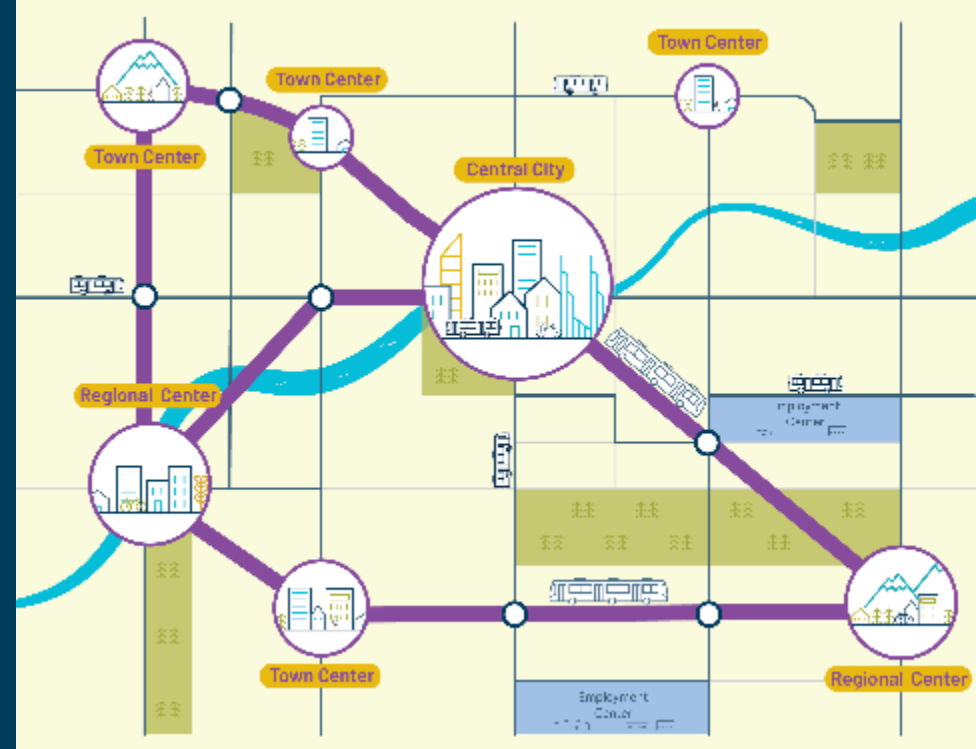




Metro



HCT Strategy Update: Vision & Corridor Readiness Tiers



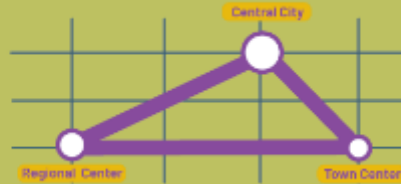
Establishing the Policy Framework

Regional Transit Network Policy 4:
Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system... High capacity transit prioritizes transit speed and reliability to connect regional centers with the Central City, link regional centers with each other, and link regional centers to major town centers.

High Capacity Transit...



Is frequent



Is direct



Provides a comfortable waiting environment



Serves places with a mix of and many destinations



Runs for most of the day



Is fast and reliable

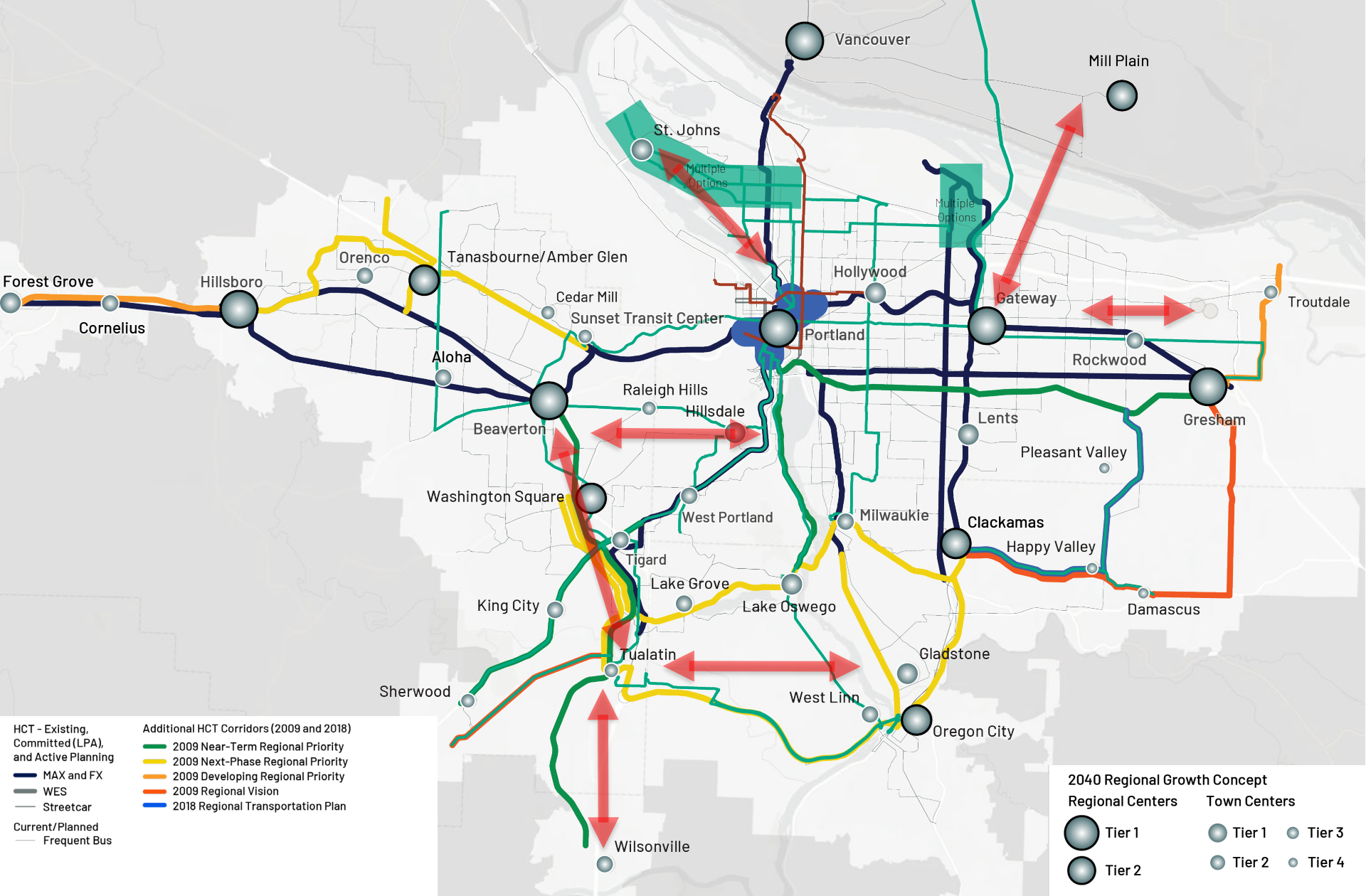


Moves lots of people



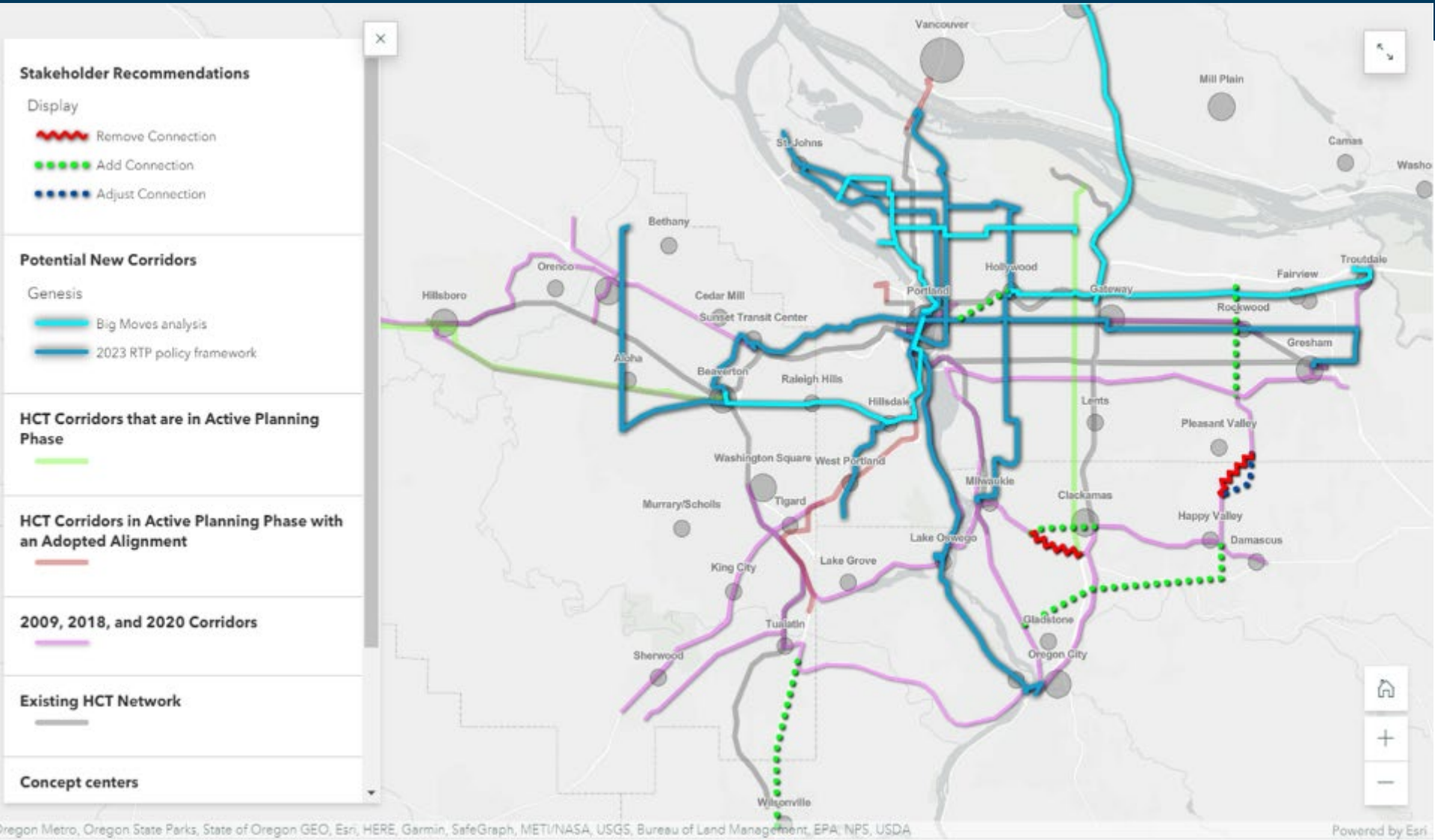
Has its own track or bus lane

Evolving the definition of “high capacity”...



Expanding the Network Vision

Working together to make refinements...

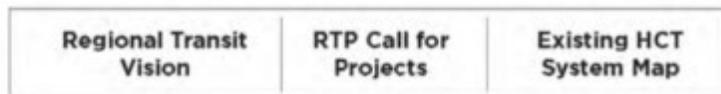




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Assessing Readiness & Tiering Corridors



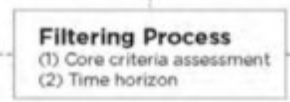
To be evaluated a project must be:
 (1) In Regional Transit Strategy
 (2) Eligible for the FTA Capital Investment Grant (CIG) Program



“Level 2” Evaluation



Readiness Assessment



“NOT READY”
 All projects that go through the Core Criteria Assessment will be included in the “Scorecard”

“READY”
 Projects that meet readiness criteria advance into FTA process based on local / regional capacity

Assessment of Regional Transit Investments “Scorecard”

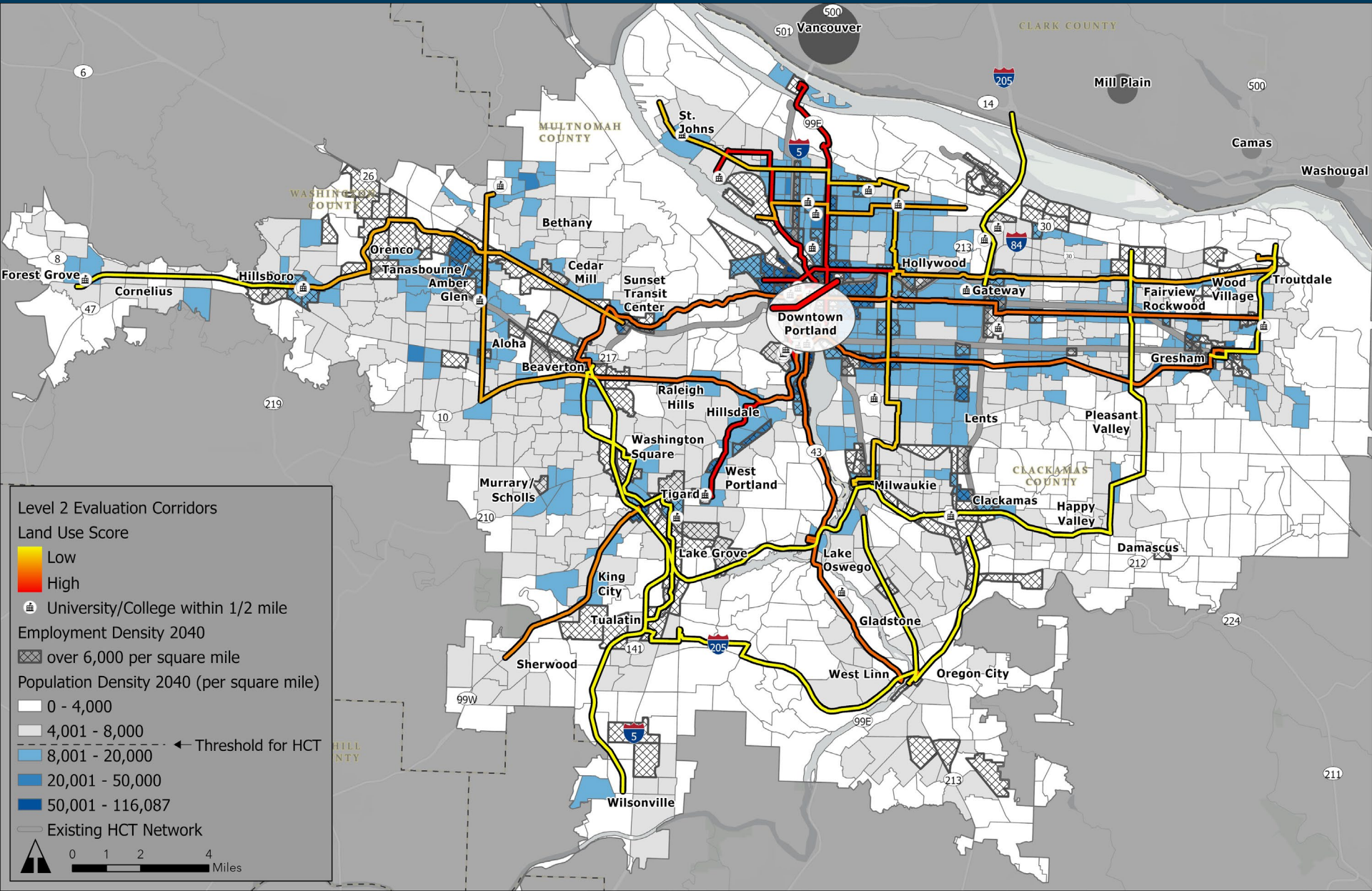
FTA PROJECT DEVELOPMENT

Thinking about initial screening...

Level 2 Evaluation Criteria

Criteria	Measure	Notes
Land Use Supportiveness and Market Potential	<ul style="list-style-type: none"> Population density Employment density Presence of higher education institutions Number of affordable housing units, normalized 	<p>Key ridership factors</p> <p>Nexus with CIG criteria</p>
Equity Benefit	<ul style="list-style-type: none"> Key destinations within ½ mile of corridor, normalized Share of historically marginalized populations within ½ mile of corridor 	<p>Nexus with CIG criteria</p>
Mobility	<ul style="list-style-type: none"> Transit travel time to car travel time ratio 	<p>Indication of need for transit priority</p>
Productivity + Cost Effectiveness	<ul style="list-style-type: none"> Existing TriMet boardings per revenue hour Capital cost per rider estimates 	<p>Cost efficiency</p> <p>Nexus with CIG criteria</p>
Environmental Benefit	<ul style="list-style-type: none"> Change in GHG emissions associated with HCT investment in a given corridor 	<p>Nexus with CIG criteria</p>

Land Use Supportiveness



Level 2 Evaluation Corridors

Land Use Score

- Low
- High

University/College within 1/2 mile

Employment Density 2040

over 6,000 per square mile

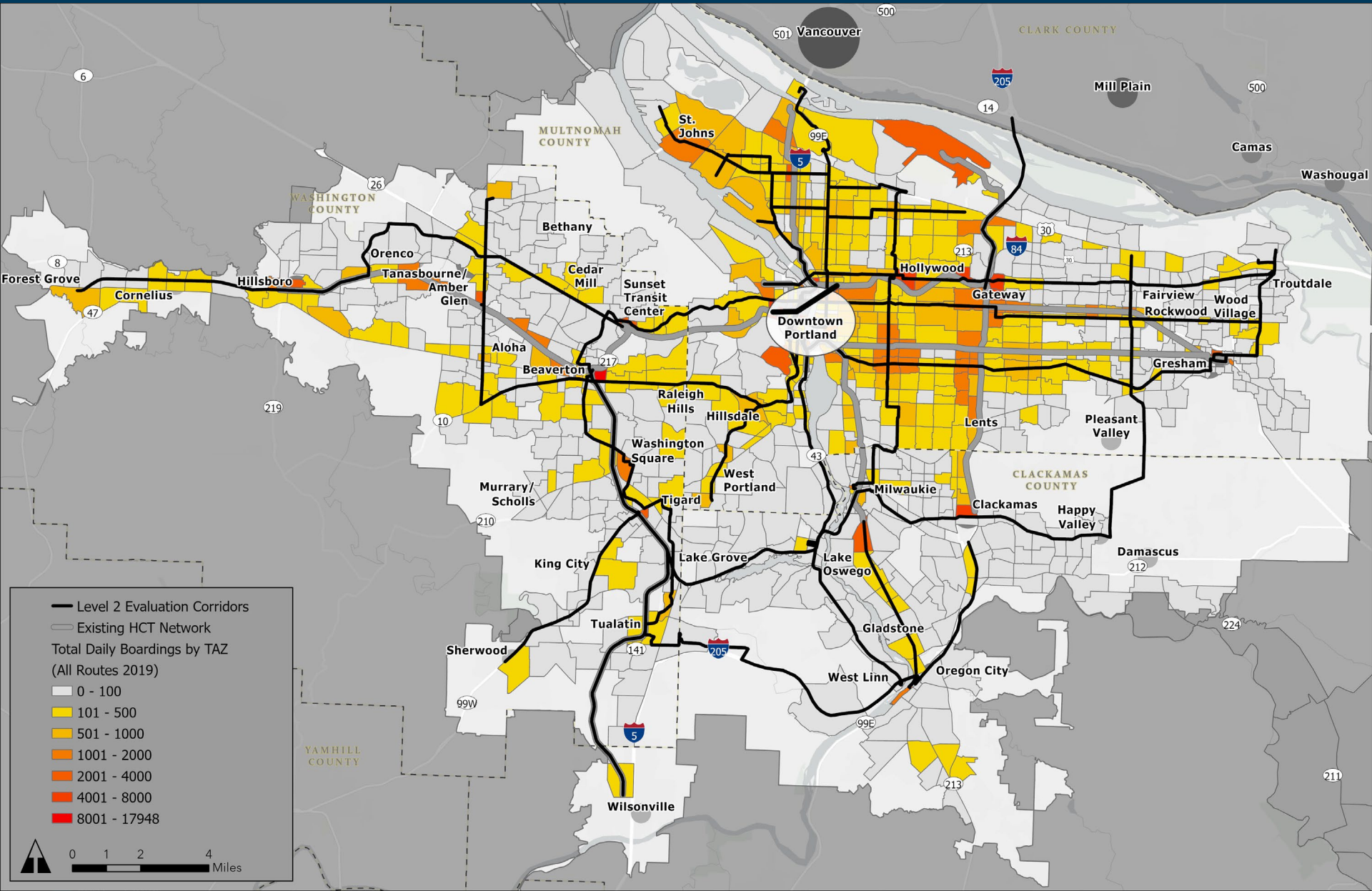
Population Density 2040 (per square mile)

- 0 - 4,000
- 4,001 - 8,000
- 8,001 - 20,000 ← Threshold for HCT
- 20,001 - 50,000
- 50,001 - 116,087

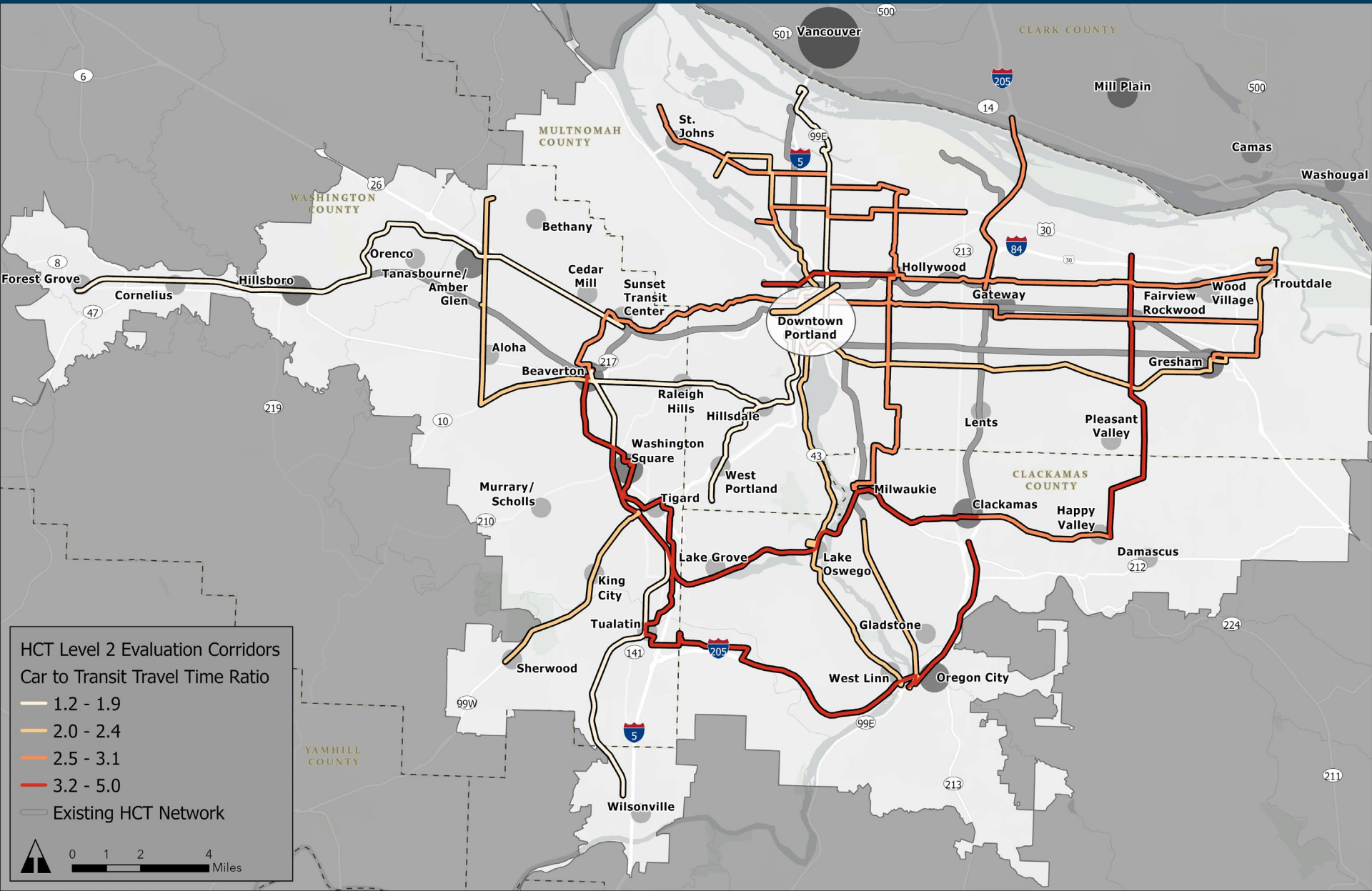
Existing HCT Network

0 1 2 4 Miles

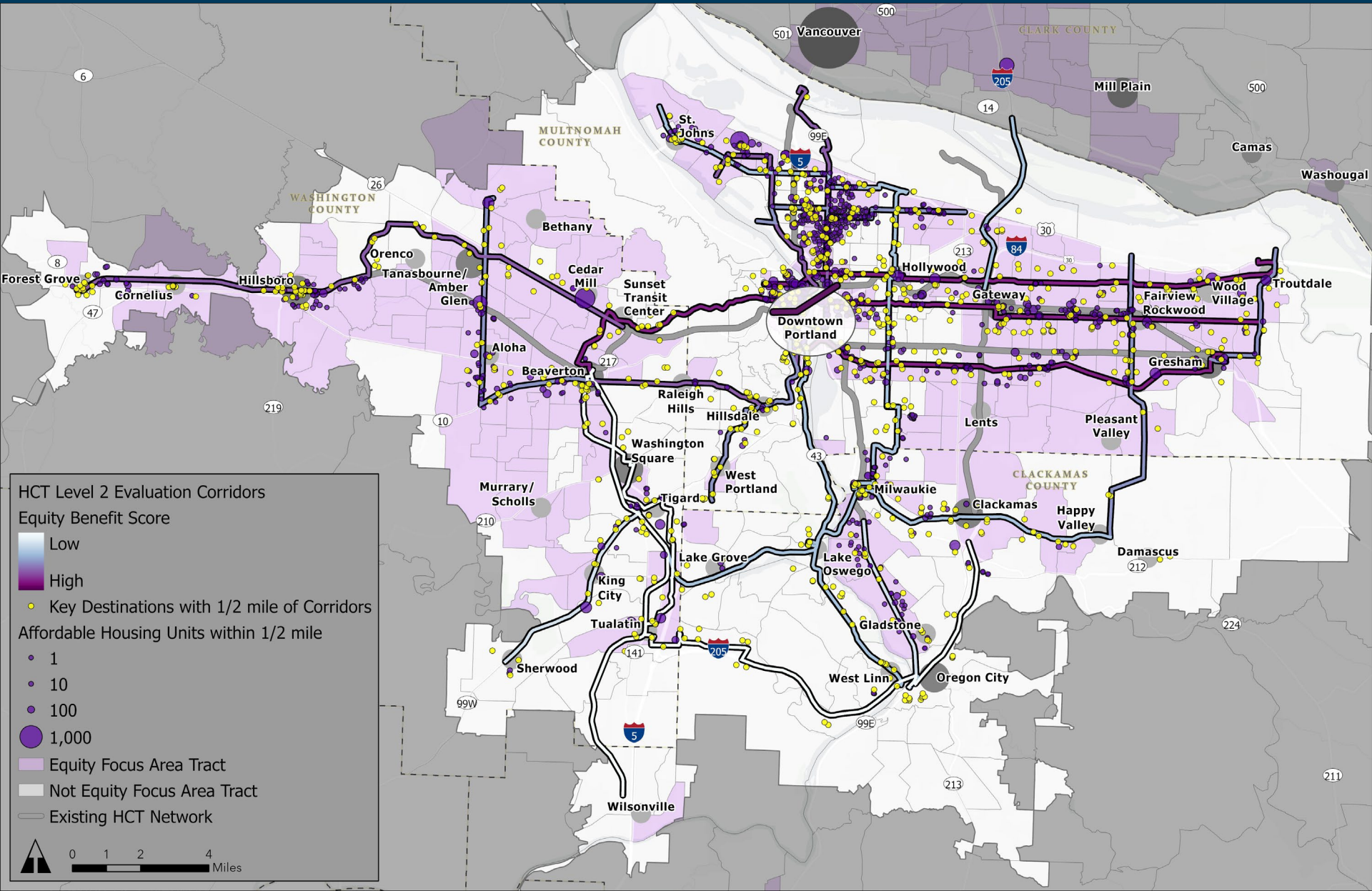
Current Ridership



Car to Transit Travel Time Ratio



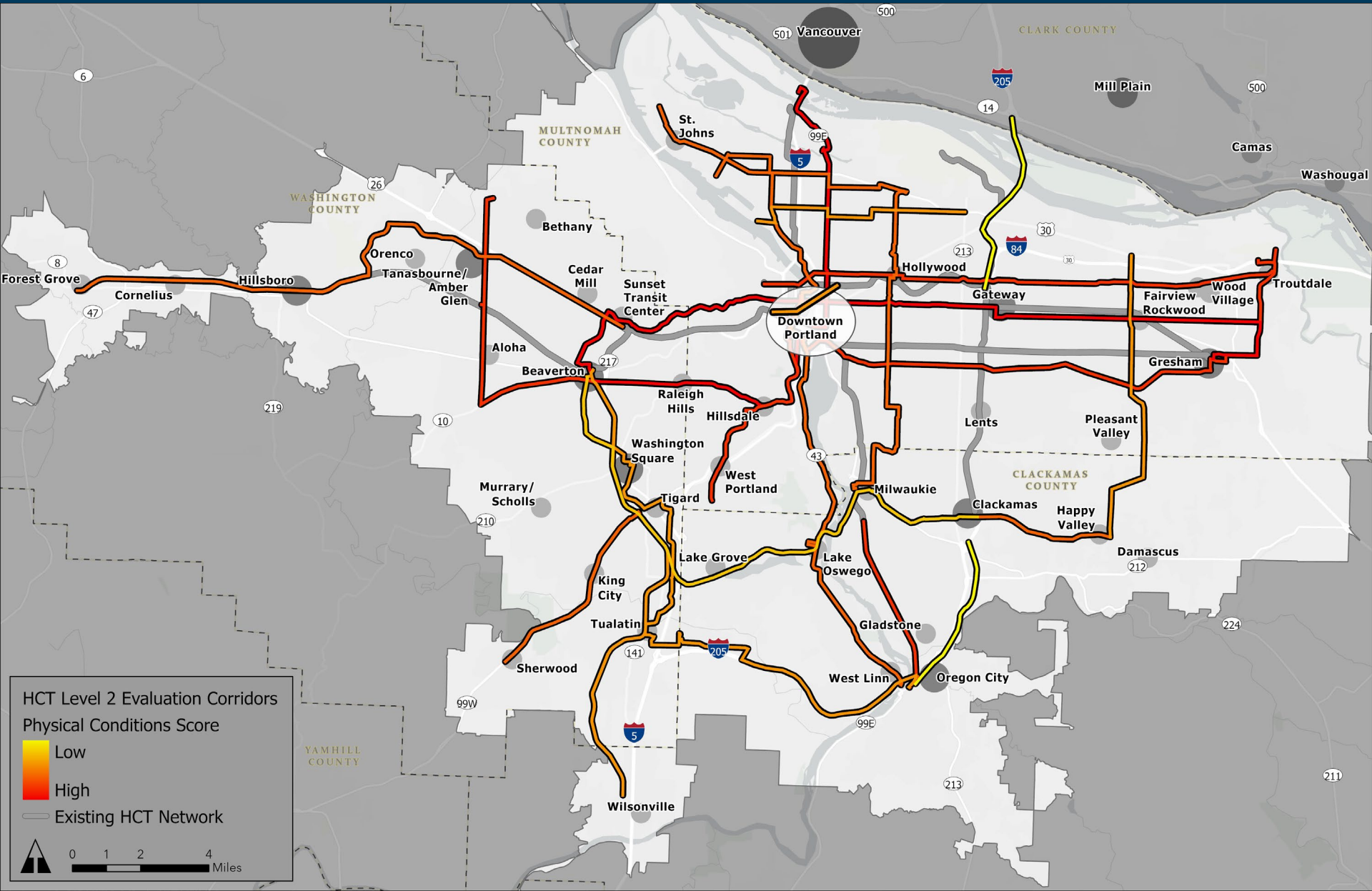
Equity Benefit and Key Destinations



Readiness Criteria

Criteria	Measure
Documented Support	<ul style="list-style-type: none">• Corridors identified in local Transportation Plans• Transit-supportive land use policies identified in local Comprehensive Plans• Work complete to date
Existing Physical Conditions	<ul style="list-style-type: none">• Percent of corridor with more than 3 lanes of road• Miles of sidewalk within ½ mile of corridor, normalized• Miles of street with bike facility present within ½ mile of corridor, normalized
Implementation Complexity	<ul style="list-style-type: none">• Corridor length• Percentage of corridor in freight corridor

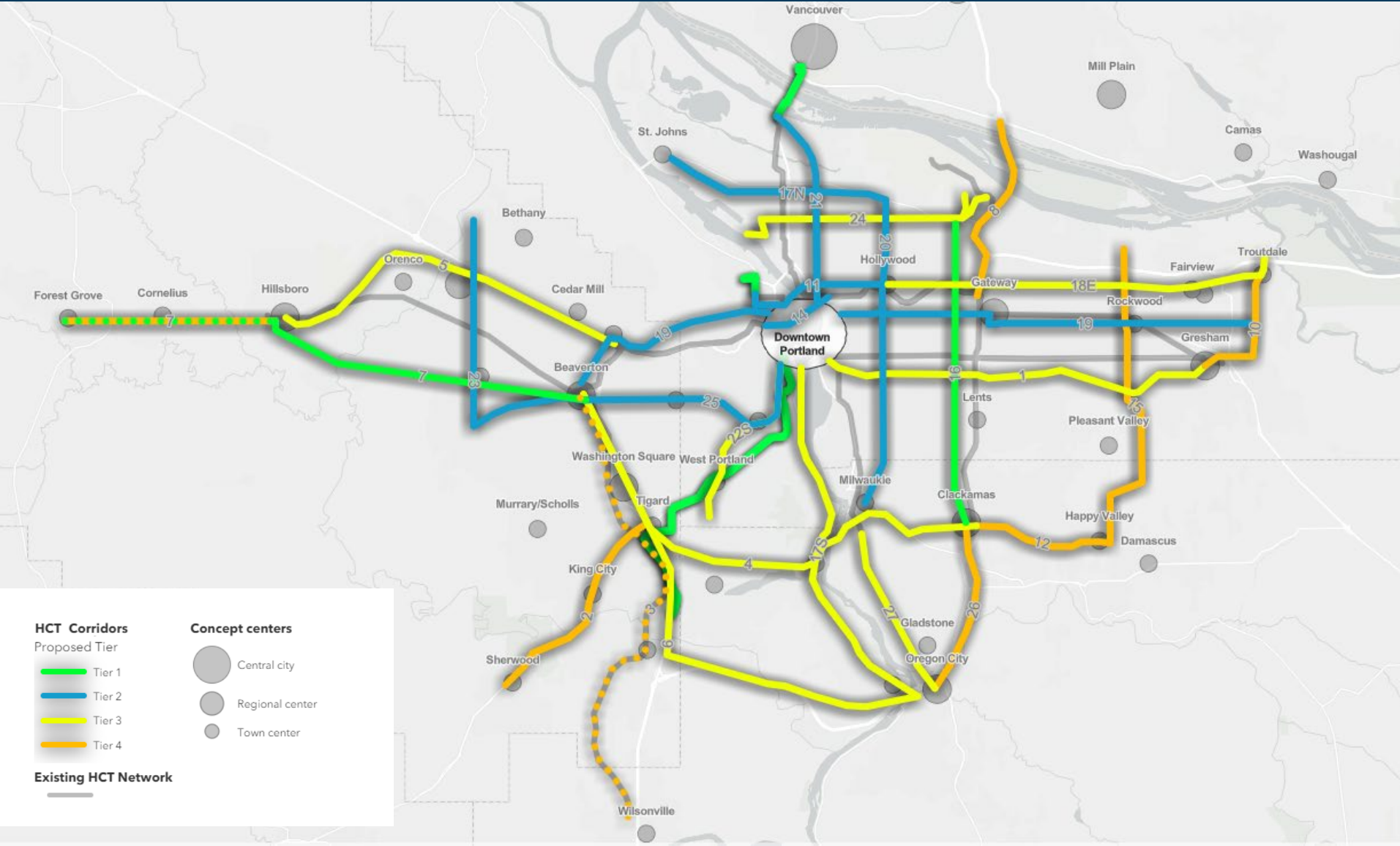
Physical Conditions



Tiering Approach & Structure

Tier		Description
1	Regional Priority Corridors	<ul style="list-style-type: none"> Adopted LPA, or active work underway (e.g., 82nd Avenue) Not evaluated in L2/Readiness, assumed to advance
2	Emerging Regional Priority Corridors	<ul style="list-style-type: none"> Score well on L2 and Readiness criteria Corridor ready to move forward Additional actions could advance corridor in next five years
3	Developing Corridors	<ul style="list-style-type: none"> Score moderately on L2 and Readiness criteria May not yet have sufficient population density/land use policies in place, other needs More time required before advancing these corridors
4	Future Corridors	<ul style="list-style-type: none"> Score lower on L2 or Readiness criteria Additional conditions needed to support HCT May be candidates for other types of project investment

Corridor Tiers



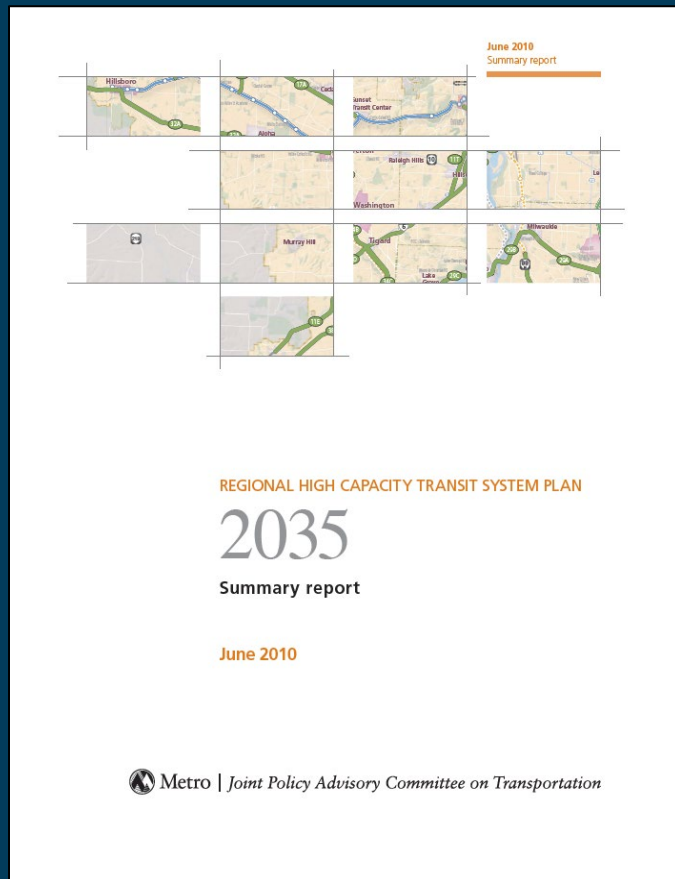
East Multnomah Corridors

Potential Project and Representative Corridor	Evaluation Score	Readiness Score	Total Score	Tier	Geography
Central City Tunnel				2	Portland/Regional
Beaverton - Portland - Gresham via Burnside				2	Washington/Multnomah
Portland to Gresham (Powell Corridor)				3	Multnomah
Swan Island to Parkrose				3	Portland
Hollywood to Troutdale				3	Portland/Multnomah
Gresham to Troutdale				4	Multnomah
Happy Valley to Columbia Corridor (Pleasant Valley)				4	Multnomah/Clackamas
Gateway to Clark County (I-205 Corridor)				4	Multnomah/Clark



Planning Winter Engagement





Outlining the Report

- Introduction
- HCT System Today
 - Status, Challenges & Opportunities
- Policy Framework
- Network Vision
- Corridor Investment Tiers
- Supporting the Vision
 - Urban Form; ROW & Street Design; System Integration, Features & Access; Cost & Funding; Plans & Partnerships
- Implementation
 - Strategies
 - Corridor Planning Needs
 - Future Study
- Appendices



Looking to Next Steps



Thank you!!

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