July 2013

GREAT PLACES
SW Corridor

SHARED INVESTMENT STRATEGY

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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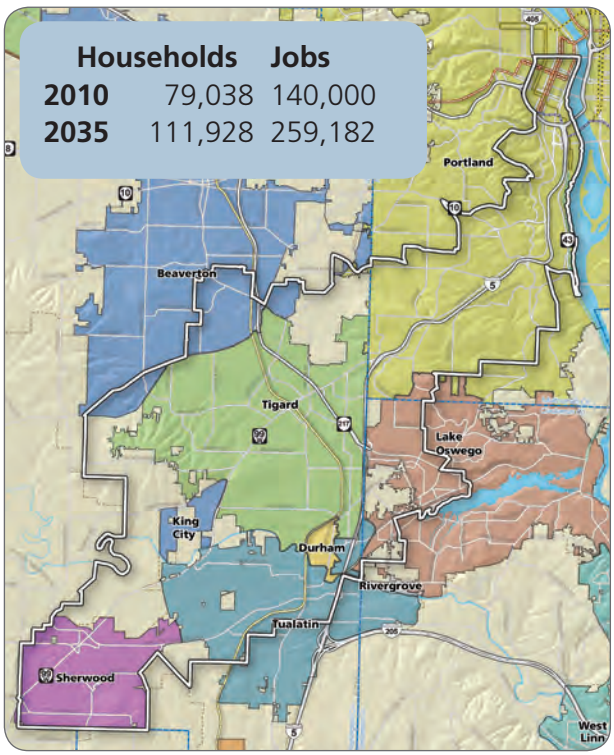
Moving toward a final recommendation

In July, the Southwest Corridor Plan Steering Committee will recommend 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.

This document summarizes the draft recommendation that is being considered by decision-makers for the Southwest corridor.

Why invest in the Southwest corridor?



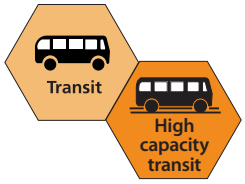
	Households	Jobs
2010	79,038	140,000
2035	111,928	259,182

Today, the Southwest corridor is home to 11 percent of the Portland metropolitan area population and 26 percent of tri-county jobs, both of which are projected to grow significantly over the next two decades. The corridor also contains a wealth of amenities, from parks and habitat to job centers, retail destinations, and major educational institutions including the Oregon Health Sciences University and Portland Community College.

As people and employers seek to locate in the corridor, worsening traffic will limit job growth and make it harder for residents to get around. In light of this as well as local land use aspirations, the Southwest corridor was selected by regional leaders as the next area to study for a potential high capacity transit investment. In combination with other investments to support transportation choices (driving, biking, walking and transit), a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.

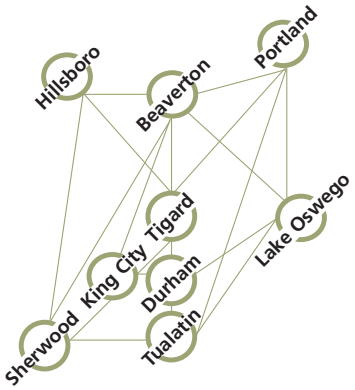
Find the draft recommendation at www.swcorridorplan.org or call 503-813-7535 to request a copy.

Recommendation: Invest in transit



Transit is a key element to help communities in the corridor to achieve their development visions. The recommendation gives direction on both local bus service improvements and future high capacity transit (light rail or bus rapid transit) in the corridor.

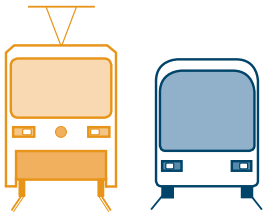
Local service



To improve local bus service, the steering committee directs TriMet to develop and implement the Southwest Service Enhancement Plan to:

- ensure key corridor locations are connected by efficient and reliable local service – to one another, to the Westside Express Service (WES) and to a potential new high capacity transit line
- make on-the-ground improvements to the transit system
- identify how cities and counties can create better access to transit (both to local service and to a potential bus rapid transit or light rail line).

High capacity transit



An investment in high capacity transit in the corridor would help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. It also 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 directs 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.

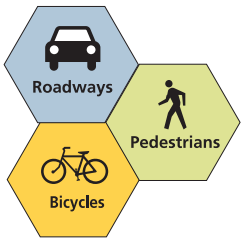
Steering committee decisions: High capacity transit

October 2012	July 2013	mid-2014	early 2017

Narrowed from 10 alternatives concepts to five	• Direction on Southwest (Transit) Service Enhancement Plan
	• Policy direction on "level" of bus rapid transit for further study
	• Which modes to carry forward for further study
	• Destination
		Refinement
		• Alignments
		  • Naito or tunnel?
		  • Direct connection to PCC?
		  • Hall or 72nd?
		• Add a lane or convert a lane?
		• Potential station locations
		• Funding strategies
			Draft Environmental Impact Statement
			• Mode
			• Station locations
			• Transit system connections

Earlier decisions 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.

Recommendation: Invest in roadways and active transportation



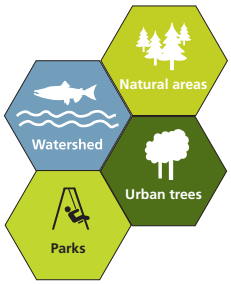
Potential projects were gathered from the Regional Transportation Plan and other regional plans, transportation system plans and other local plans, and suggestions from the public. This list was narrowed from more than 500 projects to a list of 81 priority projects. The 81 projects are recommended because they either:

- leverage and support the potential high capacity transit line, including
  - walking and biking projects within one-quarter mile of potential station areas
  - trails within one mile of potential station areas
- highly support the community land use vision, including projects that
  - leverage future development in places local communities have defined as "essential" or "priority"
  - are important to meet freight and capacity needs in employment and industrial districts
  - improve pedestrian connectivity, provide safe crossings or high-demand bike connections.

The projects identified as highly supportive of high capacity transit will be included in further study of the high capacity transit project. Those projects that support the land use vision will move forward as the local jurisdictions develop and fund them, either individually or in collaboration with other project partners.

Attachment A of the recommendation shows the list of priority projects.

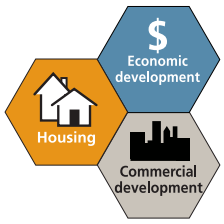
Recommendation: Invest in parks, trails and nature



Parks, greenspaces, trails and natural areas are consistently cited as one of the Southwest corridor's most important and attractive features. To strengthen "green" elements and leverage future transportation investments, the steering committee recommends that project partners work collaboratively and seize opportunities to implement projects included on the list contained in Attachment A of the recommendation as corridor development plans move forward.

Attachment A of the recommendation shows the list of potential projects.

Recommendation: Consider new regulations and policies, and develop incentives to build private investment consistent with community vision



The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. In the next phase of the Southwest Corridor Plan, project partners will explore specific tools to advance the corridor land use vision and enable the region to compete nationally for scarce federal dollars to help fund a possible high capacity transit investment.

Attachment B of the recommendation provides a toolkit of a variety of policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals.

Recommendation: Develop a collaborative funding strategy for the Southwest Corridor Plan

Project partners should work together to develop a funding strategy that includes local, regional, state and federal sources. This could include innovative financing tools and non-transportation funding for parks and natural areas.

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

Let your representatives know your thoughts on the recommendation.

- **Southwest Corridor Plan Steering Committee,** 9:30 to 11:30 a.m. Monday, July 22, Tigard Library, 13500 SW Hall Boulevard
- **Project partner council/board action on the steering committee recommendation** through this summer and fall

In addition to public comments received at the above events, decision-makers will consider the results and comments on the transit options and draft recommendation from community interactions and the following events.

- Community planning forum, Thursday, May 23, 2013, Tualatin Library
- Online questionnaire, transit options, May 24 through June 26, 2013, www.swcorridorplan.org
- Online questionnaire, staff recommendation, June 13 through June 26, 2013, www.swcorridorplan.org
- Community planning forum, Wednesday, June 26, 2013, Tigard Library

Forward

July 22, 2013
Southwest Corridor Plan Steering Committee issues its recommendation.

Summer 2013
Projects with identified funding move forward in development and implementation.

2014
Partners begin to develop and seek funding projects highly supportive of community land use visions, working collaboratively as appropriate. Early actions may include project design and engineering, public outreach and working with regional partners to include the project in the Regional Transportation Plan.

Fall 2013 to mid-2014
TriMet works with partners and the public to refine the priorities for future transit service throughout the area, including connections to a potential high capacity transit line. Partners refine possible high capacity transit project alternatives for further study.

Mid-2014
Partners identify which projects are packaged with the high capacity transit alternative(s) for consideration in a Draft Environmental Impact Statement.

2015 and forward
TriMet implements Southwest Service Enhancement Plan.

Mid-2014 to late 2016
Partners develop Draft Environmental Impact Statement for the high capacity transit alternative(s)

Early 2017 (target)
Partners consider Draft Environmental Impact Statement and determine a Locally Preferred Alternative.