



Metro | Agenda

Meeting: Southwest Corridor Plan Steering Committee
Date: Monday, May 14, 2012
Time: 9 to 11:00 a.m.
Place: Sherwood Community Room
Objective: Consider milestone on vision, goals and objectives, discuss project schedule and approach.

9:00 a.m.	Welcome and introductions	Co-Chairs Roberts and Hosticka
9:05 a.m.	Project partner updates <i>(1 minute updates related to the Southwest Corridor Project)</i>	All

ACTION ITEMS

9:25 a.m.	Consideration of the Steering Committee summary from February 13, 2012 <u>ACTION REQUESTED</u>	Co-Chair Hosticka
9:30 a.m.	Revised vision, goals, and objectives <u>ACTION REQUESTED</u>	Co-Chair Hosticka

INFORMATION/DISCUSSION ITEMS

9:50 a.m.	City design and urban innovation <i>Outcome: Discuss lessons learned from Michael Freedman tour & targeted work session on Southwest Corridor.</i>	Co-Chair Roberts, Elissa Gertler, Sean Batty, TriMet Alice Rouyer, Tualatin Julia Hajduk, Sherwood
10:15 a.m.	Revised approach and schedule <i>Outcome: Discuss and concur on refined project approach to focus on short and mid-term investments, early opportunities, and implications for project schedule.</i>	Co-Chair Roberts, Elissa Gertler, Malu Wilkinson

10:55 a.m. Public comment

11:00 a.m. Adjourn

*Next meeting – June 11, 2012, 9 to 11 a.m., Metro Regional Center

Materials provided:

- 2/13 Meeting Summary (to be discussed at the meeting)
- Revised vision, goals and objectives (to be discussed at the meeting)
- Revised approach and schedule (11x17 document to be discussed at meeting)
- Existing conditions summary report (informational – not discussed at meeting)
- List of available SWCP documents (informational – not discussed at meeting)



Southwest Corridor Plan Steering Committee meeting

February 13, 2012

9:30 to 11:30 a.m.

Beaverton City Hall, First floor conference room, 4755 SW Griffith Dr. Beaverton, OR 97076

Committee Members Present

Craig Dirksen

Denny Doyle

Carl Hosticka, Co-Chair

Keith Mays

Neil McFarlane

Lou Ogden

Barbara Roberts, Co-Chair

Roy Rogers

Gery Schirado

Loretta Smith

Suzan Turley

Jason Tell

City of Tigard

City of Beaverton

Metro Council

City of Sherwood

TriMet

City of Tualatin

Metro Council

Washington County

City of Durham

Multnomah County

City of King City

ODOT, Region 1

Committee Members Excused

Sam Adams

Jack Hoffman

City of Portland

City of Lake Oswego

Alternate Members Present

Catherine Ciarlo

Donna Jordan

City of Portland

City of Lake Oswego

Metro Staff

Elissa Gertler, Robin McArthur, Tony Mendoza, Jamie Snook, Jenn Tuerk, Malu Wilkinson,
Karen Withrow

I. WELCOME AND INTRODUCTIONS

Co-Chair Barbara Roberts called the meeting to order at 9:40 a.m. Committee and audience members introduced themselves.

II. CONSIDERATION OF THE SOUTHWEST CORRIDOR STEERING COMMITTEE MEETING SUMMARIES FROM OCTOBER 3, 2011 AND DECEMBER 12, 2011

MOTION: Mayor Keith Mays, City of Sherwood moved, seconded by multiple members of the committee, to approve the October 3, 2011 and December 12, 2011 meeting summaries (included as part of the meeting record). Hearing no objections the motion passed.

III. CHECK IN ON MILESTONES

Mr. Tony Mendoza, Metro, briefly reviewed the significant milestones of Phase I of the Southwest Corridor Plan and Steering Committee. These included:

- The adoption of the Southwest Corridor Plan Charter.
- Steering Committee consideration of the Vision, Goals and Objectives.
- At the end of 2012 the Southwest Corridor Plan and Steering Committee will have identified commitments for prioritized integrated strategies.

IV. PROJECT PLAN UPDATE SUMMARY

Ms. Malu Wilkinson, Metro, highlighted the on-going and upcoming Southwest Corridor Plan Partners plans that are part of the collaborative work in the Southwest Corridor. Her updates on the plans included:

- **Portland** - On track to complete the Barbur Concept Plan by the end of 2012. They are currently working on developing their vision and goals with their community working group, have held an open house and will be developing a wide range of land use alternatives in the spring.
- **Tigard** - Almost done developing their HCT land use plan. They have been ahead of the other project partners, and we used their approach to identify community focus areas to apply to the rest of the corridor. The City Council will hear about the preferred alternatives for each community focus area in May and will be developing implementation strategies that will end up as part of the overall Southwest Corridor Plan implementation strategy at the end of 2012.
- **Tualatin** - Working updating their TSP and looking at land use alternatives to support potential investments in transportation with their Linking Tualatin Plan. Their focus is on better serving their employers with transit, and they are targeting the end of 2012 for completion.

- **Sherwood** - Looking at better defining their town center boundaries, their TGM grant work will begin in March. They are also moving forward on planning for the Cedar Creek Trail.
- **Beaverton** - Engaged in the Southwest Corridor Project as they think about how the role of Washington Square and how they can achieve their vision. They recently adopted the Beaverton Community Vision and will be developing Comprehensive Plan amendments to implement that vision over the next six months.
- **Lake Oswego** - In the middle of updating their comprehensive plan and their TSP. They are also looking at how to best implement their vision for the Lake Grove town center and reconsidering how Kruse Way develops in the future.
- **King City and Durham** - Actively engaged in the Southwest Corridor Plan and will be looking for opportunities to identify strategies to support their communities.
- **Washington County** - Currently updating their TSP.

V. THEMES FROM PUBLIC ENGAGEMENT

Ms. Karen Withrow, Metro, began her presentation with a short video. The video contained clips from various focus and discussion groups that were held during the fall of 2011 and winter of 2012. The overall objectives for the discussion and focus sessions were to collect local and topic-specific perspectives about the 99W Corridor, identify opportunities, challenges and vision for the area, and identify how people get information about local issues.

Major themes that were generated from those outreach efforts consisted of:

- Improve the sense of place
- Make great places within the corridor
- Maintain a unified character throughout the corridor (e.g. have similar light-posts throughout the corridor)
- Focus on park trails, bike and pedestrian safety
- Prioritize and leverage local investments

Ms. Withrow added that all types of transit, not just high-capacity transit, were brought up by group participants.

In an effort to engage the public, and determine the needs of the corridor and values of community members, project partners agreed to convene the four local advisory committees, along with interested stakeholders from other jurisdictions. This group, called the Southwest Corridor Community Planning Forum, agreed to meet over the course of 2012 at project milestones. The purpose of this group is to provide information and insight throughout the process which would add to the work being done by technical and community experts. On January 31, 2012 the Southwest Corridor Community Planning Forum met for the first time. Ms. Withrow noted that at the forum the project's vision, goals and objectives were discussed. In addition, she reported the themes from the meeting, which included:

- Need for transportation within the corridor, not just from one end to another
- Importance of linking neighbors and neighborhoods
- Include a network of bikeways and trails

Ms. Withrow added that all types of transit were brought up by forum participants.

Ms. Withrow reviewed the public involvement efforts accomplished since September 28, 2011. Through those efforts, the project made more than 350 citizen contacts at the open houses, community events and activities. Additionally, 80 residents, advocates and business owners participated in one of 15 discussion groups focused on specific topics or geographic areas. During the public comment period of Sept. 28 through Oct. 28, 2012, the public posted their thoughts on boards at the open house and community events, and 98 public comments were submitted via the online questionnaire, mail and email.

She noted that the recent focus for the public involvement team will be to get input on community support for different elements of integrated strategies. To help accomplish this, she added that they would utilize an online tool, similar to the one that was used for the High Capacity Transit (HCT) Plan called “Build-A-System”.

Mr. Jason Tell, ODOT Region 1, inquired about the project timeframe. He also questioned how they plan to balance great ideas from the public with the financial realities. Ms. Withrow replied that the timeframe has not been discussed in-depth. She added that staff is planning to work with the consultant and add a financial component to the online tool.

Responding to Mr. Tell’s comment, Mayor Craig Dirksen, City of Tigard stated that the public may perceive the Southwest Corridor Plan as being comprised of different transportation projects that have an end date. He added that the plan however, would continue for an unknown length of time and be comprised of both small individual and long-term projects. He added that for the plan to be successful, the accomplishments and direction should be reviewed and revised. Co-Chair Roberts agreed, echoing the importance of continual review of the Southwest Corridor Plan so that the committee could learn and adjust as needed.

Mayor Lou Ogden, City of Tualatin, inquired about the plan’s goal. He endorsed the project’s approach of performing a complete analysis of the corridor, including taking into consideration land use, identifying common projects and incorporating local jurisdiction’s comprehensive plans. Mayor Ogden expressed concern that the project might be too big and therefore wouldn’t allow the local jurisdictions to fulfill their own needs. He also stated his concern that there wouldn’t be enough funding for local projects. Mayor Ogden asked for confirmation that there would be a high-capacity transit component to this plan. Mr. Mendoza responded that high-capacity transit would be a component in the project. Ms. Withrow added that by the end of 2012, the Southwest Corridor Plan Steering Committee would be asked to recommend a series of prioritized strategies for the corridor that would advance both the transportation plan and a high-capacity transit alternatives analysis.

VI. Draft Vision, Goals and Objectives

Ms. Elissa Gertler, Metro, highlighted the difference in approach between the Southwest Corridor Plan and previous project plans. She directed the committee's attention to the Southwest Corridor Plan and Implementation Strategy: Vision and Goals – Draft 2/6/2012 handout (included as part of the record). She described how the circle diagram illustrated the relationship between the various components of the Southwest Corridor Plan and Implementation Strategy. She noted that the Southwest Corridor Transportation Plan would focus specifically on transportation and would be a subset of the overall Southwest Corridor Plan and Implementation Strategy. She added that the Southwest Corridor Transit Alternatives Analysis would focus specifically on transit and would be a subset of the overall Southwest Corridor Plan and Implementation Strategy.

Co-Chair Hosticka and Commissioner Rogers expressed interest in the level of detail that would be provided to the committee by the end of 2012. Co-Chair Roberts noted that the plan and implementation strategy illustration was the first step in creating a vision statement for the Southwest Corridor plan. She added that as the document evolves, measurable items could be added. Co-Chair Hosticka stated that the document would remain with general themes and that by the end of 2012 the committee would issue a broad statement for the Southwest Corridor Plan.

Ms. Gertler explained that the plan currently is at the conceptual level and that by end of the year the committee would have a list of projects and policy changes to be implemented for the next five, ten or thirty years. She restated that the plan would be revised and refigured to incorporate local land use plans and jurisdictional projects. She also explained that the document would continue to help guide decisions and changes for the Southwest Corridor and transportation plans.

Ms. Jamie Snook, Metro, stated that the information within the document would serve as the framework for the vision and project and would be used to formulate the evaluation criteria. She added that a land use, transportation plan and a transit alternative analysis strategy would be created.

Ms. Snook shared with the committee the vision statement. The committee discussed the vision statement and their comments included:

Mayor Dirksen - Expressed the importance of incorporating the right language into the vision statement.

Mayor Doyle - Statement on page 3 that describes what the Transportation Plan Vision would do would be a difficult to clarify.

Mr. McFarlane - Expressed concern that equity was not considered in the vision

Councilor Jordan – Stated that the corridor plan involves all the communities supporting the entire corridor.

Mayor Ogden – Inquired about whether the vision statement was for the plan or the corridor. He asked if the vision statement could be separated from the plan (i.e. the goals and objectives).

Co-Chair Roberts - Agreed with the word “supports”.

Mayor Schirado - The committee’s objective would be to create a plan for the Southwest Corridor that would function over a long time span.

Councilor Turley – Include “Equity” in the vision.

Considering the comments and suggestions made by committee members, Ms. Gertler confirmed the changes requested to the vision statement:

“The vision for the Southwest Corridor Plan is to ~~create support~~, strengthen and connect livable, prosperous places from Portland to Sherwood. Through an open and inclusive community process we will select land use and transportation alternatives for implementation. We will seek to balance enhancing ~~enhance jobs~~ employment, housing choices, the environment, and quality of life. We will use public resources efficiently, thoughtfully and ~~fairly equity~~ equitably, and stimulate private and public investment.”

After incorporating these changes, the committee agreed on the vision statement.

Ms. Snook reviewed the project goals and objectives and the committee discussed.

Goal/Objective: Prosperity

Co-Chair Hosticka commented that “education” should be made more prominent within the first bullet point under Prosperity.

Co-Chair Hosticka described 90/90 communities; where 90% of people do not live where they work. The committee had an active discussion on this topic and discussed possibilities of what could be done within the Southwest Corridor Plan to improve opportunities for housing and employment in communities within the corridor.

Mayor Dirksen stated that with the changes, the tone of the vision statement appeared to be more in-line with what the committee wanted. The committee agreed to add the word “education” under Prosperity.

Goal/Objective: Health

Commissioner Roy Rogers, Washington County, stated his disagreement with the health goal. Ms. Snook explained that the statement was intended to include both human and environmental health. Commissioner Rogers’ expressed concern with the word “improve” within the fourth bullet because improving environmental health is not possible.

Mayor Dirksen suggested replacing the word “improve” with “protect”.

Mayor Mays stated his concern for the word “enhance” because of the inability to create a new Urban Growth Boundary (UGB) or build a manufacturing plant for jobs.

Incorporating the changes suggested the committee agreed to the revised Health goal/objective:

~~“Enhance or maintain~~ Strive to enhance the natural environment to improve ecosystem function and air quality and water quality. ~~Improve air and water quality”~~

Ms. Gertler stated that these goals are not binding nor would they serve as a checklist for every jurisdiction. Instead, they would be considered by funding and decision-makers.

Goal/Objective: Access and Mobility

The committee discussed the access and mobility goal. A key theme from that discussion included the desire to improve freight. In addition, the committee agreed to amend the third bullet under access and mobility to:

Improve the freight and transportation system to ensure that the region and its businesses stay economically improved.

Goal/Objective: Accountability and Partnership

Co-Chair Hosticka reviewed the accountability and partnership goal. The committee had no comments.

Mr. McFarlane stated that while the work accomplished today was important, some of the language changes dilute the plan’s meaning.

Mayor Schirado noted that the vision would not be a checklist for local jurisdictions seeking funding. Ms. Gertler agreed and added that by working with the Southwest Corridor as a whole each jurisdiction has the added value of improving an entire corridor and not just their area.

Co-Chair Hosticka stated that Metro staff would work on incorporating the changes discussed in the vision, goals and objectives and bring a revised draft for the committee to discuss at the next meeting.

VII. OVERVIEW OF LESSONS LEARNED

Co-Chair Hosticka announced that this agenda item would be discussed at a future meeting.

VIII. PUBLIC COMMENT

Co-Chair Hosticka opened the floor for public comments.

Mr. Roger Averbeck, commented that he appreciated that safety was mentioned in the goals for the plan and would like it be continued throughout the plan.

Mr. David Jorling, noted that while word-smithing is important he cautioned the committee about getting too focused on words and move forward with the work with a sense of urgency.

IX. ADJOURN

Co-Chair Hosticka adjourned the meeting at 11:32 a.m.

Meeting summary respectfully submitted by:

<SIGN HERE FOR FINAL VERSION>

Jenn Tuerk, Administrative Specialist III

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Sign-in sheet	12/12/11	Sign-in sheet of members and meeting guests	021312swcpssc-01
2	Meeting summary	10/03/11	SW Corridor Plan Steering Committee meeting summary – October 3, 2011	021312swcpssc-02
2	Meeting summary	12/12/11	SW Corridor Plan Steering Committee meeting summary – December 12, 2011	021312swcpssc-03
5	Report	February 2012	SW Corridor Plan Scoping public involvement report	021312swcpssc-04
6	Document	2/6/12	Southwest Corridor Plan and Implementation Strategy: Vision and Goals – Draft 2/6/2012	021312swcpssc-05
7	Document	January 2012 Draft	Integrated Corridor Planning Lessons Learned	021312swcpssc-06



G R E A T P L A C E S

Corridor Plan

Existing Conditions Executive Summary

April 18, 2012

PROJECT PARTNERS

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

EXECUTIVE SUMMARY

The Southwest Corridor Plan (Corridor) is a comprehensive land use and transportation planning study to identify and prioritize public investments in the corridor between downtown Portland and Sherwood. The expected outcomes include an integrated investment strategy, transportation plan, a transit alternatives analysis, and four land use plans. It integrates:

- strategies for community building such as economic development, housing choices, parks, natural areas, trails and health;
- local land use plans to identify actions and investments that support livable communities, including Portland's Barbur Concept Plan, the Sherwood Town Center Plan, the Tigard High Capacity Land Use Plan and Linking Tualatin; and
- a transportation plan to examine potential roadway, bike and pedestrian improvements and including a transit alternatives analysis.

Executive summary purpose

This document provides a snapshot of land use, economic development, employment and housing access, parks, habitat, pedestrian and bike facilities, local bus and high capacity transit potential, freight movement and auto capacity in the Southwest Corridor. The intent of this multi-disciplinary executive summary is to establish the foundation for future efforts in the Southwest Corridor. Decision makers will consider a wide array of needs and opportunities in the corridor to define the purpose and need, the evaluation framework and to develop the wide-range of alternatives.

Overview

The Southwest Corridor offers a high level of services and opportunities to live, work, learn and play. It contains a variety of livable and high opportunity neighborhoods that include numerous educational facilities, employment, community assets, and transportation facilities. However, the corridor has limited transportation accessibility, congestion, patchy pedestrian & bicycle facilities, health concerns, and a low level of affordable housing along with higher land values.

Shifting populations

200,000 people reside in the Southwest Corridor.¹ That is 13 percent of the Portland metro population living in 11 percent of the geographic area.² Over the last twenty years, people in poverty and non-white populations have shifted from the central city to suburbs, including Tigard and Tualatin in the Southwest Corridor. In the Southwest Corridor, approximately one in eight people (13 percent) identified themselves as over 65 years old³, one in six people (16 percent) identified themselves as non-white, and one in eight people (13 percent) falls below the federal defined average median income.⁴ The school-age population reflects greater diversity and higher rates of poverty than the Southwest Corridor general population. One in three students (34 percent) identified themselves as non-white, and an average of

¹ Census, 2010.

² Census, 2010.

³ Census, 2010.

⁴ Census, 2010.

46 percent of students are eligible for free or reduced lunch.⁵

Major destinations

The Southwest Corridor includes several of the largest commercial, employment, educational centers, regional institutions and universities in the region. The Southwest Corridor hosts 140,412 jobs, which is a quarter of all jobs in the Portland metro region, and 45,500 university students. Oregon Health Science University (OHSU) is the state's fourth largest private employer with over 11,500 employees and serves over 2,500 students each year.⁶ Portland State University (PSU) is the state's largest university with over 3,500 fulltime employees and an enrollment close to 30,000. PCC Sylvania campus serves 13,000 students over the course of a year.

The Southwest Corridor is home to many neighborhoods where people's everyday needs are easily accessible within a 20-minute walk. These neighborhoods include a variety of community elements that make the neighborhoods livable, enjoyable and easy to inhabit.

Some of these community elements include cafes, bookstores, grocery stores, health and social services, and parks. The Southwest Corridor contains 20 percent of the Portland metro region's urban amenities, and approximately 7,500 acres of parks and natural areas and 25 miles of regional trails. It is less than a 10-minute walk to a park, trail or natural area from almost half (45 percent) of the residential neighborhoods in the Southwest Corridor. However, the Tigard

Triangle and the areas to the north and northeast have little to no parks or natural areas.

Housing choices

The corridor lacks a balance of housing choices needed to serve the variety of needs – from students living alone to growing families to retirees – so that employees can live near work, students can live near school, and families and neighbors can stay in areas they enjoy. Overall, residents of the corridor spend an average of 41-54 percent on housing and transportation costs. The northern portion of the corridor has higher housing costs and lower transportation costs. Around 24 percent of households in Southwest Portland and 53 percent in downtown Portland are cost-burdened, which means they spend more than half of their income on housing and transportation. The southern portion of the corridor has lower housing costs, higher transportation costs and between five to thirteen percent of households are cost burdened.⁷

In the Southwest Corridor, the median gross rent averaged approximately \$750 per month,⁸ which is more than nursing aides, retail salespersons, janitors, hairdressers, and bank tellers can afford on average.⁹ The median value of homes in the cities of the Corridor averaged \$276,175,¹⁰ which is more than elementary school teachers, fire fighters, nurses, police officers, administrative assistants and dental assistants can afford on average.¹¹

⁵ Federal Register / Vol. 74, No. 58 / Friday, March 27, 2009 / Notices

⁶ http://selfstudy.ohsu.edu/files/ss05_3.Students.pdf

⁷ Urban Growth Report, Appendix 7, Metro, 2010.

⁸ Southwest Corridor Census Tracts, U.S. Census Bureau, 2000.

⁹ Rental data are from the U.S. Department of Housing and Urban Development's report on Fair Market Rents for the year 2011

¹⁰ Southwest Corridor Census Tracts, U.S. Census Bureau, 2000.

¹¹ U.S. Department of Housing and Urban Development's report on Fair Market Rents for the year 2011.

Regulated affordable housing is targeted for members of our society that earn under the federal average median income, and rental assistance recipients have a median annual income of \$10,300. The Southwest Corridor hosts approximately 1,900 units of regulated affordable housing and is home to approximately 750 rental assistance recipients.¹² Downtown Portland within the Southwest Corridor¹³ holds an additional approximately 3,000 units of regulated affordable housing and 650 rental assistance recipients.¹⁴ Downtown Portland, Tigard, Tualatin have the highest number and percentage of regulated affordable housing units. The highest percentage of rental assistance recipients use that assistance to live in housing in downtown Portland and Tigard.¹⁵

Higher land values in the Corridor have limited the opportunities to develop affordable housing, but the Southwest Corridor is a desirable place to live. For example, for around 160 regulated affordable housing units, Home Forward has a wait list of 1,342 people.

Active transportation options

Reliable transportation choices enhance quality of life and provide access to its great, livable neighborhoods. For pedestrians and bicyclists, the Southwest Corridor features a lack of street connectivity, hills, and limited or no provision of bicycle facilities, way finding or secure bicycle parking. Many gaps in the pedestrian and bicycle network remain; 327 miles of roadways lack sidewalks. The built environment presents

many driveways, parking lots, and high-speed arterials as the only connecting roads. Most bicycle routes in the corridor follow high-speed arterials. Limited parallel, low traffic, calm routes are available to avoid unsafe riding conditions.

High speeds, few marked crossings, and limited sight distances can all contribute to unsafe conditions. Of the 175 pedestrian injuries and three pedestrian fatalities resulting from crashes in the Southwest Corridor between 2008-2010, most were concentrated in downtown Portland and along Highway 99W. Most of the 188 bicycle crashes happened in downtown Portland and along major roadways, such as Highway 99W, Capital Highway and along Tualatin-Sherwood Road.

Crashes

Eighteen crashes with fatalities and 108 crashes with serious debilitating injuries occurred in the Southwest Corridor from 2007-2010 in all transportation modes. The highest number of fatal and/or serious injury crashes occurred near Bridgeport Village, Downtown Tualatin, Kruse Way/Lake Grove, Murray Scholls, Tigard Triangle, Upper Boones Ferry, and Washington Square.

Transit options

A lack of transportation options is an issue in several areas of the corridor. “Transit deserts”, areas without transit service, exist in much of the southern corridor. Sherwood, located at the edge of the TriMet service district, is particularly isolated with service only on Highway 99W. No transit connection exists between Sherwood Town Center and Tualatin Center, a heavily travelled and congested segment of the corridor with high employment density. There is significant travel demand between the southern corridor

¹² Excludes downtown Portland.

¹³ Downtown Portland in Southwest Corridor data collection area, bordered by SW Burnside, I-405, and the Willamette River.

¹⁴ RLIS, 2011 Housing Update.

¹⁵ Does not include City of Portland rental assistance data.

and areas to the north toward Beaverton and Hillsboro; while WES provides high capacity transit to serve this demand, infrequent headways and lack of off-peak service limit its potential ridership.

Traffic congestion

Congestion impedes workforce travel and the flow of goods needed for sustained economic competitiveness and prosperity. Congestion, defined as average speed slower than 70 percent of posted speed during the PM peak period, occurs in isolated areas throughout the corridor. Notable locations include Highway 99W between I-5 and OR-217, I-5/OR 217 interchange on both facilities, Tualatin-Sherwood Road, Hall Boulevard near Washington Square and south of Tigard, Taylors Ferry Road between Highway 99W and Boones Ferry Road, Upper Boones Ferry Road/ Carman Drive, and portions of Highway 99W.

Congested and slow roadway affects the regional freight network. During the evening peak, congestion on I-5, Highway 217, Highway 99W, SW 72nd, Boones Ferry Road and Nyberg/Tualatin Sherwood Road hinder freight movement.

Connectivity

Issues of connectivity affect access to major employment, education, and retail centers. These issues are largely a product of geography and the locations of freeways and highways in the corridor. In the north, steep terrain prevents the development of a grid network. Throughout the corridor, but especially in the Tigard Triangle area, I-5, and OR-217, and Highway 99W create barriers that obstruct connectivity.

Health

The population's health concerns in the Southwest Corridor have links to physical activity and air quality. Sidewalks, trails, bicycle paths, high capacity transit or roadway improvements and zoning allow residents to engage in recreation, physical activity and a healthy diet, which reduce physical activity related illnesses and limit exposure to air toxins. Trails, parks, tree canopy and open spaces reduce stress, improve air quality, and increase opportunities for physical activity and recreation.

The prevalence of obesity, asthma, and poor mental health varies by geographic location and income levels in the Southwest Corridor. In general, the prevalence of obesity is less in the Southwest Corridor (16.4 percent) than in the region¹⁷, but the Medicaid population has a higher rate of obesity (41 percent). The prevalence of asthma (9 percent) is on par with the region¹⁸, but the Medicaid population has a higher rate of asthma (13 percent).¹⁹ In addition, the prevalence of depression is 28 percent of Medicaid participants in the Southwest Corridor.²⁰

Air quality

Residents and businesses in the region are responsible for an estimated 31 million metric tons of greenhouse gas emissions annually, 14 percent of which come from local passenger transportation sources.²¹ The region could reduce CO2 emissions from automobile trips by 7,500 metric tons and

¹⁷ Kaiser Permanente, 2010.

¹⁸ Kaiser Permanente, 2010.

¹⁹ Oregon Health Study, www.oregonhealthstudy.org, Providence CORE, 2011.

²⁰ Oregon Health Study, www.oregonhealthstudy.org, Providence CORE, 2011.

²¹ Metro Regional Greenhouse Gas Emissions Inventory, 2010

avoid 16.7 million vehicle miles travelled annually, just within Portland, by increasing transit usage in the Southwest corridor.

Natural resources

The corridor contains some of the most difficult stormwater runoff issues in the region, reduced tree canopy, and many federally and state protected wildlife species.

The Southwest Corridor planning area includes three separate watersheds and 98 miles of streams, more than 10 percent of the region's waterways. Water quality issues include high temperatures, excessive nutrients and pollutants.²² Water quantity is also a challenge. Impervious surfaces cause excessive runoff into these creeks and streams during even small storm events, scouring and down cutting stream banks and causing flooding and erosion.

Tree canopy beautifies neighborhoods, provides habitat, and reduces the water quantity affect of storm events. Overall the tree canopy in the Southwest Corridor planning area is high (29 percent), but the tree canopy in the corridor's urban areas was reduced from 21 to 12 percent from 1972 to 2000. The tree canopy covers less than one-sixth of industrial and commercial areas, many of which are directly adjacent to major roadways.

Federally and state protected wildlife species are found throughout the Southwest Corridor, including the Northern Red-legged Frog, Western Painted Turtle, Bald Eagle, American Peregrine Falcon, and salmonids.

²² All of the streams within the planning area are 303(d) listed for water quality by the Oregon DEQ.

Integrated relationships

Complex relationships exist between the wide array of opportunities and challenges in the Southwest Corridor and will need to be considered holistically in the next phases of the Southwest Corridor.

- Areas with a concentration of a single land use (jobs or housing) are likely to have higher traffic congestion; single land use areas are likely to have less access to urban amenities and parks; areas with higher traffic congestion are likely to have worse air quality and higher rates of asthma.
- Neighborhoods rich in urban amenities, farmer's market, social and health services, and parks are likely to have more people bicycling and walking; these neighborhoods are likely to have less prevalence of obesity, cardiovascular disease and diabetes; these neighborhoods are likely to have higher housing costs and less regulated affordable housing.
- Neighborhoods rich in employment are likely to have more transportation access; these employment areas are likely to have more air pollution associated with major roadways; these employment areas often have few cafes and urban amenities.
- Neighborhoods with higher rates of poverty are likely to have less access to urban amenities, farmer's markets, social and health services, trees and parks; these neighborhoods are likely to have more prevalence of obesity, cardiovascular disease and diabetes.
- Neighborhoods with higher rates of poverty are likely to be located adjacent

to major roadways; these neighborhoods are likely to have worse air quality; these neighborhoods are also likely to have a higher prevalence of asthma.

- Neighborhoods with more seniors are likely to have more prevalence of obesity, cardiovascular disease, diabetes, and asthma; these neighborhoods are also likely to have less access to medical facilities.
- Hilly areas are likely to have less pedestrian and bicycle infrastructure and connectivity; these neighborhoods are likely to have more prevalence of obesity, cardiovascular disease and diabetes.

The entwined nature of demographic shifts, health, employment, housing, community amenities, parks and habitat, and transportation in the Southwest Corridor necessitate further investigation. This multi-disciplinary summary forms the building blocks for future efforts: the purpose and need, the evaluation framework and the wide-range of alternatives in the Southwest Corridor.



Metro | *Making a great place*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

Metro Council President – Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

Auditor – Suzanne Flynn

[www.oregon**metro.gov**](http://www.oregonmetro.gov)

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Tuesday, May 1, 2012 [1 Comment](#)

FHWA: Small Investments in Bike/Ped Infrastructure Can Pay Off in a Big Way

by [Tanya Snyder](#)

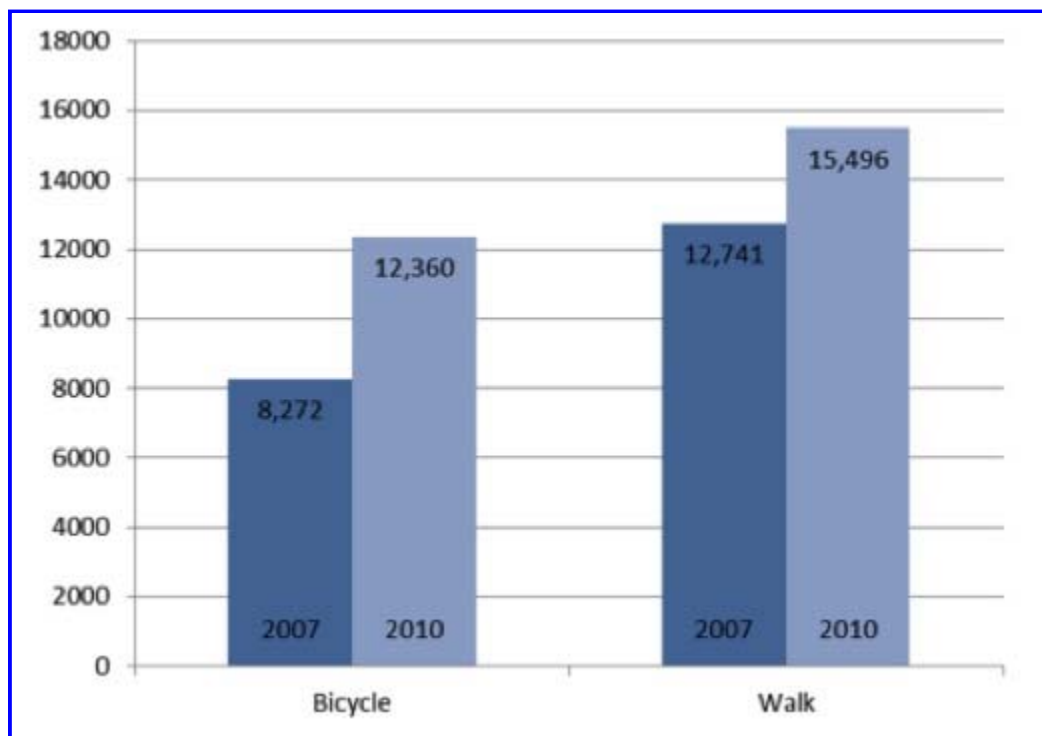


Before and after: Sidewalk on Marshall Avenue, St. Paul. Source: Bike Walk Twin Cities

If you ever doubted whether a small investment in biking and walking could have a large impact, here is your proof.

The last transportation law, SAFETEA-LU, provided four communities with four years of funding to build an infrastructure network for nonmotorized transportation (a fancy way of saying “sidewalks and bike paths”). It wasn’t a lot of money — \$25 million each to Columbia, Missouri; Marin County, California; Minneapolis, Minnesota; and Sheboygan County, Wisconsin.

The program built 333 miles of on-street biking and walking routes, 23 of off-street facilities, and 5,727 bike parking spaces in the four municipalities — not to mention some outreach and education. Not bad, especially when you consider that \$100 million would only buy about five miles of new four-lane highway in an urbanized area [[PDF](#)].



Total two-hour bicycling and walking counts for all pilot communities, fall 2007 and fall 2010. Source: [FHWA Report to the U.S. Congress on the Outcomes of the Nonmotorized Transportation Pilot Program](#)

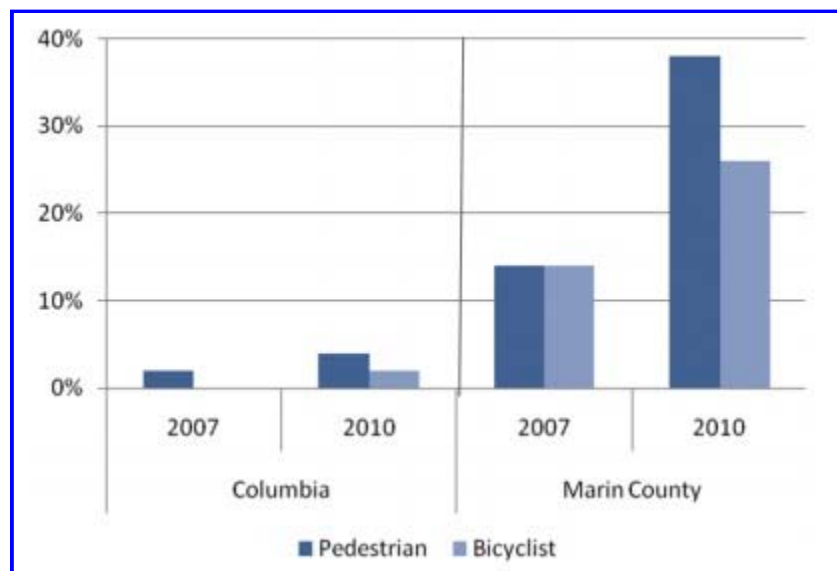
FHWA summed up the results in its report on the outcomes of the pilot program [[PDF](#)]:

- An estimated 32 million driving miles were averted between 2007 and 2010. It appears that the numbers keep climbing — half of that savings happened just in 2010, the last year of the pilot, when an estimated 16 million miles were walked or bicycled that would have otherwise been driven.
- The four pilot areas saw an average increase of 49 percent in the number of bicyclists and a 22 percent increase in the number of pedestrians between 2007 and 2010.
- In each community, a greater percentage of pedestrian and bicycling trips included transit in 2010

than in 2007.

- Despite increases in biking and walking, fatal bike/ped crashes held steady or decreased in all of the communities.
- The pilot communities saved an estimated 22 pounds of CO₂ in 2010 per person or a total of 7,701 tons — the equivalent of saving over a gallon of gas per person.
- Many people tried bicycling for the first time in their adults lives or ever.

Interestingly, average one-way trip distances by foot and by bicycle fell in some places, probably since more people were taking more trips without cars, instead of only walking and biking for exercise. And bike/ped trips including transit went way up.



Percentage of pedestrian and bicyclist trips that included transit for Columbia and Marin County.

The pilot results were released today, the first day of [National Bike Month](#). (Though Transportation Secretary Ray LaHood notes that when he was a kid, “every month was bike month.”)

The FHWA report is full of data showing how a small down payment on active transportation can lead — quickly — to dramatic improvements in air quality, traffic levels, and public health.

The Rails-to-Trails Conservancy, a major supporter of the pilot program, [called it a “raging success.”](#)

“These are not all typical, bike-friendly cities,” said Marianne Fowler, RTC’s senior vice president of federal relations. “These four communities represent a solid cross-section of America. Even in places like Sheboygan, which doesn’t have urban density, has cold winters, and has had almost no experience with biking and walking initiatives in the past, locals have rapidly become champions because they have seen the real-time effects, the actual benefits to their community.”

Fowler went on to say that with the evidence now in black and white before them, Congressional representatives must now recognize that continued investment in walking in biking represents terrific value for American taxpayers.

“The incongruous thing is that Congress, with a simple, low-cost solution to so many transportation

problems right here in front of them, can't see the people for the cars," she said.



[Tanya Snyder](#) became Streetsblog's Capitol Hill editor in September 2010 after covering Congress for Pacifica and public radio. She lives car-free in a transit-oriented and bike-friendly neighborhood of Washington, DC.

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Great article on a great report! Build it and they'll walk and bike on it!

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HCT Land Use Plan — Next Steps

Small Group Sessions April 30 – May 10	Joint Workshop – CC & PC May 15	Future Council Meeting July	Implementing Actions Next 3–12 Months
Review/Clarify Meeting with staff to review project, draft report and next steps. Purpose ▶ Understand the report. ▶ Understand what is being asked of City Council and Planning Commission. ▶ Identify clarifying questions. Suggested Focus Questions 1. Does the plan reflect community values? 2. Are you comfortable accepting this plan as a guideline to implementing actions? 3. What additional items should we pay attention to as we move into implementing actions?	Draft Report Consultant presentation of HCT Land Use Plan concepts. Purpose ▶ Present community concepts developed through the HCT Land Use process. ▶ Explain how the concepts address community values and priorities. ▶ Discuss potential implementing actions and policy changes. ▶ Receive input from Council and Planning Commission to finalize the report.	Final Report Staff will present a revised report, incorporating City Council and Planning Commission input. Purpose ▶ City Council will be asked to approve a resolution “accepting the Final Concepts to inform future implementation actions and further Tigard’s participation in the Southwest Corridor Plan.” ▶ City Council will be asked for direction on implementing actions to further Tigard priorities with based on the Concepts in the HCT Land Use Plan.	Staff and Planning Commission Staff will work with the planning commission to identify and refine specific land use and transportation amendments needed to achieve the station community concept(s). Potential Implementing Actions ▶ New land use designations for potential station communities and other areas. ▶ Triangle master planning (TGM application). ▶ Development code changes. ▶ New parks and open spaces. ▶ TSP amendments. ▶ Complete Main Street Green Street. ▶ Adopt Downtown Connectivity/ Implementation Plan. ▶ Implement new funding strategies.



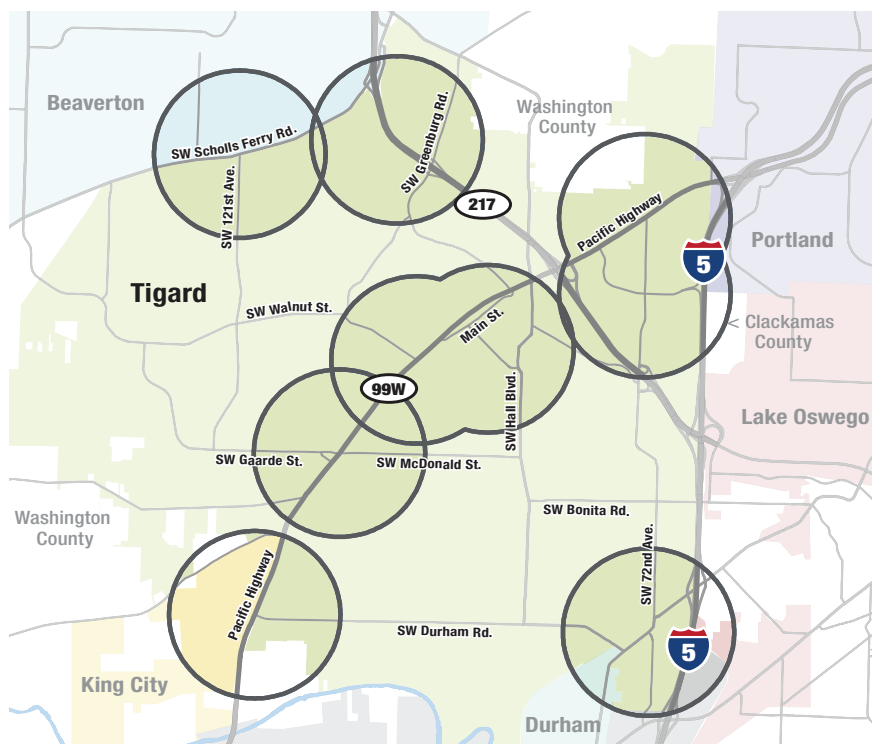
Public Involvement Summary

High Capacity Transit Land Use Plan

Throughout the High Capacity Land Use Plan process we have received significant and incredibly valuable input from the community. We have heard a variety of thoughts, some quite different from others and yet, some common themes have emerged.

What We've Heard

- ▶ Many things are working and people want to preserve them, like the existing residential neighborhoods.
- ▶ People want communities where they feel safe getting around on foot, bike, transit and in cars.
- ▶ Some of our busiest roads (Pacific Highway/99W, Highway 217, Interstate-5, Scholls Ferry Road) are valued, but are also viewed as barriers to livability.
- ▶ Natural areas are vital and more are needed.
- ▶ People want areas with a sense of identity and that are destinations.
- ▶ People want easier access to local businesses and restaurants.
- ▶ There is a need for public transportation improvements in all areas, not just along Pacific Highway/99W.



Mobility, Prosperity and Choice

In short, what we have heard is that we come from different backgrounds, and have different needs, but we share some common values and visions for our community.

- ▶ **We want mobility.**
The ability to get around easily whether by car, bus, foot or bicycle.
- ▶ **We want prosperity.**
A community where all of our people can comfortably live, work and play and where the built and natural environments encourage, rather than inhibit, economic development.
- ▶ **We want choice.**
Opportunities to live in different types of housing based on our personal needs, depending on our comfort level and the stage of life we may be in.



Tigard residents review plans at the project design workshop held in May 2011. Photo by Doug Vorwaller.

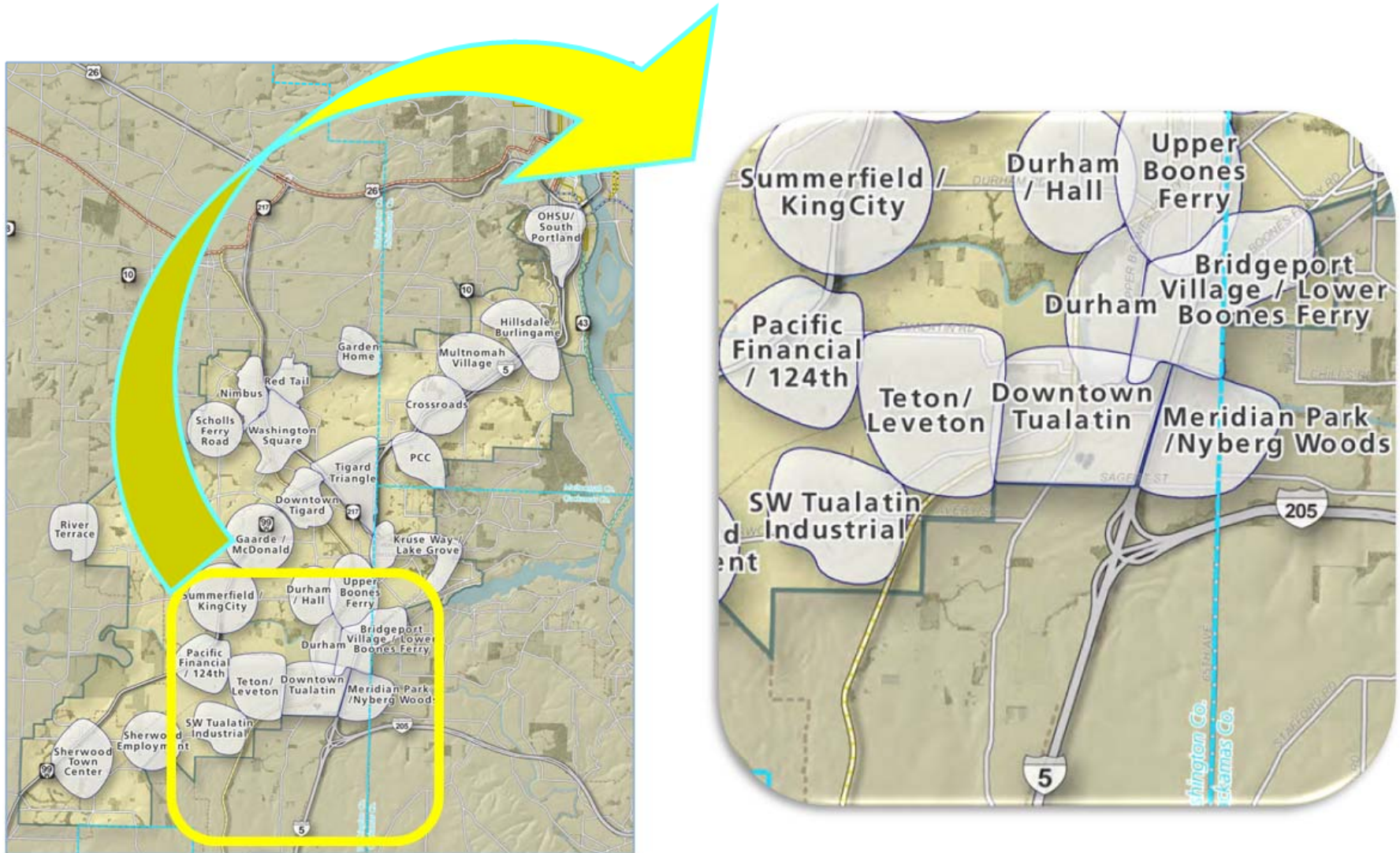
Public Involvement Summary

ACTIVITY	DESCRIPTION	PARTICIPANTS
Stakeholder Interviews	Staff conducted one-on-one interviews with project stakeholders.	45
HCT Land Use Citizen's Advisory Committee	Council-appointed citizen's committee served in an advisory role throughout planning process, five meetings held.	13
Cityscape Articles	Articles appeared in eight city newsletters providing project information and updates.	Citywide distribution
Project Newsletters	Electronic newsletters distributed through Community Development Listserv provided project updates and ways for citizens to get involved.	141 members (as of 4/1/2012)
Planning Ahead Newsletter Article	Articles with project updates; distributed through Community Development Listserv and at community events.	141 members (as of 4/1/2012)
Project Website	Website includes reports, articles, and videos/meeting summaries from CAC meetings.	2,515 hits (as of 4/1/2012)
Website comments	Comments received from online feedback form.	17
PROJECT SPONSORED EVENTS		
Design Workshop(s)	Afternoon participants used interactive mapping tool to describe station communities they would like to see. More "low tech" sketching tools were used in the evening, for the same task.	34 afternoon participants (TAC) 36 evening participants
HCT Land Use Plan Open House	Metro facilitated separate discussions with Tigard & Summerfield stakeholders.	35
Discussion Groups	Metro facilitated separate discussions with Tigard & Summerfield stakeholders.	20
Tigard Connections Team Kickoff Event	Open event at Tigard Public Library to engage community members in SW Corridor Plan participation.	21
OUTSIDE EVENTS		
Tigard Balloon Festival	A table was staffed to provide project information to festival participants, and to solicit ideas and feedback.	—
Tigard Area Farmer's Market	A table was staffed to provide project information to market participants, and to solicit ideas and feedback.	—
City Center Advisory Commission	Staff presentation and committee discussion.	9
Pedestrian and Bicycle Subcommittee of the Tigard Transportation Advisory Committee	Staff presentation and subcommittee discussion.	8
CPO 4K (King City and Vicinity) Presentation	Staff presentation and question and answer session with community planning organization.	20
CPO 4M (Metzger) Presentation	Staff presentation and question and answer session with community planning organization.	7
King City Council Meeting Presentation	Staff presentation and question and answer sessions with elected officials and public.	15
Summerfield Coffee Discussion	Staff presentation and question and answer session with community members.	13
Tualatin Planning Commission Presentation	Staff presentation and question and answer session with planning commissioners and public.	9

City of Tualatin

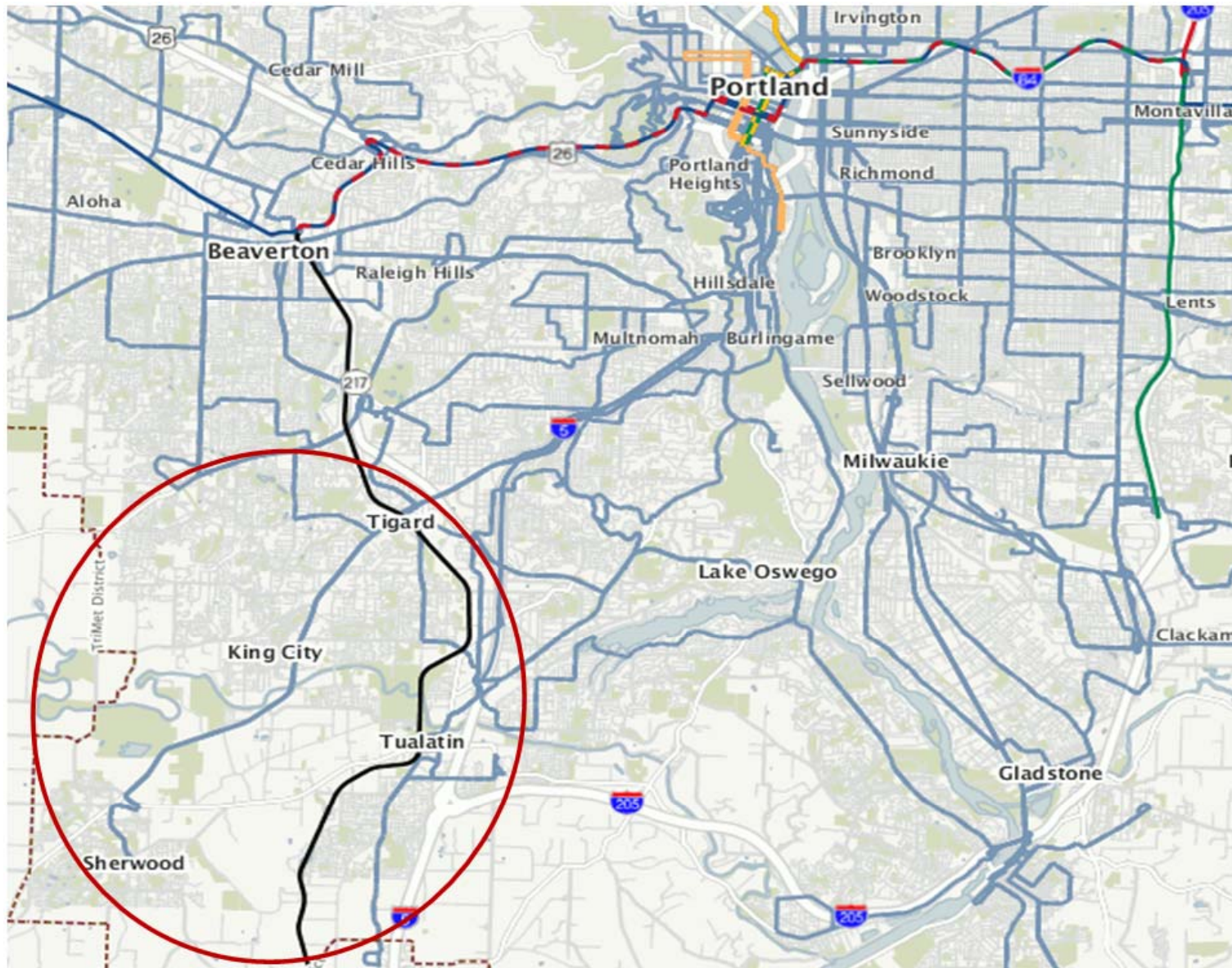
Linking Tualatin

Tualatin Focus Areas

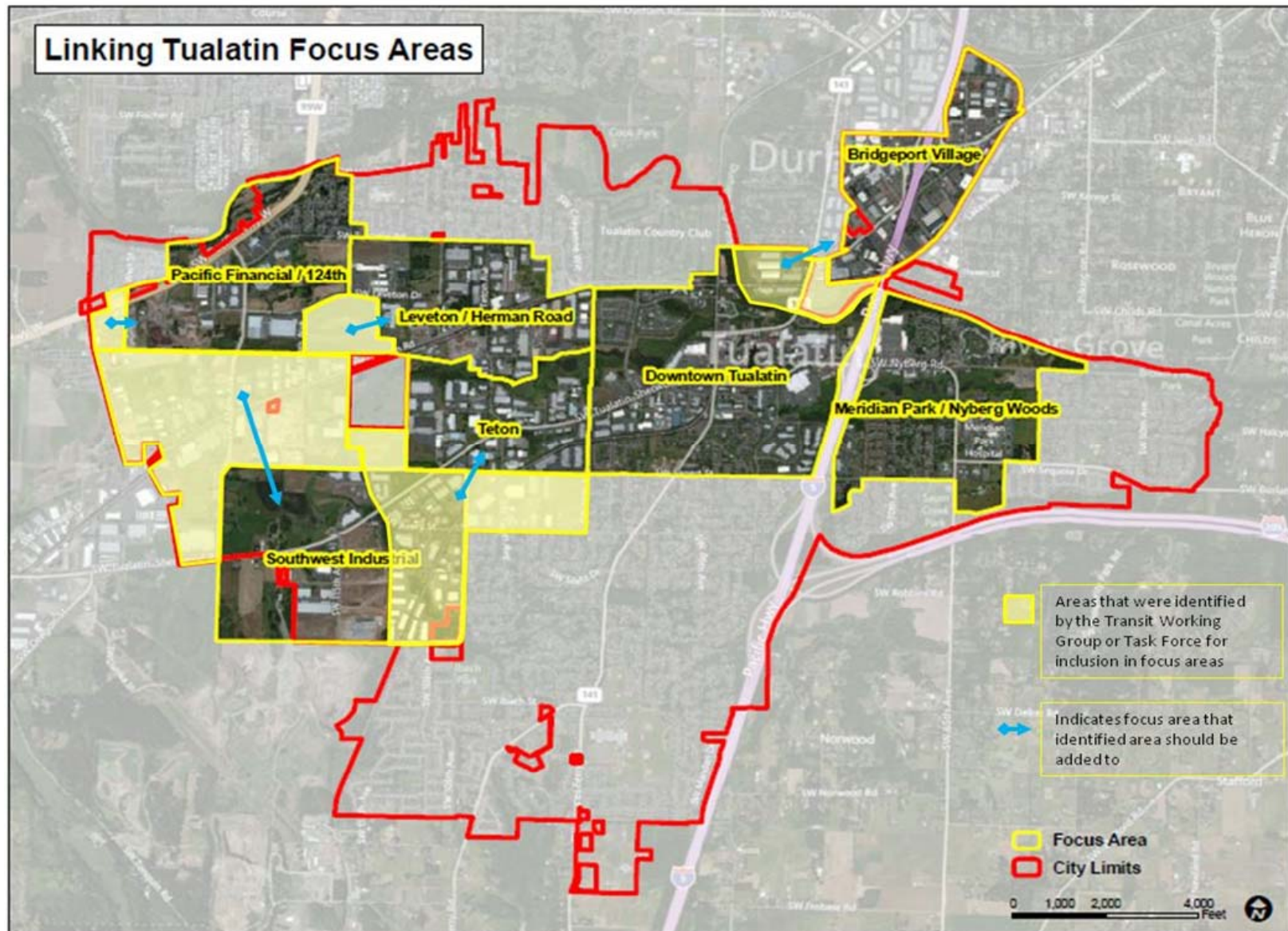


www.ci.tualatin.or.us/LinkingTualatin

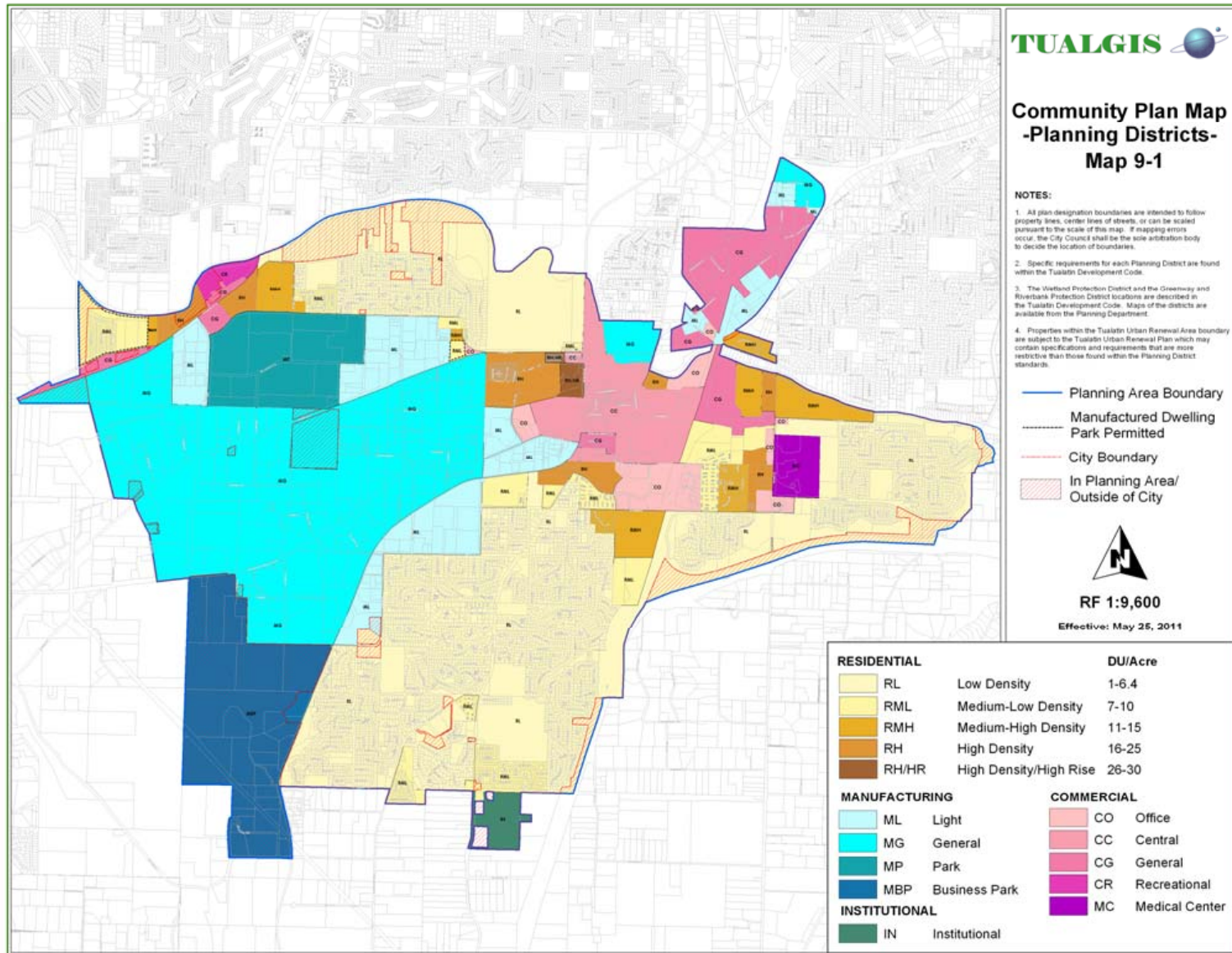
Tualatin Transit Service

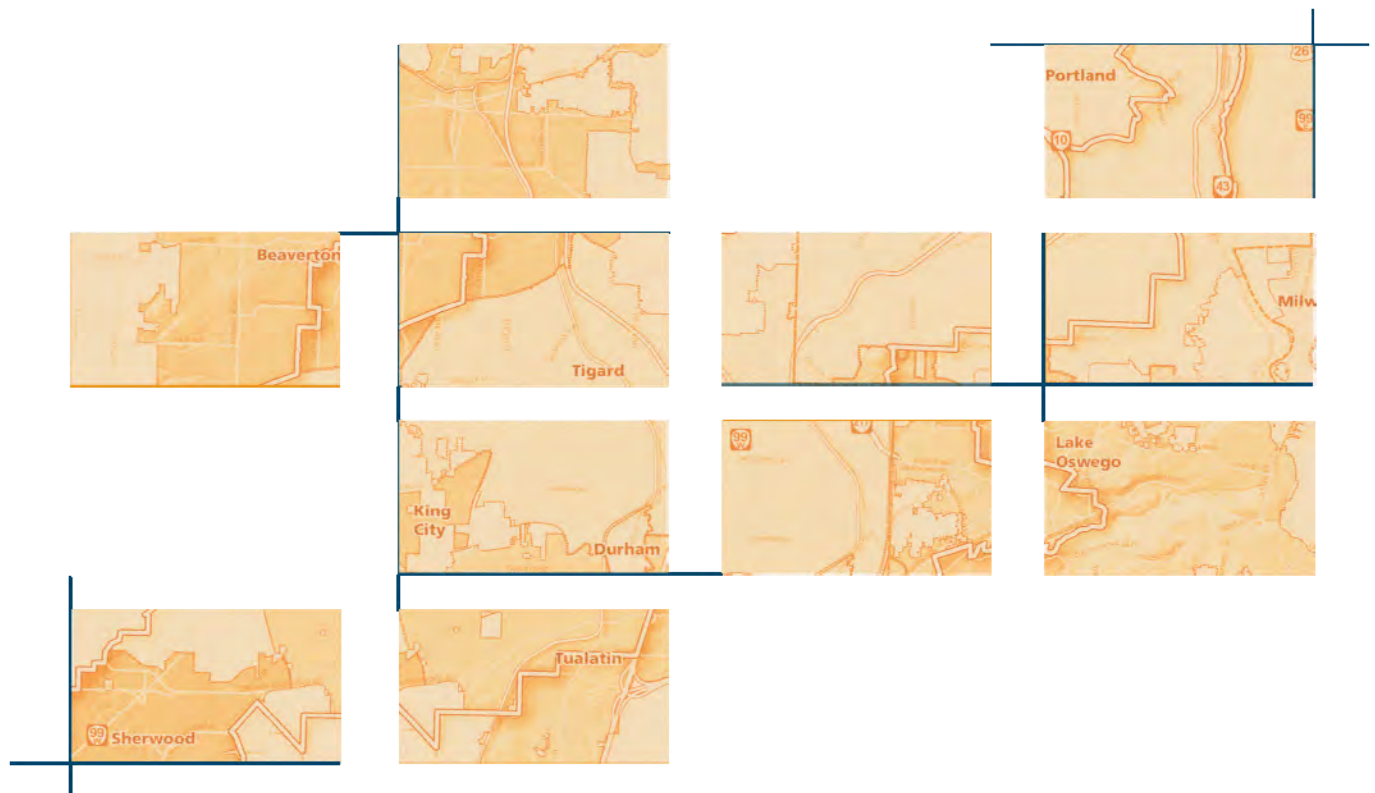


Tualatin Focus Areas



Tualatin Zoning





Existing Conditions Summary Report April 18, 2012

PROJECT PARTNERS

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

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Southwest Corridor Plan project partners include the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin; Multnomah and Washington counties; Oregon Department of Transportation; TriMet; and Metro.

Project website: www.swcorridorplan.org

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INTRODUCTION

The Southwest Corridor Plan (Corridor) is a comprehensive land use and transportation planning study to identify and prioritize public investments in the corridor between downtown Portland and Sherwood. The expected outcomes include an integrated investment strategy, transportation plan, a transit alternatives analysis, and four land use plans. It integrates:

- strategies for community building such as economic development, housing choices, parks, natural areas, trails and health;
- local land use plans to identify actions and investments that support livable communities, including Portland's Barbur Concept Plan, the Sherwood Town Center Plan, the Tigard High Capacity Land Use Plan and Linking Tualatin; and
- a transportation plan to examine potential roadway, bike and pedestrian improvements and including a transit alternatives analysis.

In the 2035 Regional Transportation Plan, the Southwest corridor was prioritized as the next corridor the region would fully examine a high capacity transit solution and evaluation of transportation investments for all modes to address existing and projected future congestion problems, limited access and transit demand support and to support local, regional and state goals. To initiate this major effort, regional partners have come together to align local, regional and state policies and investments to support the creation of great places within the corridor. The Southwest Corridor Plan looks to create an integrated investment strategy to stimulate community and economic development and improve movement of people and goods in and through the corridor

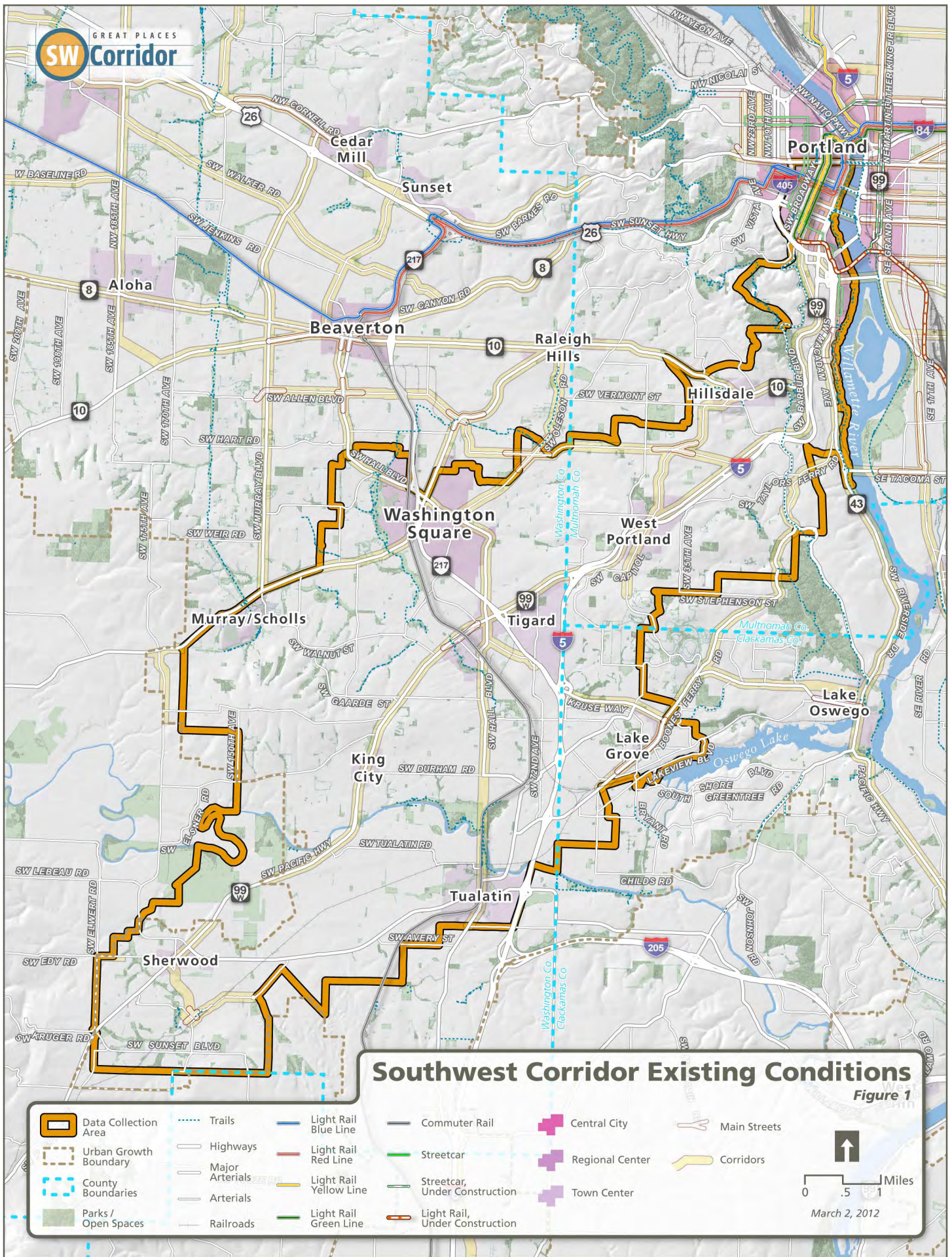
while increasing access to parks, supporting active lifestyles and improving the quality of the region's air, water and habitat. As part of the process, the plan will include a transit alternatives analysis which will include one or more high capacity transit options.

The coordinated strategy allows the project to measure the success of potential public investments and policy changes according to goals of prosperity, health, access and mobility, and accountability and partnership. The project will use this information to determine the solutions that best meet future travel demand and support local land use goals.

The Southwest Corridor Plan project partners include the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin; Multnomah and Washington counties; Oregon Department of Transportation; TriMet; and Metro.

Existing conditions report purpose

This document provides an overview and a snapshot of land use, economic development, employment and housing access, parks, habitat, pedestrian and bike facilities, local bus and high capacity transit potential, freight movement and auto capacity in the Southwest Corridor. The intent of this broad-based report is to form the foundation for future efforts in the Southwest Corridor. Decision makers will consider a wide array of needs and opportunities in the corridor to define the purpose and need, the evaluation framework and to develop the wide-range of alternatives. See *Figure 1: Southwest Corridor existing conditions*.



For more complete information about each of these subject areas, please see the Southwest Corridor existing conditions technical reports in the appendix: comprehensive corridor planning lessons learned, policy review, opportunity and housing, health assessment, active transportation, land use and zoning assessment, focus area assessment, natural resource inventory, parks and access to nature, infrastructure, brownfields. Future technical reports include transportation, economic development, and security.

Southwest corridor history

Over the past hundred years, transportation technology has spurred the growth of the Southwest Corridor. Cities within the data collection area have grown and changed based on available transportation technologies. Land use patterns and spatial orientation of businesses and housing has been contingent on these developments.

Initially, transportation was reliant on the earliest highways: rivers. River travel was the quickest and cheapest mode of transportation and vessels plied the waters of the Tualatin River and the Willamette River. Farm to market roads were developed throughout the area as well as roads connecting to ferry services. These roads slowly improved as plank roads and other enhancements were added. Orientation of development shifted with the development of rail service throughout the area. First interurban service came, followed by streetcar and more local services.

At the height of the streetcar and electric interurban railroad era came the advent of the automobile age. Nothing would be the same again. The automobile removed the necessity to locate businesses and residential uses near commercial and transportation centers. The construction of Interstate 5 and improvements to Highway 99W paved the way for increased automobility. The farms of the area were quickly converted as changing housing patterns brought residents out of the cities in the post-war era.

The rapid adoption of autos quickly altered traditional travel patterns and allowed new connections and increased mobility. Workers could live in one town and travel quickly to the central city or elsewhere for work. Land choice was no longer dominated by transportation options.

These patterns are manifested in each of the cities of the Southwest Corridor, resulting in a predominance of single-family residential neighborhoods where families have room for a yard and other amenities. To this day, services remain located along the main arterials of the cities allowing for continued intercity connections.

The cities of the Southwest Corridor are an interconnected group of communities which demonstrate the effect that transportation, farming, housing developments, and new industries have had on the area over the intervening century and half.

WHAT ARE THE PEOPLE IN THE CORRIDOR LIKE?

Demographics

The Southwest Corridor is home to 13 percent of the Portland metro population or 197,956 people and is growing faster than the regional at a growth rate of 14 percent between the years 2000 and 2010.¹ The Southwest Corridor consists of 29,728 acres, which is 11 percent of the Portland metro region, and it has an average density of six persons per acre.² See *Figure 2: Population density*.

Environmental justice

The Southwest Corridor Plan is federally funded and therefore, must comply with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance.³ Related statutes and regulations address protections against discrimination on the basis of age⁴, disabilities/physical or mental handicap⁵ and, for federal highway funds, sex.⁶

Principals of Environmental Justice are to⁷:

- Ensure the full and fair participation by all potential affected communities in the transportation decision-making process.
- Avoid, mitigate, or minimize disproportionately high and adverse human health and environmental impacts, including social and economic impacts, on minority and low-income populations.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Senior population

Within the Southwest Corridor data collection area, approximately one in eight people (13 percent) identified themselves as over 65 years old.⁸ This percentage is higher than the regional average (11 percent). Concentrations of senior populations are located in Southwest Portland, near Portland Community College, in central Tigard, in the retirement communities of King City and Summerfield, near downtown Tualatin, and in Sherwood. See *Figure 3: Density of population 65 and older*.

¹ Census, 2000 & 2010.

² Census, 2010.

³ 42 U.S.C. §2000d and the Civil Rights Restoration Act of 1987, P.L. 100-259, 102 Stat. 28 (1988).

⁴ The Age Discrimination Act of 1975, as amended, 42 U.S.C. 6102, and the Civil Rights Restoration Act of 1987.

⁵ Section 504 of the Rehabilitation Act of 1973, 29 U.S.C §794, the Civil Rights Restoration Act of 1987, and the

Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §12132.

⁶ The Federal-aid Highway Act of 1973, 23 U.S.C. §324.

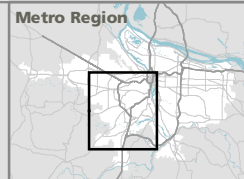
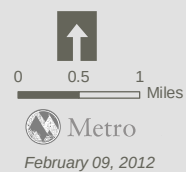
⁷ U.S. Department of Transportation, "Transportation and Environmental Justice Case Studies," Publication No. FHWA-EP-01-010, December 2000.

⁸ Census, 2010.



 Data Collection Area
 Urban Growth Boundary

Source: 2010 US Census



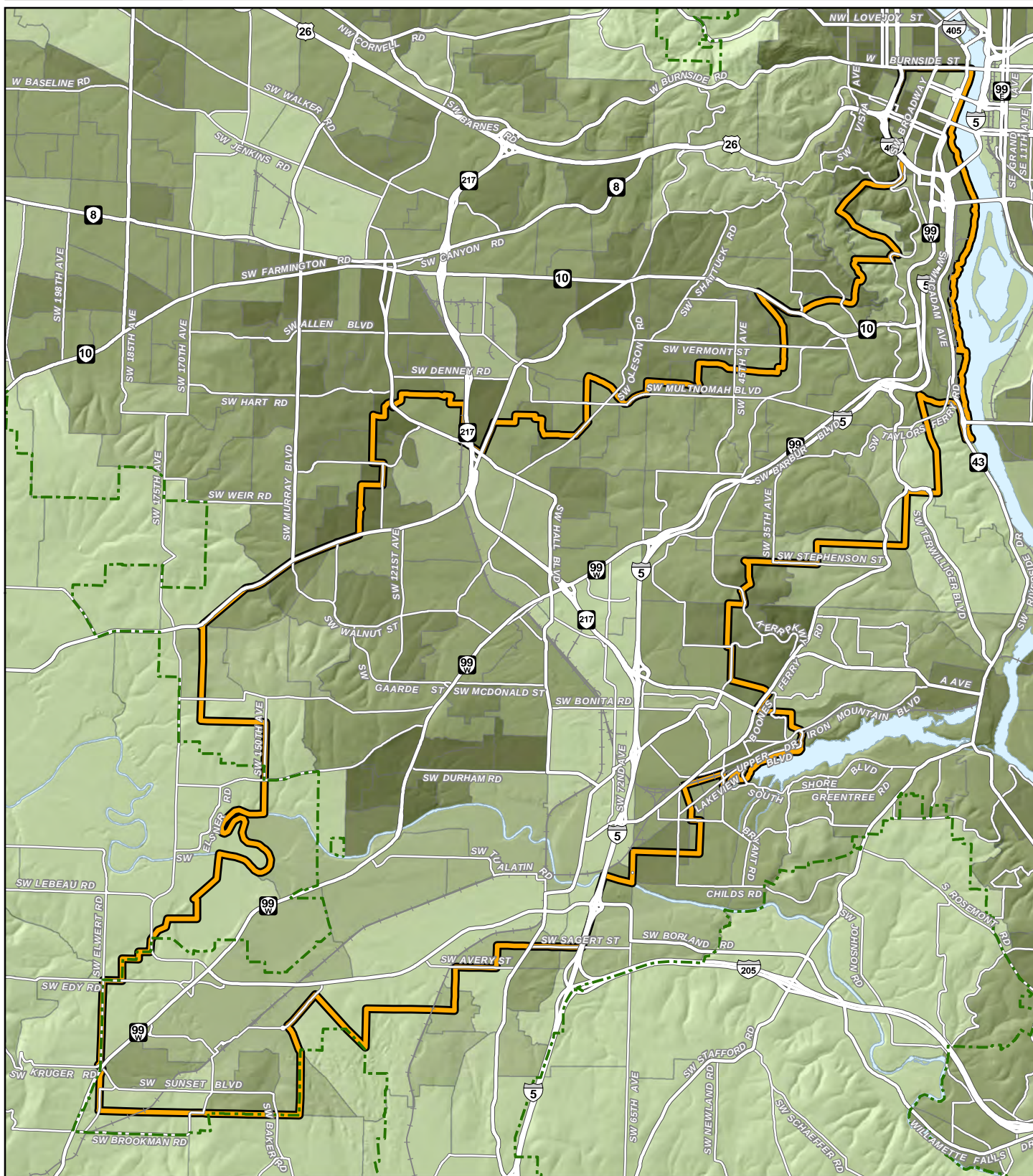


Figure 3

Population 65+/Acre

0 - .23 ppl/acre
.23 - .47 ppl/acre
.47 - .94 ppl/acre
.94 - 1.87 ppl/acre
1.87 - 25.64 ppl/acre

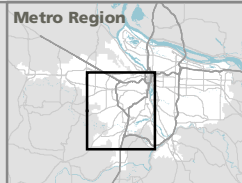
 Data Collection Area
 Urban Growth Boundary

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

*Source: 2010 Census



 Metro
February 09, 2012



Race and ethnicity

Over the last twenty years, populations in poverty and non-white populations have shifted from the central city to suburbs in the Portland metro region, including Tigard and Tualatin in the Southwest Corridor.

In the Southwest Corridor, approximately one in six persons (16 percent) identified themselves as non-white. The largest minority ethnic populations among the census tracts were identified as non-white Hispanic (9 percent) and Asian (6 percent).⁹ For both ethnic groups, this percentage was less than the regional average (21 percent). Higher than the regional average for non-white populations are found near Portland Community College, the Washington Square regional center, the employment areas along I-5 in Tigard, and the employment areas of Tualatin.

The school population reflects greater diversity in ethnicity. One in three students (34 percent) identified themselves as non-white. The largest ethnic populations in school are Hispanic (19 percent) and Asian/Pacific Islander (10 percent). The largest average percentages of non-white students are found in schools in the cities of Portland (47 percent), Beaverton (46 percent), Tigard (36 percent) and Tualatin (34 percent).¹⁰ See *Figure 4: Density of non-white population*.

⁹ Census, 2010.

¹⁰ National Center for Education Statistics, Common Core of Data (CCD), "Public Elementary/Secondary School Universe Survey", 2009-10 v.1a.

Population in poverty

In the Southwest Corridor, approximately one in eight persons (13 percent) falls below the federal defined average median income.¹¹ This percentage was less than the regional average (12 percent). However, income varies among the census tracts. Concentrations of people with lower than median incomes are found along 99W in Portland, near Washington Square, in downtown and central Tigard, and the employment areas of Tualatin.

The school population reflects higher rates of poverty in the Southwest Corridor. An average of 46 percent of students is eligible for free or reduced lunch. Students are eligible for free and reduced lunch if their household income falls below 130 percent and 185 percent, respectively, of the federal income poverty guidelines.¹² The highest average percentages of students eligible for free and reduced lunch are found in schools in the cities of Portland (49 percent), Beaverton (42 percent), Tigard (35 percent) and Tualatin (33 percent).¹³ See *Figure 5: Density of population below Area Median Income*.

¹¹ Census, 2010.

¹² **Federal Register** / Vol. 74, No. 58 / Friday, March 27, 2009 / Notices

¹³ National Center for Education Statistics, Common Core of Data (CCD), "Public Elementary/Secondary School Universe Survey", 2009-10 v.1a.

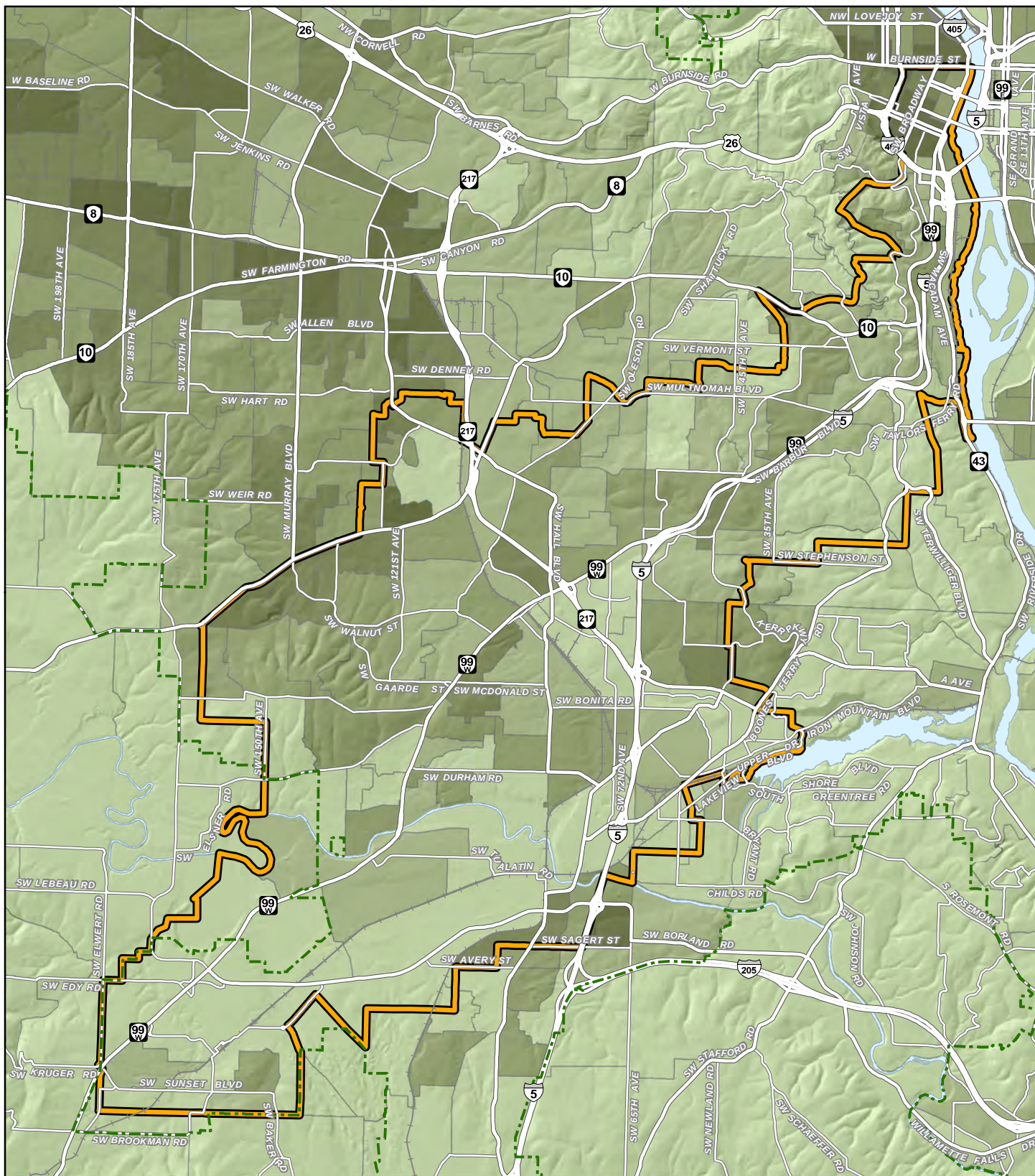


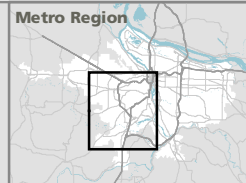
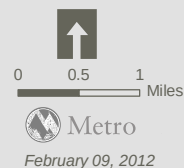
Figure 4

Non-White Pop / Acre

- 0 - .53 ppl/acre
- .53 - 1.08 ppl/acre
- 1.08 - 2.15 ppl/acre
- 2.15 - 4.3 ppl/acre
- 4.3 - 18.06 ppl/acre

Data Collection Area
 Urban Growth Boundary

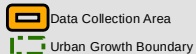
The average density of Nonwhite population for block groups intersecting the Urban Growth Boundary is 2.15 people per acre (21.67% of the population).
 Source: 2010 Census





Pop under area median inc./acre

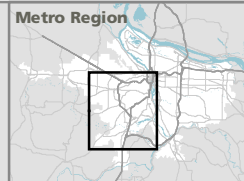
0 - .06 ppl/acre
.06 - .24 ppl/acre
.24 - 1.13 ppl/acre
1.13 - 2.26 ppl/acre
2.26 - 11.32 ppl/acre



The regional average for density of population under 100% of area median income is 1.13 people per acre or 12%.
Source: 2010 Census



February 09, 2012



Health

The planning of communities, especially the availability of community infrastructure and the design of the built environment, can affect health behaviors and environmental exposure. The design of the built environment can offer opportunities for residents to engage in health behaviors that reduce physical activity related illnesses, such as recreation, physical activity and a healthy diet. In addition, the built environment can help to limit exposure to air toxins and noise pollution, which could cause stress-related or air quality-related illnesses. The natural environment, such as trails, parks, tree canopy and open spaces, has been shown to reduce stress.

Generally, the Southwest Corridor has noteworthy prevalence of physical activity and air quality related diseases, although less than the region as a whole. Healthiness of the population varies by neighborhood and income. Sample populations on Medicaid have much higher prevalence of physical activity and air quality related diseases; higher-income neighborhoods close to the Central City have lower prevalence of physical activity related diseases.

Obesity

The prevalence of obesity is 16 percent of Kaiser Permanente members in the Southwest Corridor compared to 20 percent of Kaiser Permanente members region-wide.¹⁴ Over one-third (41

percent) of participants in a Medicaid sample are obese in the Southwest Corridor study area.¹⁵ In comparison, one-quarter of all residents in Multnomah County (26 percent) and Washington County (24 percent) are obese.¹⁶

Almost three-fourths (71 percent) of participants of a Medicaid sample are overweight in the Southwest Corridor.¹⁷ In comparison, one-third of residents in Multnomah County (30 percent) and Washington County (39 percent) of the general population are overweight.¹⁸ See *Figure 6: Rate of high BMI cases (obesity)*.

Asthma

Prevalence of asthma in the Southwest Corridor is similar to regionwide figures. Nearly one in ten (9 percent) of Kaiser Permanente members has asthma in the Southwest Corridor.¹⁹ Approximately one in eight (13 percent) participants of a Medicaid sample has asthma in the Southwest Corridor.²⁰ For comparison, one in ten residents of Multnomah County (10 percent) and Washington County (9 percent) of the general population has

error for members with the following health outcomes in the Kaiser Permanente member population: asthma, body mass index over 30, cardiovascular disease, chronic kidney disease, diabetes mellitus, congestive heart failure, hypertension, smoker. Kaiser Permanente members are a sample of the general population, but do not represent the population as a whole.

¹⁵ Providence CORE, *Oregon Health Study*, www.oregonhealthstudy.org, 2011.

¹⁶ Behavioral Risk Factor Surveillance System, 2010.

¹⁷ Providence CORE, *Oregon Health Study*, www.oregonhealthstudy.org, 2011.

¹⁸ Behavioral Risk Factor Surveillance System, 2010.

¹⁹ Kaiser Permanente, 2010.

²⁰ Oregon Health Study, www.oregonhealthstudy.org, Providence CORE, 2011.

¹⁴ Kaiser Permanente, 2010. In fall 2011, Kaiser Permanente provided Metro with 2010 data on the number of members and the number, rates and margin of

current asthma.²¹ See *Figure 7: Rate of adult asthma*.

Mental health

Two in three Multnomah County (62 percent) and Washington County (69 percent) residents believe they have had no poor mental health in the past 30 days (2006-2009).²² More than one in four (28 percent) participants of a Medicaid sample report having depression in the Southwest Corridor.²³

²¹ Behavioral Risk Factor Surveillance System, 2010.

²² Oregon Behavioral Risk Factor Surveillance System.

²³ Oregon Health Study, www.oregonhealthstudy.org, Providence CORE, 2011.

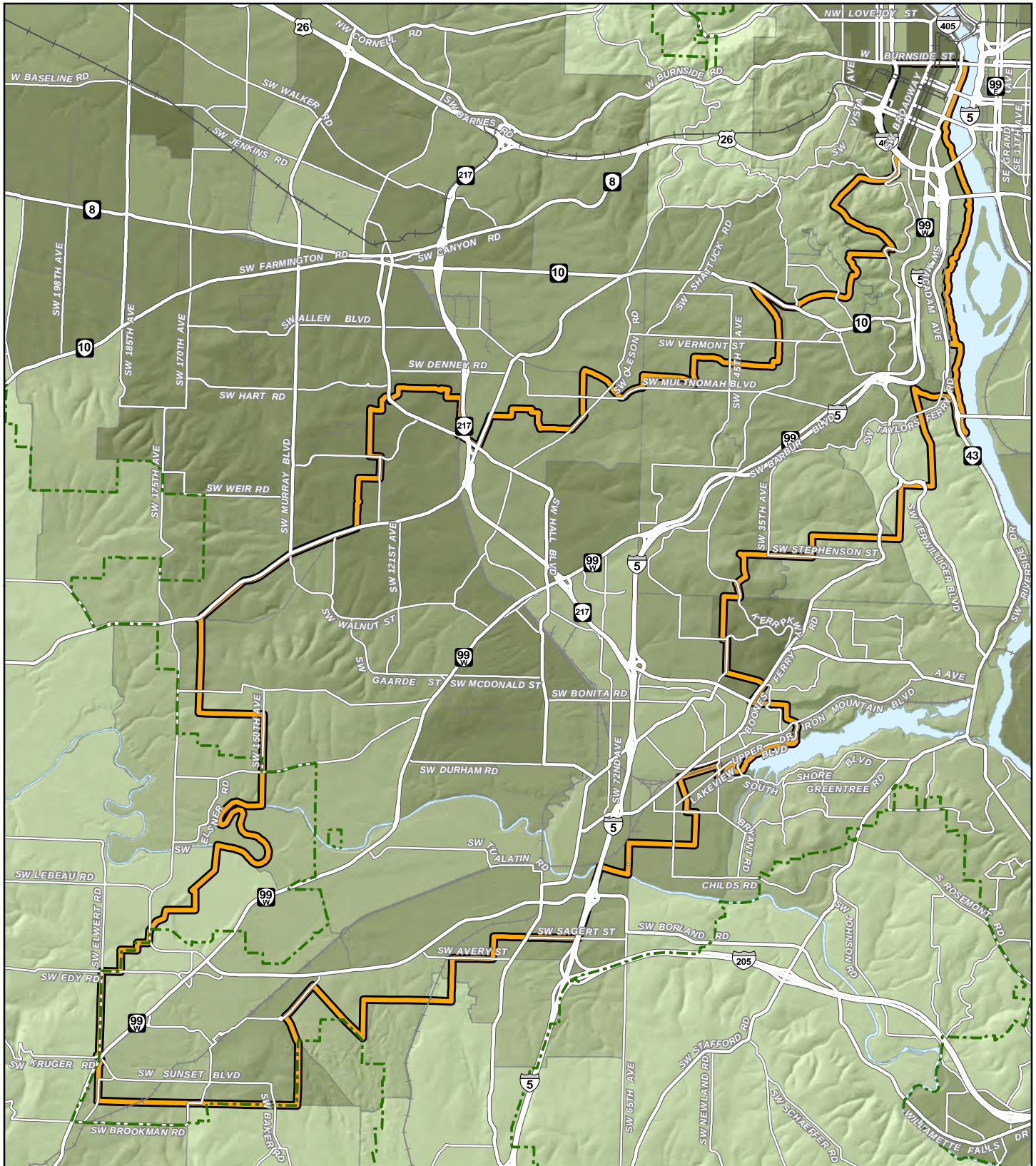


Figure 6

High BMI Rate

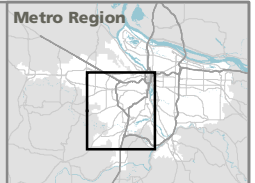
- 0 - .34 ppl/acre
- .34 - .68 ppl/acre
- .68 - 1.36 ppl/acre
- 1.36 - 2.72 ppl/acre
- 2.72 - 5.16 ppl/acre

Data Collection Area
 Urban Growth Boundary

Regional Average for population with high BMI is 1.36 people per acre or 20% of population
 Source: Kaiser Permanente 2010

0 0.5 1 Miles

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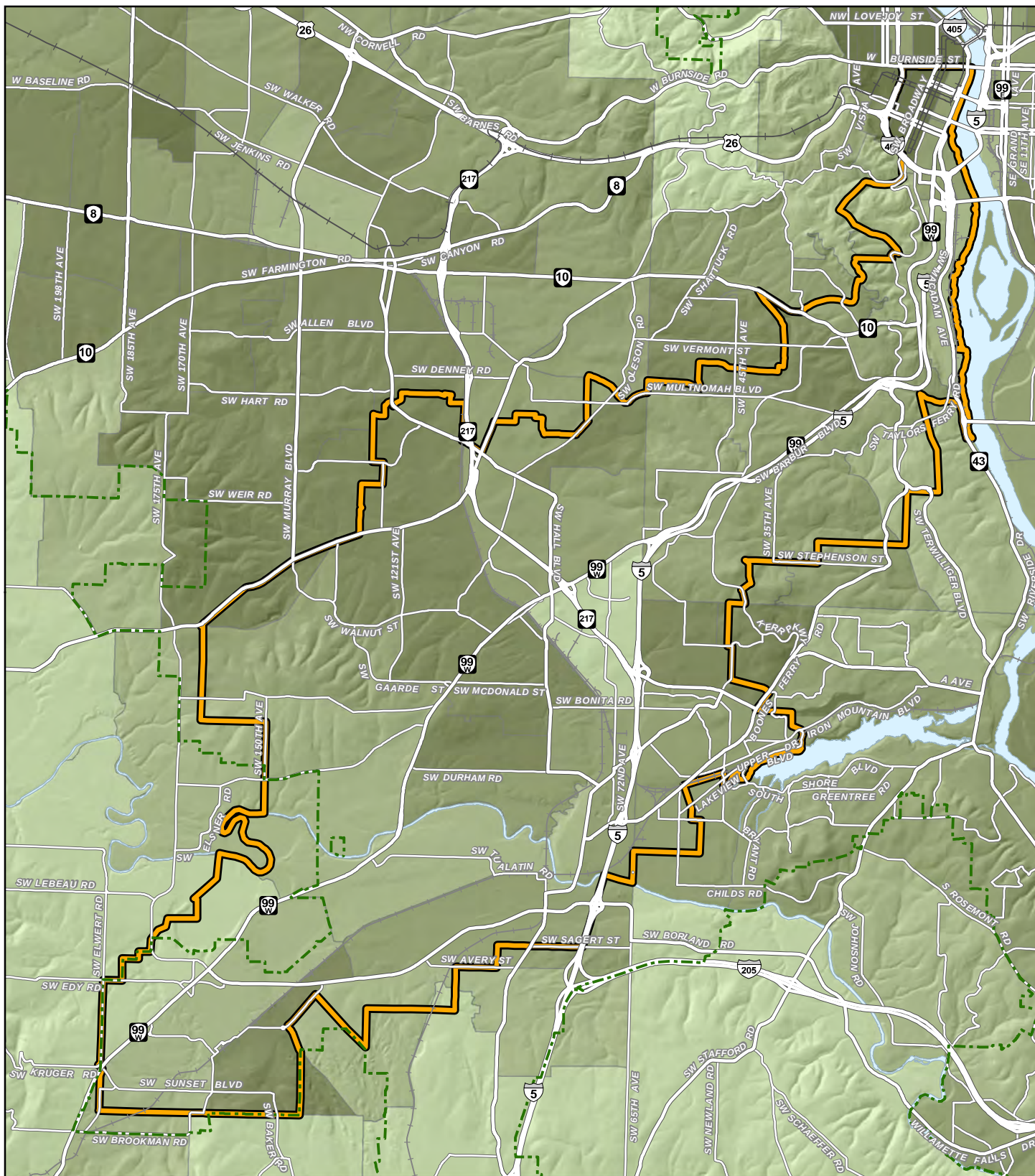


Figure 7

Asthma Rate

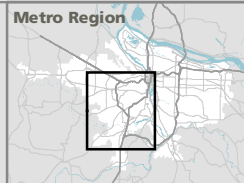
0 - .16 ppl/acre
.16 - .32 ppl/acre
.32 - .64 ppl/acre
.64 - 1.28 ppl/acre
1.28 - 3.1 ppl/acre

- Data Collection Area
- Urban Growth Boundary

Regional Average for population with Asthma is .64 people per acre or 9% of population
Source: Kaiser Permanente 2010



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WHAT ARE THE OPPORTUNITIES TO LIVE, WORK, LEARN AND PLAY?

The Southwest Corridor provides a high level of services and opportunities to live, work, learn and play. It contains a variety of livable and high opportunity neighborhoods that include numerous educational facilities, employment, community assets, and transportation facilities.

Economy

The Southwest Corridor includes several of the largest commercial, employment, and educational centers in the region. The Southwest Corridor is home to 140,412 jobs, which is a quarter of all jobs in the Portland metro region. Concentrations of employment follow major roadways in the corridor, including Highway 217, I-5, Highway 99W, Kruse Way and Tualatin-Sherwood Road. Concentrations of employment are also found in the employment areas within Tualatin, Tigard, and Washington Square. Many areas of the corridor have high jobs to housing ratios. See *Figure 8: Employment density*.

Universities and institutions are key drivers of the regional economy and the Southwest Corridor contains a number of key regional institutions and universities. In the northern portion of the corridor, Oregon Health Science University (OHSU) is the state's fourth largest private employer with over 11,500 employees.²⁴ Portland State University (PSU) is the state's largest university with over 3,500 fulltime employees.

Education

The Southwest Corridor contains numerous educational facilities. Specifically, these include several schools, colleges and universities, Oregon head start programs, workforce training facilities, and libraries.

Concentrations of educational facilities are located near downtown Portland and Portland's University district, Hillsdale, Southwest Portland, the Tigard Triangle, downtown Tigard, downtown Tualatin, and Sherwood.

Also, the Southwest Corridor contains key regional institutions and universities, including Oregon Health & Science University (OHSU), Portland Community College (PCC) Sylvania campus, and Portland State University (PSU). OHSU serves over 2,500 students each year.²⁵ In 2005, the entire PCC system had 24,000 students. Of those, 13,000 (55 percent) attended Sylvania. In fall 2011, full-time equivalent (FTE) of students was 3,787. Sylvania students live in Tigard/Tualatin (14 percent), Lake Oswego/Southwest Portland (12 percent), and Aloha/Farmington (11 percent). PSU is the state's largest university with an enrollment close to 30,000. See *Figure 9: Education facility density*.

²⁴http://selfstudy.ohsu.edu/files/ss05_3.Students.pdf

²⁵http://selfstudy.ohsu.edu/files/ss05_3.Students.pdf

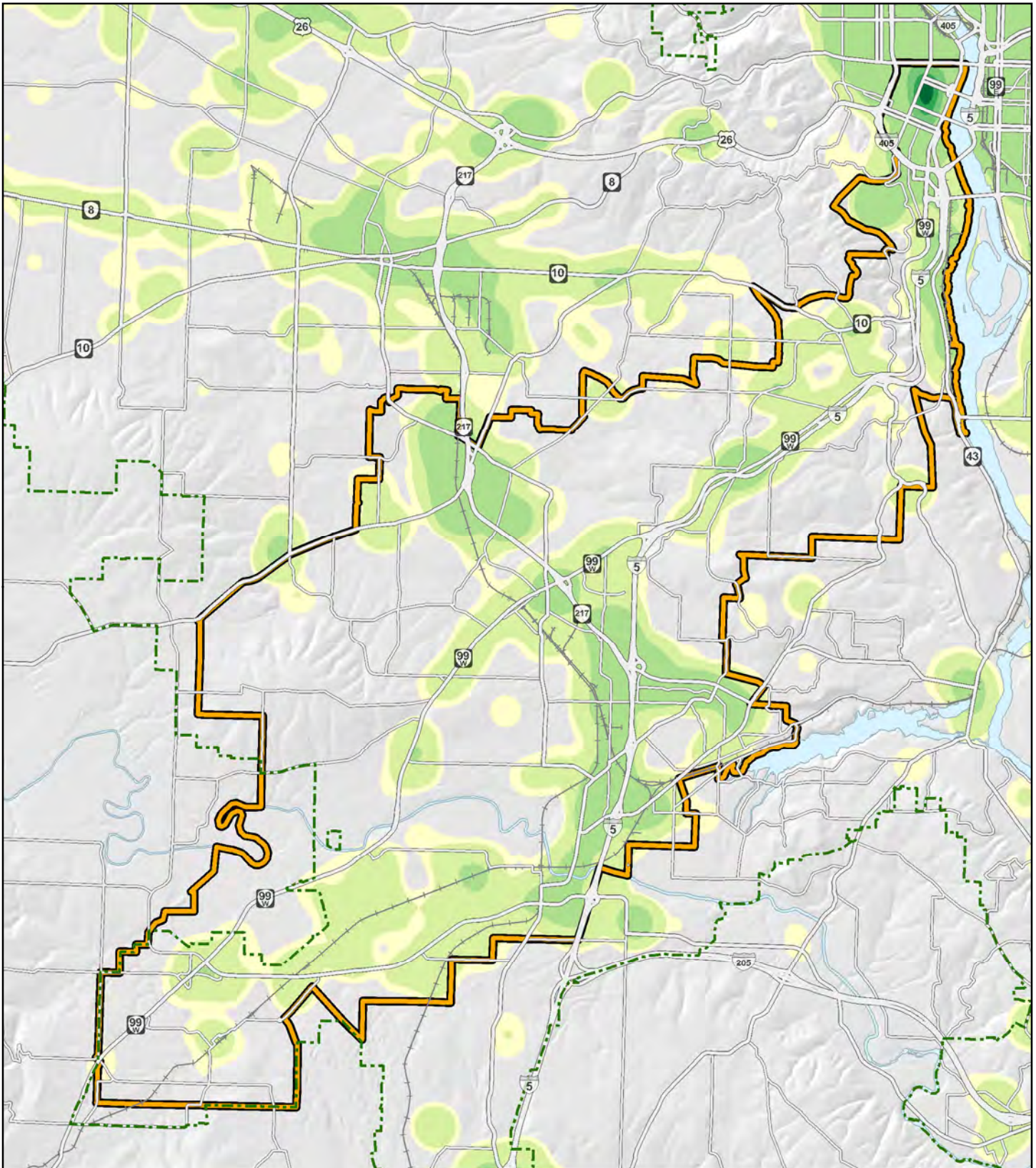
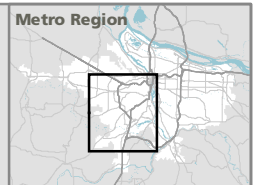
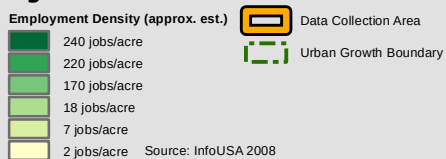


Figure 8



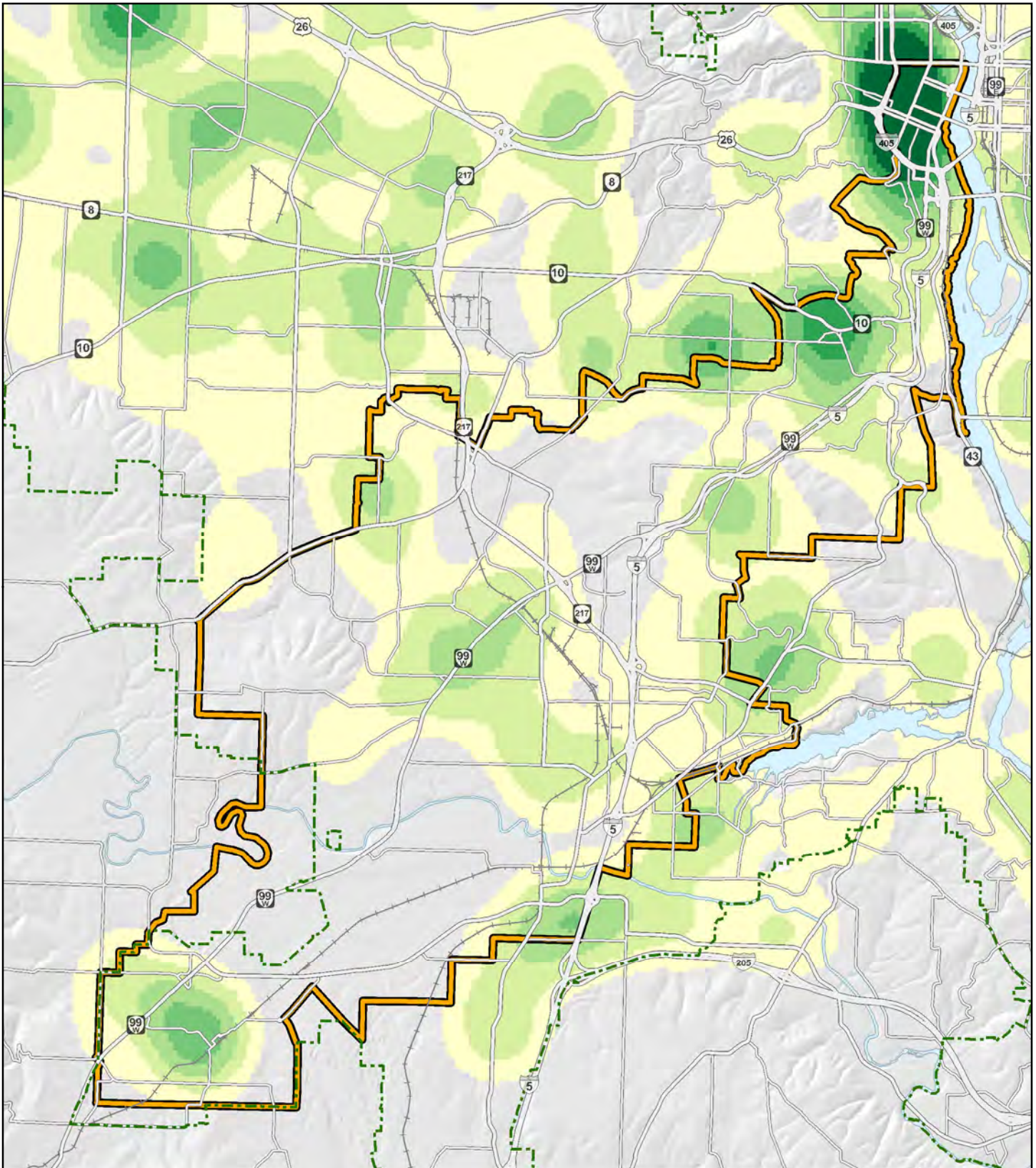


Figure 9

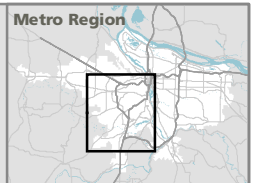
Education Options (num. of facilities)



Facility types include all schools, libraries, and universities. Source: InfoUSA 2008



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Community amenities

The Southwest Corridor is home to many neighborhoods where people's everyday needs are easily accessible within a 20-minute walk. These neighborhoods typically include a variety of community elements that make the neighborhoods livable, enjoyable and easy to inhabit. Some of these community elements include cafes, bookstores, grocery stores, health and social services, and parks.

Urban amenities

The Southwest Corridor hosts 983 urban amenities like cafes, bookstores, grocery stores and theaters, which is 20 percent of the Portland metro region's urban amenities. Concentrations of urban amenities are located in the West Portland Town Center (Southwest Crossroads) between Multnomah Village and Portland Community College along Highway 99W, downtown Tigard, King City and Summerfield, near Washington Square Regional Center, and Sherwood Town Center. See *Figure 10: Amenity density*.

Healthy food

The Corridor is home to 39 grocery stores and fruit, vegetable, and meat markets, which is 13 percent of the Portland metro region. This amounts to approximately two grocery stores or fruit, vegetable, and meat markets for every 10,000 residents in the Corridor. See *Figure 11: Healthy food sources*.

Health and social services

Densities of health and social services can be found in the Southwest Corridor near downtown Portland, Multnomah Village,

along Barbur Boulevard, Washington Square, King City, and the Sherwood Town Center along Highway 99W. See *Figure 12: Community, social, and health services density*.

Parks

The Southwest Corridor has approximately 4,825 acres of parks and natural areas. It is less than a 10-minute walk to a park, trailhead or natural area from almost half (45 percent) of the residential neighborhoods in the Southwest Corridor, compared with two-third (69 percent) of the region.²⁶ This includes the Tualatin River National Wildlife Refuge. See *Figure 13: Access to Intertwine Tier 2 Parks and Natural Areas*.

The corridor does not have a strong, interconnected network of trails. There are 25 miles of regional trails constructed in the corridor and 45 miles planned either formally or in the concept stage.

The Tigard Triangle and the areas to the north and north east have little to no parks or natural areas and offer very limited access to the experience of nature for people.

Within the Southwest Corridor there is a need for approximately 400 acres of parkland and approximately 75 miles of regional trails based on parks system plans from each city.

²⁶ 1 [Urban Green](#), Peter Harnick, page 15.

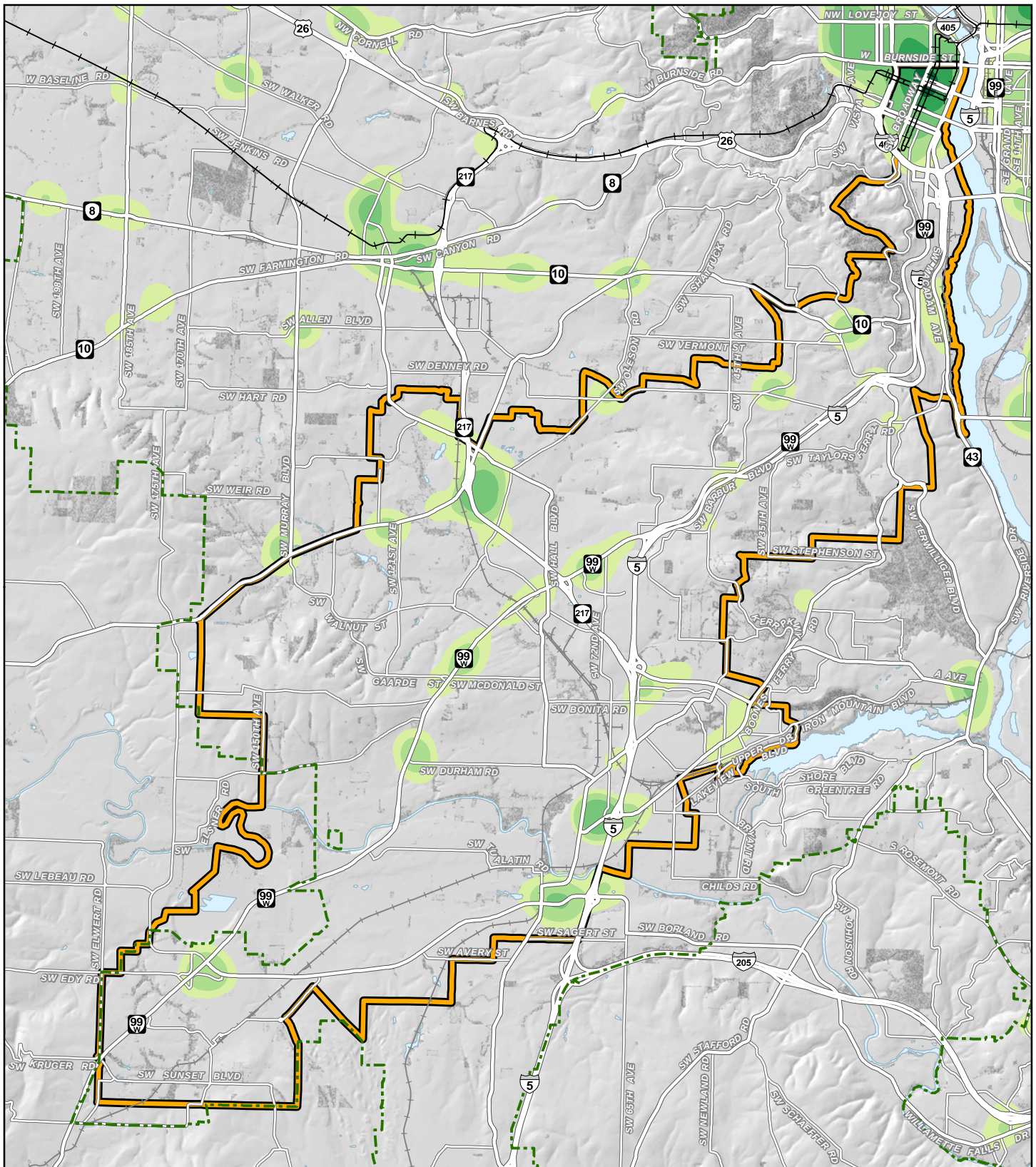


Figure 10

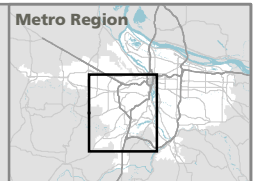
Average Amen. / Acre

- 0.5 / acre
- 1 / acre
- 2 / acre
- 5 / acre
- 10 / acre

Legend:

-  Data Collection Area
-  Urban Growth Boundary

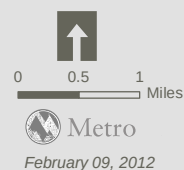
Source: InfoUSA 2008

 Metro
February 09, 2012



- Fruit & Vegetable Markets
 Data Collection Area
-  Meat Markets
  Urban Growth Boundary
-  Supermarkets & Other Grocery Stores

Source: InfoUSA 2008



Metro Region



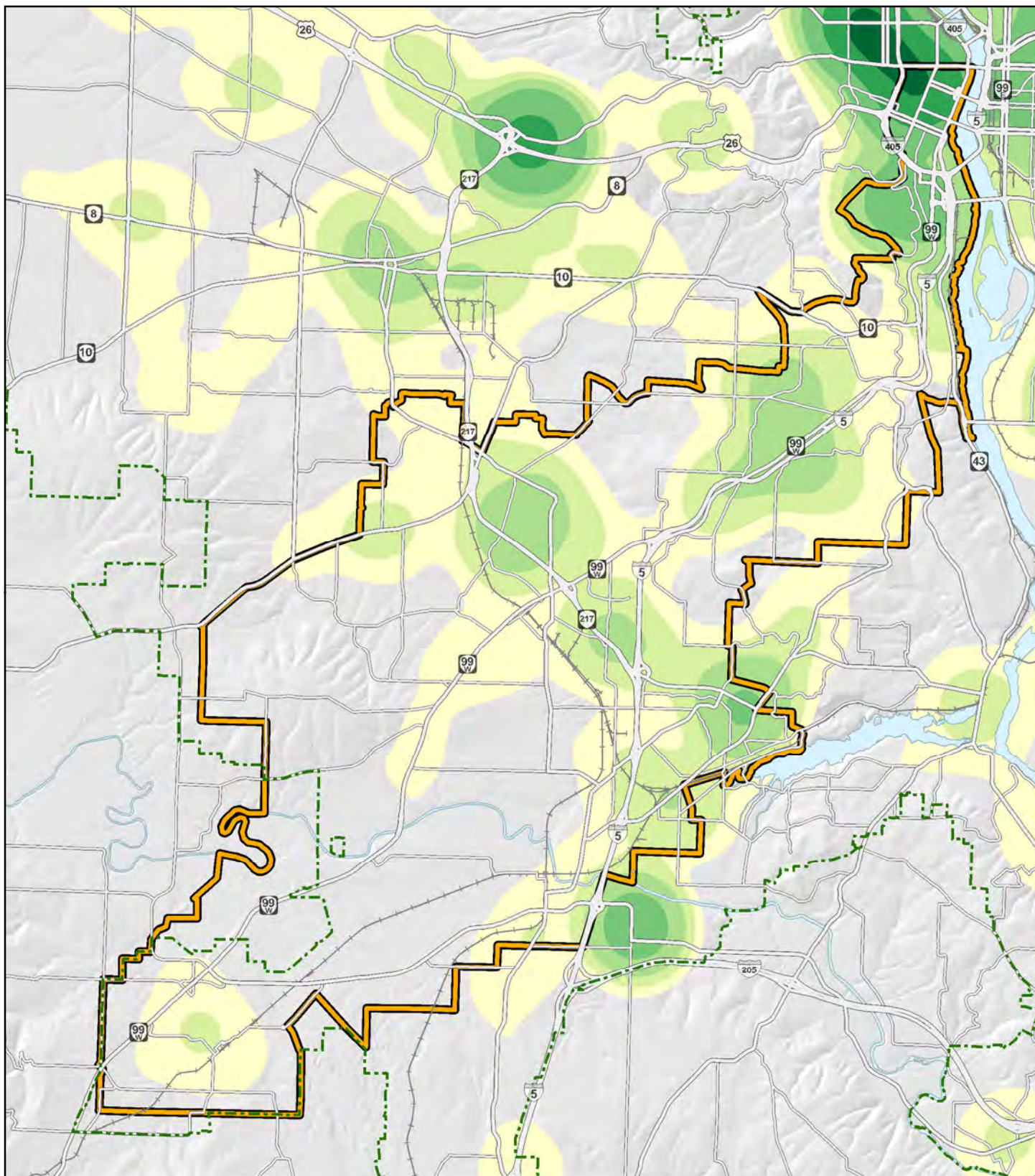


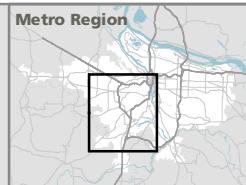
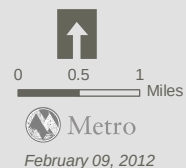
Figure 12

Community, Social, and Health Services Mean Density (approx. est.)

200 facilities / sq mi	25 facilities / sq mi
100 facilities / sq mi	11 facilities / sq mi
43 facilities / sq mi	4 facilities / sq mi

 Data Collection Area
 Urban Growth Boundary

Source: InfoUSA 2008



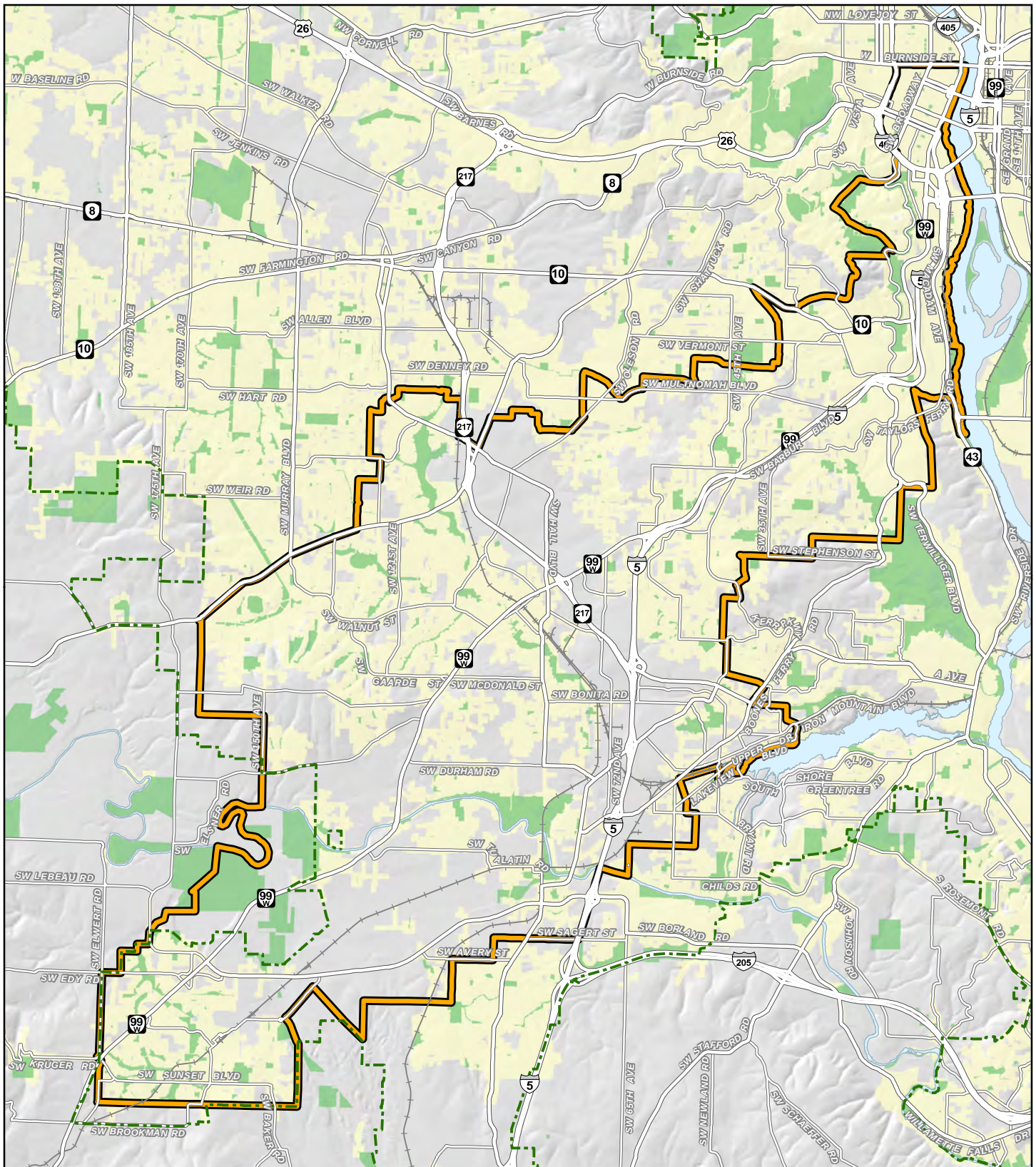
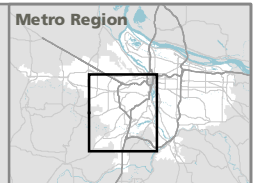
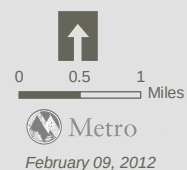


Figure 13

- Intertwine Tier 2 Parks and Natural Areas
- 1/3 mi walked to Tier 2 Areas
- Data Collection Area
- Urban Growth Boundary

Source: Intertwine Study 2011



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Natural resources

Water quality and quantity

The Southwest Corridor includes three separate watersheds and 98 miles of streams, which is more than 10 percent of the region's waterways. Water quality issues include high temperatures, excessive nutrients and pollutants.²⁷ Water quantity is also a challenge. Impervious surfaces cause excessive runoff into these creeks and streams during even small storm events, scouring and down cutting stream banks and causing flooding and erosion. Projections for the Willamette Basin show that the length of time that streams are expected to go dry in even a moderately dry summer will double, causing even greater impacts to water quality, stream health, fish and wildlife over time.

Identifying those streams and riparian areas where narrow corridors can be widened presents the best opportunity for significantly improving water quality and wildlife health.

Wildlife habitat

Due to the intense level of development, few remaining opportunities for protecting significant habitat exist in the corridor. However, public agencies, non-profits, neighborhood groups and private land owners support enhancement and restoration of fish and wildlife habitat restoration is happening throughout the corridor. Habitat enhancement and the re-creation of habitat are important to the

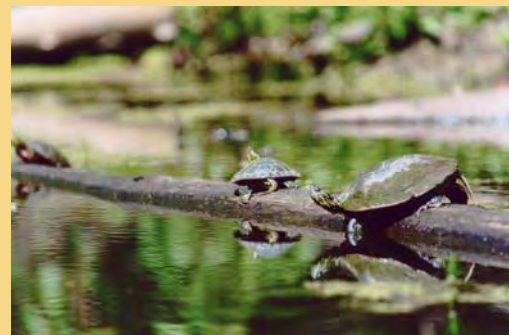
health of wildlife within the corridor and could be a strategy in the corridor plan. Significant habitat patches and special habitats remain, like remnant oak woodlands, hardwood floodplain forests and turtle habitats, which need conservation and protection.

Protected wildlife species are found throughout the Southwest Corridor. Wildlife species of concern, with federal and state status, include the Northern Red-legged Frog, Western Painted Turtle, Pacific (Western) Pond Turtle, Bald Eagle, American Peregrine Falcon, Band-tailed Pigeon, Pleated Woodpecker, Olive-sided Flycatcher, Little Willow Flycatcher, Purple Martin, Slender-billed (White-breasted) Nuthatch, salmonids and bat

WILDLIFE PHOTOS



Northern Red-legged Frog



Western Painted Turtle

²⁷ All of the streams within the corridor are 303(d) listed for water quality by the Oregon DEQ.

species.

Wildlife crossings

Wildlife corridors are important to the long term health of our native species. There are three major stream crossings and several smaller/minor stream crossings impacted by Highway 99W. Typically, these stream crossings also serve as connectivity corridors for wildlife. Next to improving water quality and quantity issues, improving the stream crossings and allowing fish and wildlife passage represent the best opportunities to support wildlife health within the corridor. Improvements of crossings for wildlife could be paired with improved pedestrian crossings to create safer and more reliable transportation alternatives and opportunities for increased access to nature for people living, working and traveling within the area.

Low impact development approaches

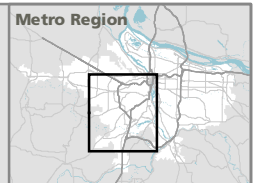
Low-impact development approaches (LIDAs) are not widespread in the Southwest Corridor outside of the City of Portland. These development practices preserve streams from inundation, flash flooding, erosion and pollution. However, LIDAs may be more expensive due to low infiltration rates caused by the area's tight soils. Additionally, some LIDA practices are space intensive and are difficult to permit and finance.

Urban tree canopy

An American Forests study conducted in the Willamette/Lower Columbia Region found that average tree canopy cover had been reduced nearly in half, from 46 percent in 1972 to 24 percent in 2000. In

the study's urban areas, canopy was reduced from 21 to only 12 percent coverage. Overall the tree canopy in the Southwest Corridor is high (29 percent) and many of the residential areas in the corridor feel quite lush and beautifully forested. However, tree canopy covers less than one-sixth of industrial and commercial areas, many of which are directly adjacent to major roadways. See *Figure 14: Tree cover*.

Tree canopy can help beautify the area, clean the air, cool water in streams and slow and clean urban storm water runoff. Tigard and Portland have updated their urban forestry policies and adopted aggressive tree canopy goals for all land use types. Plans for the Southwest Corridor could include more ambitious goals for expanding tree canopy in areas where canopy is lacking. Actions could include tree planting programs for public lands, identifying new funding sources for tree planting and tree maintenance, improving enforcement of existing tree protection and implementing best management practices during construction, development and redevelopment.



Land use

Centers, corridors and main streets have been identified as locations for focused growth in the 2040 Growth Concept. The Southwest Corridor includes the 2040 designated Central City; the Hillsdale Town Center, West Portland Town Center, Tigard Town Center, Tualatin Town Center, Sherwood Town Center, and Washington Square Regional Center

Southwest Corridor contains a wide variety of land uses. Swaths of commercial and industrial strips surround by residential land along Highway 99W and Highway 217. Between Highway 99W and Interstate-5 in Tualatin is a large continuous area of industrially zoned land. The Tualatin River National Wildlife Refuge dominates the landscape between Sherwood and King City. See *Figure 15: Generalized zoning*.

Much of the land within the Southwest Corridor has been developed. There is a total of 1,496 acres of vacant land throughout the corridor.²⁸ See *Figure 16: Vacant land*.

Focus areas

Thirty focus areas were defined through a collaborative process between Metro and the local jurisdictions. The focus areas are areas that are of high importance for future housing and job growth and will be the focus for transportation investments. Focus areas vary by zoning potential, transit orientation, trip patterns and

demographic data. See *Figure 17: Focus areas*.

Development policy and incentives

Jurisdictions in the Southwest Corridor employ several development tools, policies and incentives.

Portland uses Transit Oriented Development Tax Exemption Program, which provides a 100 percent property tax exemption for the construction of dense, multi-story housing in urban centers, preferably near transit facilities.

Portland, Tigard, Sherwood and Lake Oswego employ Tax Increment Financing, which is the assessed value of real property within a defined area of investment is frozen and an authorized agency acquires capital by issuing bonds against the future projected increase in property taxes for that area.

Portland, Tigard, Tualatin, King City, Sherwood, Lake Oswego and Beaverton have improvement districts, which allow private sector entities to assess themselves and other businesses within a district a fee, collected on their behalf by a local jurisdiction.

Portland and Tualatin have parking requirements that decrease the amount of land needed for development. These encourage more residential and commercial investment while reducing congestion and increasing public transportation options.

Other potential development incentives include vertical housing development zone programs, restructuring system development charge fee schedules, and Oregon enterprise zones.

²⁸ Metro's RLIS vacant land data, 2011.

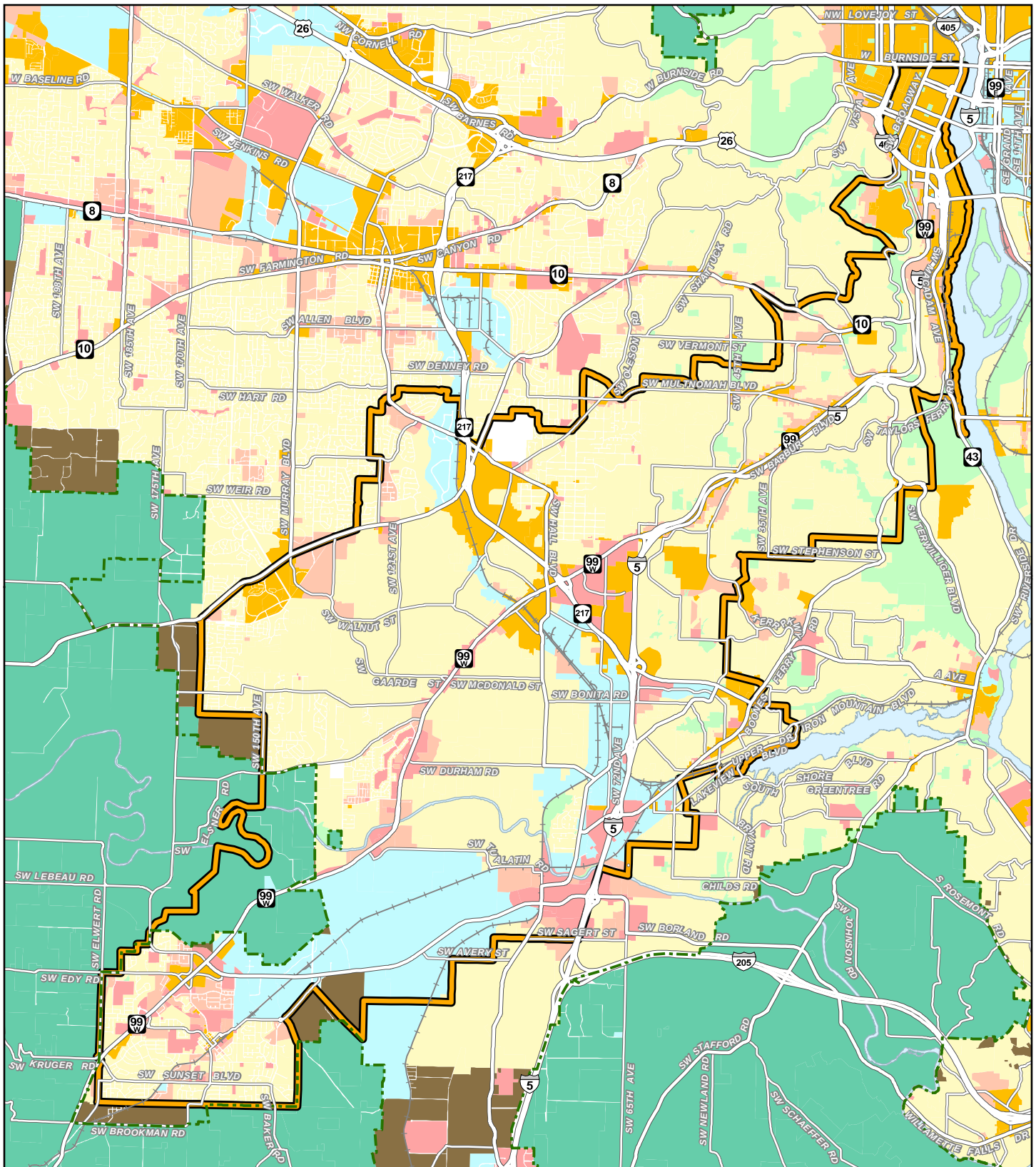
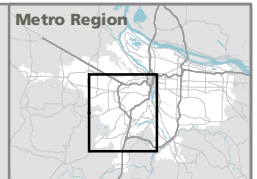
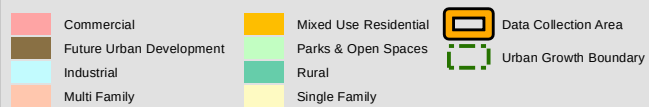


Figure 15



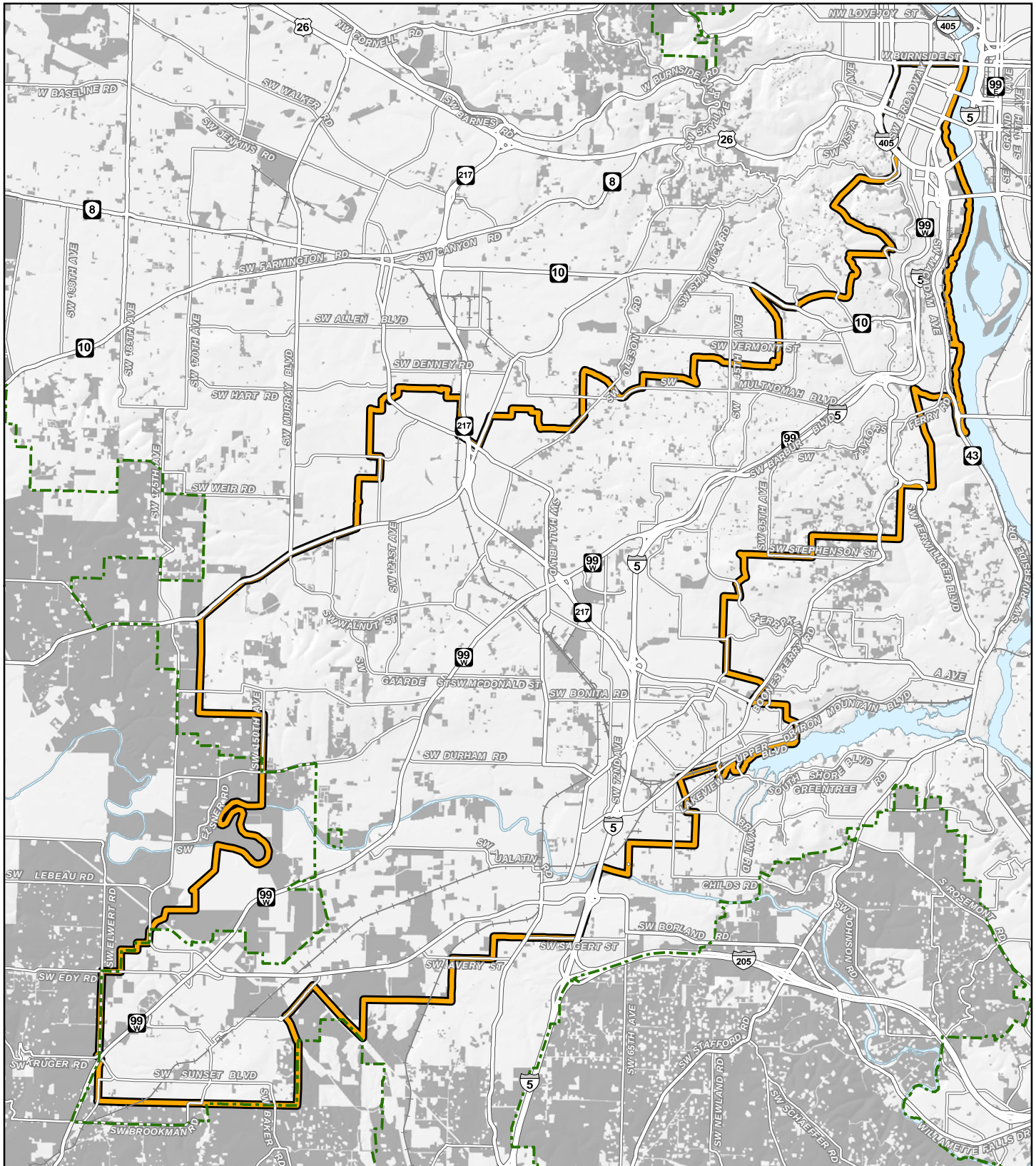
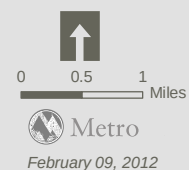


Figure 16

- Vacant Land
- Data Collection Area
- Urban Growth Boundary

Source: RLIS 2012



Southwest Corridor Focus Areas

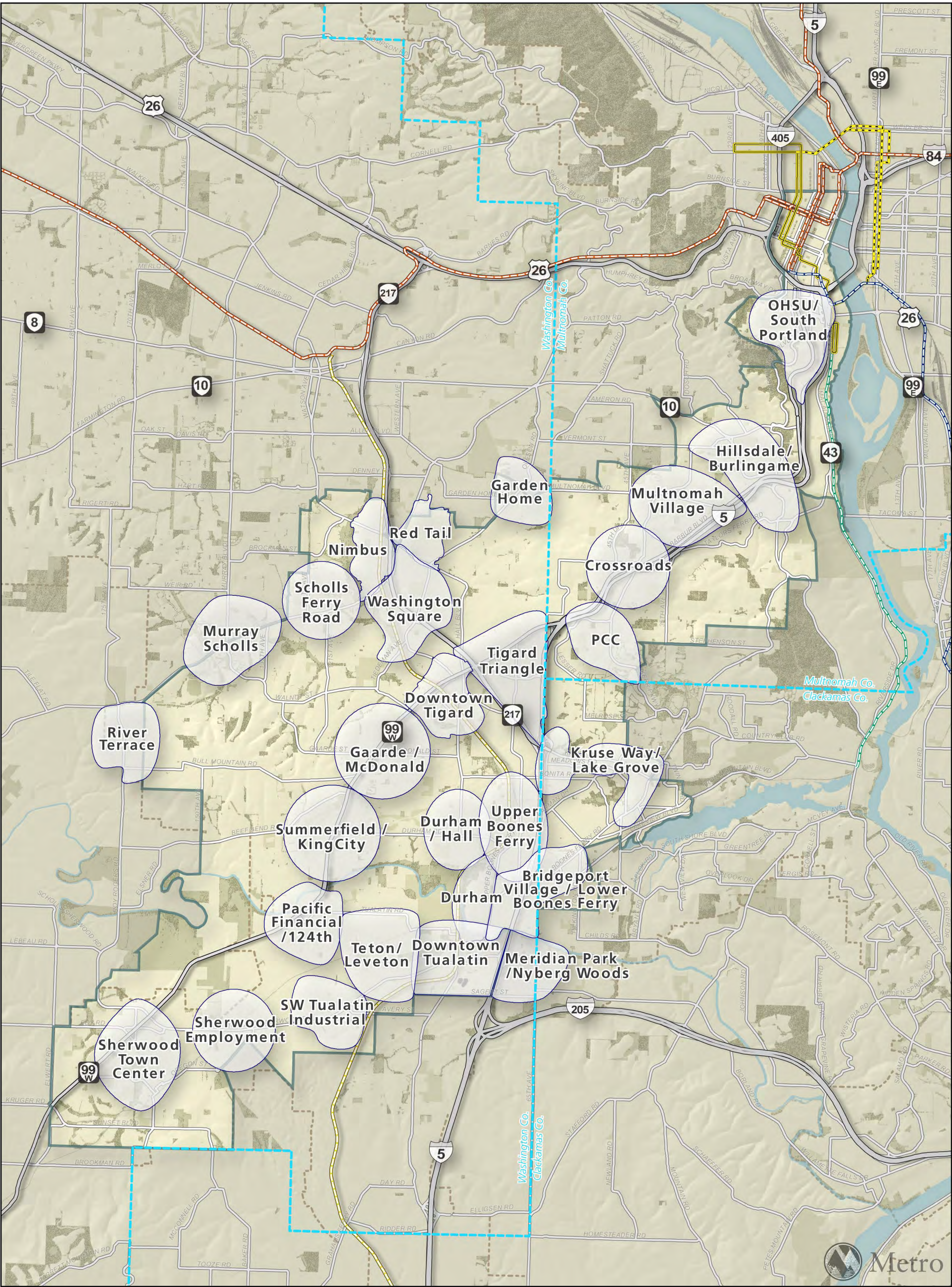


Figure 17

SW Focus Areas
Data Collection Area

Parks / Open Spaces
County Boundaries
Urban Growth Boundary

Light Rail
Commuter Rail
Streetcar, Existing
Streetcar, Under Construction
Portland-Milwaukie Light Rail Project
Lake Oswego Transit Project



0 1 2 Miles

February 2, 2012



Housing

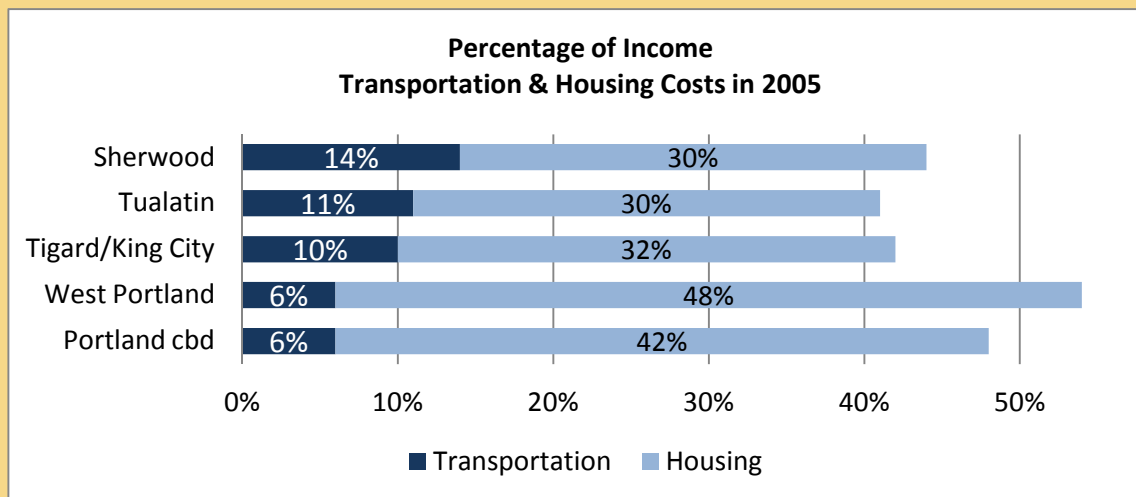
The neighborhoods within the Southwest Corridor differ on housing mix, housing affordability, and transportation costs. Overall, residents of the corridor spent 41-54 percent on housing and transportation costs. The northern portion of the corridor has higher housing costs and lower transportation costs. The southern portion of the corridor has lower housing costs and higher transportation costs.²⁹

Approximately 51,164 housing units (63 percent) in the corridor census tracts were owner-occupied and approximately 29,762 units (37 percent) were renter-occupied.³⁰

Home prices

Within the cities that comprise the Southwest Corridor, the average cost of a single family home for sale is \$276,175 and \$100,700 for a multifamily unit.³¹ Lake Oswego, Durham and Tualatin have the highest average home for sale prices. Lake Oswego and Portland have the highest average multifamily unit sale prices. Of those areas sampled in the Southwest Corridor, highest home prices are found near Barbur Boulevard within Portland, near Durham and Hall, and in the Tigard Triangle.

TRANSPORTATION & HOUSING COSTS



²⁹ Urban Growth Report, Appendix 7, Metro, 2010.

³⁰ U.S. Census Bureau, American Community Survey (ACS), 2009.

³¹ Market Action; Zillow, October 2011.

HOUSING AFFORDABILITY¹



Elementary school teachers, fire fighters, nurses, police officers, administrative assistants and dental assistants make less on average than is needed to afford a median home price, \$220,000, in the Portland Metropolitan Area.³²

Rental prices

Housing costs vary throughout the Southwest Corridor. In Southwest Corridor cities, the average cost for an apartment ranged from \$0.84 per square foot for a three-bedroom apartment to \$0.99 per square foot for a one-bedroom apartment, or from approximately \$642-\$1,058 for an apartment³³. In comparison, the Portland Metro Area has average rates of \$0.83 for a three-bedroom apartment to \$1.07 per square foot for a one-bedroom apartment.

A sampling of locations within the Southwest Corridor offers a snapshot of the rental market in the area. Within the Southwest Corridor, some of the highest rents are found near Barbur Boulevard within Portland, near Durham and Hall, in downtown Tigard, and in Sherwood Town Center. The average rent for single family apartments is the highest in Sherwood Town Center, Tigard Triangle, and near Barbur Boulevard in Portland.

Nursing aides, retail salespersons, janitors, hairdressers, and bank tellers on average make less than the average median income and cannot afford the median one bedroom apartment rent, \$783 per month, in the Portland Metropolitan Area.³⁴

³² U.S. Department of Housing and Urban Development's report on Fair Market Rents for the year 2011.

³³ Norris, Beggs, & Simpson, 2011.

³⁴ U.S. Department of Housing and Urban Development's report on Fair Market Rents, 2011. Wage data: August 2011, Salary.com.

Housing assistance

Subsidized housing is targeted for members of our society that earn under the federal standard of average median income (AMI). The median income of rental assistance recipients was \$10,300 with \$528 in rental assistance.

The Southwest Corridor hosts approximately 1,900 units of regulated subsidized housing and is home to approximately 750 rental assistance recipients.³⁵ Downtown Portland in the Southwest Corridor³⁶ holds an additional approximately 3,000 units of regulated subsidized housing and 650 rental assistance recipients.³⁷ Downtown Portland, Tigard, and Tualatin have the highest number and percentage of regulated subsidized housing units. The highest number percentage of rental assistance recipient households uses that assistance to live in housing within the city of Tigard.³⁸ See *Figure 18: Subsidized housing unit density*.

Higher land values in the Corridor have limited the opportunities to develop affordable housing, but the Southwest Corridor is a desirable place to live. For example, for around 160 regulated affordable housing units, Home Forward has a wait list of 1,342 people.

A variety of tools for advancing housing choices are available. Tigard has a fee waiver program and tax exemption for

affordable housing development. Beaverton has a loan and grant programs for emergency repairs and accessibility modifications, to loans for energy efficiency upgrades and comprehensive housing rehabilitation. Portland has numerous incentives for developers and non-profits. Lake Oswego has an Affordable Housing Task Force Report, and offers tax increment financing for affordable housing units in downtown.

Other tools to increase housing choices include tax credits, property tax exemption or abatement, land donation, reduced fees or system development charges, housing trust funds, reduced-rate loans, and federal, state, and local grants.³⁹ Other development incentives used for affordable housing include development bonuses, accessory dwelling units and parking standard flexibility in parking standards.

Brownfields & Hazardous Materials

The Southwest Corridor has only a few identified brownfields. A comprehensive inventory of existing brownfield sites is needed for the Southwest Corridor. The highest concentrations of hazardous materials are in the northern part of the corridor in the Portland metro region; the lowest concentrations are located in the southern end of the corridor near Sherwood. The majority of sites identified by DEQ are for leaking underground storage tanks.⁴⁰

³⁵ Excludes downtown Portland.

³⁶ Downtown Portland in Southwest Corridor data collection area, bordered by SW Burnside, I-405, and the Willamette River.

³⁷ RLIS, 2011 Housing Update.

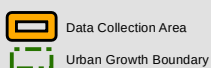
³⁸ Does not include City of Portland rental assistance data.

³⁹ Meeting: Metro, Portland Housing Authority and the Washington County Housing Authority, 7/1/10.

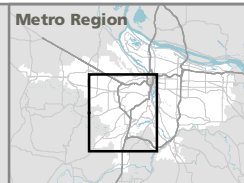
⁴⁰ Department of Environmental Quality's (DEQ) Facility Profiler website.



6,500 Units / sq mi	300 Units / sq mi
5,000 Units / sq mi	100 facilities / sq mi
600 Units / sq mi	50 Units / sq mi



 Metro
February 09, 2012



Historic resources

The National Historic Preservation Act requires federal agencies to take into account how federal undertakings affect historic properties resources listed in or eligible for the National Register of Historic Places (NRHP). In the Southwest Corridor, approximately 300 Historic resources are listed in the National Register of Historic Places (NRHP). These include historic resources in the South Portland Historic District and properties individually listed in the NRHP. The relatively low number of National Register properties from more recent historic context periods may indicate a lack of survey of the period rather than an assumed ineligibility of resources from

those time periods. The NRHP typically considers properties over 50 years old.

Archaeology

A total of 46 cultural resources are reported to occur within the project area, but only 23 of these are officially recorded with sites forms on file at the Oregon State Historic Preservation Office. Of the recorded sites, nine are historic, eleven are prehistoric, and two have both historic and prehistoric components. The remaining recorded site in the project area is a modern rock art replication site. Only a few archaeological sites in the study area have been formally evaluated and many would require additional investigations to make a determination.

HOW DO PEOPLE AND GOODS MOVE IN THE CORRIDOR?

The Southwest Corridor represents a large geographic area with a diverse range of transportation issues and problems. Historic development patterns and geographic and man-made barriers contribute to many of these challenges.

Transportation

Highway 99W is an essential route in the corridor. It serves as the predominant link between destinations within the corridor, particularly south of the Tigard/Portland boundary where parallel facilities are lacking. It also suffers from **functional conflicts** in several areas. As a designated Statewide Highway south of the boundary, Highway 99W's officially stated function is to provide inter-urban and inter-regional mobility, and to provide high-speed, continuous-flow operation. In portions of Tigard and Sherwood, however, the retail commercial development along the highway promotes short trips, and multiple business access points and closely-spaced intersections contribute to congestion and reliability problems. North of the Tigard/Portland boundary Highway 99W is designated as a District Highway, which is expected to function more like a city arterial providing local access and serving local traffic. In reality, as a parallel route to I-5 in this section, Highway 99W carries longer trips that divert from I-5, especially when the freeway is congested. The current locations and spacing of I-5 ramps may contribute to functional conflicts and congestion on Highway 99W in this area. There is also less commercial development and fewer intersections and

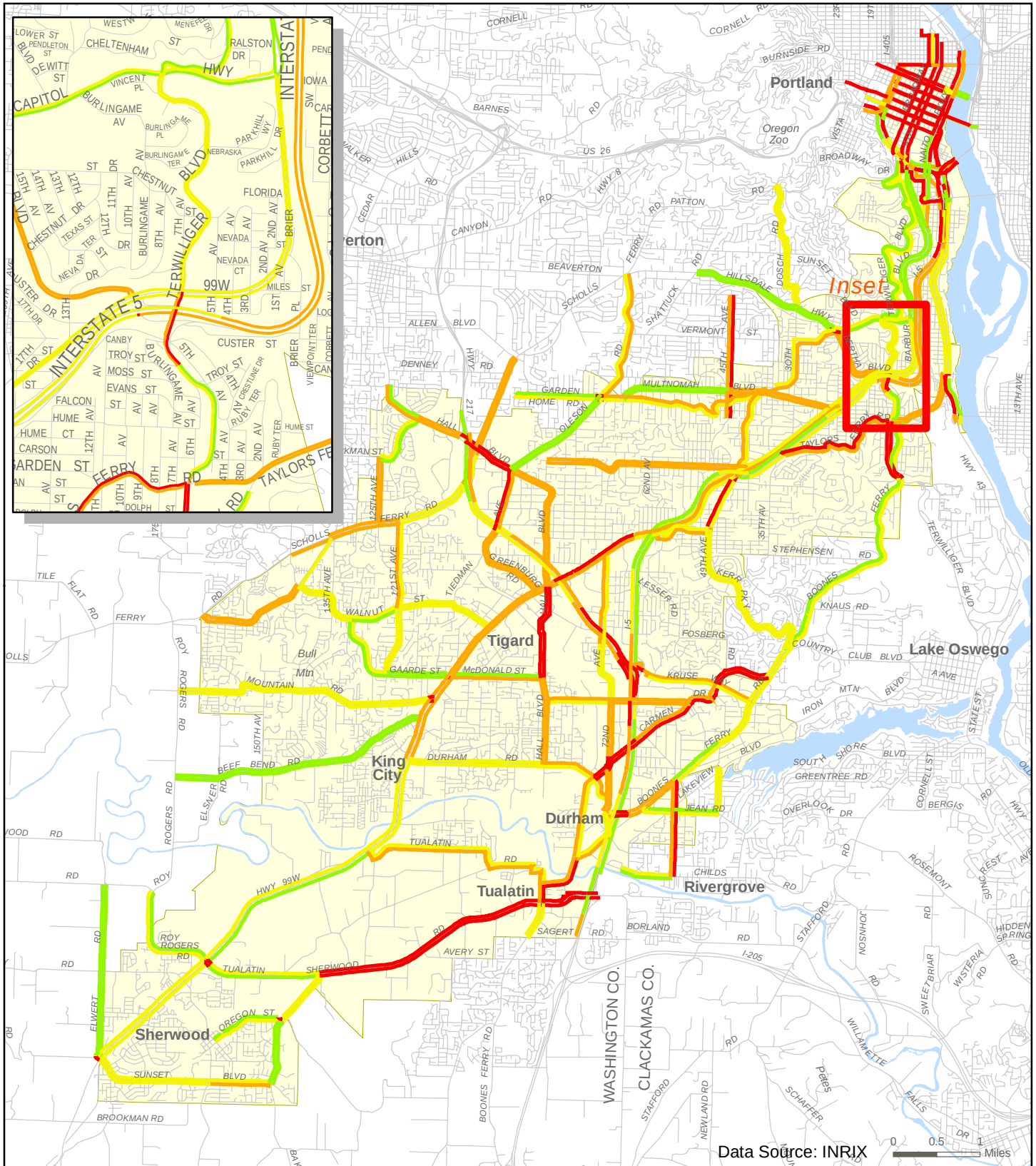
access points in this section of the roadway.

Congestion, defined as average speed slower than 60 percent of posted speed during the PM peak period, occurs in isolated areas throughout the corridor. Notable locations include:

- Highway 99W between I-5 and OR-217,
- I-5/OR 217 interchange on both facilities
- Tualatin-Sherwood Road
- Hall Boulevard near Washington Square and south of Tigard
- Taylors Ferry Road between Highway 99W and Boones Ferry Road
- Upper Boones Ferry Road/ Carman Drive.
- In addition, on portions of Highway 99W between Highway 217 and King City, and between Multnomah Boulevard and I-5, travel speeds are within 60-75 percent of posted speeds during the average PM peak period. Congested conditions may occur sporadically in these segments.

See *Figure 19: Congestion* and *Figure 20: Node trips*.

Southwest Corridor - Transportation



Speed Map- 2008 to 2010 Weekday Evening Peak Hour (5-6 P.M.)
Average Roadway Travel Speed compared to Posted Speed

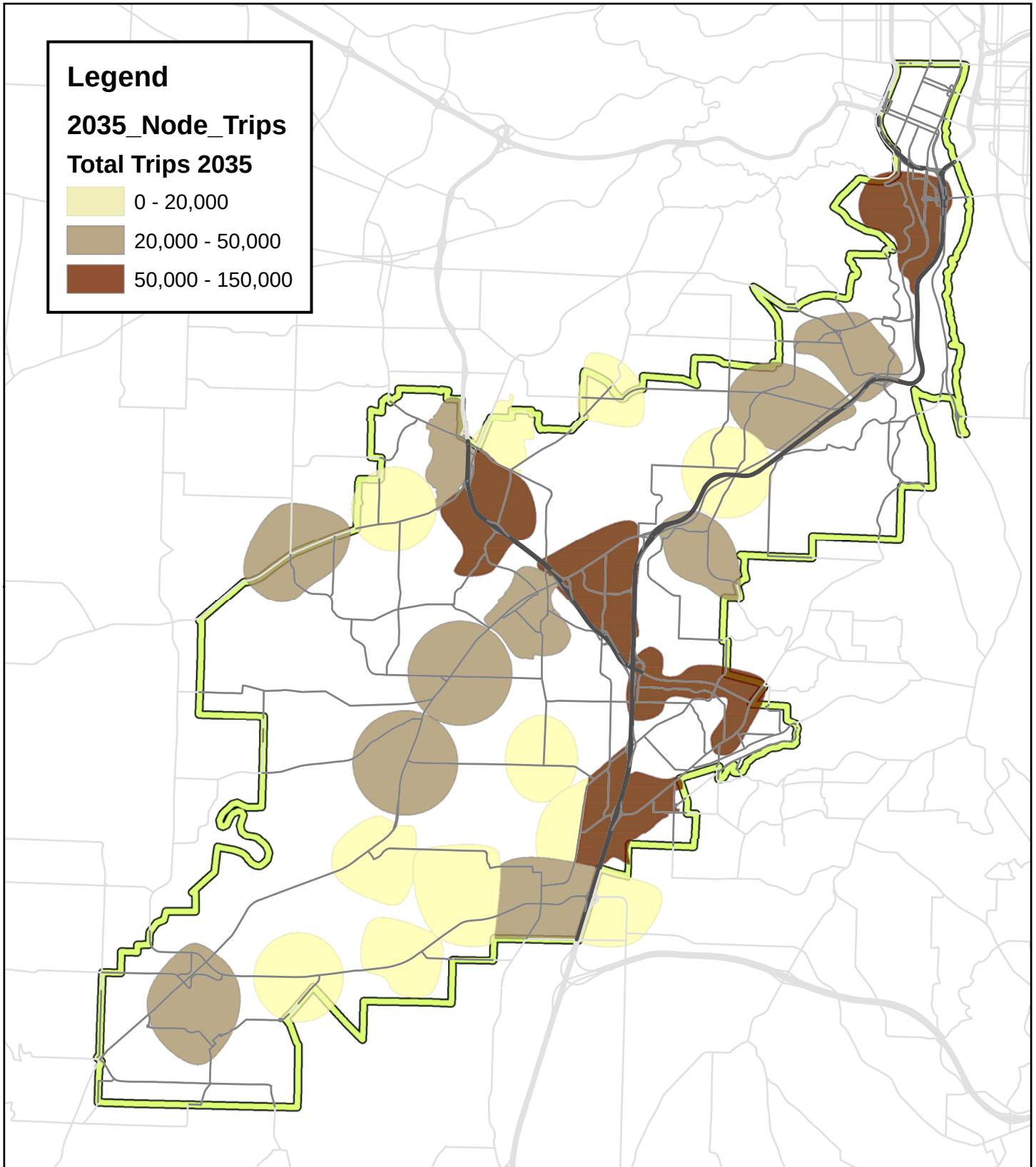
- Uncongested (travel speeds of at least 90% of posted speed)
- Slowing (travel speeds between 75% and 90% of posted speed)
- Slow (travel speeds between 60% and 75% of posted speed)
- Congested (travel speeds of less than 60% of posted speed)

Data Collection Area

Metro Region



Southwest Corridor - Transportation



Map X.x

0 0.5 1 Miles

Metro Region



Connectivity issues affect access to major employment, education, and retail centers. These issues are largely a product of geography and the locations of freeways and highways in the corridor. In the north, steep terrain prevents the development of a grid network.

Throughout the corridor, but especially in the Tigard Triangle area, I-5, and OR-217, and Highway 99W create barriers that obstruct connectivity. In the south, crossings over the Tualatin River are limited, funneling north-south travel to three facilities in the corridor. The Portland and Western rail line bisects the corridor between Bridgeport Village and the Washington Square/Nimbus areas; lack of overcrossings restrict local access to and concentrate traffic onto a small number of crossing roads.

Transit

A lack of transportation options is an issue in several areas of the corridor. “Transit deserts”, areas without transit service, exist in much of the southern corridor. Sherwood, located at the edge of the TriMet service district, is particularly isolated with service only on Highway 99W. No transit connection exists between Sherwood Town Center and Tualatin Center, a heavily travelled and congested segment of the corridor with high employment density. There is significant travel demand between the southern corridor and areas to the north toward Beaverton and Hillsboro; while WES provides high capacity transit to serve this demand, infrequent headways and lack of off-peak service limit its potential ridership. Conflicts between transit stops and driveways on Highway 99W result in inconvenience and delays

for both transit and auto users. Some of the park and ride lots in the corridor are at or near capacity. The Barbur Transit Center park and ride lot is generally filled to capacity (368 spaces) and the Tualatin lot use averages 83 percent of capacity (458 spaces).

Active transportation

For pedestrians and bicyclists, the Southwest Corridor features a lack of street connectivity, hills, and limited or no provision of bicycle facilities, way finding or secure bicycle parking. Many gaps in the pedestrian and bicycle network remain; 327 miles of roadways lack sidewalks. The built environment presents many driveways, parking lots, and high-speed arterials as the only connecting roads. Most bicycle routes in the corridor follow high-speed arterials. Limited parallel, low traffic, calm routes are available to avoid unsafe riding conditions. See *Figure 21: Sidewalk network and sidewalk gap density*.

Bicycle and Pedestrian safety

Between 2007 and 2010, there were a total of 175 pedestrian crashes reported to law enforcement. Most crashes were concentrated in the downtown Portland portion of the data collection area and along the course of 99W. High speeds, few marked crossings, and limited sight distances can all contribute to unsafe conditions. Vehicle speed and the built environment’s facilitation of excessive speed create unsafe conditions for those not in automobiles. Pedestrians hit by automobiles have a 95 percent rate of

survival at 20 mph, but only 15 percent chance of survival at 40 mph.⁴¹

Of the 188 bicycle crashes between 2007 – 2010, most can be seen in the downtown Portland and along major roadways such as Highway 99W and Capital Highway in Southwest Portland, and along Tualatin-Sherwood Road. These arterials are often the only readily available route for bicycles and provide a high risk riding environment that is unsafe and uninviting. Pedestrians and bicycles must navigate wide streets, auto-serving driveways, large parking lots, limited light timing sequences, and bike lanes placed alongside roads with speeds of over 45 mph. See *Figure 22: Pedestrian and bicycle crashes 2007-2010*.

Crashes

Eighteen crashes with fatalities and 108 crashes with serious debilitating injuries occurred in the Southwest Corridor from 2007-2010. These constitute less than two percent of total crashes. The highest number of fatal and/or serious injury crashes occurred near Bridgeport Village, Downtown Tualatin, Kruse Way/Lake Grove, Murray Scholls, Tigard Triangle, Upper Boones Ferry, and Washington Square.

The study area has 30 different focus areas that have been identified as areas of higher activity and special attention for analysis. Crash data shows that 14 of these focus areas have had three or more crashes with fatal and/or seriously disabling injuries over a four year period from 2007 to 2010.

The seven focus areas that had the highest number of fatal and/or serious injury crashes (8 to 13) include Bridgeport Village, Downtown Tualatin, Kruse Way/Lake Grove, Murray Scholls, Tigard Triangle, Upper Boones Ferry, and Washington Square.

The other seven focus areas that had from three to five fatal and/or serious injury crashes include Downtown Tigard, Gaarde/McDonald, OHSU/South Portland, Pacific Financial/124th, Scholls Ferry, Summerfield/King City, and Southwest Tualatin Industrial.

Freight

The regional freight network within the study area includes I-5, Highway 99W, Highway 217 south of Hall Blvd., Nyberg/Tualatin Sherwood Road between 99W and I-5, SW 72nd Ave. between Highway 217 and Bridgeport Road, and Boones Ferry Road between I-5 at Bridgeport and Sagert Street in Tualatin. Congested roadways are defined as having an existing one hour PM peak average weekday travel speed that is less than 60 percent of the posted speed. Slow roadways are defined as having an existing one hour PM peak average weekday travel speed that is between 60 percent and 75 percent of the posted speed. Congested and slow roadway portions of the regional freight network (during 1-hour PM peak) include:

- I-5 both northbound and southbound between I-405 and Terwilliger Blvd.
- I-5 southbound from Highway 217 to Bridgeport Road (Lower Boones Ferry Road) exit.

⁴¹ United Kingdom Department of Transportation, 1994

- Highway 217 both northbound and southbound between Highway 99W and I-5.
- Highway 99W both northbound and southbound between I-5 and Durham Road,
- SW 72nd Avenue both northbound and southbound between Bonita Road and Bridgeport Road.
- Boones Ferry Road (both directions) between Upper Boones Ferry and Nyberg Road.
- Nyberg/Tualatin Sherwood Road, both eastbound and westbound are fully congested from Oregon Street in Sherwood to I-5 in Tualatin.

Both historic **development patterns** and forecast population growth in the corridor pose challenges for transportation. Much of the corridor developed during the mid-20th century, resulting in auto-oriented development that contributes to sprawl and congestion. Future growth is forecast in urban reserve areas west of Sherwood and Tigard; travel demand models suggest that future assumed road capacity in the western part of the corridor may not adequately support demand resulting from this growth, resulting in additional areas of congestion.

Air quality

Residents and businesses in the region are responsible for an estimated 31 million metric tons of greenhouse gas emissions annually, 14 percent of which

come from local passenger transportation sources.⁴²

The Environmental Protection Agency (EPA) sets National Ambient Air Quality Standards (NAAQS) for various pollutants considered harmful to public health and the environment for Metropolitan Planning Areas. Areas which consistently exceed the NAAQS are considered “non-attainment areas” and areas where these standards are being met are considered “attainment areas.” The EPA also designates “maintenance areas” which are areas that formerly violated the NAAQS, but now meet the standards as a result of intensive management practices.

The Southwest Corridor is within an area designated by EPA as a carbon monoxide (CO) maintenance area, and became “in attainment” for ozone when the standard was revised in June 2005. The area is still subject to the “no backsliding” provisions of the revised standard but does not require a regional air quality conformity analysis for ozone. The area is currently in attainment for the other NAAQS pollutants. See *Figure 23: Modeled air quality risk*.

⁴² Metro Regional Greenhouse Gas Emissions Inventory, 2010

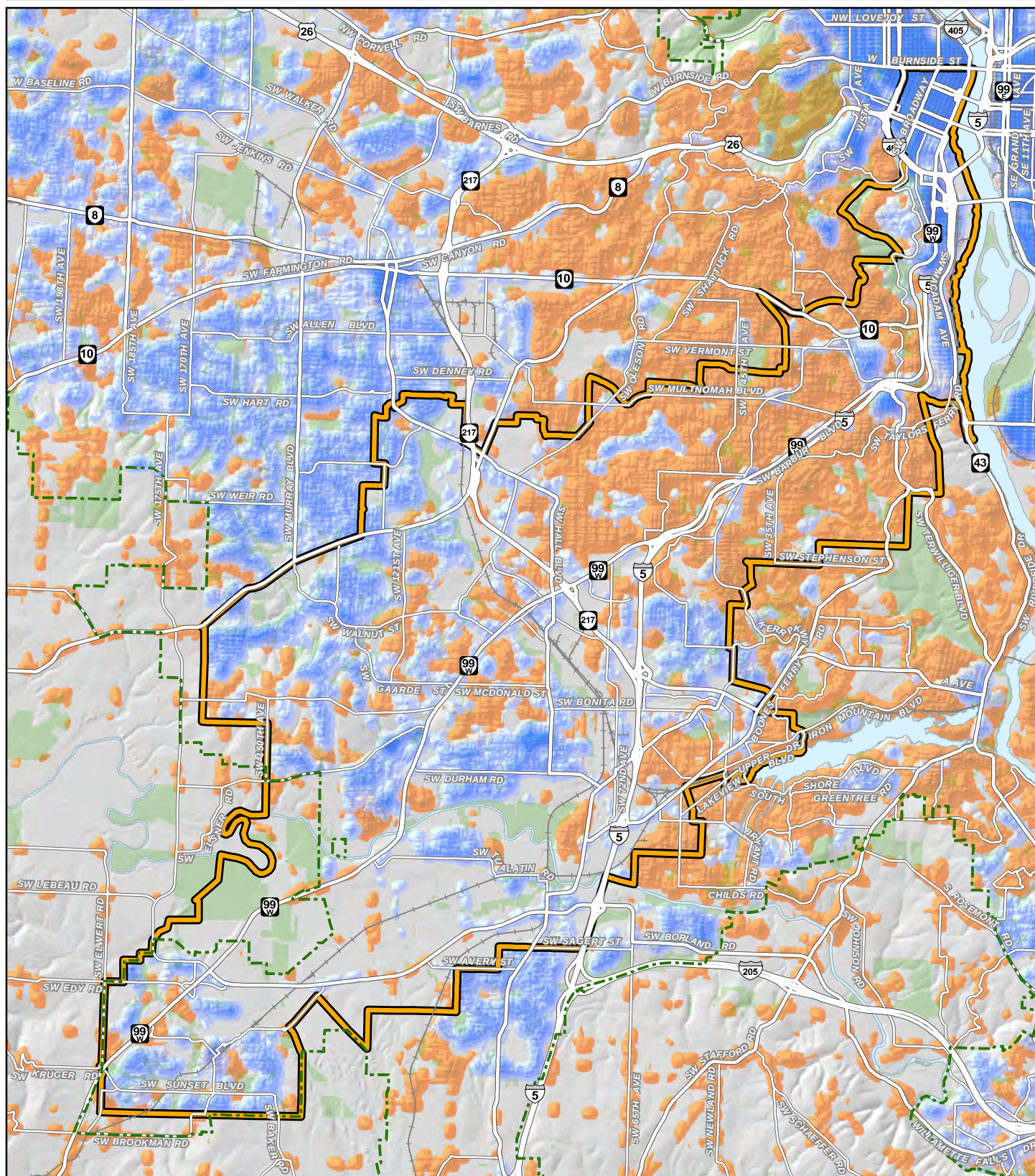


Figure X

Density of Sidewalks



High

Low

Density of Sidewalk Gaps

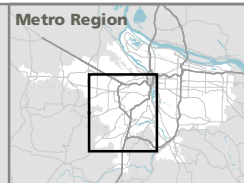
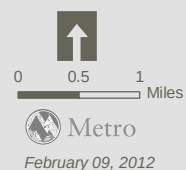


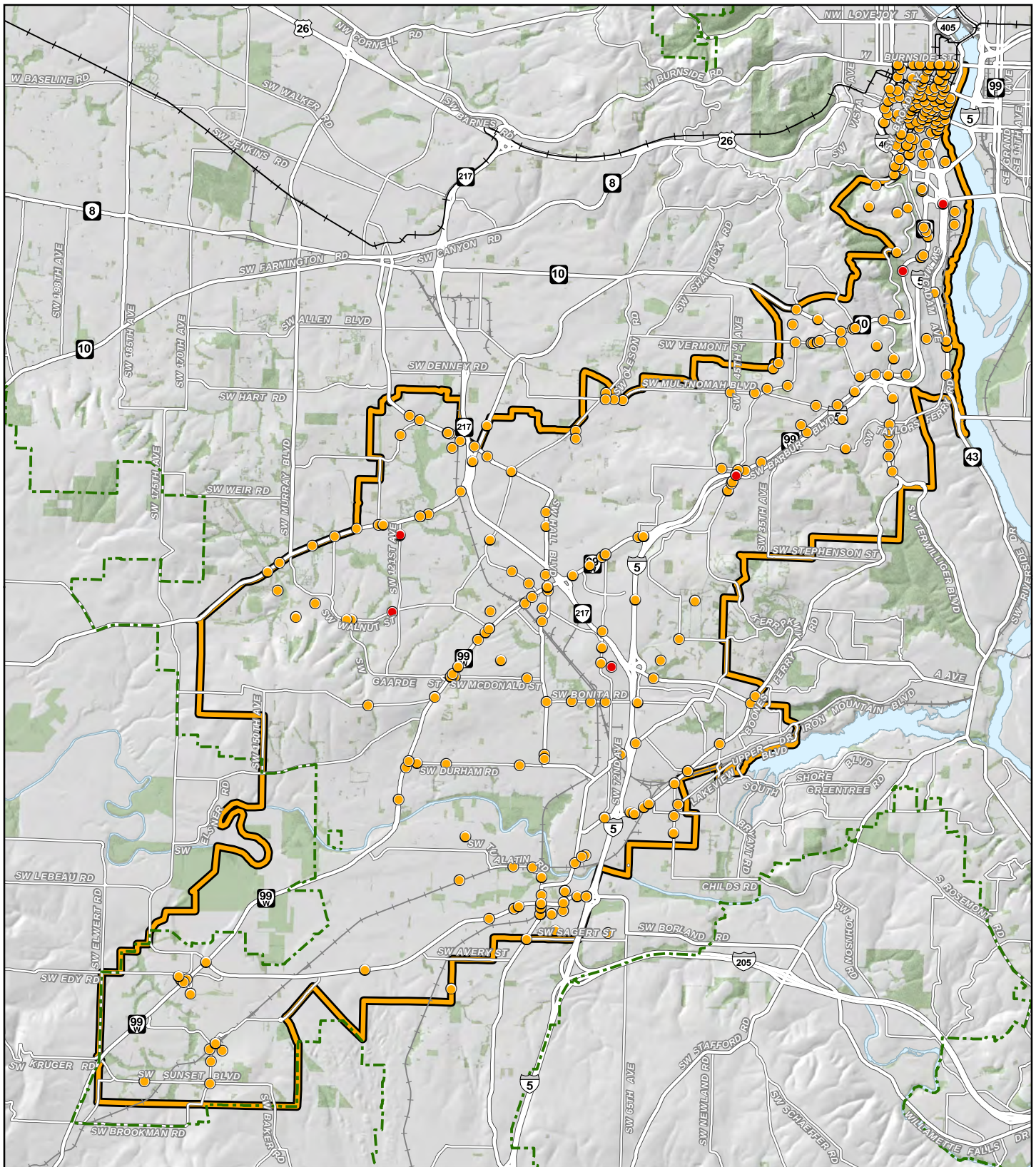
High

Low

 Data Collection Area

 Urban Growth Boundary





Crashes Resulting in Fatality
or Injury that Involved Bicyclists
or Pedestrians (2007 - 2010)*

- Fatality
- Injury (All Injuries)
- Data Collection Area
- Urban Growth Boundary

*Source: ODOT



Metro
February 09, 2012

Metro Region



Modeled Air Quality Risk

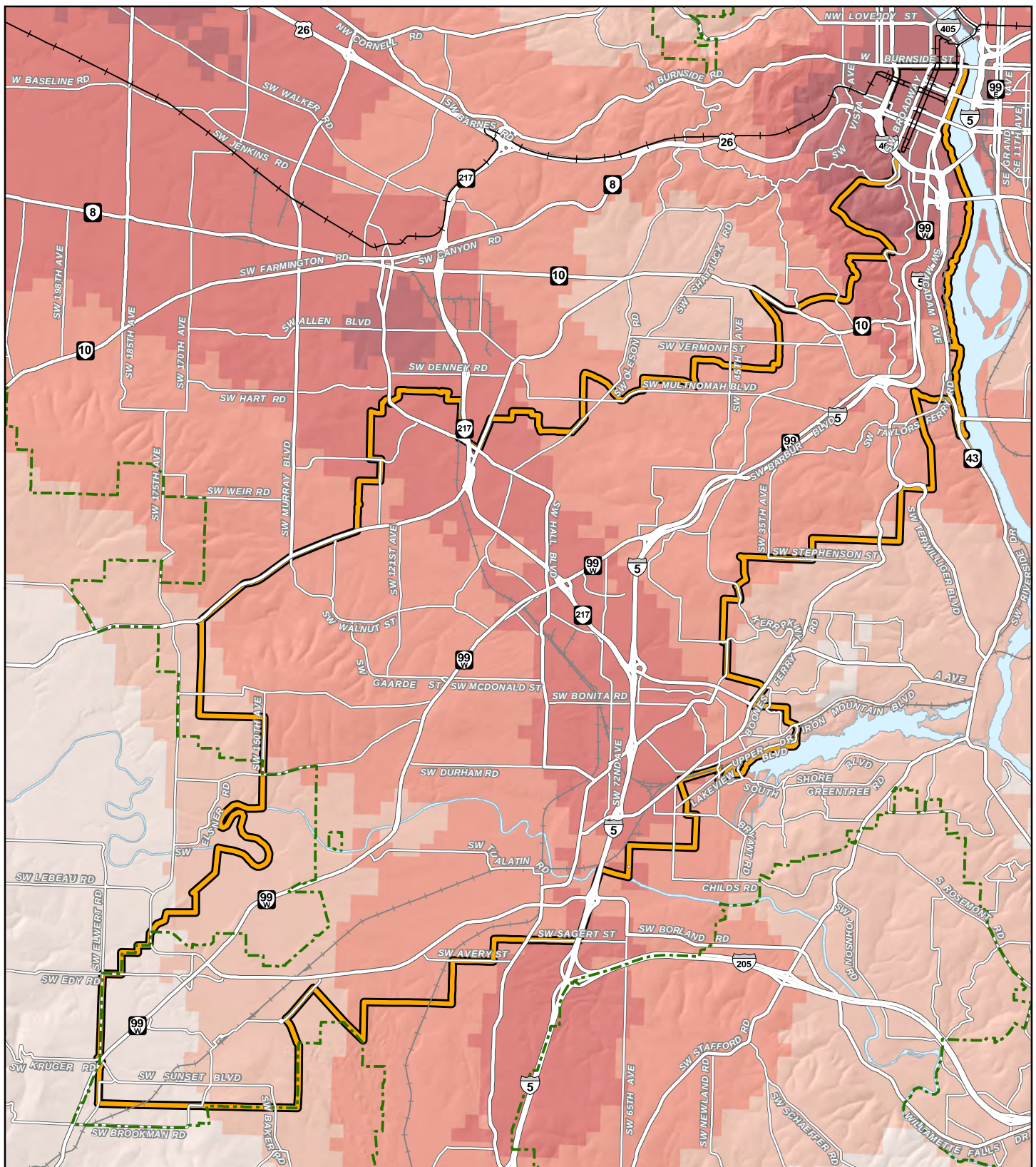


Figure X

Modeled Risk for 2017

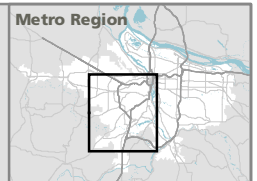


 Data Collection Area

 Urban Growth Boundary

Pollutants Measured

- 1,3 Butadiene
- Benzene
- Ethylbenzene
- Chromium VI
- Arsenic
- Diesel Particulate Matter

 Metro
February 09, 2012

CONCLUSION

The Southwest Corridor offers a high level of services and opportunities to live, work, learn and play. It contains a variety of livable and high opportunity neighborhoods that include numerous educational facilities, employment, community assets, and transportation facilities. However, the corridor has limited transportation accessibility, congestion, patchy pedestrian & bicycle facilities, health concerns, and a low level of affordable housing along with higher land values.

Complex relationships exist between the wide array of opportunities and challenges in the Southwest Corridor and will need to be considered holistically in the next phases of the Southwest Corridor.

- Areas with a concentration of a single land use (jobs or housing) are likely to have higher traffic congestion; single land use areas are likely to have less access to urban amenities and parks; areas with higher traffic congestion are likely to have worse air quality and higher rates of asthma.
- Neighborhoods rich in urban amenities, farmer's market, social and health services, and parks are likely to have more people bicycling and walking; these neighborhoods are likely to have less prevalence of obesity, cardiovascular disease and diabetes; these neighborhoods are likely to have higher housing costs and less regulated affordable housing.

- Neighborhoods rich in employment are likely to have more transportation access; these employment areas are likely to have more air pollution associated with major roadways; these employment areas often have few cafes and urban amenities.
- Neighborhoods with higher rates of poverty are likely to have less access to urban amenities, farmer's markets, social and health services, trees and parks; these neighborhoods are likely to have more prevalence of obesity, cardiovascular disease and diabetes.
- Neighborhoods with higher rates of poverty are likely to be located adjacent to major roadways; these neighborhoods are likely to have worse air quality; these neighborhoods are also likely to have a higher prevalence of asthma.
- Neighborhoods with more seniors are likely to have more prevalence of obesity, cardiovascular disease, diabetes, and asthma; these neighborhoods are also likely to have less access to medical facilities.
- Hilly areas are likely to have less pedestrian and bicycle infrastructure and connectivity; these neighborhoods are likely to have more prevalence of obesity, cardiovascular disease and diabetes.

The entwined nature of demographic shifts, health, employment, housing, community amenities, parks and habitat, and transportation in the Southwest Corridor necessitate further investigation. This multi-disciplinary summary forms

the building blocks for future efforts: the purpose and need, the evaluation framework and the wide-range of alternatives in the Southwest Corridor.

APPENDICES

- Appendix I. Comprehensive corridor planning lessons learned**
- Appendix II. Policy review**
- Appendix III. Opportunity and housing**
- Appendix IV. Health**
- Appendix V. Active transportation**
- Appendix VI. Land use and zoning**
- Appendix VII. Focus area (pending)**
- Appendix VIII. Natural resource**
- Appendix IX. Parks and access to nature**
- Appendix X. Infrastructure**
- Appendix XI. Brownfields**
- Appendix I. Transportation (pending)**
- Appendix II. Economic development (pending)**
- Appendix III. Security (pending)**



Metro | *Making a great place*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

Metro Council President – Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

Auditor – Suzanne Flynn

[www.oregon**metro.gov**](http://www.oregonmetro.gov)

Metro

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700



Metro | Memo

Date: May 7, 2012
To: Southwest Corridor Plan Steering Committee
From: Jamie Snook, Principal Planner, Metro
Subject: Southwest Corridor Plan list of available documents

Below is a list of available Southwest Corridor Plan resources (or soon to be available resources). These documents can be provided in electronic or printed form upon request.

Available documents

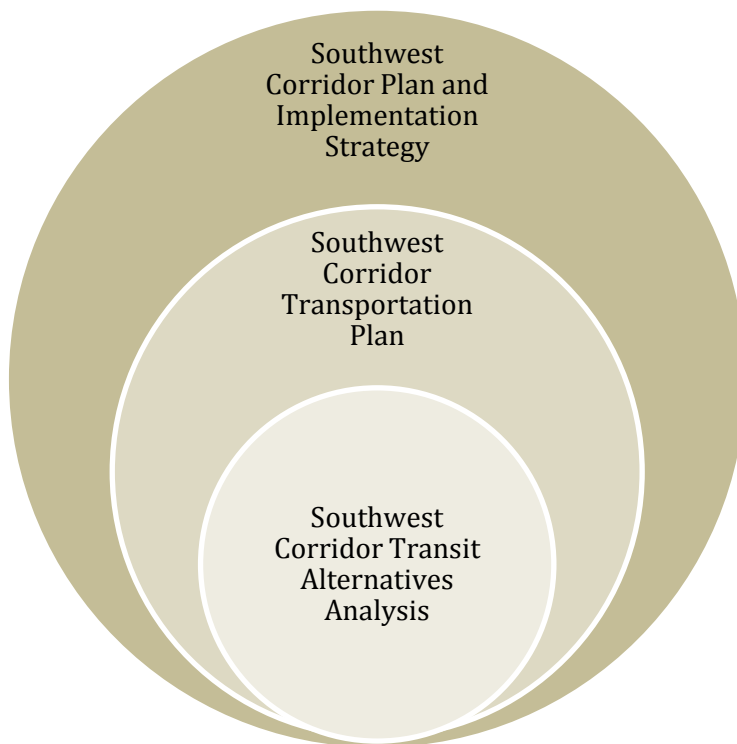
- ☐ Transit Alternatives Analysis Early Scoping Notice
- ☐ Southwest Corridor Plan Charter
- ☐ Southwest Corridor Plan Public Outreach Scoping Report
- ☐ Southwest Corridor Plan fact sheet, fall 2011
- ☐ Southwest Corridor Plan fact sheet, summer 2011
- ☐ Policy Review
- ☐ Comprehensive Corridor Planning Lessons learned
- ☐ Southwest Corridor Plan Vision, goals and objectives (to be considered for adoption on May 14, 2012)
- ☐ Existing Conditions Summary and Executive Summary Reports (DRAFT)
- ☐ Southwest Corridor Existing Conditions technical reports:
 - Brownfields
 - Health Assessment
 - Infrastructure
 - Natural Resource Inventory
 - Opportunity and Housing
 - Parks and Access to Nature
 - Regulatory and Financial Incentives
 - *Reports currently in review (available soon):*
 - *Active Transportation - DRAFT*
 - *Focus Area Existing Conditions - DRAFT*
 - *Land Use and Zoning Assessment - DRAFT*
 - *Transportation - DRAFT*

SOUTHWEST CORRIDOR PLAN AND IMPLEMENTATION STRATEGY: VISION AND GOALS

The vision statements for the Southwest Corridor Plan, Transportation Plan and Transit Alternatives Analysis provide a clear and compelling picture of the opportunities and challenges of the corridor. This information:

- Sets a foundation for successful decision-making;
- Establishes why there is a proposal to take action;
- Provides the basis for public support; and
- Lays the foundation for evaluation of alternatives.

The graphic below describes the relationship between the various components of the Southwest Corridor Plan and Implementation Strategy. The Southwest Corridor Transportation Plan and Transit Alternatives Analysis are a subset of the Southwest Corridor Plan with more specific focus.



The **Southwest Corridor Transportation Plan** is a subset of the overall Southwest Corridor Plan and Implementation Strategy and will have a similar vision statement (problem statement) and goals and objectives with a specific focus on transportation.

The **Southwest Corridor Transit Alternatives Analysis** is a subset of the overall Southwest Corridor Plan and Implementation Strategy and will have a similar vision statement and goals and objectives with a specific focus on transit. This vision statement will serve to define the purpose and need of any proposed transit alternative.

Southwest Corridor Plan: Vision

The vision for the Southwest Corridor Plan is to support, strengthen and connect livable and prosperous places from Portland to Sherwood. Through an open and inclusive community process we will select land use and transportation alternatives for implementation. We will seek to balance enhancing employment, housing choices, the environment, and quality of life. We will use public resources efficiently, thoughtfully and equitably, and stimulate private and public investment.

Project goals and objectives: Southwest Corridor Plan and Implementation Strategy, Southwest Corridor Transportation Plan and Southwest Corridor Transit Alternatives Analysis

Integrated strategies will be mutually developed to meet the vision and needs of the communities in corridor and will strive to meet a balance of the following goals and objectives.

Accountability and partnership – Manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.

- Build upon existing plans, private development and investments in public infrastructure
- Make investments that maximize limited resources
- Equitably distribute the benefits and burdens of growth geographically and demographically

Prosperity – People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.

- Develop communities that provide education, jobs, services, shopping and recreation
- Stimulate potential for private investment
- Support a wide variety of employment
- Improve opportunities for affordable living, considering the combined housing, transportation and utility costs

Health – An environment that supports the health of the community and ecosystems.

- Develop transportation facilities and urban form that enhance the natural environment
- Support active and healthy lifestyles
- Strive to enhance the natural environment to improve ecosystem function and air and water quality

Access and mobility – People have a safe, efficient and reliable network that enhances economic vitality and quality of life.

- Improve access to places where people live, work, play and learn
- Improve access, mobility and safety for all transportation modes, ages and physical abilities
- Improve the freight transportation system to ensure that the region and its businesses stay economically competitive

Southwest Corridor Transportation Plan: Vision (Problem Statement) – work in progress

The role of the Southwest Corridor Transportation Plan is to evaluate the transportation systems necessary to connect and serve the livable and prosperous places identified through the Southwest Corridor Plan. The Transportation Plan will identify transportation strategies, systems, and improvements to support the achievement of the local land use plans and contribute to the overall access, mobility and economy of the state and region.

Southwest Corridor Transit Alternatives Analysis (AA): Vision (Purpose and Need) – work in progress

The role of the Southwest Corridor Transit Alternatives Analysis is to identify transit strategies that support the achievement of the state, regional and local land use plans.

Refined phase I work plan approach

September 2011 – May 2012

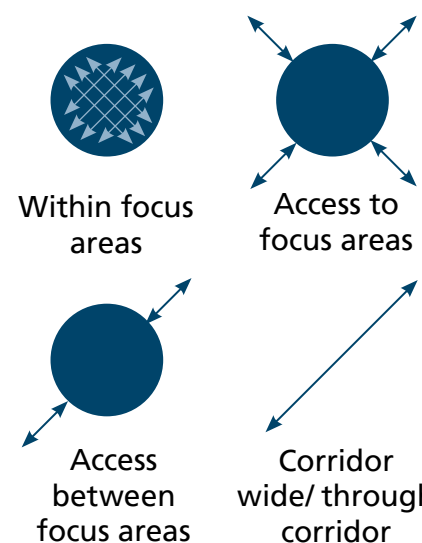
1 Define vision, goals and objectives

September 2011 – July 2012

2 Determine existing conditions

3 Identify needs and challenges

4 Define initial community vision (land use and transportation)

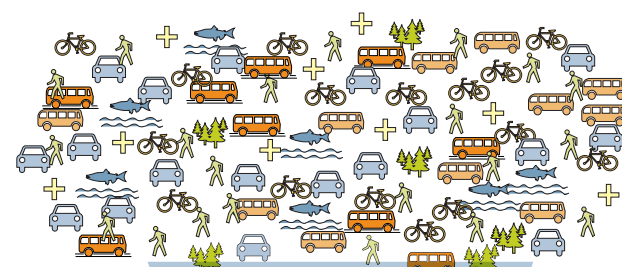


July 2012

5 Identify projects with committed funding and in project development



6 Develop wide range of projects

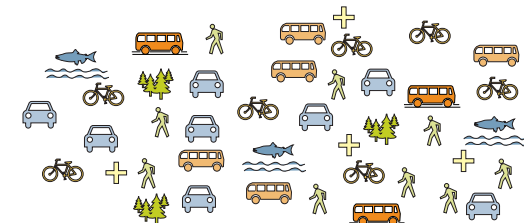


Does the project meet the land use goals?

Does the project meet the needs?

Are there too many impacts?

Can we afford it?

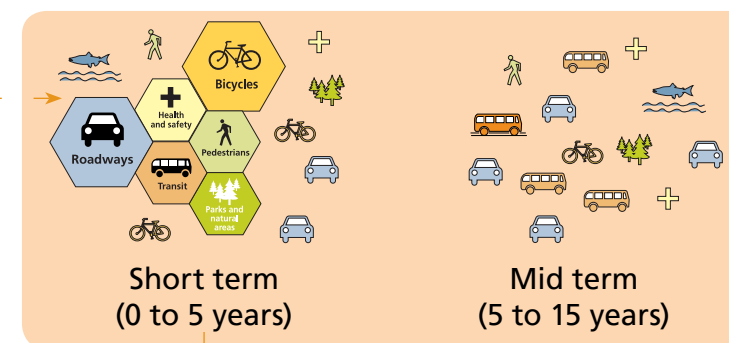
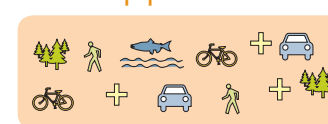


September – October 2012

7 Narrow range of projects

8a Categorize projects by implementation time frames

8b Identify early opportunities



8c Implement early opportunity projects

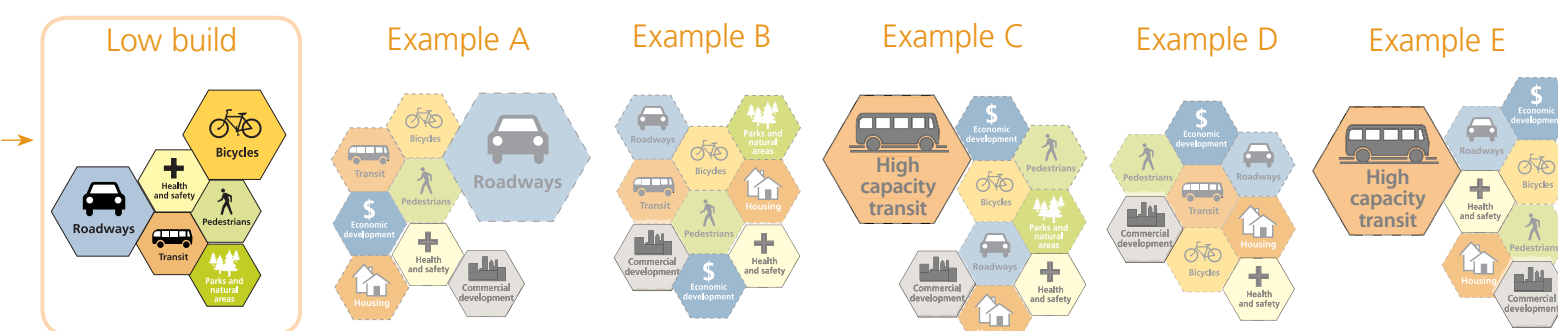


9 Define community programs and policies that complement short- and mid-term projects



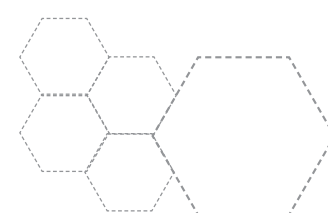
November – December 2012

10 Develop range of shared investment strategies that best meet goals and objectives



January – February 2013

11 Evaluation and refinement



May – June 2013

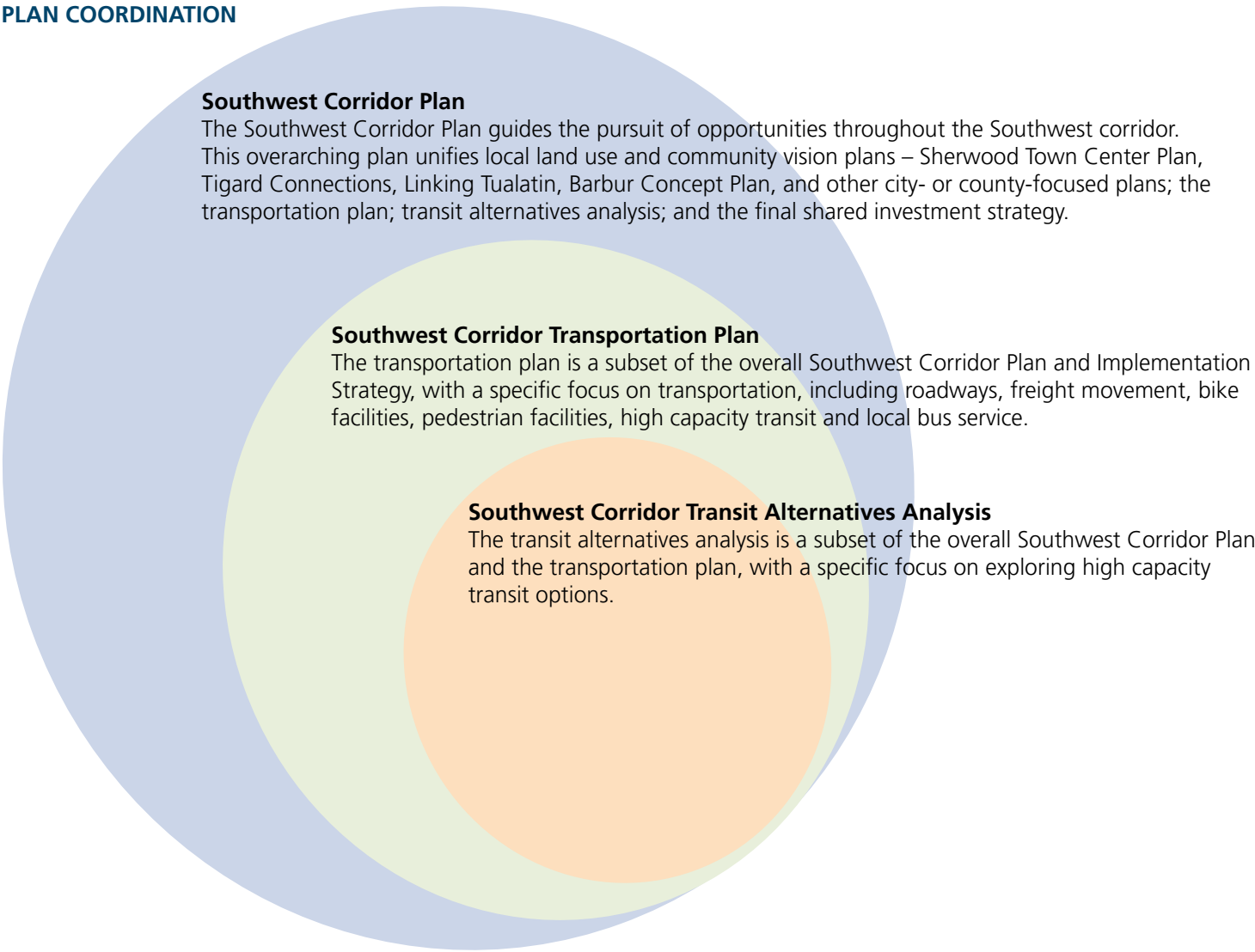
12 Define shared investment strategy

- Transit alternatives analysis
- Transportation plan
- City, county, regional and state policy changes and investment strategies that leverage private, community and nonprofit efforts

2013 forward

13 Implement shared investment strategy

PLAN COORDINATION



PROJECT AND POLICY PRIORITIES



Community vision includes local land use plans to focus town center activity and development, enhance existing neighborhoods and reflect the values of residents. Working together creates a corridor of linked communities that complement each other while each develops its own unique expression and sense of place. This vision may include elements of any of the priorities below.

- | | | |
|--|--|---|
|  Bicycle facilities, including bike lane and path connections, multi-use trails |  High capacity transit such as light rail, commuter rail or bus rapid transit |  Roadways, including freight movement, systems management and operations |
|  Commercial development or redevelopment |  Housing options |  Local transit service, including bus pullouts, stop facilities and other enhancements |
|  Economic development and jobs |  Parks and natural areas |  Watershed and habitat health |
|  Health and safety of people and communities |  Pedestrian facilities, including sidewalk connections, crosswalks |  Levels of scale for investments, expressed through the size of these symbols |

SOUTHWEST CORRIDOR PLAN FOCUS AREAS

