



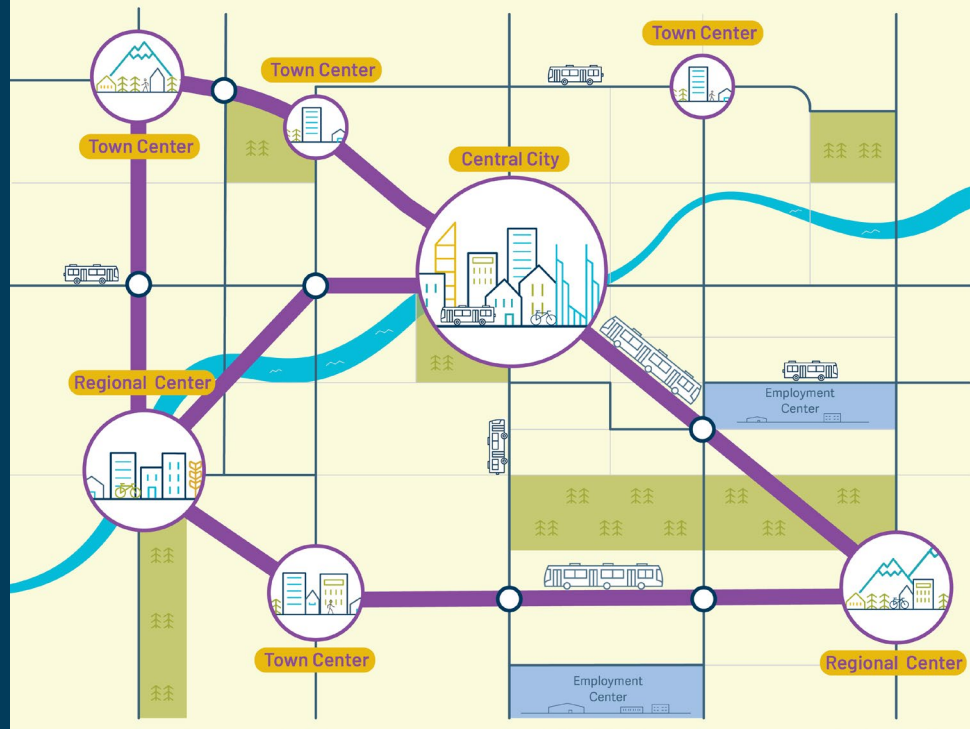
Metro



HCT Strategy Update: Vision & Corridor Readiness Tiers



Establishing the Policy Framework & Vision

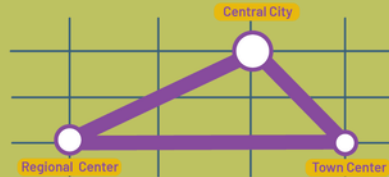


Regional Transit Network Policy 4:
Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system... High capacity transit prioritizes transit speed and reliability to connect regional centers with the Central City, link regional centers with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

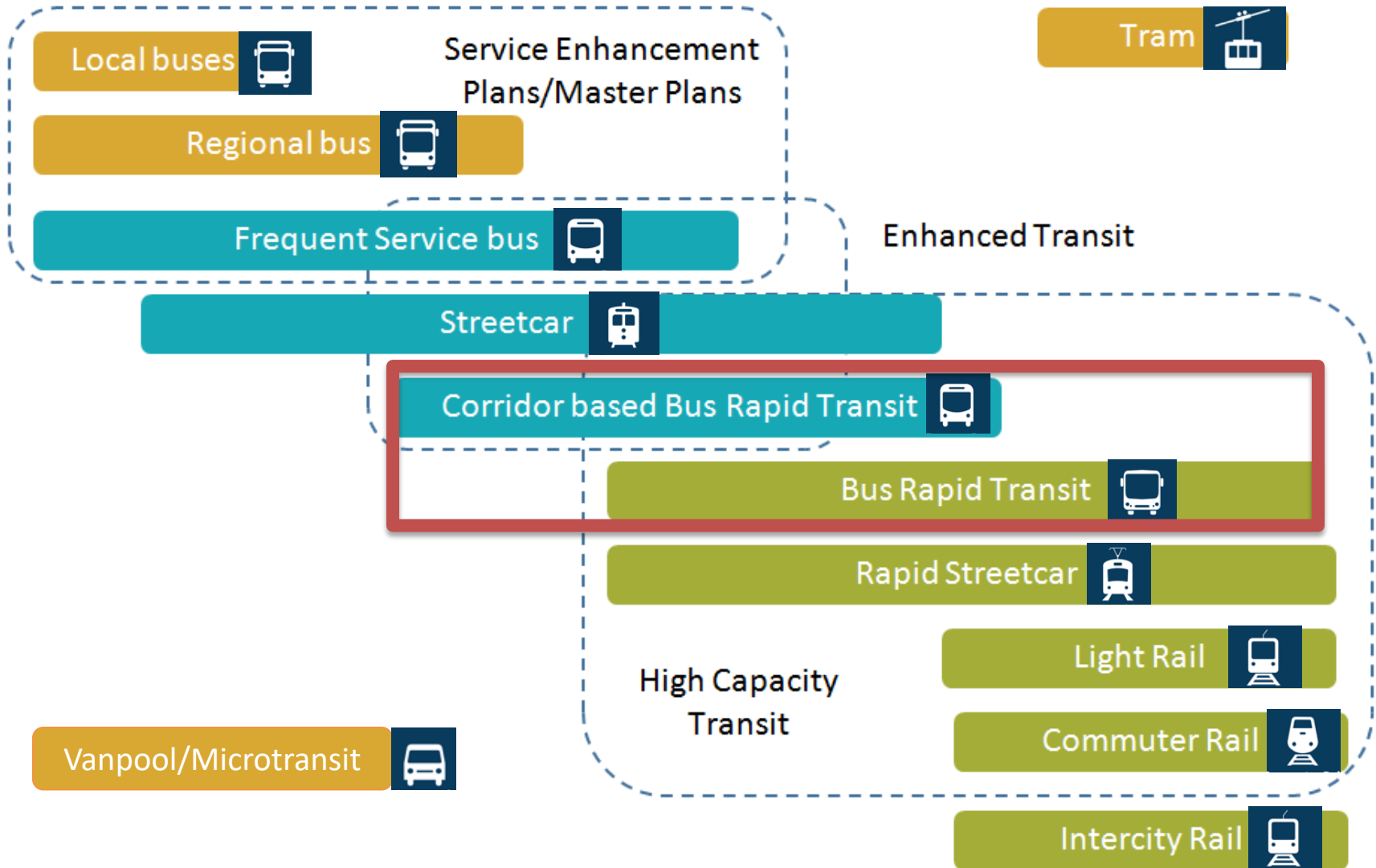
Evolving the role of high capacity transit

A key tool in the transit toolbox


With cars

Some priority in-street


Own lane or track




Working together to make refinements...

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HIGH CAPACITY TRANSIT PLAN 2023 RTP


Now is the time to build high capacity transit for a better future = 


we must provide community benefit 


★ Real alternatives to driving — especially for people of all abilities

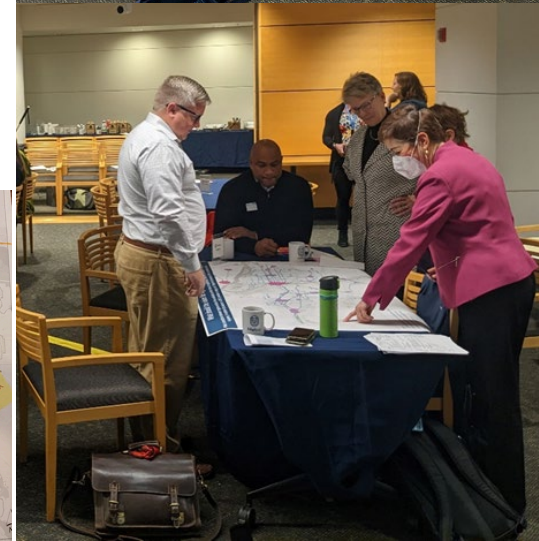
From the community:

- > Routes are too long
- > It's easy to miss a connection
- > Inconsistent information

We have grown because we had a vision from the beginning 









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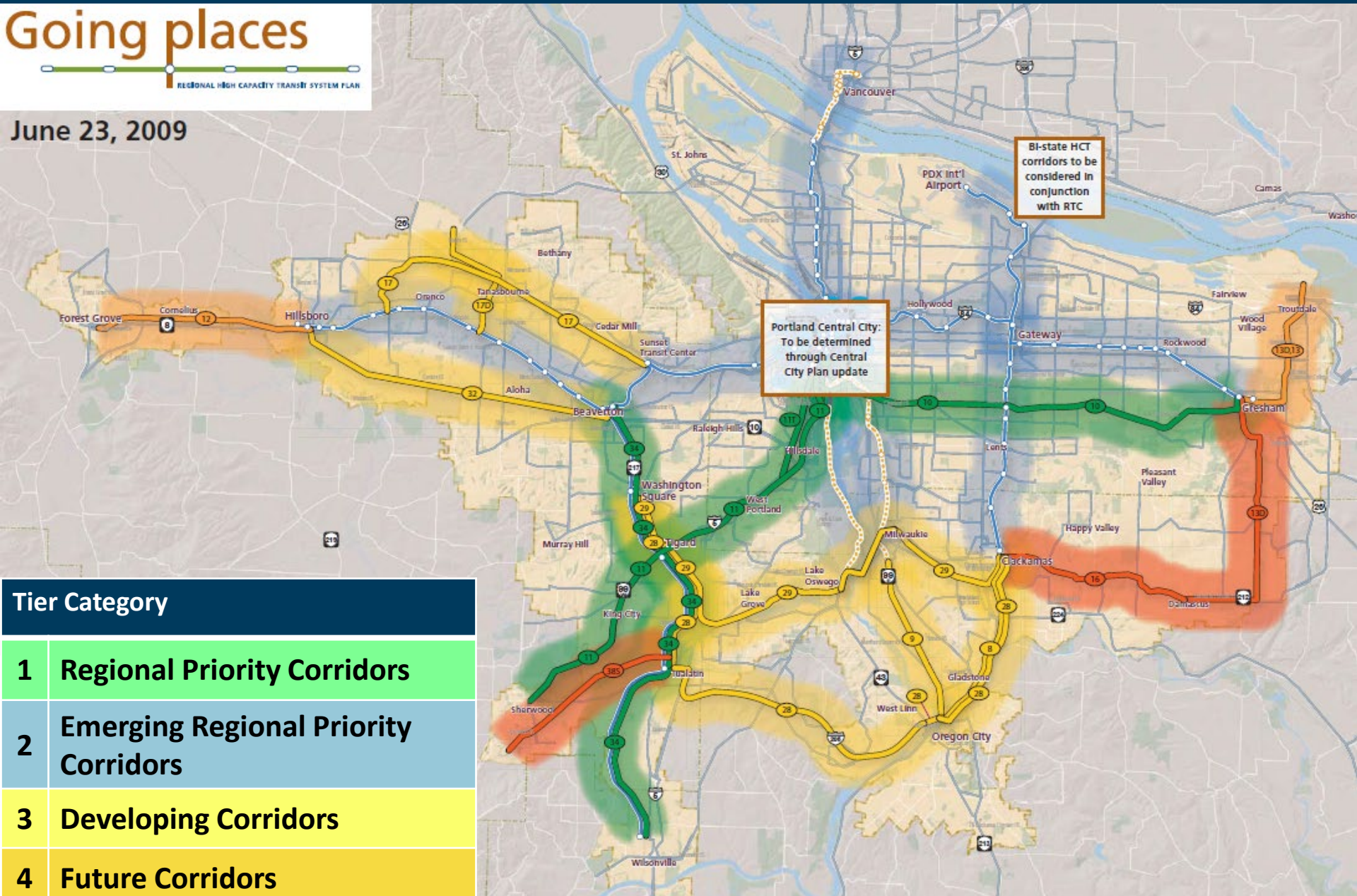
Assessing Readiness & Tiering Corridors



Categorizing Corridors into Tiers



June 23, 2009

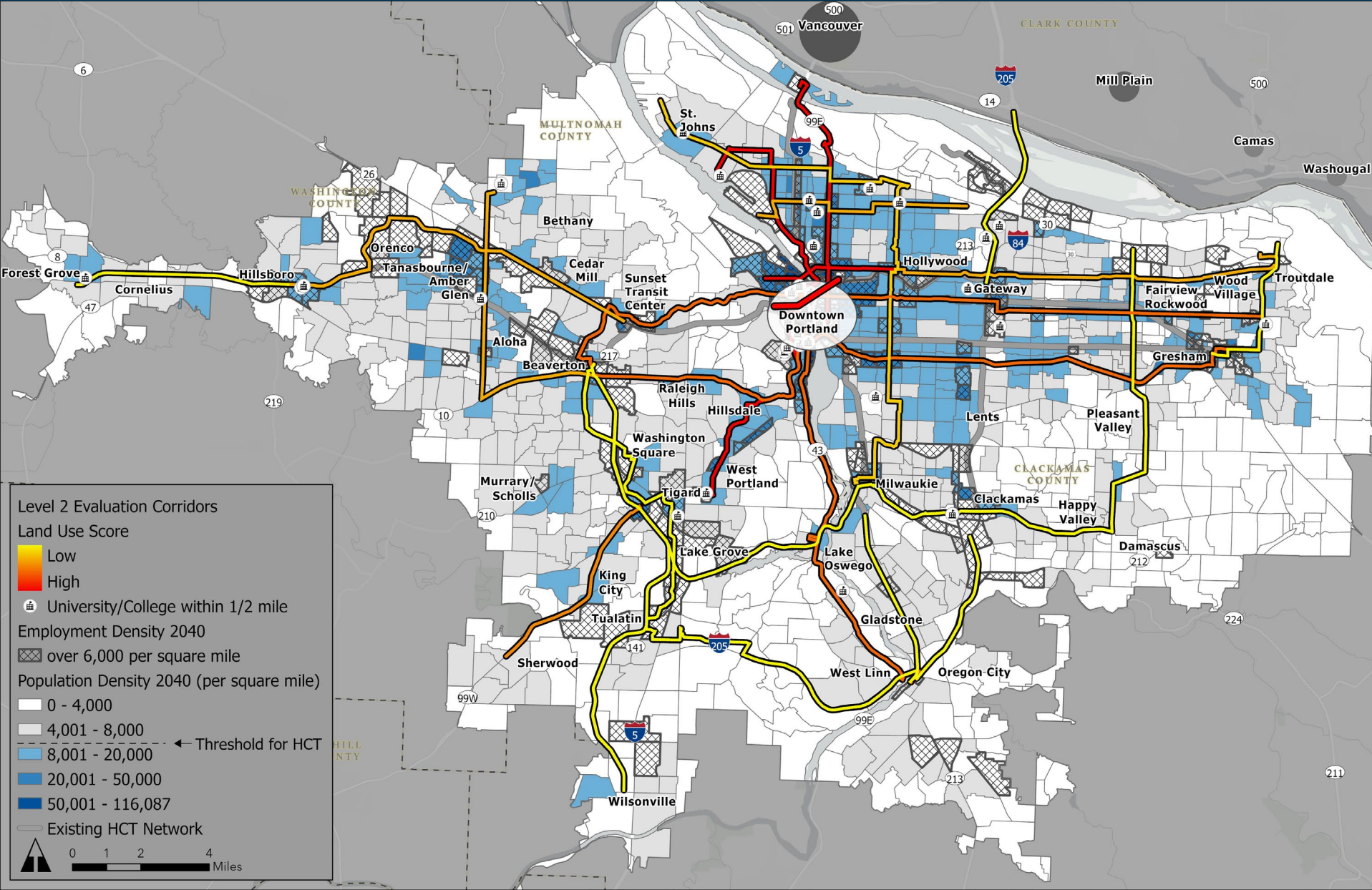


Tier Category	
1	Regional Priority Corridors
2	Emerging Regional Priority Corridors
3	Developing Corridors
4	Future Corridors

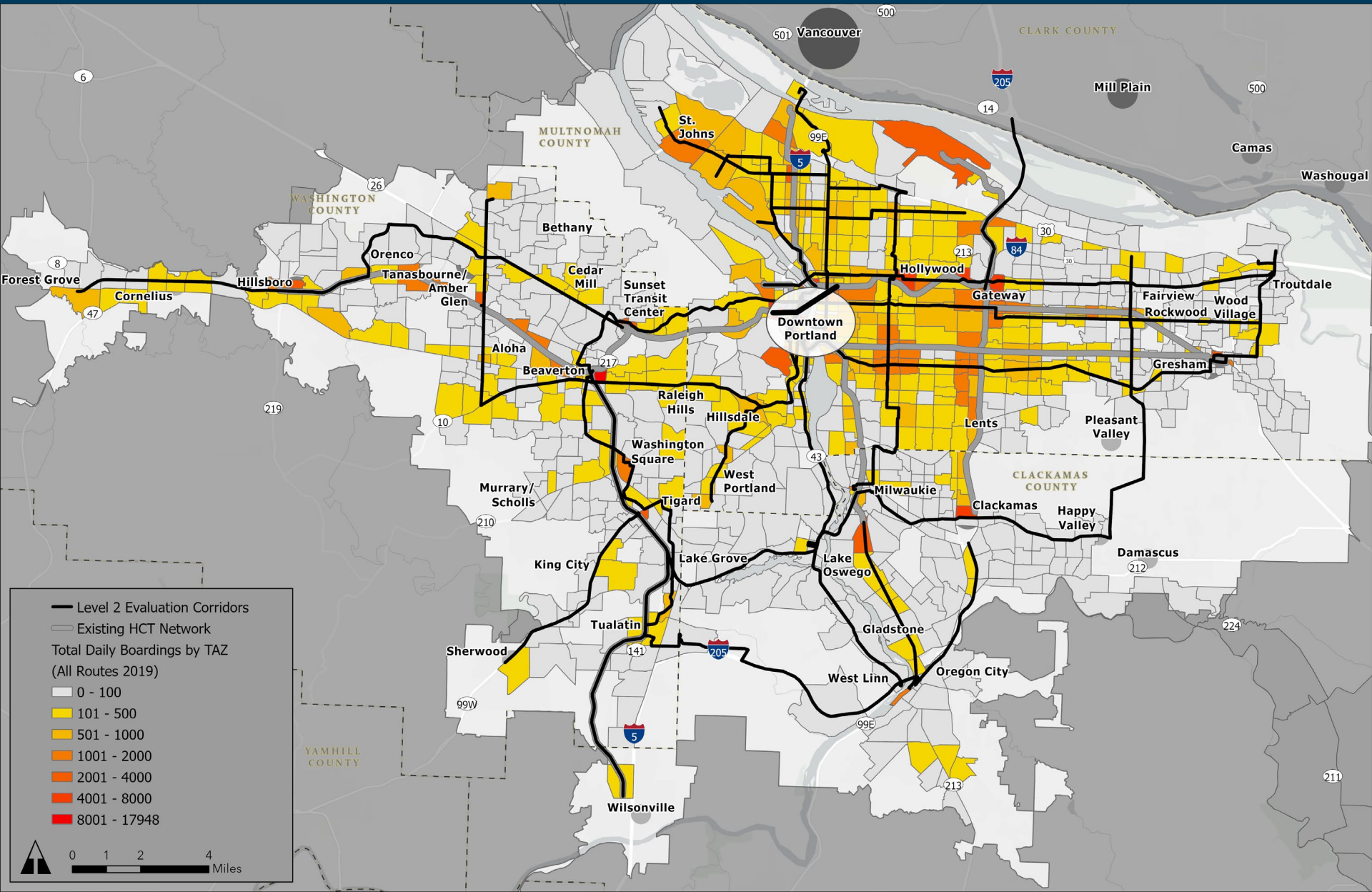
Legend:

- Evaluation Corridors:**
 - Low Score:** Light blue shading
 - High Score:** Dark blue shading
- University/College within 1/2 mile:** Yellow cross-hatched pattern
- Population Density 2040 over 6,000 per square mile:** Orange outline
- Population Density 2040 (per square mile):**
 - 4,000 - 8,000: Red outline
 - 8,000 - 20,000: Green outline
 - 20,000 - 50,000: Blue outline
 - 50,000 - 116,087: Purple outline
- Existing HCT Network:** Grey shaded area

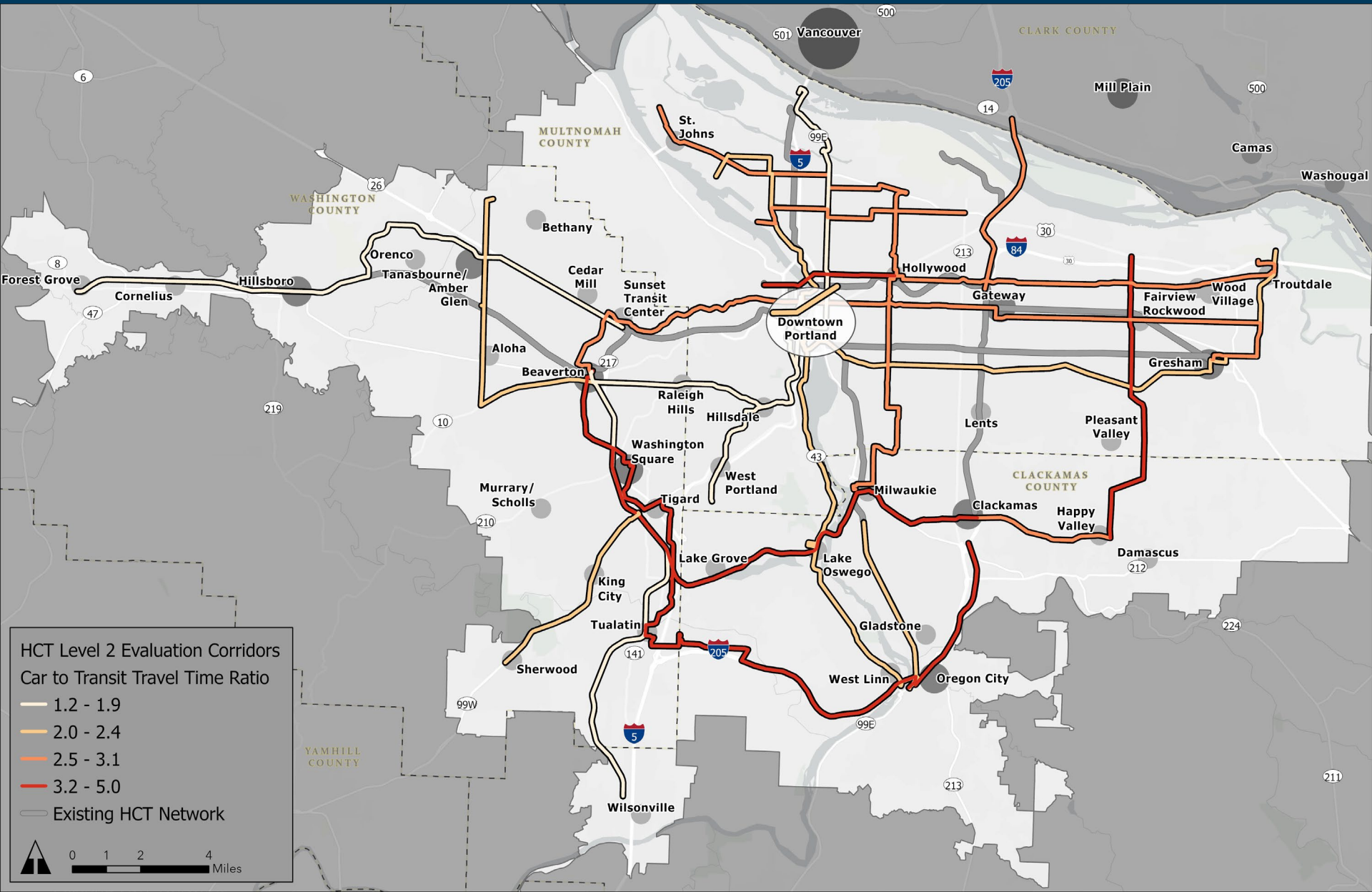
Scale: 0 to 4 Miles



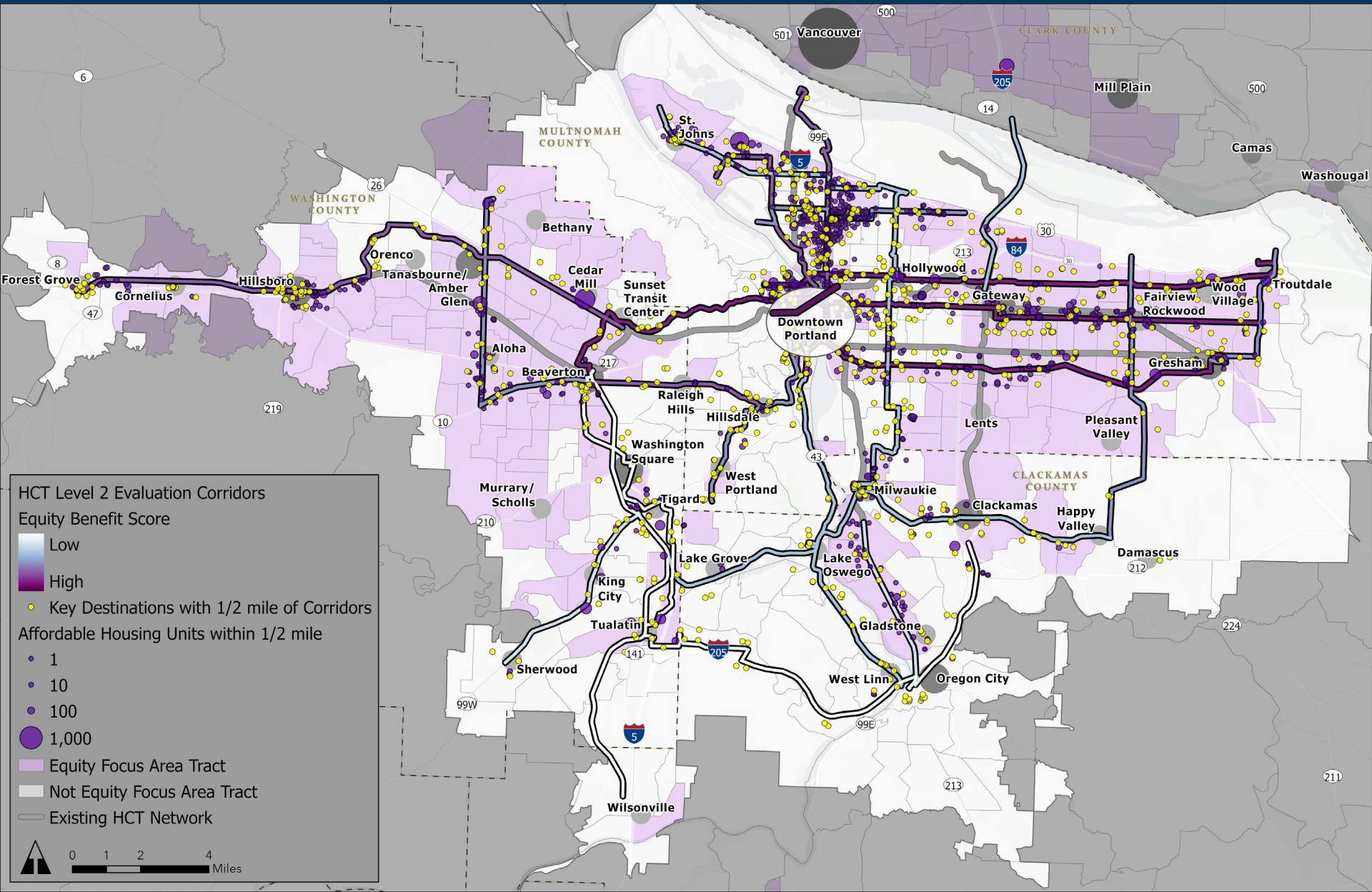
Where people ride transit today



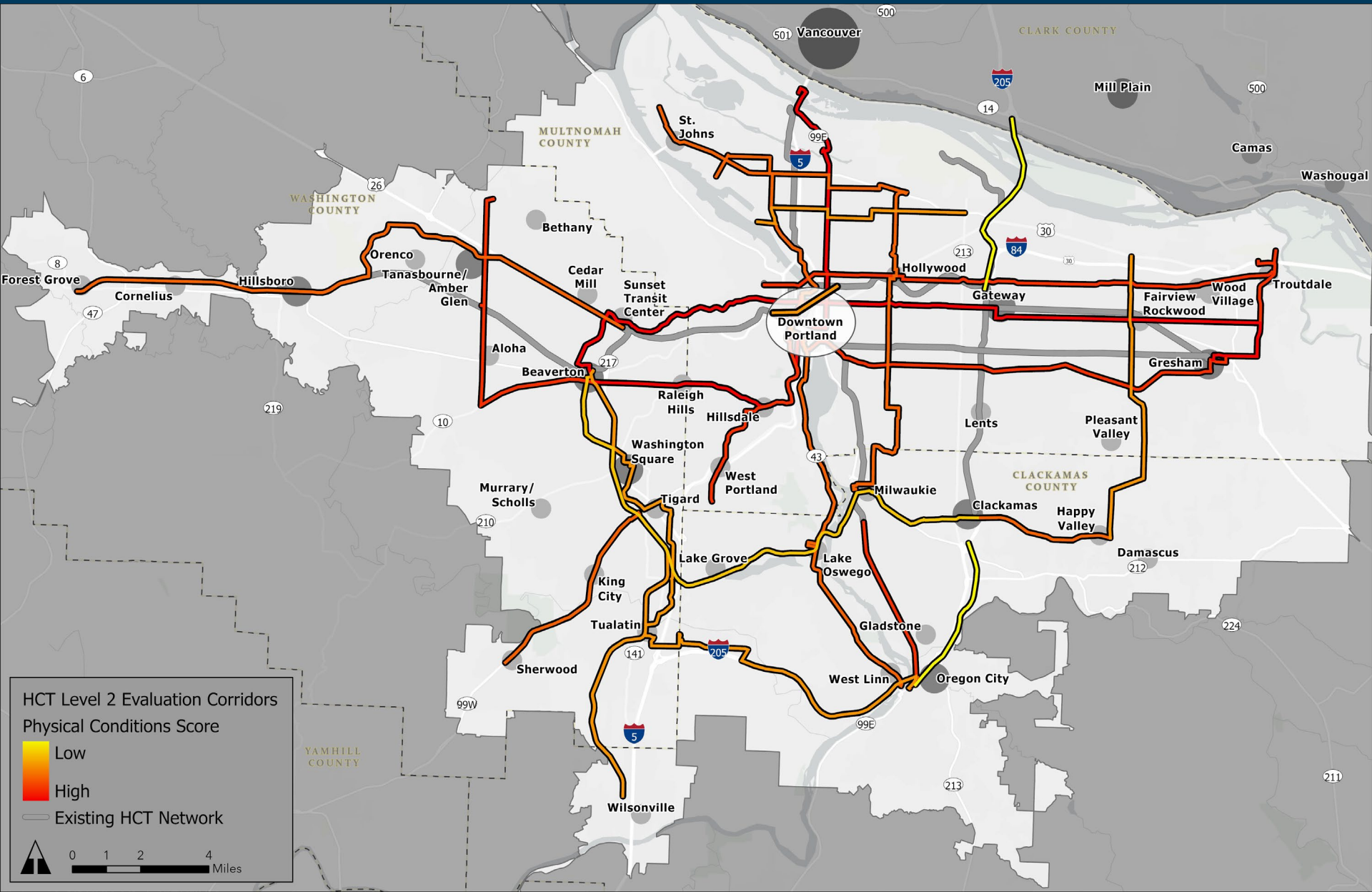
How long it takes to take transit vs. driving



Where people who rely on transit live & work



Where there are transit-supportive streets





HILLSBORO COMPREHENSIVE PLAN



TRANSIT DEVELOPMENT PLAN

April 2021



CLATSOP COUNTY TRANSITATION SYSTEM PLAN

Prepared by
Kittelson & Associates, Inc.
810 SW Alder Street, Suite 700
Portland, Oregon 97205
(503) 228-5230

In coordination with:
Angelo Planning Group



Reflecting
transit-
supportive
plans and
policies

Categorizing Corridors into Tiers

Tier		Description
Regional Transportation Plan Investment Priorities		
1	Regional Priority Corridors	<ul style="list-style-type: none">Planning for investment is already underway
2	Emerging Regional Priority Corridors	<ul style="list-style-type: none">Corridors are already ready for investment and planning for high capacity transit could start in the next five years
3	Developing Corridors	<ul style="list-style-type: none">Corridors are getting ready for investment, but there is more work to do (e.g., land use) before we plan for high capacity investment in these areas
4	Future Corridors	<ul style="list-style-type: none">Corridors providing an important future connection in the regional network that are not yet ready for high capacity transit investment

Proposed Corridor Tiers



Very
ready



Ready



Somewhat
ready



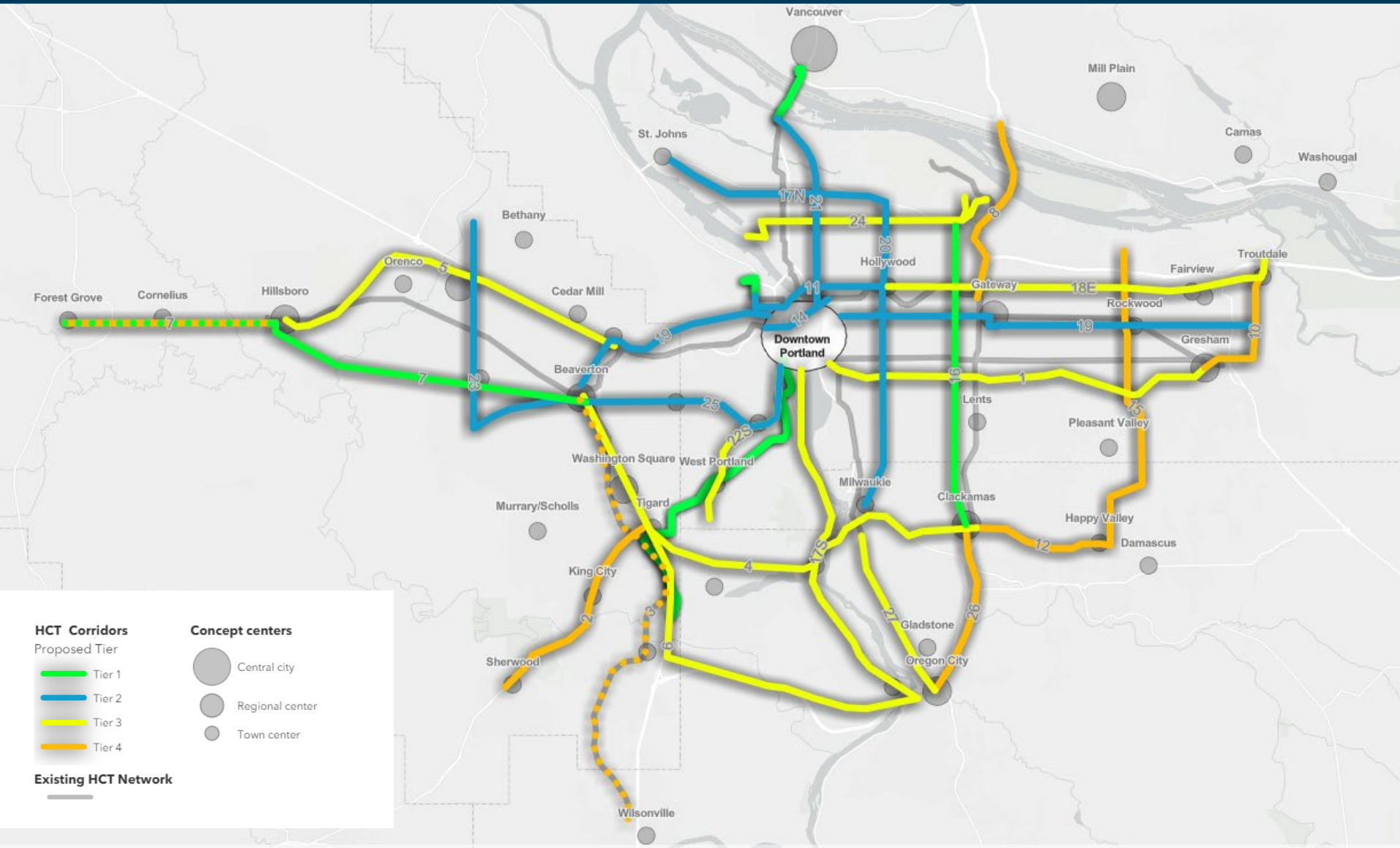
Less
ready



Not
ready

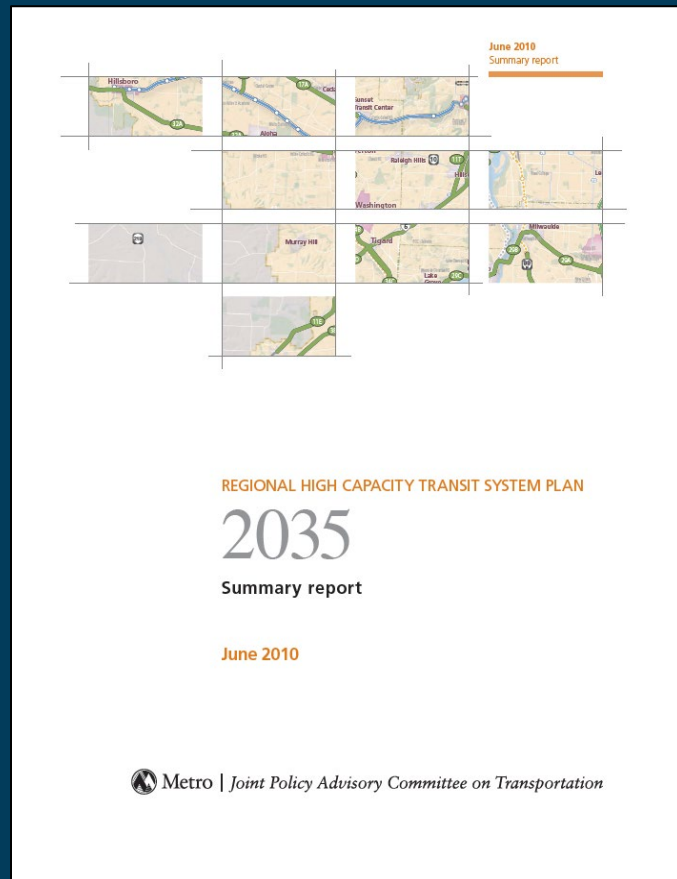
Corridors	Land Use, Equity, Mobility, Environment	Access, Policy, Complexity	Total Score	Tier	Geography
NW Lovejoy to Hollywood via Broadway/Weidler				2	Portland/Multnomah
Central City Tunnel				2	Portland/Regional
Beaverton - Portland - Gresham via Burnside				2	Washington/Portland/Multnomah
Hayden Island - Downtown Portland via MLK				2	Portland
Bethany to Beaverton via Farmington/SW 185th				2	Washington
Beaverton to Portland via Hwy 10 (BH Hwy)				2	Washington/Multnomah
St Johns - Downtown Portland via Vancouver/Williams, Rosa Parks				2	Portland
St. Johns - Milwaukie via Cesar Chavez				2	Portland
Portland to Gresham in the vicinity of Powell Corridor				3	Multnomah
PCC Sylvania to Downtown Portland via Capitol Hwy				3	Portland
Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen				3	Washington
Swan Island to Parkrose				3	Portland
Oregon City to Downtown Portland via Hwy 43				3	Clackamas/Multnomah
Hollywood to Troutdale				3	Portland/Multnomah
Park Ave MAX Station to Oregon City via the McLoughlin Corridor				3	Clackamas
Beaverton - Tigard - Tualatin - Oregon City				3	Clackamas/Washington
Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center				3	Clackamas/Washington
Hillsboro to Forest Grove				4	Washington
Gresham to Troutdale				4	Multnomah
Tigard to Sherwood via Hwy 99W Corridor				4	Washington
Beaverton to Wilsonville in the vicinity of WES				4	Washington
Happy Valley to Columbia Corridor via Pleasant Valley				4	Multnomah/Clackamas
Clackamas Town Center to Damascas				4	Clackamas
Clackamas Town Center to Oregon City				4	Clackamas
Gateway to Clark County in the vicinity of I-205 Corridor				4	Multnomah/Clark

Proposed Corridor Tiers





Planning Winter Engagement



Outlining the Report

- Introduction
- HCT System Today
 - Status, Challenges & Opportunities
- Policy Framework
- Network Vision
- Corridor Investment Tiers
- Supporting the Vision
- Implementation
 - Strategies
 - Corridor Planning Needs
 - Future Study
- Appendices



Looking to Next Steps

Thank you!!

oregonmetro.gov

