GREAT PLACES

SW Corridor

Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City • Lake Oswego
Multnomah County • Washington County
ODOT • TriMet • Metro

Southwest Corridor Plan

Integrated approach to corridor planning

Portland Planning & Sustainability Commission
February 14, 2012

Collaborative effort

Charter

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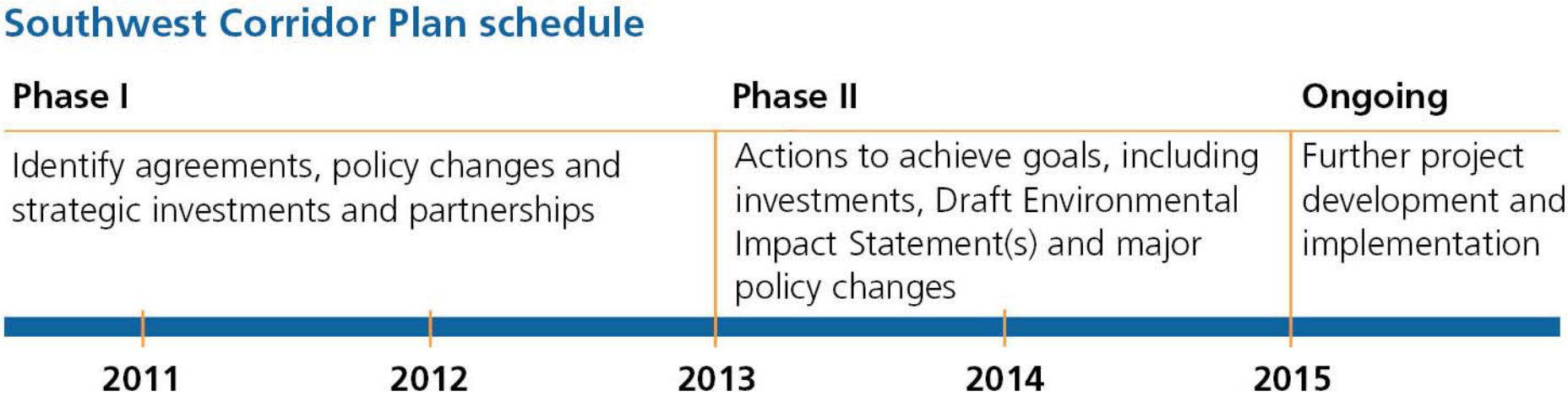
SW Corridor Plan

Charter

Dec. 12, 2011

PROJECT PARTNERS
Cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington counties, Oregon Department of Transportation, TriMet and Metro

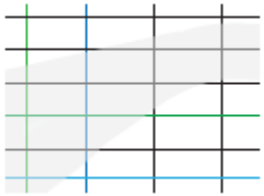
Major timeline



Integrated approach

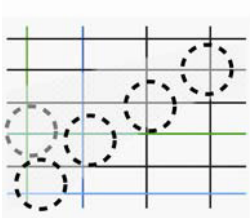
Regional Transportation Plan

- Broad corridor



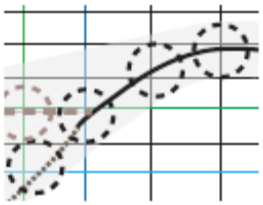
Land Use Plans

- Community focus areas identified in the broad corridor



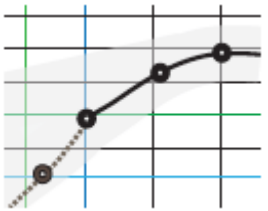
Transportation Plan & Transit AA

- Transportation and land use improvements and transit modes and alignments



Implementation DEIS & FEIS

- Decisions on investments:
  - in transportation,
  - land use improvements
- Decisions on transit mode and alignment



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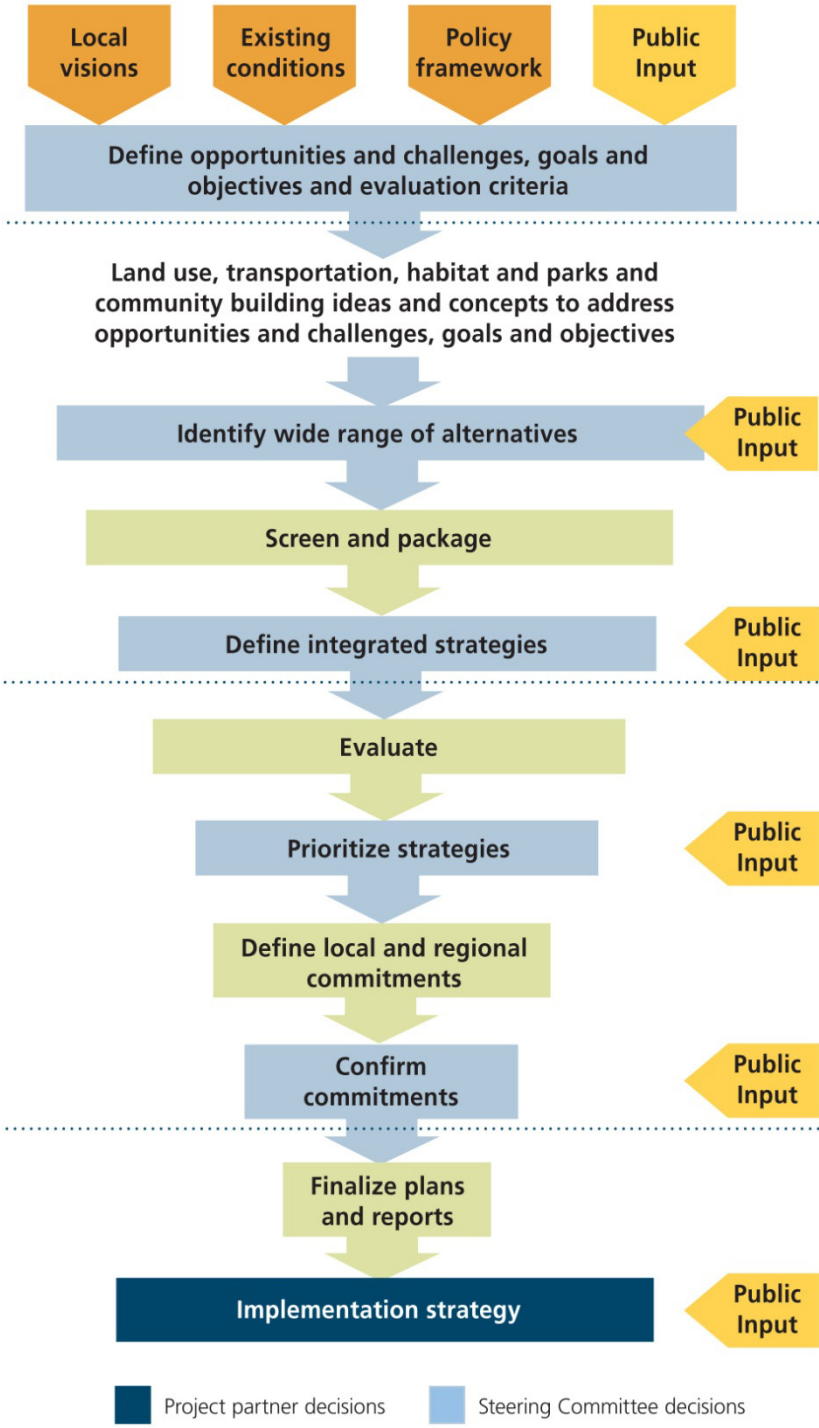
Major tasks

- Identify opportunities and challenges, goals & objectives, purpose & need
- Develop outcomes-based evaluation and screening criteria
- Develop wide range of alternatives
- Screen and package alternatives
- Evaluate integrated strategies
- Prioritize preferred set of integrated strategies
- Develop draft implementation strategy, project partner commitments



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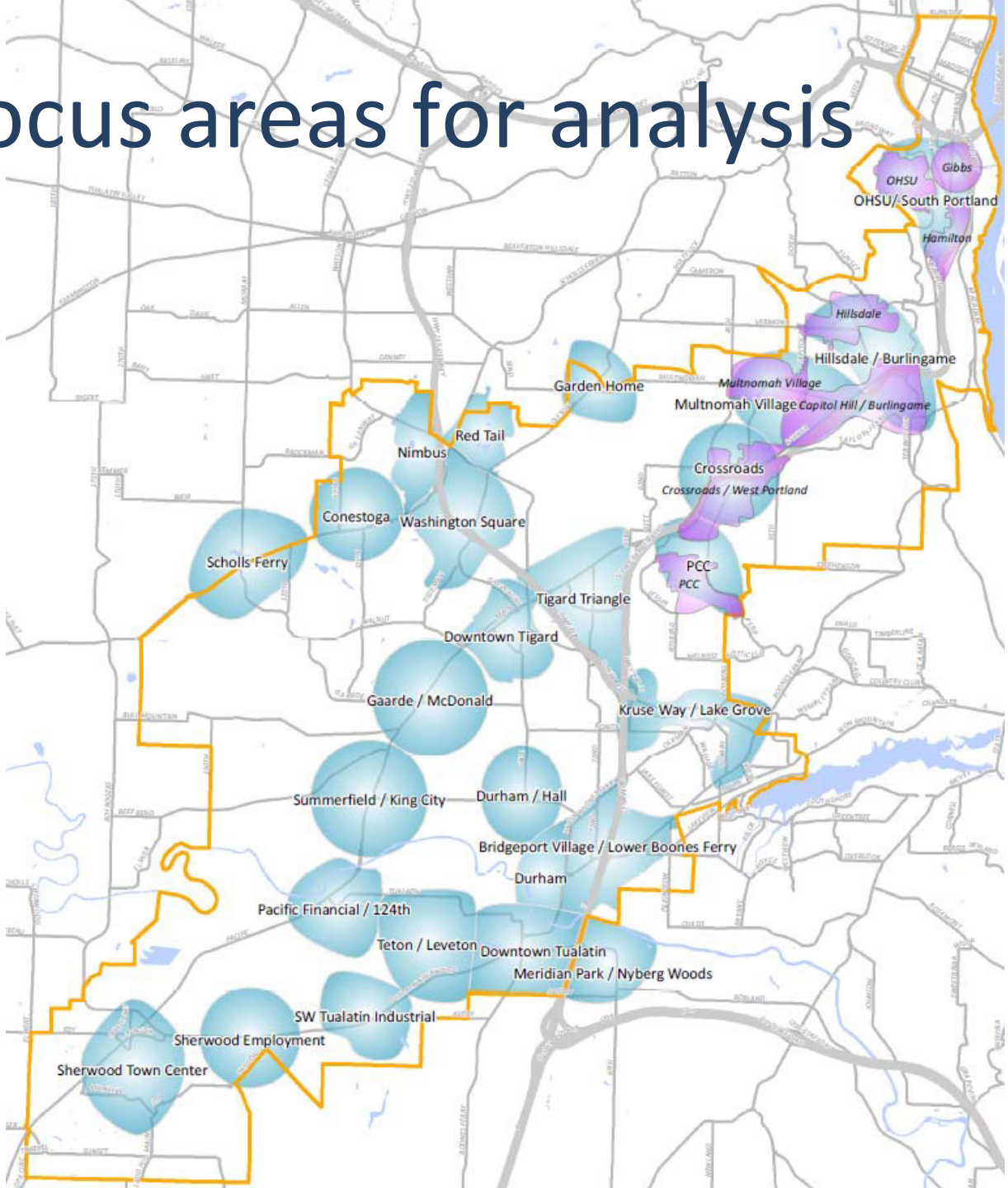
Focus areas for analysis



Transportation Plan:

- All modes: pedestrians, bikes, transit, autos, & freight
- Co-led by ODOT & Metro, with city & county staff involved

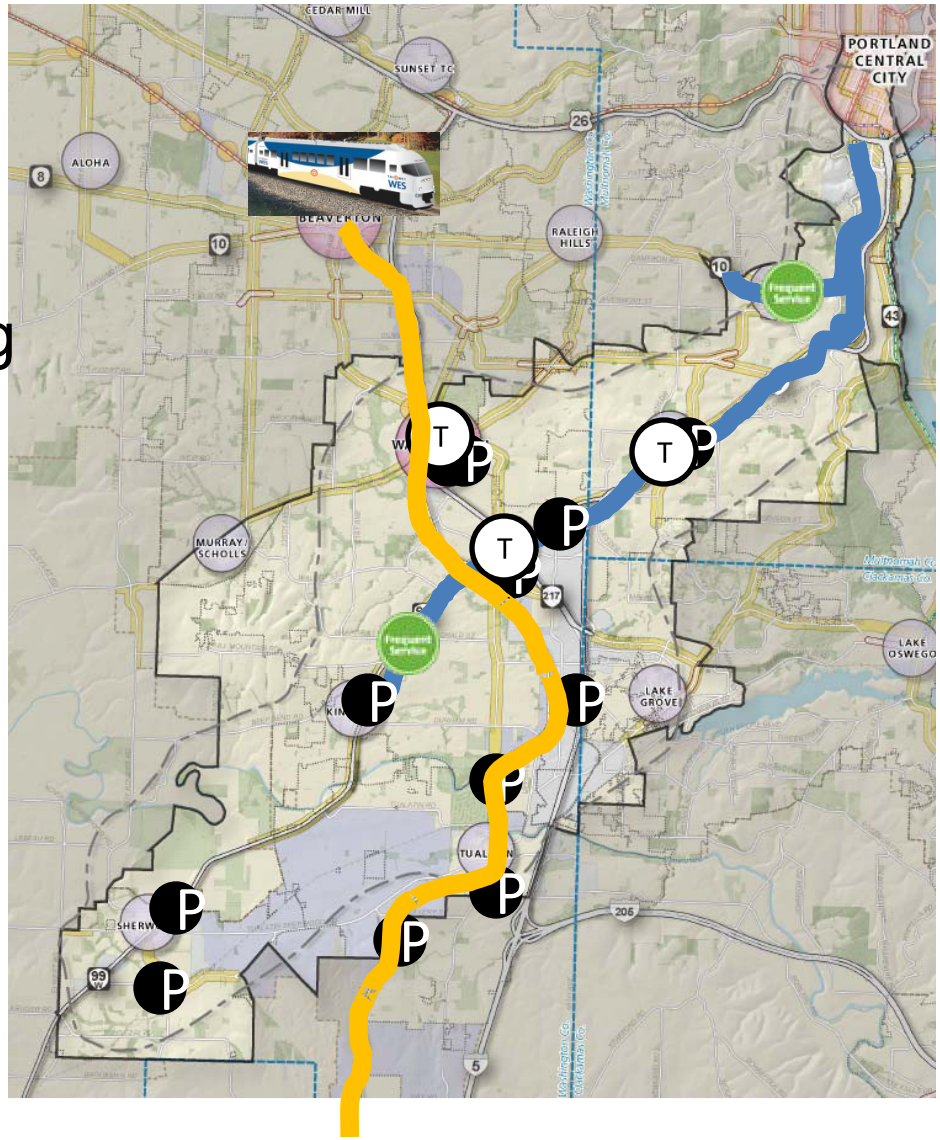
- Purpose: a **safe, reliable,** and **efficient** transportation network that **strengthens** and **connects** the communities we want.

How will we meet that purpose?

- Access to **places** people live, work, play and learn
- **Options** for how to get around
- Improving **safety** for all modes
- Improving **mobility** for all modes
- Building a system that help the corridor and the region **thrive economically**

Major Transit Facilities

- WES
- 28 bus lines
- 2,000 parking spaces
- 3 Transit Centers
- 27,000 daily riders



Major roadways: What's in the corridor?

I-5: up to ~160,000 vehicles/day, highest volumes Tigard + north

99W: up to ~50,000 vehicles/day, highest volumes Tigard + south

Other major routes: OR-217, OR-43, Hall Blvd, Tualatin-Sherwood Rd …

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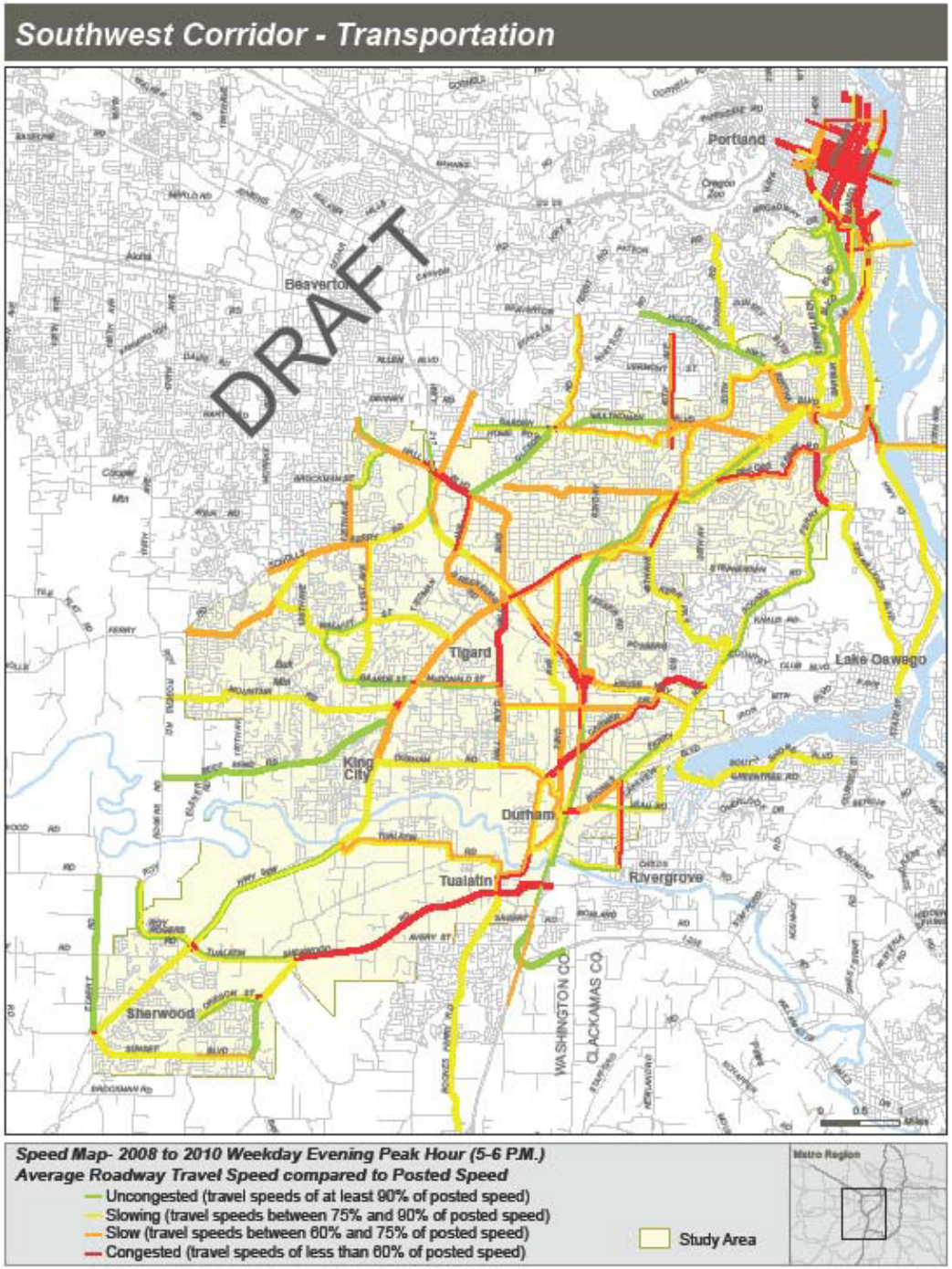
Snapshot: slowdowns in the corridor during the PM peak



How are we planning?

- Local land use is leading
- Building a balanced system
- Being thoughtful about resources – for planning and for implementation

What's on the table?

- All modes
- Regional + local
- High capacity transit
- Changing the function and modes on 99W
- Operational improvements to I-5, including interchanges

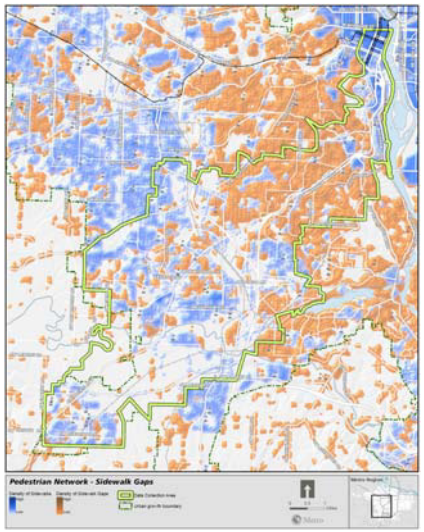
What's off the table?

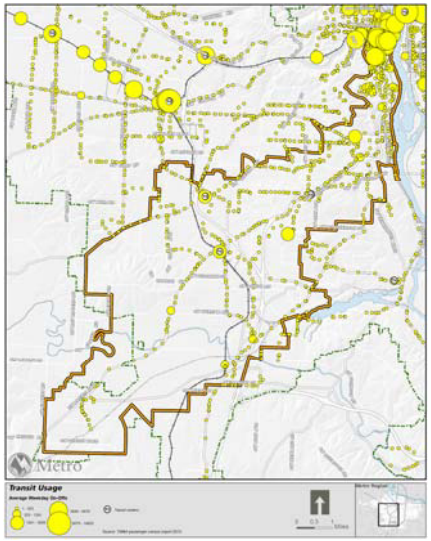
- Changing the function of I-5
  - It's going to stay a limited-access freeway meant to provide high-speed, long distance motor vehicle trips
- Adding capacity to I-5
  - Not financially possible to add travel lanes
  - Not supported by policy

End products

- Refinements to the Regional Transportation Plan
- Potential amendments to the Oregon Highway Plan
- Potential amendments to local TSPs
- Prioritized projects for implementation

Transit alternatives analysis (AA)





- This corridor prioritized in the High Capacity Transit Plan of the Regional Transportation Plan
- Part of the federal process with the Federal Transit Administration (FTA)
- The transit AA is subset of the overall transportation plan.

Wide range of alternatives – transit AA

- Transportation System Management and Operation
- Light Rail Transit
- Rapid Streetcar
- Bus Rapid Transit
- High Occupancy Vehicle Lanes / High Occupancy Toll Lanes
- WES function/service and other potential improvements

Timeline and products

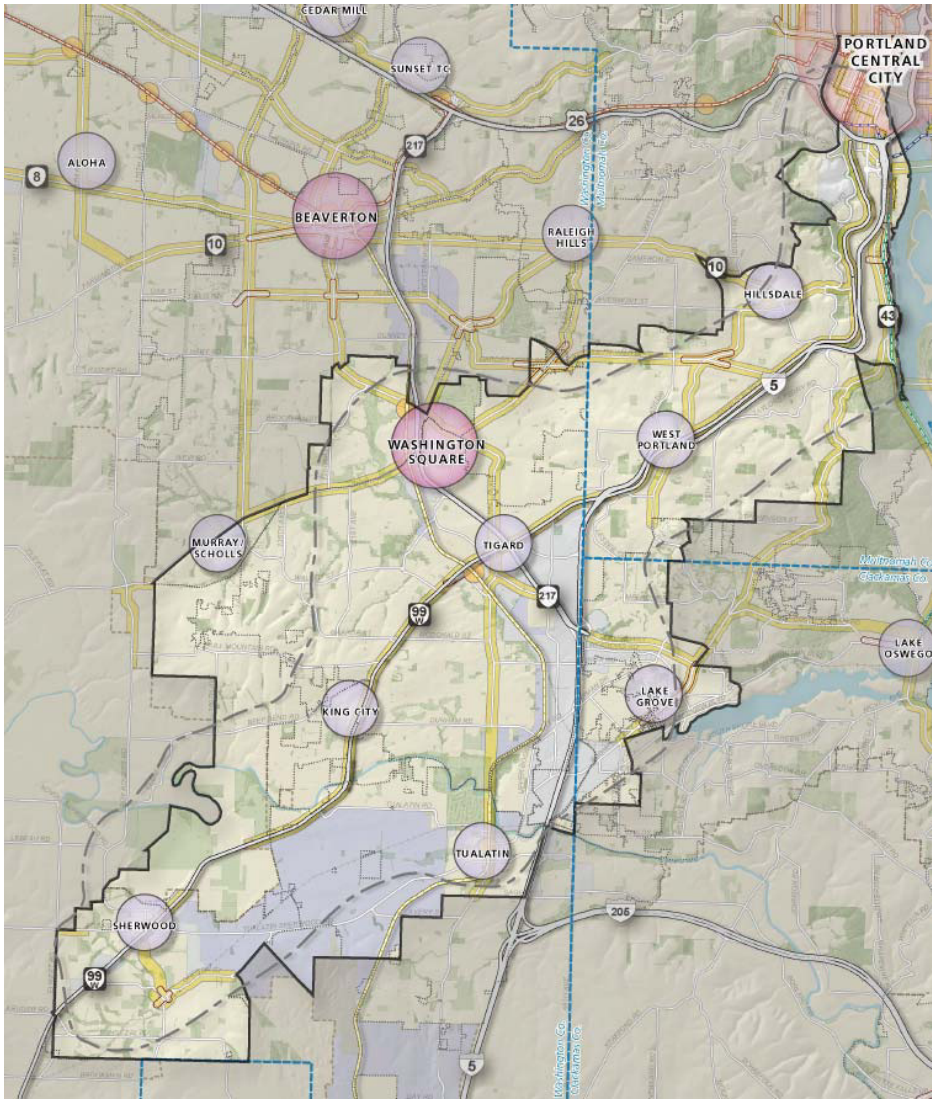
- Phase 1
  - Mode(s) and alignment(s) for further study
- Phase 2
  - Next stage in the federal planning process

Corridor Profile

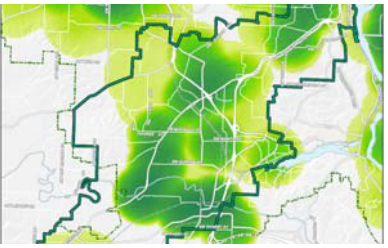
Population
2010 140k
2035 206k

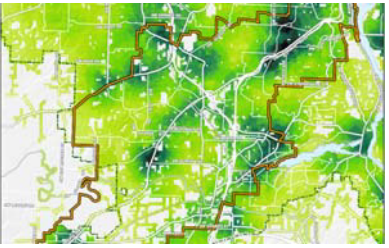
Employees
2010 163k
2035 251k

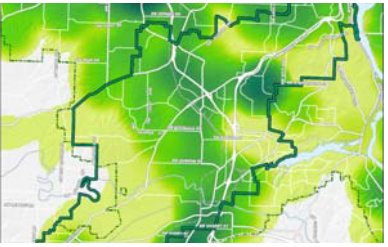
Projected travel time increase 30%



Corridor-wide existing conditions







- High level of services
  - Employment
  - Education
  - Community assets - health providers, parks, natural resources, grocery, social services
  - Transportation – auto, freight, transit
- Low level of affordable housing
- Patchy pedestrian & bicycle facilities
- Health concerns
- Higher land values

Preliminary transportation data

- Traffic volume
- Where are people going to/from
- Major issues
- Strong travel markets
- Safety hotspots

Evaluation framework

What is an evaluation framework?

The evaluation framework provides a foundation for defining the challenges in the corridor; defining alternatives or solutions; evaluating alternatives and finally selecting preferred alternatives to move forward.

How will we use the evaluation framework?

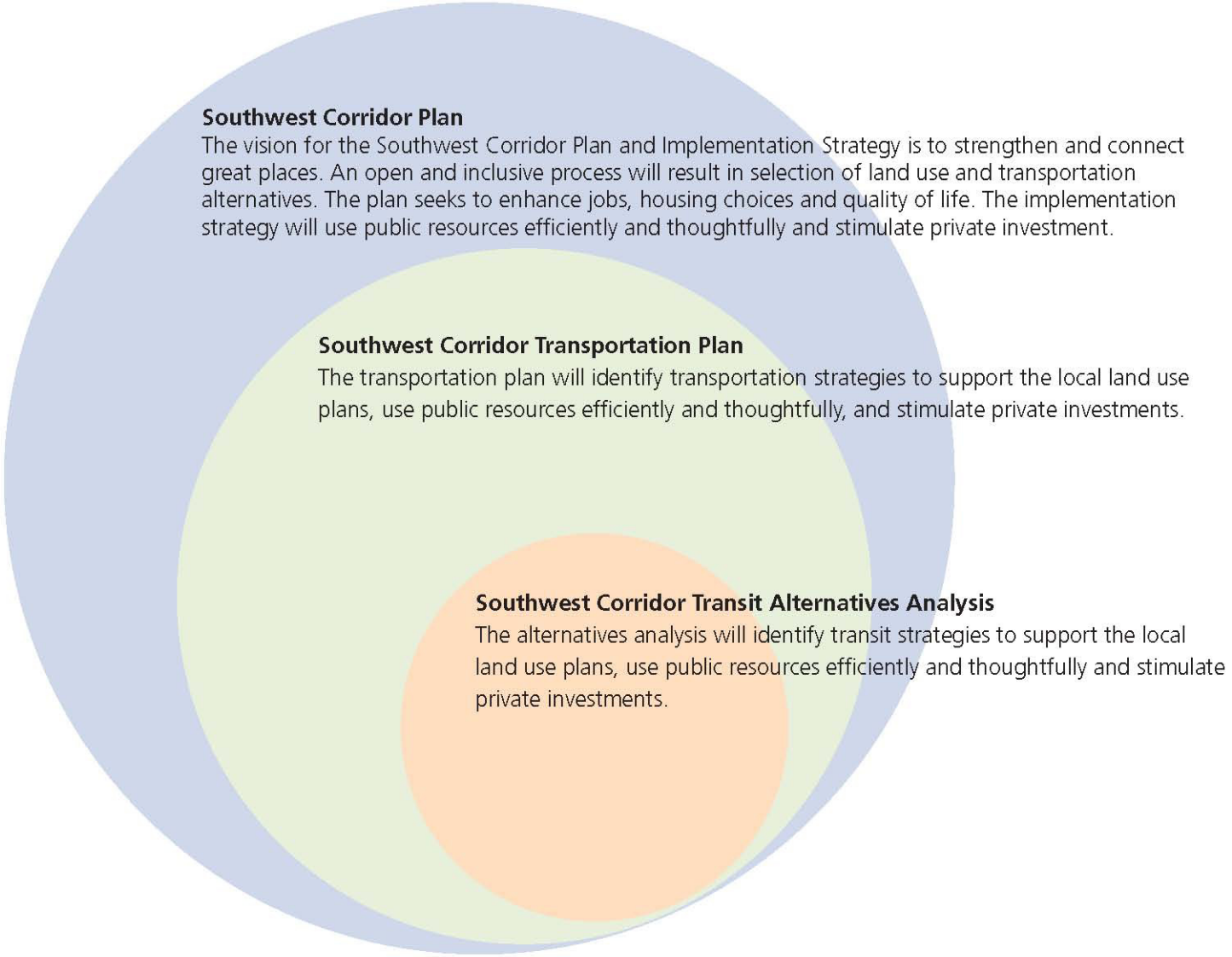
All feasible solutions will be evaluated against each of the identified goals and objectives within the corridor.

The evaluation will reveal solutions that best meet the vision as well as the needs and challenges. Solutions can be modified to achieve better outcomes.

Who will develop the evaluation framework?

The evaluation framework will be developed with and vetted by the Southwest Corridor Project Team Leaders and the Project Management Group, and adopted by the project's Steering Committee.

SW Corridor Plan Vision



Goals

- Prosperity
- Health
- Access and mobility
- Accountability and partnership

Next steps

- Developing evaluation criteria and the wide range of alternatives
- Community planning forums will be convened to provide input at milestones
- Steering Committee will be acting on the vision, goals and objectives in April

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