



Southwest Corridor Plan

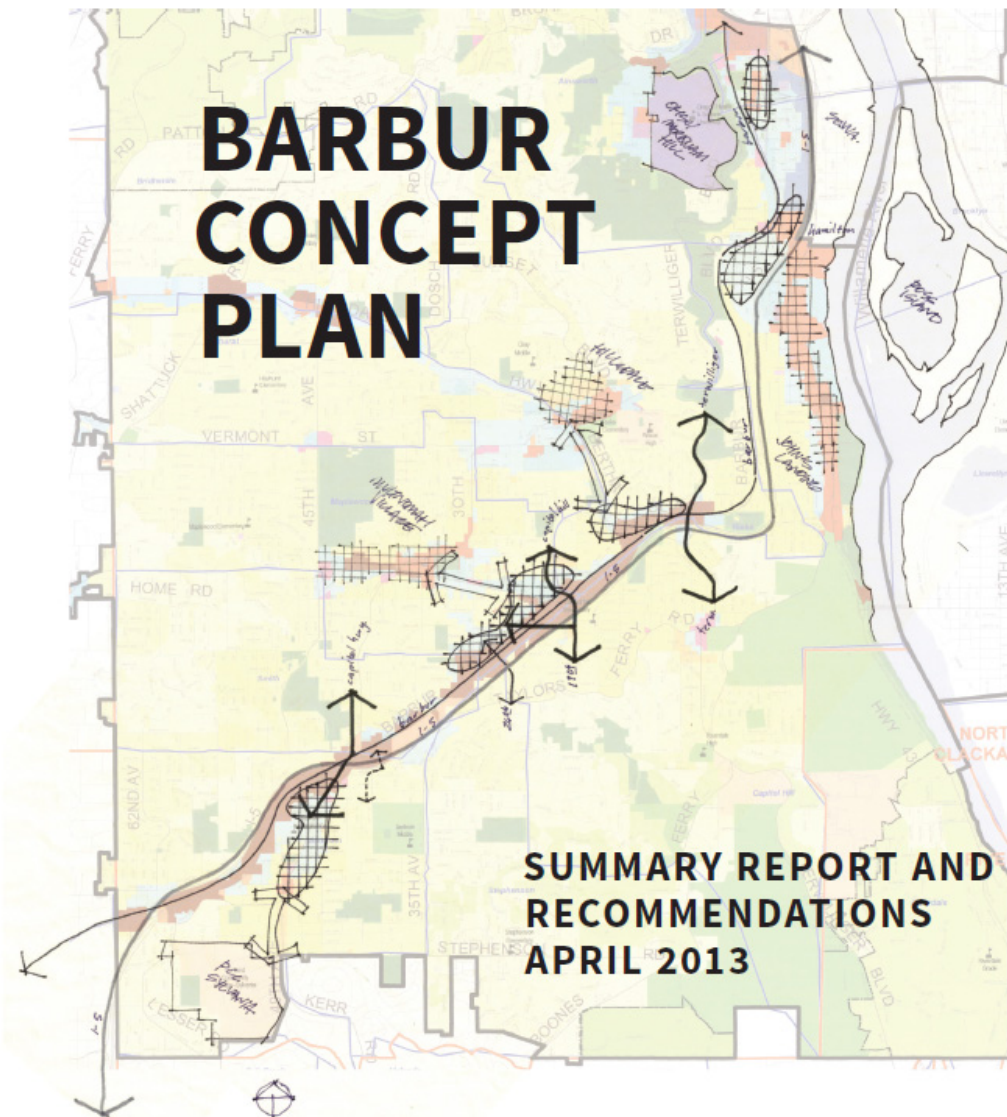
Portland Planning and Sustainability Commission
April 8, 2014

Regional High Capacity Transit Plan (2009)

Near term priority: Southwest Corridor

- ridership
- cost & right-of-way
- environmental constraints
- equity benefit
- connectivity and system benefit
- congestion
- 2040 Regional Growth Concept
- origins and destinations transit demand

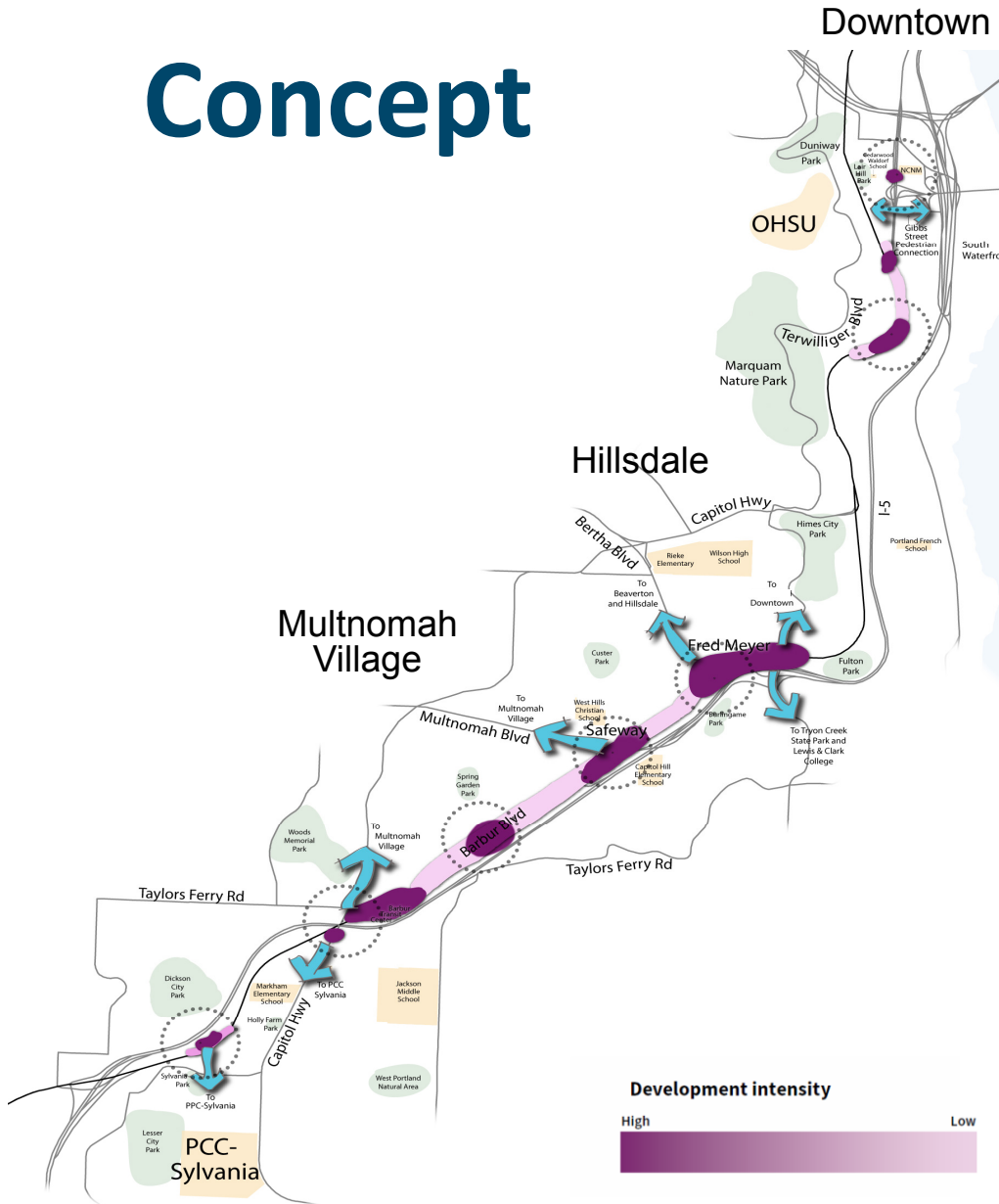




Start with Land Use Vision

Leverage regional investment in high capacity transit to achieve community aspirations for a more walkable, vibrant Barbur

Preferred Concept



Focus areas



Portland Council Resolution (#37038, Oct 2013)

Endorse the *Southwest Corridor Plan*

Ongoing HCT planning:

- Continue City of Portland participation
- Use Barbur Concept Plan to inform HCT refinement
- Form Community Working Group
- Refine supportive multimodal projects

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

Significant growth forecast for this corridor

Population

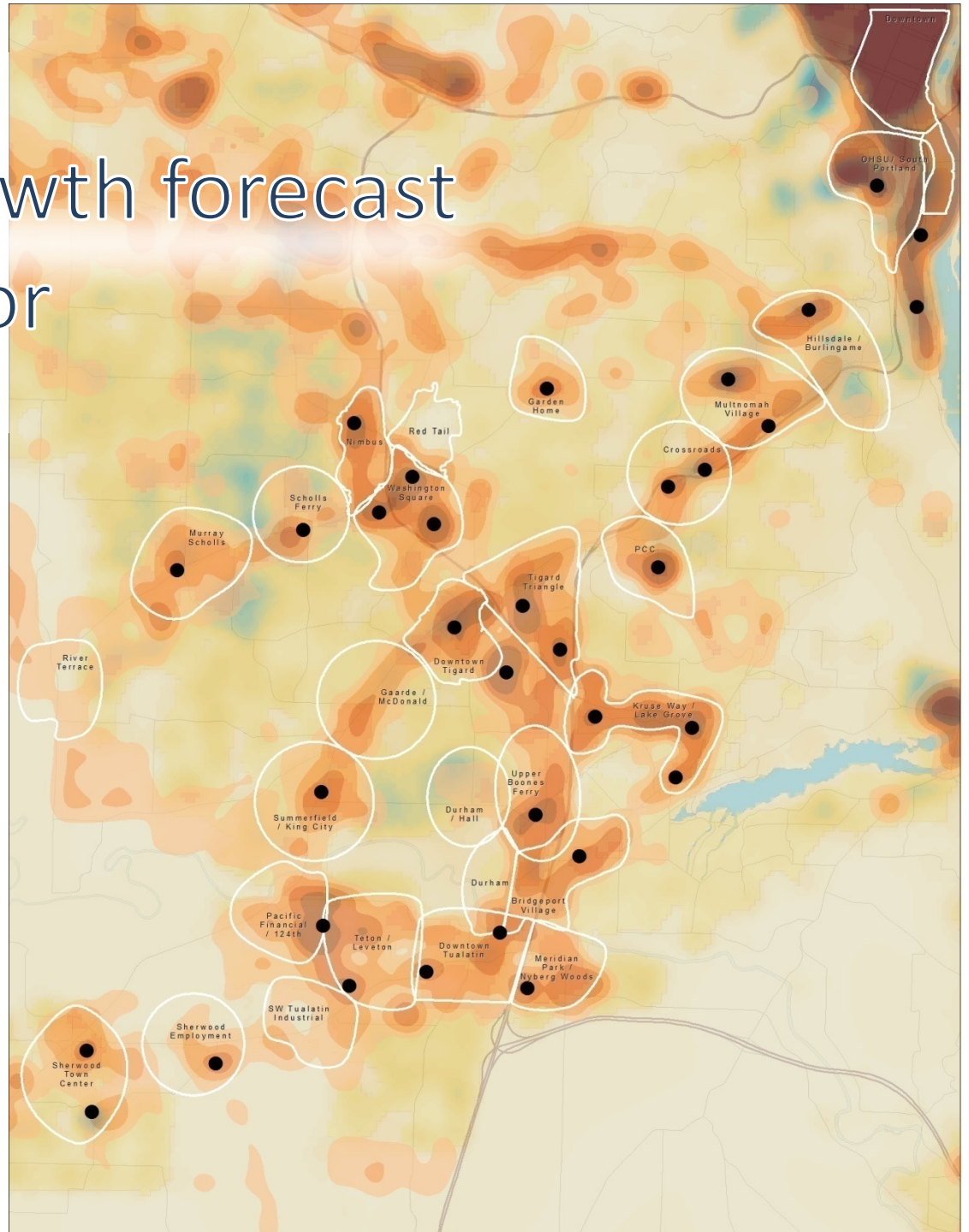
2010 - 140k

2035 - 206k

Employees

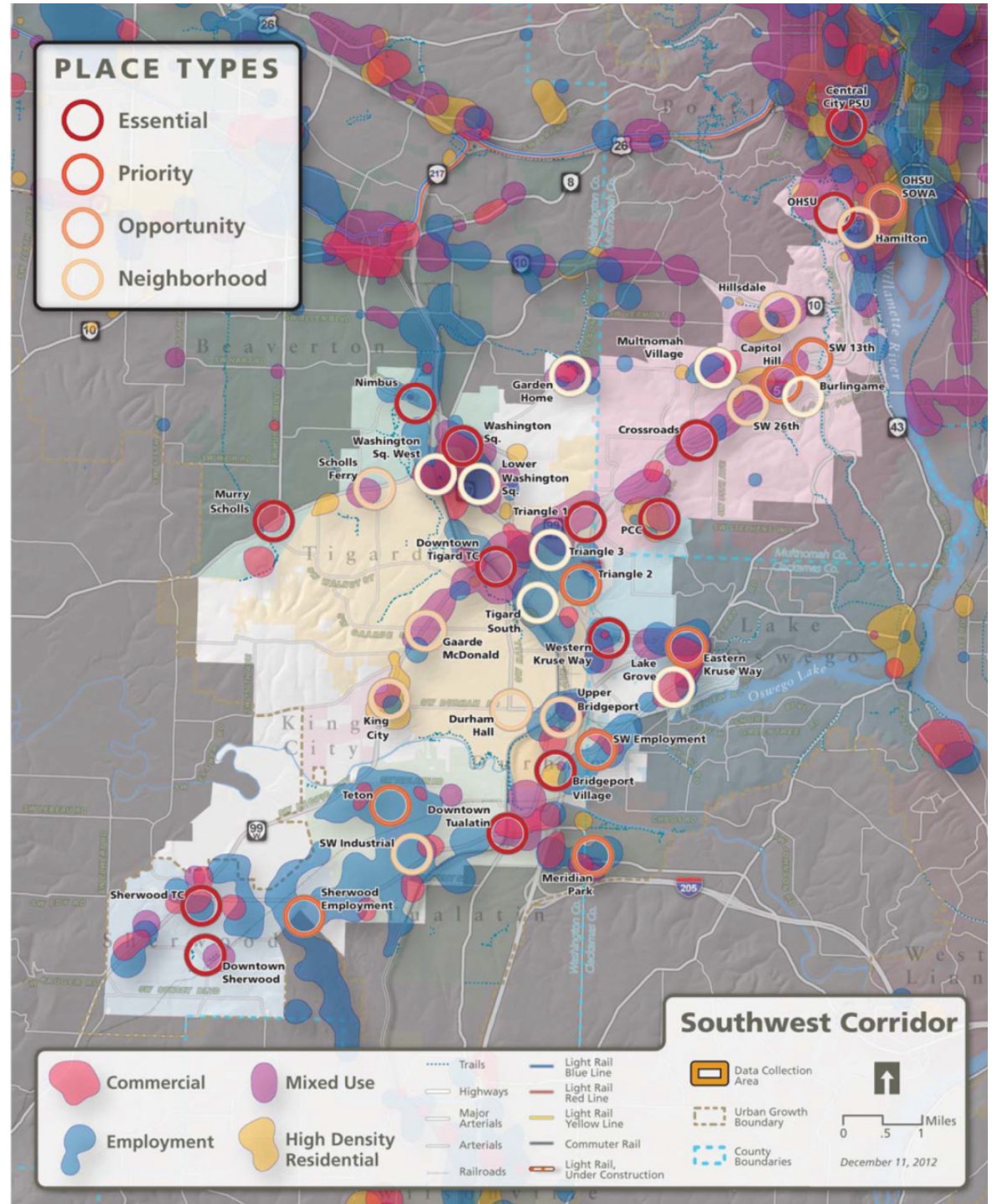
2010 - 163k

2035 - 251k



Vision based approach

- Barbur Concept Plan
- Tigard HCT Land Use Plan
- Linking Tualatin
- Sherwood Town Center Plan





Phase I: Southwest Corridor Shared Investment Strategy

- July 2013 Steering Committee Recommendation
- Formally endorsed by each project partner, Metro Council on 10/31/13
- Transit, multimodal projects, green projects
- Policies and incentives for further consideration

Refinement phase

- Refine & narrow HCT design options in accordance with July 2013 Steering Committee direction
- Identify complementary multimodal projects
- Use land use vision to identify potential station locations
- Identify green opportunity projects

Policy guidance

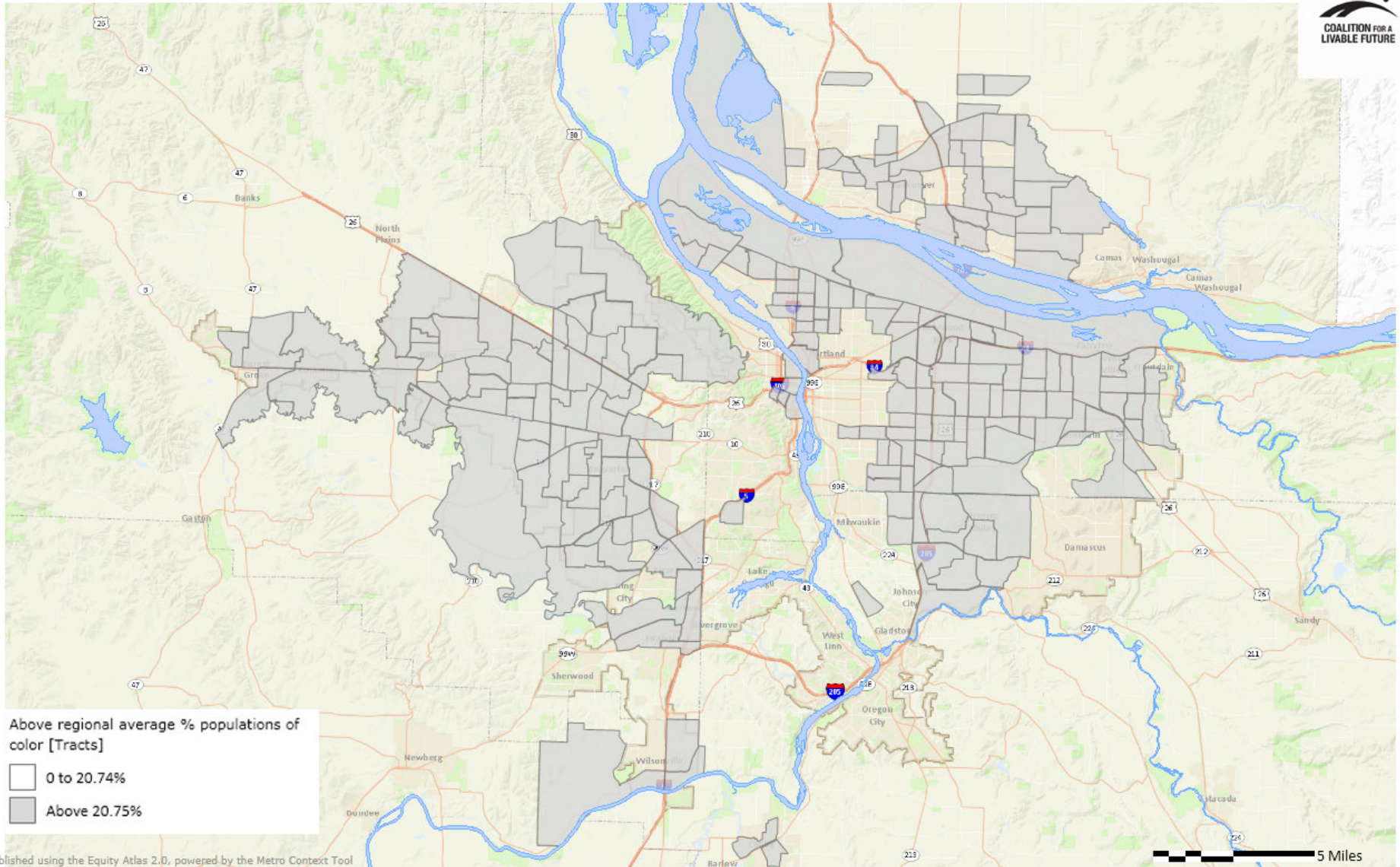
- Purpose & need guides our work
- SC adopted SWCP transit purpose & need 9/2012
- Adopted refined version 1/2014
- Guides our assessment of the positive and negative impacts of the HCT design options
- Will be reconsidered when we move into Scoping for an Environmental Impact Assessment

Impact assessment

Purpose & need	Capital cost	Natural environment	Built environment	Development/redevelopment	Property impacts	Traffic, bike, ped impact	Transit performance
Cost effective transit service	X		X		X		X
Increase transportation choices	X					X	X
Serve existing/future transit demand							X
Improve transit reliability						X	X
Complete transportation networks						X	
Active transportation choices						X	X
Reduce transportation costs						X	
Multimodal access to jobs & housing				X		X	X
Improve development potential			X	X	X		X
Promote community equity			X	X			X
Improve natural resources, parks, habitat		X		X			

Community equity

Above Regional Average Percent Populations of Color

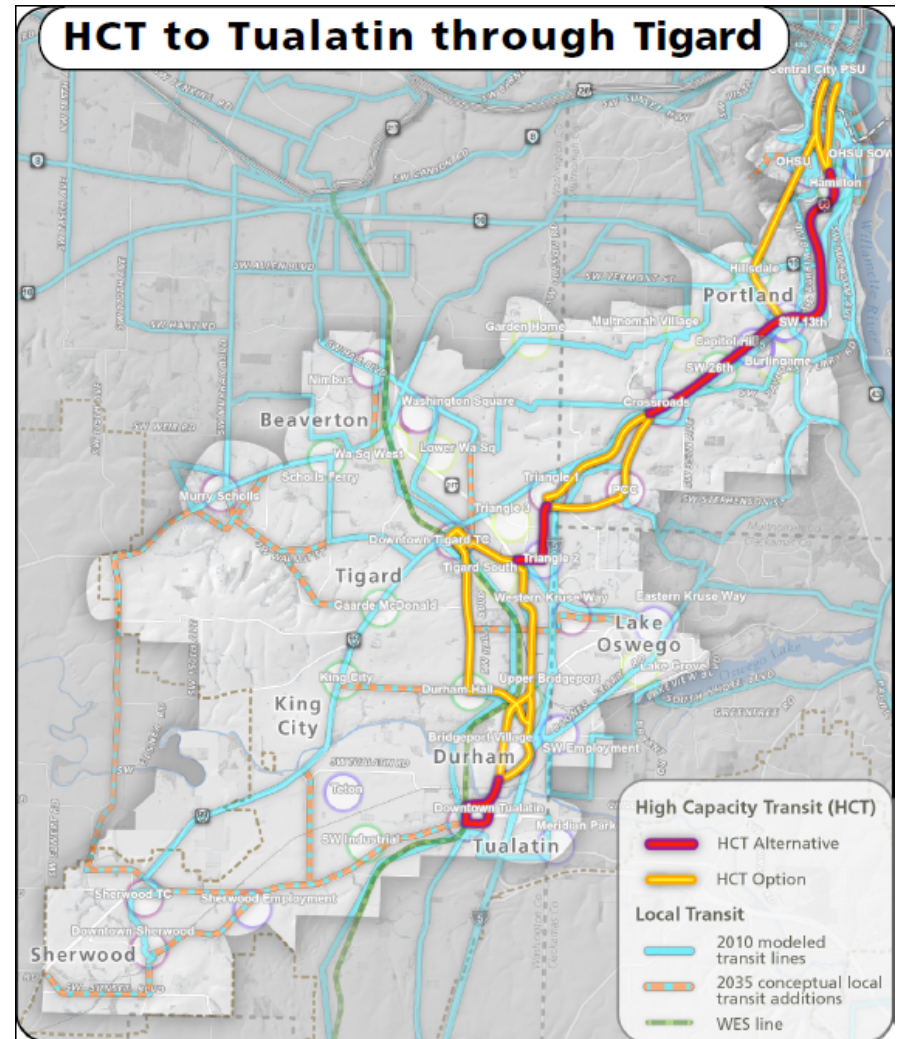


Shared Investment Strategy: HCT Destination

Tualatin, via Tigard

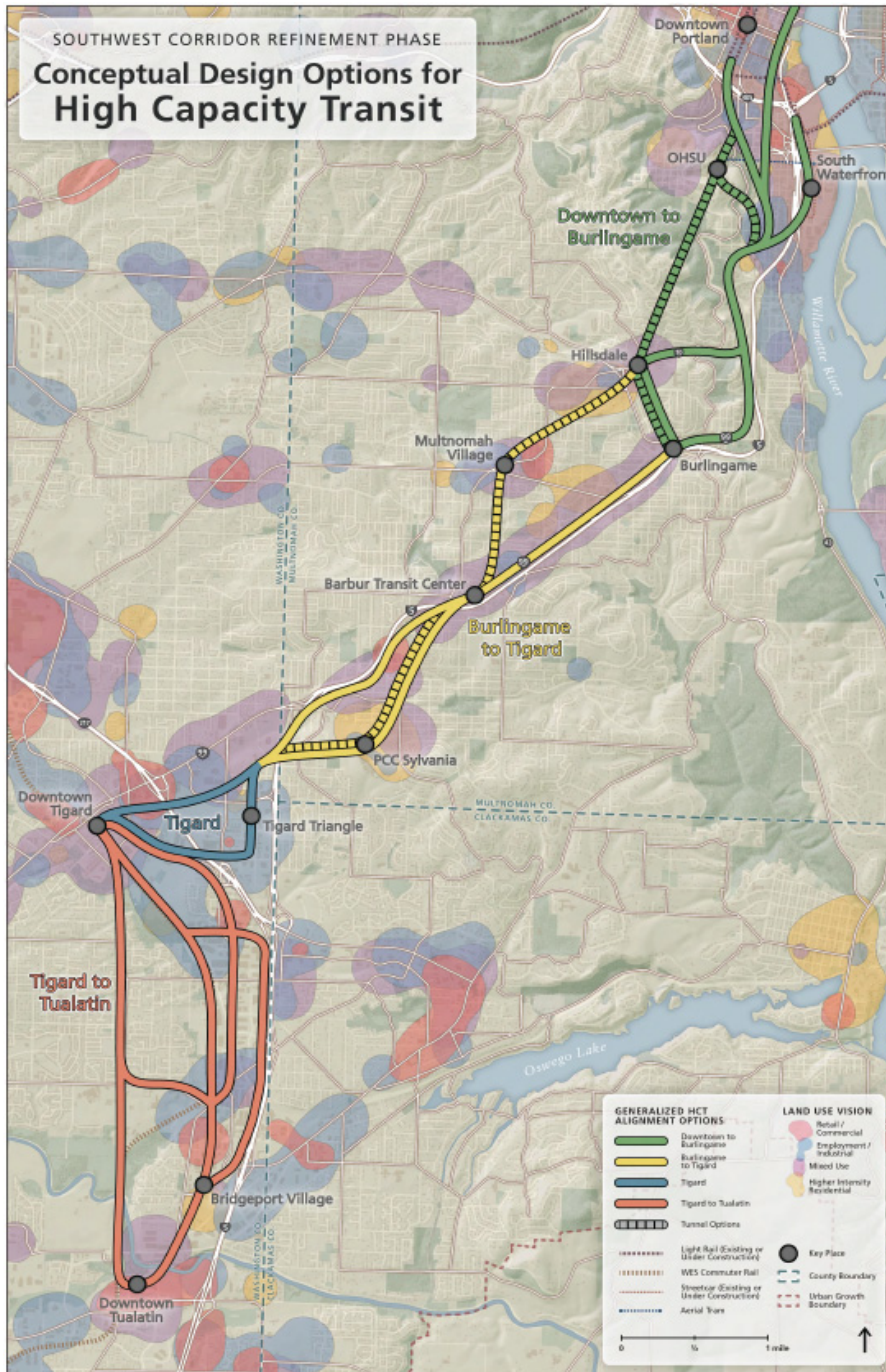
Based on:

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



Shared Investment Strategy: High Capacity Transit (HCT)

- Options removed:
 - ◆ HCT to Sherwood
 - ◆ HCT or High Occupancy Vehicle lanes on I-5
 - ◆ Streetcar
 - ◆ HCT on OR-99W in Tigard
 - ◆ WES improvements



HCT narrowing

- BRT or LRT from Portland to Tualatin, via Tigard
- map segments represent over 50 design options
- Focus on most reasonable & feasible options to study further in EIS
- Use good information & public input to guide decision making



- 14 design options removed by Steering Committee 4/7

- each has critical problems identified through public process or early design work

- each has alternative options that work better

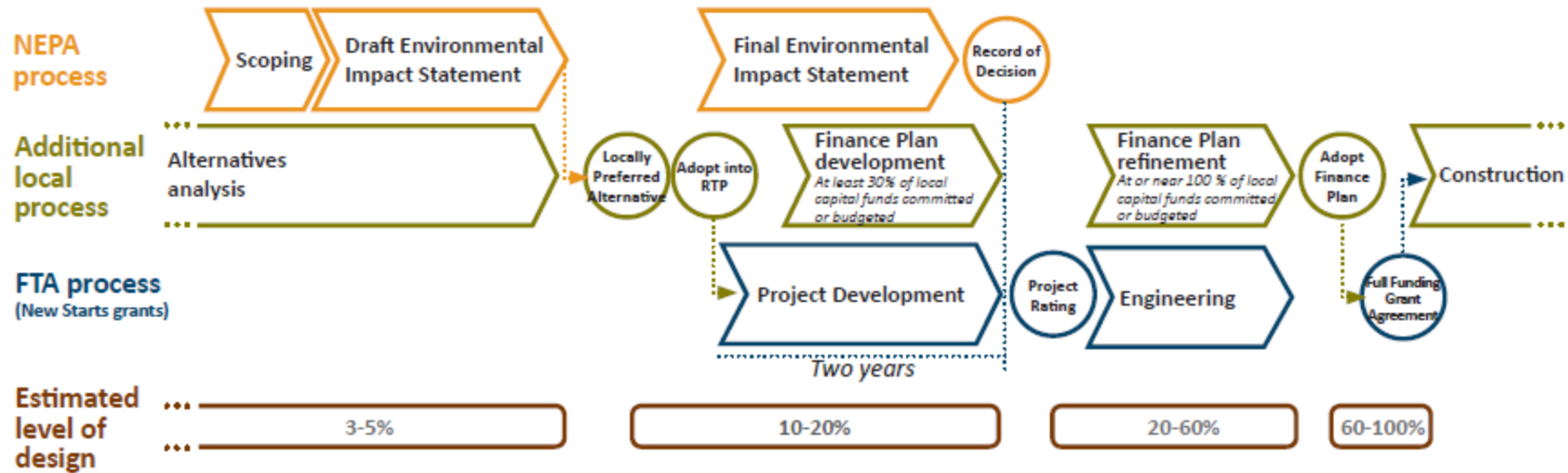
Outreach

- Community planning forums
- Corridor design workshops
- Private sector & institutions
- Neighborhood groups
- Online engagement
- Disadvantaged populations
- City councils, planning commissions
- Appropriate tools for the audience

Refinement calendar

- **April 10:** Community Planning Forum focused on potential station areas & multimodal projects
- **May:** Community Planning Forum: Review draft Steering Committee recommendation on what to study further – high capacity transit project and complementary multimodal projects (including bike and ped)
- **May:** online survey to share feedback on draft Steering Committee recommendation
- **June 9:** Steering Committee considers action on DEIS project scope
- **Late June:** Metro Council considers action to move forward into DEIS

Next steps



- Summer 2014: Project scoping
- Spring 2016: Locally Preferred Alternative
- Continue to work with partners and ID Southwest to take advantage of early implementation opportunities



Questions?

- www.oregonmetro.gov/southwestcorridor
- Malu.Wilkinson@oregonmetro.gov

Southwest Corridor Refinement Plan Area

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

