

Metro | Agenda

Meeting: Southwest Corridor Plan Steering Committee
Date: Monday, December 12, 2011
Time: 9:00 a.m. to 11:00 a.m. tour
11:00 a.m. to 1:00 p.m. meeting with lunch
Place: Metro Regional Center, Council Chambers
600 N.E. Grand Ave, Portland, OR 97232
Purpose: Shared appreciation for communities within the Southwest Corridor, sign charter to lay foundation for effective partnerships

9:00 a.m. Bus tour of Southwest Corridor
Welcome and introductions Metro Councilor Roberts
Describe points of interest and community visions All

Meeting: What do we already know about the Southwest Corridor?

11:00 a.m. Lunch and introductions Metro Councilor Hosticka

11:10 a.m. What are the existing conditions in the corridor? Tony Mendoza, Metro
• Presentation Crista Gardner, Metro
• Discussion

11:40 a.m. Charter and protocols discussion and signing Elissa Gertler, Metro
Tony Mendoza, Metro

12:15 p.m. Tour reflection Karen Withrow, Metro
• What opportunities and challenges do you see for the Southwest Corridor Plan?
• What concerns you the most about the Southwest Corridor Plan?

12:45 p.m. Next meeting time and topics Tony Mendoza, Metro

12:55 p.m. Public comment

1:00 p.m. Adjourn

Agency	Member	Alternate
Metro	Councilor Carl Hosticka, Co-Chair	
Metro	Councilor Barbara Roberts, Co-Chair	
TriMet	Neil McFarlane, General Manager	Dan Blocher
City of Portland	Mayor Sam Adams	Catherine Ciarlo
Multnomah County	Commission Loretta Smith	TBD
ODOT	Jason Tell, Region 1 Manager	TBD
City of King City	Commissioner Suzan Turley	TBD
City of Tualatin	Mayor Lou Ogden	Council President Monique Beikman
City of Tigard	Mayor Craig Dirksen	TBD
City of Sherwood	Mayor Keith Mays	TBD
Washington County	Commissioner Roy Rogers	Chair Andy Duyck
City of Lake Oswego	Mayor Jack Hoffman	Councilor Donna Jordan
City of Beaverton	Mayor Dennis Doyle	Margaret Middleton, Principal Transportation Planner
City of Durham	Mayor Gery Schirado	Roland Signett, City Administrator



Southwest Corridor Plan Steering Committee

Monday, October 3, 2011

9 – 11 a.m.

Tigard Public Library – Community Room, 13500 SW Hall Blvd. Tigard, OR 97223

Committee Members Present

Carl Hosticka, Co-Chair
Barbara Roberts, Co-Chair
Sam Adams
Craig Dirksen
Jack Hoffman
Keith Mays
Roy Rogers
Loretta Smith
Jason Tell
Suzan Turley

Metro Council
Metro Council
City of Portland
City of Tigard
City of Lake Oswego
City of Sherwood
Washington County
Multnomah County
Oregon Department of Transportation
City of King City

Committee Members Excused

Neil McFarlane
Lou Ogden
Gery Schirado

TriMet
City of Tualatin
City of Durham

Alternate Members Present

Dan Blocher
Monique Beikman
Roland Signett

TriMet
City of Tualatin
City of Durham

Guests

Roger Averbeck
Denny Egner
Marianne Fitzgerald
Judith Gray
Julia Hajduk
Leslie Hildula
Alan Lehto
Alice Rouyer
Karen Schilling
Jeffery Tumlin

Southwest Neighborhood Inc.
City of Lake Oswego
Southwest Neighborhood Inc.
City of Tigard
City of Sherwood
City of Tigard
TriMet
City of Tualatin
Multnomah County
Nelson/Nygaard

Metro Staff

Elissa Gertler, Tony Mendoza, Jamie Snook, Jenn Tuerk, Nikolai Ursin, Malu Wilkinson, Karen Withrow

I. WELCOME AND INTRODUCTIONS

Co-Chair Barbara Roberts opened the meeting at 9:09 a.m. and announced that the original data collection area has expanded to include the City of Beaverton, Lake Oswego and Durham.

The committee and audience introduced themselves.

Co-Chair Roberts stated that the purpose of the meeting was to ensure the committee members had a shared understanding of Southwest Corridor Plan, and discuss the charter and operating protocols. Co-Chair Roberts presented a slideshow, illustrating the areas that are part of the Southwest Corridor Plan (attached to the record).

II. GREAT PLACES THROUGH PARTNERSHIPS

Jeffrey Tumlin of Nelson/Nygaard, presented a PowerPoint on how to view and approach the Southwest Corridor Plan (attached to record).

III. WHAT DO YOU HOPE TO OBTAIN FROM THIS PROCESS?

Mr. Roland Signett, City of Durham, stated that there has been major impact on Durham due to the Bridgeport development and that the city is made up mainly of residents and single-family households on single-family lots.

Mayor Jack Hoffman, City of Lake Oswego, stated that the Southwest Corridor includes Lake Oswego's west end, including Mt. Park. He added that there is a Lake Grove redevelopment plan, urban renewal districts that are Lake Oswego centric and draw in people from other areas. In addition, Kruse Way is an employment corridor but can be developed with housing as well. He added that Lake Oswego is currently in periodic review and updating their comprehensive plan.

Mayor Keith Mays, City of Sherwood commented that he hopes to ensure choices for residents in the community.

Mayor Sam Adams, City of Portland, stated that he would like to improve upon the Green Line effort with the hope that rapid transit could better serve communities and existing neighborhoods. He added that there needs to be assurance that the rapid transit option chosen would weave together communities, humanize areas and work with the terrain.

Council President Monique Beikman, City of Tualatin, commented that she wants to ensure the integrity of this process and to coordinate with Tualatin's projects.

Mr. Dan Blocher, TriMet, commented that TriMet is eager to contribute to the project and pleased with Metro's decision to lead it with land use. He stated his desire to have the committee work together and partner throughout the project.

Mayor Craig Dirksen, City of Tigard stated his desire to see an increase in job growth, accommodate new residents and protect neighborhoods. He added that Tigard needs 21st Century transportation to support a 21st Century city.

Commissioner Roy Rogers, Washington County commented that Barbur and 99W are underserved. He stated his interest discussing land use in city and county limits.

Commissioner Loretta Smith, Multnomah County stated her support for the project. She offered to help in any way, adding that Multnomah County may be particularly helpful since they border Washington County. She added that vulnerable populations are particularly in need of transit.

Mayor Suzan Turley, King City, stated that King City zoning does not align with their vision for the future. She added that this project would be an opportunity to address issues as well as changing demographics. Lastly, she noted that the city would like to expand the town center and owns property that could be an asset to the project.

Mr. Jason Tell, ODOT, stated there has been a track record of bringing different perspectives in the region together. He added that this project would be more complex due to critical land use decisions and the need for trade-offs with highway and transit.

Co-Chair Roberts shared Metro's perspective that at the end of this process there would be on the ground examples of partnerships that could leverage more resources collectively. Some of these include regional investments in high capacity transit (HCT), new priorities for transportation investments that support local visions for places within the corridor and leverage investments in housing, parks and green spaces and job creation.

Co-Chair Carl Hosticka mentioned that Metro's vision is similar to the other investments that have been made in other cities around the country and world. He wants to make sure that land use improvements and decisions help change the auto-oriented corridor into a place people don't just drive through.

Co-Chair Roberts added that the corridor has potential to be more than what it is today by including parks for the health of children. She also noted that the corridor is absent of healthcare, which needs to be changed. She added that the corridor would also be looking at green areas and habitats,

IV. PLAN APPROACH AND TIMELINE

Mr. Tony Mendoza, Southwest Corridor Plan Project Manager and Ms. Malu Wilkinson, Southwest Corridor Plan Deputy Project Manager – Metro, presented the steering committee a PowerPoint (attached to the record) illustrating how the partners plan to work collaboratively to achieve results, the major elements of the work plan and timeline.

Following the presentation the committee discussed the plan's budget and how it would achieve the aspirations.

Mr. Tell inquired about whether the \$4.2 million budget would come from several sources. He commented that the committee should be disciplined to stay within the budget. He also suggested that the committee discuss the project timeline and financing before 2013.

Mayor Adams noted that acquiring funding would be difficult. In addition, he noted that the committee should begin conversations with private sector representatives to discuss the cost of the land. Mayor Hoffman agreed that acquiring public investment would be challenging. He added that the committee should discuss the economic impacts of up zoning and whether it would be contingent upon a development agreement or the value capture approach.

The planning effort for the Yellow MAX line prioritized the needs of small businesses. Co-Chair Hosticka conveyed his preference for taking a similar approach with this project.

Mr. Tell requested that staff create and present a toolkit that would include innovative ways to foster investment. He suggested including concepts that have not been explored yet throughout the region.

Mayor Adams stated that there are multiple ways to analyze the corridor with potential zoning changes and varying investor inputs. Additionally, he noted that planning decisions should be influenced by property owners that are excited by the project and want to invest in its success.

Commissioner Rogers commented that he agreed with the suggestion that the committee begin communicating about funding early on in the project. He also stated there are a number of small properties that the committee should carefully consider prior to defining benefit zone and overlay changes.

Co-Chair Roberts agreed that this is the appropriate committee to consider enhancements to local property values.

Commissioner Rogers clarified that this project could not easily include local improvement districts, given the cross jurisdictional nature of the project.

V. CHARTER AND PROTOCOLS

The steering committee briefly discussed the DRAFT charter (attached to the record), the Southwest Corridor Plan Steering Committee protocols (attached to the record) and the decision-making structure (attached to the record).

The committee discussed the changes they would like made to the charter.

Commissioner Rogers conveyed his concerns with two sections: section A – Desired Outcomes and section B – Goals (specifically within the equitability section). Co-Chair Hosticka responded that both sections were derived from the six desired outcomes for the region adopted by Metro Council in 2010 as part of the region's growth management policy.

In response to the six desired outcomes listed within the committee charter document, Mayor Dirksen requested that an additional bullet point be added, that would satisfy a larger range of

housing possibilities. He also suggested combining the two climate bullet points under healthy living.

Commissioner Rogers explained that the Washington County board of Commissioners is divided on both the Leadership on Climate Change and Clean Air and Water outcomes. As such, he requested that they be more clearly defined and clarified.

Mayor Adams wanted to ensure that the City of Portland Plan, being adopted in spring 2012, would not be delayed to include specific outcomes of the SW Corridor Plan Project. He also stressed the importance of ensuring that this project identify specific performance measures, which would be used to determine if the project achieves the intended results. Mayor Adams also clarified his desire to include a performance measure that would address gentrification and affordability for both business and residences.

Mr. Mendoza stated that at there would be a baseline summary presented at the next meeting. Co-Chair Hosticka assured the committee that staff would incorporate their suggestions into the charter.

VI. PUBLIC COMMENT

Marianne Fitzgerald, a resident in the corridor expressed her excitement for the project and the comprehensive approach.

VII. ADJOURN

There being no further business, Co-Chairs Roberts and Hosticka adjourned the meeting at 11:01 a.m.

Meeting summary respectfully submitted by:

<SIGN HERE FOR FINAL VERSION>

Jenn Tuerk

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	10/3/11	October Meeting Agenda – Amended	1003swcpssc-1
2	Document	10/3/11	Southwest Corridor Plan: Phase I stages and milestones	1003swcpssc--02
2	PowerPoint	10/3/11	Great Places through Partnerships	1003swcpssc--03
4	PowerPoint	10/3/11	Southwest Corridor Plan: Timeline and Work Plan	1003swcpssc--04



Charter

December 12, 2011

Southwest Corridor Plan Charter

December 7, 2011 Draft

Table of Contents

- A) Desired outcomes**
- B) Goal**
- C) Products**
- D) Southwest Corridor Plan Steering Committee charge and protocols**
- E) Timeline and milestones**
- F) Roles and responsibilities**
- G) Southwest Corridor Plan charter agreement (signature page)**

Appendix 1: Decision-making structure and process

Appendix 2: Geographic area

DRAFT

This charter establishes the Southwest Corridor Plan steering committee, which will review major milestones for the component plans and recommend an implementation strategy for the Southwest Corridor. (The Southwest Corridor Plan Area is shown in Appendix 2.) The signatories to this charter will use a collaborative approach to develop the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy, to align local, regional, and state policies and investments to create great places. This work will benefit from partnerships and collaboration to make the most of simultaneous planning projects to help achieve local, regional, state and federal goals. Involved jurisdictions and agencies will use the forum created by this charter to discuss individual work efforts and determine how local, regional, and state actions fit into a cohesive strategy.

The purpose of this Charter is to set forth those undertakings expected of each Southwest Corridor Plan partner. By signing this Charter and adopting it by resolution, the participants agree to work together in good faith toward achieving the goals, creating the plans, and implementing the strategies created by this process.¹

A) Desired outcomes

Each member of the Steering Committee represents an agency or jurisdiction with priorities and objectives that help shape the Southwest Corridor. The charter signatories acknowledge that the Six Outcomes and Characteristics of a Successful Region² guide the creation of the Southwest Corridor Plan, the Southwest Corridor Implementation Strategy, and inform the entire planning process.

B) Goal

The goal of the Southwest Corridor Plan process is to create a framework intended to improve the land use and transportation conditions in the Southwest Corridor, which will in turn stimulate community and economic development, leverage private investments and make efficient use of available resources. The process should provide a transparent, objective and consensus-based framework, as agreed to and further defined by the steering committee, to help define, refine, evaluate, screen and select land use and transportation alternatives.

By working together, the charter participants will develop a Southwest Corridor Plan. In addition, they will simultaneously develop a Southwest Corridor Implementation Strategy that identifies and prioritizes needed projects to support local aspirations and regional and state goals. The Southwest Corridor Implementation Strategy will create a framework for establishing agreements on local, regional and state actions that will support implementation. The structure will include a robust public engagement process that actively engages citizens in defining community visions and priorities for investment.

¹ This Charter constitutes a project-specific agreement required by the ODOT/MPO/Transit Operator Agreement (ODOT Agreement # 24682; Metro Contract # 928512), Appendix A, Section 4.

² As adopted in the Regional Framework Plan by Metro Council Ordinance #10-1244B, the six characteristics that define a successful region are:

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

The Southwest Corridor Plan will identify policies and investments that are intended to:

- Improve access to regionally significant employment, educational and commercial centers;
- Improve mobility throughout the Southwest Corridor for all transportation modes;
- Improve access to affordable living, considering the combined housing, transportation and utility costs;
- Improve watershed health and habitat function, and enhance the natural environment;
- Equitably distribute the benefits and burdens of growth;
- Improve the quality of the region's air, water and land resources;
- Support active lifestyles;
- Integrate health strategies; and
- Integrate trails and parks plans and improvements.

C) Products

The Southwest Corridor Plan process is intended to result in the following products, which may be refined due to the iterative nature of the project and the inter-connectedness of the products. The Steering Committee may identify additional or complementary plans or planning processes through the course of the project.

1. *Southwest Corridor Plan* (Metro);
2. *Southwest Corridor Implementation Strategy* (Metro); and
3. Six individual plans:
 - a. *Southwest Transportation Plan* (Metro, ODOT)
 - b. *Southwest Corridor Transit Alternatives Analysis* (Metro)
 - c. *Barbur Concept Plan* (City of Portland)
 - d. *Tigard High Capacity Transit (HCT) Land Use Plan* (City of Tigard)
 - e. *Linking Tualatin* (City of Tualatin)
 - f. *Sherwood Town Center Plan* (City of Sherwood)

(1) Southwest Corridor Plan and (2) Implementation Strategy

The *Southwest Corridor Plan* will summarize the results of the six individual plans listed above and identify areas for continued coordination, to be included in the *Implementation Strategy*. The project partners will work together to integrate different disciplines beyond land use and transportation, leveraging current efforts where possible, encompassing topics such as workforce housing, parks and green infrastructure, economic development, and impacts on public health.

The *Southwest Corridor Implementation Strategy* will include a summary of the future actions and agreements among the partner agencies and jurisdictions on a set of coordinated policies and investments to implement a shared vision. The *Implementation Strategy* becomes a guide for pursuing opportunities and investments throughout the Southwest Corridor.

The *Southwest Corridor Plan* and the *Implementation Strategy* should be endorsed by the Southwest Corridor Steering Committee, and is intended to be adopted and implemented by the appropriate agencies and jurisdictions.

(3a) Southwest Transportation Plan

The Southwest Transportation Plan and the Southwest Corridor Transit Alternatives Analysis are complementary projects that have typically been done sequentially, and, in the context of the Southwest Corridor Plan, are now being done simultaneously. The two products will be iterative, consistent, and leverage

analysis and public engagement. The Southwest Corridor Transit Alternatives Analysis, a subset of the Southwest Transportation Plan, will be led by Metro while the Southwest Transportation Plan will be co-led by ODOT and Metro. There will be two products, as described in this charter. Development of the Southwest Transportation Plan will include, as appropriate:

- Identification of local, regional, and state transportation needs;
- A process and criteria, including performance standards, to evaluate and compare alternatives that balance the identified needs;
- Decisions regarding need, mode, function, general location, general cross-sections, and alternative mobility and/or performance standards for future management of transportation facilities within the corridor;
- Integration of the Southwest Corridor Transit Alternatives Analysis; and
- A list of prioritized transportation projects and strategies to meet and incorporate into the Regional Transportation Plan, local transportation plans, and a state highway facility plan. The list will contain short, medium, and long-term projects and strategies.

The Southwest Transportation Plan will result in the following products:

- Transportation plan for the Southwest Corridor, including amendments to the Regional Transportation Plan (adopted by Metro);
- An I-5, OR43 and 99W Highway Facility Plan, which may include alternative mobility standards to those currently adopted in the Oregon Highway Plan. This would be an amendment to the Oregon Highway Plan (adopted by the Oregon Transportation Commission); and
- Potential amendments to partner agency plans, such as Transportation System Plans and/or Comprehensive Plans, as appropriate. (The amendments would be adopted by City of Portland, City of Tigard, City of King City, City of Tualatin, City of Sherwood, City of Beaverton, City of Durham, City of Lake Oswego, TriMet, Multnomah County and Washington County).

(3b) Southwest Corridor Transit Alternatives Analysis

The Southwest Corridor Transit Alternatives Analysis (AA), a subset of the Southwest Transportation Plan, will evaluate the function, mode and potential alignment of a high capacity transit (HCT) improvement. The AA is the first step in the federal process to determine the most efficient public investment in transit for the Southwest Corridor. The analysis will be informed by the land use and transportation plans that make up the overall Southwest Corridor Plan. The Alternatives Analysis will result in a Narrowed Transit Solutions Report. At the end of this process, Metro and regional partners would determine whether to move further into project development. At that time, a choice would also be made whether to enter into the National Environmental Policy Act (NEPA) process of environmental impact statement, environmental assessment, or categorical exclusion.

(3c) Portland Barbur Concept Plan

The Barbur Concept Plan is a collaborative effort involving the community, City of Portland, Metro, TriMet, and ODOT to create a long term vision for the Barbur Boulevard corridor. Beginning in summer of 2011, an 18-month public process will explore alternative future land use and transportation concepts for the corridor between Portland's Central City and the Tigard city limit. The concept plan will identify future transportation investments, stormwater solutions, and changes to City policy and zoning. Most importantly, the public process will inform regional decisions for future High Capacity Transit in the Southwest Corridor.

(3d) Tigard HCT Land Use Plan

The Tigard HCT Land Use Plan will identify potential station communities and preferred development typologies as well as policy, investment and code changes necessary to support HCT in Tigard. Action to be taken by the city council will include acceptance of the land use plan for the potential station communities,

including changes to the comprehensive plan, zone map, and coordinated amendments to the TSP. Future considerations will include:

- Amendments to the Tigard Comprehensive Plan, related text and Zoning Map
- Coordinated amendments to the Tigard TSP (with associated RTP amendments)
- Amendments to the Public Facilities Plan and Implementing Capital Improvement Plan

(3e) Linking Tualatin

Linking Tualatin may identify locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support HCT in Tualatin. Action items to be adopted by the city council may include:

- Land Use Plan
- Comprehensive plan changes
- Local zoning changes
- Amendments to CIP and other investment strategies.

(3d) Sherwood Town Center Plan

The project will result in a Town Center Plan for Sherwood. The project will determine the appropriate boundary of the Town Center, identify opportunities and constraints for the successful development of the town center and create a strategy for development and re-development of the area. The project would be completed to comply with the Metro functional plan policies and guidelines to be eligible for regional investments.

D) Southwest Corridor Plan Steering Committee charge and protocols

The Steering Committee makes decisions on project milestones and recommends action on the Southwest Corridor Plan and Implementation Strategy to the adopting bodies. This committee, to be chaired by Metro, will be made up of elected officials from each jurisdiction with a decision-making role in developing the components of the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy. The Metro Council will establish the Steering Committee and criteria for membership, and each jurisdiction will appoint an individual who meets the criteria. The group is anticipated to meet every other month, or as needed, from October 3, 2011 through the development of the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy. The Steering Committee is subject to the Public Meeting Law, therefore meetings will be noticed appropriately and open to the public.

The Southwest Corridor Plan Steering Committee is charged with working toward the successful creation of the Southwest Corridor Plan and Implementation Strategy. The Steering Committee members are specifically tasked with the following responsibilities.

- Follow decision-making protocols as established by the committee and described below.
- Provide information to and from constituents and the Southwest Corridor Implementation Partners regarding the process, substance, and implementation of the Southwest Corridor Plan.
- Represent constituents' perspectives, concerns and priorities.
- Receive input from, and provide guidance to, the Project Management Group and the Project Team Leaders (described in Appendix 1) at project milestones, which may include:
 - Project goals;
 - An opportunities and challenges statement that describes desired outcomes for the plan area;
 - A methodology for assessing the effectiveness of strategies in meeting the plan goals and objectives;
 - A wide range of alternative strategies for testing;

- Prioritized strategies;
- Identified commitments to support the strategies; and
- An Implementation Strategy for the Southwest Corridor.
- Recommend a Plan and Implementation Strategy (including phasing and funding for physical improvements and commitments and timeframe for implementing land use and related policy changes) for the plan area to the project participants, as appropriate.
- Provide leadership, foster the creation of partnerships, and encourage local actions to implement the plan.

The Steering Committee will be convened by Metro and meet at project milestones. The decision-making process and expected relationships among project partners are described in Appendix 1.

Steering Committee member roles and responsibilities:

- Create an atmosphere in which issues can be raised, discussed, and melded into group decisions, one where divergent views and opinions are expected and respected.
- Notify the project team of any media inquiries and refer requests for official statements or viewpoints to Metro. Steering Committee members will speak to the media about the project only on their own behalf, not on behalf of the group.
- Prepare for and attend periodic meetings between September 2011 and mid-2013 or beyond, depending on project outcomes. Send an alternate if unable to attend. If a Steering Committee member cannot continue to serve, that member's agency will identify a replacement.
- Follow decision-making agreements established by Steering Committee members.

The Metro co-chairs of the Steering Committee will:

- Ensure Steering Committee meetings are facilitated so that meetings remain focused on the agenda and everyone has an opportunity to participate.
- Start and end meetings on time unless the group agrees to extend the meeting time.
- Create agendas and distribute meeting materials by email, in advance of the meeting.
- Co-chair the Southwest Corridor Project Implementation Partners group to provide connection and continuity between the Steering Committee and Implementation Partners.
- Document meetings and maintain records of decisions.

Decision-making agreements:

- More than half of members must be present to form a quorum.
- The Steering Committee will strive to reach consensus on project decisions and recommendations. Consensus is defined as the point where all members agree on an option they are willing to forward as a recommendation.
- If consensus cannot be reached, two-thirds of Steering Committee members present at the meeting must reach agreement to be considered a Steering Committee decision or recommendation.
- All decisions made by the Steering Committee will be firm going forward unless at least two-thirds of the Steering Committee members agree at the next meeting of the Steering Committee that a decision needs to be revisited.
- Only a member who voted in favor of the decision that the Steering Committee made at the prior meeting may bring a motion to reconsider that decision.

E) Timeline and milestones

Table 1: SW Corridor Plan Phases, Milestones, and Anticipated Timeline

Phase	Milestone	Approximate date
Define opportunities & challenges	1. Charter adopted by Southwest Corridor partners	Winter 2011
	2. Steering Committee defines goals <i>The goals will lay the foundation for determining the strategies to address land use and transportation needs.</i>	February 2011
Identify wide range of solutions and integrated strategies	3. Steering Committee approves an outcomes-based evaluation framework and criteria <i>The criteria may define how transportation and land use investment, strategies, and policies work together to achieve goals.</i>	March, 2012
	4. Steering Committee identifies alternative strategies to support achieving local and regional goals <i>Alternative strategies include packages of transportation investments (including transit options), land use changes and other investments that can be evaluated against the criteria.</i>	May 2012
Narrow solutions and draft Southwest Corridor Plan and Implementation Strategy	5. Steering Committee prioritizes alternative strategies <i>Priority strategies may identify efficient use of public resources including local, regional, state and federal investments and policy changes to achieve goals.</i>	October 2012
	6. Steering Committee approves draft Southwest Corridor Plan and Implementation Strategy <i>The Southwest Corridor Plan will summarize each of the component plans and the Implementation Strategy will describe appropriate agreements and actions that need to be taken in the corridor.</i>	December 2012
Agree on action plan to implement the Southwest Corridor Plan and Implementation Strategy	7. Partners adopt Southwest Corridor Implementation Strategy and agree to implement components as appropriate	January – June 2013
	8. Metro Council/JPACT recommend alternative transportation investments for NEPA process	June 2013

F) Roles and responsibilities

Table 2 (on the following page) delineates the roles and responsibilities of the signing parties for each project included in the Southwest Corridor Plan area.

Definitions:

Convener: Agency responsible for making sure the planning process is completed and implemented. The convener is expected to consult with the other parties to gain efficiencies and avoid conflicts and is responsible for leading a public process.

Co-convener: Two agencies in an agreement to work together to ensure the planning process is completed and implemented.

Collaborate: To work together to achieve a common goal or objective. Collaboration is often employed where multiple parties have authority or control over the outcome and may involve a shared project or policy outcome. Parties may share expertise, resources, etc., to accomplish the goal or complete the project.

Coordinate: To develop, plan, program and schedule projects in consultation with other parties such that conflicts among projects are avoided. Coordinated projects are usually those over which not all parties, other than the convener, have control or authority.

Grant funder: An agency providing grant funding for a project. Responsibilities include contract management.

Grantee: The recipient of a grant for a specific planning project.

Owner: The agency that formally selects and pursues implementation of projects, strategies or policies, and that maintains the final plan or product. There may be multiple owners in a planning process that is completed inter-jurisdictionally.

Technical support: May include a wide range of services such as data analysis, mapping, policy analysis, and public engagement support and coordination.

IGA: Intergovernmental Agreement

MOU: Memorandum of Understanding

ODOT: Oregon Department of Transportation

RTP: Regional Transportation Plan

TIP: Transportation Investment Plan

TSP: Transportation System Plan

Table 2: SW Corridor Plan Charter Signatories Roles and Responsibilities*

	Plan	Southwest Corridor Plan	Southwest Corridor Implementation Strategy	Component plans					
				Southwest Transportation Plan	Southwest Corridor Transit Alternatives Analysis	Portland Barbur Concept Plan	Tigard HCT Land Use Plan	Linking Tualatin	Sherwood Town Center Plan
Charter signatory	Metro	Owner Convener	Owner Convener	Owner – RTP Co-convener	Owner Convener	Collaborate Grant funder Technical support	Collaborate Grantee Technical support	Collaborate Grant funder Technical support	Collaborate Technical support
	ODOT	Owner	Owner	Owner – ODOT Facility Plan Co-convener	Collaborate	Collaborate Technical support	Collaborate Grant funder Technical support	Collaborate Technical support	Collaborate Grant funder Technical support
	TriMet	Owner	Owner	Owner – TIP	Collaborate	Collaborate	Collaborate	Collaborate	Collaborate
	King City	Owner	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Collaborate	Collaborate	Collaborate	Collaborate
	Portland	Owner	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Owner Convener Grantee	Collaborate	Collaborate	Collaborate
	Sherwood	Owner	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Collaborate	Collaborate	Collaborate	Owner Convener Grantee
	Tigard	Owner	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Collaborate	Owner Convener Grantee	Collaborate	Collaborate
	Tualatin	Owner	Owner	Owner – TSP	Collaborate Coordinate with land use analysis	Collaborate	Collaborate	Owner Convener Grantee	Collaborate
	Beaverton	Owner	Owner	Owner – TSP	Collaborate	Coordinate	Coordinate	Coordinate	Coordinate
	Durham	Owner	Owner	Owner – TSP	Collaborate	Coordinate	Coordinate	Coordinate	Coordinate
	Lake Oswego	Owner	Owner	Owner – TSP	Collaborate	Coordinate	Coordinate	Coordinate	Coordinate
	Washington County	Owner	Owner	Owner – TSP	Collaborate	Coordinate	Collaborate	Collaborate	Collaborate
	Multnomah County	Owner	Owner	Coordinate	Coordinate	Coordinate	Coordinate	Coordinate	Coordinate

* This chart does not preclude other plans and processes from being included in the Southwest Corridor Plan and/or Implementation Strategy.

G) Southwest Corridor Plan charter agreement

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City of Beaverton	Date	City of Durham	Date
<hr/>	<hr/>	<hr/>	<hr/>
City of King City	Date	City of Lake Oswego	Date
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City of Portland	Date	City of Sherwood	Date
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City of Tigard	Date	City of Tualatin	Date
<hr/>	<hr/>	<hr/>	<hr/>
Multnomah County	Date	Washington County	Date
<hr/>	<hr/>	<hr/>	<hr/>
ODOT	Date	TriMet	Date
<hr/>	<hr/>	<hr/>	<hr/>
Metro	Date	Metro	Date

Appendix 1: Decision-making structure & process

The text and chart below describe the decision process and expected relationships among the project partners. Three groups will support the Southwest Corridor Steering Committee in the development of the Southwest Corridor Plan and Implementation Strategy.

- **Southwest Corridor Project Management Group.** The PMG serves as a bridge between the Project Team Leaders (PTL) and the Steering Committee to help develop a coordinated set of agreements, investments and policy changes that together make up the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy. This group, convened by Metro and comprised of senior staff from each of the jurisdictions with a decision making role, serves to advise the Steering Committee.
- **Southwest Corridor Project Team Leaders.** The PTL is responsible for ensuring the component parts of the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy are completed in a coordinated fashion. This group, convened by Metro, is made up of technical staff from each of the jurisdictions that are working to develop components of the Southwest Corridor Plan and the Southwest Corridor Implementation Strategy.
- **Southwest Corridor Implementation Partners.** The Implementation Partners will advise the Steering Committee at key milestones on strategy and the impact of potential decisions and alternatives on a wide range of interest groups. This group will meet approximately four times (or as needed), help to identify complementary strategies to be implemented by private and/or non-profit organizations, and provide a foundation for partnerships to implement strategies.

Chart 1 depicts the decision-making process, including which bodies decide on components of the Southwest Corridor Plan, as also described in Section (C) of the Charter.

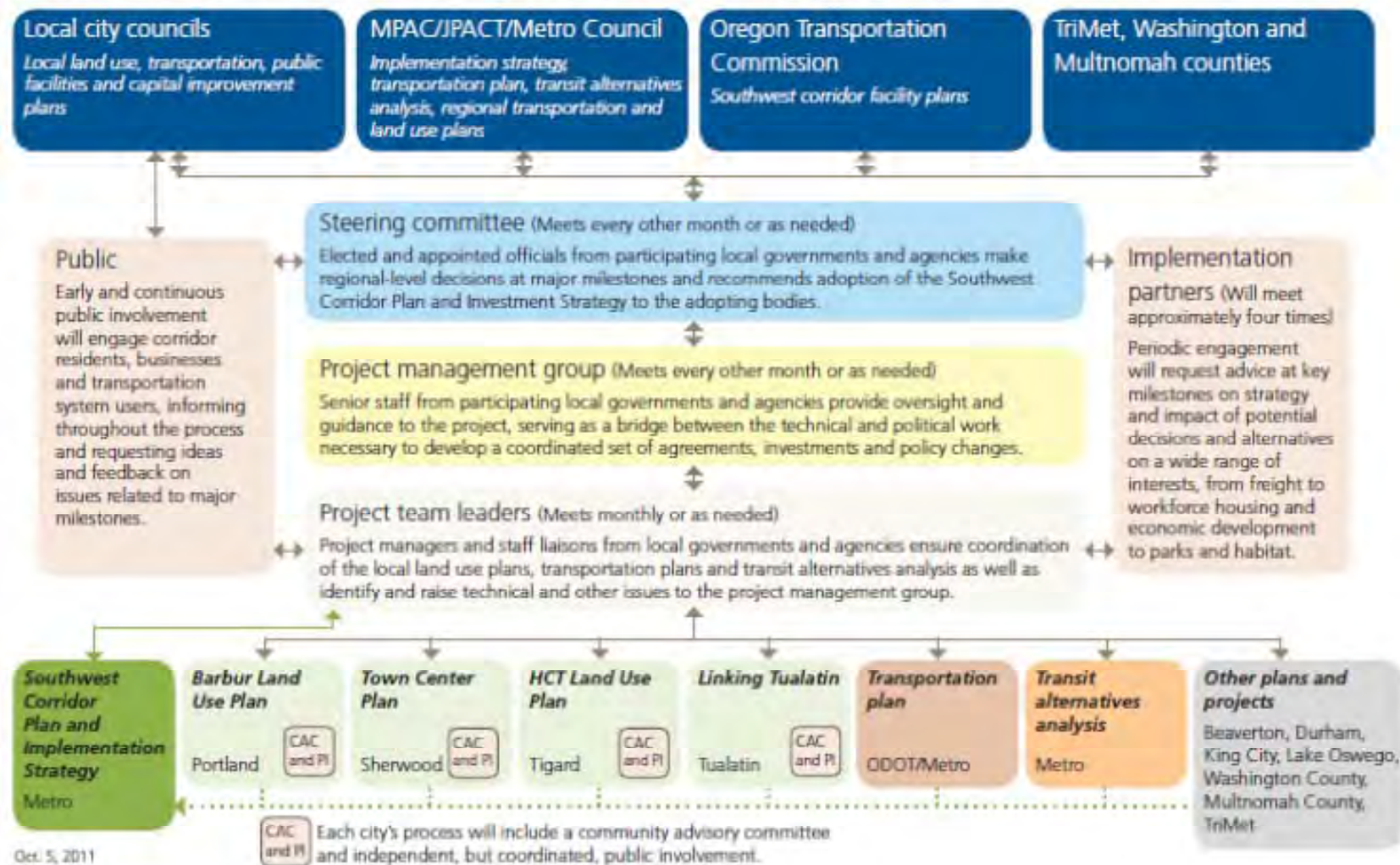
1: Decision-making structure

SOUTHWEST CORRIDOR PLAN

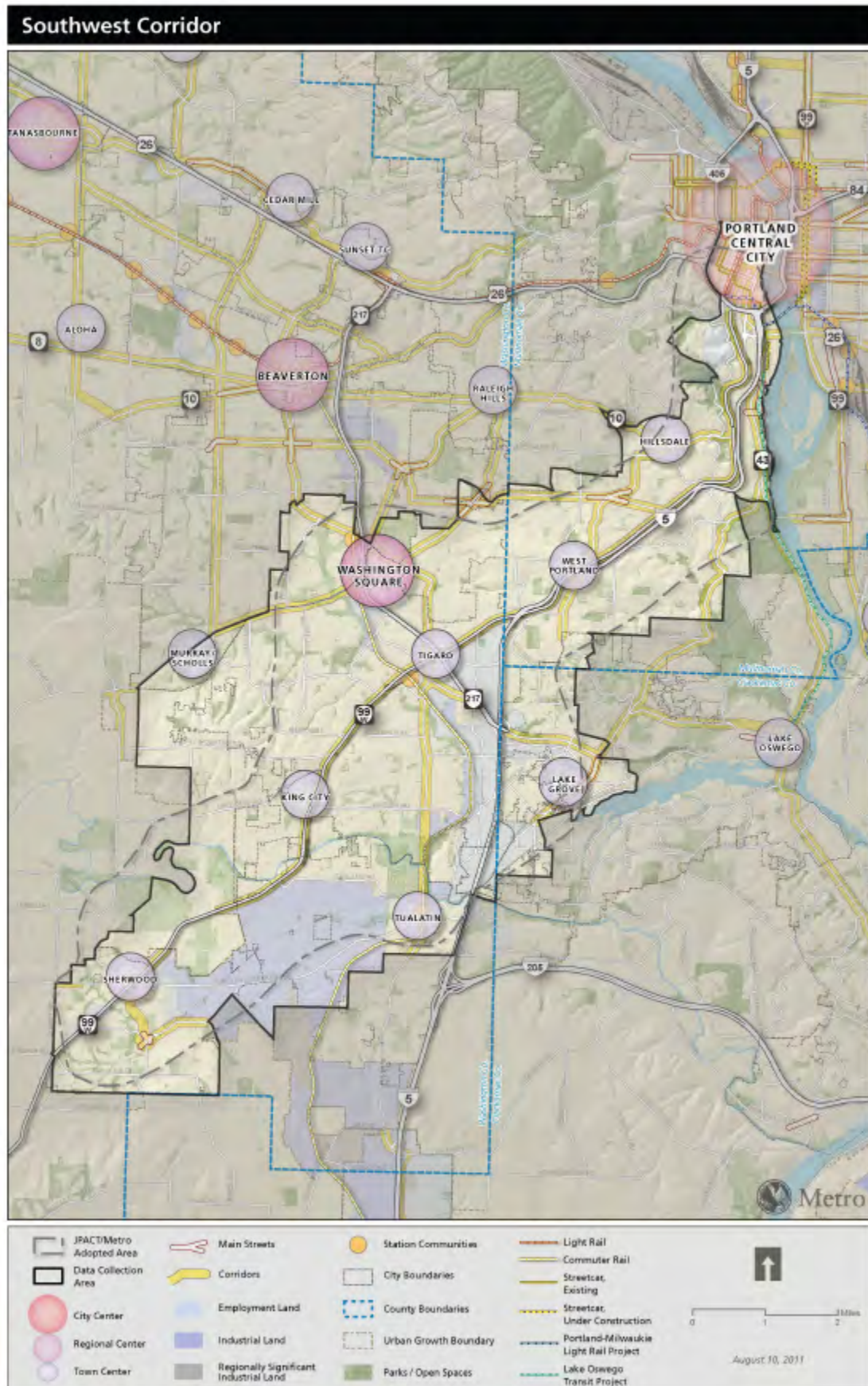
Decision-making structure

with summary of plans and agreements adopted by local governments, Metro and the Oregon Transportation Commission

The Southwest Corridor Plan will develop a coordinated set of component plans and an implementation strategy that identifies and prioritizes needed projects to support local aspirations consistent with regional and state goals and stimulate community and economic development, leveraging private investments and making efficient use of available resources. It will include changes to local, regional and state policies to support the strategy.



Appendix 2: Geographic Area



Materials following this page were distributed at the meeting.



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600 NE Grand Ave.
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503-797-1700
503-797-1804 TDD
503-797-1797 fax

Southwest Corridor Plan Steering Committee

December 12, 2011

Metro Regional Center

11 a.m. to 1 p.m.

600 NE Grand Ave, Portland OR 97214

Name Heather McGraw - WTA Address _____
Phone _____ City, State, ZIP _____
E-mail heather@wta-tma.org ☒ Yes, please add me to this project's mailing list.

Name ROGER AVERBECK Address SOUTHWEST NEIGHBORHOODS, INC
Phone 503-679-1447 City, State, ZIP _____
E-mail TRANSPORTATION@SWNI.ORG ☐ Yes, please add me to this project's mailing list.

Name Ann Becklund Address Trimet
Phone _____ City, State, ZIP _____
E-mail beckluna@trimet.org ☐ Yes, please add me to this project's mailing list.

Name Dore Unsworth Address Trimet
Phone (503) 962-2147 City, State, ZIP _____
E-mail Unsworth@trimet.org ☐ Yes, please add me to this project's mailing list.

Name Cindy Hahn Address city of Tualatin, 18880 SW Marki-
Phone 503 691 3029 City, State, ZIP Tualatin OR 97062 nazi
E-mail chahn@ci.tualatin.or.us ☐ Yes, please add me to this project's mailing list. ↑

Name Ben Bryant Address Same
Phone 503-691-3049 City, State, ZIP _____
E-mail Bryant@ci.tualatin.or.us ☐ Yes, please add me to this project's mailing list.

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503-797-1797 fax

Southwest Corridor Plan Steering Committee

December 12, 2011

Metro Regional Center

11 a.m. to 1 p.m.

600 NE Grand Ave, Portland OR 97214

Name Joe Zehnder Address Portland BPS
Phone 503 823 7815 City, State, ZIP _____
E-mail joe.zehnder@portland.oregon.gov ☐ Yes, please add me to this project's mailing list.

Name J. SUGNET Address PORTLAND BPS
Phone _____ City, State, ZIP _____
E-mail _____ ☐ Yes, please add me to this project's mailing list.

Name Tom Miller Address PBOT
Phone 503.823.9194 City, State, ZIP _____
E-mail _____ ☐ Yes, please add me to this project's mailing list.

Name Ryan Burch Address City of Tigard
Phone _____ City, State, ZIP _____
E-mail _____ ☐ Yes, please add me to this project's mailing list.

Name Marty Wine Address City of Tigard
Phone 503.718.2486 City, State, ZIP _____
E-mail marty@tigard-or.gov ☒ Yes, please add me to this project's mailing list.

Name Kirsten Pennington Address 123 NW Flanders-ODOT
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Southwest Corridor Plan Steering Committee

December 12, 2011

Metro Regional Center

11 a.m. to 1 p.m.

600 NE Grand Ave, Portland OR 97214

Name Talia Jacobson, ODOT Address _____
Phone 503 731 3049 City, State, ZIP _____
E-mail talia.jacobson@odot.state.or.us ☒ Yes, please add me to this project's mailing list.

Name Andy Buck Address Washington County
Phone _____ City, State, ZIP _____
E-mail _____ ☐ Yes, please add me to this project's mailing list.

Name Melanie Williams Address Metro
Phone _____ City, State, ZIP _____
E-mail _____ ☐ Yes, please add me to this project's mailing list.

Name Jamie Snook Address Metro
Phone _____ City, State, ZIP _____
E-mail _____ ☐ Yes, please add me to this project's mailing list.

Name Karen Withrow Address Metro
Phone _____ City, State, ZIP _____
E-mail _____ ☐ Yes, please add me to this project's mailing list.

Name Matt Bihn Address Metro
Phone _____ City, State, ZIP _____
E-mail _____ ☐ Yes, please add me to this project's mailing list.

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Southwest Corridor Plan Steering Committee

December 12, 2011

Metro Regional Center

11 a.m. to 1 p.m.

600 NE Grand Ave, Portland OR 97214

Name Crista Gardner Address Metro
Phone _____ City, State, ZIP _____
E-mail _____ ☐ Yes, please add me to this project's mailing list.

Name Tyler Ryerson City of Beaverton Address PO Box 4755
Phone 503-526-2520 City, State, ZIP Beaverton OR 97076
E-mail tryerson@beavertonoregon.gov ☐ Yes, please add me to this project's mailing list.

Name Downy Egner Address Lake Oswego
Phone _____ City, State, ZIP _____
E-mail degner@ci.oswego.or.us ☐ Yes, please add me to this project's mailing list.

Name Karen Schilling Address Multnomah County
Phone _____ City, State, ZIP _____
E-mail _____ ☐ Yes, please add me to this project's mailing list.

Name Chris Warner Address 501 SE Hawthorne, #600
Phone (503) 988-3219 City, State, ZIP Portland OR 97214
E-mail chris.warner@multco.us ☒ Yes, please add me to this project's mailing list.

Name Wah Fisher Address Metro
Phone _____ City, State, ZIP _____
E-mail wfisher@oregonmetro.gov ☐ Yes, please add me to this project's mailing list.

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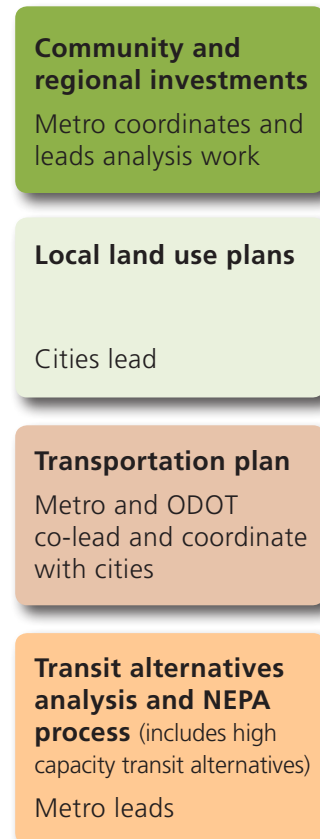
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Phase I stages and milestones

Project milestones

Project partner decisions

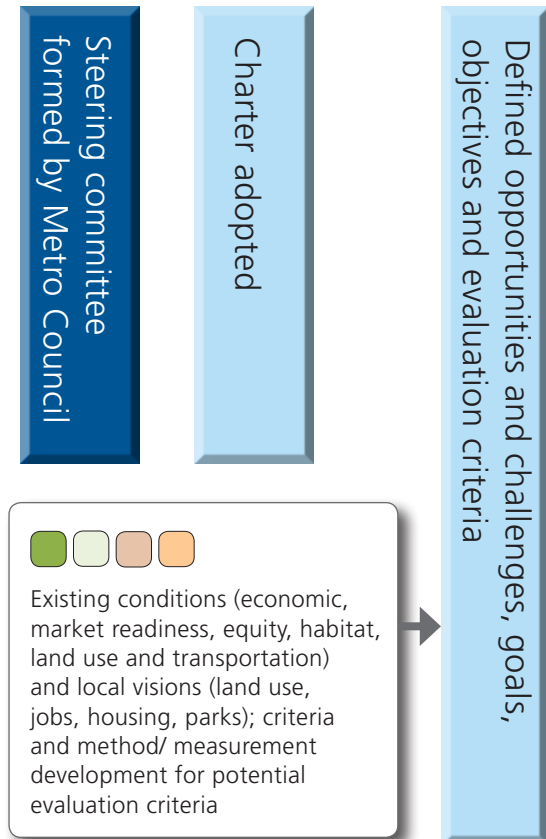
Steering committee decisions



April 2011 to February 2012

Define opportunities and challenges

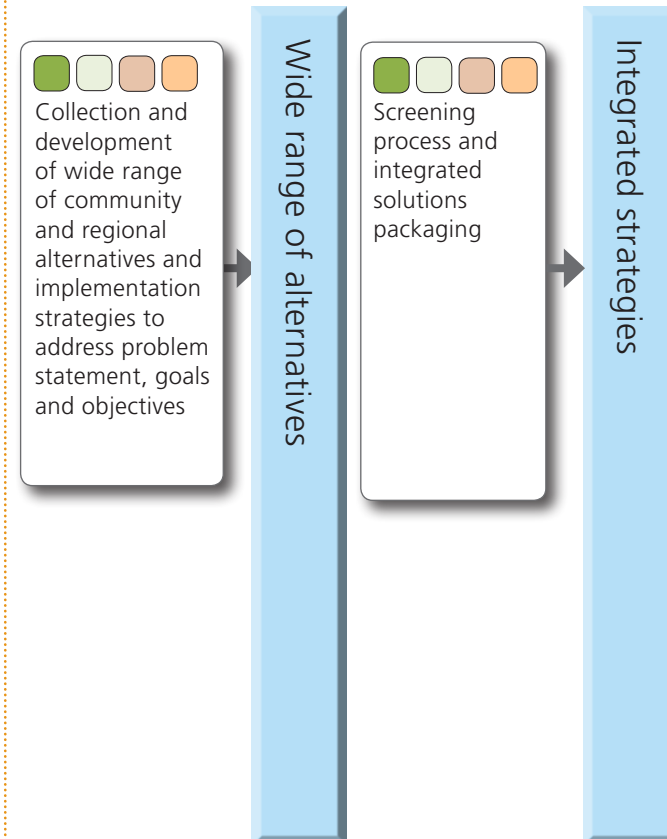
Steering committee defines goals and approves an outcomes-based evaluation criteria for strategies to address land use and transportation needs.



February to August 2012

Identify wide range of solutions and integrated strategies

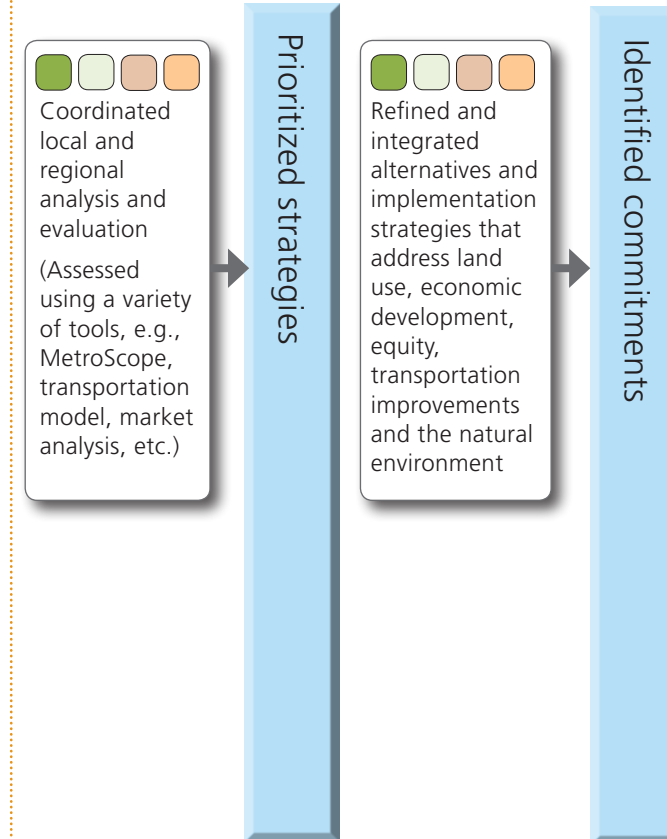
Steering committee identifies alternative strategies to support achieving local and regional goals.



August to December 2012

Narrow solutions and draft Southwest Corridor Plan and Implementation Strategy

Steering committee prioritizes alternative strategies and approves draft Southwest Corridor Plan and Implementation Strategy.

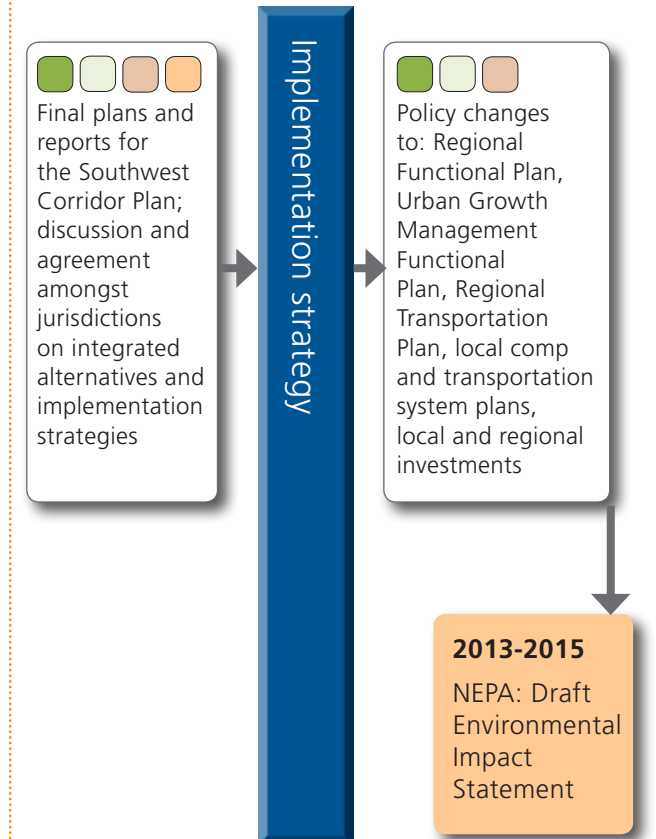


Phase II

2013 and beyond

Agree on action plan to implement the Southwest Corridor Plan and Implementation Strategy

Partners adopt Southwest Corridor Implementation Strategy and agree to implement components as appropriate; Metro Council/JPACT recommend alternative transportation investments for NEPA process.



PROJECT PARTNERS

Cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin
Multnomah and Washington counties
Oregon Department of Transportation
TriMet
Metro



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

Existing conditions summary – preliminary results

Southwest Corridor

- ▶ Subject matters: Demographics, opportunity mapping, housing, natural resources, parks, health, active transportation, historic resources, brownfields, infrastructure, hazardous materials, visual resources
- ▶ December 12, 2011



Existing conditions purpose

- Form the foundation for future efforts:
 - ♦ Identify key findings, opportunities and challenges
 - ♦ Inform goals, objectives, and evaluation criteria
 - ♦ Inform development of wide-range of alternatives



Existing conditions reports



- Fall 2011
 - ♦ Draft existing conditions technical reports
- Winter 2011/2012
 - ♦ Draft transportation technical report
 - ♦ Draft summary existing conditions report
 - Volume I – Corridor wide
 - Volume II – Place based

Six desired outcomes



- Vibrant, walkable communities
- Economic competitiveness and prosperity
- Safe and reliable transportation choices
- Minimize contributions to global warming
- Clean air, clean water and healthy ecosystems
- Benefits and burdens of growth shared throughout the region

Implementation of the six desired outcomes



1. What is the composition of people in the corridor?
2. What are the opportunities to live, work, learn and play in the corridor?
3. What are the relationships in the corridor?

History

Barbur Boulevard



Tigard



What are the people in the corridor like?

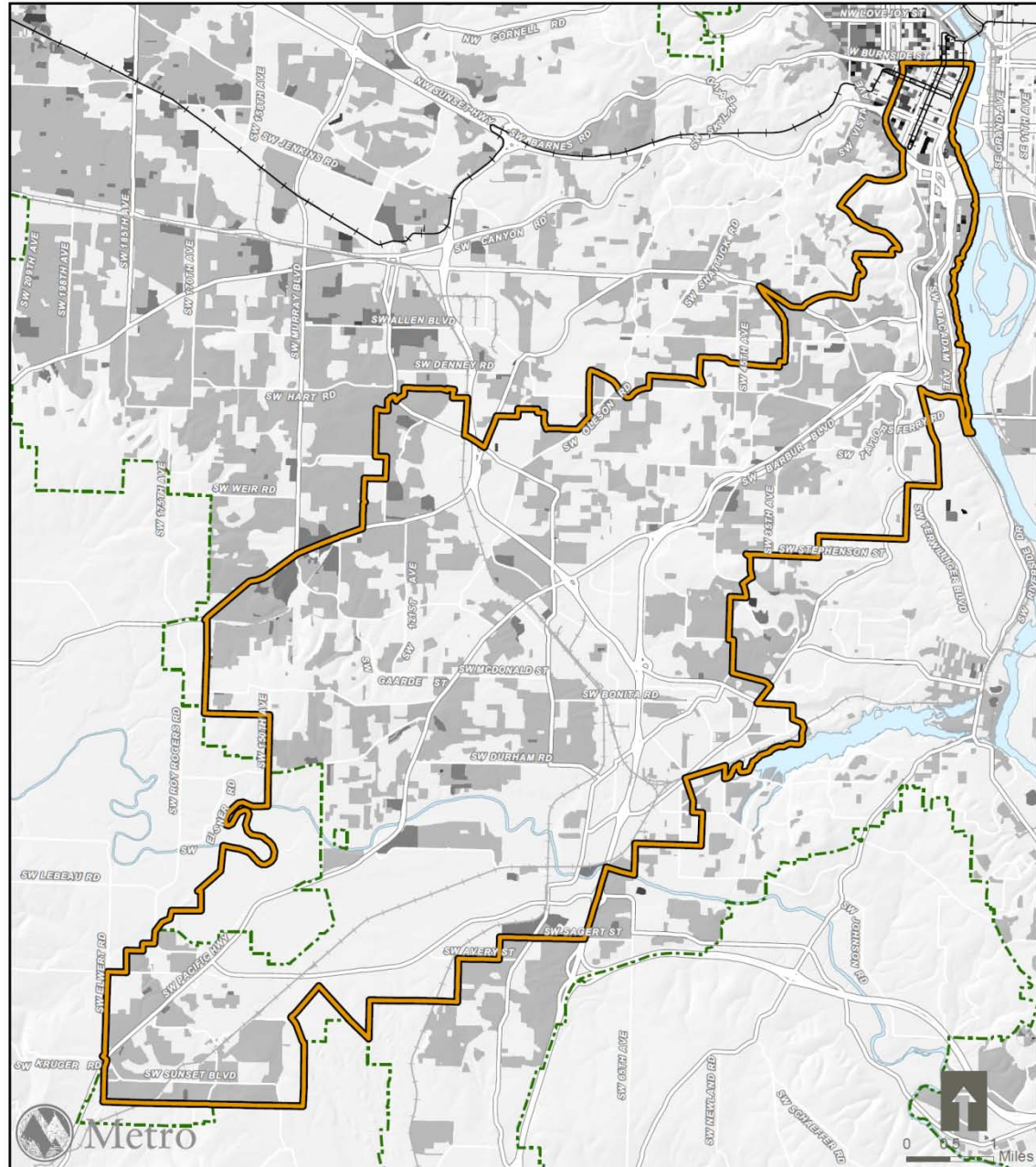
Demographics

Health outcomes

Population

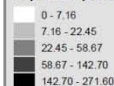
2010 Census

- SW Population increased by 14.4%, 2000 and 2010
- Population: 197,956



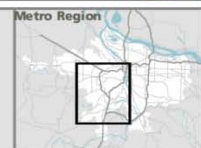
Opportunity Mapping - Population Density

Population per Acre

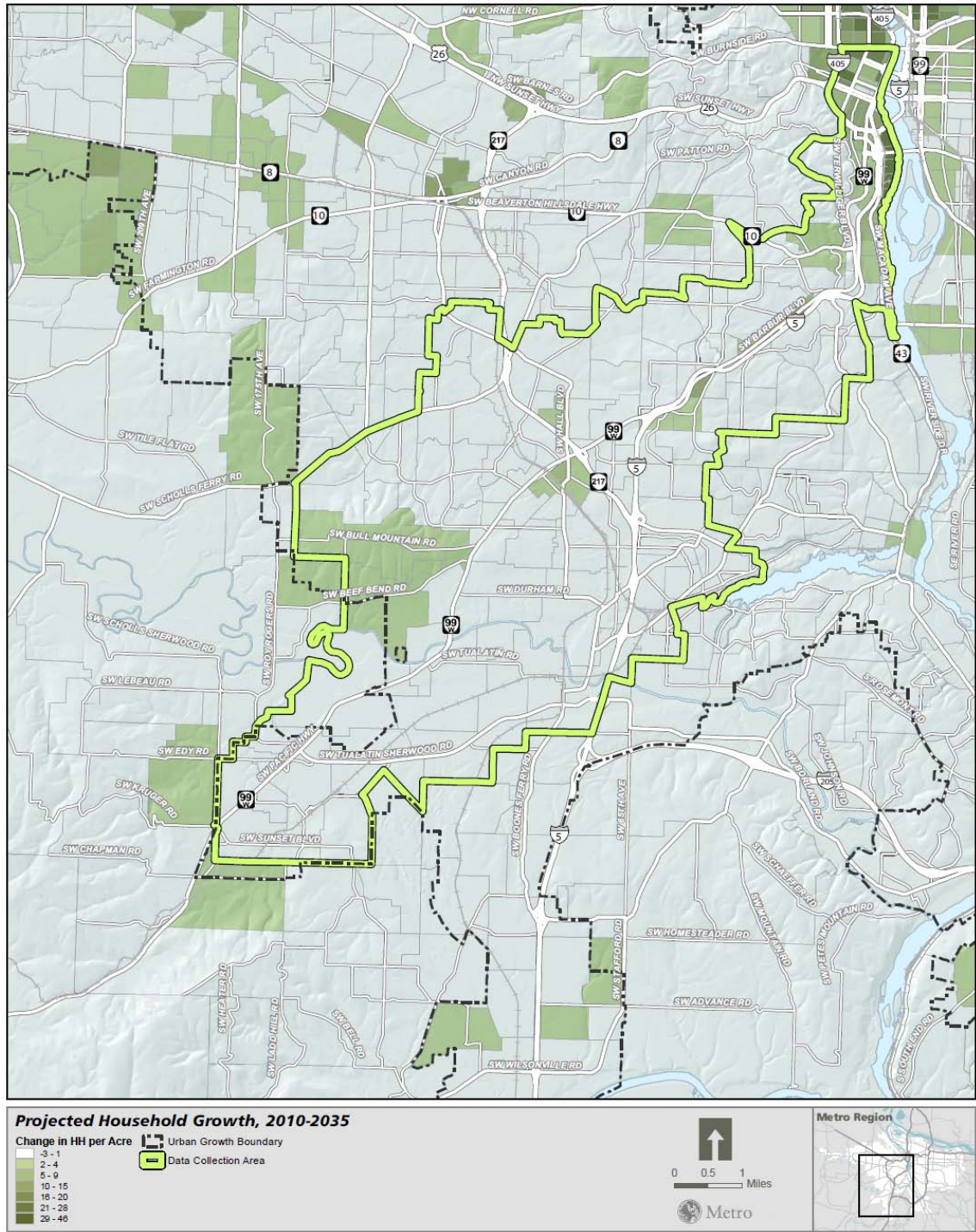


— Data Collection Area

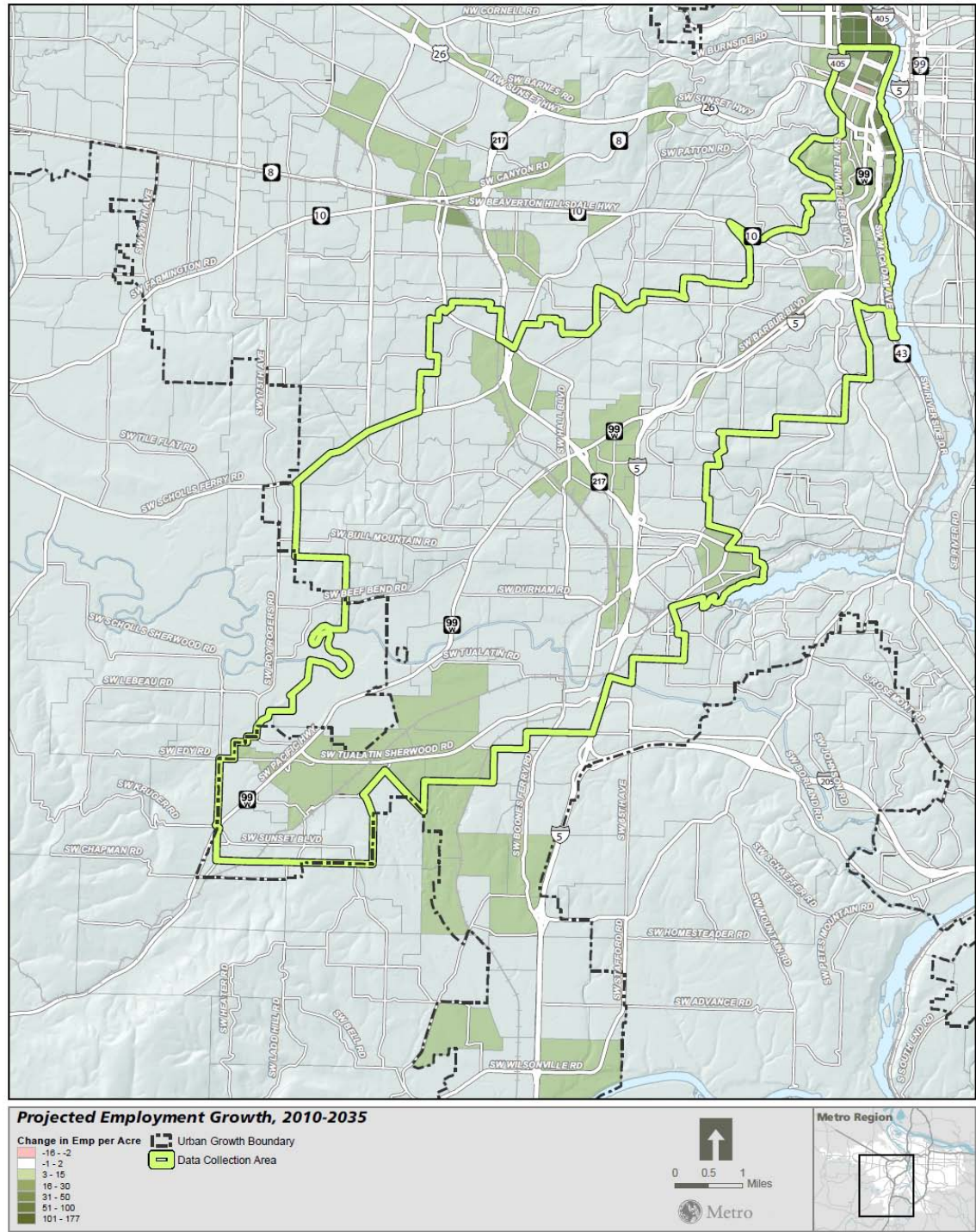
— Urban growth boundary



2010 -2035 Change in Household

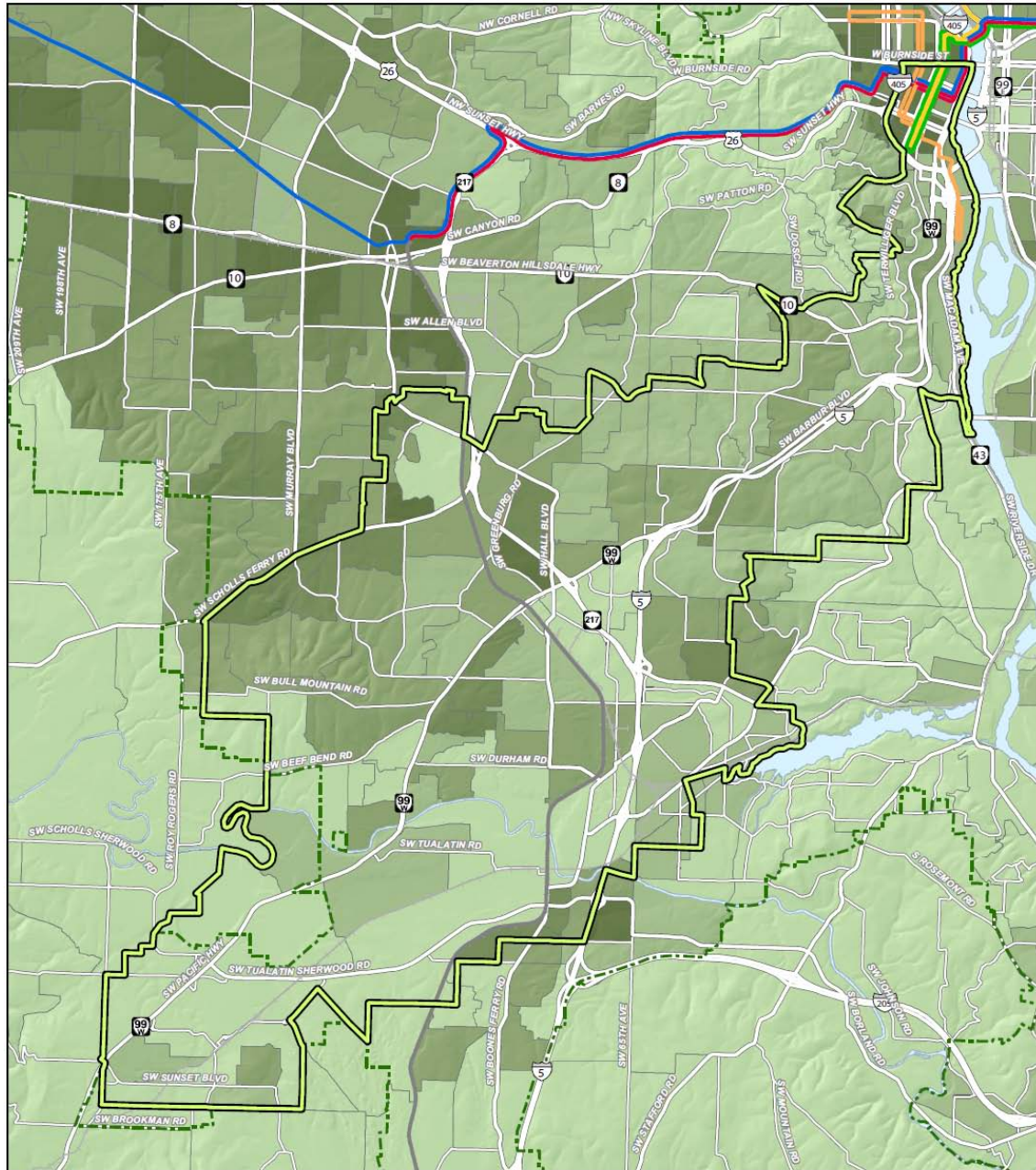


2010 -2035 Change in Employment

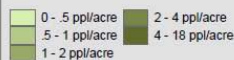


Non-white population

- 16% Non-white less than regional average of 20%



Non-White Population Density*



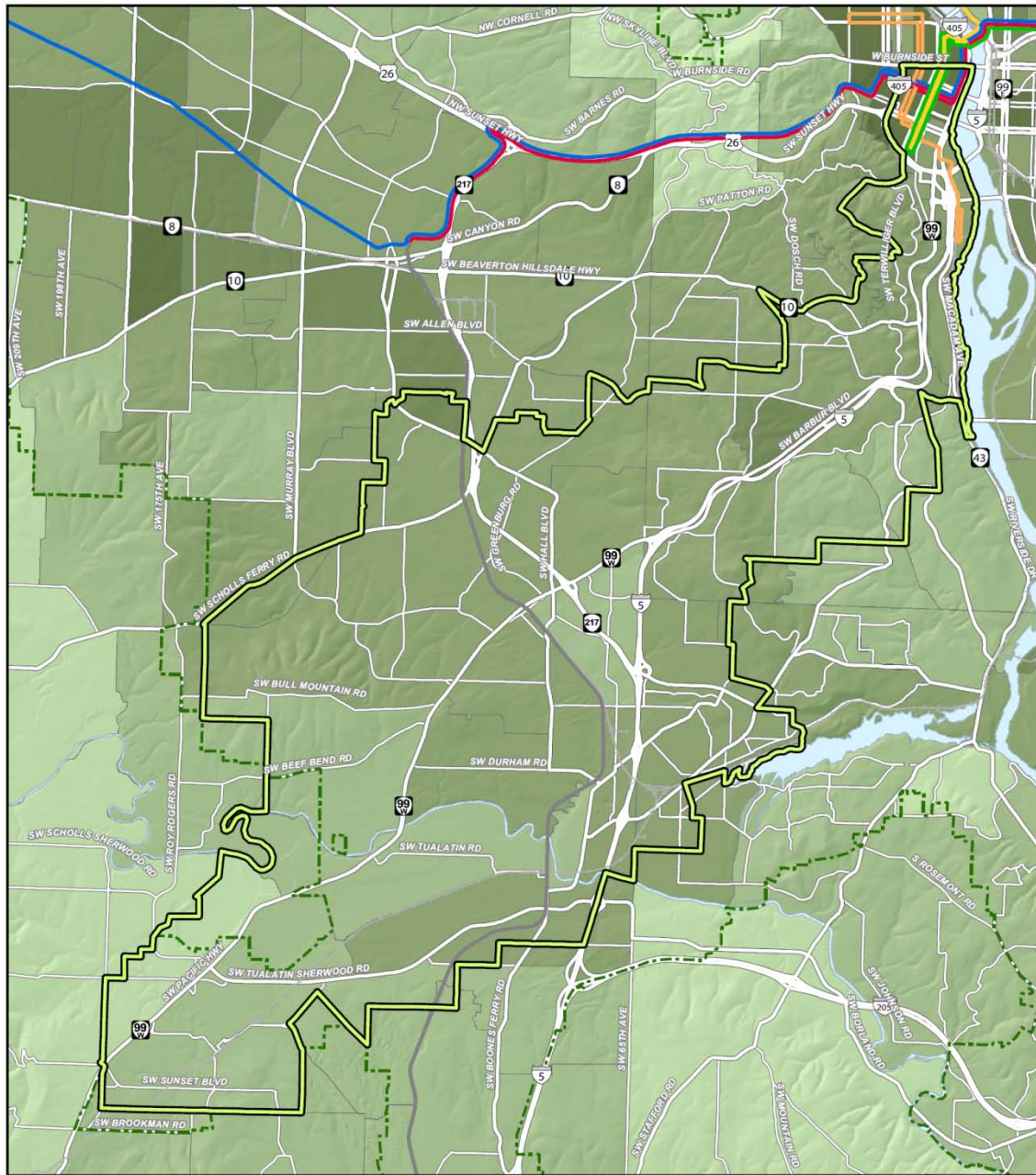
Regional average for Non-White population is 2 people per acre or 20%.
*Source: 2010 Census



Population in poverty

99% or less of average median income

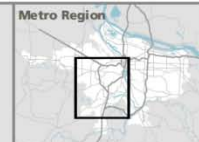
- 12.6% poverty less than regional average of 13.2%



Density of Population in Poverty*

0 - .06 ppl/acre	1.13 - 2.26 ppl/acre
.06 - .24 ppl/acre	2.26 - 11.32 ppl/acre
.24 - 1.13 ppl/acre	

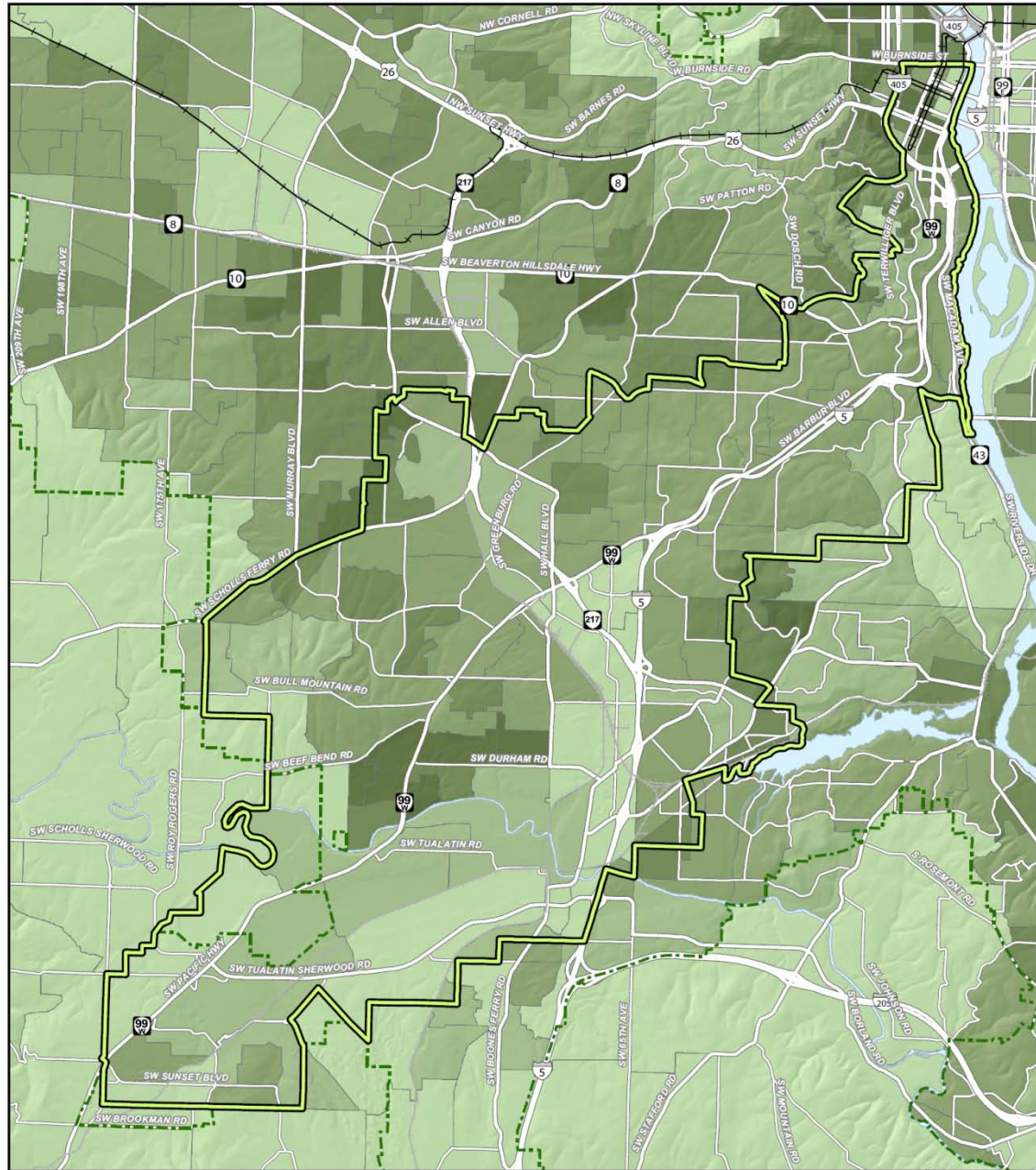
Regional average for density of population in poverty is 1.13 people per acre or 12%.
*Source: 2010 Census



Senior population

Above 65 years old

- 13% Senior is more than the regional average of 11%



Density of Senior Population*



Data Collection Area
 Urban Growth Boundary

The average density of the Senior population for block groups intersecting the Urban Growth Boundary is .94 people per acre (11.33% of the population).
*Source: 2010 Census



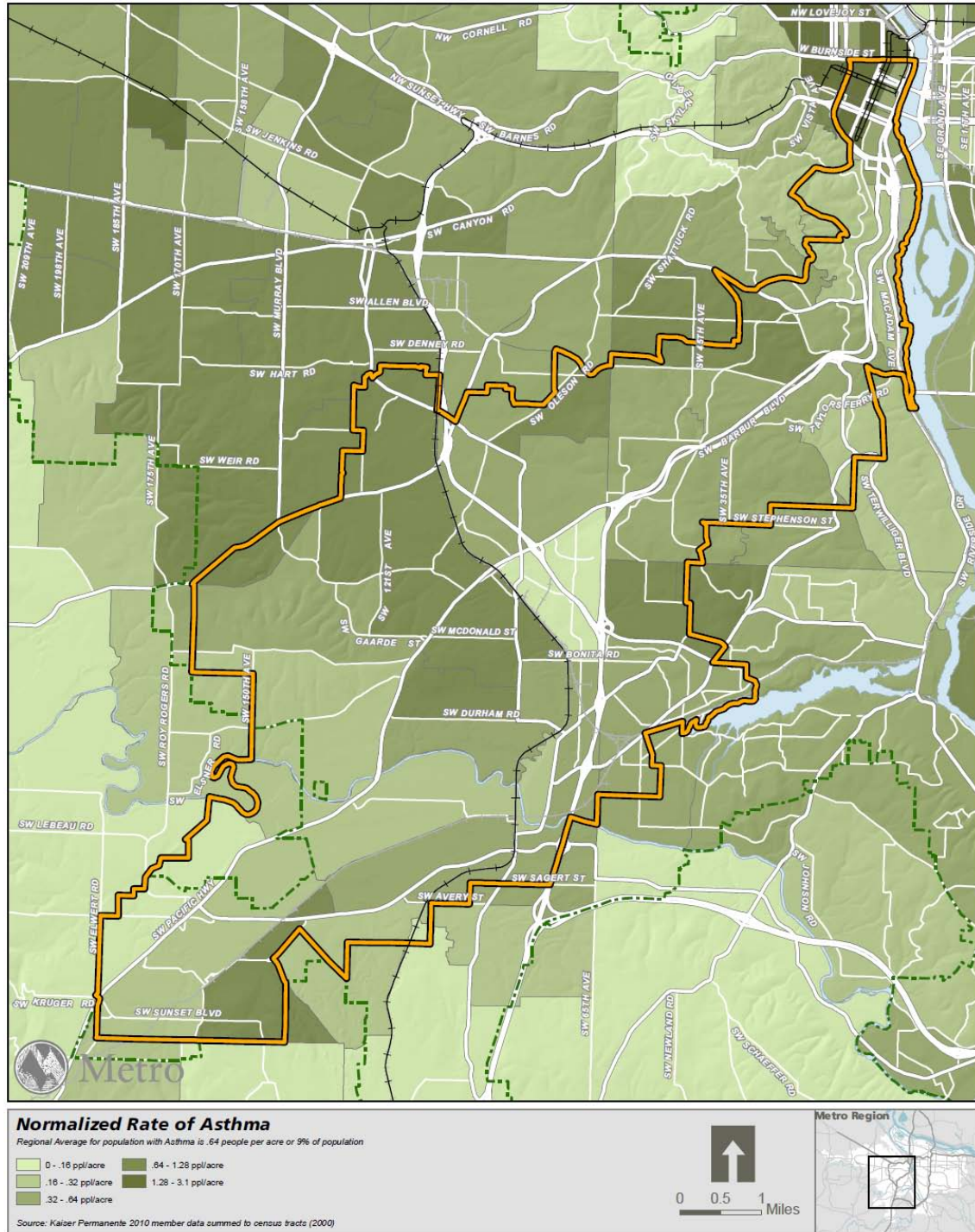
Metro
December 8, 2011



Health – Air quality

Asthma

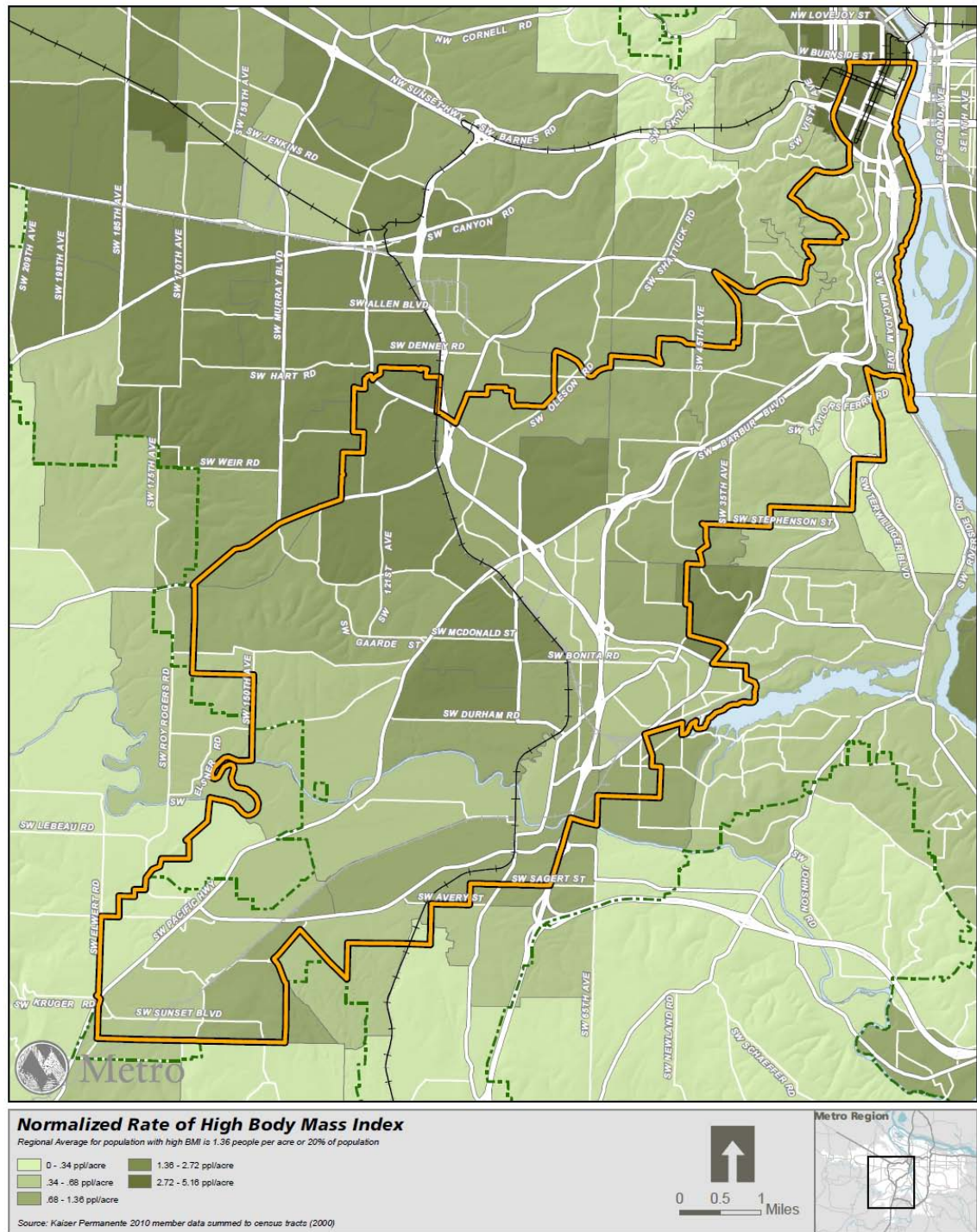
- One in ten of SW Kaiser Permanente members has asthma
- One in eight of Medicaid participants report asthma



Health – Physical activity

Obesity rates

- One in two residents are overweight or obese.
- Lower rates of obesity and overweight in northern portion and higher income areas.



Health – Mental health

- Self-reported data: one in three residents has had poor mental health in the last 30 days.
- One in three of Medicaid participants are depressed.



What are the opportunities to live, work, learn and play?

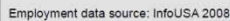
Employment

Education

Transportation options

Community assets

Housing

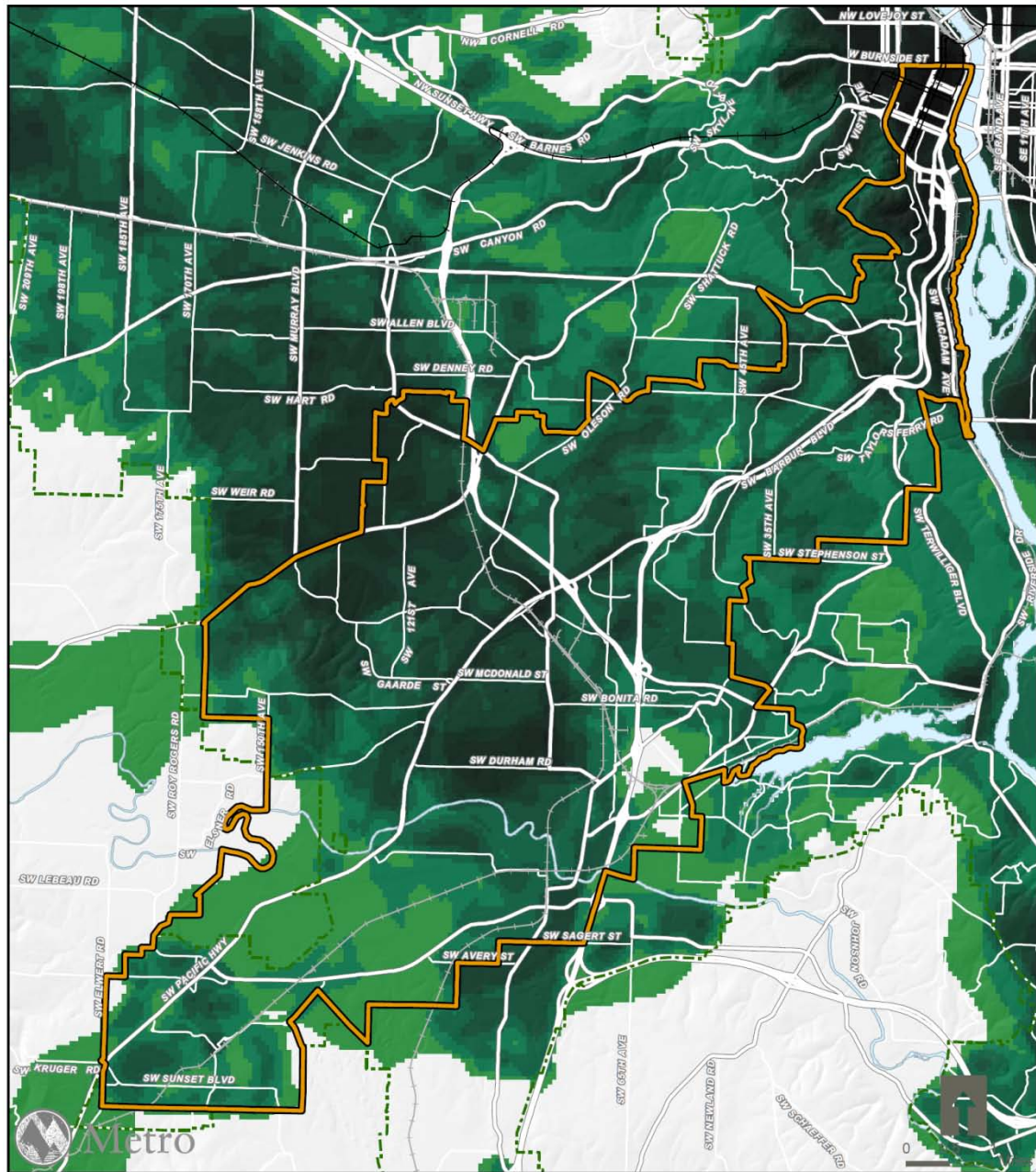


Head start, workforce training,
schools, universities,
libraries



Alternative transportation

Transit, trails, bikeways, sidewalks



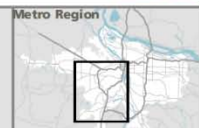
Opportunity Mapping - Mobility

Bike access, Sidewalk Density, Transit

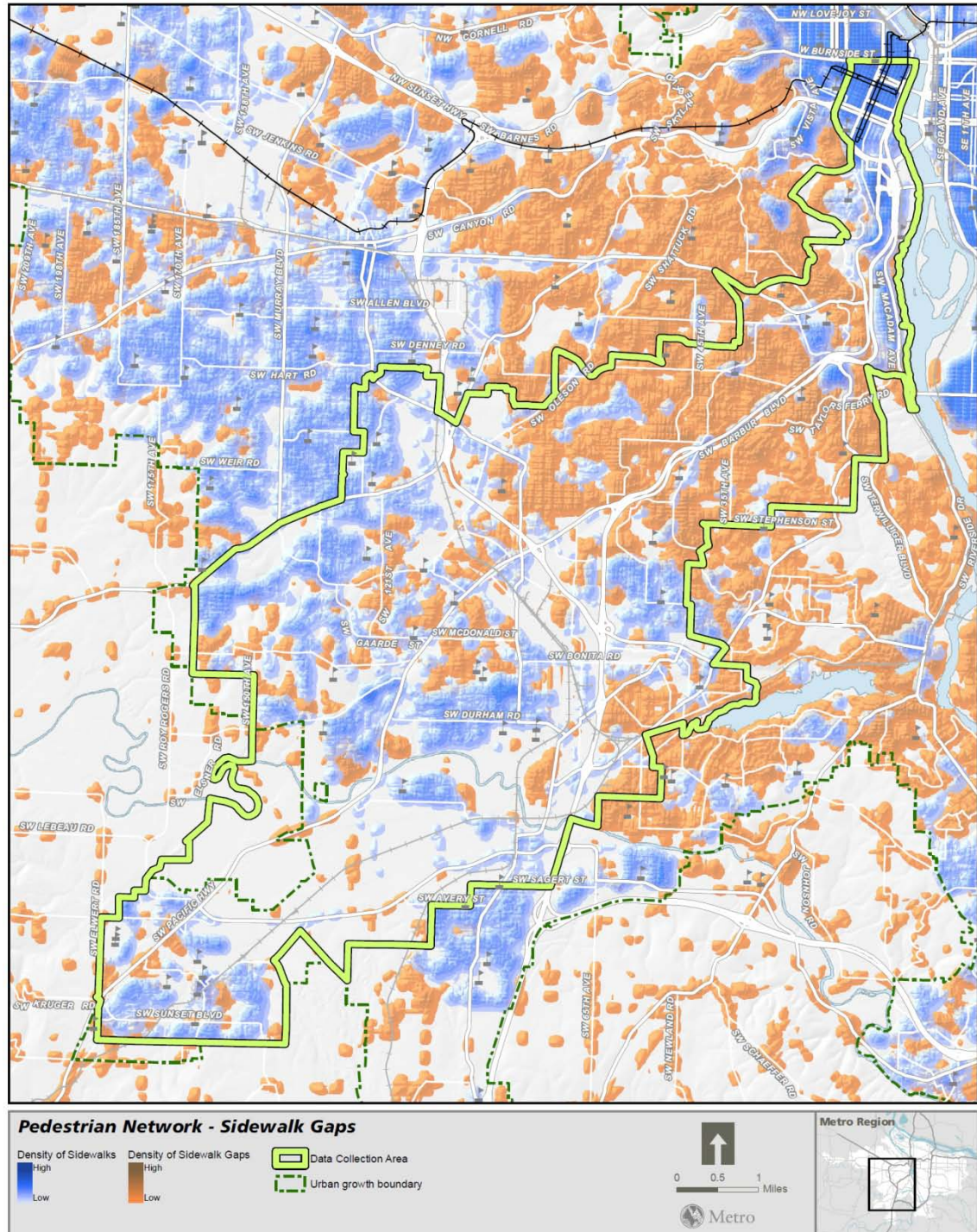


Orange outline: Data Collection Area

Dashed green line: Urban growth boundary



Active transportation - sidewalks

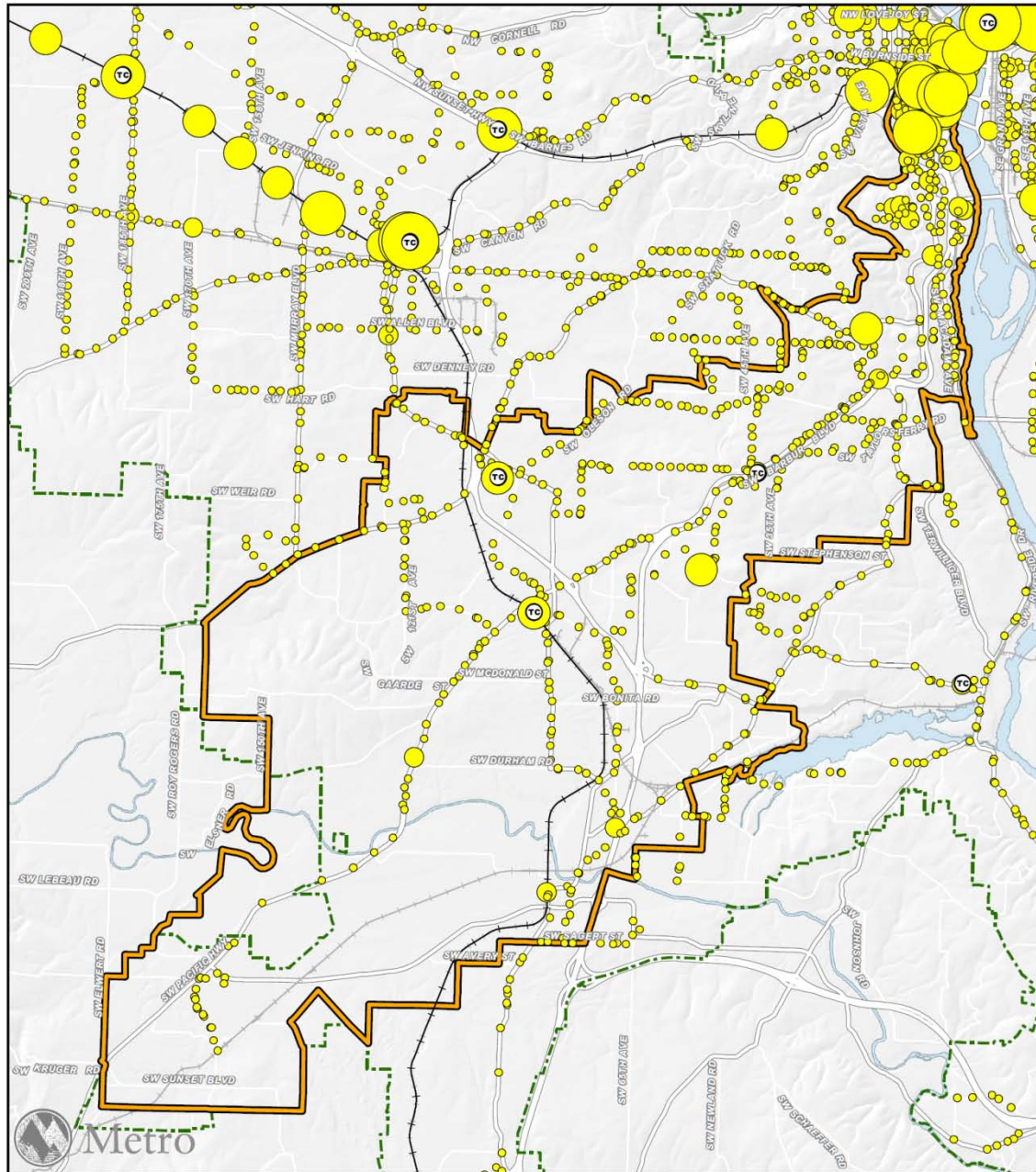


Existing transit use

Total Corridor Ons and Offs by
Stop

Busiest single stops:

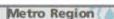
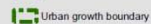
- OHSU (Marquam Hill)
- OHSU Commons (SoWa)
- Tigard Transit Center
- PCC Sylvania



Grocery stores, restaurants,
cafes, bookstores

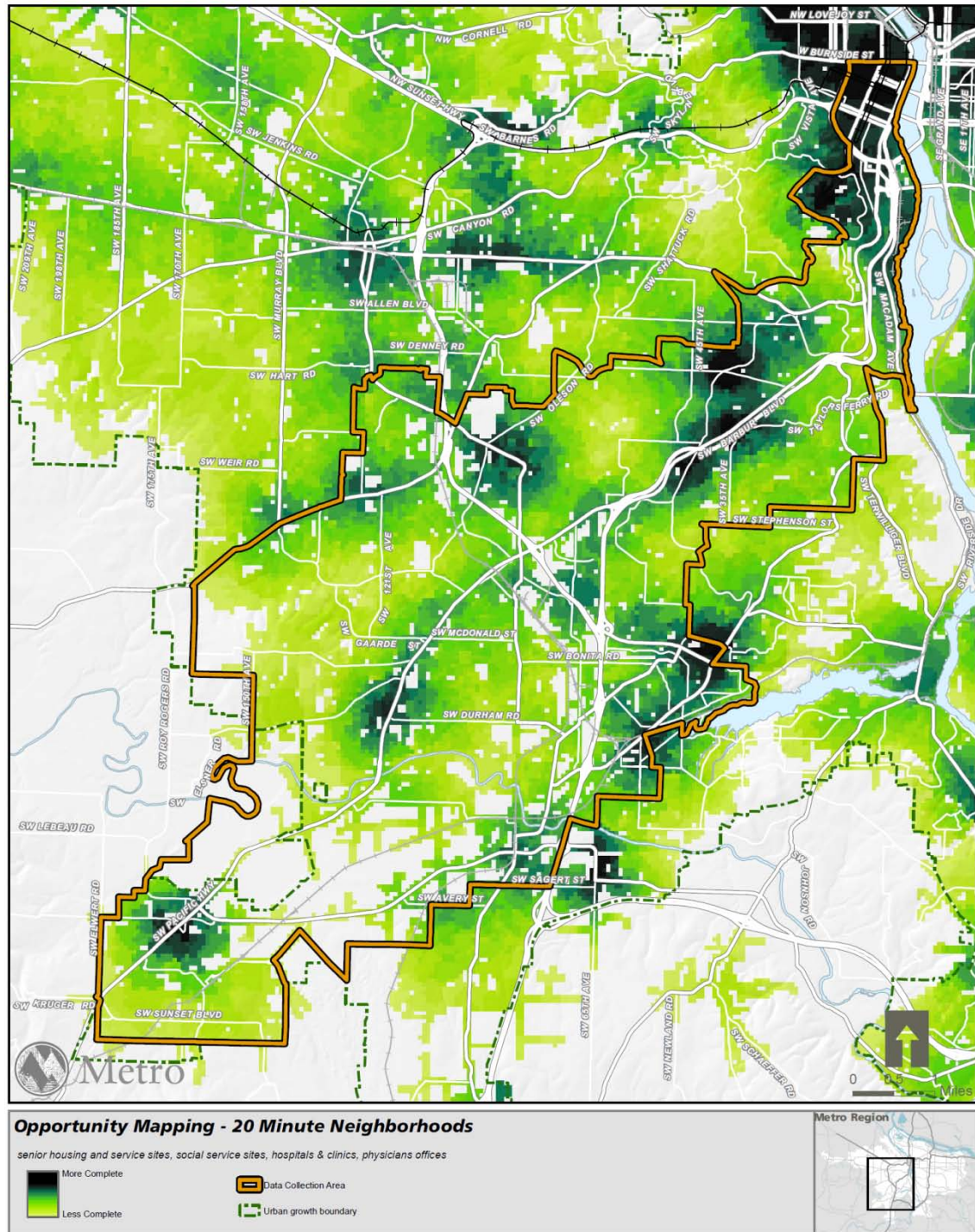


ULI Amenities



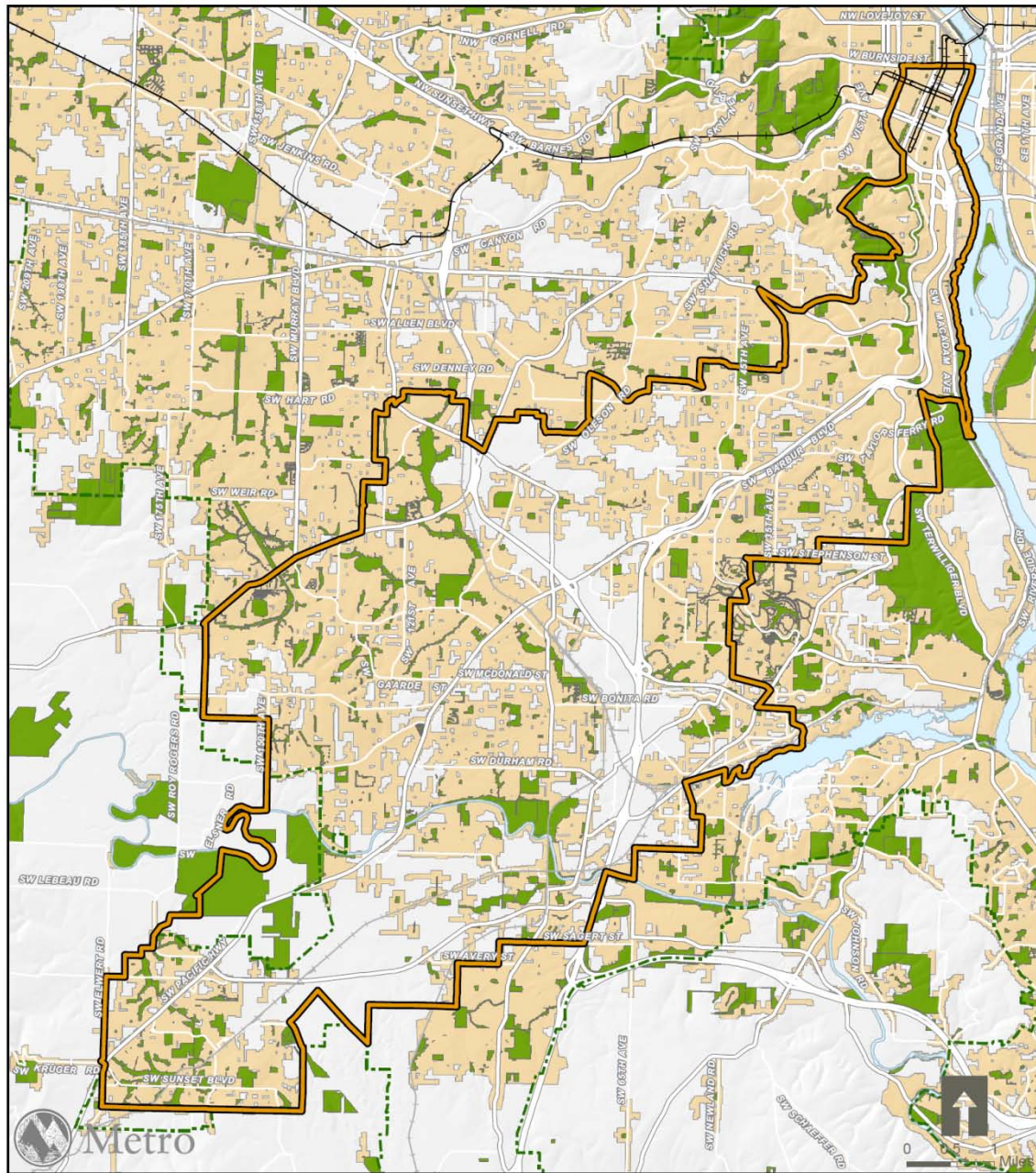
Community amenities

Health providers, social services, senior housing and services



Parks access

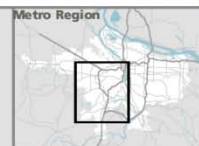
- 45% of population within 10-minute walk
- less than regional average of 69%



Opportunity Mapping - 20 Minute Neighborhoods

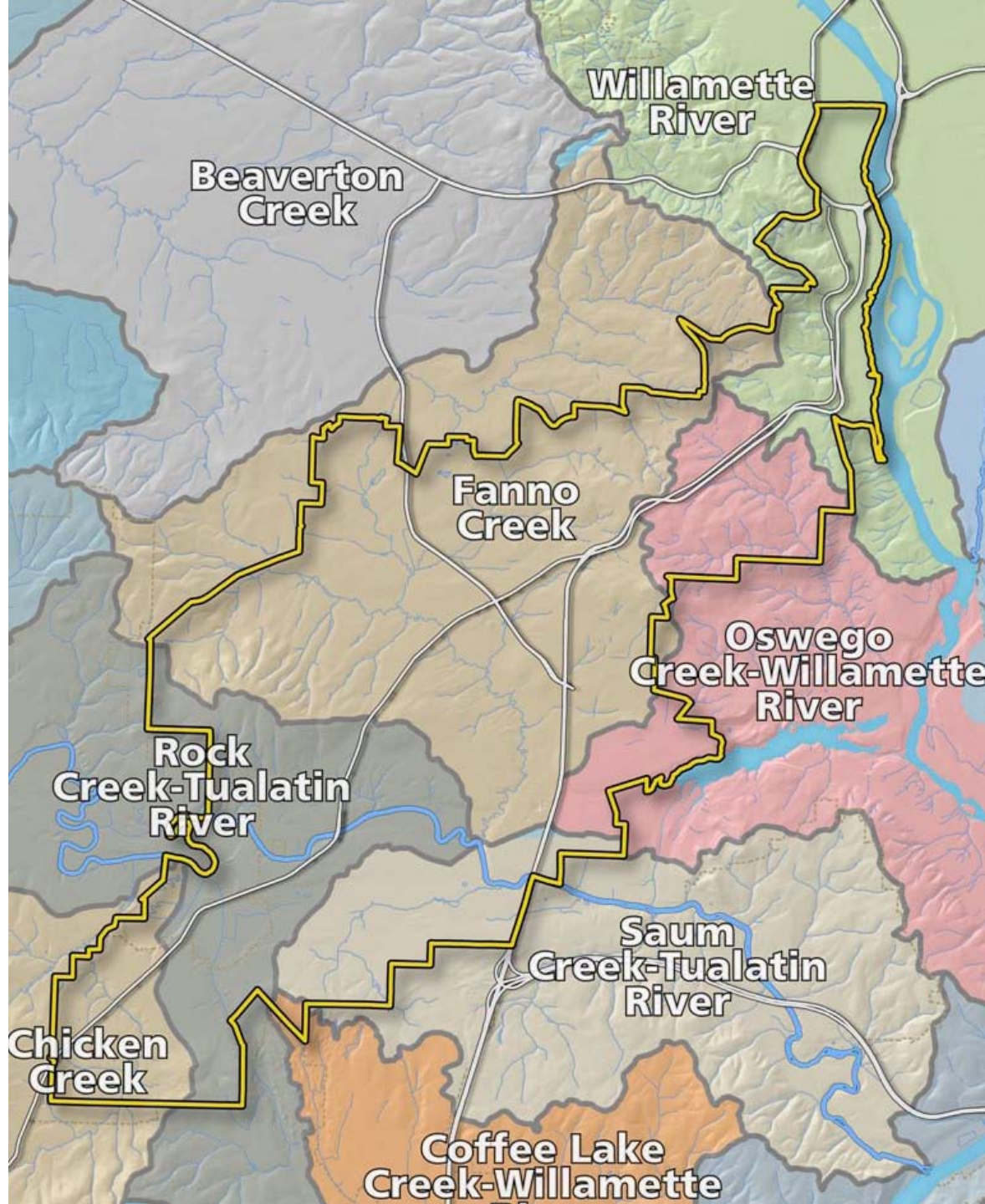
Intertwine Tier 1

- Intertwine Tier 1 Parks and Natural Areas
- Tier 1 1/3mi Walkshed
- Data Collection Area
- Urban growth boundary



Watersheds

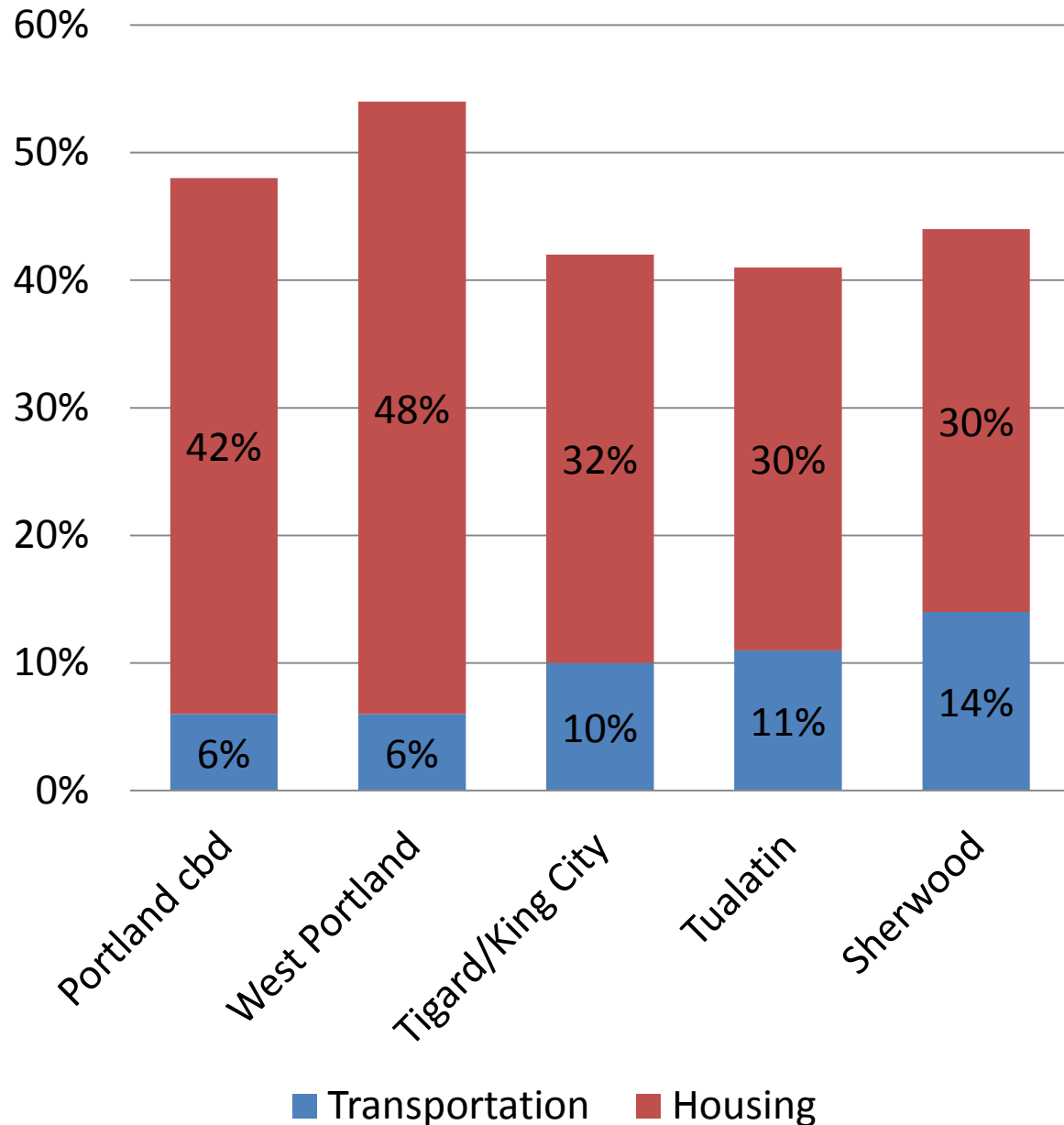
- Water quality and quantity is the most significant issue
- Protected fish species in every watershed



Housing

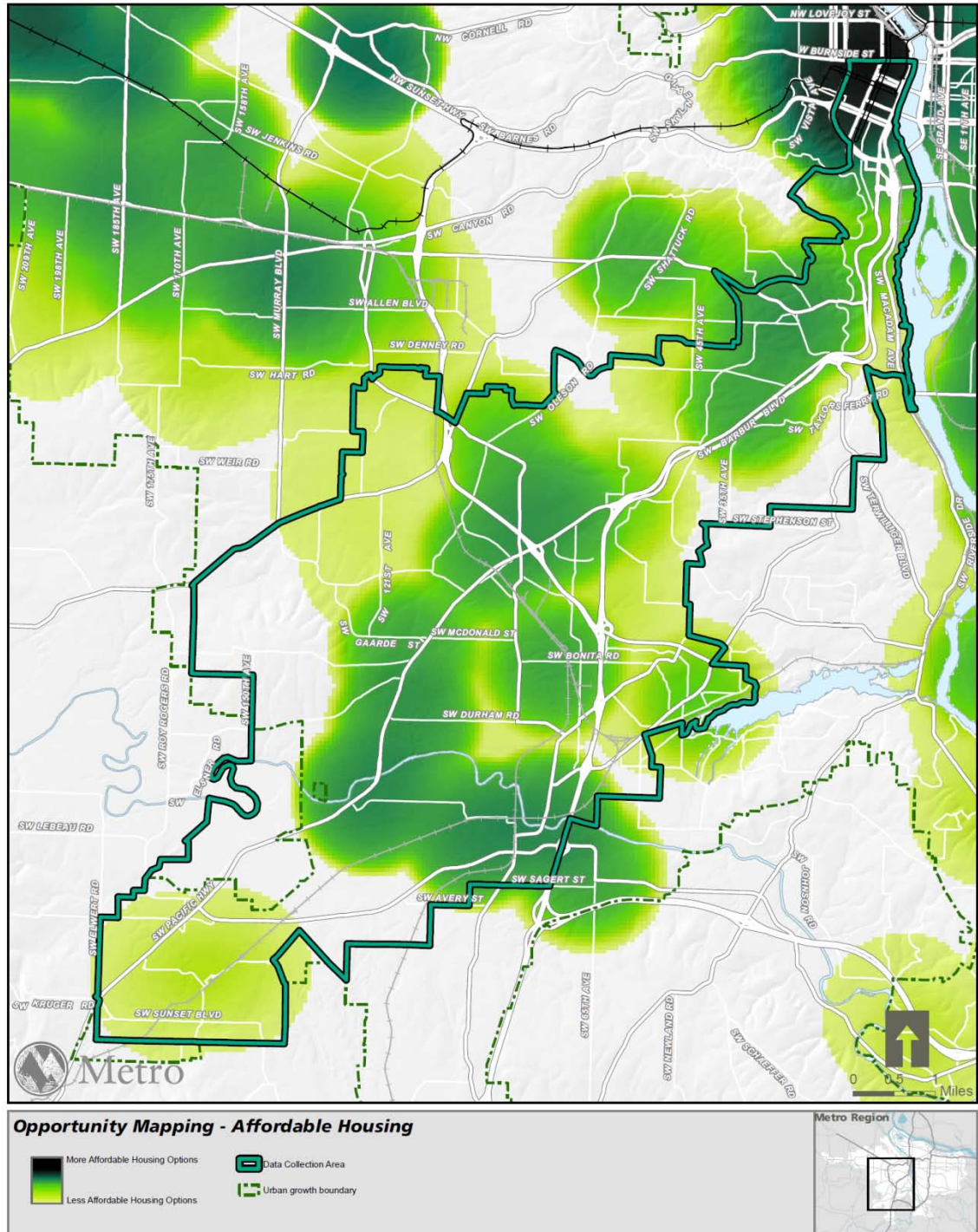
- 41-54% spent on housing and transportation costs
- 63% owner-occupied
- 37% renter-occupied

**Percentage of Income
Transportation & Housing Costs in 2005**

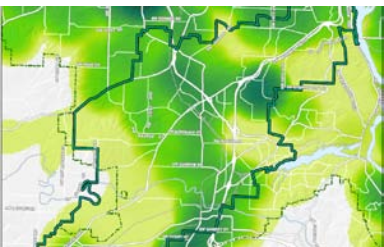
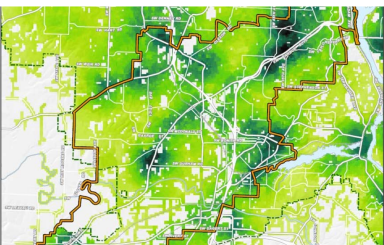
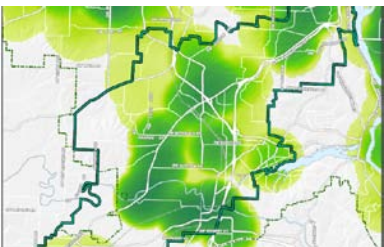


Housing

Subsidized, regulated housing
properties



Summary

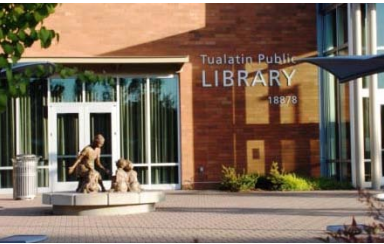


- High level of services
 - ♦ Employment
 - ♦ Education
 - ♦ Community assets - health providers, parks, natural resources, grocery, social services
 - ♦ Transportation – auto, freight, transit
- Low level of affordable housing
- Patchy pedestrian & bicycle facilities
- Health concerns
- Higher land values
- Nexus of Tigard & Tualatin

What are the relationships in the corridor?

Air quality
Health outcomes
Parks & natural areas
Housing
Jobs
Transportation
Community Assets

Potential relationships



- Air quality, asthma, vehicle miles travelled
- Obesity, active transportation, physical activity, mental health, parks, income, food access, transit access
- Housing, jobs, education, transportation choices
- Para-transit use, grocery, social services

Potential relationships



- Sidewalks, trails, bicycle paths, high capacity transit and zoning:
 - ♦ Recreation, physical activity, healthy diet
 - ♦ Air toxins
- Trails, parks, tree canopy and open spaces:
 - ♦ Reduce stress and improve mental health
 - ♦ Air quality
 - ♦ Physical activity

Next steps

- Form the foundation for future efforts:
 - ♦ Identify key findings, opportunities and challenges
 - ♦ Inform goals, objectives, and evaluation criteria
 - ♦ Inform development of wide-range of alternatives



Focus Groups Summary

Next Steering Committee Meeting

[Video](#)

Thank you!

Crista Gardner

www.swcorridorplan.org



- Project Partners: Metro, ODOT, TriMet, the counties of Washington and Multnomah, the cities of Portland, Tigard, Tualatin, Sherwood, King City, Lake Oswego, Durham, and Beaverton
- Existing conditions technical reports by: Crista Gardner, Brian Harper, Janet Bebb, Heather Nelson-Kent, Taj Hanson, Matt Bihn, Colin Rowan, Aaron Brown, Alan Gunn, Miranda Bateschell, ODOT staff, and others



This effort begins with local land use plans to identify actions that support livable communities. Building on the land use plans, the transportation plan examines high capacity transit alternatives and potential roadway, bicycle and pedestrian improvements.

The actions and investments that result from this plan will support key elements of a successful region, things such as vibrant communities, economic prosperity, transportation choices, clean air and water, leadership in minimizing contributions to climate change, and equity.

Southwest Corridor Plan partners: cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington counties, ODOT, TriMet and Metro.

The Southwest Corridor Plan is a collaborative planning effort to create livable and sustainable communities along the corridor connecting Sherwood and Portland. Your participation at each stage of the plan will help ensure the best integrated strategy for the Southwest corridor.

Getting to the plan

Phase I work plan approach



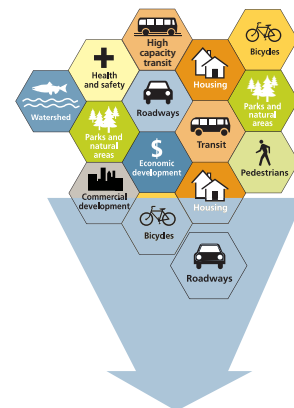
1 Identify policy framework and existing conditions



Opportunities and challenges
Goals and objectives
Evaluation criteria

February 2012

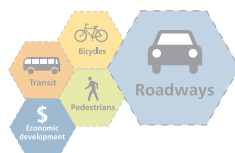
2 Develop wide range of alternatives



3 Narrow range of alternatives

4 Define integrated strategies that best meet goals and objectives

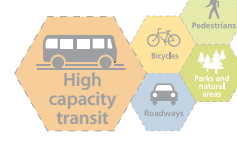
Example A



Example B



Example C



Example D



CONNECT

www.swcorridorplan.org

swcorridorplan.blog.com

f search: SWCorridor

@SWCorridor

trans@oregonmetro.gov

503-797-1756

August 2012

5 Evaluate and prioritize preferred integrated strategy

December 2012

6 Identify commitments and implementation strategy

Beginning in 2013, Phase II will focus on actions to achieve goals, including investments, Draft Environmental Impact Statement(s) and major policy changes.



Components of the Southwest Corridor Plan

Implementation strategy (Metro led)

The implementation strategy will summarize agreements among project partners on a set of coordinated policies and investments to implement a shared vision. The strategy will guide the pursuit of opportunities throughout the Southwest corridor and may include high capacity transit, roadway, bicycle and pedestrian improvements, parks and trails, affordable and workforce housing, and economic development



Transportation plan (ODOT and Metro led)

The transportation plan will identify local, regional and state transportation needs in and for the corridor; a process and criteria to evaluate and compare alternatives that balance those needs; and a list of prioritized short-, medium- and long-term transportation projects and strategies. Potential projects include high capacity transit, roadway, bicycle and pedestrian improvements.

Tigard – High Capacity Transit Land Use Plan

Tigard will develop land use concepts for vibrant station area communities/ neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

Portland – Barbur Concept Plan

Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan will recommend key transportation investments, stormwater solutions and changes to city policy and zoning.



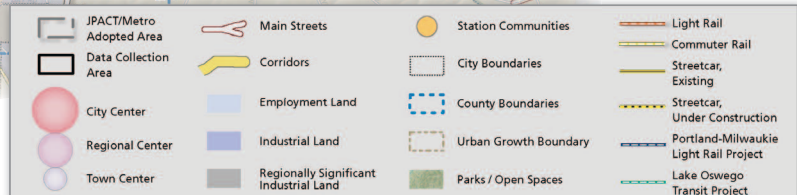
Tualatin – Linking Tualatin

Tualatin will investigate locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit.



Sherwood – Town Center Plan

Sherwood will identify the best focus area for town center activity and development, creating a strategy for ongoing community success.

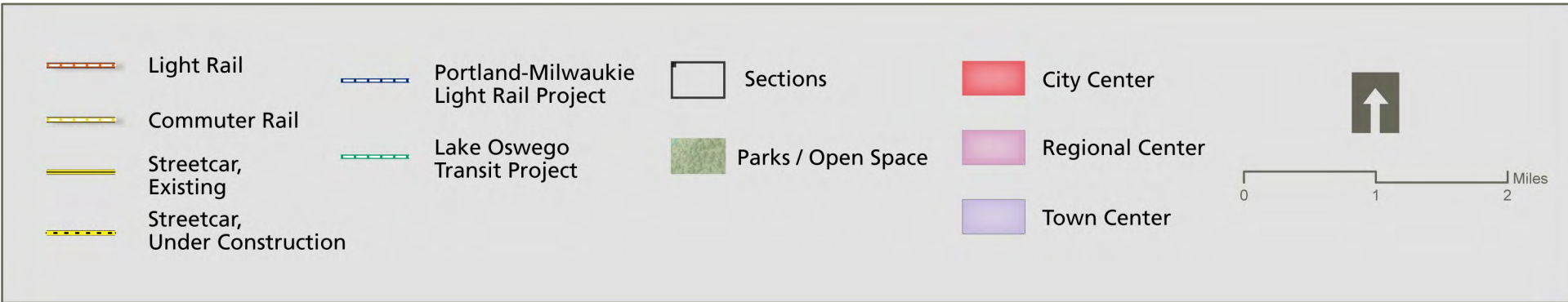
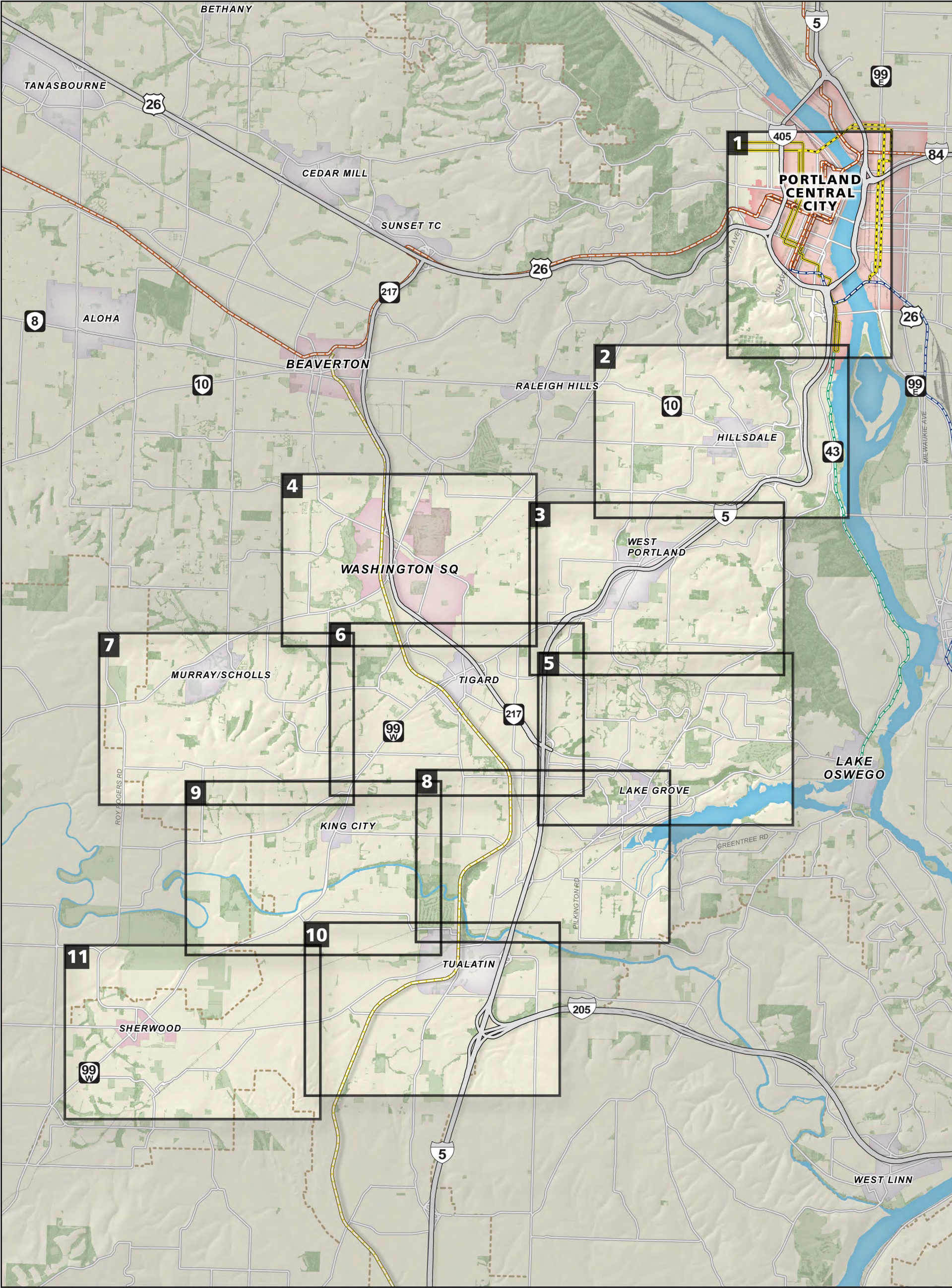


Transit alternatives analysis (Metro led)

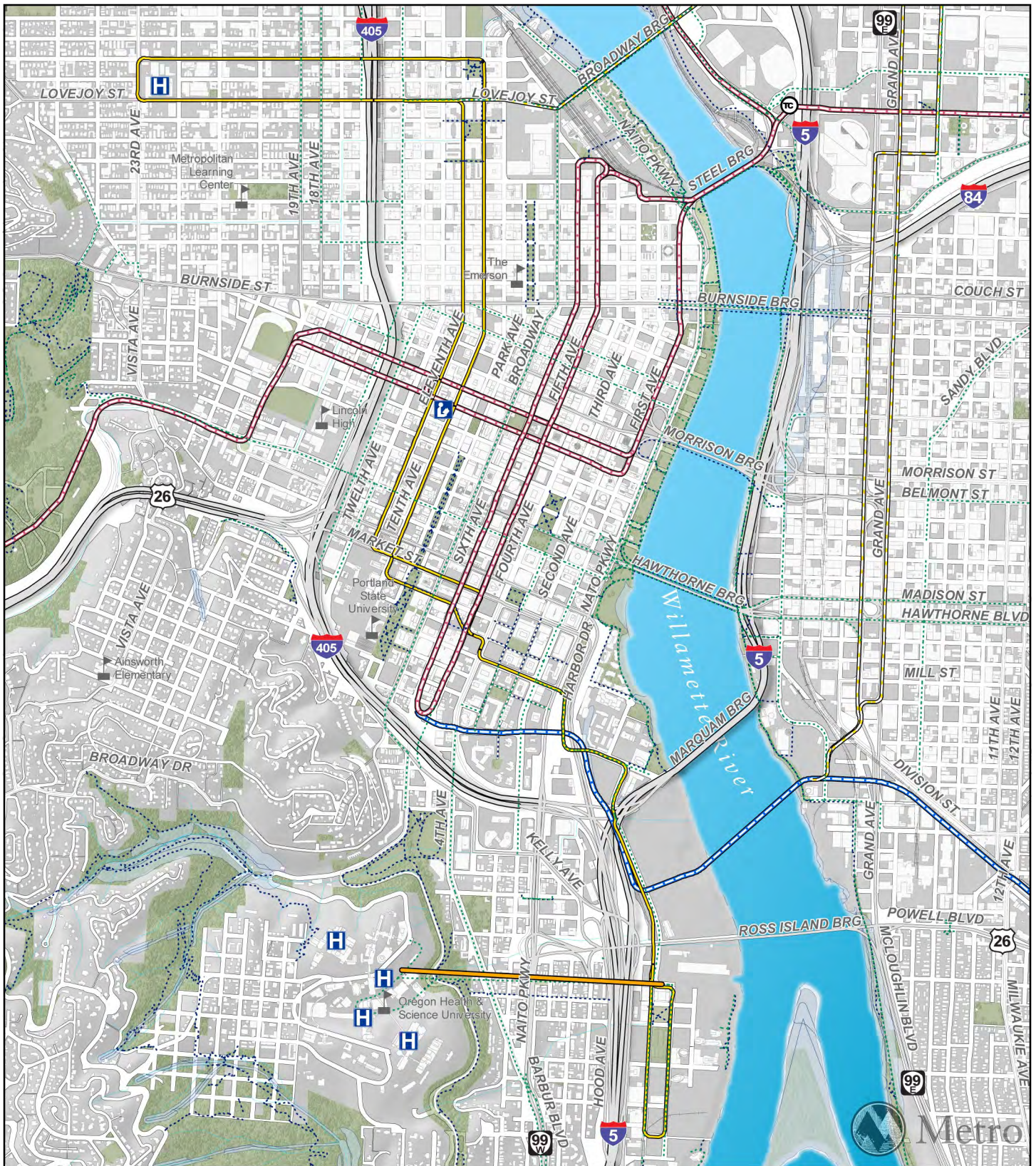
A subset of the transportation plan, the transit alternatives analysis will evaluate the potential function(s), mode(s) and alignment(s) of a high capacity transit improvement as the first step in the federal process to determine the most efficient public investment in transit for the corridor.



Southwest Corridor - Atlas Sections



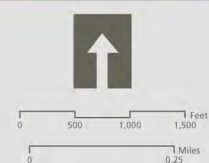
Southwest Corridor - Section 1



- Light Rail
- Streetcar Existing
- Streetcar, Under Construction
- Portland-Milwaukie Light Rail Project
- Portland Aerial Tram

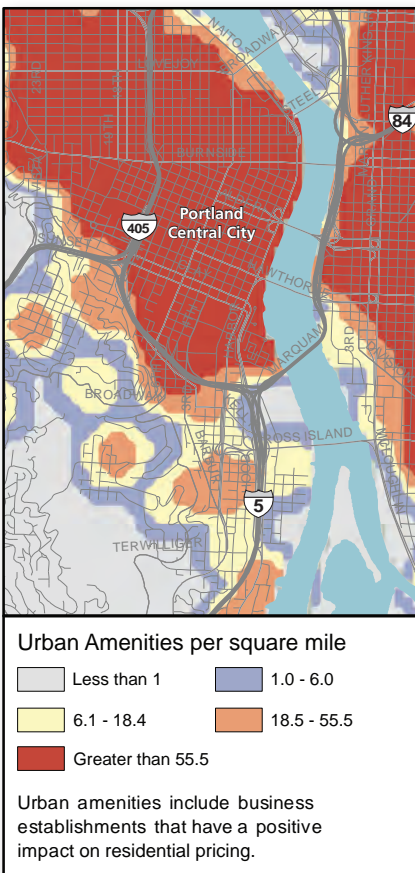
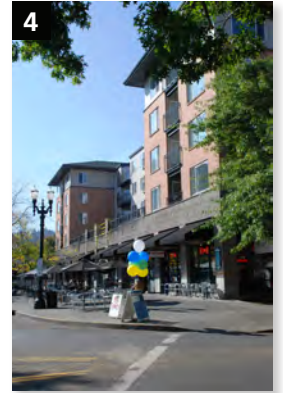
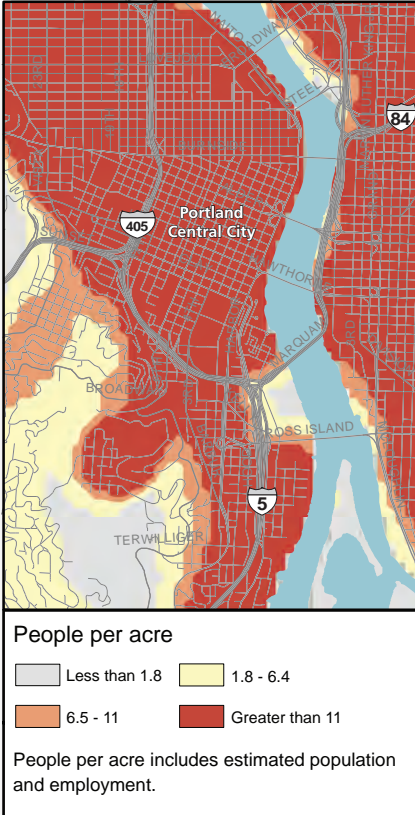
- Schools or University
- Hospital
- Library
- Bike Paths / Lanes
- Trails / Multi-use Paths

- Building Footprints / Right of Way
- Parks / Open Space
- Environmentally Constrained Lands



Metro

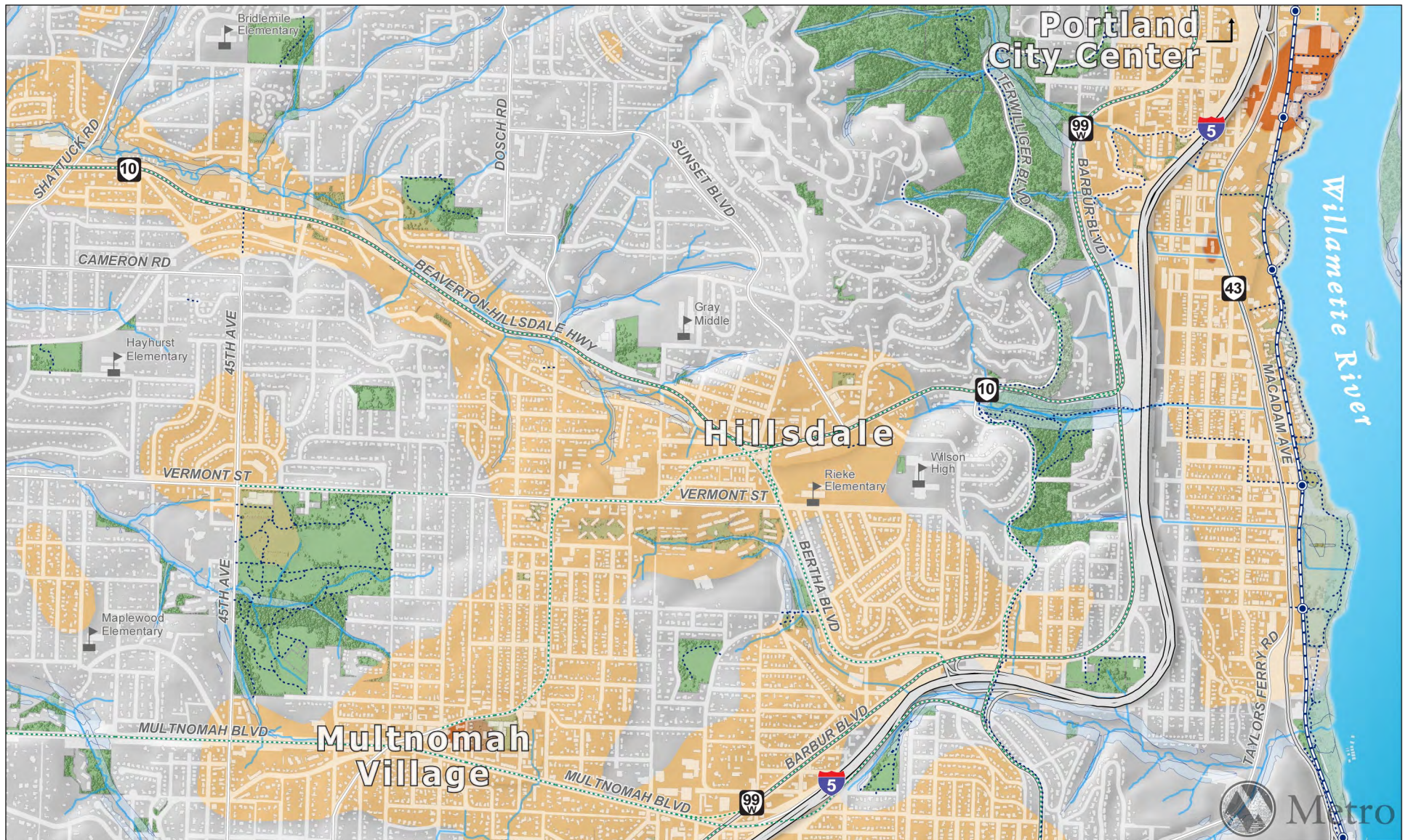
Section 1 - Existing Conditions



Notes



Southwest Corridor - Section 2

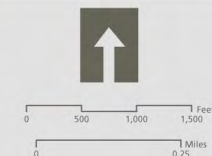


- Lake Oswego Transit Project
- Bike Paths / Lanes
- Trails / Multi-use Paths

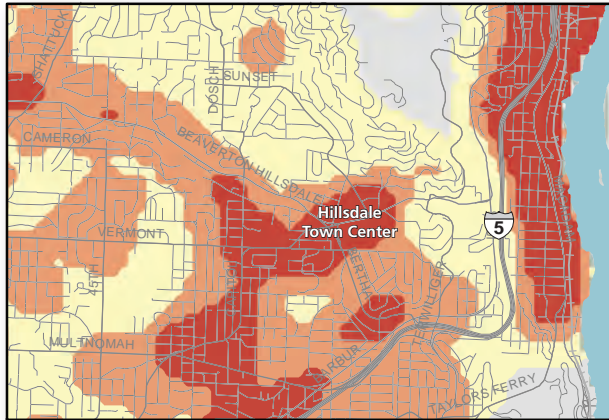
- Schools or University
- Environmentally Constrained Lands

- Building Footprints / Right of Way
- Parks / Open Space

- Density (Employment and Residential)**
- High Density
 - Med.-High Density
 - Med. Density



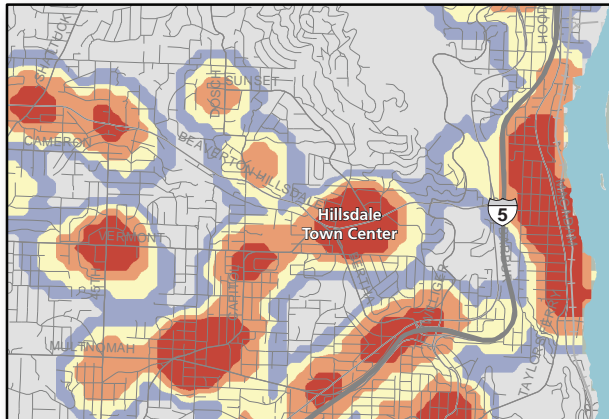
Section 2 - Existing Conditions



People per acre

Less than 1.8 1.8 - 6.4 6.5 - 11 Greater than 11

People per acre includes estimated population and employment.



Urban Amenities per square mile

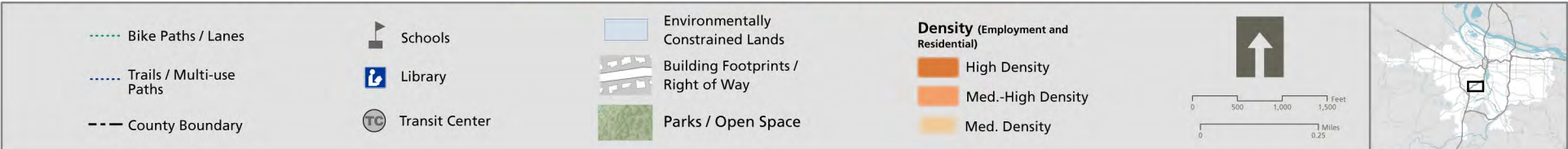
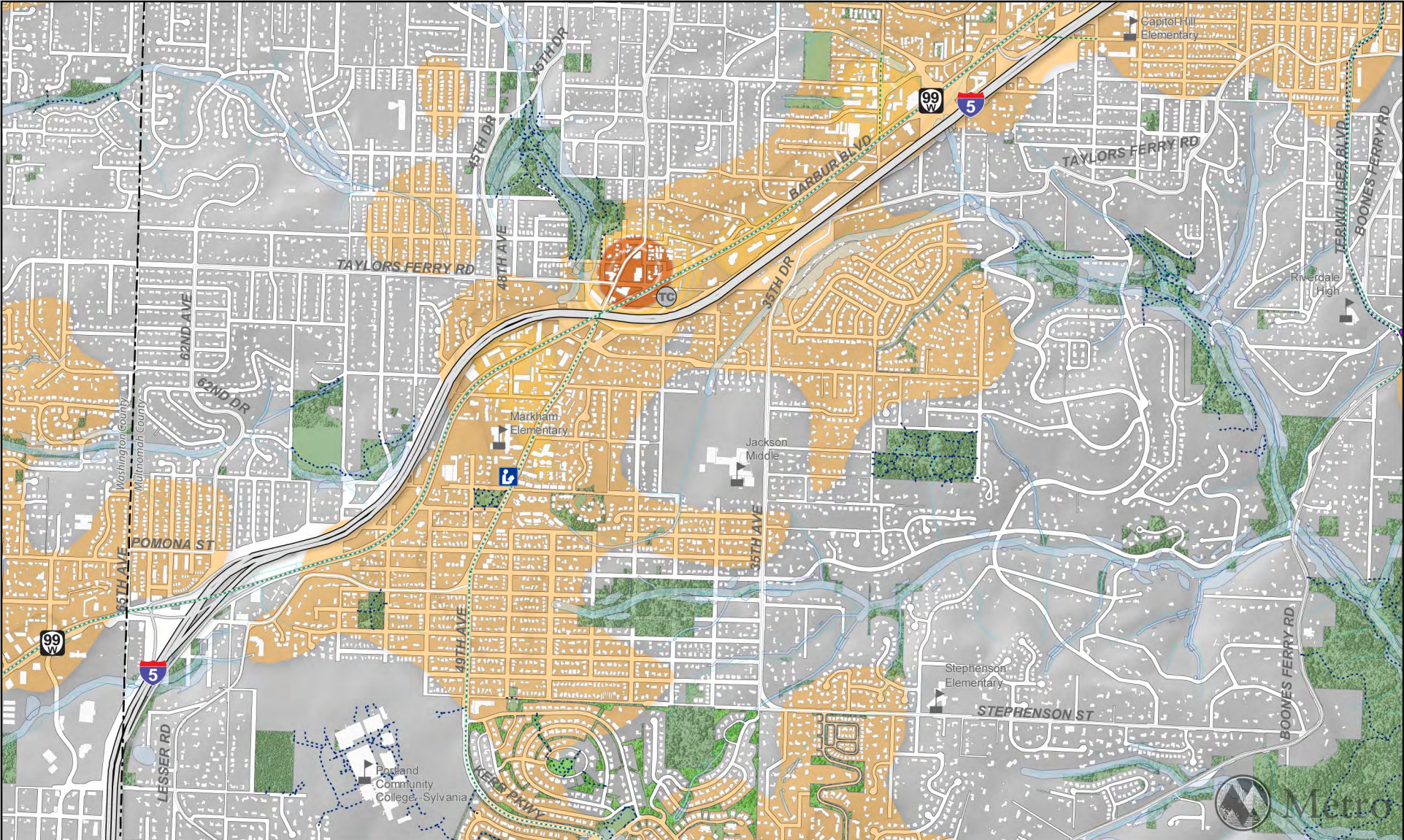
Less than 1 1.0 - 6.0 6.1 - 18.4
18.5 - 55.5 Greater than 55.5

Urban amenities include business establishments that have a positive impact on residential pricing.

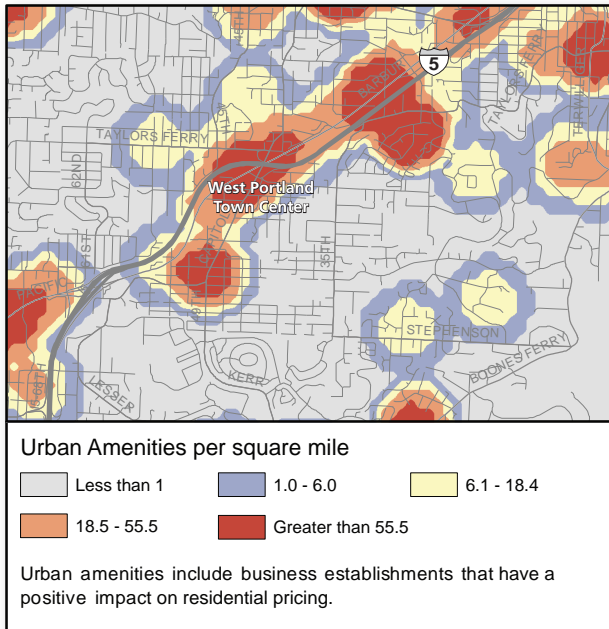
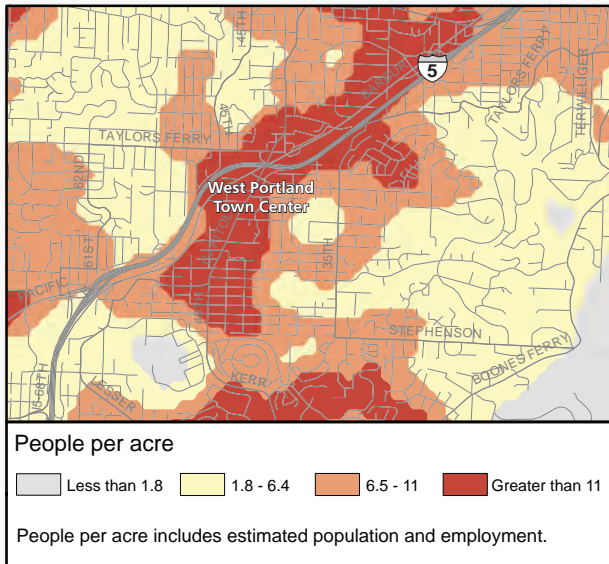


Notes

Southwest Corridor - Section 3

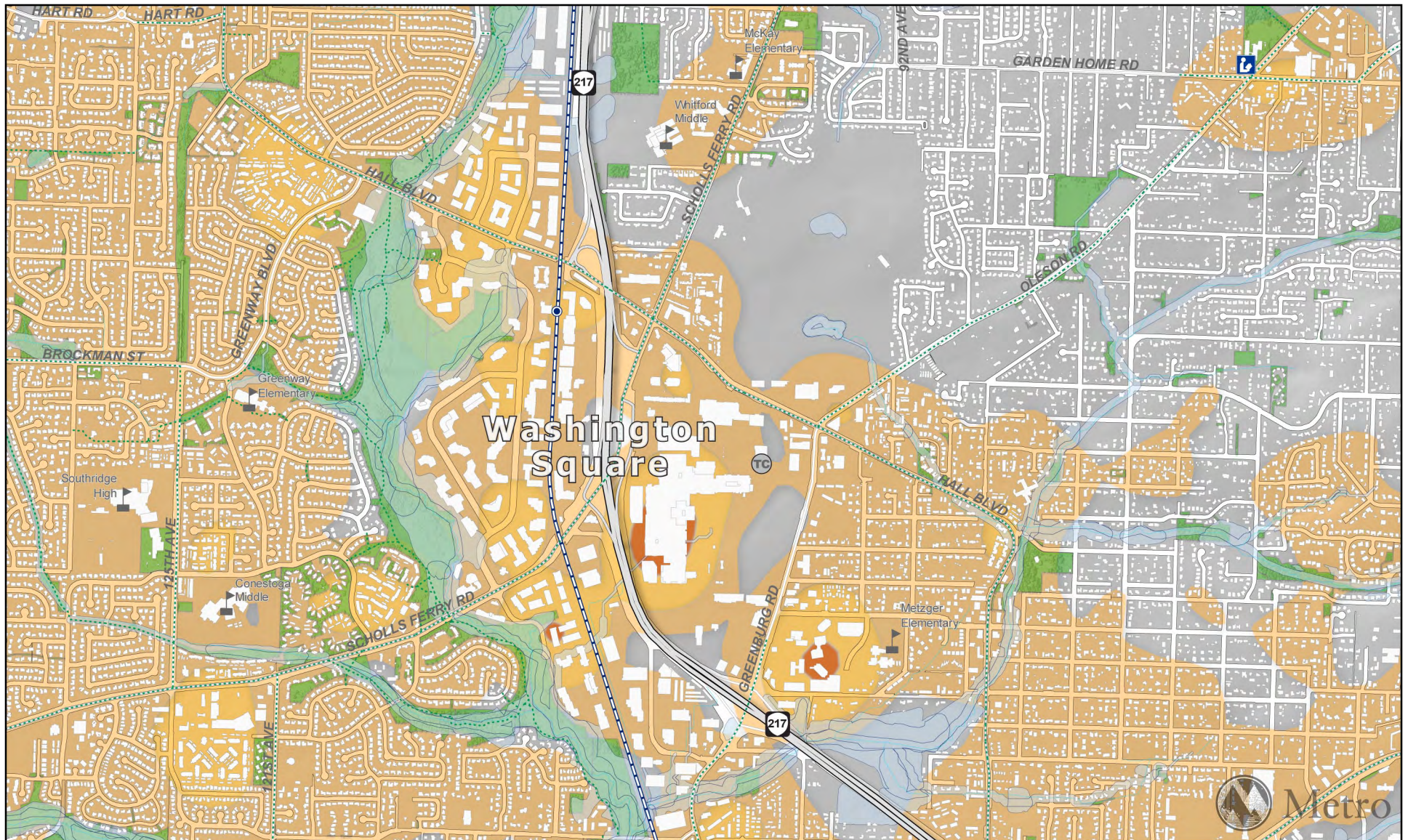


Section 3 - Existing Conditions



Notes

Southwest Corridor - Section 4

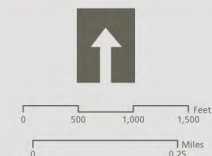


- Bike Paths / Lanes
- Trails / Multi-use Paths
- o--- Commuter Rail

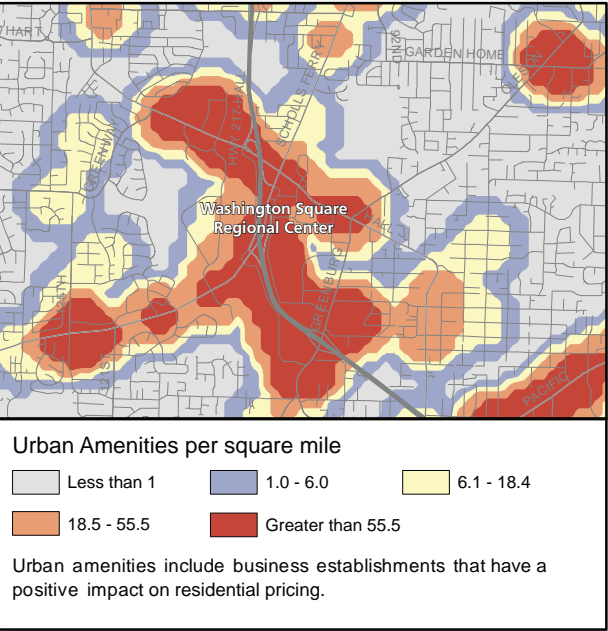
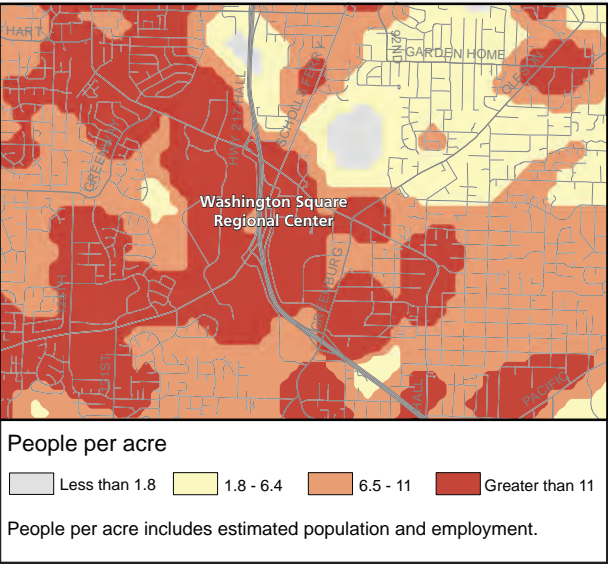
- 🚦 Schools
- 📖 Library
- TC Transit Center

- Environmentally Constrained Lands
- Building Footprints / Right of Way
- Parks / Open Space

- Density (Employment and Residential)**
- High Density
 - Med.-High Density
 - Med. Density

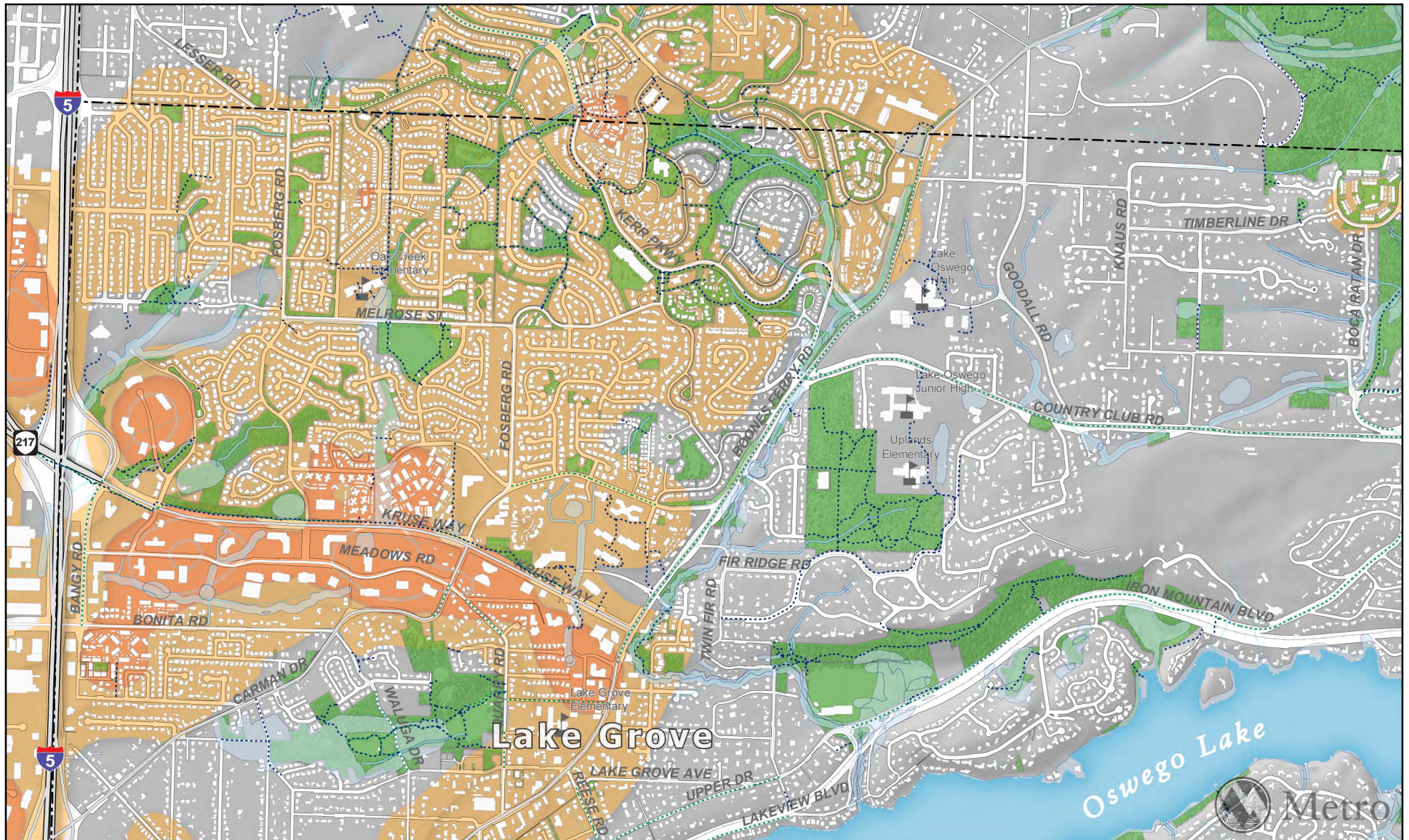


Section 4 - Existing Conditions



Notes

Southwest Corridor - Section 5

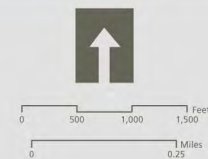


- Bike Paths / Lanes
- Trails / Multi-use Paths
- County Boundary

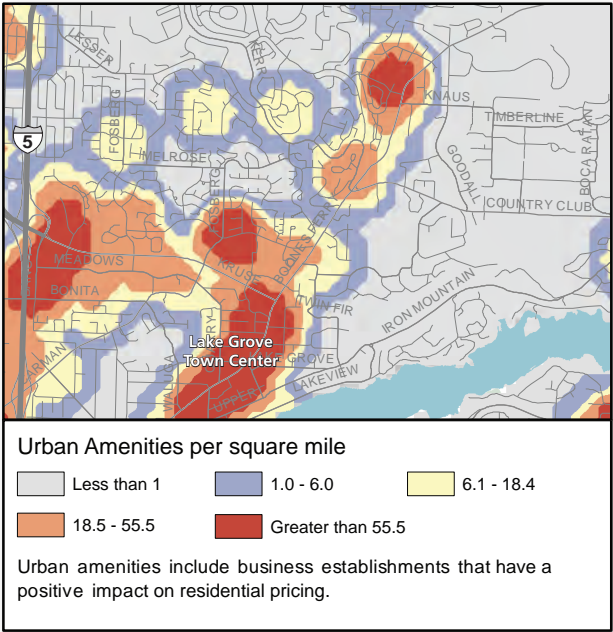
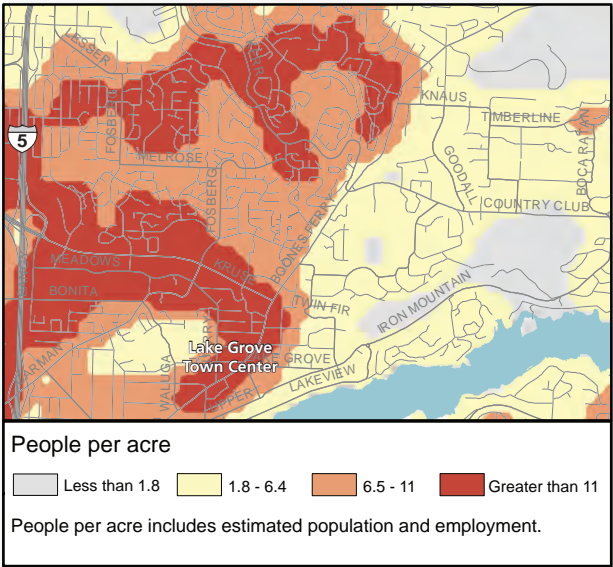
- Schools
- Environmentally Constrained Lands

- Building Footprints / Right of Way
- Parks / Open Space

- Density (Employment and Residential)**
- High Density
 - Med.-High Density
 - Med. Density

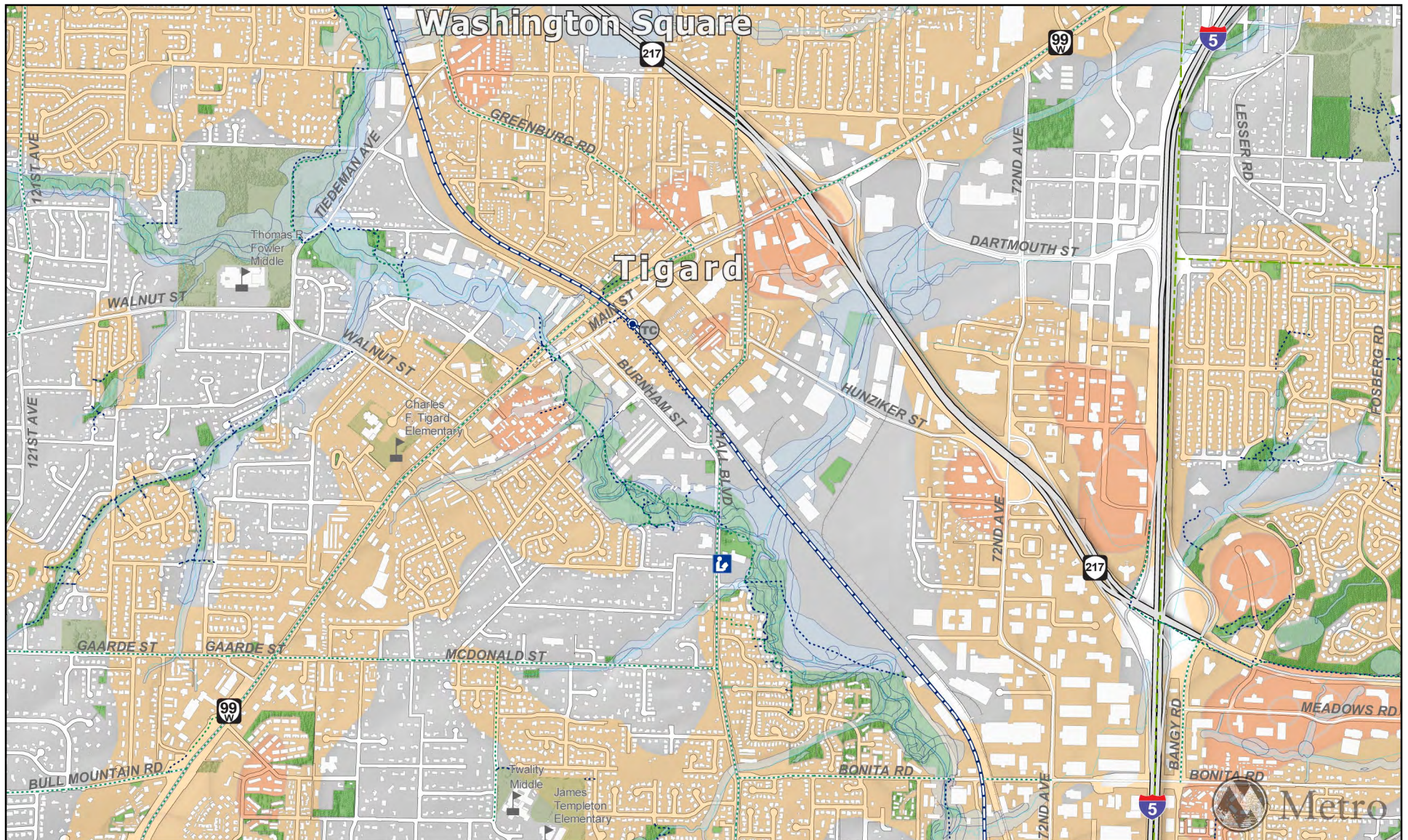


Section 5 - Existing Conditions



Notes

Southwest Corridor - Section 6

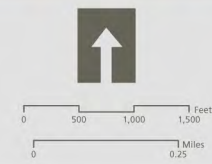


- Bike Paths / Lanes
- Trails / Multi-use Paths
- Commuter Rail
- County Boundary

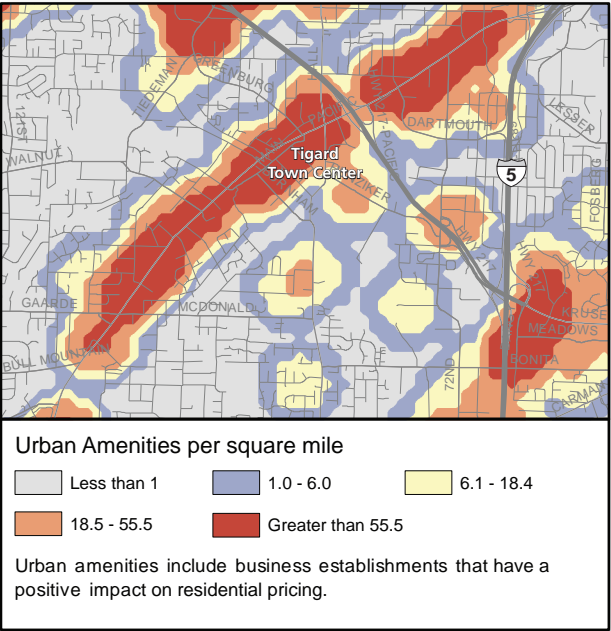
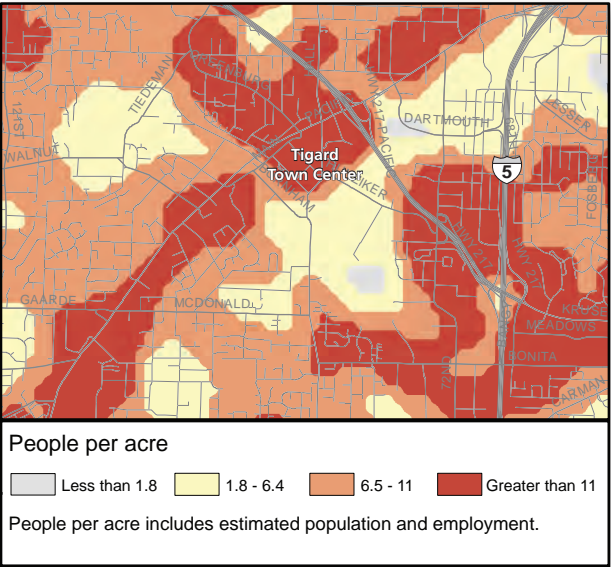
- Schools
- Library
- Transit Center

- Environmentally Constrained Lands
- Building Footprints / Right of Way
- Parks / Open Space

- Density (Employment and Residential)**
- High Density
 - Med.-High Density
 - Med. Density

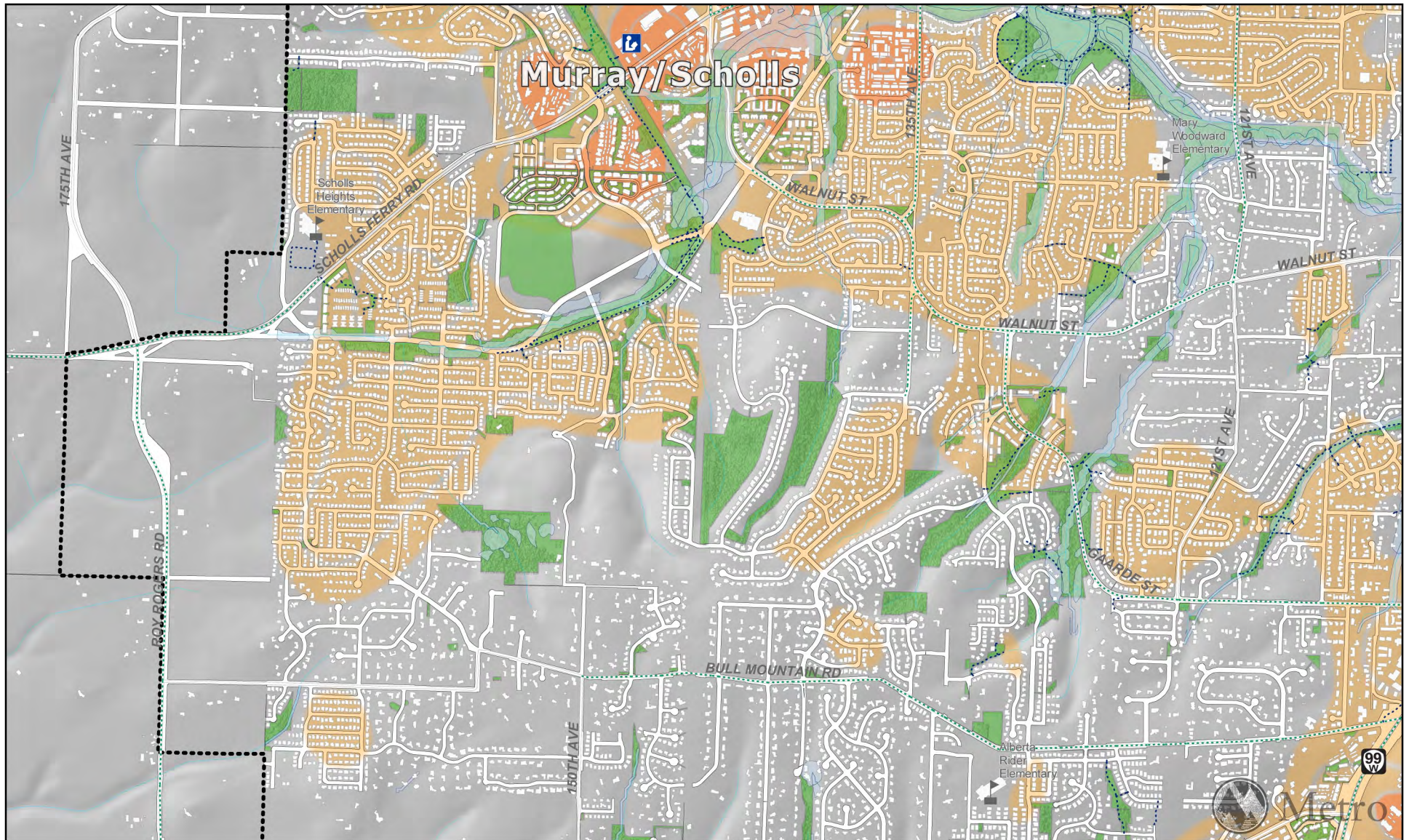


Section 6 - Existing Conditions



Notes

Southwest Corridor - Section 7



--- Bike Paths / Lanes

--- Trails / Multi-use Paths

--- Urban Growth Boundary



Schools



Library



Environmentally Constrained Lands



Building Footprints / Right of Way



Parks / Open Space

Density (Employment and Residential)

High Density

Med.-High Density

Med. Density



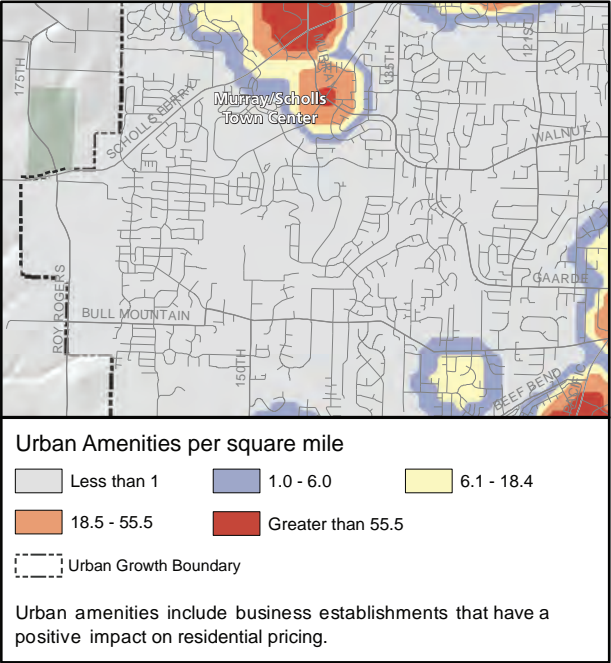
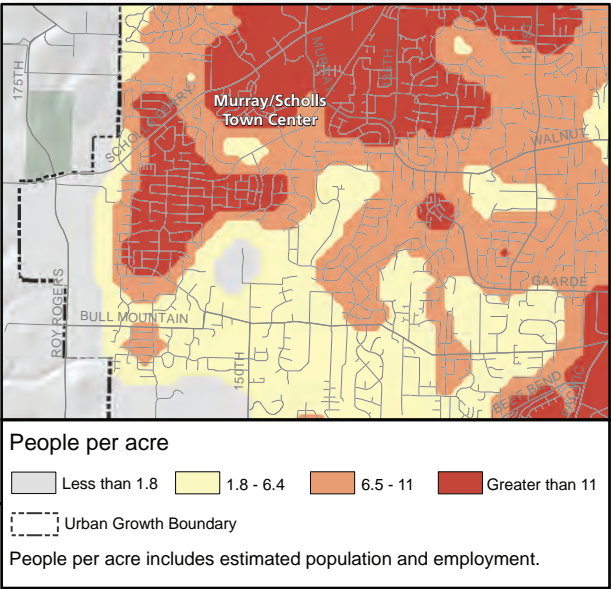
0 500 1,000 1,500 Feet
0 0.25 Miles



Metrolink

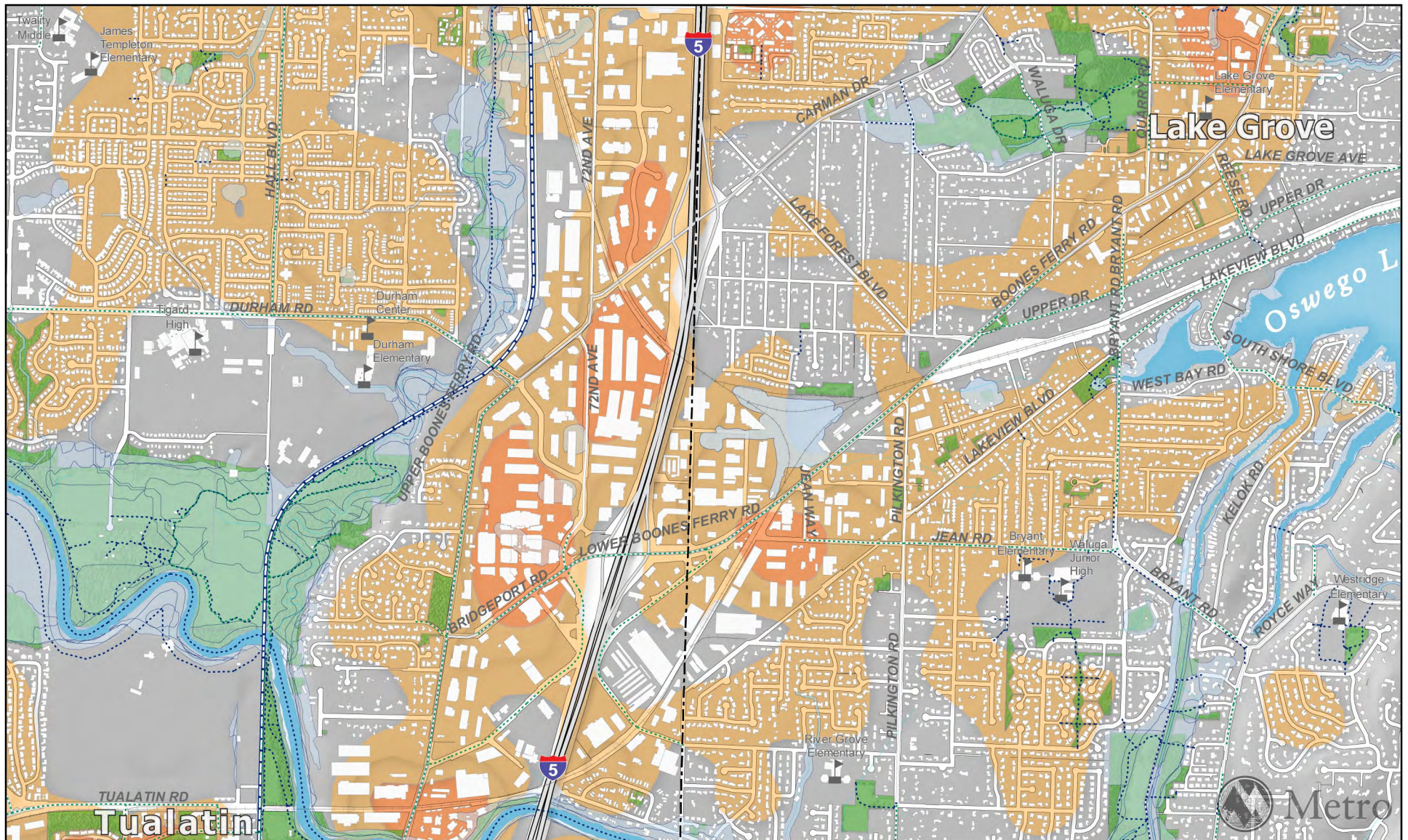


Section 7 - Existing Conditions



Notes

Southwest Corridor - Section 8

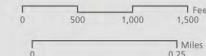


- Bike Paths / Lanes
- Trails / Multi-use Paths
- Commuter Rail
- County Boundary

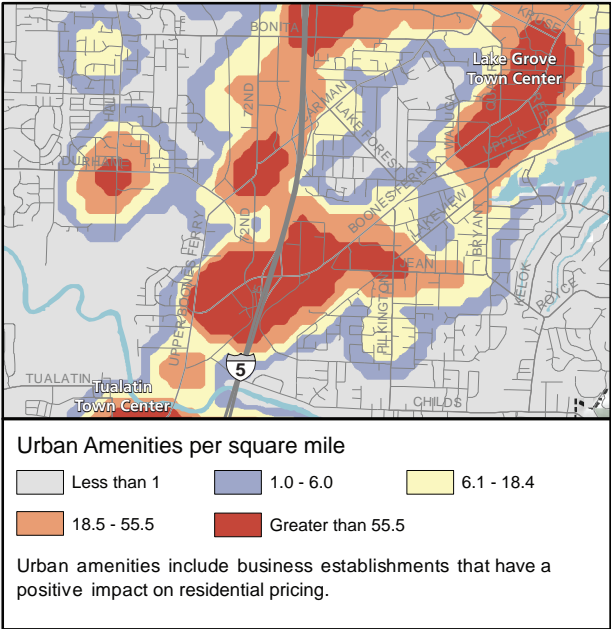
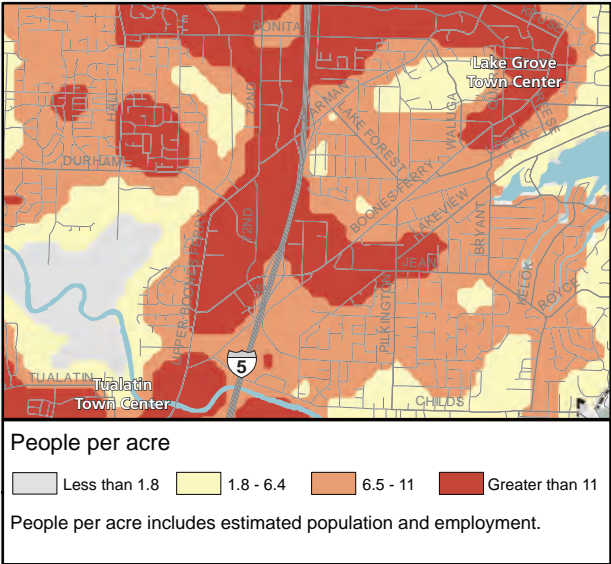
- Schools
- Environmentally Constrained Lands

- Building Footprints / Right of Way
- Parks / Open Space

- Density (Employment and Residential)**
- High Density
 - Med.-High Density
 - Med. Density

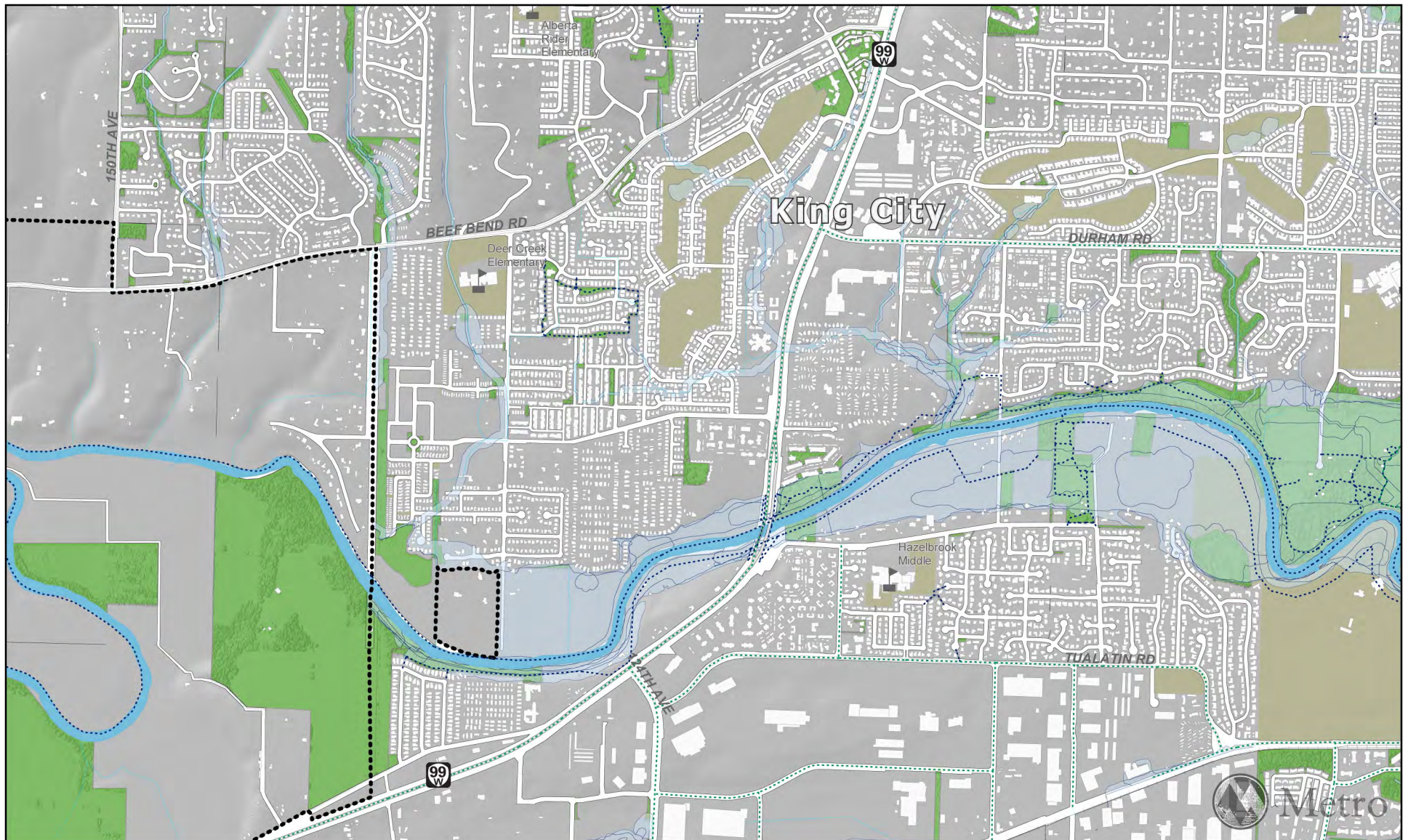


Section 8 - Existing Conditions



Notes

Southwest Corridor - Section 9



..... Bike Paths / Lanes

..... Trails / Multi-use Paths

..... Urban Growth Boundary



Schools



Environmentally Constrained Lands



Building Footprints / Right of Way



Parks / Open Space

Density (Employment and Residential)

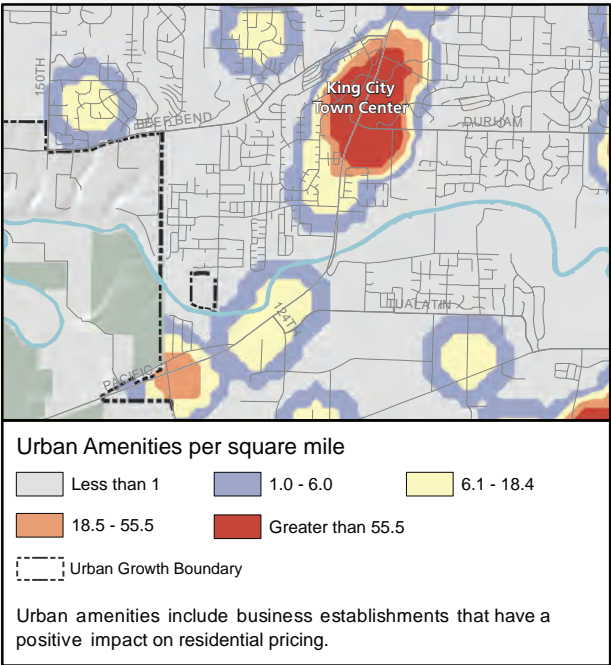
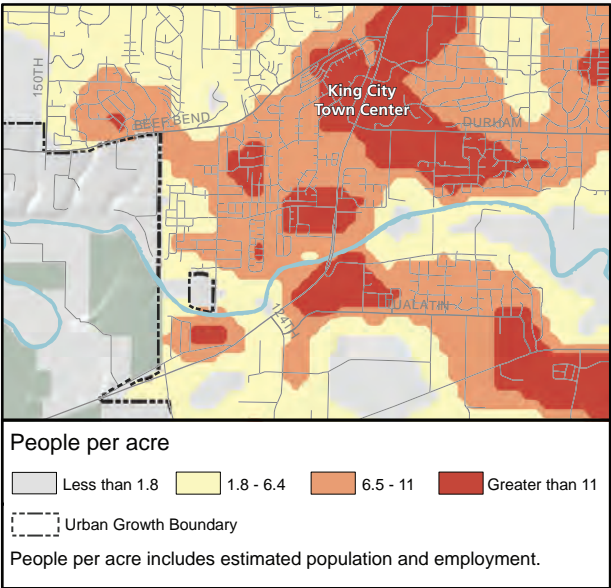
High Density

Med.-High Density

Med. Density

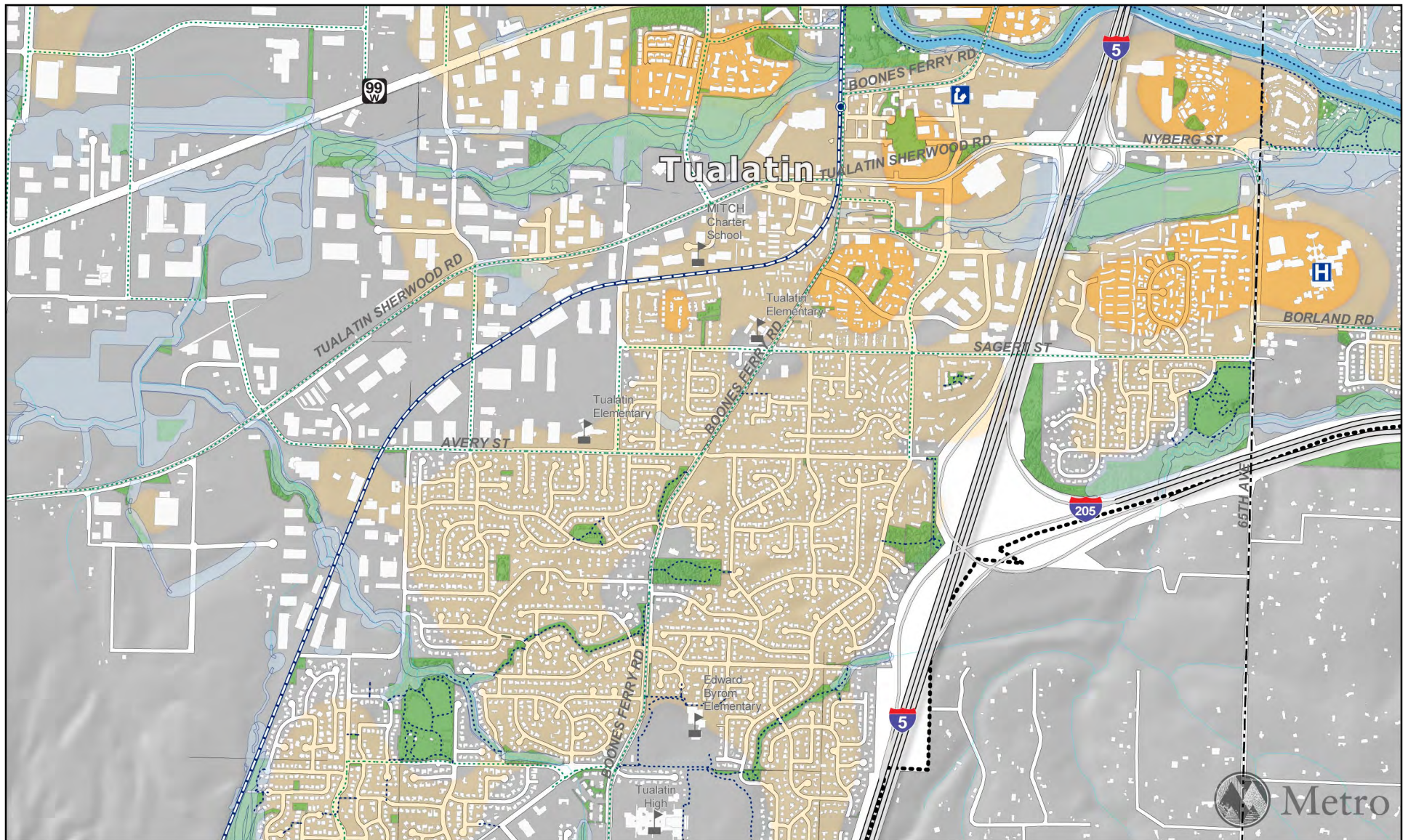


Section 9 - Existing Conditions



Notes

Southwest Corridor - Section 10

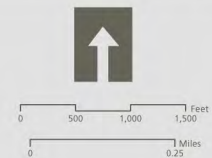


- Bike Paths / Lanes
- Trails / Multi-use Paths
- Urban Growth Boundary
- Commuter Rail

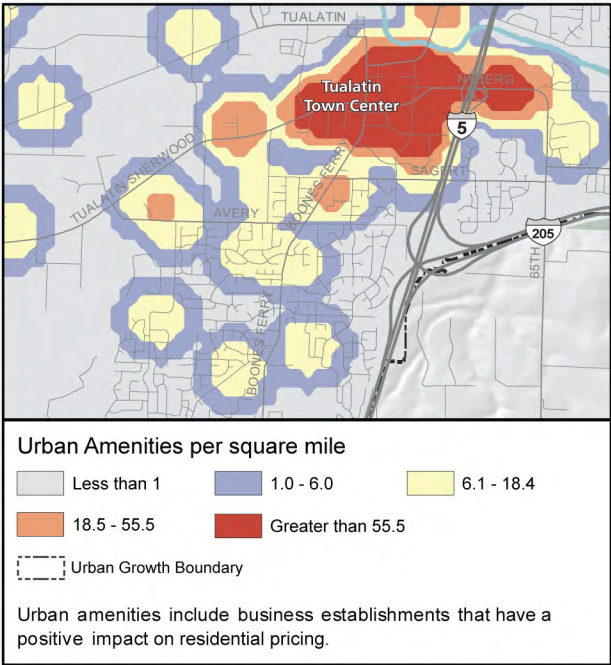
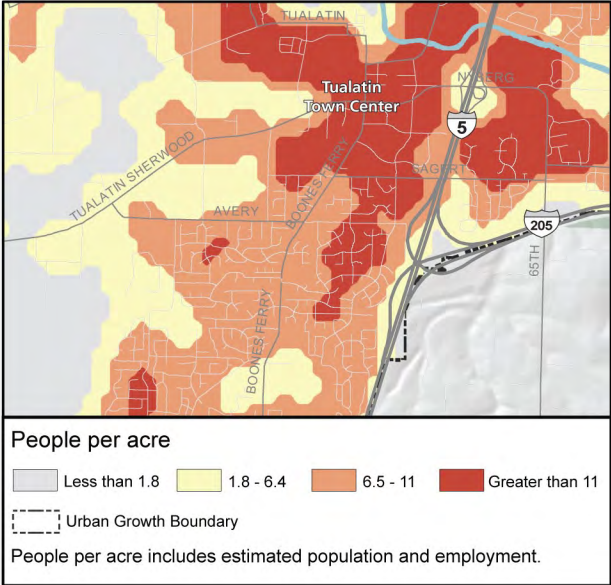
- Schools
- Library
- County Boundary

- Environmentally Constrained Lands
- Building Footprints / Right of Way
- Parks / Open Space

- Density** (Employment and Residential)
- High Density
 - Med.-High Density
 - Med. Density

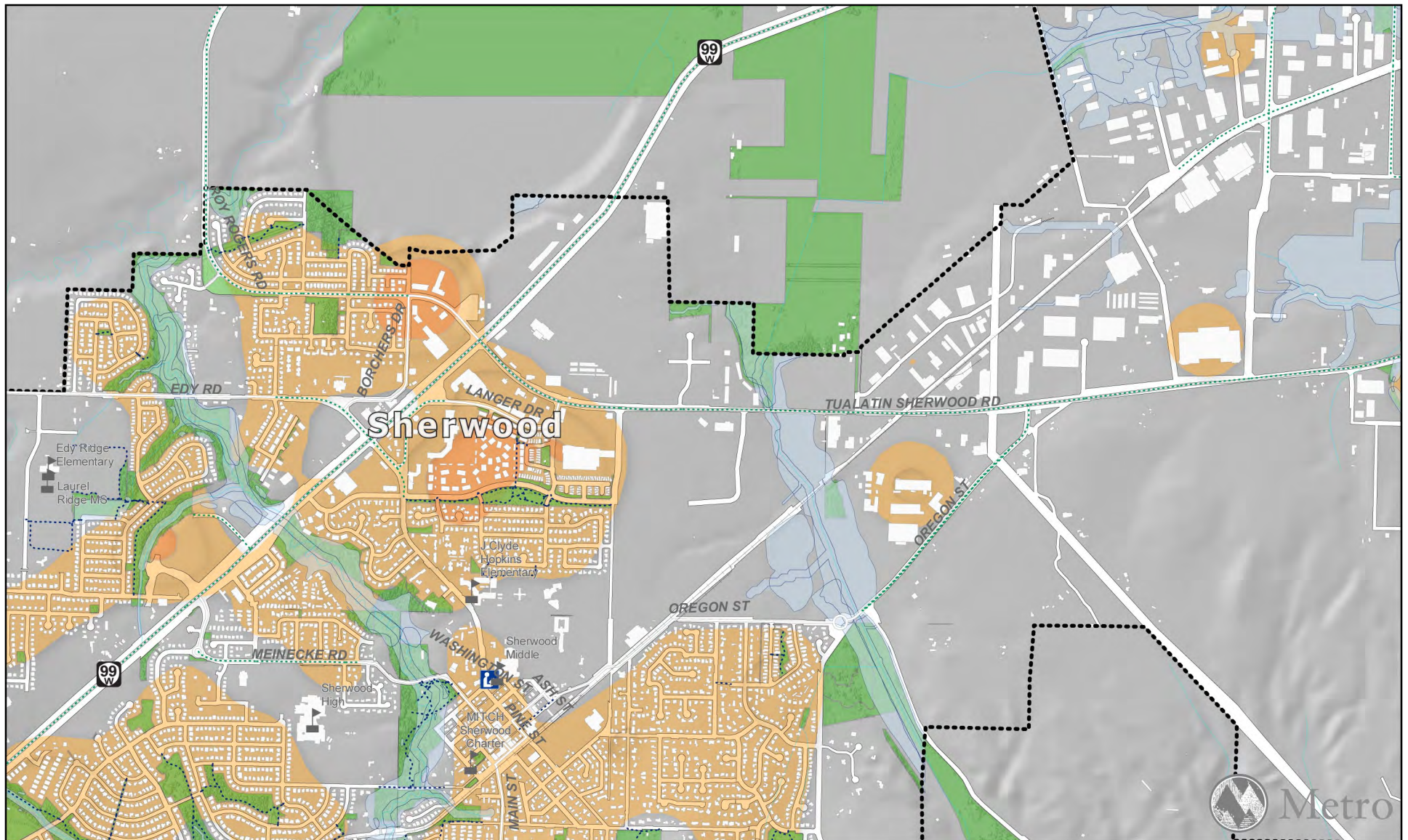


Section 10 - Existing Conditions



Notes

Southwest Corridor - Section 11



--- Bike Paths / Lanes

--- Trails / Multi-use Paths

--- Urban Growth Boundary

Schools

Library

Environmentally Constrained Lands

Building Footprints / Right of Way

Parks / Open Space

Density (Employment and Residential)

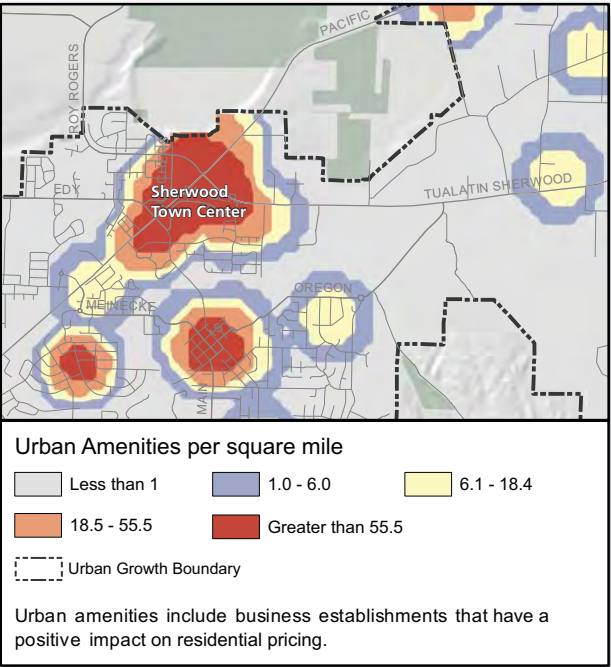
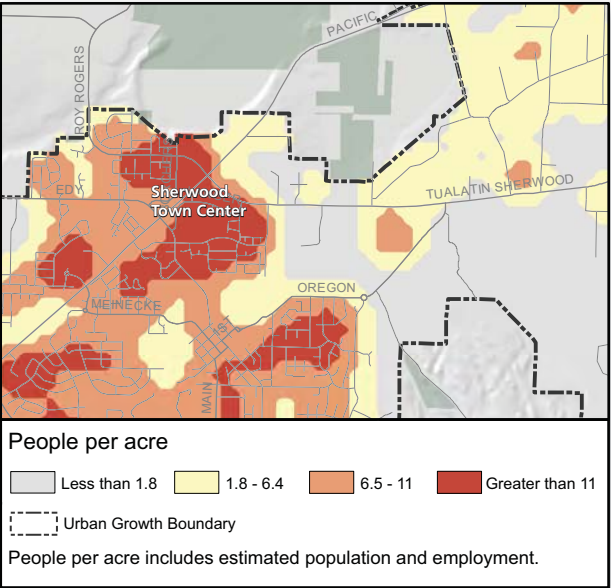
High Density

Med.-High Density

Med. Density



Section 11 - Existing Conditions



Notes