600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting:	SW Corridor Plan Steering Committee
Date:	June 11, 2012
Time:	9:00 to 11:00 a.m.
Place:	Metro Regional Center, Council Chambers
Objective:	Discuss and consider guidance that sets the stage for project development in the Southwest Corridor

9:00 a.m. Welcome and introductions — Co-Chair Hosticka

9:05 a.m. Project partner updates — All
One-two minute updates from project partners to share information related to the Southwest Corridor Project.

ACTION ITEMS

9:15 a.m. Consideration of the Steering Committee meeting summary from May 14, 2012 ACTION REQUESTED — Co-Chair Hosticka
(Included in the agenda packet)

Project Development Kickoff

9:20 a.m. Overview and context — Robin McArthur, Malu Wilkinson (Metro)
How the direction requested today supports moving the project forward.

9:30 a.m. Transit Alternatives Analysis "purpose and need" — Jamie Snook (Metro)
ACTION REQUESTED
Discuss draft and consider approval of working draft Transit Alternatives Analysis Purpose and Need to guide further work. (Included in agenda packet)

9:55 a.m. Transportation plan "problem statement" — Talia Jacobson (ODOT)
ACTION REQUESTED
Discuss draft and consider adoption of Transportation Plan Problem Statement to guide further work. (Included in agenda packet)

10:20 a.m. Screening approach — Jamie Snook (Metro)
ACTION REQUESTED
Discuss and concur on approach to screen wide range of projects to a narrowed list that can be packaged into shared investment strategies for further evaluation. (Included in agenda packet)

INFORMATION/DISCUSSION ITEMS

10:45 a.m. Implementation partners and public engagement Karen Withrow (Metro)
Overview of purpose, context, and timing, as well as a discussion of any concerns, to support the Southwest Corridor Plan. (Included in agenda packet)

10:55 a.m. Public comment

11:00 a.m. Adjourn

Next meeting: 10/08/12

- Discuss and confirm the results of the screening process, including the placement of projects in the early opportunity, short, mid and long term time buckets.

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Metro | Meeting Summary

Southwest Corridor Plan Steering Committee
Monday, May 14
9 to 11 a.m.
Sherwood City Hall, 22560 SW Pine Street, Sherwood, OR

Committee Members Present

Carl Hosticka, Co-Chair	Metro Council
Barbara Roberts, Co-Chair	Metro Council
Craig Dirksen	City of Tigard
Denny Doyle	City of Beaverton
Lou Ogden	City of Tualatin
Roy Rogers	Washington County
Loretta Smith	Multnomah County
Jason Tell	Oregon Department of Transportation

Committee Members Excused

Neil McFarlane	TriMet
Gery Schirado	City of Durham
Sam Adams	City of Portland
Keith Mays	City of Sherwood
Suzan Turley	King City

Alternate Members Present

Dave Unsworth	TriMet
Catherine Ciarlo	City of Portland
Dave Grant	City of Sherwood
Donna Jordan	City of Lake Oswego
Ron Shay	King City
Margaret Middleton	City of Beaverton

Metro Staff
Elissa Gertler, Malu Wilkinson, Karen Withrow, Emma Fredieu, Clifford Higgins, Nikolai Ursin, Crista Gardner, Robin McArthur

Guests

I. Welcome and introductions

Co-chair Carl Hosticka, Metro Councilor, called the meeting to order at 9:10 a.m. He asked the committee members and the members of the audience to introduce themselves. After introductions, he reminded members of the audience of the designated time for public comment on the agenda at 10:55 a.m.

II. Project partner updates

Co-chair Hosticka then invited steering committee members to update the committee on the progress made in their communities. Mayor Craig Dirksen, City of Tigard, noted that he would have to leave the steering committee meeting a few minutes early, and then presented Tigard's updates to the committee. He said that Tigard was focusing on public involvement and outreach efforts, with various interviews, citizen advisory committee meetings, and public open houses, and hoped to first work in areas of land use, and then identify transportation needs. Mayor Dirksen added that the City of Tigard invited citizens to work with project maps to express their land use and transportation preferences. He displayed Tigard's public involvement summary documents to the committee and offered to distribute the document to committee members via e-mail after the meeting.

Mayor Denny Doyle, City of Beaverton, described joint meetings between the Beaverton and Tigard City Councils and their respective planning commissions, which had occurred for the first time. He reported that the meetings were very productive.

Catherine Ciarlo, City of Portland, asked Joseph Zehnder, City of Portland, to present the updates from their community. Mr. Zehnder reported that the City of Portland was on schedule for the next phase of the Barbur Concept Plan and that they had had a successful public open house. He added that the project had taken steps to incorporate a local naturopathic college's needs into the planning process.

Donna Jordan, City of Lake Oswego, described Lake Oswego's efforts to expand employment areas on Kruse Way, an upcoming discussion on establishing an urban renewal district in Lake Grove, and continuing investigations into future transportation options.

Mayor Lou Ogden, City of Tualatin, informed the committee that Tualatin had dubbed 2012 the "Year of Transportation." He reported that the City of Tualatin is reviewing their transportation system plan and is working to incorporate transit and land use considerations. Mayor Ogden described efforts to elicit broad public participation, including public open houses, and transportation steering committee meetings. Mayor Ogden explained that the City of Tualatin would use educational outreach to show citizens and public officials how Linking Tualatin dovetails with the SW Corridor Plan. Mayor Ogden suggested the committee discuss the revised plan approach immediately after discussing the revised plan vision, goals and objectives.

David Unsworth, TriMet, apologized for Neil McFarlane's absence, and updated the committee on TriMet's consideration of regional land use and transit needs. He noted that TriMet was under financial constraints in the short-term, but that the agency would be making efforts to link transit and land use as they move forward.

Co-chair Hosticka approved Mayor Ogden's suggestion to re-order agenda items.

Councilor Dave Grant, City of Sherwood, informed the committee that the City of Sherwood was launching a study to explore improvements to the town center.

III. Consideration of the steering committee summary from February 13, 2012 (ACTION ITEM)

Co-chair Hosticka directed the steering committee to the meeting summary from the previous meeting on February 13, 2012. He asked the committee if there were any objections to adopting the meeting summary. Hearing no objections, he adopted the meeting summary.

IV. Revised vision, goals, and objectives (ACTION ITEM)

Co-chair Hosticka turned to the visions, goals and objectives document of the SW Corridor Plan [included in the meeting record]. He explained to the committee that the project staff would like to see general agreement and clarity on the land use and transportation visions, goals and objectives from the committee. He defined the revised approach as partially a discussion about the vision and policy in the SW Corridor and partially a discussion about how to guide the work of staff on the project.

Elissa Gertler, Metro, walked the committee through the updates to the document since the previous steering committee. She asked the committee if they had any additional questions or changes they would like to make, and emphasized the importance of gaining the committee's approval.

Co-chair Barbara Roberts, Metro Councilor, believed that the document was very much improved from the previous version and thanked the committee for its hard work.

Mayor Dirksen commented that the committee could continue to wordsmith the document perpetually, but that the current version was an accurate representation of the committee's goals and aspirations. He expressed his approval of the document.

Ms. Jordan motioned for the steering committee to accept the document. Mr. Doyle seconded that motion. Co-chair Hosticka asked the committee to vote on accepting the document. There being no opposition, the steering committee accepted the document.

VI. Revised approach and schedule

Co-chair Roberts directed the committee to the revised SW Corridor Plan approach and schedule [included in the meeting record]. She noted that there had been a number of political, financial, and economical changes to the region that impacted the timeline of the SW Corridor Plan.

Malu Wilkinson, Metro, presented the changes to the plan approach and schedule. She emphasized the importance of attaining concurrence and understanding from the committee in order to move forward. The approach begins with places in the communities that the committee would like to develop, as defined by staff from the jurisdictions. The end result will be a matrix of investments and policy changes that will create the places in the community. Over the next couple of months, the committee will focus on defining the needs and the investments needed to complete the community visions. Ms. Wilkinson then invited questions and comments from the committee.

Co-chair Hosticka inquired about the fifth step on the Phase I work plan approach section of the document and asked that land use projects be included on the list of projects with committed funding. Co-chair Roberts added that the revised workplan should be used to recognize the new funding environment in the region and to recognize smaller-scale projects and preparations that can be completed in advance of larger project investments, such as sidewalk improvements or added bus stops.

Mayor Dirksen described two parallel processes in the work plan: a process the steering committee followed, and an implementation process within each community and jurisdiction. He noted that the communities may be in a different step of each parallel process, and some may begin implementation steps before the steering committee completes its planning process in the corridor. He also advocated for including land use projects in the plan schedule and approach and for recognizing the work that cities have done so far.

Roy Rogers, Washington County commissioner asked Co-chair Hosticka if he proposed broadening the list of projects under step 5 to encompass projects without committed funding. Co-chair Hosticka replied that he was not sure if he would broaden the criteria for step 5, but that land use projects with committed funding should be included.

Mr. Unsworth noted that the approach funneled projects to different investment buckets, which might include land use projects.

Mr. Rogers commented that Washington County would be committing funding within the next several months that may be left out of the revised approach and schedule. He expressed his concerns over recognizing when funding would be available in the future.

Ms. Gertler argued that the value of a corridor planning process is that it allows cities and communities to work together to leverage regional funding opportunities, rather than as separate jurisdictions. She cited the East Metro Connections Plan's signalization improvement efforts as an example of integrating individual cities' goals into one project.

Co-chair Roberts explained that the revised approach allows for investments to be funneled along the planning process on different timelines based on the needs and funding opportunities of the corridor. She noted that short-term investments, such as sidewalk improvements, could be funneled through the process at a higher speed than longer-term investments such as light rail or enhanced bus service.

Mayor Ogden thanked Co-chair Roberts for her comments. He requested that the committee clarify which projects can realistically be funded and which projects may need to be delayed. Ms. Wilkinson replied that the goal of the refined work plan was to right-size the plan approach to be sure the outcomes were feasible and affordable. She added that the new approach emphasized the importance of realistic investments. The approach continues to include long-term investments but allows for delaying analysis until they become more financially feasible.

Ms. Jordan warned against precluding future investments and emphasized the importance of continuing to develop the SW Corridor Plan without cutting off future opportunities should funding become available. Mr. Unsworth noted that the refined approach identified immediate

needs that may be implemented in the short- and med-term, as well as longer-term projects that may be postponed.

Jason Tell, ODOT, was encouraged by the discussion and appreciated the considerations of economic feasibility and realistic funding environments. He valued the opportunity to consider short-term investments and improvements in the region, and was excited about the support for the SW Corridor Plan that those short-term investments could build in the community. Mayor Doyle commented that he and his staff were comfortable with the refined approach and encouraged by the support for smaller, feasible wins in the corridor.

Ms. Ciarlo praised the refined approach, but promoted the continued development of a long-term vision for the SW Corridor Plan. She explained that many small wins can be expensive, and that she would like the committee to continue to establish a big-win plan for the corridor. Mayor Dirksen thanked Ms. Ciarlo for her comments and noted that he was encouraged to hear support for the SW Corridor Plan from the City of Portland.

Co-chair Roberts described the refined approach and focus on short-term investments as "staging" for a larger regional vision that will be implemented in the future. She added that small investments add to the staging and can create community support for future large-scale projects.

Ms. Jordan asked if Tigard's Walmart development project would be included in the SW Corridor Plan. Mayor Dirksen responded that the Tigard transportation system plan includes the Walmart development project and also includes improvements needed for increased traffic to the area. Ms. Jordan asked that the Walmart development project be recognized as a project with committed funding in the new plan approach.

Co-chair Roberts believed that the discussion of the revised approach as helpful and reiterated the importance of both the long-term vision for the corridor, and the short-term staging needed for that vision. She also commended the inter-community meetings that have taken place in the corridor.

Mayor Rogers asked if the SW Corridor Plan included inter-corridor connectivity improvements for the communities off of 99W. He added that the communities within the SW Corridor were no longer as centered around Portland as they had been in the past, and expressed his support for connectivity within the corridor and to and from Portland. Ms. Wilkinson replied that the plan approach begins with communities and cities within the corridor and identifies their needs for travel around the corridor and to Portland. Mr. Unsworth described TriMet's approach to inter-corridor connectivity as a main route to and from Portland, with feeder bus service throughout the plan area.

Co-chair Roberts thanked the committee for its input in the refined approach and noted that the next steering committee meeting was schedule for June 11, 2012.

V. City design and urban innovation

Ms. Gertler explained Michael Freedman's, Freeman Tung & Sasaki Urban Design, presentation to Metro and the SW Corridor Plan regarding creative and effective solutions to revitalize downtown districts, regional retail centers, and suburban corridors. She invited committee members, and community and agency representative to discuss how his presentation had affected their plans.

Sean Batty, TriMet, summarized Mr. Freedman's views of the SW Corridor, including his reflections of the diversity of the corridor, his suggestion that the emphasis in the corridor should be taken off of retail strips, that housing could be developed along busy roads, and that the SW Corridor should look to vulnerable locations primed for change. Mr. Batty also outlined the brief history of urban planning included in Mr. Freeman's presentation.

Alice Rouyer, City of Tualatin presented the Linking Tualatin plan, in which the City of Tualatin is developing a transit-oriented development (TOD) approach to employment areas [included in the meeting record]. Ms. Rouyer stated that Tualatin has hired Mr. Freedman to consult on developing innovative, cutting edge approaches for employment and areas that support transit.

Julia Hajduk, City of Sherwood, presented the effects that Mr. Freedman's ideas had has on the Sherwood Town Center project. Mr. Freedman's presentation emphasized the importance of complementary land uses for old town centers and new developments elsewhere in the community. Ms. Hajduk explained that the City of Sherwood was incorporating the idea of complementary uses when improving their old town center and developing the 6 Corners area. Ms. Ciarlo asked what the City of Sherwood would be doing to avoid threatening their old town center development. Ms. Hadjuk replied that they would ensure that that zoning at 6 Corners would not compete or detract from the old town center area. Councilor Grant added that they would try to integrate the two locations and create greater connectivity between them.

Co-chair Roberts asked Councilor Grant if the City of Sherwood had considered building higher storied buildings in the old town center. She explained that the Sellwood neighborhood in Portland has successfully raised the height of their library with housing above. Councilor Grant responded that a consistent look and feel of the old town was important to residents and that there was resistance to building taller buildings.

Ron Shay, Mayor of King City, reiterated the importance of inter-corridor connectivity and encouraged the committee to work toward creating greater connections between cities and communities in the plan area.

Co-chair Roberts thanked the committee for their presentations and thanked the City of Sherwood for hosting the meeting. She announced that she would open the meeting to public comment.

VII. Public comment

Co-chair Roberts opened the meeting up to public comment. Roger Averbeck, Southwest Neighborhood Coalition, stated that the neighborhood coalition would like to continue to be engaged in the transit and transportation analysis of the project moving forward.

Carol Bellows, a resident of an unincorporated area in Washington County, emphasized the financial pressure that higher gas prices put on residents in the plan area. She asked the committee to act to alleviate that pressure.

Gary Moron, Sherwood, argued against developing light rail in the corridor and referred to a potential voter referendum that would work to prevent any light rail projects.

Ray Lister, IBEW Local 48, expressed his appreciation for the committee and reminded them of the positive economic impact that using local workers can have on the community.

VIII. Adjourn

Co-chair Roberts thanked the committee for their participation and adjourned the meeting at 11:10 a.m.

Meeting summary respectfully submitted by:

_____

Emma Fredieu

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	5/14/12	May Meeting Agenda	051412swcpsc-01
2	Document	5/14/12	SW Corridor Visions	051412swcpsc-02
3	Document	5/14/12	SW Corridor Approach and Schedule	051412swcpsc-03
4	PowerPoint	5/14/12	*Linking Tualatin*	051412swcpsc-04
5	Summary	2/13/12	Meeting Summary, February 2012	051412swcpsc-05
6	Memo	5/14/12	List of Deliverables	051412swcpsc-06
7	Article	5/14/12	Federal Highway Administration investments article	051412swcpsc-07
8	Summary	5/14/12	SW Corridor Plan Existing Conditions Executive Summary	051412swcpsc-08

TRANSIT ALTERNATIVES ANALYSIS PURPOSE AND NEED

Introduction

The project partners, led by Metro, are exploring the development of a high capacity transit project in the Portland metro region through the Southwest (SW) Corridor Transit Alternatives Analysis (AA). The Southwest Corridor Transit AA is conducted for the Federal Transit Administration (FTA) as part of the metropolitan transportation planning process, as specified by 23 CFR Part 450 FTA/Federal Highway Administration (FHWA) Joint Final Rule on Metropolitan and Statewide Planning. In accordance with state and regional regulations, this AA planning Metro, working with community members, partner jurisdictions and agencies and other stakeholders initiated the High Capacity Transit System Plan (HCT)process to identify and prioritize where the region's next high capacity transit investments should be.

The regional High Capacity Transit (HCT) System Plan, adopted by Metro in 2010 as part of the Regional Transportation Plan, classified the SW Corridor (specifically adopted as "Portland to Sherwood in the vicinity of Barbur /Highway 99W Corridor") as a "Near Term Regional Priority Corridor," identifying the corridor among the most viable for HCT implementation.

High capacity transit is defined by its function: to carry high volumes of passengers quickly and efficiently from one place to another. Other defining characteristics of HCT service include the ability to bypass traffic and avoid delay by operating in exclusive or semi-exclusive rights of way, faster overall travel speeds due to wide station spacing, frequent service, transit priority street and signal treatments, and premium station and passenger amenities.

The transit modes most commonly associated with high capacity transit include:

- light rail transit, light rail trains operating in exclusive or semi-exclusive right of way1
- bus rapid transit, regular or advanced bus vehicles operating primarily in exclusive or semi-exclusive right of way
- rapid streetcar, streetcar trains operating primarily in exclusive or semi-exclusive right of way
- commuter rail, heavy rail passenger trains operating on exclusive, semi-exclusive or nonexclusive (with freight) railroad tracks.

Other transit modes, such as exclusive track heavy rail or monorail, could be applied in Portland but have generally not been considered due to high costs.

The Southwest (SW) Corridor AA would be coordinated with the land use planning strategies being developed by the cities of Portland, Tigard, Tualatin and Sherwood. This AA will be part of an integrated strategy that will leverage the value of investments in land use, economic development, all modes of transportation, environment, health and other areas to increase systemic improvement.

Introduction of HCT in the SW Corridor and potential future improved multi-modal connections to the HCT investment in support land use local land use strategies being developed by the cities, would support growing places, improve economic development opportunities, reduce single

occupancy vehicle demand, lessen environmental impacts from growth, improve health outcomes and expand transportation, specifically transit and active transportation, choices.

Purpose

The purpose of the SW Corridor Transit Alternatives Analysis is to identify a safe and reliable high capacity transit project that will support the land use planning strategies being developed by the cities of Portland, Tigard, Tualatin and Sherwood and serve the existing and projected travel markets in the corridor while connecting regional centers, town centers, local activity centers and the central city. The identified project will advance applicable federal, state, regional, local and the SW Corridor communities' land use, transportation, economic development, environmental and health plans and policies.

The identified project will promote the continued success and creation of healthy and more vibrant communities in the SW Corridor in a financially responsive and environmentally sensitive manner.

Needs

The transit project is needed in order to address key issues in the SW Corridor and throughout the Portland metro region. The project is needed to:

- **Provide safe and reliable transportation options between the central city, regional centers, town centers and local activity centers.** Existing and projected corridor travel times for automobiles and bus service are highly variable due to heavy traffic volumes on roads throughout the corridor, the lack of roadway connectivity and lack of redundant routes as well as due to the historical suburban land use and transportation patterns in the corridor. Major traffic flows both NE-SW and NW-SE results in congestion that highlights crash "hot spots" at many high-volume intersections.
- **Support long-term vitality and connectivity of the centers in the corridor and regionally.** The provision of a high-quality transit service is needed to support ongoing efforts to create compact transit-supportive housing and support economic development in those areas.
- **Improve transit access to key employment and industrial locations throughout the Corridor such as OHSU, PCC Sylvania, PSU, the Tigard Triangle, Tualatin industrial areas, Kruse Way and Bridgeport/Boones Ferry.** Strategic transportation investments are needed to link locally and regionally significant locations that currently have limited transit. Popular travel routes in the vicinity of Highway 217 often require numerous transfers. Paired with infrequent service, wait times and transfer penalties discourage transit trips.

  Current transit service in this corridor is primarily served by TriMet's bus line 12 along OR-99W. This service is often at or near vehicle capacity, demonstrating consistent ridership demand. Because the line 12 operates in an auto lane, it is affected by congestion which results in unreliable transit travel times. Some employment areas, such as Kruse Way, lack transit connections to downtown Portland and other transit centers. Unreliable transit

travel times also result in bus "bunching" (multiple buses arriving at a stop at nearly the same time) which means the available capacity is underutilized.

- **Support regional and local land use plans.** Much of the corridor developed during the mid-20th century, resulting in single-use auto-oriented and often inefficient use of land that leads to roadway congestion while failing to provide housing and employment areas that are accessible by transit and/or active transportation. Several jurisdictions in the corridor are planning increased residential and employment densities to rejuvenate downtown areas and reduce auto dependency. It is hoped that the jurisdictions will also continue efforts to support mixed-use and to concentrate activity centers (create "places") that will be more efficient to serve with transit and active transportation.
- **Provide additional targeted capacity in the corridor without widening the existing transportation facilities, as a first choice.** Widening roadways beyond currently planned expansions does not support the desired land use strategy or state, regional, or local goals to reduce vehicle miles travelled (VMT) and improve air quality. Transit improvements are needed to increase capacity in the corridor to meet future travel demand without having to widen roadways where it is not desired or practicable.

  The roadway system primarily supports north/south access with two major highways connecting the Willamette Valley to the state's largest housing and employment center in Portland. Highway 217 carries high traffic volumes that often exhaust lane capacities, especially where the facility intersects OR-99W and I-5. The hilly topography and suburban-style development have led to a roadway system that is winding and discontinuous, limiting opportunities to expand roadways or to efficiently meet travel needs through adding local bus service to the current system.
- **Improve the safety and access of active transportation users in corridor.** Some of the existing roadways in the corridor encourage and facilitate higher vehicle speeds which in turn can create unsafe conditions that are unsupportive of walking, biking and transit ridership. Improved transit service combined with bicycle and pedestrian system improvements may create more attractive and safe conditions for active transportation users.
- **Support local, regional and state goals to reduce vehicle miles traveled (VMT) and to improve air quality.** Improved transit service in this corridor would increase transit ridership, providing a high-quality, safe and reliable alternative to automobile trips. Better connections of transit to active transportation modes could also reduce VMT. Addressing these needs will support Oregon DLCD statewide land use planning goals, 2035 Regional Transportation Plan goals as well as goals found in all of the communities' transportation system plans. Reduction of passenger vehicle VMT will preserve highway capacity for freight transportation demand, which tends to have fewer route options.
- **Support regional and state greenhouse gas (GHG) reduction goals.** Environmentally sensitive planning, including planning for and implementation of transit projects, is needed in order to ensure environmental sustainability; the reduction of greenhouse gases that

comes with VMT reduction may move the region forward in environmental stewardship and meeting regional and state GHG mandates.

Southwest Transportation Plan:
Statement of Problems, Constraints, and Opportunities
DRAFT | June 4, 2012

Executive Summary

The Southwest Transportation Plan will identify multimodal transportation solutions to the Southwest Corridor's transportation challenges, while supporting desired land uses. The challenges identified to date include:

- Limited connectivity;
- Areas without frequent and reliable public transportation;
- Gaps in the bicycle and pedestrian system;
- Unreliable traffic conditions affecting private vehicles, buses, and freight;
- Safety issues; and
- The need to serve growing and changing land uses.

The strategies developed to meet these challenges will guide transportation investments, programs, and policies in the Southwest Corridor. To be successful, these strategies will need to address constraints including limited financial means, difficult topography and infrastructure barriers, the need to avoid or minimize environmental impacts, and the challenge of balancing conflicting needs and competing priorities.

Currently, several jurisdictions within the Southwest Corridor are considering land use changes meant to support and strengthen livable and prosperous places. Planning for all transportation modes together offers greater opportunities to connect these places with a transportation system that functions well as a whole, Coordinating land use and transportation planning can highlight strategies that work together to multiply and maximize collective benefits. This planning effort will also explore opportunities to use near-term improvements to build toward long-term goals.

This Statement of Problems, Constraints, and Opportunities is the foundation of the Southwest Transportation Plan. It provides the basis for developing, evaluating, and selecting alternatives that can be carried forward into future environmental processes that may be required for project development.[1] This document expands on the transportation elements of the Southwest Corridor Vision Statement and is consistent with the Southwest Corridor Plan's overall goals and objectives. The Purpose & Need Statement for the Southwest Corridor Transit Alternatives Analysis provides a further exploration of how high capacity transit can meet the needs identified in this document.

Problems by Topic

Limited Connectivity. The corridor as a whole lacks a well-connected street grid in many locations, which would offer travelers a choice of alternate routes and make it easier to make short trips on foot or by bike. Barriers, both natural (such as steep hills and waterways) and man-made (such as grade-separated highways, and high-volume arterial roadways), are infrequently bridged by crossings, and

[1] This document attempts to summarize broad themes and is not intended to be exhaustive when examples are given. The term "focus area," where used below, refers to the specific areas within the corridor identified for land use assessment by the local jurisdictions. These areas are not meant to replace the centers identified by the regional 2040 growth plan, but do in many cases overlap with them.

travelers may have to go significantly out of their way to cross them. The need to detour to cross barriers particularly hampers walking and biking, as the costs in time and effort are higher for active transportation modes where people travel under their own power. Transit users may have to take long detours to reach transit stops, increasing the time and effort their trip requires. Motorists are funneled onto a few key routes like OR-99W, Roy Rogers Road or Tualatin-Sherwood Road by the absence of parallel roads of similar functional classifications. Where the funneling of vehicle traffic is paired with a lack of non-auto connections, as in the Tualatin industrial employment areas, travelers do not have the option to switch to transit or active transportation modes. When funneling contributes to operational problems on key routes, drivers may switch to roads designed to fill other functions – for example, using I-5 to make a short local trip because it is the most direct option, or diverting a long trip to local roads when the higher-capacity roads meant to carry long trips are too congested.

Areas without frequent, reliable public transportation. In many locations in the study area, single-use, lower-density land uses reduce potential transit ridership and make it difficult to provide economically efficient transit service. As a result, public transit in the corridor varies in frequency and quality, and many workers and residents remain dependent on cars due to a lack of available high-quality transit options. Some outer areas of the corridor, particularly to the south and east of Tigard, include several areas where no transit is available within reasonable walking distance. West of OR-217, the majority of businesses and residences in the corridor are not within five minutes' walk of an existing transit stop. Sherwood, located at the southwestern edge of the TriMet service district, has transit service only along OR-99W terminating in Old Town.

Existing transit routes focus on providing service to and from downtown Portland, which is the most significant transit market, with fewer routes crossing the corridor's main OR-99W/I-5 axis. Three frequent service bus lines reach the nine northernmost focus areas along OR-99W in Portland, Tigard, and King City, as well as the Washington Square focus area in Beaverton. In other parts of the corridor, including the cities of Tualatin, Lake Oswego, Durham, Sherwood, and unincorporated Washington County, buses come less frequently and/or service is unavailable outside of typical commute-to-work hours. Using transit between some of the corridors' major destinations can take four to six times as long as driving a personal vehicle, because transit users may need to travel significantly out of their way to transfer between routes or may have to rely buses that come infrequently. Many of the more heavily-traveled areas of the corridor, including major employment centers like Kruse Way and the Tualatin industrial area, are not well served by transit.

Some of the corridor's highest travel demand is for trips between the southern end of the corridor and areas toward the north (middle of the corridor), toward Beaverton and Hillsboro. While Westside Express Service (WES) commuter rail provides high capacity transit (HCT) between some of these areas at commute times, its potential ridership is limited by lower-density land uses around transit stops, infrequent headways, lack of local access, and lack of off-peak service limit. The high cost of leasing track time from the privately-owned freight railroad upon which WES operates constrains options for increasing this service.

Where transit is available, accessing it is not as comfortable or convenient as it should be. Throughout the corridor, missing sidewalks, bike lanes, and infrequent pedestrian and bicycle crossing opportunities at major streets can make transit stops harder to reach comfortably. Buses traveling on highways or major arterials at peak times are caught in the same congestion and subject to the same reliability issues as other vehicles. The inconvenience created by delay can doubly impact transit users, for whom a late bus may mean that they miss a transfer to another transit route on their way to their

ultimate destination and have to wait – or, where service is limited to a few trips a day, find another way home.

Bicycle and Pedestrian Gaps. Both the regional pedestrian and bicycle systems have significant gaps throughout the corridor, making it difficult for workers and residents to meet their daily needs by walking or biking. The lack of well-connected pedestrian and bicycle infrastructure affects the population's health, as conditions like obesity, asthma, and poor mental health are linked to fewer opportunities for daily physical activity, air pollution from vehicle use, and limited access to green and open spaces. Community infrastructure like sidewalks, trails, and bikeways can support health behaviors like walking and biking for meeting needs and for recreation.

Many collector and arterial streets lack sidewalks, including most of the regional pedestrian system routes in SW Portland; several routes connecting downtown Tigard and the Tigard Triangle to adjacent focus areas; and the routes that connect Sherwood east to Tualatin's employment areas. Frequent driveways on arterials and collectors, while providing needed property access, add potential conflict points between vehicles, cyclists and pedestrians. The absence of sidewalks along OR-99W creates challenges for accessing destinations and bus stops on foot. Seniors and people with disabilities are impeded by lack of curb ramps and infrequent marked crossings, which require them to take longer, indirect, or less safe routes.

There are significant gaps in the bike routes and trails meant to connect town centers and other major destinations. Some of the missing routes include those to the west of the Crossroads focus area, in the south part of the PCC focus area, to the south of Scholls Ferry Road, and routes that would connect the Tigard and Tualatin focus areas, running parallel to I-5 and the Tualatin River. Where gaps occur mid-route, such as in sections of OR-99W/Barbur where the bike lanes disappear, cyclists suddenly find themselves in an uncomfortable environment without opportunities to switch to an alternate route.

There are often long stretches between opportunities to cross major routes, such as OR-99W, I-5, and OR-217. Many of the bridges on or above these three highways do not include bike lanes or full sidewalks. Adding these facilities will require either expensive structures or narrowing or eliminating travel lanes for motor vehicles. Even where crossings are present on major routes, they can be challenging for pedestrians. Several interchange ramps in the corridor are confusing and intimidating to cross, and signals on wider roads do not always offer walk times that are comfortable for all pedestrians, particularly those with mobility challenges. Where the only bicycle or pedestrian connection is at a location or along a route that also serves as the primary conduit for motor vehicles (as at many interchanges and in some of the routes described above as prone to funneling), cyclists and pedestrians must contend with the uncomfortable environment created by higher-speed or heavy traffic. In many areas of the corridor, former rural roads have become highly travelled arterials with no pedestrian or bicycle infrastructure and few marked crossings.

Unreliable Traffic Conditions. Delays and unreliability affect many of the motor vehicle trips made in this heavily auto- and freight-dependent corridor. Peak travel periods are not restricted to morning and evening commutes. With midday and weekend trip demand also high in many locations, motorists have limited options for avoiding congested periods by changing the times they travel. Without changes to the current system, by 2035, I-5 northbound at the Terwilliger curves is expected to experience severe congestion[2] for 13 hours a day, with other routes also affected by increases in severity and duration of

[2] Severe congestion is defined by travel speeds that are 60% or less than posted speeds. For example, on a road with a posted speed of 55 mph, severe congestion would occur when travel speeds were at or below 33 mph.

congested conditions. As hours of congestion increase on routes in the corridor, delays will affect a greater share of motor vehicle trips.

On many of the corridor's major roads, there are short segments that function much more poorly than the larger segments containing them. Motorists experience significant slowing and delays at these locations and vehicle movements are more complicated and constrained. Where this kind of location-specific congestion occurs, incidents of crashes increase as motorists respond to conflicting movements and changes in speed, and the delays resulting from crashes, stopped vehicles, or other obstructions make travel times even more unreliable. As examples, this kind of localized congestion is found on the following routes and locations:

- OR-99W between I-5 and OR-217
- The I-5/OR-217 interchange on both facilities
- Tualatin-Sherwood Road
- Hall Boulevard and Greenburg Road near Washington Square, and Hall south of Tigard
- Taylors Ferry Road between OR-99W and Boones Ferry Road
- Carman Drive

Barbur Boulevard/OR-99W is an essential route in the corridor. It serves as the main route connecting a third of the corridor's land use focus areas. South of the Tigard/Portland boundary, there is no direct route that serves as an alternative to OR-99W. North of Tigard, OR-99W carries longer trips that divert from I-5, acting as an alternate route and relief valve during congested periods. Throughout the corridor, the needs of drivers using OR-99W to make longer distance, higher-speed trips are at odds with the needs of drivers accessing the commercial areas along this road, creating delay, unreliability, and safety conflicts. Transit users, pedestrians, and cyclists, all of whom rely on OR-99W, also find their movements and access needs in conflict with vehicles.

Traffic conditions vary across different sections of I-5 within the corridor. During peak travel periods, significant congestion and slowing occur in the Terwilliger curves south of I-405, and in Tigard and Tualatin south of OR-217. The I-5/OR-217 interchange area is one of the least reliable locations on the corridor's highway network. Congestion is a particular problem where I-5 connects to the rest of the road network. Of the fourteen interchanges in the corridor, twelve of them currently operate outside the mobility targets set in the Regional Transportation Plan and the Oregon Highway Plan. At the northern end of the corridor, congestion and unreliability also affect the complex network of ramps and local streets connecting I-5, I-405, the Ross Island Bridge (US-26), and downtown Portland.

The corridor includes several major commercial and industrial areas, and the freight routes that serve them are among those roads with significant bottlenecks. Where local traffic and regional or interstate trips are concentrated onto the same roads, freight trucks traveling through the corridor are affected by unreliability and congestion, whether or not they have stops within the corridor. ODOT's 2011 Economic Corridors Study found that I-5 through the corridor has some of the highest volumes of truck traffic in the region. Along with serving regional and interstate freight trips, this segment also provides critical interstate freight access for Tualatin/Sherwood and Tigard/72nd, two of the region's fourteen key economic centers. By 2035, this segment of I-5 is expected to experience severe congestion and significantly more unreliability, increasing the costs of moving goods in and through the SW Corridor.

Safety Issues. Overall crash rates on many of the corridor's routes are within state averages, which are calculated by comparing routes with similar designs, speeds, and volumes. However, segments of

arterials within focus areas have higher than average crash rates. The corridor's focus areas contain more than thirty of Washington County's priority locations for addressing safety concerns, and more than 50 of ODOT's priority locations.[3] OR-99W/Barbur has been identified by the City of Portland as a high crash corridor, based on its higher than average crash rates.

Safety issues arise where bicyclists, pedestrians, transit vehicles, and motor vehicles must share a route that was not designed to accommodate all users and minimize conflicts. Pedestrians or cyclists on higher speed routes that lack adequate sidewalks, bike lanes, and/or crossing opportunities may move in a travel lane or cross at an unmarked location, which places them at serious risk. Of those who want to walk or bike, some respond to uncomfortable conditions by avoiding these routes – by finding an alternate route if one exists, traveling by car or bus if they have access, or forgoing the trip entirely. Intersections, segments of major roads with a concentration of driveways, transit stops, and areas of high bicycle or pedestrian demand can be complex environments prone to safety conflicts between modes, particularly where facilities are inadequate. For instance, intersections may contain buses serving stops, pedestrians attempting to cross the street, cyclists navigating shared travel lanes or vehicles turning across bike lanes, and motorists moving between different roads and private property accesses. The complexity of these locations can make it difficult for users to keep track of where other people and vehicles are, to register changing conditions, and to make safe decisions in a timely fashion.

While conflicts between users of different modes are a serious concern, conflicts between vehicles also create safety problems, particularly at locations where some motorists may need to merge, turn, or slow down relative to the speed of through traffic. While private property access is important to support adjacent uses, poor access management (such as frequent or poorly defined driveways and the lack of medians) on high-volume routes such as OR-99W can increase the risk of crashes. Many of the I-5 ramps within the corridor do not meet current standards for safe lengths. In several locations, motorists entering the highway must merge directly into highway traffic without having adequate opportunity to accelerate in a separate lane, or the line of motorists slowing or stopping on an off-ramp may spill back onto a travel lane. In either situation, the difference in travel speeds creates safety issues.

Serving growing and changing land uses. There is a mismatch between where growth is expected, how it is expected to manifest (for example, concentrated or spread out, mixed use or single use), and where local and regional entities can cost-effectively provide transportation facilities and services. Though regional policy focuses growth towards centers and corridors where it can be served efficiently, recent land use modeling shows significant growth will take place near or beyond the present urban growth boundary– places where it is likely to be spread out, single use, and existing road network is sparse, transportation options are limited, service by transit is expensive, and few future transportation projects are planned. For example, forecasts indicate significant growth occurring in River Terrace, located at the fringe of the study area on SW Roy Rogers Rd between SW Scholls Ferry and SW Bull Mountain. Currently, River Terrace has low street connectivity, very limited bicycle and pedestrian infrastructure, and no transit access. For these reasons, new land use types, coupled with innovative transportation solutions will be required.

Constraints

Financial. Financial constraints severely limit potential long-term transportation investments, particularly within the next fifteen years. Project partners likely will not have the funding to complete

[3] Based on Washington County and ODOT Safety Priority Indexing System (SPIS) lists.

all the transportation projects already planned for the corridor, and maintaining existing infrastructure will be a challenge for both local and state governments. The Oregon Department of Transportation does not expect to receive funding for expanding highway capacity and must focus on operational improvements to the existing system. TriMet has instituted significant service cuts to address operating fund shortages. There are other HCT projects that have already completed environmental processes that will use limited capital funds. Some high-cost major projects, though they may offer significant benefits and can help realize the vision for the corridor, will be challenged by funding availability.

Physical Barriers. The topography in the corridor presents significant challenges to creating a well-connected transportation system. Particularly in SW Portland, hills make it difficult to create a highly-connected street system. Throughout the corridor, the ravines, rivers, and streams are major barriers to travelers, and crossings are expensive. As grade-separated highways, I-5 and OR-217 present similar challenges to cross. They limit connectivity to key land use areas located along them. In addition existing ROW is limited and constrained by the presence of adjacent private property. The corridor's freight rail lines also act as barriers to connectivity.

Several of the destinations in the corridor, including OHSU, PCC Sylvania, Washington Square, Kruse Way, and the Tigard Triangle, are sited in difficult-to-serve locations hemmed in by physical barriers (like freeways, hills, wetlands, streams, etc) in the landscape. Conventional approaches to create passage across barriers at these locations, such as building new roads, undercrossings, or bridges, would be expensive.

Existing Land Use and Transportation Patterns. Expanding existing transportation facilities can be more challenging or expensive when they are surrounded by existing development. Throughout the corridor, many of the focus areas are already heavily built. An increase in total travel demand that exceeds the capacity of the existing roads, walkways, or bike facilities may make expanding those facilities more difficult due to potential impacts to adjacent development and cost.

Where focus areas are located on roads with high traffic volumes, there may be mismatches between the desired land use character and the environment created by the busy roads. For example, the Crossroads area in SW Portland is one of several focus areas located at or near highway interchanges. The heavy traffic using this major intersection to access the highway makes it challenging and uncomfortable for people to walk between land uses on different sides of the road, and may deter some kinds of development.

As the Southwest Transportation Plan analyzes potential solutions to problems, it will be important to consider how the different components of the transportation system function together, and to assess how changes to one location or facility may affect the system as a whole. For example, OR-99W serves as an important relief valve for I-5, with signals designed to absorb I-5 traffic when incidents or construction occur. Changes to either of these highways may affect the balance of traffic between the two, and may alter the intensity of congestion or unreliability experienced by drivers and goods moving through the corridor when incidents or construction occur on either highway. For safety reasons, the federal government restricts freight carrying hazardous materials to specific routes. As these materials are not allowed to move through tunnels, US-26 is unavailable as an east-west route. To travel east or west across the Portland region, trucks moving hazardous materials must use I-5 and OR-217, with no alternate routes available. Therefore, the function and design of these highways will be required to continue to meet federal safety regulations for moving hazardous materials in the future.

It is also important to identify transportation improvements that avoid or minimize impacts on the natural and human environments. Negative impacts on air quality, water quality, and noise can in turn harm human health and quality of life both for the nearby people and for natural ecosystems and habitats. It is important to identify transportation improvements that avoid or minimize such impacts, as mitigating them can be challenging and costly.

Opportunities

Planning for land use and transportation, including all modes, for the Southwest Corridor creates a key opportunity to provide a transportation system that functions well as a whole for the corridor's future residents, workers, and visitors. The *High Capacity Transit System Plan* (Metro, 2009), a component of the Regional Transportation Plan, designated the Southwest Corridor as the region's next priority for HCT investment. Based on total potential benefits measured by 26 evaluation criteria, the corridor ranked the highest of 55 corridors examined. The evaluation criteria considered how an HCT investment would best meet the livability and community needs, support the economy, provide environmental benefits, and potential for implementation based on costs and efficiencies of operations. Introduction of HCT in the SW Corridor, along with improved multi-modal connections to the HCT investment, and in support of the desired land use strategy, would support growing places, reduce single occupancy vehicle demand, and expand transportation, specifically transit and active transportation, choices.

By combining planning for all modes, the Southwest Corridor Transportation Plan can identify near-term improvements to the existing transportation system that also support the local visions of the corridor's cities and counties, efforts to bring HCT to the corridor, and the needs of the regional and state transportation systems. Improving the safety and connectivity of the bicycle and pedestrian system, strengthening access to transit, and addressing safety concerns provides transportation options for the corridor's residents, workers, and visitors. Developing effective system management approaches to reducing collisions and delay can make more effective use of existing highway capacity, benefiting both the traveling public and the businesses moving goods in the corridor. These kinds of near-term, incremental projects can provide signification benefit in and of themselves, help stimulate private investments in appropriate locations, and set the stage for future public investments that will strengthen and serve growing, vital places.

Planning for the corridor's land uses and transportation at the same time makes it easier to identify projects, policy changes, and programs that will work in coordination, increasing the total benefits achieved. For example, as anticipated growth and intensifying land uses increase the concentration of people, it becomes more feasible to provide expanded transit service. In turn, a more robust and frequent transit network complemented by opportunities for walking and biking helps attract desired development, businesses, and services to land use areas the community wants to activate. Creating trails, parks, and green spaces provides appealing places for physical activity, recreation, and traveling on foot or by bike. Along with enhancing the health of local community members, these places can improve air quality, improve water quality, provide wildlife habitat, attract visitors, and add to local property values. Planning land use and transportation together helps balance different needs, like providing access that will support and improve growing places while also improving the safety and efficiency of the transportation system that serves them to connect those places.

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Metro | *Memo*

Date: June 4, 2012
To: Southwest Corridor Steering Committee
From: Jamie Snook, Principal Planner
Subject: Southwest Corridor project screening process

The purpose of this memorandum is to outline how the wide range of projects will be screened as a part of the overall evaluation framework.

Wide range of projects

The wide range of projects list will come from a variety of sources. We don't need to re-invent the wheel. There is a lot of work done in this corridor to help solve the needs/challenges. We should start with those.

1. Start with the RTP projects.
2. Are there projects that result from RTP policy (gaps and deficiencies)
3. Are there projects from the TSP's that we should be considering?
4. Are there projects from other plans that we should be considering?
5. What was the input we received from the public and partners?
6. What connections are needed between the focus areas?
7. What have the cities developed through their individual land use planning processes?
8. Are there high capacity transit (HCT) improvements needed?

The only four areas that "new" projects are introduced are 1) input from the public and partners; 2) connections between focus areas (not already identified); 3) projects from the land use planning; and 4) new HCT improvements. The following table shows where projects that are a part of the wide range of alternatives would come from.

Source	motor vehicle	transit	active transportation	low build	parks	natural resources
needs/challenges	X	X	X		X	X
RTP	X	X	X			
TSP	X	X	X			
CIP/STIP				X	X	X
Other plans	X		X		X	X
public	X	X	X		X	X
partners	X	X	X		X	X

Once we have a comprehensive list of projects for the wide range of projects, then we can screen them to get down to a manageable number of projects for consideration and packaging of the shared investment strategies.

Screening

The screening criteria will be used to eliminate projects that are not reasonable or feasible and to narrow from a wide range of projects to a manageable number of projects to consider for inclusion in alternative packages for the shared investment strategy. A more detailed evaluation will be conducted for the shared investment strategies.

Below are some ideas on potential screening for discussion:

1. ***Is it consistent with the overall vision, goals and objectives of the Southwest Corridor Plan:*** Is the project consistent with the vision for the corridor? Is the project consistent with the goals and objectives (this question will be answered in more detail through the evaluation process)?
2. ***Does it address the transportation need:*** Does the project help solve the problems and needs in the corridor? Projects will be measured against the needs analysis, the transportation plan problem statement and the transit alternatives analysis purpose and need. If the project does help address a need, the project moves forward.
3. ***Does it support the land use goals:*** Do the projects help achieve the locally adopted land use goals or aspirations? Are the projects a result of the land use planning efforts? If the project supports the land use goals and vision, the project moves forward.
4. ***Does it protect or enhance the existing facilities:*** Do the projects protect the existing facility or improve the operation of the existing facility (i.e. safety or TSMO improvements)? Do the projects enhance the existing facilities (i.e. gaps and deficiencies, pedestrian and bicycle improvements)? Or do the projects expand the existing facilities for motor vehicle capacity or high capacity transit improvements? If the project protects or enhances the existing facility, the project can move forward without additional technical
   analysis. If the project expands transit or motor vehicle capacity , the project will move forward to the next two screening criteria.
5. ***Can we afford it and when:*** Can we reasonably expect to afford the project within the next 15 years? Is this a project that can be achieved in the 0-5 year timeframe? Can the project be achieved in the 5-15 timeframe? Or is the project most likely to be realized in the long-term timeframe of 15+ years? If the project is in the 0-5 or 5-15 year timeframe, it moves forward. If it is a longer-term endeavor, then the project is considered a long term project and should be considered in a future planning process.
6. ***Are the impacts reasonable:*** Does the project have too many impacts to be reasonable? Potential measures would include major property impacts, major environmental (parks and wetlands) impacts or insurmountable regulatory or policy obstacles.

The following table describes the screening process.

	Measure	Who	How	When	Inputs
1	Is it consistent with the overall vision, goals and objectives of the Southwest Corridor Plan?	Partners	Match the projects to the vision, goals and objectives	June	Partner input
2	Does it address the transportation needs in the corridor?	Partners, consultants	Match needs and projects	June	Needs analysis, projects from RTP, TSP, other plans, public, partners
3	Does it support land use goals?	Partners	Review needs and project matrix and comment	July	Partner input
If yes, on 1, 2 **or** 3, projects move on. If no, on 1, 2 **and** 3, projects are not considered further.					
4	Does it protect or enhance the existing facilities?	Partners	Review the intent and description of the projects	July/August	Partner input
If yes on 4, projects move forward without any other screening. If no, and the project is more about adding capacity or expanding the existing facility, the project will move forward to screening step 5 and 6.					
5	Can we afford it and when?	Partners, consultants	Review of the rough order of magnitude cost estimates and operating costs considerations with the funding capacity	August	Capital costs (could be ranges), operating costs assessment, funding capacity assessment
6	Are the impacts reasonable?	Partners, consultants	Review the impacts of the project	August	Property impacts, parks and wetlands impacts
If yes on 5 and 6, the project moves forward. If no, the project is considered a long-term project because it meets the needs and the land use goals but we can't afford it at this time.					

Next steps

- The result of the screening process will be to identify the projects that are reasonable and feasible. After projects have been screened they will be categorized into timeframes of short, mid and long-term.
- Short and mid-term projects will be used to develop the shared investment strategies.
- Projects that make it through the screening process will be eligible to be included in the shared investment strategies.
- The shared investment strategies will be developed to best support and maximize the land use/community vision, economic development and housing strategies being developed.
- The shared investment strategies will be evaluated through the evaluation criteria process. We will then be able to discuss the tradeoffs between the various investment strategies and how they meet the goals and objectives.

Southwest Corridor Implementation Partners
Updated 5-29-12

Purpose: Strategic advice on making investments in the Southwest Corridor

- Partnerships: private businesses, institutions and community organizations supporting on-the-ground change
- Policy changes: define and champion investment-supportive policies
- Community investments: engage business and community leaders' knowledge to define balanced local investments
- Financing: share ideas and leverage opportunities, challenges, resources

To accomplish these purposes, multiple groups will be formed, as follows:

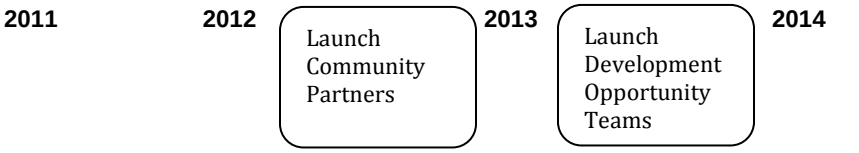
Group	Charge	Members	Structure	Timing
Community Partners	Through SW Corridor Plan development, decision-making and implementation: *engage in and share information with circle of influence *share big ideas and best practices *advocate and build coalitions *cross-pollinate and innovate *build project identity	Community and business leaders who live or operate businesses in the SW Corridor or advocate for topics addressed in the SW Corridor Plan	Medium to large group of leaders with a range of perspectives on topics addressed in the SW Corridor Plan, with concept consent of the Steering Committee. Chair to be selected from among members, ideally providing a link to the Steering Committee. Meetings to occur in support of project milestones. Similar to HCT Think Tank.	Fall 2012 to Spring/Summer 2013 with additional meetings convened as needed to launch work on next phases of SW Corridor Plan
Development Opportunity Teams	Actively partner to advance both public and private investment in downtown, main street and employment area projects agreed to in the SW Corridor shared investment strategy	Multiple small groups of agency, institutional, business, finance and developers with interest in specific projects in SW Corridor	Growing out of economic development strategy, housing strategy and market analysis work, multiple small groups of key stakeholders gathered to advance work on specific projects identified in the SW Corridor shared investment strategy (i.e. active transportation projects). Lead agency to supply chair or ask group to select chair from among members. Meetings occur as needed to advance projects.	Launch Fall 2013 after adoption of SW Corridor shared investment strategy

Implementation Partners schedule

2011 – 2013 Phase I
Agreements, policy changes, strategic investments and partnerships

2013 - 2015 Phase II
Actions to achieve goals, including investments, Draft Environmental Impact Statement(s) and major policy changes

2015 and beyond
Further project development and implementation



Community Partners meeting topics:

The Community Partners group is most likely to begin meeting in 2012 and cover topics as noted in the table below, after the following selection process:

- Targeted outreach and requests to potential members – Summer 2012
- Review of proposed members by team, PTL/PMG, Steering Committee – Fall 2012

Meeting no.	Topic	Timing
1	Corridor vision, values, opportunities and challenges, existing conditions, integrated strategies, future agreements	Fall 2012
2	What needs to be incorporated into integrated strategies to make them work on the ground? What combination of integrated strategies best maximizes project goals? What concepts are key to communicating the value of different packages of integrated strategies?	Late Fall 2012
3	Consider packages of integrated strategies during evaluation. Can public, private, neighborhood, business, advocacy groups, interest groups partner to make these kinds of prioritized investments happen? What issues might they encounter? What can be done to prevent implementation issues? What strategies are missing?	Winter 2013
4	What will it take to implement the commitments we've identified? What models will work? What partnerships need to be in place? How can/should we tell the story about how the Steering Committee and community partners reached shared investment agreements?	Early Spring 2013
5	Celebrate accomplishments, discuss implementation partnerships, debrief process, discuss purpose moving forward	Spring/Summer 2013

GREAT PLACES SW Corridor

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

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 local land use and transportation community visions for downtowns, mainstreets and employment areas, including key connections:

- within focus areas
- access to focus areas
- access between focus areas
- corridor-wide/ through corridor

★ Complete ★ In progress

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?

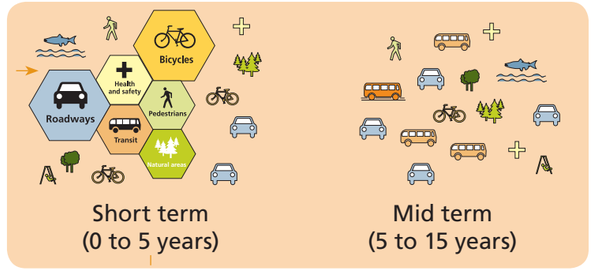
Can we afford it?

September – October 2012

7 Narrow range of projects

8a Categorize projects by implementation time frames

8b Identify early opportunities

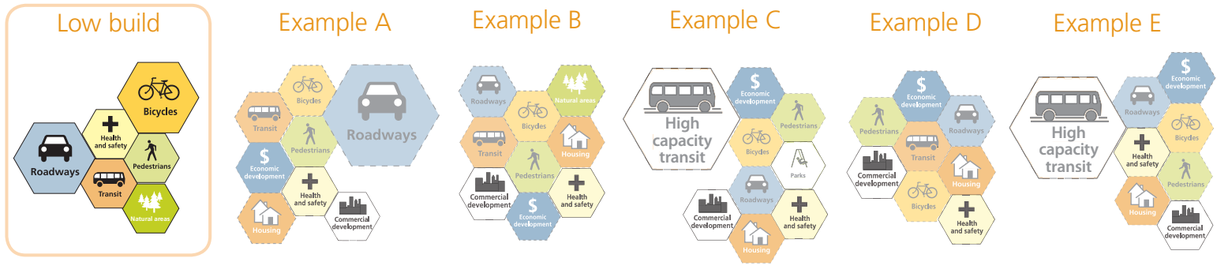


8c Implement early opportunity projects

9 Draw from local communiy visions to define 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

Southwest Corridor Plan
The Southwest Corridor Plan guides the pursuit of opportunities throughout the Southwest corridor. This overarching plan unifies local land use and community vision plans – Sherwood Town Center Plan, Tigard Connections, Linking Tualatin, Barbur Concept Plan, and other city- or county-focused plans; the transportation plan; transit alternatives analysis; and the final shared investment strategy.

Southwest Corridor Transportation Plan
The transportation plan is a subset of the overall Southwest Corridor Plan and Implementation Strategy, with a specific focus on transportation, including roadways, freight movement, bike facilities, pedestrian facilities, high capacity transit and local bus service.

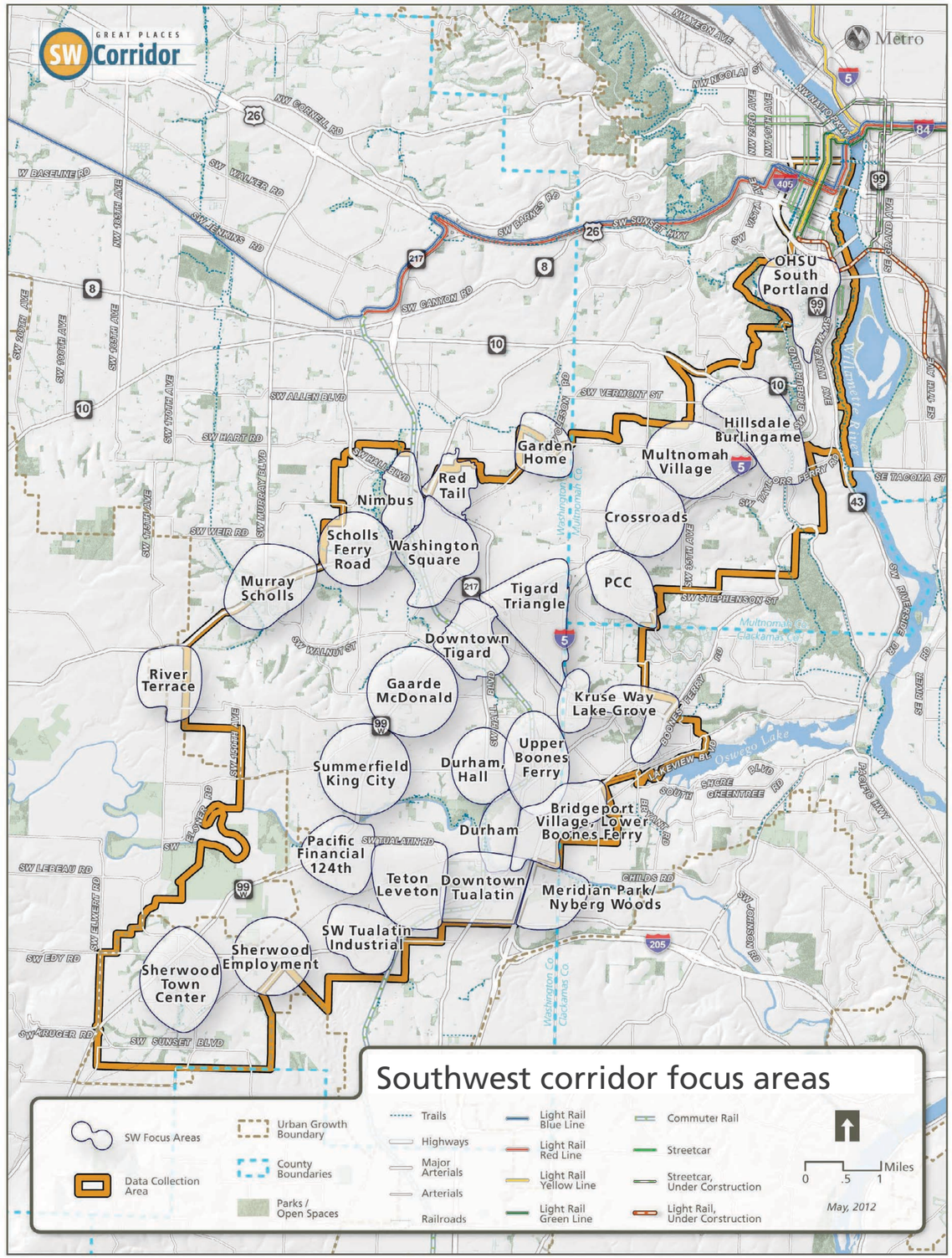
Southwest Corridor Transit Alternatives Analysis
The transit alternatives analysis is a subset of the overall Southwest Corridor Plan and the transportation plan, with a specific focus on exploring high capacity transit options.

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

SOUTHWEST CORRIDOR PLAN FOCUS AREAS



GREAT PLACES

SW Corridor

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

Southwest Corridor Transit Alternatives Analysis
Southwest Corridor Transportation Plan

Southwest Corridor Steering Committee

June 11, 2012

GREAT PLACES SW Corridor

Southwest Corridor Transit Alternatives purpose and need working draft

Transit purpose and need

- Why the agency is proposing to take action;
- Path for successful decision-making;
- Basis for public support; and
- Foundation for the screening of projects.

GREAT PLACES SW Corridor

Purpose and need development

- Based on:
  - Existing conditions
  - Public input
  - Project partner review/input

Coordination with FTA

The Southwest Corridor Transit AA is conducted for the Federal Transit Administration (FTA) as part of the metropolitan transportation planning process, as specified by 23 CFR Part 450 FTA/Federal Highway Administration (FHWA) Joint Final Rule on Metropolitan and Statewide Planning.

Transit purpose and need

- Establishes why the agency is proposing to take action;
- Sets out a critical path for successful decision-making;
- Provides basis for public support; and
- Lays the foundation for the screening of alternatives.

Audiences

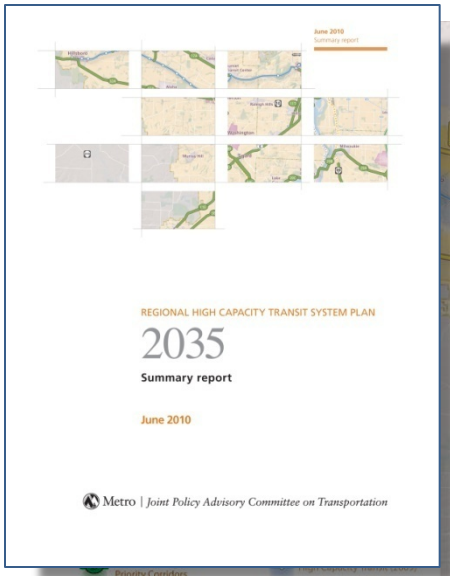
- FTA
- Partners & stakeholders
- Public
- Interested parties
- Environmental resource agencies
- Tribes

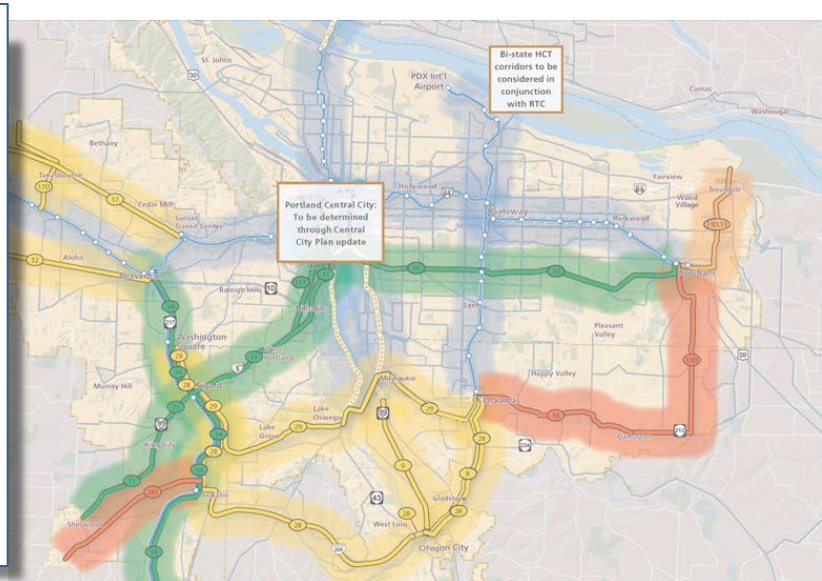
GREAT PLACES SW Corridor

Why this corridor?

High Capacity Transit (HCT) System Plan, adopted in 2010 as part of the Regional Transportation Plan

- Identified the corridor among the most viable for HCT implementation.





What is HCT?

- light rail transit
- bus rapid transit
- rapid streetcar
- commuter rail

GREAT PLACES SW Corridor

Purpose

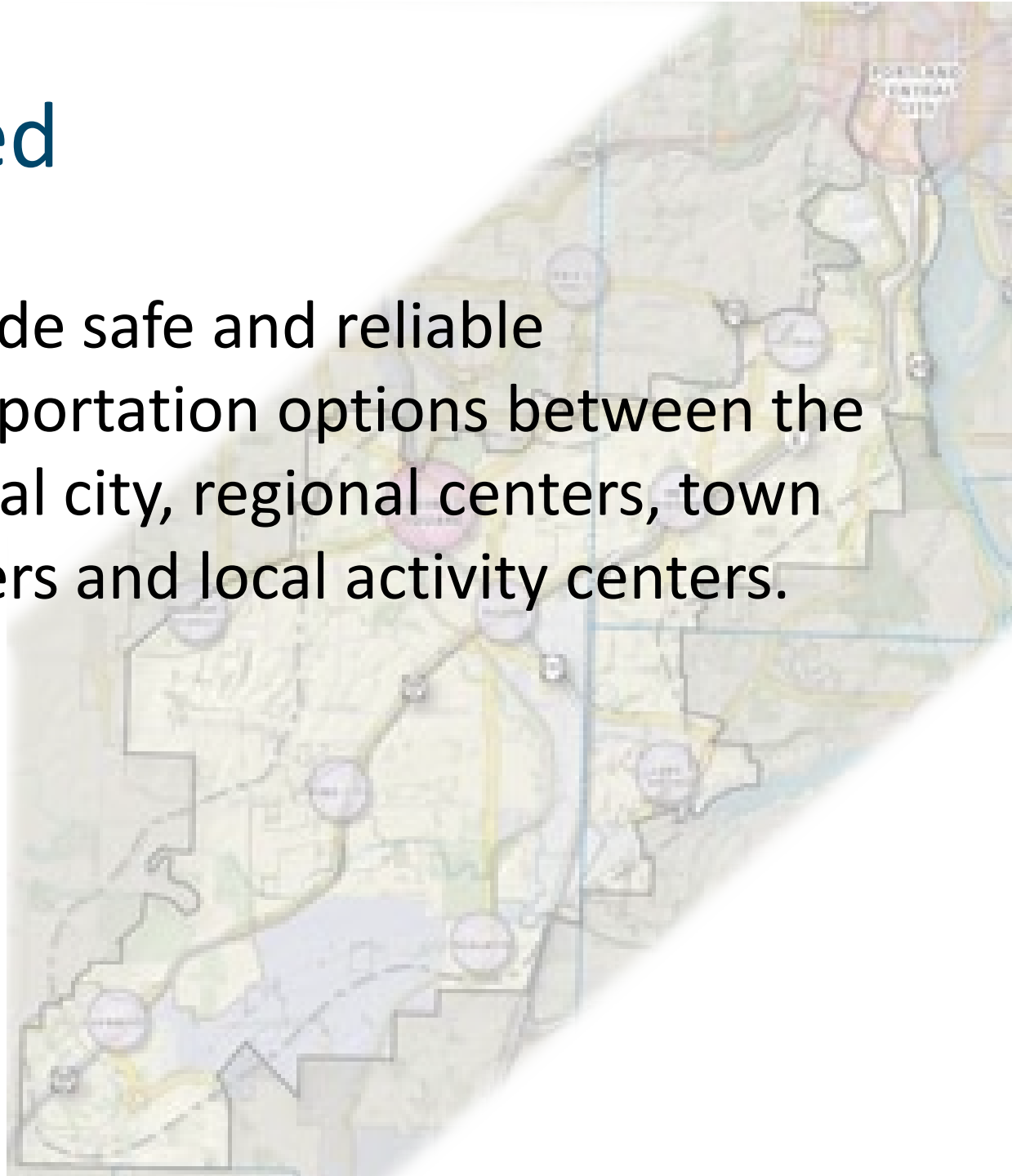
To identify a safe and reliable high capacity transit project that will

- Support the land use
- Serve existing and projected travel markets
- Connect regional centers, town centers, local activity centers
- Advance applicable federal, state, regional and local land use, transportation, economic development, environmental and health plans and policies.

GREAT PLACES SW Corridor

Need

Provide safe and reliable transportation options between the central city, regional centers, town centers and local activity centers.



GREAT PLACES SW Corridor

Need

Support long-term vitality and connectivity of the centers in the corridor and regionally.

Need

Improve transit access to key employment and industrial locations throughout the Corridor such as OHSU, PCC Sylvania, PSU, the Tigard Triangle, Tualatin industrial areas, Kruse Way and Bridgeport/Boones Ferry.

Need

Support regional and local land use plans.

GREAT PLACES SW Corridor

Need

Provide additional targeted capacity in the corridor without widening the existing transportation facilities, as a first choice.

Need

Improve the safety and access of active transportation users in corridor.

Need

Support local, regional and state goals to reduce vehicle miles traveled (VMT) and to improve air quality.

Need

Support regional and state greenhouse gas (GHG) reduction goals.

Next Steps

- **Today:** request approval of working draft
- June–August: review and comment from FTA, resource agencies, & the Tribes
- July–September: refine with input from project partners
- October: request adoption of final draft

GREAT PLACES SW Corridor

Southwest Corridor Transportation plan Problem Statement working draft

Purpose of Problem Statement

To establish:

- High-level needs
- Basis for developing solutions
- Basis for screening/narrowing
- Rationale for planning approach
- Groundwork for future NEPA processes

Audiences

- Partners and stakeholders
- FHWA
- Environmental resource agencies
- Tribes
- Public (at executive summary level)

Statement development

- Based on:
  - RTP mobility corridor needs
  - Existing conditions
  - Project partner input
  - Public input
- May/June: two rounds of review by project partners

Overview: Problems

- Limited connectivity
- Areas without frequent & reliable public transportation
- Gaps in bicycle & pedestrian systems
- Unreliable traffic conditions
- Safety issues
- Need to serve growing & changing land uses

Overview: Constraints

- Financial
- Physical barriers
- Existing transportation and land use patterns

GREAT PLACES SW Corridor

Overview: Opportunities

Maximize benefits by:

- letting community vision lead
- coordinating transportation and land use planning
- planning for all modes at once – including HCT
- identifying near-term improvements to set the stage for future vision & long-term projects

Next Steps

- **Today:** request approval of working draft
- July–August: review and comment from FHWA, resource agencies, & the Tribes
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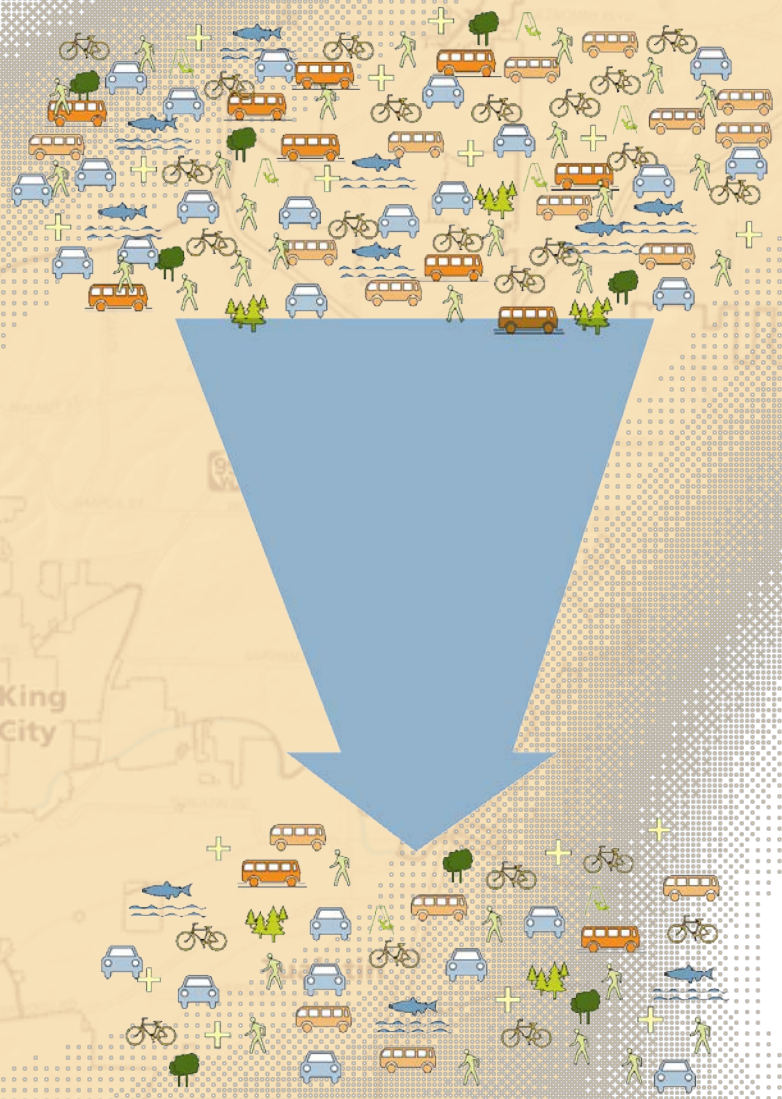
GREAT PLACES SW Corridor

Screening process



Wide range of projects

Source	motor vehicle	transit	active transportation	low build	parks	natural resources
needs/challenges	X	X	X		X	X
RTP	X	X	X			
TSP	X	X	X			
CIP/STIP				X	X	X
Other plans	X		X		X	X
public	X	X	X		X	X
partners	X	X	X		X	X

GREAT PLACES SW Corridor

Screening

STEP 1

	Measure	Who	How	When	Inputs
1	Is it consistent with the overall vision, goals and objectives of the Southwest Corridor Plan?	Partners	Match the projects to the vision, goals and objectives	June	Partner input
2	Does it address the transportation needs in the corridor?	Partners, consultants	Match needs and projects	June	Needs analysis, projects from RTP, TSP, other plans, public, partners
3	Does it support land use goals?	Partners	Review needs and project matrix and comment	July	Partner input
If yes, on 1, 2 **or** 3, projects move on. If no, on 1, 2 **and** 3, projects are not considered further.					
4	Does it protect or enhance the existing facilities?	Partners	Review the intent and description of the projects	July/August	Partner input
If yes on 4, projects move forward without any other screening. If no, and the project is more about adding capacity or expanding the existing facility, the project will move forward to screening step 5 and 6.					
5	Can we afford it and when?	Partners, consultants	Review of the rough order of magnitude cost estimates and operating costs considerations with the funding capacity	August	Capital costs (could be ranges), operating costs assessment, funding capacity assessment
6	Are the impacts reasonable?	Partners, consultants	Review the impacts of the project	August	Property impacts, parks and wetlands impacts
If yes on 5 and 6, the project moves forward. If no, the project is considered a long-term project because it meets the needs and the land use goals but we can't afford it at this time.					

Screening

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GREAT PLACES SW Corridor

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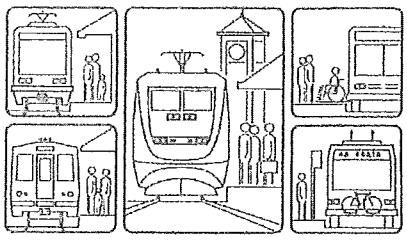
STEP 3

Next steps

- Identify timeframe for projects
- Develop shared investment strategies
- Evaluate shared investment strategies

The following materials were handed out at the meeting.

Association of Oregon Rail and Transit Advocates
AORTA • P. O. Box 2772 • Portland, Oregon 97208-2772
Also known as OreARP • Oregon Association of Railway Passengers



MEMORANDUM

Date: June 11, 2012

To: SW Corridor Plan Steering Committee

From: Jim Howell, Planning Director, AORTA

Subject: Rapid Transit South

The SW Corridor Planning process provides an excellent opportunity to develop a north-south regional rapid transit line that serves the commuting public with a viable alternative to driving on the often clogged I-5 freeway through metro Portland.

MAX currently offers this alternative to I-84, Highway 26, and portions of I-5 and I-205. The Milwaukie MAX Line will soon give us comparable service south in the 99E corridor leaving only the I-5 south corridor with no rapid transit alternative.

The SW Corridor Plan should include this north-south conduit.

The opportunity doesn't stop there. Of equal importance to adding this new rapid transit line is connecting all of its segments together so they can provide fast and efficient inter-regional transit alternatives to the freeways.

The Blue and Red MAX Lines connect the east and west corridors through central Portland but not as rapid transit, rather as slow streetcar-type service. The Yellow, Green and soon the Orange lines all terminate on downtown streets without providing the connections needed to serve riders with fast and efficient interregional service, leaving that to the single occupant vehicle on the freeways.

The streetcar-type Blue and Red lines through the Lloyd District and downtown will someday have to be replaced with a subway. This will leave the existing tracks for future streetcars. In the meantime, a rapid transit line in the SW Corridor and the new Willamette River Light Rail Bridge provide an excellent opportunity to interconnect the whole MAX Rapid Transit System that could seriously compete with the freeways.

Here is brief overview of a proposal for a SW MAX Line that extends the Yellow Line south to Tualatin and achieves this north-south solution:

Segment 1 - Rose Quarter to OMSI
This 1.7-mile segment could run on the surface along Water Avenue or on a structure above the UP Railroad tracks on First Avenue. It should have three intermediate stations at the bridgeheads for connections to all the eastside bus lines that cross the Willamette.

Segment 2 – River Crossing
This segment, with a new platform adjacent the OMSI MAX Station, shares the new Willamette River Bridge and South Waterfront Station with the Orange Line.

Segment 3 – Marquam Hill Tunnel
This 2.8 mile-long tunnel would have an east portal immediately west of the South Waterfront Station and a west portal at Burlingame. It would have a deep station to serve "Pill Hill", a Hillsdale Station to provide a connection to the frequent bus lines on Beaverton-Hillsdale Highway and a Burlington Station.

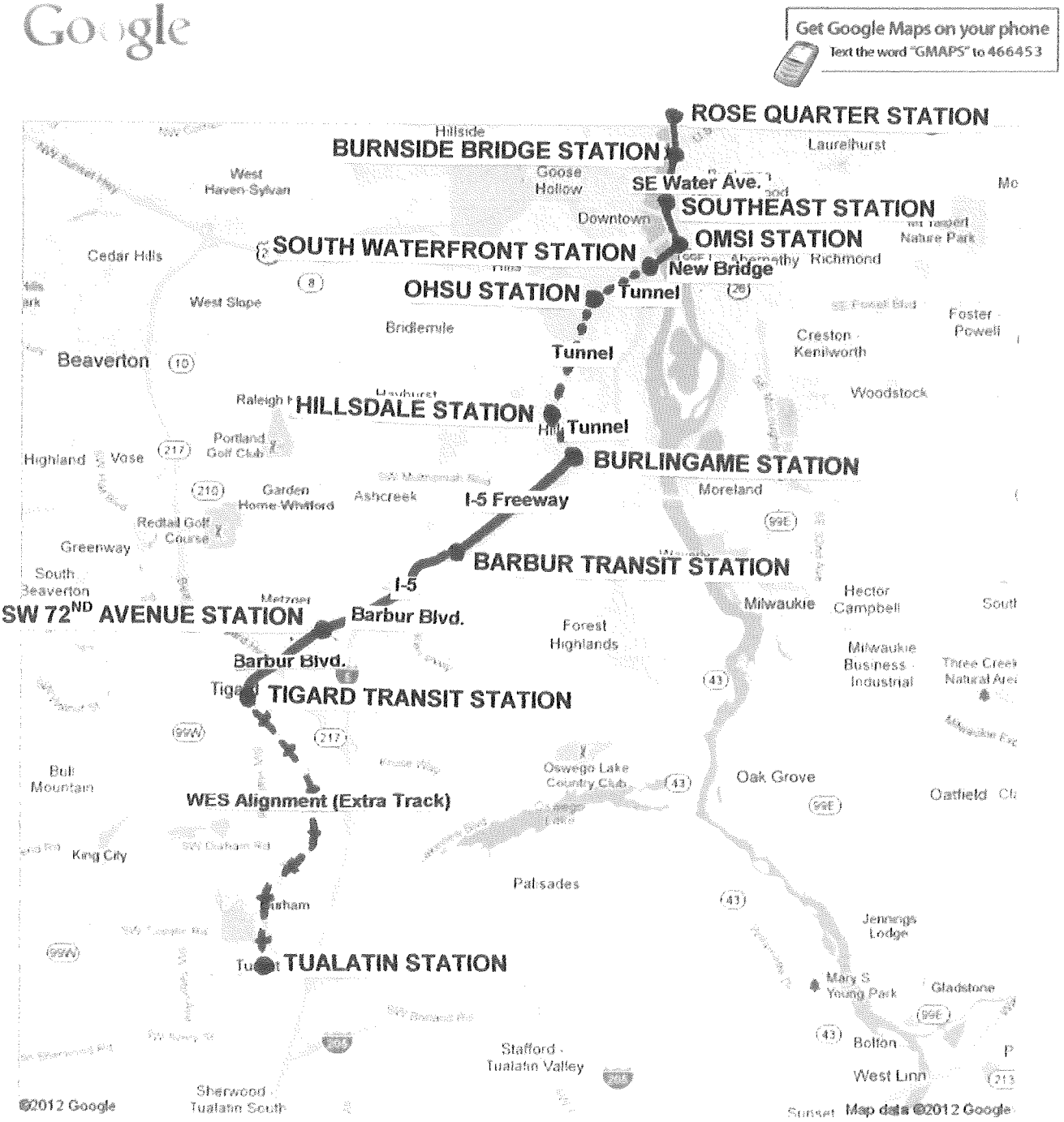
Segment 4 – Burlingame to Tigard Transit Center
This 4.2-mile segment could run on the surface along I-5 and Barbur Blvd. It could have two or more stations. Two would be at the Barbur Transit Center and SW 72nd and Barbur Blvd. The line would enter the railroad right of way at the Tigard Transit Center.

Segment 5 – Tigard to Tualatin
The possibility of adding a 3.8-mile section of electrified track in the Portland and Western right of way in order to extend MAX south to Tualatin should be considered. MAX could possibly share the WES platforms.

In summary, this proposed 13-mile line south from the Rose Quarter to Tualatin combined with the six-mile Yellow Line north from the Rose Quarter and extended into downtown Vancouver would combine to become a 19-mile regional rapid transit line with at least 24 stations providing connections to four other MAX Lines, many frequent service bus lines and the streetcar system.

This north-south route would draw many regional commuters off I-5, eliminating any need for further freeway expansion.

(see attached map)



Proposed SW MAX Corridor (14 miles – 12 Stations)

By: Jim Howell 6-1-12 jimhowell89@hotmail.com

Act to Require Voter Approval for New Rail Transit in the City of Tualatin

The people of the City of Tualatin amend the Tualatin City Charter as follows:

A. The Tualatin City Council may not authorize the use of city resources for the financing, design, construction or operation of any public rail transit system, including, but not limited to, the extension of an existing public rail transit system operating outside of the city limits, without first obtaining the approval of city voters at an election on an authorization ordinance. "City resources" shall include any public funds, staff time, lobbying agreements, property interests or other tangible or intangible city assets, and the right to direct or permit the use of such resources. This subsection does not apply to the use of city resources to respond to or prevent a public safety concern caused by the operation of a public rail transit system.

B. Any authority extended to the Tualatin City Council by an election held under subsection (A), shall be strictly limited to the parameters of the authorization ordinance. An authorization ordinance submitted to voters under subsection (A) must provide sufficient public notice of the authority conveyed and shall not be effective unless the following parameters are specified:

1. the types of city resources to be authorized;
2. the permissible uses of such resources;
3. the estimated cash value of any authorized resources and any associated personnel costs; and,
4. the duration of the authority extended.

Sufficient public notice for an authorization ordinance under this subsection is provided to city voters if the certified ballot title accurately summarizes the authorized parameters and provides a link to a detailed description hosted on a city website. If sufficient public notice cannot be accomplished in the manner above, the city shall provide such information to voters by mail at least 21 days in advance of the election.

C. This measure shall become immediately effective upon passage. If any provision of this measure is barred from operation by superior law, the other provisions shall remain unaffected. Subsections (A) and (B) shall be codified as a new section of Chapter X of the Tualatin City Charter.

NOTICE

CITY OF TUALATIN, OREGON

NOTICE IS HEREBY GIVEN that the following ballot title has been received from the Tualatin City Attorney and filed with the City Elections Official on April 16, 2012 on a prospective initiative petition. The City Elections Official has determined that the prospective initiative petition complies with the constitutional requirements.

CAPTION

PROHIBITS USING CITY RESOURCES FOR RAIL TRANSIT WITHOUT SPECIFIED ELECTION

QUESTION

AMENDS CITY CHARTER TO REQUIRE SPECIFIED ELECTION APPROVAL BEFORE CITY COULD AUTHORIZE USE OF CITY RESOURCES FOR PUBLIC RAIL TRANSIT SYSTEMS

SUMMARY

The proposed charter amendment would prohibit the City Council from authorizing the use of "city resources" including:

- Public funds,
- Staff time,
- Lobbying agreements,
- Property interests,
- Tangible or intangible city assets, and
- The right to direct or permit the use of those resources

for any of the following activities:

- Financing,
- Design,
- Construction, or
- Operation

of any public rail system operating inside and outside the City unless city voters first approved such use.

The authorization voters would consider must specify the types of city resources to be authorized; the permissible use of those resources; the estimated cash value of the resources with the associated personnel costs; and the duration of the authorization.

"City resources" could not be used to develop the information necessary to estimate the cash value of the resources, associated personnel costs, or duration of the authority needed to prepare an authorization ordinance for the election. City resources could be used for a public safety concern caused by the operation of public rail transit systems.

NOTICE:

An elector may file a petition for review of the ballot title noticed above with the Circuit Court of the State of Oregon. A copy of the ballot title may be obtained at the City Administrative Offices, 18861 SW Martinazzi Avenue, Suite 200, Tualatin, Oregon 97062. The petition for review of the ballot title must name the City Attorney as the respondent. The deadline for filing a petition for review of the ballot title is 5:00 p.m., April 25, 2012.

CITY OF TUALATIN, OREGON
By: Sherilyn Lombos
City Elections Official

PLEASE PUBLISH IN THE OREGONIAN ON APRIL 18, 2012.

CITY OF TIGARD INITIATIVE PETITION

CAPTION: Prohibits Tigard resources for "Public Rail Transit Systems" without election.

QUESTION: Shall Tigard be prohibited from using "city resources" to design, finance, construct, operate public rail transit systems without voter approval?

STATEMENT: This measure requires Tigard to hold an election and get voter approval each time Tigard wants to use any "city resources" (defined) to design, finance, construct, operate any "public rail transit system" (undefined), including existing systems operating outside of Tigard limits.

Tigard will be required to accurately estimate the value, type, permissible use and duration of all resources that voters will need to authorize. This measure will prohibit Tigard staff from doing the preliminary design work necessary to accurately estimate the "city resources" that Tigard is required to disclose to the voters.

"City resources" include:

- staff time;
- tangible and intangible assets;
- property interests;
- lobbying agreements;
- city funds; and
- the right to direct or permit the use of those resources.

Voter authorization is not required to respond to or prevent a "public safety concern" (undefined) caused by the operation of a "public rail transit system."

Authority to use "city resources" is strictly limited to the terms of the ordinance. This measure would be effective immediately.

Chief Petitioner: Arthur Crino
14580 SW 126th Avenue
Tigard, Oregon 97224

Instructions for Circulators

→Only active registered voters of the county, city or district may sign this petition.
→It is advisable to have signers use a pen for signing petitions or for certifying petitions.
→Only one circulator may collect signatures on any one sheet of a petition.
→Each circulator must personally witness all signatures the circulator collects.
→Circulators shall not cause to be circulated a petition knowing it to contain a false signature.
→Circulators shall not knowingly make any false statement to any person who signs it or requests information about it.
→Circulators shall not attempt to obtain the signature of a person knowing that the person is not qualified to sign it.
→Circulators shall not offer money or any thing of value to another person to sign or not sign a petition.
→Circulators shall not sell or offer to sell signature sheets.
→Circulators shall not write, alter, correct, clarify or obscure any information about the signers unless the signer is disabled and requests assistance or the signer initials after the changes are made.
→Circulators shall not accept compensation to circulate a petition that is based on the number of signatures obtained.
Warning! Violations of the circulator requirements may result in conviction of a felony with a fine of up to $125,000 and/or prison for up to 5 years.

Instructions for Signers

→Only active registered voters of the county, city or district may sign this petition. Sign your full name, as you did when you registered to vote.
→Please fill in the date on which you signed the petition, your printed name and your residence address in the spaces provided. **Only signers may complete their optional information.**
→Initial any changes that you or the circulator makes to your printed name, residence address or date on which you signed the petition.
→It is advisable to use a pen for signing petitions.
→It is unlawful to sign any person's name other than your own. Do not sign another person's name under any circumstances.
→It is unlawful to sign a petition more than once.
→It is unlawful for a person to knowingly sign a petition when the person is not qualified to sign it.

Act to Require Voter Approval for New Rail Transit in the City of Sherwood

The people of the City of Sherwood amend the Sherwood City Charter as follows:

A. The Sherwood City Council may not authorize the use of city resources for the financing, design, construction or operation of any public rail transit system, including, but not limited to, the extension of an existing public rail transit system operating outside of the city limits, without first obtaining the approval of city voters at an election on an authorization ordinance. "City resources" shall include any public funds, staff time, lobbying agreements, property interests or other tangible or intangible city assets, and the right to direct or permit the use of such resources. This subsection does not apply to the use of city resources to respond to or prevent a public safety concern caused by the operation of a public rail transit system.

B. Any authority extended to the Sherwood City Council by an election held under subsection (A), shall be strictly limited to the parameters of the authorization ordinance. An authorization ordinance submitted to voters under subsection (A) must provide sufficient public notice of the authority conveyed and shall not be effective unless the following parameters are specified:

1. the types of city resources to be authorized;
2. the permissible uses of such resources;
3. the estimated cash value of any authorized resources and any associated personnel costs; and,
4. the duration of the authority extended.

Sufficient public notice for an authorization ordinance under this subsection is provided to city voters if the certified ballot title accurately summarizes the authorized parameters and provides a link to a detailed description hosted on a city website. If sufficient public notice cannot be accomplished in the manner above, the city shall provide such information to voters by mail at least 21 days in advance of the election.

C. This measure shall become immediately effective upon passage. If any provision of this measure is barred from operation by superior law, the other provisions shall remain unaffected. Subsections (A) and (B) shall be codified as a new section to Chapter XI of the Sherwood City Charter.

Act to Require Voter Approval for New Rail Transit in the City of King City

The people of the City of King City amend the King City Charter as follows:

A. The King City City Council may not authorize the use of city resources for the financing, design, construction or operation of any public rail transit system, including, but not limited to, the extension of an existing public rail transit system operating outside of the city limits, without first obtaining the approval of city voters at an election on an authorization ordinance. "City resources" shall include any public funds, staff time, lobbying agreements, property interests or other tangible or intangible city assets, and the right to direct or permit the use of such resources. This subsection does not apply to the use of city resources to respond to or prevent a public safety concern caused by the operation of a public rail transit system.

B. Any authority extended to the King City City Council by an election held under section (A), shall be strictly limited to the parameters of the authorization ordinance. An authorization ordinance submitted to voters under section (A) must provide sufficient public notice of the authority conveyed and shall not be effective unless the following parameters are specified:

1. the types of city resources to be authorized;
2. the permissible uses of such resources;
3. the estimated cash value of any authorized resources and any associated personnel costs; and,
4. the duration of the authority extended.

Sufficient public notice for an authorization ordinance under this subsection is provided to city voters if the certified ballot title accurately summarizes the authorized parameters and provides a link to a detailed description hosted on a city website. If sufficient public notice cannot be accomplished in the manner above, the city shall provide such information to voters by mail at least 21 days in advance of the election.

C. This measure shall become immediately effective upon passage. If any provision of this measure is barred from operation by superior law, the other provisions shall remain unaffected. Sections (A) and (B) shall be codified as a new section of Article 10 of the King City Charter.