



G R E A T P L A C E S

Corridor

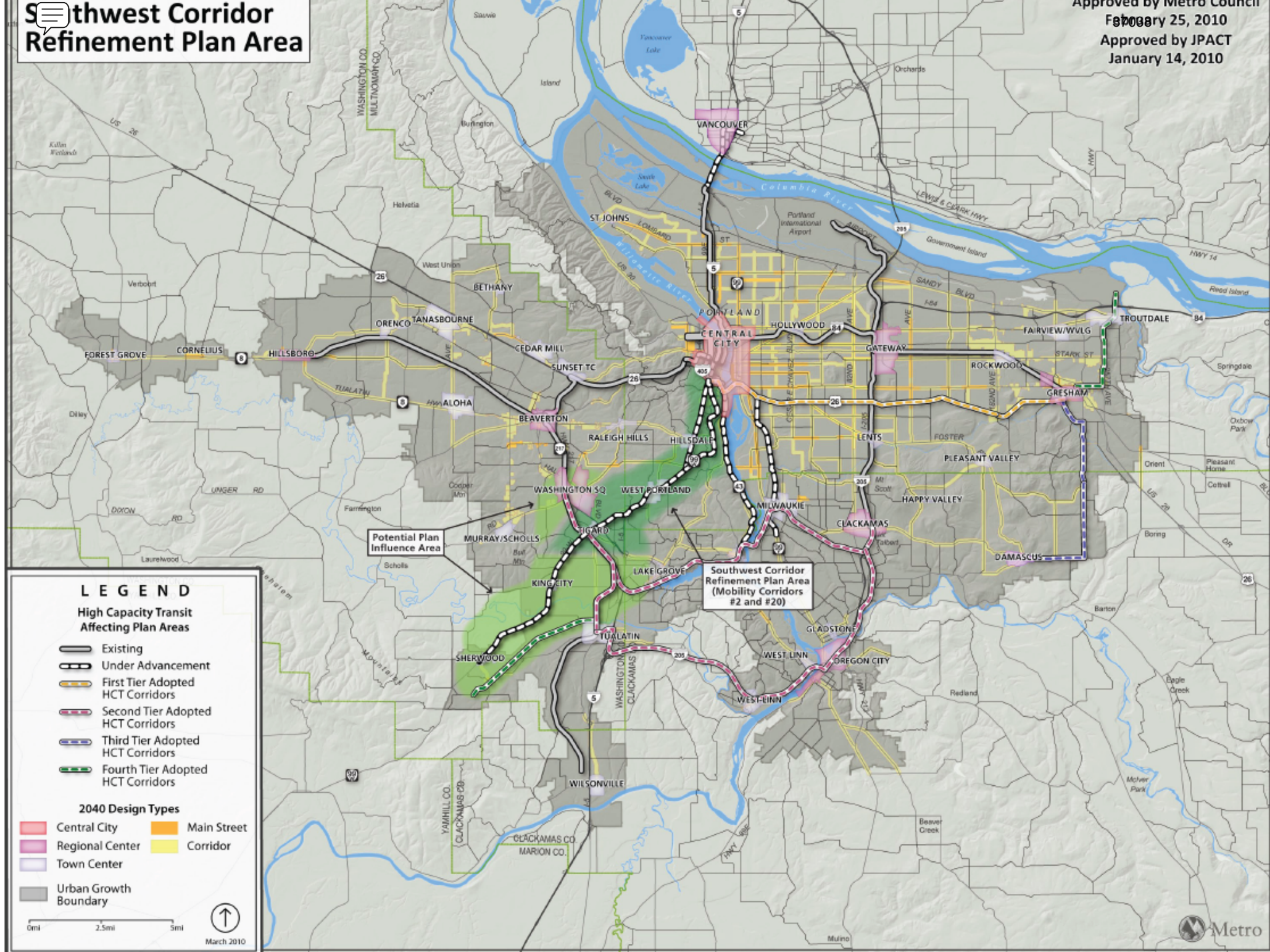
Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City • Lake Oswego
Multnomah County • Washington County
ODOT • TriMet • Metro

Southwest Corridor Plan Recommendation

Portland City Council
October 9, 2013

Southwest Corridor Refinement Plan Area

Approved by Metro Council
February 25, 2010
Approved by JPACT
January 14, 2010

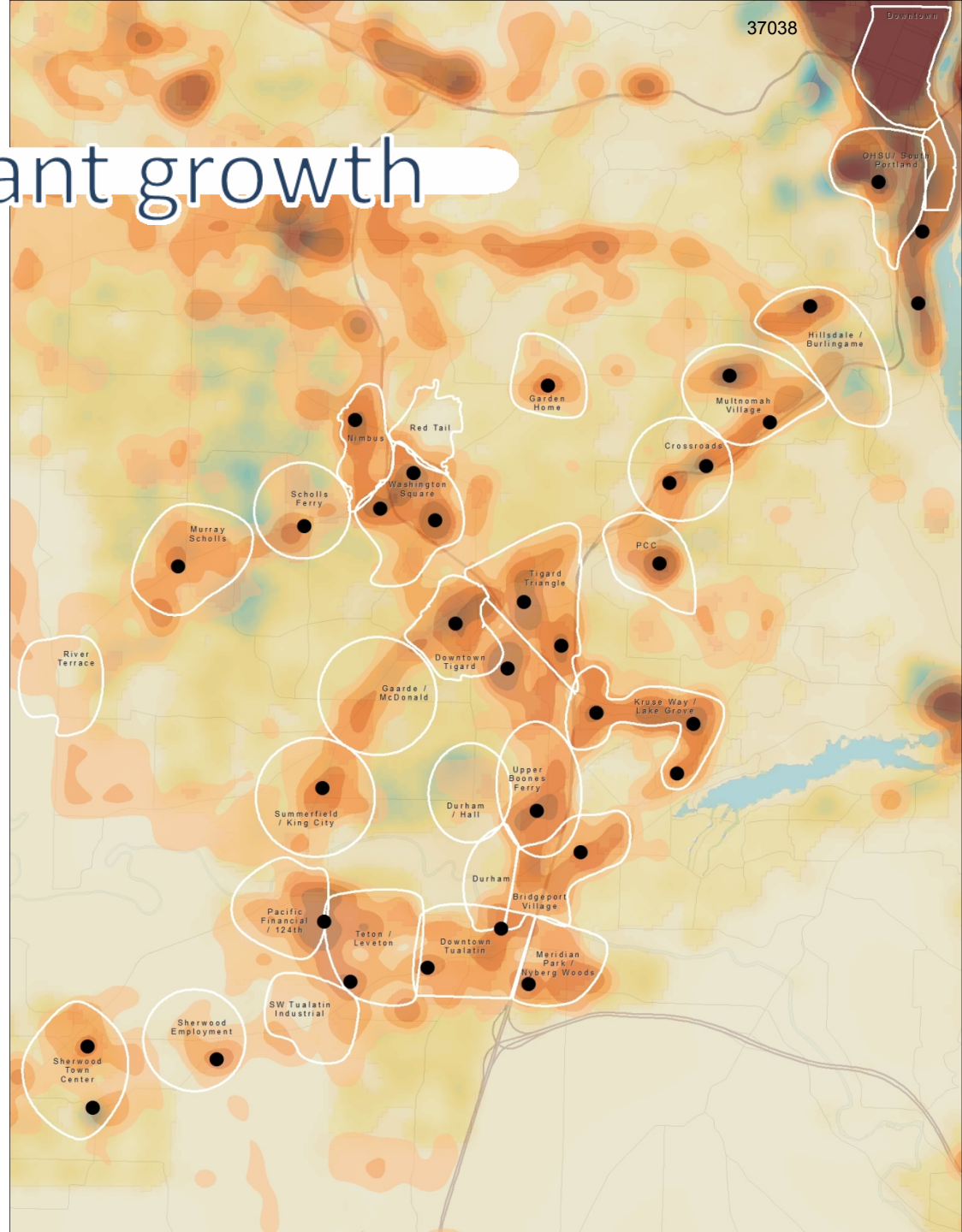


Significant growth

11% of Metro
region

Population
2010 - 140k
2035 - 206k

Employees
2010 - 163k
2035 - 251k



Collaborative partnership

- **8 cities:** Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, Tualatin
- **2 counties:** Multnomah and Washington
- **3 agencies:** ODOT, TriMet and Metro

Phase I of the Southwest Corridor Plan

Southwest Corridor Plan Phase I milestones

September 2011



1 Identify policy framework and existing conditions



Opportunities and challenges

Goals and objectives

Evaluation criteria

July 2012

2 Develop wide range of alternatives



September/
October 2012

3 Narrow range of alternatives

January 2013

4 Define bundles to test transit, roadway and active transportation project performance

Example A



Example B



Example C



Example D



Spring/
summer 2013

5 Develop shared investment strategy

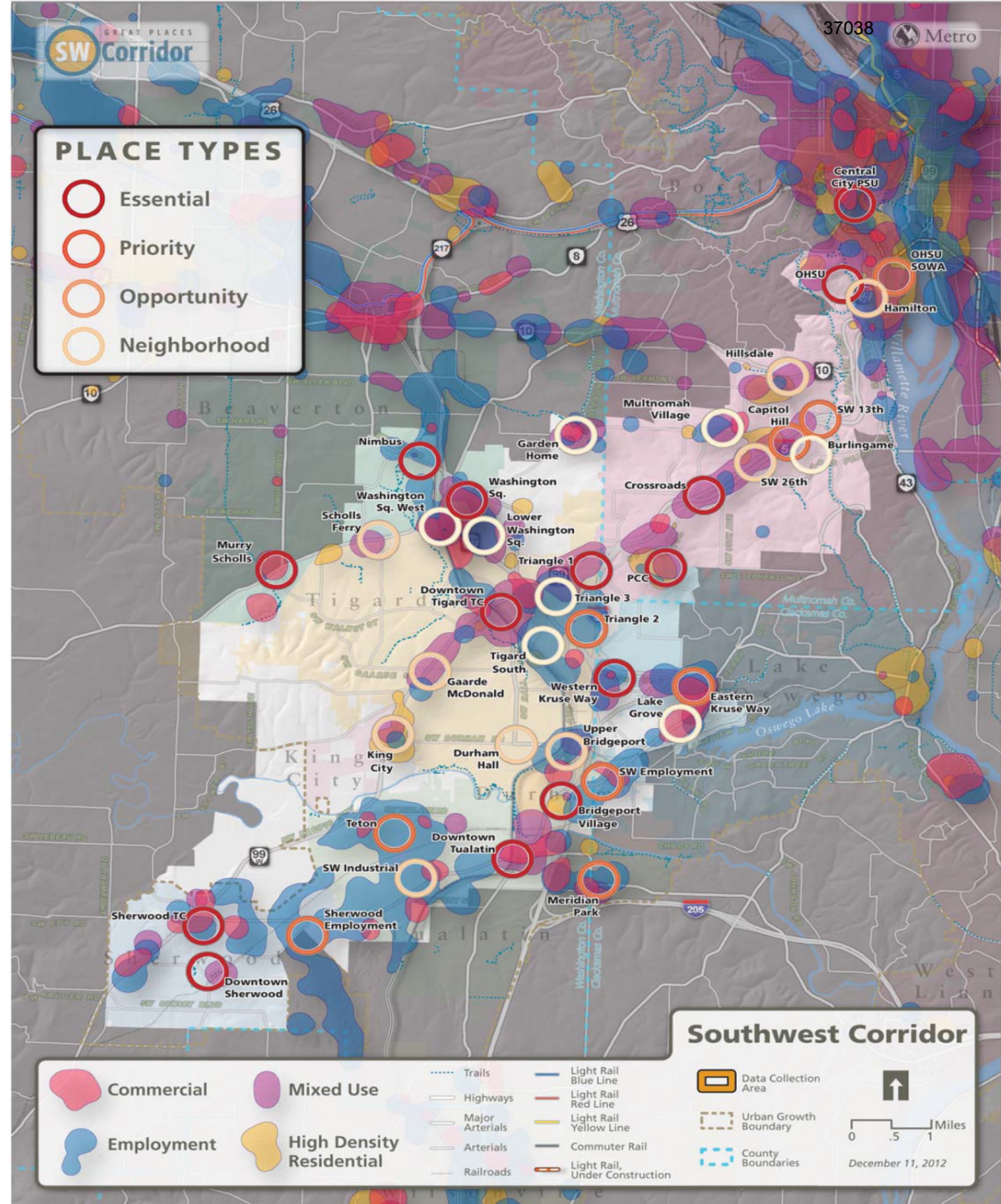


6 Identify commitments and implementation strategy

Public involvement

- 4 community planning forums
- 2 economic summits
- Shape SW survey, other online engagement
- City council, planning commission, stakeholder and neighborhood meetings
- Environmental Justice targeted outreach

A vision based
approach
Key points
about the land
use vision



Steering Committee recommendation

July 22, 2013

July milestone: End of Phase I

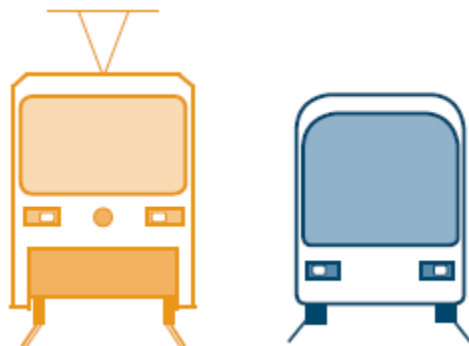
- Transit:
 - ♦ Southwest Service Enhancement Plan
 - ♦ Narrow High Capacity Transit alternatives
- Strategic set of roadway and active transportation projects
- Prioritized parks and natural resource projects
- Policies and incentives for further consideration

Modes for further study

October 2012: Steering committee narrowed from 10 HCT alternatives to five

July 2013: Steering Committee recommended both light rail and BRT should advance for further study based on:

1. high ridership potential of both modes
2. need for additional design to produce more developed capital cost estimates necessary to clarify tradeoffs among:
 - capital costs
 - operating efficiency (operating costs and ridership)
 - support for SW Corridor Land Use Vision



Percentage of BRT in dedicated transitway (“level” of BRT)

Between 50% and 100% of the alignment should be in exclusive right-of-way

- eligible for New Starts funding
- most supportive of land use vision

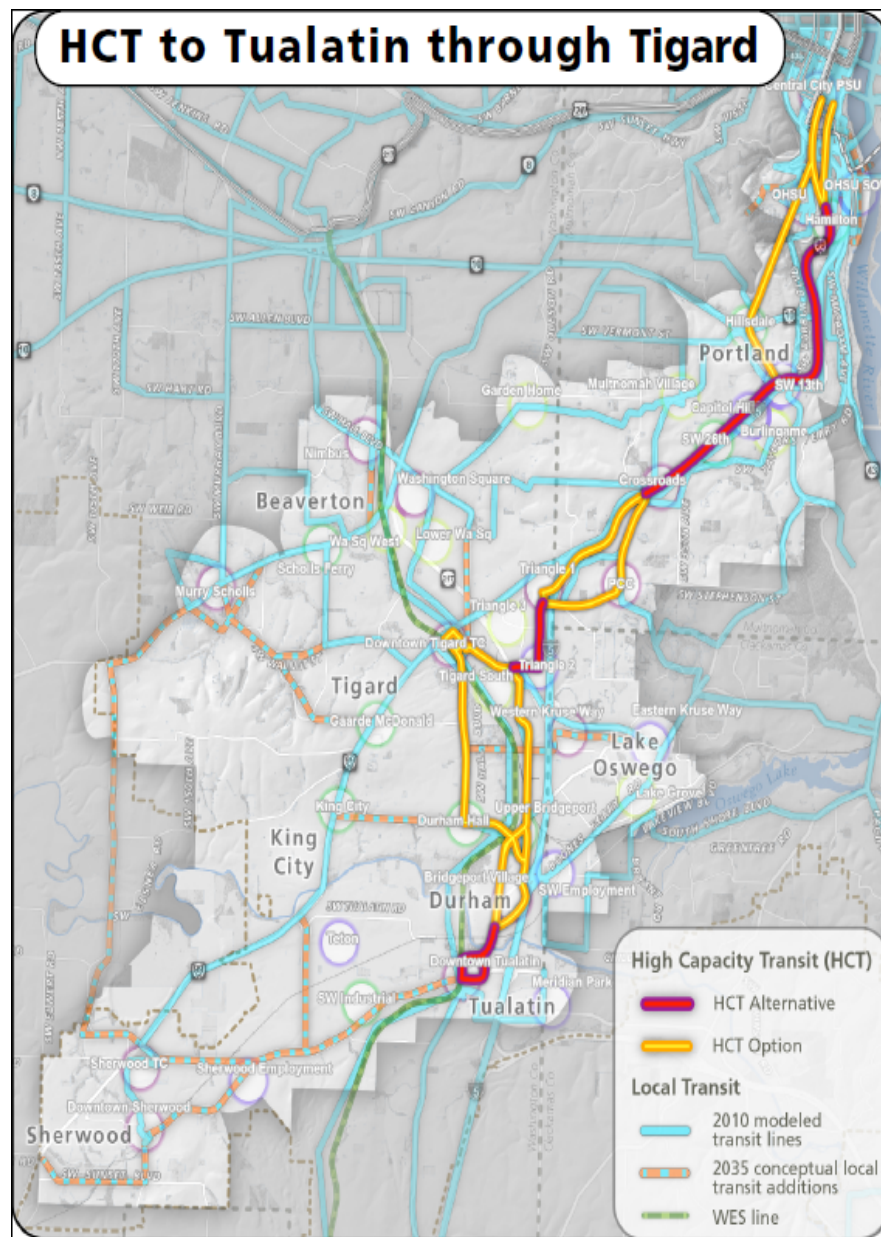


Destination

Tualatin, via Tigard

Based on:

- ridership potential
- operational efficiency
- plans for increased housing and employment in Tigard and Tualatin



Roadway + Active Transportation Projects

Recommendation

- Began with over 400 – narrowed to 81 (*\$4 billion to \$500 million*)
- Highly supportive of HCT
 - Some projects will be identified that fit with HCT
- Highly supportive of the land use vision
 - Mixed-use, employment and industrial areas
 - Project sponsors responsible for implementation
- SW Corridor Plan recommendations will inform updates to TSPs and the RTP

Next steps

- Project partners adopt SWCP by resolution in fall 2013
- Move into a refinement phase
 - ♦ Focus on HCT
 - ♦ Determine which roadway, active transportation, parks projects move forward with HCT
 - ♦ Refine policies/tools for further implementation
- Steering Committee decision to move into EIS (NEPA) in early 2014

Resolution

All partners jurisdictions

- Endorse the *Southwest Corridor Plan & Shared Investment Strategy*:
- Participate in ongoing regional planning efforts (including HCT Refinement Phase)
- Pursue funding options with project partners
- Inform local plans, policies and implementation strategies (such as TSP)
- Participate in SW Service Enhancement Plan

Resolution

Tailored for Portland

- Pursue near-term safety improvements
- Coordinate across bureaus on policies and projects

HCT Refinement Phase

- Public involvement plan, including a Community Working Group
- Use adopted local plans (Barbur Concept Plan) to inform refinement
- Evaluate land use impacts and transportation needs for alignments off Barbur
- Evaluate project performance for safety, active transportation, reduce VMT/GHG emissions & minimize neighborhood traffic



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October 2012	July 2013	mid-2014	early 2017
Narrow from 10 alternatives concepts to five	<ul style="list-style-type: none"> • Policy direction on “level” of BRT for further study • Which modes to carry forward for further study • Destination 	<i>Refinement</i> <ul style="list-style-type: none"> • Alignments • Add a lane or convert a lane? • Potential station locations • Funding strategies 	<i>Draft Environmental Impact Statement</i> <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

Direction on SW Service Enhancement Plan (local service)

Directs TriMet to implement SW Service Enhancement Plan to provide the following:

1. Connect key SW Corridor locations quickly and reliably to one another and to a potential HCT line

- Within corridor
- Throughout Washington County

2. Improved local transit connections to WES

3. Capital improvements necessary to achieve higher transit system functioning to better connect key corridor areas and HCT

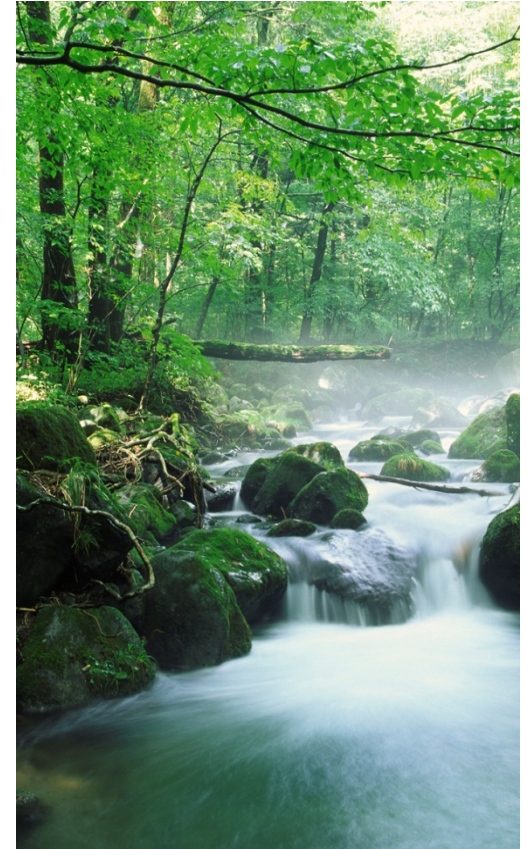
4. Identification of improvements cities and counties can make for better transit access



Green projects

Developed and prioritized by each jurisdiction in the corridor.

- Parks
- Trail
- Natural Areas



Development incentives and policy changes

- Toolkit
- Flexible to support community land use vision
- Assist the market build consistent with local vision