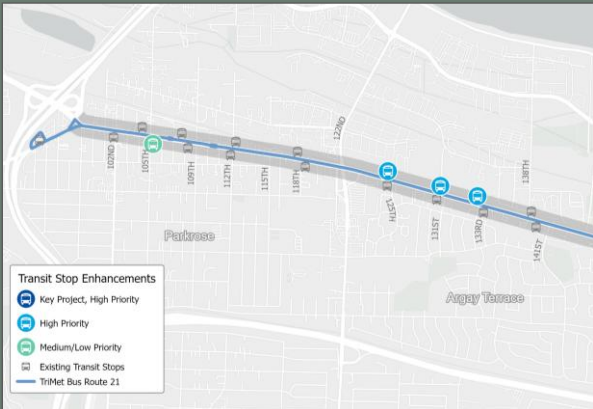




Targeted Corridor Investment Planning

OREGON DEPARTMENT OF TRANSPORTATION

NEELAM DORMAN, PE , TE

REGION 1 PLANNING MANAGER

Agenda



What is a corridor investment strategy?



Why did we pilot it and then do a second?



How will we use it?



OR 99E MCLOUGHLIN
BOULEVARD – 2023



US30 BYPASS SANDY
BOULEVARD – 2025

What is a corridor investment strategy?

Identify **near-term** (up to 10 years) feasible solutions to match the **roadway with the larger urban context**, including **addressing safety of vulnerable road users** on the corridor

Involve a cross section of agency partners and community voices, including **historically underserved populations and other members of the adjacent neighborhoods**, to inform investment priorities

Leverage recent work to identify needs and potential solutions

Project Outcomes & Goals

Project Process



Establish Goals, Context,
& Needs



Develop Solutions

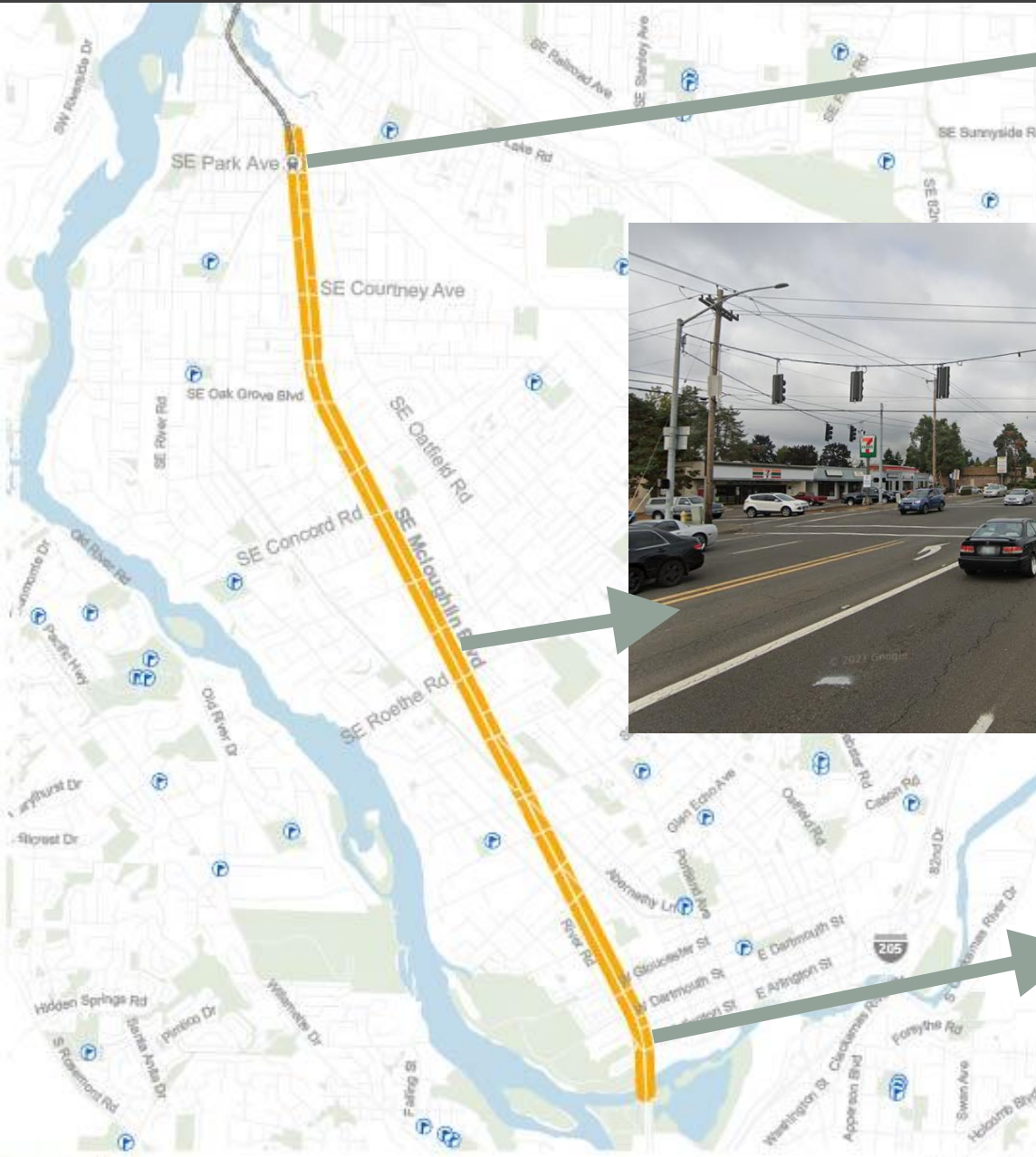


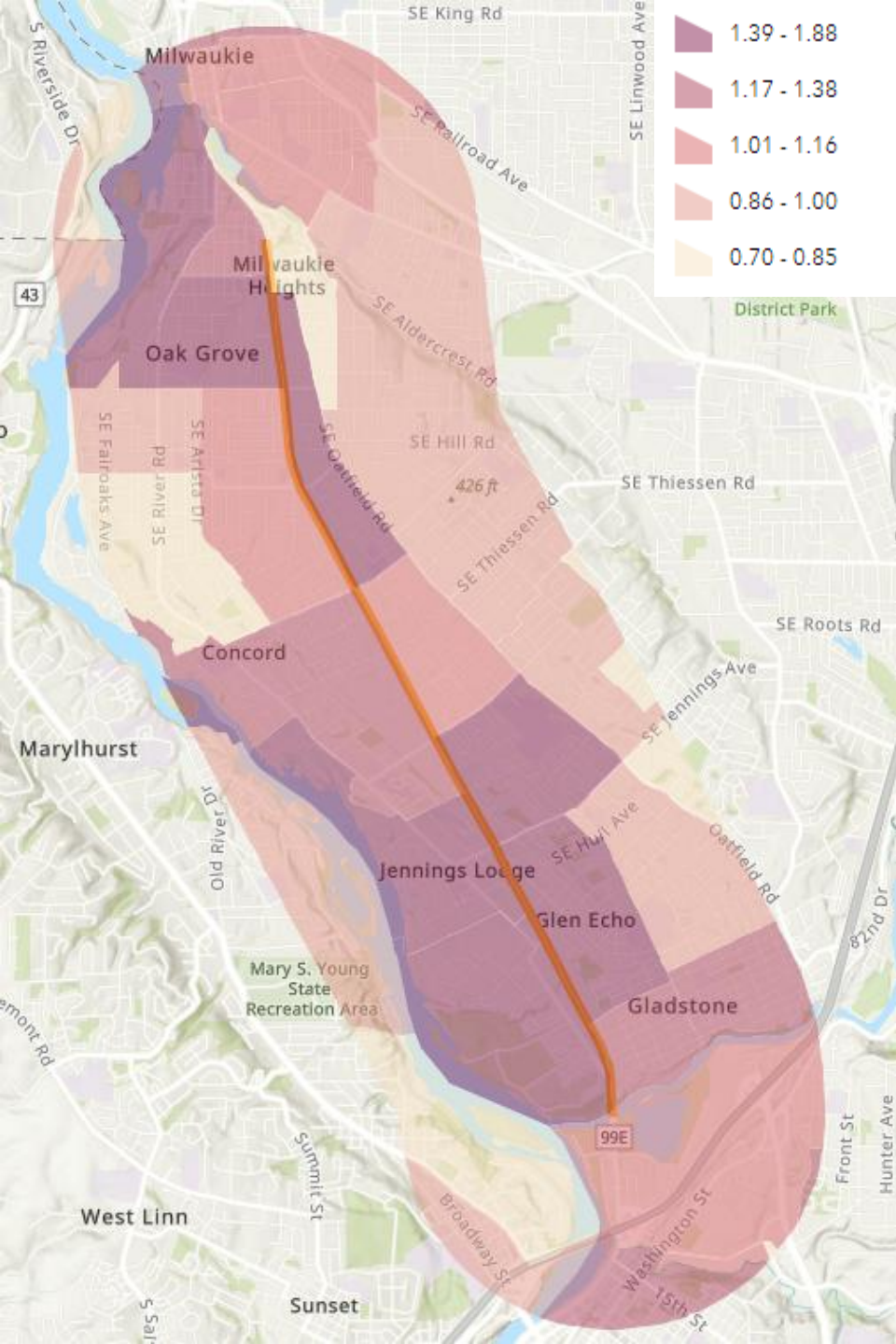
Apply Selection Criteria
& Prioritize Project List



Develop Funding &
Implementation Strategy

OR 99E McLoughlin Boulevard





Equity Context

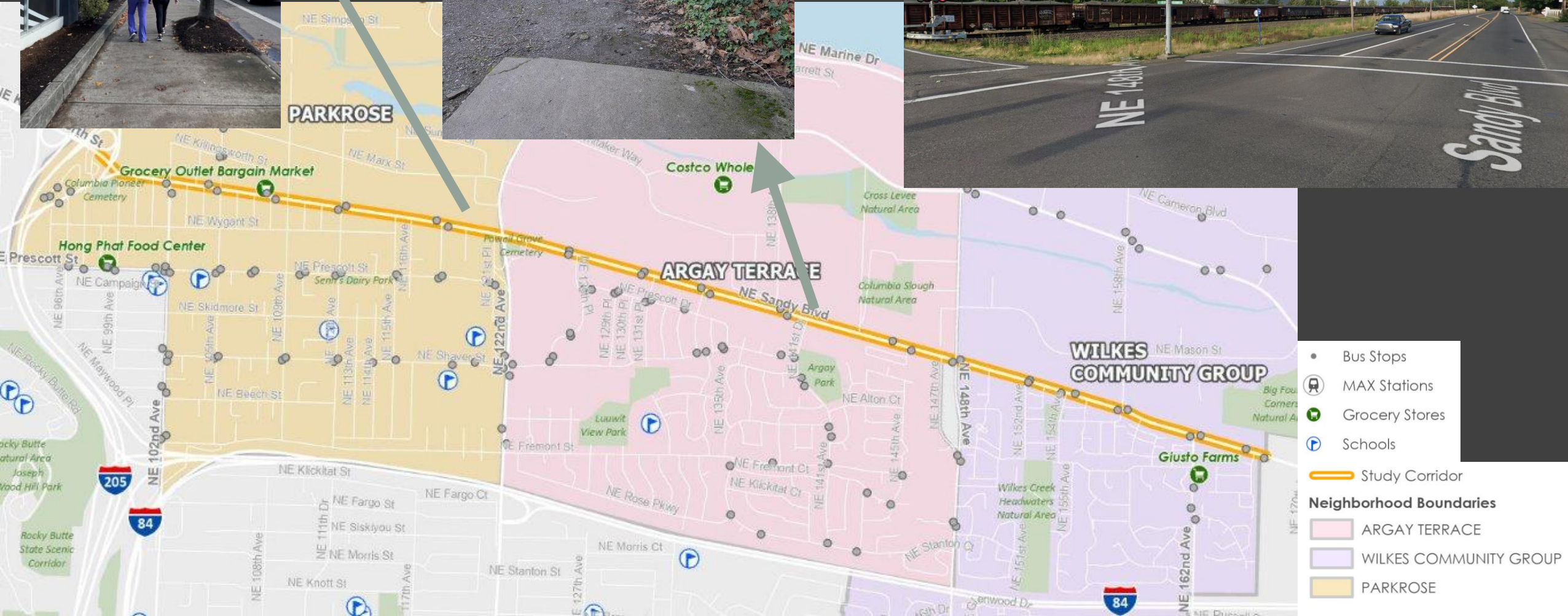
The Transportation Disadvantaged Index (TDI) tool is a comparison tool to help identify communities and places that spend more, and longer, to get where they need to go

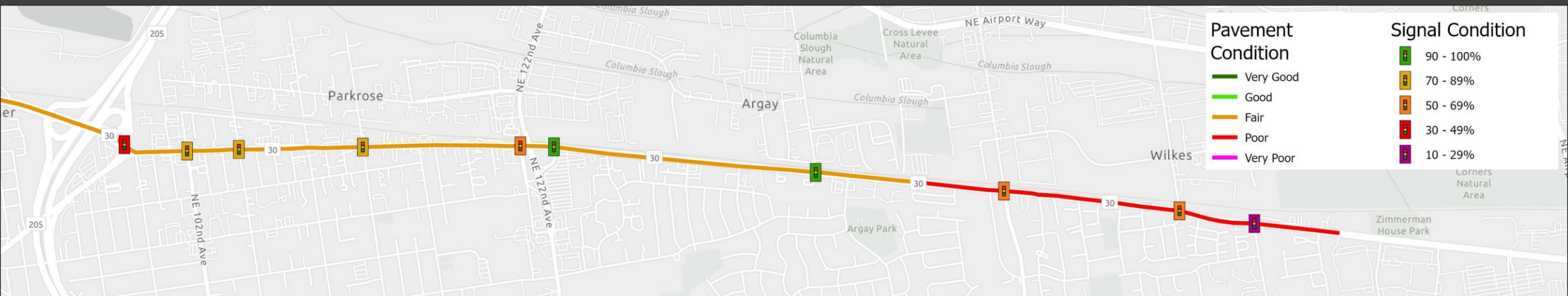
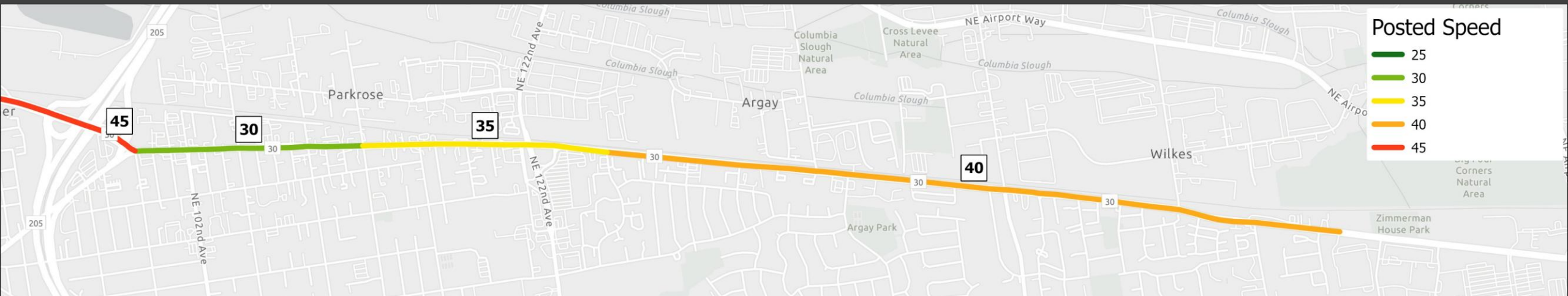
- Focuses on race (Black, Indigenous and persons of color)
- Income
- Personal vehicle access
- People with mobility impairments
- The elderly and youth, and
- Populations with Limited English Proficiency.

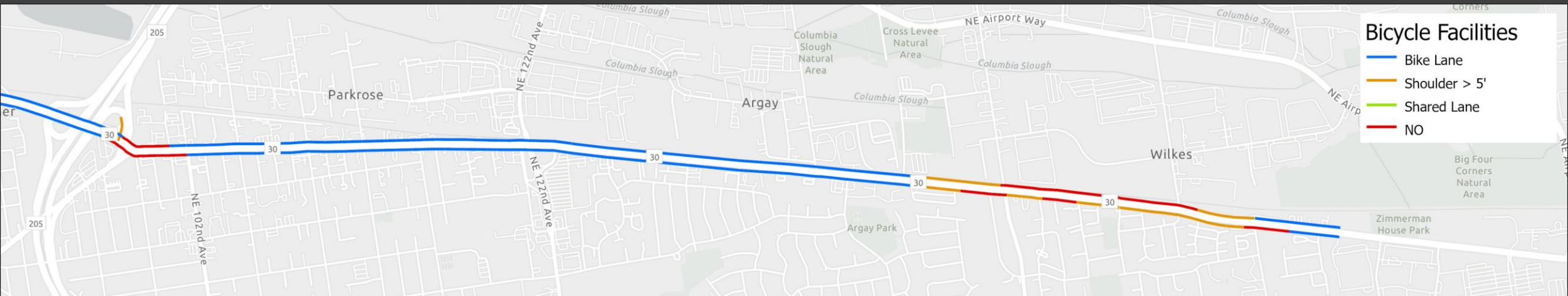
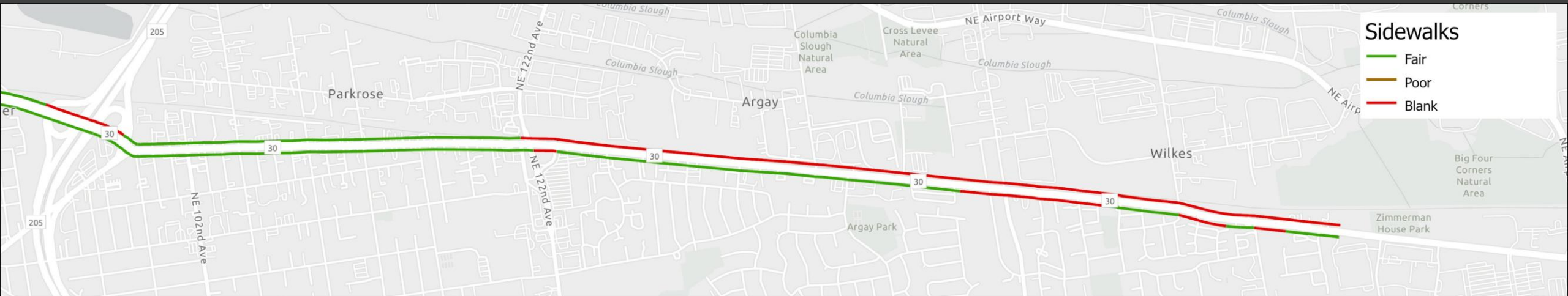
Safety Context



US30 Bypass Sandy Boulevard









Community Sounding Board



Community Input

- ❖ Intercept Surveys
- ❖ Tabling Events
- ❖ Online Open House
- ❖ Community Sounding Board
 - Community Planning Organization (CPO)/Advisory Committee (CAC)
 - School District
 - Safe Routes to School
 - Active transportation, ADA, and business community representatives
 - Equitable Engagement Compensation Program (EECP)

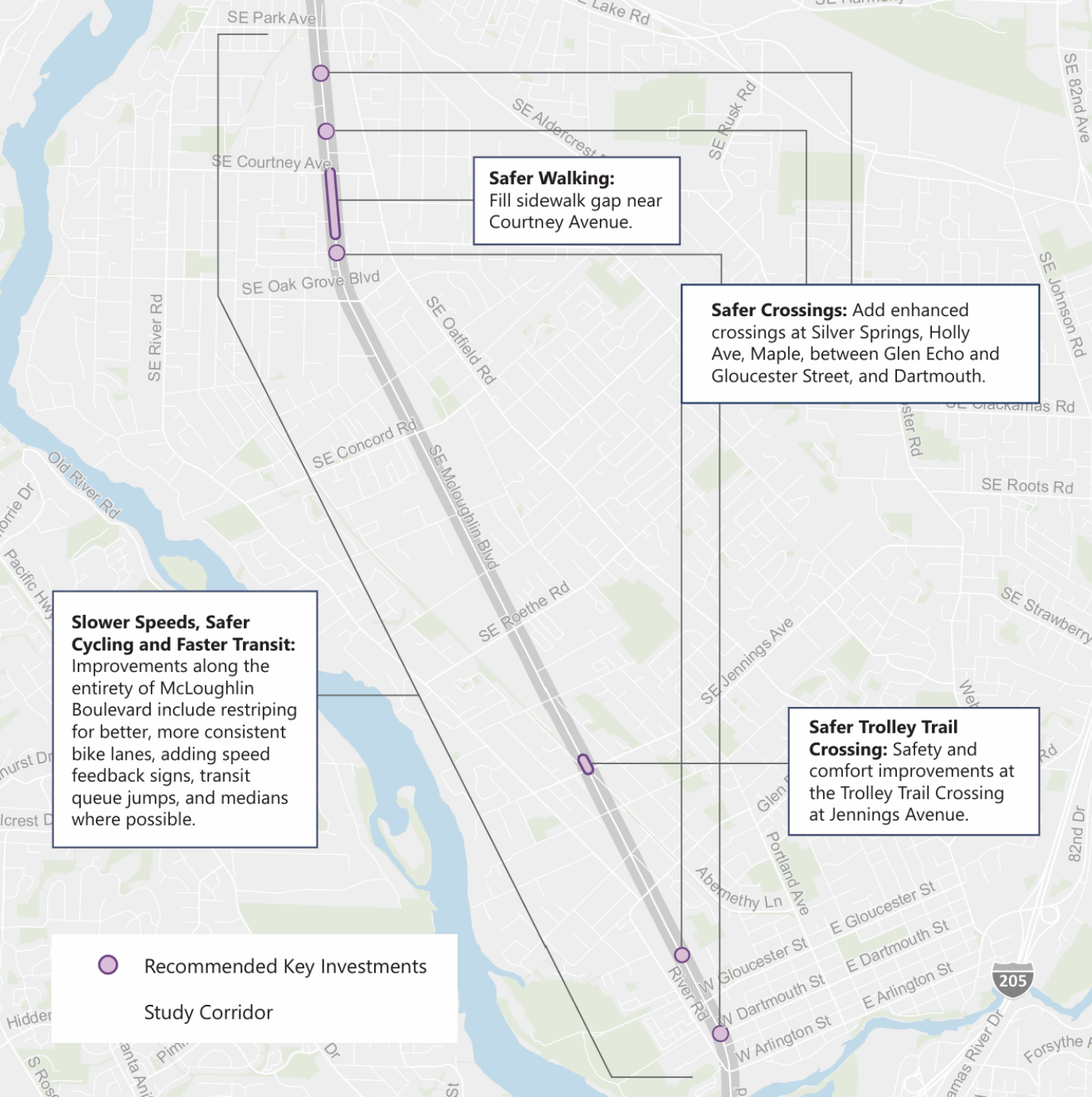
Evaluation
Criteria and
Performance
Measures

Evaluation Criteria	Performance Measures
Project Feasibility	Project cost
	Construction feasibility
	Meets Urban Design Guidance and criteria from context classification
Community Support/Equity	Amount of community support
	Proximity to school, elderly facility, or affordable housing
	Transportation Disadvantaged Population Index
Safety, Including Pedestrian and Bicyclist Safety/Comfort	Pedestrian Level of Traffic Stress (PLTS)
	Bicyclist Level of Traffic Stress (BLTS)
	Pedestrian/bicyclist risk factors and speed management treatments
	Crossing spacing
	Crash Reduction Factors
	Number of essential destinations
Access to Transit	PLTS/BLTS within 500' of transit stop
	Crossing within 150' of transit stop

McLoughlin Boulevard Investments Strategy Draft Project List					Key			
					Indicates priority for projects that are not funded or identified as key investments			
					Funded	Key Investment	High Priority	Low/Medium Priority
					H=High, M=Medium, L=Low			
ID	Project Name	Extent 1	Extent 2	Description	Priority (H/M/L)	Level of Effort (H/M/L)	Cost	Corresponding Projects
Crossing Projects								
C1	Silver Springs Road Enhanced Crossing	MP 7.04	MP 7.04	Add an enhanced crossing treatment on the south side of Silver Springs Road to improve pedestrian safety and comfort when crossing McLoughlin Avenue. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$	
C2	Holly Avenue Enhanced Crossing	MP 7.25	MP 7.25	Add an enhanced crossing treatment north of Holly Avenue near the TriMet bus stop to improve pedestrian safety and comfort when crossing McLoughlin Avenue. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$	
C3	Maple Street Enhanced Crossing	MP 7.70	MP 7.70	Add an enhanced crossing treatment to improve pedestrian safety and comfort when crossing McLoughlin Avenue. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$	
C4	Glen Echo Avenue to Gloucester Street Enhanced Crossing	MP 10.57	MP 10.57	Add an enhanced crossing treatment at the TriMet stops near MP 10.6 to improve pedestrian safety and comfort when crossing McLoughlin Avenue. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$	
C5	Dartmouth Street Enhanced Crossing	MP 10.89	MP 10.89	Install an enhanced crossing treatment to improve pedestrian safety and comfort when crossing McLoughlin Avenue. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$	
C6	McLoughlin Avenue/Meldrum Avenue/Mildred Street Enhanced Crossing	MP 10.14	MP 10.14	Add an enhanced crossing treatment to improve pedestrian safety and comfort when crossing McLoughlin Avenue. Investigate closing off Mildred Street. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	H	\$\$	
C7	Risley Avenue Enhanced Crossing	MP 8.21	MP 8.21	Add enhanced crossing to improve pedestrian safety and comfort when crossing McLoughlin Avenue. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$	
C8	Silverleaf Lane Enhanced Crossing	MP 8.10	MP 8.10	Add an enhanced crossing treatment to improve pedestrian safety and comfort when crossing McLoughlin Avenue. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$	
C9	Holly Farm Midblock Enhanced Crossing	MP 8.60	MP 8.60	Add an enhanced crossing midblock at the existing pedestrian median island to improve pedestrian safety and comfort when crossing McLoughlin Avenue. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$	
C10	Ina Avenue Enhanced Crossing	MP 9.40	MP 9.40	Add an enhanced crossing treatment to improve pedestrian safety and comfort when crossing McLoughlin Avenue. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$	

Key Recommendations

- SAFER CROSSINGS— Enhanced pedestrian crossings at 4 locations
 - Direct connectivity to transit stops and key destinations
 - Reduce the walking distance to comfortably crossings
- SLOWER SPEEDS
 - Speed feedback signs
 - Lane narrowing
 - Medians
- SAFER WALKING – sidewalk infill
- SAFER CYCLING
 - Add continuous bike lanes
 - Restripe intersections to include lane
- TRANSIT SPEED – 4 intersections
 - Queue jumps/dedicated lanes
 - TSP



Recommended Key Investments

Shared Use Path

I-205 to 102nd shared use path - expanded sidewalk. Improve I-205 MUP connection – wayfinding, signage, striping

Pedestrian Crossings

Enhanced pedestrian crossings btw 100th to 101st and/or 102nd to 105th (locations tbd), and at 118th, 125th, 144th, 152nd, 165th.

Transit Stop Improvements

Concrete bus pad, paved waiting areas, connecting sidewalks, lighting. At 148th EB & WB, 152nd EB & WB, 158th WB, 162nd WB.

Lighting (Systemic)

Improve lighting at intersections and transit stops

Sidewalk infill (south side)

121st to 122nd, 144th to 149th, 150th to 154th, 158th to 162nd.

Shared Use Path

162nd to 165th protected shoulder shared use path

Recommended Key Investments

-  Enhanced Pedestrian Crossing
-  Transit Stop Improvements
-  Sidewalk infill
-  Shared use path
-  Pedestrian crossing location range (exact location TBD)

Why did we pilot it and then do a second?

FACILITY PLANS

IDENTIFY COMMUNITY SUPPORTED IMPLEMENTABLE PROJECTS

Goal for Pilot



Effective use of
limited
resources



List of cost-
effective,
community
supported
concepts



Identify
implementable
projects within
10 years

Facility Plans

- 20-year long ranges plans
- Determine what needs to be done to address an identified problem based on established policy direction and standards
- Next step would be project planning in accordance with NEPA

State Transportation Improvement Program (STIP)

- 4-year project programming for construction
- Many STIP projects continue from previous years lists as larger projects move through stages – planning, preliminary engineering, right-of-way, construction

Road Safety Audit

- Formal and defined process
- Much more detail and effort than investment strategies

How will we use it?

DESIGN/ADVANCED INVESTIGATION
SIDEWALK IMPROVEMENT PROGRAM LIST
CAPITAL INVESTMENT PLAN

Active Efforts – Design/Investigation

OR99E – MCLOUGHLIN - 2023

- PS&E complete for 3-mile segment with RRFBs, illumination, and sidewalk gaps
- 4 RRFBs in 27-30 STIP
- Last gap segment of curb/sidewalk in 27-30 STIP
- 2 larger RRFB projects investigation – seeking design and construction funds
- Traffic signal rebuild project investigation to better accommodate trail crossing

US30 – SANDY - 2025

- 2 enhanced crossings in project investigation
- 2 RRFB earmark funding requests or with SWIP funds
- Access management (RIRO at multiple locations) in coordination with city
- Speed investigation leading to reduced speed for ~1.5 mile segment



SWIP Funding

- Sidewalk Improvement Program
- Oregon Bike Bill funding set aside
- ~\$3M/year
- Construction & maintenance of ped/bike facilities on ODOT roads
- 2 RRFB funding if earmark doesn't come through
- Long term priority list of projects on both corridors

Capital Investment Plan

- First CIP for ODOT - 2027-2037
- CIP in progress with a preliminary list of projects
- Projects in the CIP from
 - Asset management – maintenance needs
 - Area Commission on Transportation nominated projects
 - Region plans/studies
- Region plans/Studies
 - Local Transportation System Plans, MPO plans
 - ODOT plans or studies
 - Corridor Investment Strategies





Thanks!

OREGON DEPARTMENT OF TRANSPORTATION

NEELAM DORMAN, PE , TE

REGION 1 PLANNING MANAGER