



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 Preferred Package Work Plan

Portland City Council
January 28, 2015

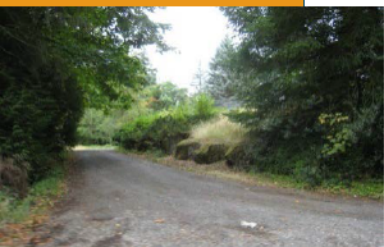


Vision & values

- Communities that reflect local vision
- Regional values
- All people deserve a voice in shaping the future of their communities



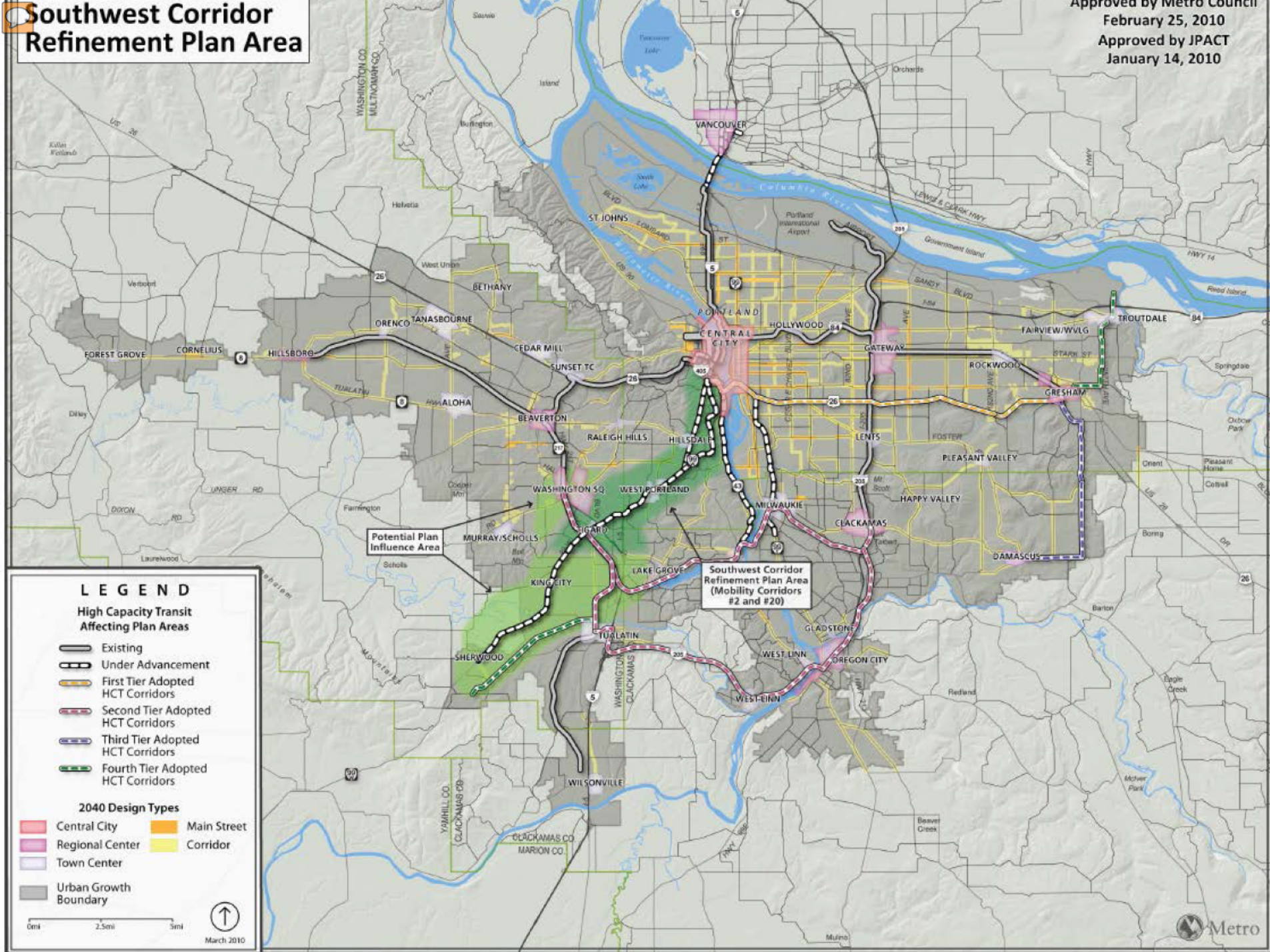
Opportunities & challenges



- High travel demand within and throughout the corridor with continued increases in residents and jobs
- Lack of safe infrastructure to provide connectivity & community for all modes
- Insufficient and unreliable transit
- Increased traffic congestion and unreliable travel times

Southwest Corridor Refinement Plan Area

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



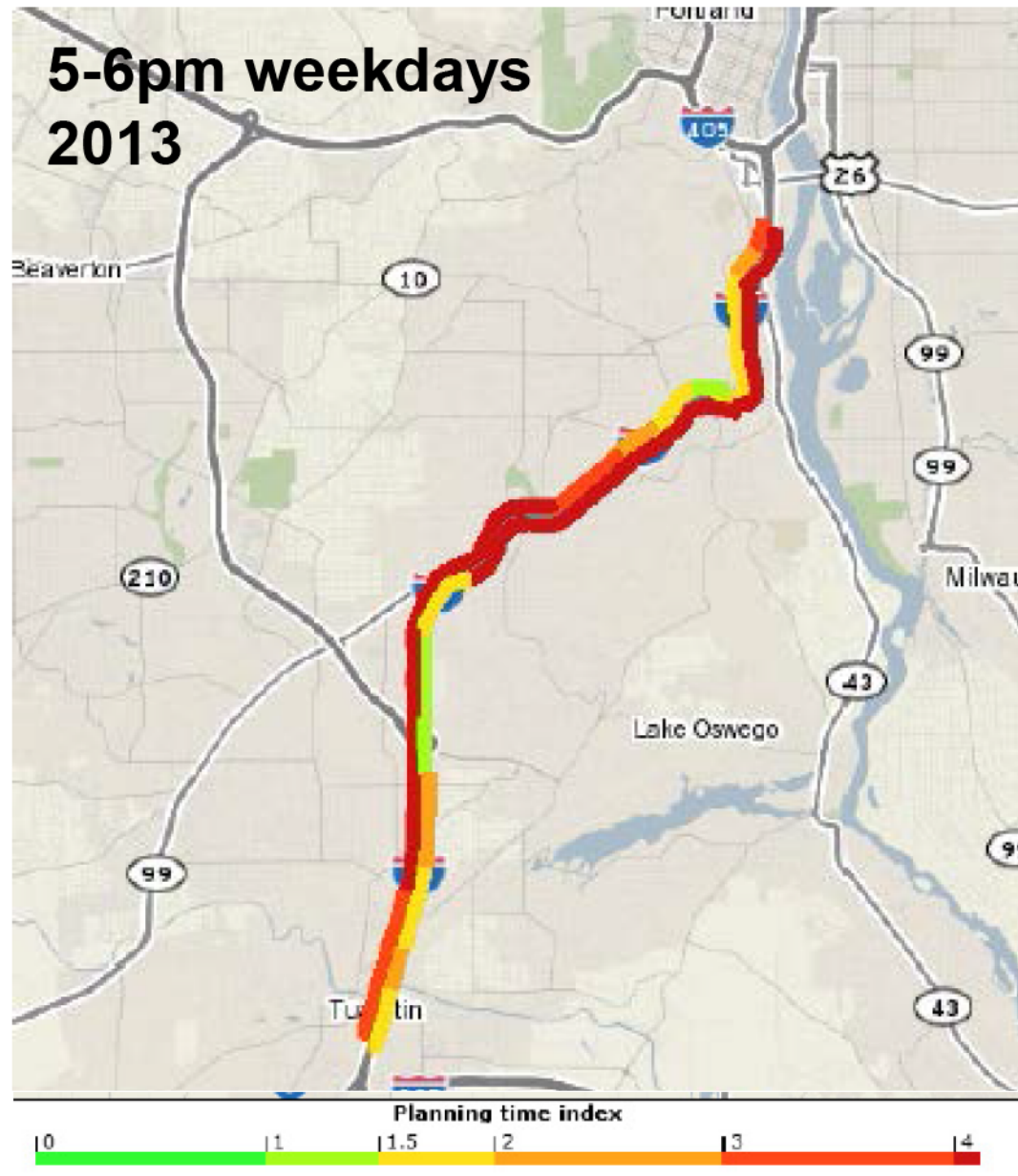
Travel time: impact of HCT

Auto Travel Times: **PSU to Tualatin 2013 PM Peak**

Free flow time: 14 minutes
Planning Time: 58 minutes

Light Rail Travel Times: **PSU to Tualatin PM Peak Opening day, 2030, 2040...**

Free flow time: 30 minutes
Congested time: 30 minutes
Planning Time: 37 minutes
(includes maximum wait time)



Potential HCT Performance

Future Projections:

2035 SWCP: BRT 30,800 daily rides (south of PCBD)

LRT 36,900 daily rides

60% new transit riders

2030 Portland Milwaukie LRT: 24,700 daily rides

Current LRT ridership for context:

2013 Blue Line: 64,600 (Hillsboro – Gresham)

2013 Green Line: 21,000 (Clack TC – PSU)

2013 Red Line: 23,400 (PDX – Beaverton)

2013 Yellow Line: 15,000 (Expo – PSU)

Progress to date

- July 2013: Shared Investment Strategy
 - ♦ Included the corridor land use vision
 - ♦ Over 400 parks and habitat projects
 - ♦ Narrowed from over \$3B road, bike, pedestrian projects to about \$500M that best support land use vision
 - ♦ Narrowed HCT options for further study
- June 2014: Steering Committee further refined HCT alternatives
 - ♦ Assessed close to 60 options, recommended smaller set for further study
 - ♦ Identified transit related road, bike, ped projects



Now to spring 2016: define a Preferred Package

Guiding principles:

- Make decisions locally
- Activate the Shared Investment Strategy with a focus on places
- Allow for enhanced engagement and community discussion

Work element	What
Corridor Connections	<ul style="list-style-type: none"> • Prioritized non-HCT related roadway, bicycle and pedestrian projects • New local transit service plans
HCT Package	<ul style="list-style-type: none"> • Roadway, bicycle and pedestrian projects that are part of the HCT package • HCT project definition (mode, terminus, alignment(s) for DEIS)
Development Strategy	<ul style="list-style-type: none"> • Strategies and partnerships specific to key places in the Southwest Corridor

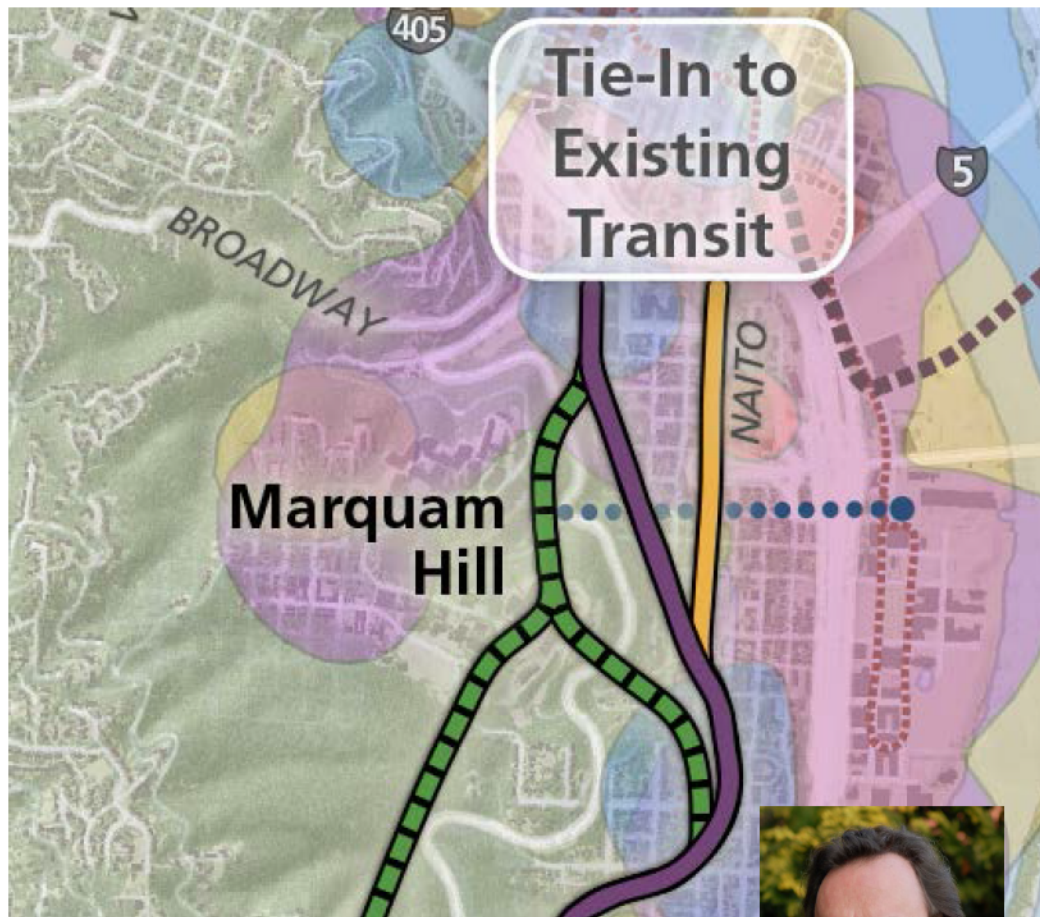
Timeline for major decisions

- **July 2015: Recommendation Part 1**
 - ♦ Preliminary connection of Shared Investment Strategy (SIS) projects with potential funding sources
 - ♦ Direct or indirect access to key places with HCT (Marquam Hill, Hillsdale, PCC; alignments through Tigard)
 - ♦ Confirmation of HCT associated road, bike, ped projects
- **December 2015: Recommendation Part 2**
 - ♦ Draft strategy for funding SIS projects
 - ♦ Draft HCT mode, terminus, alignments for further study
- **May 2016: Preferred Package**
 - ♦ Defined HCT project, including complementary road, bike, ped improvements for DEIS
 - ♦ Strategy to fund SIS road, bike and ped improvements
 - ♦ Development strategy to support land use vision

Engagement approach

Activity	Frequency
Place based outreach (neighborhood groups, business associations, etc.)	Sequentially focus in an area for 2-3 months throughout 2015
Community planning forums (corridor wide considerations and tradeoffs)	Prior to Steering Committee milestone decisions (targeting May, October, March)
Online engagement (open houses, blog posts, map based feedback, questionnaires)	Periodically until spring 2016, timed to support Steering Committee milestones
EJ/underrepresented populations	Prior to Steering Committee milestone decisions
ID Southwest (interested members engaging with their networks)	3-4 ID Southwest meetings, support member led engagement throughout 2015/2016

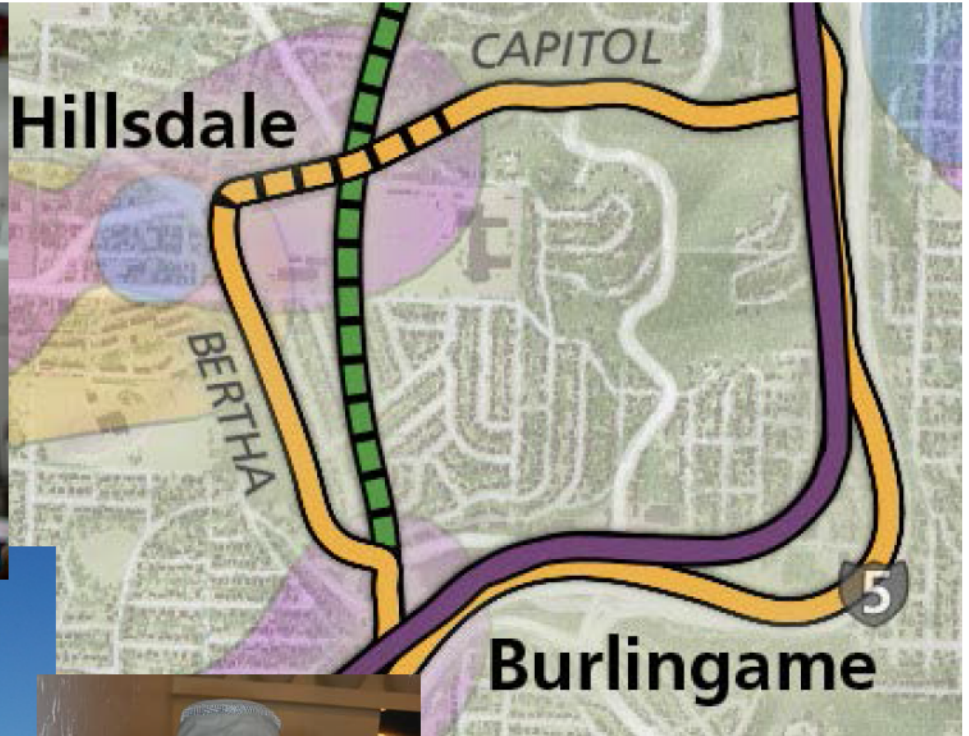
Places and People: South Portland



NCNM's location has made transportation a key issue for the college and the SW Corridor Plan is important to the college's future.

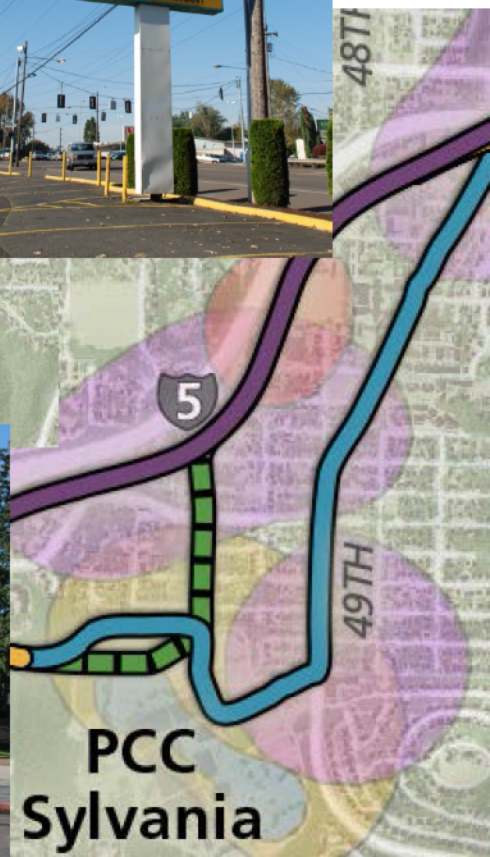
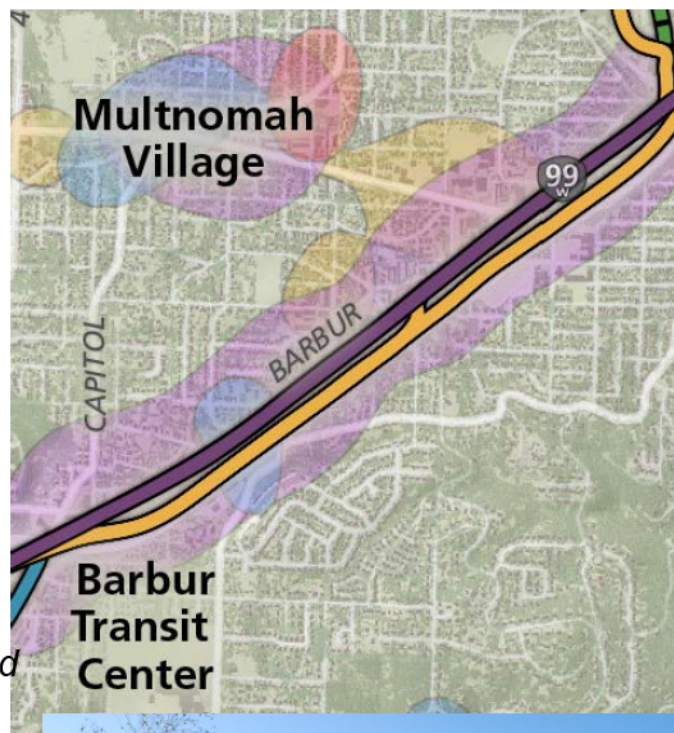


Places and People: Hillsdale



Hillsdale resident Don Baack's work is pedestrian...but in a good way. So good in fact that in 2014 Portland honored him with a Spirit of Portland Award for founding and leading SW Trails.

Places and People: PCC Sylvania; Barbur Blvd



Maddie Allen...commutes five miles by bicycle from her home in inner SE Portland to her job on SW 26 and Barbur, despite the harrowing nature of the ride. "I've gotten used to it now, so it's less awful, but I remember the first time being so terrified. The cars are going so fast, and when it's rainy, you get splashed... The bike lane is often covered by sticks and rocks and debris, especially when it's been raining for a bit."

Places and People: Tigard & Kruse Way

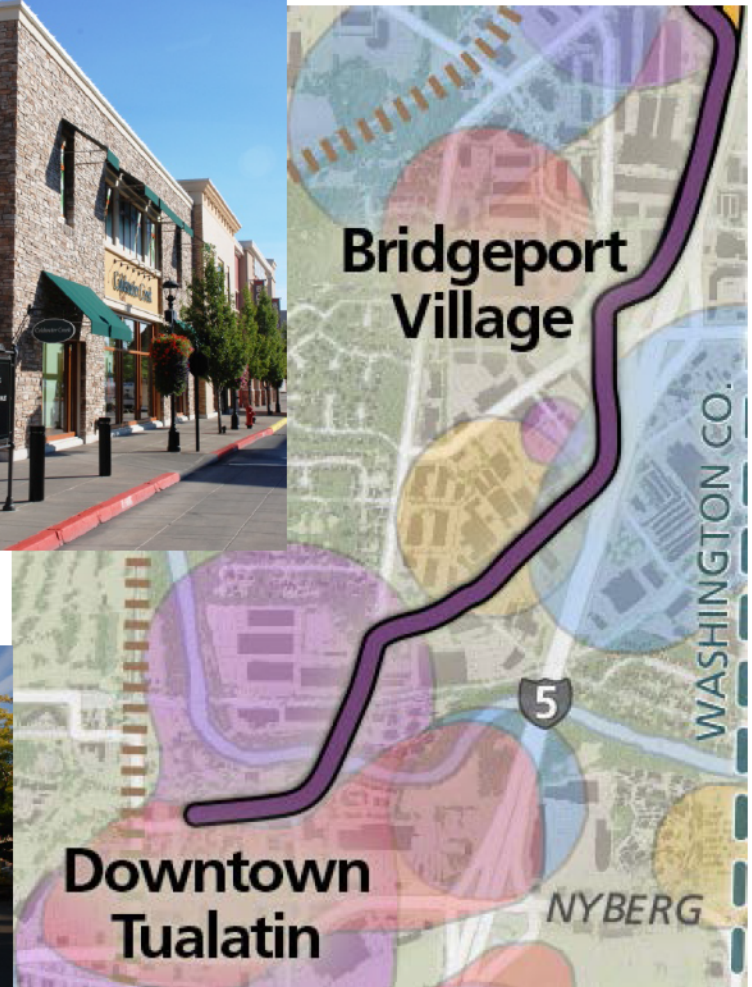


Tigard resident Jennifer Dixon, who rides public transit everywhere and has never owned a car or had a drivers license, said people constantly mistake her for younger than her age. "It's all the bus-taking I do," Dixon joked. "I'm not stressed out from driving. Somebody else is driving for me."

Places and People: Tualatin, Durham, Bridgeport

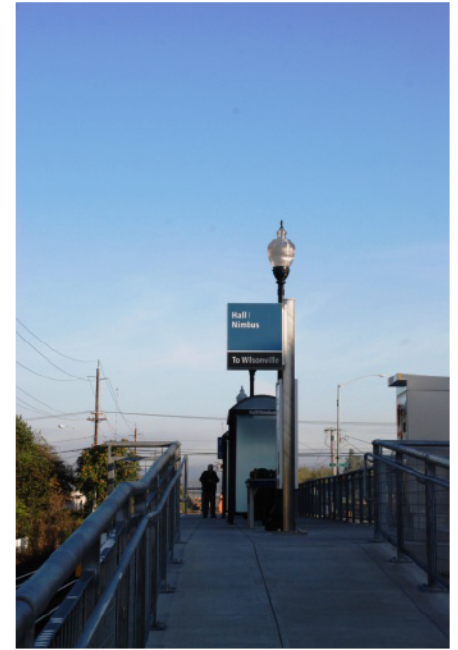


Bill Beers is a father to two young girls and commutes 17 miles from his home in Tualatin to his job on Swan Island. In low traffic, it's a trip that takes about 25 minutes. During commuting hours, however, Beers said the drive takes him 45 to 55 minutes – sometimes longer.



Places and People: Sherwood, Washington Square

In 2013 Sherwood was ranked the fifth best small town in America. When asked about the rankings, Sherwood Mayor Bill Middleton proudly stated "As residents of Sherwood we always knew it was one of the best places to live; now the secret is out."



Anticipated schedule

- Now to Spring 2016: Develop Preferred Package
 - Priority road, bike, pedestrian projects
 - HCT project definition for environmental analysis
 - » BRT or LRT?
 - » Terminus?
 - » Alignment choices?
 - Local transit service implementation
 - Development strategy
- Late November 2016 – January 2017: Scoping for DEIS
- Late 2017: Complete DEIS and LPA, analyze impacts of build and no build scenarios
- Subsequent steps: Final Environmental Impact Statement, engineering, finance agreements