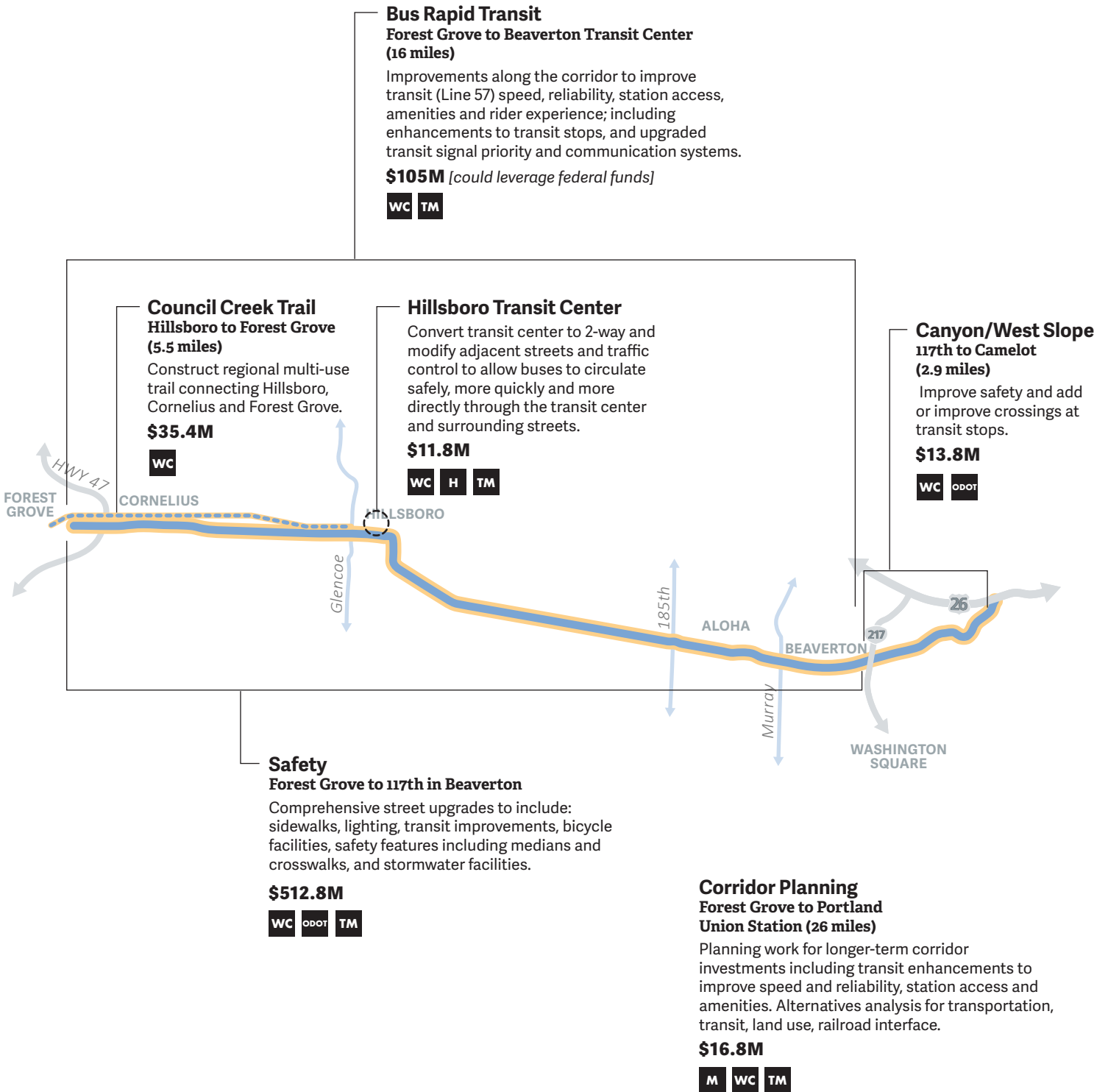
There were **204** serious injuries and fatalities on this corridor between 2007-2017. **85%** of this corridor is in an equity focus area.

MEASURE FUNDING \$700M

[\$800M WITH LEVERAGED FUNDS]

[SEE PROJECTS MAP NEXT PAGE]

TV Highway

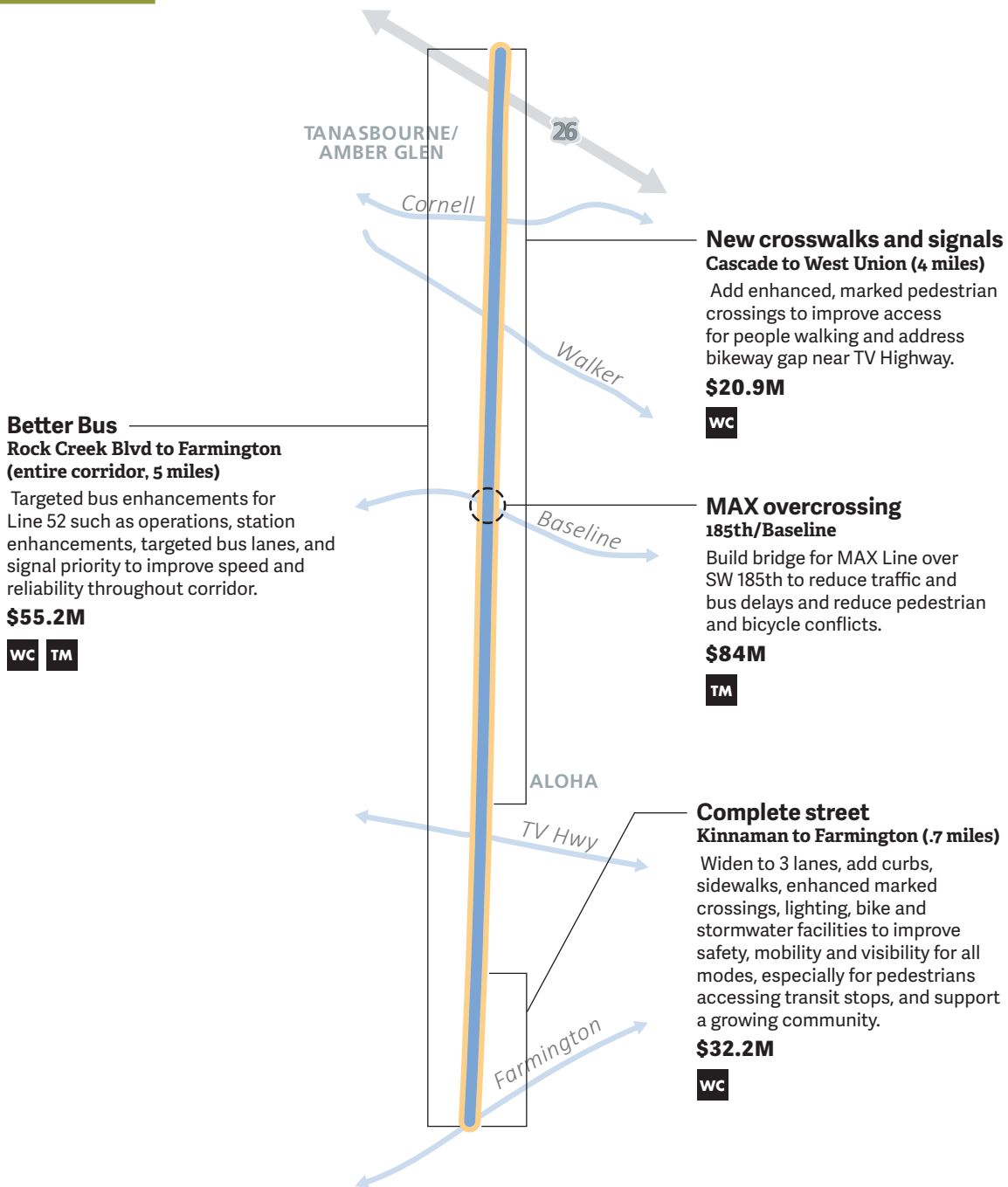


185th Ave

SW 185th Avenue carries up to 65,000 vehicles and over 3,900 people on transit each day. It serves a concentration of communities of color, immigrant communities, and lower-income communities. This corridor provides access to education centers including the Portland Community College Willow Creek and Rock Creek Campus, medical clinics, and parks. It has high transit ridership potential and significant safety concerns.

There were 45 serious injuries and fatalities on this corridor between 2007-2017. 90% of the corridor is in an equity focus area.

MEASURE FUNDING \$190M

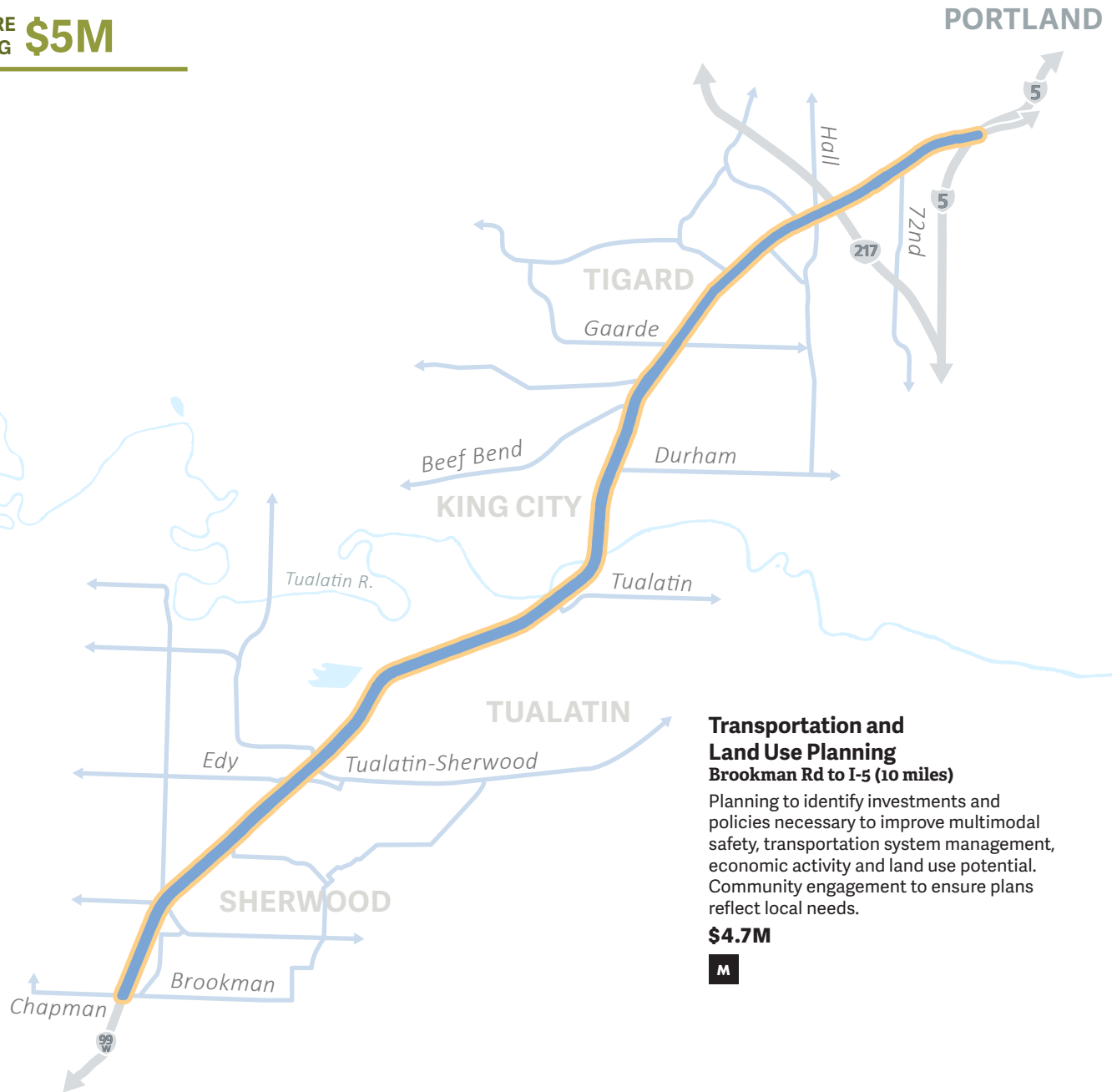


Pacific Highway 99W

Highway 99W plays an essential role in our regional and state transportation systems. This corridor links the cities of Tigard, Tualatin, and Sherwood and connects the Portland Metro area to the greater Willamette Valley. It serves a concentration of communities of color, limited English proficiency speakers, and lower income communities. Highway 99W runs through the center of cities along the corridor, separating residential areas from commercial areas, making it difficult for pedestrians to cross the highway. The envisioned corridor will provide opportunities for lower-wage earners to access a range of employment throughout the region.

There were **31** crashes reported between 2010-2014.

MEASURE FUNDING \$5M

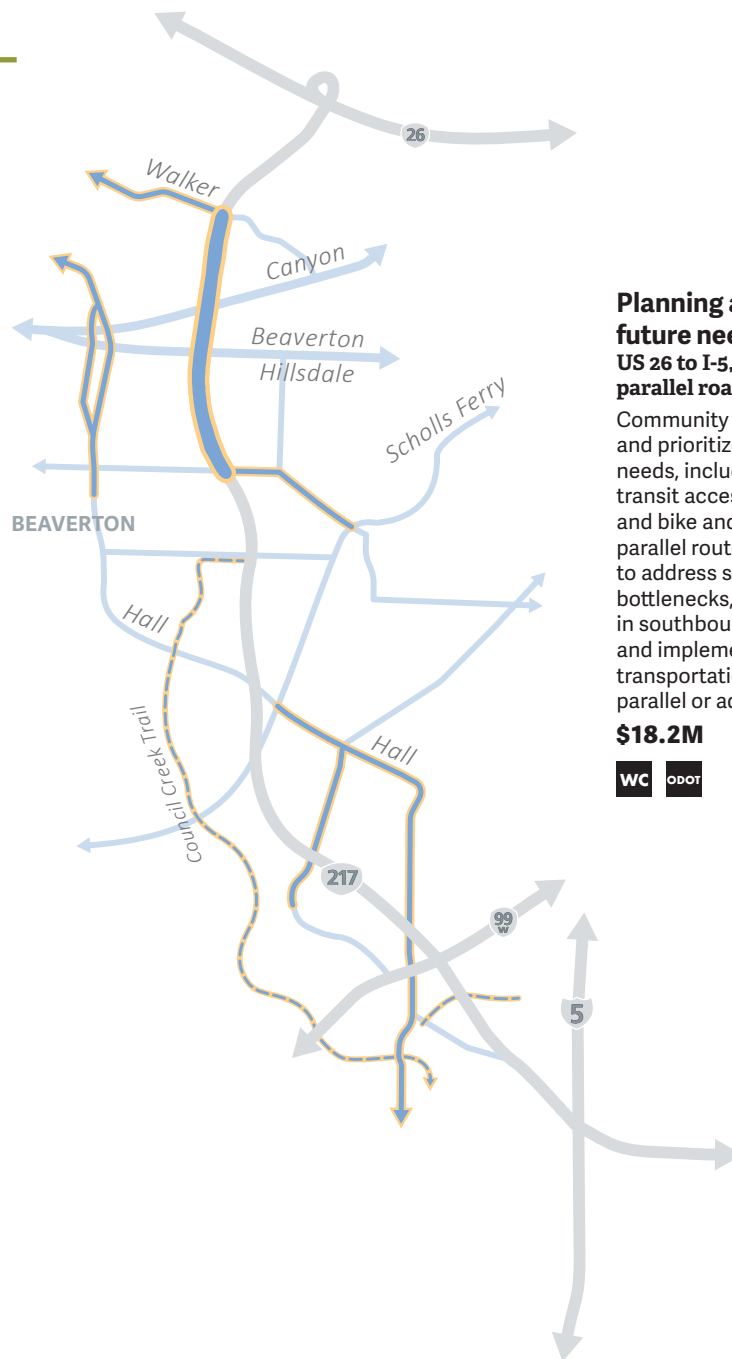


Highway 217

Highway 217 is a regionally-important north-south highway linking US 26 and I-5, and carrying up to 118,000 vehicles per day. In addition to being a freight route, the greater corridor includes frequent bus service on Hall Boulevard and critical light rail (MAX) and train (WES) service that provides access to jobs to and from Washington County. **Almost 30% of people residing in the census tracts adjacent to 217 identify as non-white.** Allen Boulevard includes culturally and racially diverse residents and businesses that cater to Spanish, Arabic, and Korean-speaking communities. The corridor experiences safety and mobility problems, including recurring bottlenecks, unreliable travel times and has several sites along the highway identified by ODOT as having high safety issues based on crash statistics.

Within the corridor, there were nearly 200 crashes from 2013 to 2017.

MEASURE FUNDING \$18M



Planning and design for future needs US 26 to I-5, including parallel roadways (7 miles)

Community engagement to identify and prioritize safety and mobility needs, including future roadway, transit access, speed and reliability, and bike and pedestrian facilities on parallel routes. Project development to address safety and traffic bottlenecks, remove weaving activity in southbound lanes of Highway 217, and implement transit and active transportation improvements on parallel or adjacent roadways.

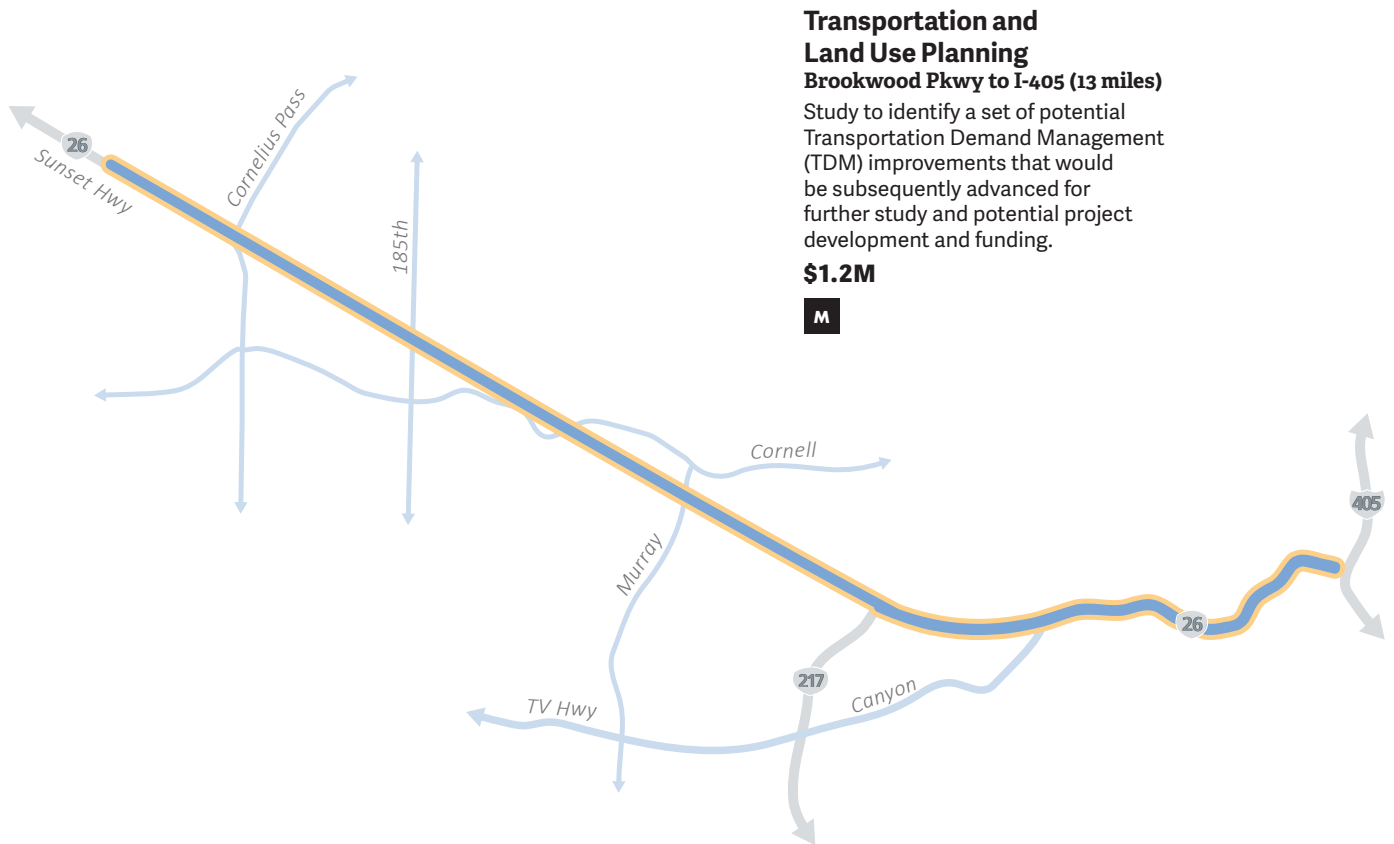
\$18.2M



Highway 26

The Highway 26 corridor is a major east-west regional highway, and provides the only major east-west route from the Willamette River and downtown Portland to Beaverton and Hillsboro. The corridor is approximately 13 miles from I-405 to the Brookwood Parkway interchange. The Vista Ridge tunnel is the busiest tunnel in Oregon, and is a major west side bottleneck. Improvements are needed in this corridor to address existing deficiencies and future growth in freight, commuters, and commercial traffic between Hillsboro's Silicon Forest, Northern Washington County's agricultural freight, and the Portland Central City, as well as the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport.

MEASURE FUNDING **\$1M**



82nd Ave

82nd Avenue connects Clackamas Town Center, the Jade District, Montavilla and Roseway neighborhoods, and the Portland International Airport. It is an alternative route to I-205 and serves one of the most diverse populations in the region. 82nd Avenue also has the highest bus line ridership in the region and provides access to the Blue, Red, and Green MAX lines. It serves as a main street for various communities including the Jade District—one of the most racially diverse areas in the State and an important cultural hub for the Asian-American community. 82nd is also identified by the City of Portland as a Civic Corridor which describes the city’s busiest, widest, and most prominent streets.

There were 196 serious injuries and fatalities on this corridor between 2007-2017. 74% of this corridor is in an equity focus area.

MEASURE FUNDING \$540M

[\$730M WITH LEVERAGED FUNDS]

Alderwood-Killingsworth Path Planning (1 mile)

Design multi-use path to provide safe walking/biking facility.

\$.6M

PP ODOT

Safety and State of Good Repair Killingsworth to Sunnybrook (9 miles)

Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes. Address maintenance issues (repair pavement and replace older signals, address Americans with Disabilities Act needs) to facilitate jurisdictional transfer from ODOT to PBOT within the City of Portland.

\$294.6M

PBOT ODOT

Airport Way Intersection with 82nd Ave

Partial grade separation to reduce auto congestion and accommodate airport growth.

\$35M [leverages Port of Portland funds]

PP

MAX Station Access Planning 82nd Ave Station

Planning process and subsequent design to improve station access to the west side of 82nd to reduce the need for at-grade pedestrian crossings of 82nd Avenue.

\$1.1M

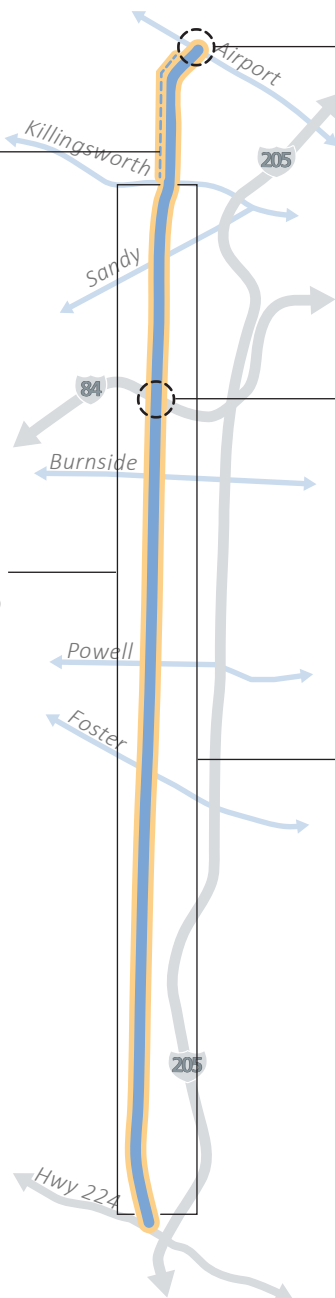
TM

Bus Rapid Transit Killingsworth to Clackamas Transit Center (9 miles)

Improvements along 82nd Avenue to improve transit (Line 72) speed, reliability, station access, amenities, and rider experience; including bus priority/queue bypass lanes, enhancements to transit stops, and upgraded transit signal priority systems.

\$205M [could leverage federal funds]

TM M



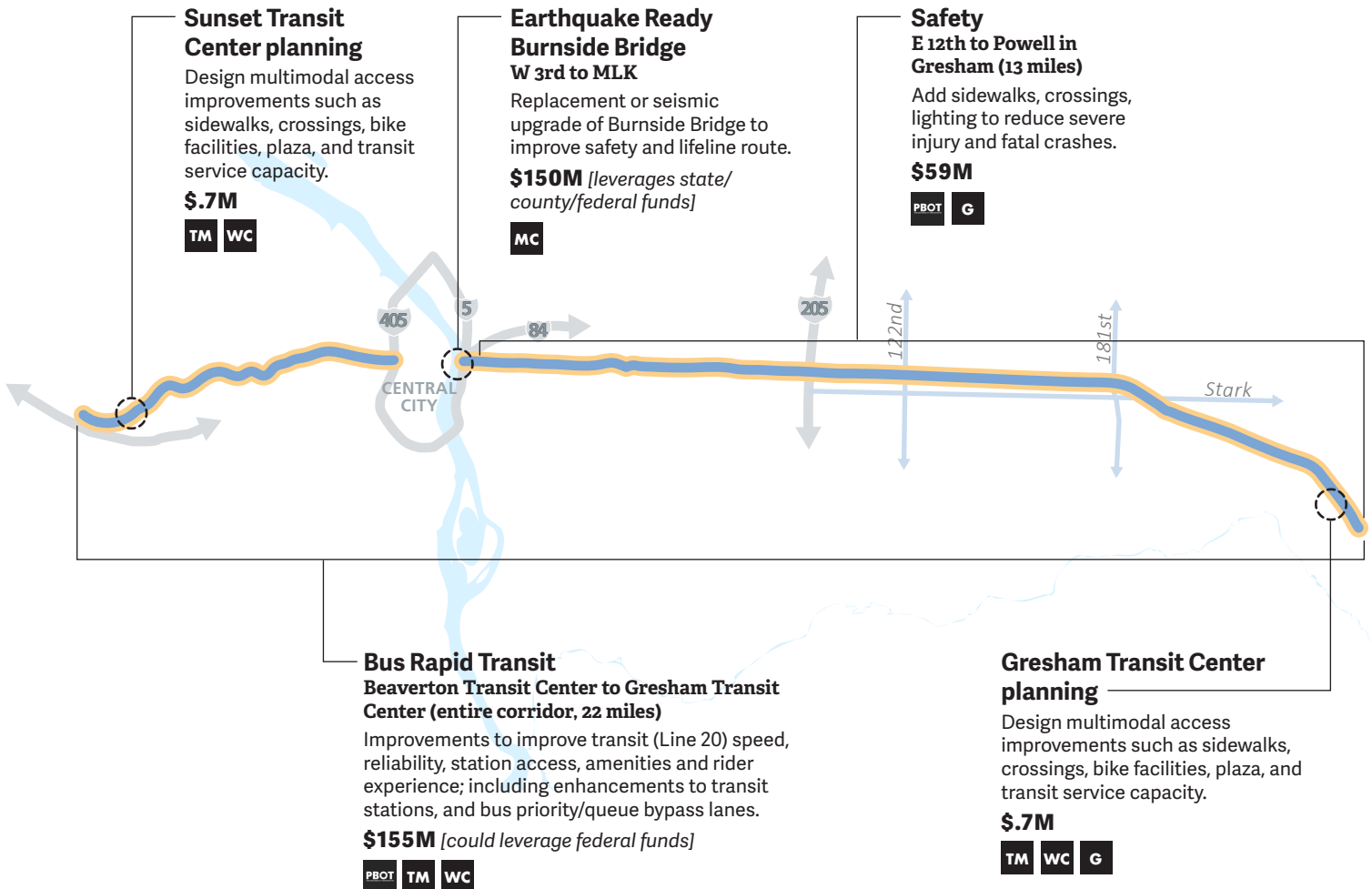
Burnside

Burnside is a major corridor that connects Washington County and East Multnomah County through downtown Portland. The corridor splits northern and southern neighborhood residents. Although there is a lower concentration of communities of color living along the corridor, **the corridor acts as a key thoroughway for many diverse communities.** It also acts as a critical Willamette River crossing for many transportation modes and has been referred to by some entities as an **“emergency lifeline”** road. The corridor serves as a main street for numerous formal and informal commercial centers and provides connections to MAX and Gresham transit facilities. It is a high crash corridor and has been identified by TriMet as a key corridor to increase transit ridership.

There were **141** serious injuries and fatalities on this corridor between 2007-2017. **71%** of this corridor is in an equity focus area.

MEASURE FUNDING \$370M

[\$970M WITH LEVERAGED FUNDS]



Central City

The **Central City** is the center of the Metro region and a key engine of the state's economy. It has the largest concentration of jobs and affordable housing in the state and is expected to receive over 30% of the city's projected future growth. The corridor also has a multimodal transportation network with a wide variety of demands on the streets- walking, biking, MAX, streetcar, buses, scooters, freight delivery vehicles, cars and more. All MAX lines and 75% of the region's frequent bus lines serve and pass through the Central City.

There were **101** serious injuries and fatalities on this corridor between 2007-2017. **97%** of this corridor is in an equity focus area.

MEASURE FUNDING \$240M

[\$280M WITH LEVERAGED FUNDS]

Central City in Motion

Across Central City

Transit priority, protected bikeway and crossing treatments to make it easier and safer to take transit, walk and bike in the Central City.

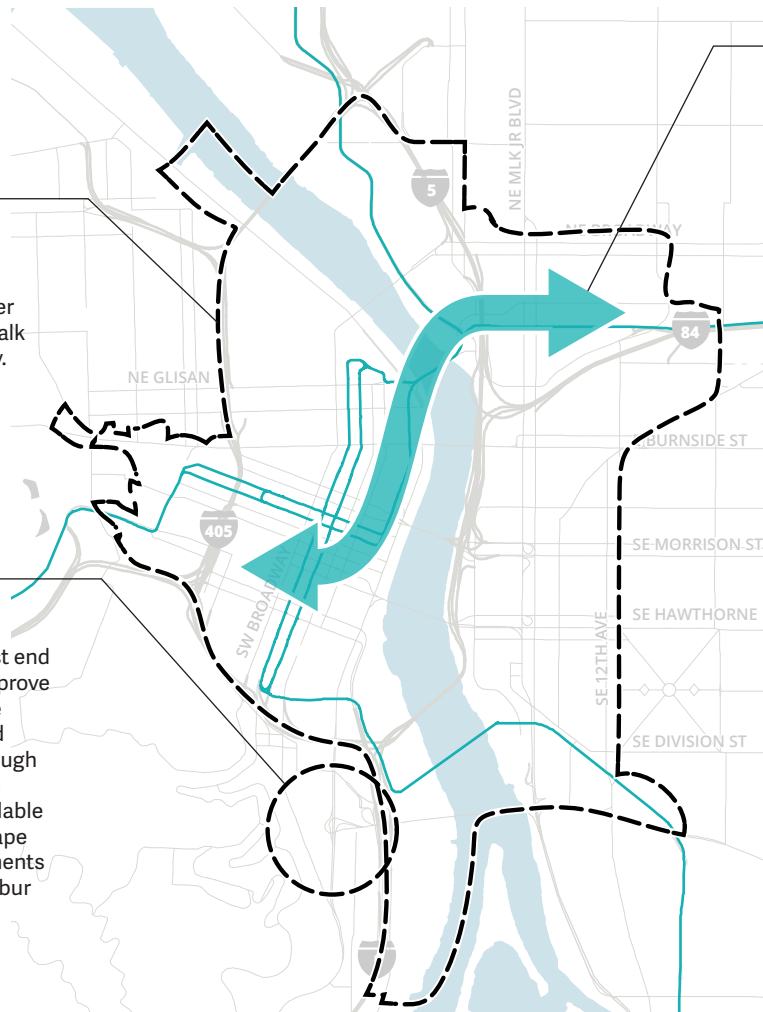
\$111.7M



Ross Island Bridgehead Harrison to Barbur/Naito (1 mile)

Reconstruct streets at west end of Ross Island Bridge to improve multimodal access, reduce neighborhood barriers, and reduce regional traffic through residential neighborhoods, increasing public land available for development. Streetscape and intersection improvements on Naito Parkway from Barbur to Harrison.

\$74.7M



MAX Tunnel Planning Goose Hollow to Lloyd Center (3 miles)

Plan and design downtown tunnel to improve speed and reliability of MAX light rail service, and address the region's most significant transit bottleneck.

\$58.5M



122nd Avenue

122nd Ave connects Foster Road to Marine Drive. The corridor serves TriMet's diverse ridership on Line 73 and connects to various East-West transit lines, including the MAX Blue line. It is identified as a Civic Corridor by the City of Portland from NE Sandy to Foster, and provides access to trails, including the Marine Drive trail, I-84 trail, and Springwater Corridor. Included within this corridor is the **Parkrose neighborhood, which has large Black, Latinx and Asian populations.** Critical resources are located near 122nd Ave, such as **BeginRight Employment Services, Unite Oregon, Columbia Care Services, and Northwest Tibetan Cultural Association.**

There were **75** serious injuries and fatalities on this corridor between 2007-2017. **88%** of this corridor is in an equity focus area.

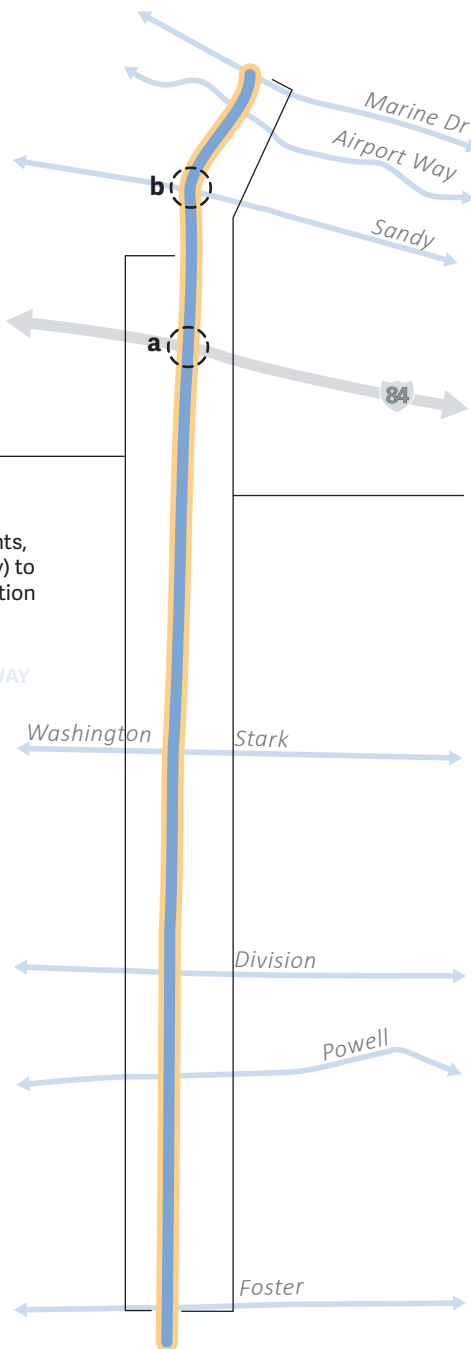
MEASURE FUNDING \$100M

Better Bus
Skidmore to Foster (5.5 miles)
 Bus enhancements for Line 73 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.

\$32M



GATEWAY



Safety
Marine Dr to Foster Rd

Add proven safety countermeasures (sidewalks, crossings, lighting) to roadway to reduce severe injury and fatal crashes. Includes **(a) I-84 trail connection** (add two-way buffered or curb-protected bikeway to extend I-84 trail toward I-205 path), and **(b) Sandy intersection reconfiguration** (convert highway-style ramps at 122nd/Sandy into an urban intersection with signals and crosswalks to improve access and safety).

\$70M



162nd Ave

162nd Ave connects NE Sandy Blvd and SE Powell Blvd on the border between Portland and Gresham. This corridor serves historically marginalized communities in the **Rockwood neighborhood** and provides access to schools, residential neighborhoods and commercial areas. Rockwood has an income lower than 69.8% of U.S. neighborhoods, with only two major grocery stores: Winco Foods located on NE 122nd and Albertson's on 181st. This corridor is home to the **Rosewood Initiative, Su Casa Super Mercado, Day Break Shelter, and Latino Network.** It serves as a North-South bus connection to various East-West transit lines and provides access to Powell Butte trails and I-84 trail.

There were **34** serious injuries and fatalities on this corridor between 2007-2017. **92%** of this corridor is in an equity focus area.

MEASURE FUNDING \$110M
[\$120M WITH LEVERAGED FUNDS]

Railroad undercrossing

Add bicycle/pedestrian access at existing railroad overcrossing.

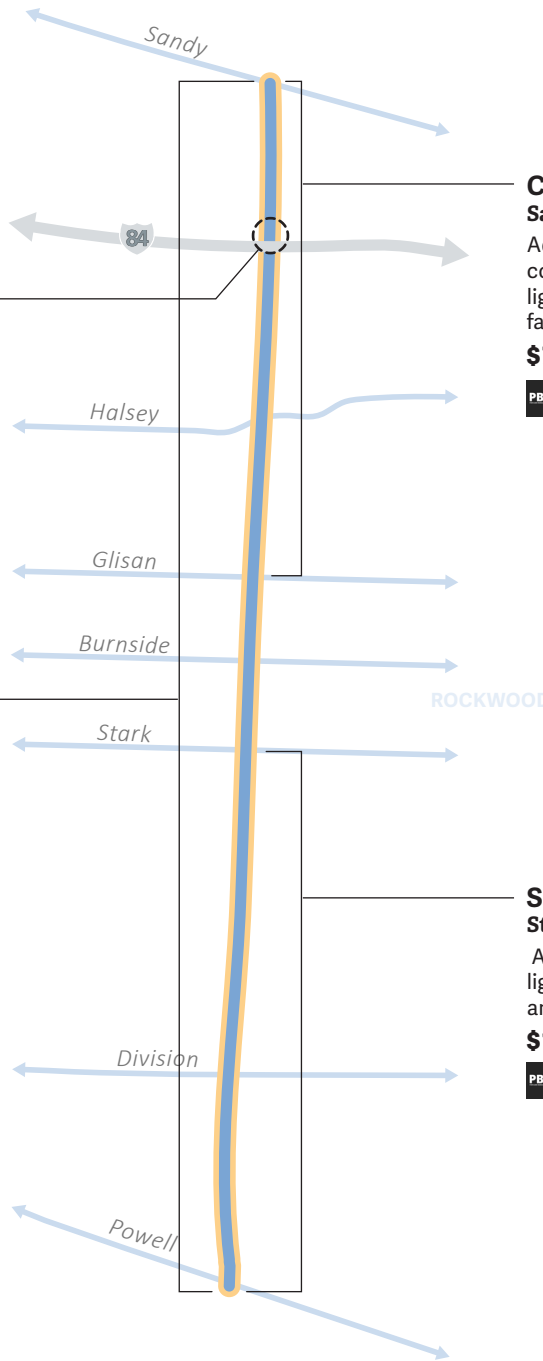
\$7.5M



Better Bus Sandy to Powell (entire corridor, 4 miles)

Bus enhancements for Line 74 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.

\$14.2M



Complete street Sandy to Glisan (1.5 miles)

Add turn lanes, and improved/continuous curbs, sidewalks, lighting, bike and stormwater facilities.

\$77M



Safety Stark to Powell (2 miles)

Add crosswalks, medians and lighting to reduce severe injury and fatal crashes.

\$10.5M

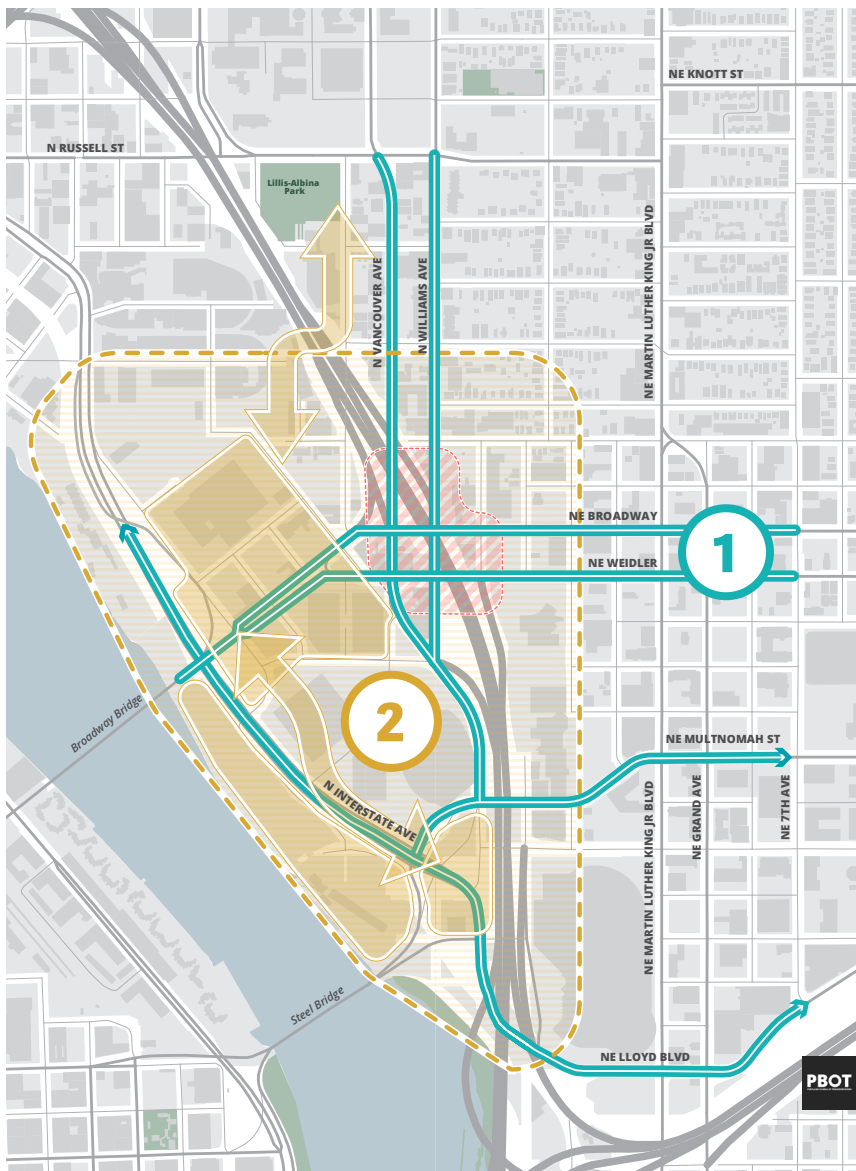


Albina Vision

The **Albina Vision** concept offers a bold image of a new neighborhood in the historic Lower Albina area of N/NE Portland. The concept includes a reconfigured street grid, large open spaces, and direct access to the Willamette River for all people, especially children. Achieving this long-term vision will require thorough study, extensive public engagement, coordination with existing land-owners, and major public investments. Plans and strategies would synthesize the Portland City Council-adopted Central City 2035 Plan with the Albina Vision concept to establish a groundwork for future investment and expand upon Metro-funded work around public engagement and early design concepts. These projects are intended to provide short-term improvements to the neighborhood as a larger restorative vision is developed.

There were **38** serious injuries and fatalities on this corridor between 2007-2017. **100%** of this corridor is in an equity focus area.

MEASURE FUNDING \$65M



1 Albina Vision Improvements

5 key corridors:

1. Broadway Weidler between the Broadway Bridge and 7th Ave
2. Interstate Ave between the Steel Bridge and Tillamook St
3. Multnomah St between Interstate Ave and 7th Ave
4. Vancouver/Williams between Russell St and Multnomah St
5. Lloyd Blvd between the Steel Bridge and 7th Ave

Improvements to include: bus stop enhancements (wider platforms, bus pads, improved shelters and lighting), public art, placemaking elements (distinctive materials, special lighting, public spaces, planted medians and street trees), safer marked crossings, improved bikeways, pedestrian scale street lighting and sidewalk extensions.

\$51.2M

2 Albina Urban Design Strategy

Areawide

Plans and strategies to guide the implementation of the Albina Vision, including urban design guidelines, plans for the Rose Quarter Transit Center and Broadway Bridgehead, and plans to improve multimodal connections to the river.

\$14M

Powell Blvd

Powell Blvd links Portland's west side to East Multnomah County for all modes including freight. As a main street for numerous commercial centers the corridor connects historically underserved communities in outer SE neighborhoods. TriMet identifies Powell Blvd as a key corridor to increase ridership by making safety improvements and prioritizing transit-oriented development. Transit improvements would **connect the high concentration of affordable housing along the corridor to jobs and commercial centers.**

There were **159** serious injuries and fatalities on this corridor between 2007-2017. **84%** of this corridor is in an equity focus area.

MEASURE FUNDING \$110M

