



*This effort began with local land use plans to identify actions that support vibrant communities. Building on the local plans, the Southwest Corridor Plan examines high capacity transit alternatives and potential roadway, bicycle and pedestrian improvements.*

*This plan identifies actions and investments that support key elements of a successful region, things such as healthy communities, economic prosperity, transportation choices, clean air and water, and equity.*

**PARTNERS**

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

**CONNECT**

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## Focus on the future of transit in the corridor

In July 2013, the Southwest Corridor Plan Steering Committee recommended transit alternatives for further study along with roadway, bicycle, pedestrian, parks, trails and natural area projects as part of the Southwest Corridor Shared Investment Strategy. Through the summer and fall, all 13 project partners took action to approve the recommendation.

To move the plan into results, the Southwest Corridor Plan has entered into a refinement phase, focusing on the transit aspects of the shared investment strategy while exploring funding strategies and further planning for the recommended roadway, bicycle, pedestrian, parks, trails and natural area projects.

During the refinement phase, project partners will further narrow the high capacity transit design options that came out of the initial phase of the Southwest Corridor Plan and move forward the most promising for further study in a Draft Environmental Impact Statement. During this time, TriMet will take a fresh look at improving transit service with the creation of the Southwest Service Enhancement Plan, seeking to address the demand for more local and regional transit service connecting communities in the Southwest Corridor to jobs and educational opportunities throughout the region. Additionally, project partners will seek opportunities to collaborate to:

- prioritize and pursue funding for roadway and active transportation projects identified as highly supportive of community visions
- pursue funding and implementation of parks, trails and nature projects as opportunities arise
- review regulations, policies and incentives to build private investment consistent with community visions.



Find the Southwest Corridor Plan Shared Investment Strategy recommendation at [www.swcorridorplan.org](http://www.swcorridorplan.org) or call 503-813-7535 to request a copy.

## Refining high capacity transit alternatives



The Southwest Corridor Plan Shared Investment Strategy calls for continued study of a high capacity transit investment to help meet the future transportation needs of the corridor and help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. High capacity transit creates the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods that would make new roads expensive and disruptive
- significant growth in jobs and population is anticipated.

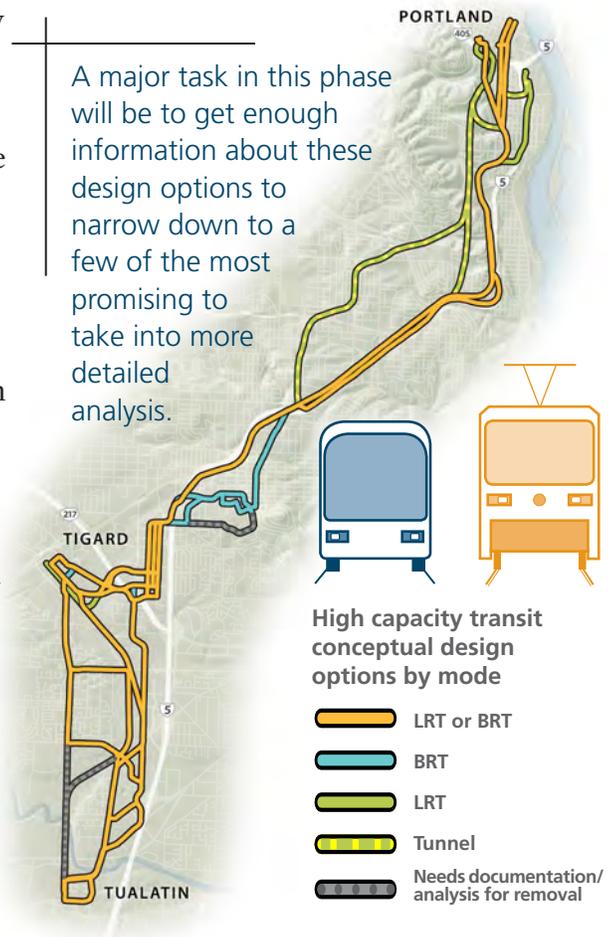
To better understand the options for high capacity transit in the corridor, the Southwest Corridor Plan Steering Committee has directed staff to study in more detail:

- two potential modes: light rail and bus rapid transit
- for the bus rapid transit, between 50 to 100 percent of the alignment in exclusive right of way
- a line that connects Portland to downtown Tualatin, via Tigard.

To make its recommendation, the steering committee relied on concept maps to show how Portland, Tigard and Tualatin could be connected. Residents, officials and technical staff have offered several more specific ideas on how such a connection could be built.

A major task in this phase will be to get enough information about all of these possible design options to narrow down to a few of the most promising to take into more detailed analysis. This will include looking at preliminary cost estimates, traffic analysis, automobile lane treatment needs and other performance measures as well as feedback from the public on which ideas seem unworkable.

Beginning in February 2014, project partners will work together and with local communities to determine which design options are worth more study.



**Stay informed about the process. Let project partners know what is important to you.**

**Southwest Service Enhancement Plan** Find outreach events and connect to TriMet's online tool to give your thoughts to improve the corridor's local transit.

**High capacity transit refinement** Review and give your thoughts on the purpose and need statement through Nov. 24.

**Sign up for updates, review previous materials and more!**

[www.swcorridorplan.org](http://www.swcorridorplan.org)

## What do you think?

Another task in this phase is to judge the possible design options against the purpose and need for the project. The steering committee expects to approve the refinement purpose and need at its December 2013 meeting.

The purpose section focuses on the steering committee recommendation and includes supporting the Southwest Corridor Land Use Vision and addressing transportation needs in the corridor. The need section reflects what has been learned about the corridor and states the problems that the project would address.

 Provide your thoughts on the draft purpose and need statement through Nov. 24, 2013.  
[www.swcorridorplan.org](http://www.swcorridorplan.org)

In February, project partners will provide information on the preliminary cost estimates, traffic analysis, automobile lane treatment needs and other performance measures for the possible design options, asking residents their thoughts on how to determine the most promising options to study further.

## Steering committee decisions: High capacity transit

October 2012	July 2013	mid-2014	early 2017
Narrowed from 10 alternatives concepts to five*	<ul style="list-style-type: none"> <li>• Direction on Southwest (Transit) Service Enhancement Plan</li> <li>• Which modes to carry forward for further study</li> <li>• Policy direction on “level” of bus rapid transit for further study</li> <li>• Destination</li> </ul>	<ul style="list-style-type: none"> <li>● <b>Refinement</b> <ul style="list-style-type: none"> <li>• Design options (Examples:                             <ul style="list-style-type: none"> <li>○ Naito, Barbur or tunnel?</li> <li>○ Direct connection to PCC?</li> <li>○ Hall, 72nd or WES right of way?)</li> </ul> </li> <li>• Add or convert lanes for transit?</li> <li>• Potential station locations</li> <li>• Funding strategies</li> </ul> </li> </ul>	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> <li>• Mode</li> <li>• Station locations</li> <li>• Transit system connections</li> </ul>

## Refinement decisions and public input opportunities

November/December	January/February/March	March/April	May/June
<p> <i>Feedback on the purpose and need</i></p> <ul style="list-style-type: none"> <li>• community planning forum</li> <li>• questionnaire</li> </ul> <p>Project purpose and need statement for refinement phase approval</p>	<p> <i>Feedback on information on design options: Which seem most promising? Which can be set aside?</i></p> <ul style="list-style-type: none"> <li>• community planning forum</li> <li>• questionnaire</li> </ul>	<p>Guidance on narrowing of design options</p> <p> <i>Feedback on station area planning approach and remaining design options</i></p> <ul style="list-style-type: none"> <li>• community planning forum</li> <li>• questionnaire</li> </ul>	<p>Draft recommendation on design options for more study</p> <p> <i>Feedback on draft recommendation</i></p> <ul style="list-style-type: none"> <li>• questionnaire</li> </ul> <p>Final recommendation</p>

 Public input opportunities

\* The Southwest Corridor Plan Steering Committee’s October 2012 narrowing decision removed several options from further consideration: 1) streetcar as a mode, 2) high capacity transit connection between Tigard and Sherwood on Highway 99W, and 3) the idea of adding or converting an Interstate 5 lane for high occupancy transit use. It also tabled consideration of WES improvements for a separate planning process.

# TriMet's Southwest Service Enhancement Plan



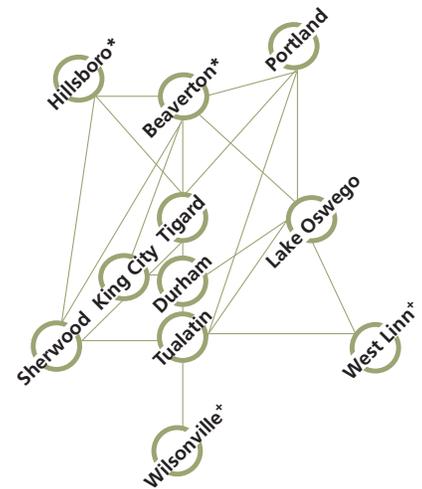
The July 2013 steering committee recommendation identified improved transit service as a top priority. As a result, TriMet is taking a fresh look at possible improvements to transit service and access – like sidewalks and safe crossings near bus stops – in Southwest Portland, Tigard, Tualatin, King City, Sherwood, Durham, Lake Oswego and West Linn.

This Southwest Service Enhancement Plan will accomplish two things:

- address the demand for improved transit service connecting Southwest communities to jobs and educational opportunities across the region
- support the land use plans developed by jurisdictions in the Southwest Corridor Plan study area.

For the Southwest Service Enhancement Plan process, TriMet and its community partners will:

- hold a series of conversations with jurisdictions, employers, neighborhoods and community groups
- understand demographic changes and equity needs
- review plans for residential and commercial growth
- consider infrastructure improvements.



Additional opportunities to provide input will occur at outreach meetings and online.

In short, TriMet will work with communities to understand current and future population and employment patterns to help define a long-term vision for transit service to support needs today and into the future.

The Southwest Service Enhancement Plan will inform TriMet's Transit Investment Plan. The project will identify both near- and long-term bus service enhancements, as well as opportunities to partner with ongoing efforts by jurisdictions and the private sector to improve access to transit, including walking and biking.

While TriMet will identify near-term, low-cost enhancements to put in place soon, full implementation of the plan will occur incrementally as the community land use visions are realized and TriMet's revenues allow.

## Southwest Service Enhancement Plan development and public input opportunities

August 2013 to March 2014	January to May 2014	May to August 2014	August 2014 to February 2015
<p> <i>Help on issue and partner identification and plan vision development; service change ideas</i></p> <ul style="list-style-type: none"> <li>• community planning forum</li> <li>• meetings and service ideas exercise</li> <li>• online service ideas exercise</li> </ul> <p>Analyze population and employment information</p>	<p>Identify issues and partners; develop vision for plan</p>	<p> <i>Feedback on issues, partnerships, plan vision and service change ideas</i></p> <ul style="list-style-type: none"> <li>• open house</li> <li>• stakeholder meetings</li> <li>• questionnaire</li> </ul>	<p>Develop draft service change recommendation</p> <p> <i>Feedback on draft recommendation</i></p> <ul style="list-style-type: none"> <li>• open house</li> <li>• stakeholder meetings</li> <li>• questionnaire</li> </ul> <p>Release final recommendation</p>

 Public input opportunities

\*Connections to Hillsboro and Beaverton were primarily addressed under TriMet's Westside Service Enhancement Plan.

+ Though not explicitly part of the steering committee recommendation, TriMet is including connections to West Linn and Wilsonville as part of the Southwest Service Enhancement Plan, with coordination with SMART.