



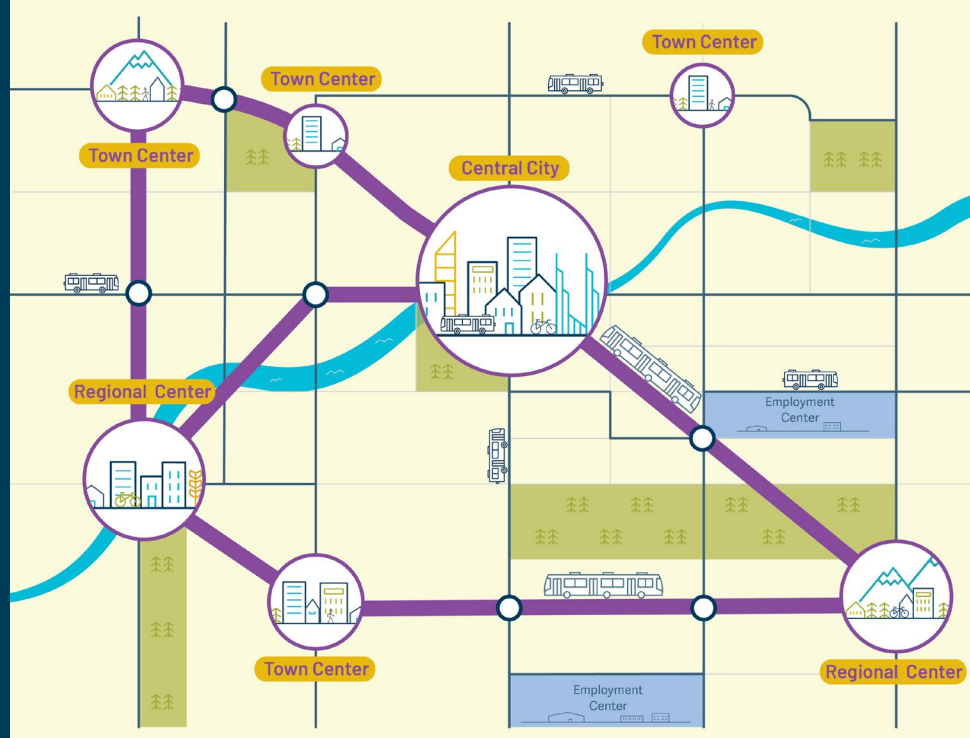
Metro



# HCT Strategy Update: Vision & Corridor Readiness Tiers



# Establishing the Policy Framework & Vision

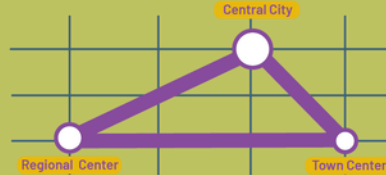


***Regional Transit Network Policy 4:***  
*Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system... High capacity transit prioritizes transit speed and reliability to connect regional centers with the Central City, link regional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

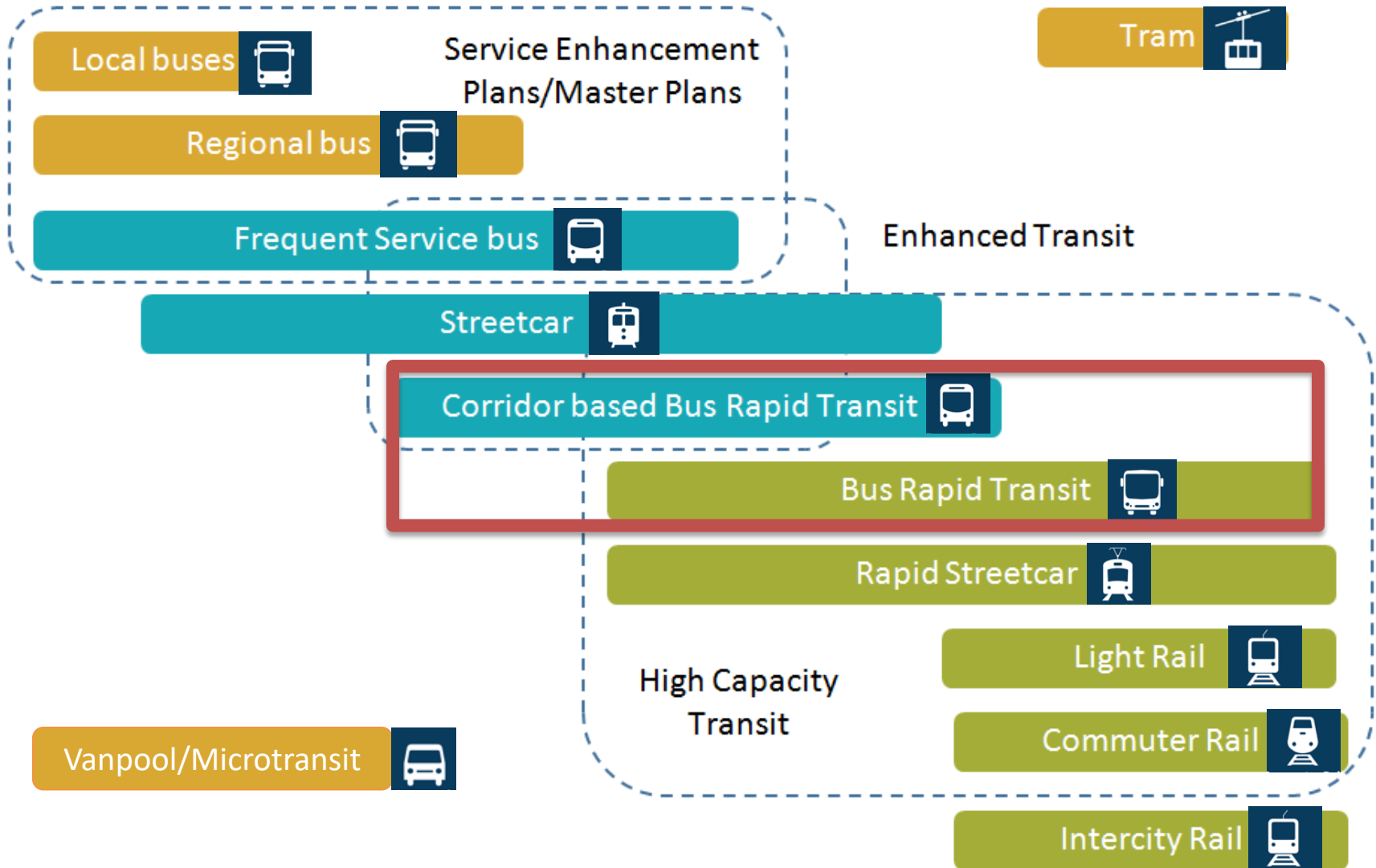
# Evolving the role of high capacity transit

# A key tool in the transit toolbox

With cars

Some priority in-street

Own lane or track












# Working together to make refinements...


 **Metro** **HIGH CAPACITY TRANSIT PLAN** 2023 RTP


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

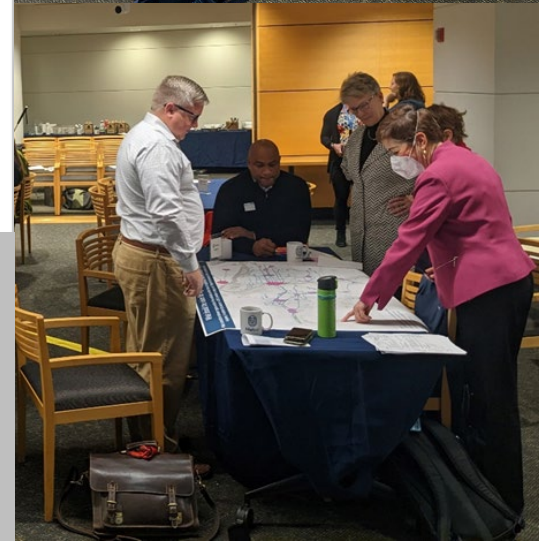
From the community:

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

We have grown because we had a vision from the beginning 

Real alternatives to driving — especially for people of all abilities 

We must provide community benefit 



“It’s time to align our goals and transit vision in a way that really provides community benefit.”

- *Councilor Lewis*



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# Assessing Readiness & Tiering Corridors

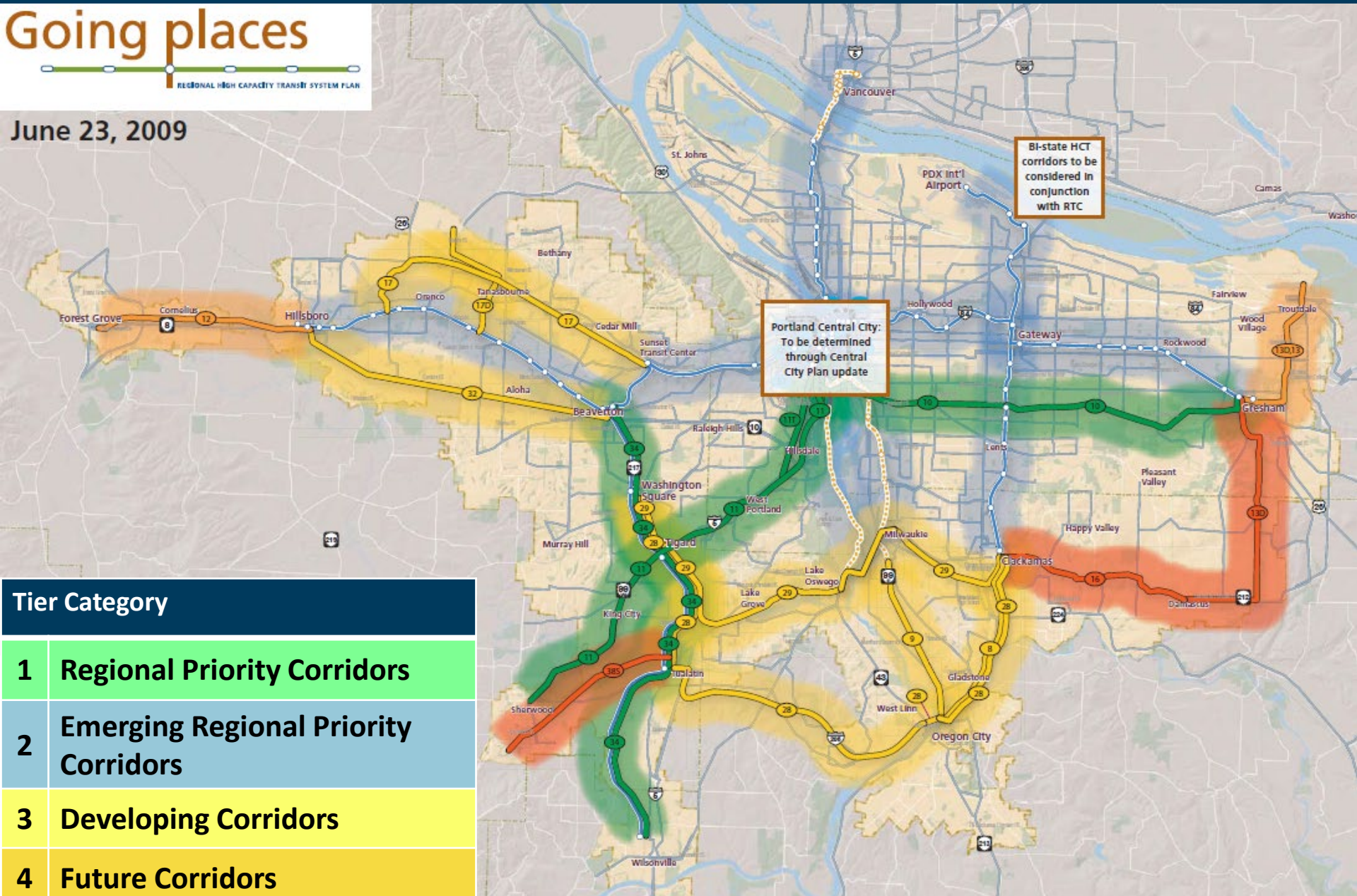




# Categorizing Corridors into Tiers

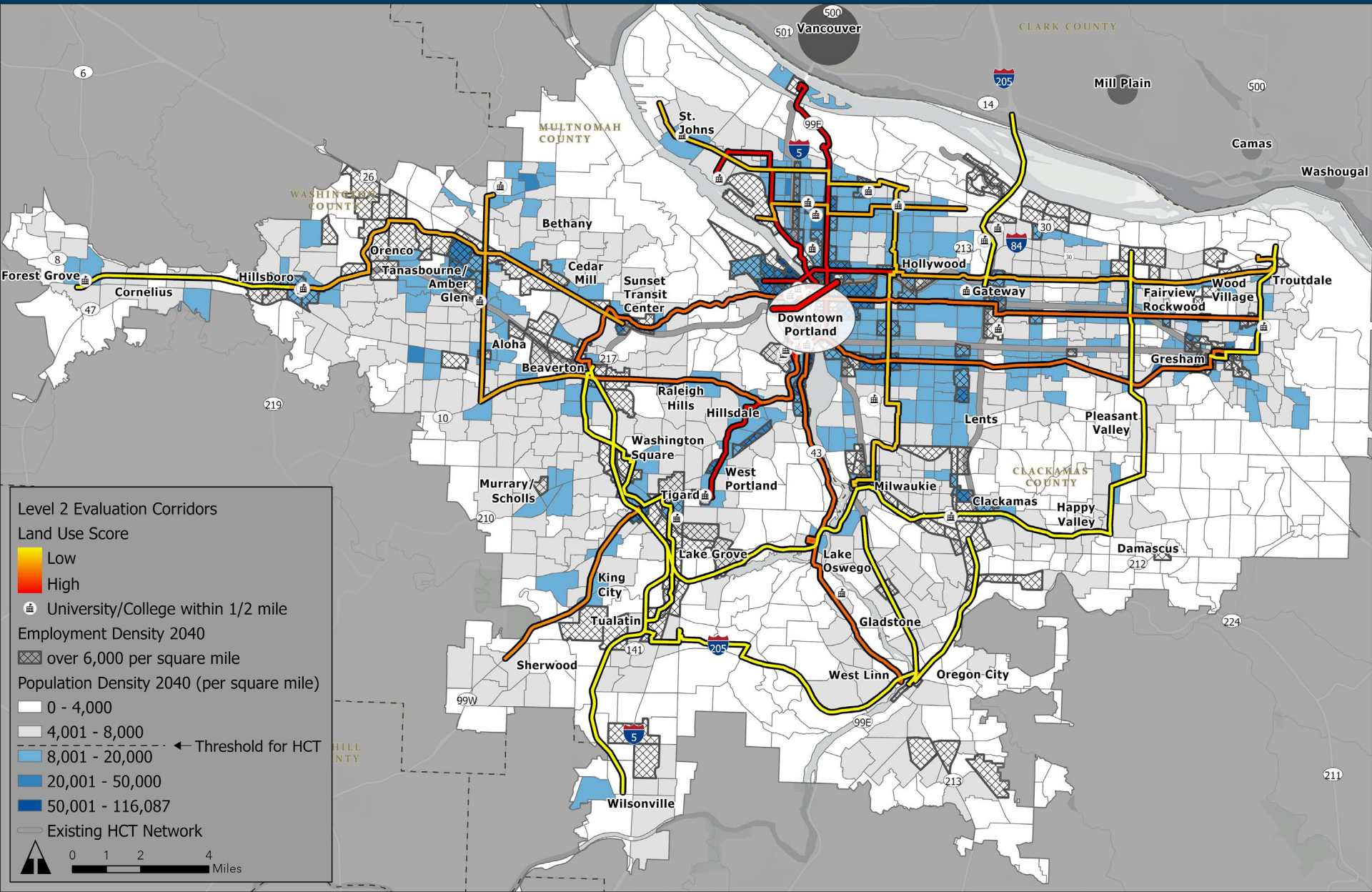


June 23, 2009

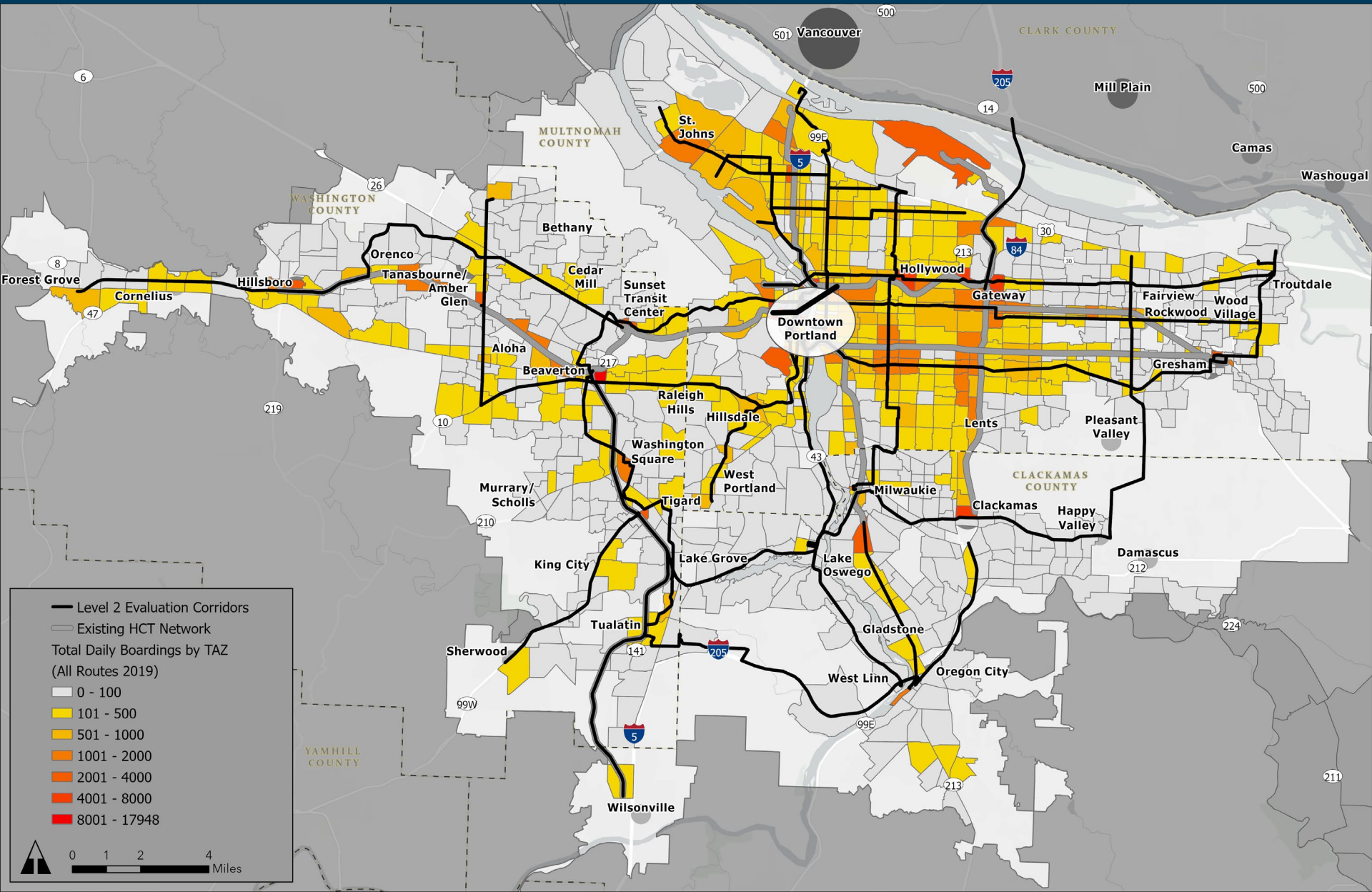




# Where people live, work & go to school

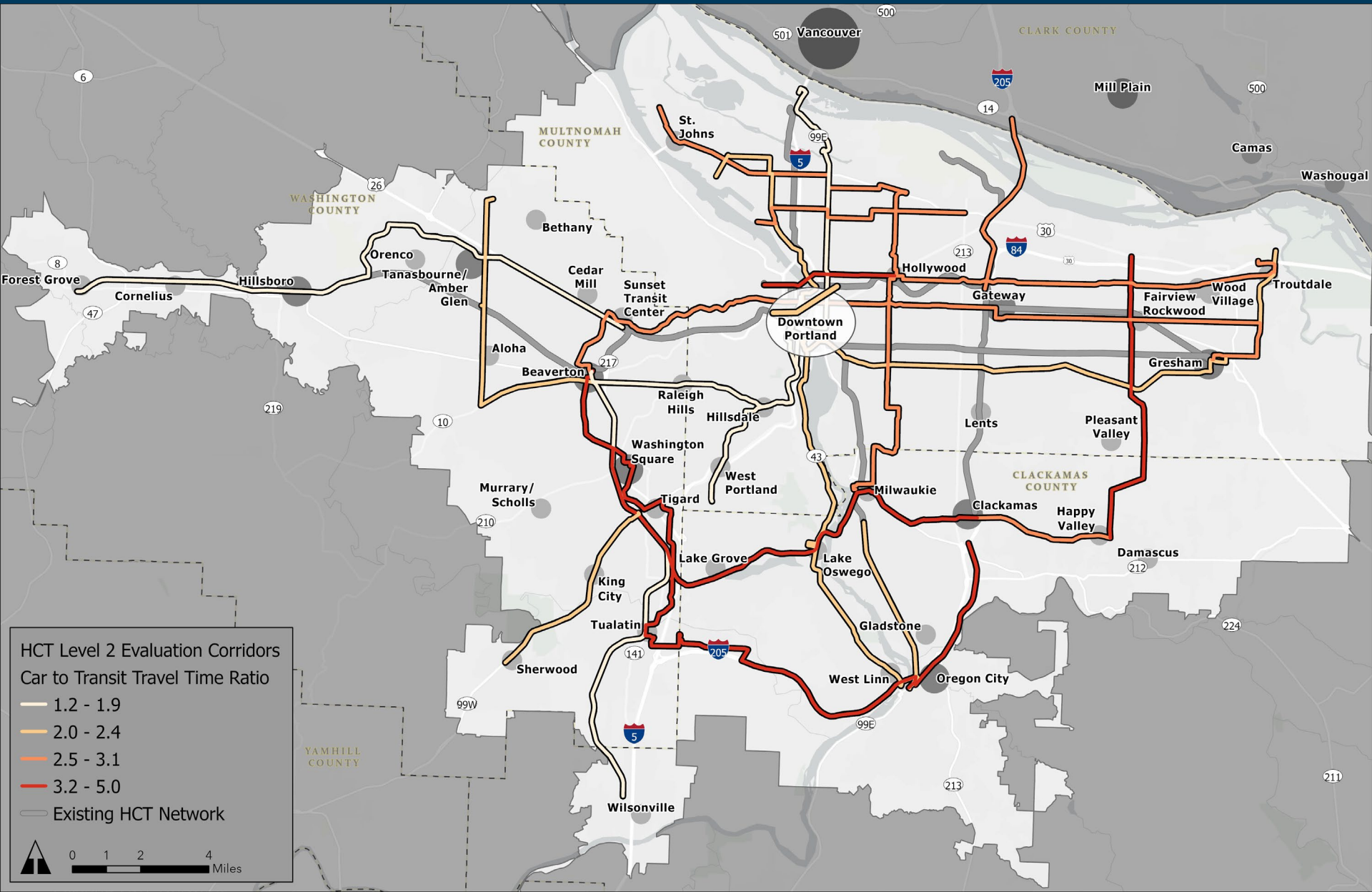


# Where people ride transit today

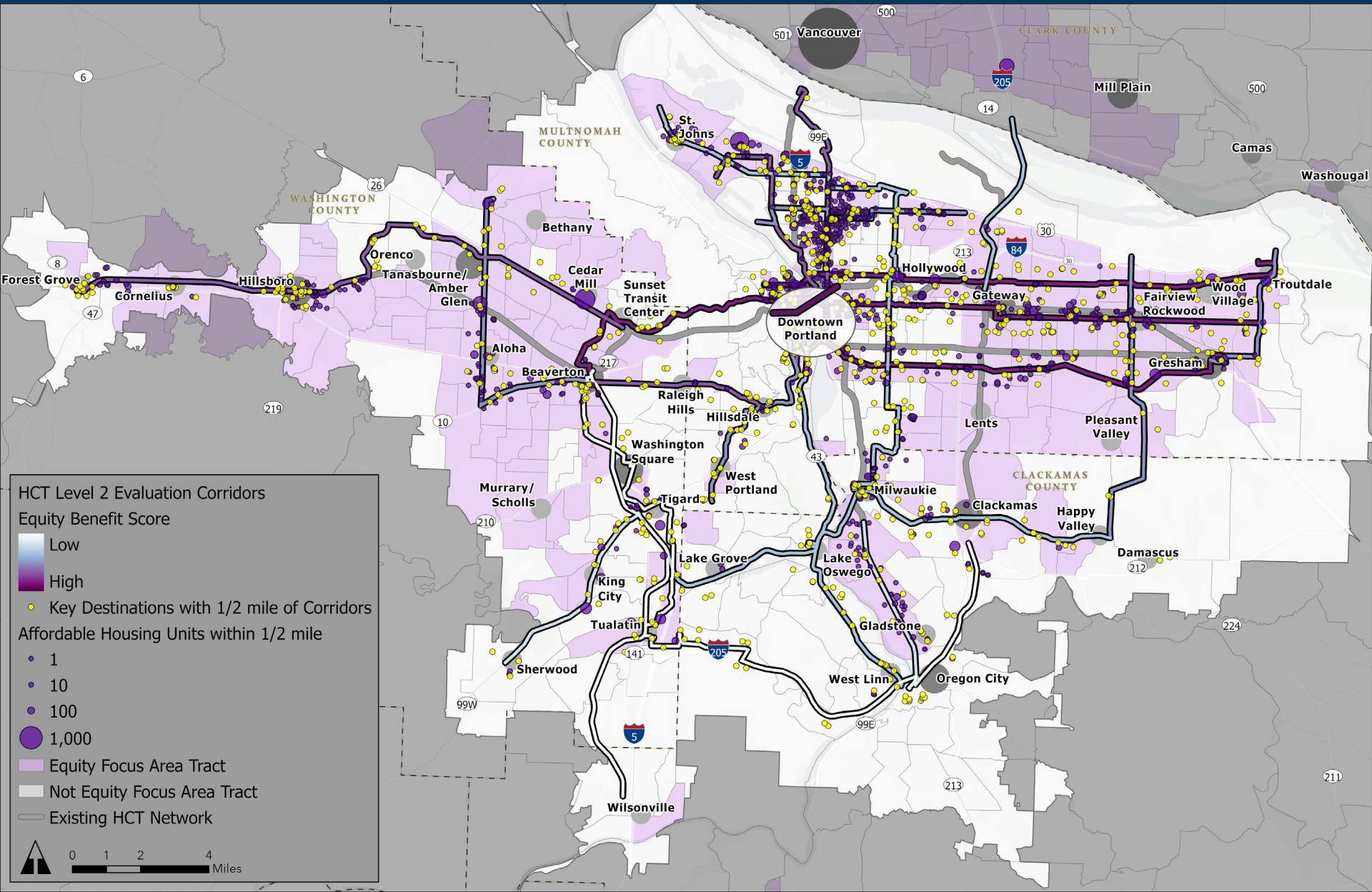




# How long it takes to take transit vs. driving

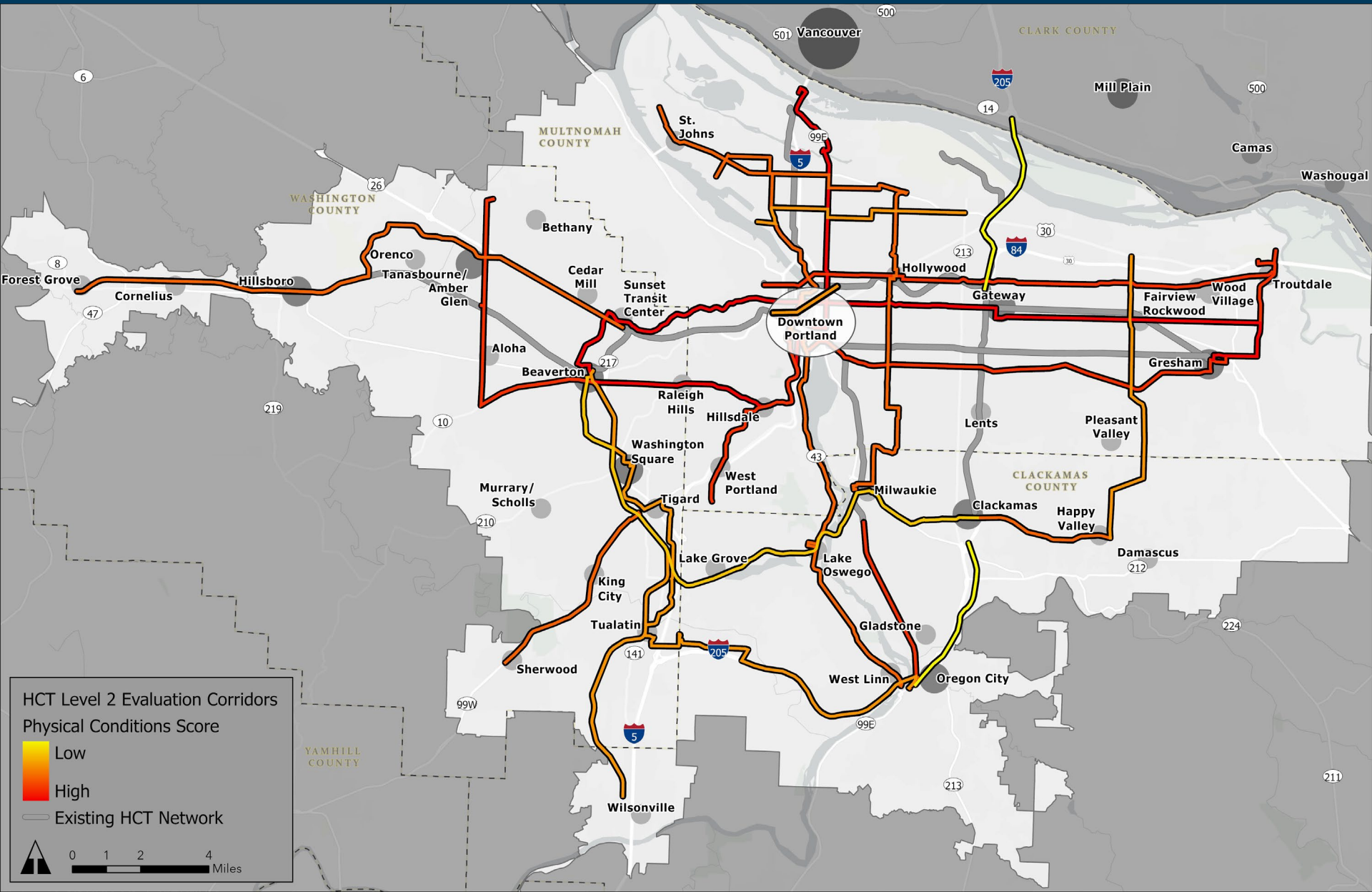


# Where people who rely on transit live & work





# Where there are transit-supportive streets





# HILLSBORO COMPREHENSIVE PLAN



## TRANSIT DEVELOPMENT PLAN

April 2021



## CLATSOP COUNTY TRANSITATION SYSTEM PLAN

Prepared by  
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Portland, Oregon 97205  
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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"><li>Planning for investment is already underway</li></ul>
2	Emerging Regional Priority Corridors	<ul style="list-style-type: none"><li>Corridors are already ready for investment and planning for high capacity transit could start in the next five years</li></ul>
3	Developing Corridors	<ul style="list-style-type: none"><li>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</li></ul>
4	Future Corridors	<ul style="list-style-type: none"><li>Corridors providing an important future connection in the regional network that are not yet ready for high capacity transit investment</li></ul>

# Proposed Corridor Tiers



Very  
ready



Ready



Somewhat  
ready



Less  
ready

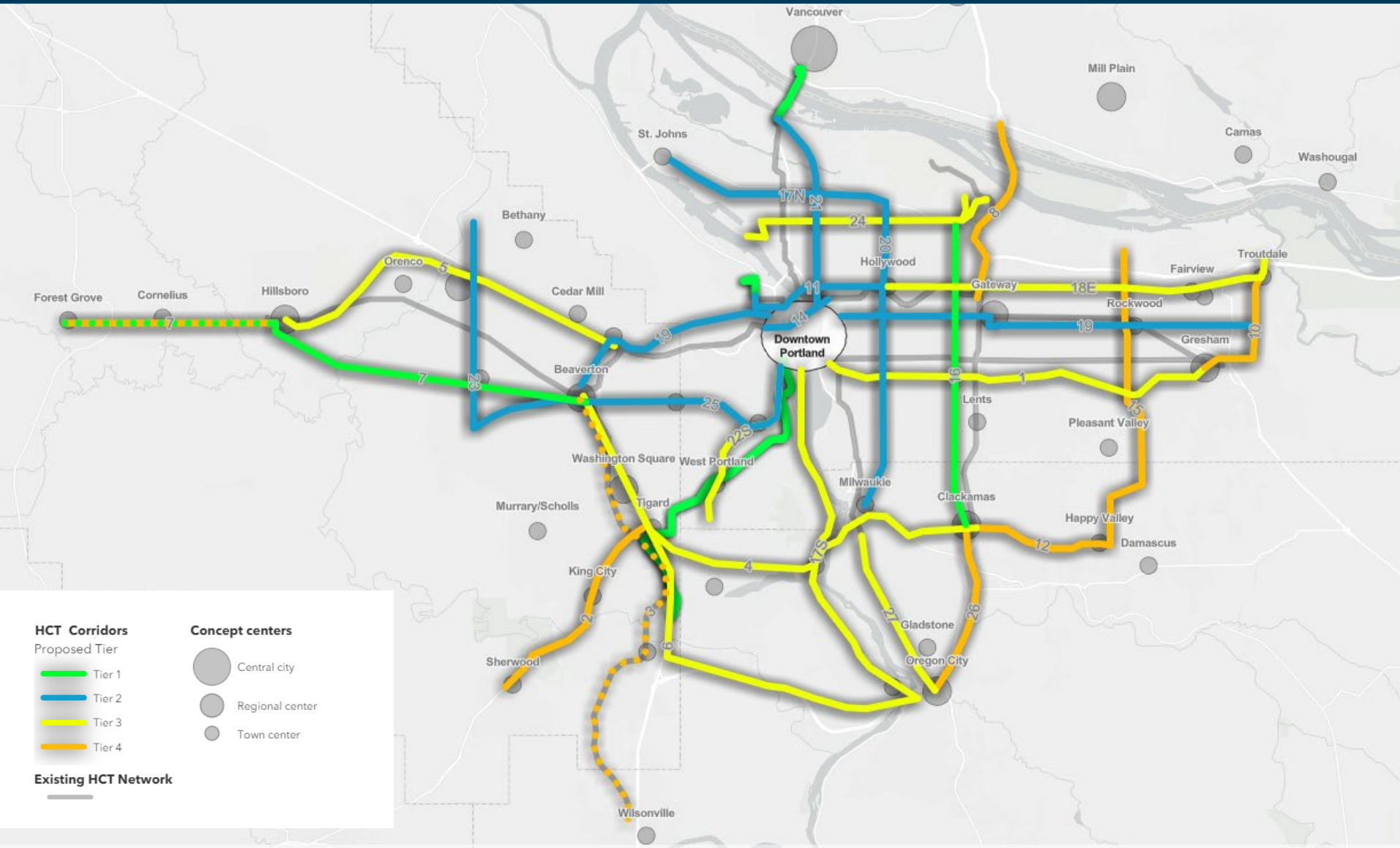


Not  
ready

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

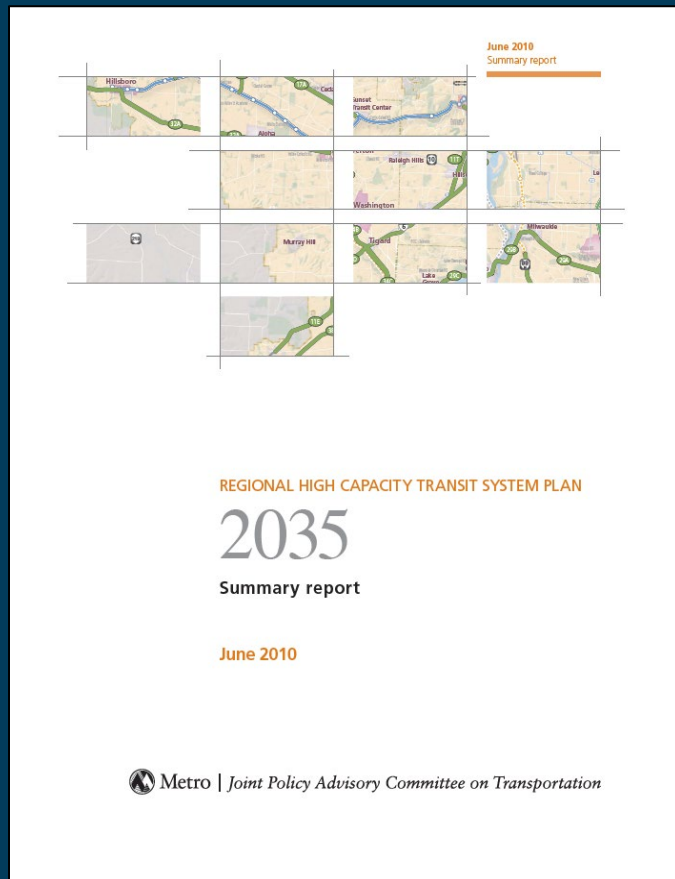




# Planning Winter Engagement







# 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**

