600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting:	SW Corridor Plan Steering Committee
Date:	September 24, 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; discuss screening approach in preparation for October 22 consideration of narrowed range of projects

9:00 a.m. Welcome and introductions — Co-chair Roberts

9:05 a.m. Review fall schedule — Malu Wilkinson
Overview of fall decisions and public engagement. (Included in agenda packet)

ACTION ITEMS

9:10 a.m. Consideration of the Steering Committee meeting summary from June 11, 2012 ACTION REQUESTED — Co-chair Roberts

9:15 a.m. Transportation plan problem statement — Co-chair Roberts
ACTION REQUESTED
Consider Adoption of Transportation Plan Problem Statement to guide further work. (Included in agenda packet)

9:20 a.m. Transit AA purpose and need — Co-chair Roberts
ACTION REQUESTED
Consider adoption of Transit Alternatives Analysis Purpose and Need to guide further work. (Included in agenda packet)

INFORMATION/DISCUSSION ITEMS

9:25 a.m. Investment capacity for transit — Co-chair Hosticka, Alan Lehto
Discuss how the region has invested in transit in the past to support future funding conversations. (Included in agenda packet)

9:45 a.m. Land use vision and connections to transit — Co-chair Hosticka, Judith Gray, Jay Sugnet, Elissa Gertler
Examples of land use vision and the factors to consider when looking at the types of potential transit and other investments.

10:15 a.m. Wide range of projects update and screening approach — Malu Wilkinson

	Parks and natural resource examples	Janet Bebb
	Transit and roadway examples	Matt Bihn
	Status update on the wide range of projects, review of the screening approach, and examples of the information that will be used in the screening process to prepare for the Steering Committee consideration of the screening results in October.	
10:40 a.m.	Project partner updates	All
	One-two minute updates from project partners to share information related to the Southwest Corridor Plan.	
10:50 a.m.	Next meeting	Co-chair Hosticka
10:55 a.m.	Public Comment	
11:00 a.m.	Adjourn	

Next meetings:

10/22

- 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.

11/26

- Early opportunities
- Corridor land use vision and investments – preparation for December workshop

December (date TBA)

- Workshop on tradeoffs, coordinating local community vision with other investments and developing a corridor vision
- Discussion of how to package shared investment strategies

Irving Street Garage visitor parking policy

Visit our website for a list of parking options for visitors conducting business at the Metro Regional Center: http://www.oregonmetro.gov/index.cfm/go/by.web/id=3315

SWCP Steering Committee Proposed Meeting Topics and Major Engagement Opportunities

Draft 9/13/2012

Month	Groups and topics
September 2012	9/24 Steering Committee meeting • Transportation Plan Problem Statement **ADOPT** • Transit Alternatives Analysis Purpose and Need **ADOPT** • Wide range of projects **DISCUSS** • Screening process **DISCUSS**
October 2012	10/9 Community Planning Forum: narrowed range and preview screening
	10/22 Steering Committee meeting • Screening results and initial timing of projects (time buckets) **ADOPT**
November 2012	Online tool: community wide input on how to package investments
	Community Partners: introduction to project; building shared investment strategies
	11/14 Economic summit: discuss best investments to support economic development/jobs
	11/26 Steering Committee meeting • Early opportunities **ADOPT** • Corridor land use vision and investments – preparation for December workshop **DISCUSS**
December 2012	Community Planning Forum: building shared investment strategies
	Steering Committee meeting • Workshop on tradeoffs, coordinating local community vision with other investments and developing a corridor vision **DISCUSS** • Discussion of how to package investment strategies **DISCUSS**
January 2013	Steering Committee meeting • Overview of Southwest Corridor Plan, where we are in process, what to expect • Draft shared investment strategies and evaluation approach **DISCUSS**
February 2013	Steering Committee meeting • Shared investment strategies for evaluation **ADOPT**
	Community Partners: identify potential issues and opportunities to implement shared strategies
March 2013	Community Planning Forum: discuss evaluation results; comments on shared investment strategies
	Economic Summit: which strategy(s) best support economic development
	Online and physical open house: review evaluation results
April 2013	Steering Committee meeting • Evaluation results **DISCUSS** • Community input on shared investment strategies **DISCUSS** • Guidance on preferred strategy(s) **RECOMMENDATION**
	Community Partners: what will it take to implement preferred shared investment strategy?
May 2013	Steering Committee meeting • Implementation workshop on preferred strategy(s) **DISCUSS**
June 2013	Steering Committee meeting • Preferred shared investment strategy(s) for the Southwest Corridor **ADOPT**
July 2013	Community Partners: celebrate accomplishments for corridor, discuss next steps to support implementation
	Community Planning Forum: celebrate accomplishments for corridor, discuss next steps to support implementation

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

Considerations for funding Southwest Corridor Plan investments

Funding for the investments identified in the Southwest Corridor Plan must come from many federal, state, regional, county and local sources. Traditional and historic sources of funding may not be available or cover the needs identified in the corridor. Each jurisdiction will have to determine what its priorities and funding capacities are in order to develop mutual commitments to an investment strategy that will help connect and support great communities in the corridor.

What are current sources of revenue for transportation projects?

The 2035 Regional Transportation Plan defines traditional sources of revenues available for the regional transportation system from federal, state and local levels.

Federal

Highway Trust Fund For road-related projects, Congress provides these revenues to the region through the Federal Highway Administration (FHWA) to the Oregon Department of Transportation (ODOT) and then to Metro and the cities and counties.

These monies primarily come from the federal gas tax, various truck taxes and funding from the federal general fund.

Highway Trust Fund distribution includes Surface Transportation Program and Congestion Mitigation/Air Quality (CMAQ) funds, which comprise what is known as "regional flexible funds" in the Portland metro region.

Allocation and distribution of federal funds, other than routine maintenance, are accounted for in the Metropolitan Transportation Improvement Program (MTIP).

Transit discretionary funds In this region, these funds for major new transit capital projects have primarily been used to provide the federal portion of construction capital cost of the light rail system. Other eligible uses include bus purchases, bus rapid transit and system capital improvements.

Metro, together with project partners, determines which large transit capital projects will be given priority in the region to compete for these funds.

State

State Highway Trust Fund State revenues for transportation projects are distributed by the Oregon Transportation Commission, in accordance with state statutes. The fund primarily derives its revenues from:

- statewide gas taxes
- vehicle registration fees
- weight mile taxes on trucks.

Local

Many of the cities and counties in the region raise other sources of revenue for operation, maintenance and preservation (OMP) and new construction. The amount of revenue applied to the system is controlled by each jurisdiction and is spent within their boundaries.

Local portion of State Highway Trust Fund Forty percent (historic) to 50 percent (anticipated) of state trust fund revenues are distributed to the cities and counties of Oregon.

Local gas tax Gas taxes are levied by Multnomah (three-cents per gallon) and Washington (one-cent per gallon) counties, which share the revenues with the cities within their boundaries. Recently, gas taxes have been approved for the cities of Milwaukie and Tigard. These revenues currently may be used for road maintenance and road expansion, including sidewalks and bike lanes when they are part of a roadway project.

Washington County Major Streets Transportation Improvement Program Funded by local property taxes, MSTIP funds major transportation improvements countywide.

Local development-based sources Local governments may collect fees based on the development or use of land. These fees provide funding for transportation and other public investments as determined by the local government that collects and allocates the revenue, including

- transportation system development charges (SDCs) levied on new development
- traffic impact fees (TIFs) on commercial properties
- urban renewal funding in designated districts
- developer contributions.

Local capital improvement programs Funded by local taxes and/or bonds, these programs have been put in place to match the cost of large-scale transportation and other infrastructure improvements – like fixing roads and water and sewer systems.

Beyond current funding sources and levels

Each jurisdiction has different current or potential funding mechanisms – such as system development charges, local gas taxes, local improvement districts – that could be tailored to the goals being served by the investment.

Determining how new investments might be funded can be an iterative process, both on regional and local levels. For example, when the region was preparing the last Regional Transportation Plan update, Metro went to JPACT and broke down what it might look like with system development charges, local improvement districts, etc. and asked whether that was reasonable, whether it might cause "sticker shock" with taxpayers, developers, etc. Getting that information ahead of time from city councils, county commissions, chambers of commerce, other stakeholders and even JPACT or TPAC can help get that level of feedback ahead of time, giving an opportunity to express the "how and why" not just the "how much."

Funding for previous transit investments in the region

Every project has its own story, and its financing package reflects the capacity and motivations of and long-term benefits for the contributors. Decisions about alignment, mode and station locations of the transit investment may advance broader urban development goals, which may motivate local jurisdictions to increase their contributions toward those goals through system development charges. Likewise, direct property benefits can be leveraged to create local improvement districts.

There are four major groups of funding:

- federal discretionary funds (mostly through FTA)
- state- and regionally-directed federal formula funds (Highway Trust Fund monies)
- state, regional and local funds
- private funds and in-kind contributions (like donated land).

Though still significant at a projected 50 percent, the federal discretionary contribution for transit and other transportation investments has reduced over the years, shifting more of the responsibility to state, regional, county and city funding mechanisms. Meanwhile, sources used for the local share in the past may not be sufficient or available to fund future projects. Additional considerations for project funding include the labor and materials cost increases over time and engineering challenges in the corridor (such as topography) that would raise the cost of a project.

September 2012

The budget figures below give an idea of the state, regional and local contribution on previous regional transit projects as well as some of the local funding mechanisms used. The budgets include the transit lines and stations, environmental impact mitigation and other improvements related to the transit project, which may include pedestrian and bicycle facilities to improve access to stations.

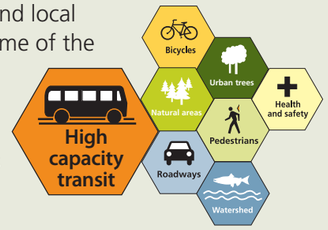
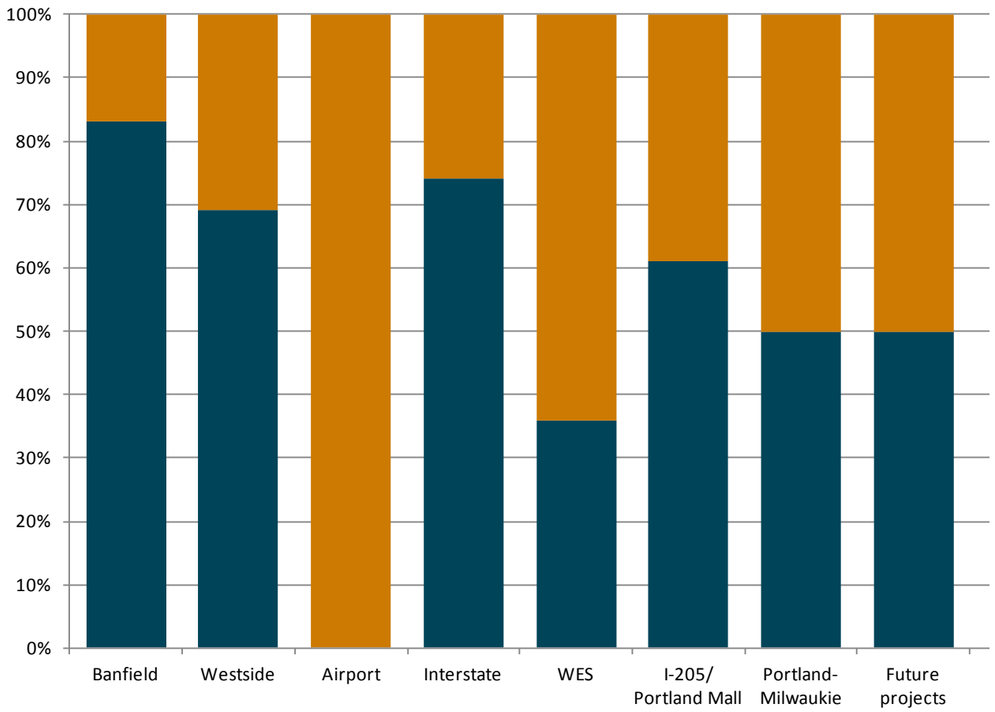


Figure 1. Historic ratio of federal discretionary funds to state, regional, local and private contributions and directed funds, by transit project



Banfield $214 million+$107 million in highway-related work | 15 miles, 30 stations | opened September 1986

Federal discretionary contribution:	$267,520,000	(83%)
State/regionally-directed federal contribution:	$0	(0%)
State, regional and local contribution:	$53,800,000	(17%)
Private contribution:	$0	(0%)

The bulk of state, regional and local funds were through the State of Oregon ($37.5 million), including funds from the state gas tax, and TriMet ($13.4 million). City of Portland contributions ($2.8 million) included funds from the Portland Development Commission (urban renewal funds) and local improvement districts. Multnomah County and Metro had relatively minor contributions.

Westside $963 million | 18 miles, 32 stations | opened September 1998

Federal discretionary contribution:	$659,850,000	(69%)
State/regionally-directed federal contribution:	$44,000,000	(5%)
State, regional and local contribution:	$259,250,000	(27%)
Private contribution:	$0	(0%)

The bulk of state, regional and local funds were through the State of Oregon ($113.6 million), voter-approved TriMet bonds ($110 million) and additional TriMet funds ($21.6 million), with contributions from City of Portland ($7 million), Washington County ($3 million), City of Beaverton ($2 million) and Metro ($2 million).

Airport $125 million | 5.5 miles, 4 stations | opened September 2001

Federal discretionary contribution:	$0	(0%)
State/regionally-directed federal contribution:	$0	(0%)
State, regional and local contribution:	$96,800,000	(77%)
Private contribution:	$28,200,000	(23%)

The funds were made up of contributions from the Port of Portland ($28.3 million), TriMet ($27.5 million), City of Portland ($30 million), Metro ($18 million in exchange for CMAQ funds) and the developer of the Cascade station area ($28.2 million in exchange for undeveloped land).

Interstate $350 million | 5.8 miles, 10 stations | opened May 2004

Federal discretionary contribution:	$257,500,000	(74%)
State/regionally-directed federal contribution:	$24,100,000	(7%)
State, regional and local contribution:	$68,490,000	(20%)
Private contribution:	$0	(0%)

The state, regional and local funds were through TriMet ($38.5 million) and City of Portland ($30 million funded through a transportation impact fee).

WES $161 million | 14.7 miles, 5 stations | opened February 2009

Federal discretionary contribution:	$58,650,000	(36%)
State/regionally-directed federal contribution:	$25,500,000	(16%)
State, regional and local contribution:	$74,560,000	(66%)
Private contribution:	$2,500,000	(2%)

The state, regional and local funds were through the State of Oregon ($38.8 million), including lottery bonds, TriMet ($25.3 million) and Washington County ($20.5 million). Local property donations accounted for $2.5 million in contributions.

I-205/Portland Mall $576 million | 8.3 miles, 14 stations | opened September 2009

Federal discretionary contribution:	$348,560,000	(61%)
State/regionally-directed federal contribution:	$87,790,000	(15%)
State, regional and local contribution:	$136,230,000	(24%)
Private contribution:	$3,120,000	(1%)

The state, regional and local funds were through TriMet ($27.9 million), Clackamas County Development Agency (urban renewal) funds ($39.3 million) and City of Portland, including parking enterprise funds ($27.7 million), Portland Development Commission (urban renewal) funds ($22.3 million) and local improvement district funds ($19 million).

Portland-Milwaukie $1.49 billion | 7.3 miles, 10 stations | scheduled to open 2015

Federal discretionary contribution:	$745,180,000	(50%)
State/regionally-directed federal contribution:	$315,440,000	(21%)
State, regional and local contribution:	$381,090,000	(26%)
Private contribution:	$48,650,000	(3%)

The bulk of non-federal funds were through the State of Oregon ($252.1 million), primarily through lottery bonds, TriMet ($341.3 million), property donation ($48.6 million), City of Portland ($50 million), Clackamas County ($26.3 million), regional flexible funds ($21.6 million) and the City of Milwaukie ($5 million). Metro also had a relatively minor contribution.

Local and high capacity transit

Transit modes

Local bus

Local bus service focuses on community access, with stops about every 2 blocks to a quarter mile. This service typically uses traditional buses (about 45 seats) but may also use articulated buses (about 65 seats). Local bus service shares roadway and ranges in frequency depending on the route and time of day.

Express bus

Express buses in the region are local bus service, using the same vehicles and following the same routes. Express bus service moves the focus toward regional mobility by reducing the number of stops during peak periods between concentrated housing and employment areas.

Enhanced bus

Enhanced bus service focuses on regional mobility, connecting concentrated housing and employment areas. The service may use traditional buses or those with more amenities (for instance, coach-style vehicles) or more capacity, be given signal priority, have few stops, and/or have special lanes in limited areas. Service frequency can be increased during peak hours.

Streetcar

Streetcar focuses on community access within an urban area, with stops about every three or four blocks. Local streetcar service has been used in Portland to encourage development of shopping, housing and other destination areas. Streetcars have 30 seats per car with room and design for several passengers to stand. Cars can be doubled, and service frequency increased, during peak hours. The service operates in mixed traffic.

Rapid streetcar

Using the same technology as local streetcar, rapid streetcar focuses on regional mobility, offering fewer stops through less populated areas to connect housing areas to jobs or other destinations. Cars can be doubled, and service frequency increased, during peak hours. The service operates in mixed traffic, in exclusive right of way or a combination of the two.

Bus rapid transit

Bus rapid transit uses coach-style or high capacity buses (40-60 seats with room and design for several passengers to stand). The service may be in the roadway with turnouts and signal priority for stops, have an exclusive right of way, or be some combination of the two. The service focuses on regional mobility, with higher speeds, fewer stops, higher frequency and more substantial stations than local bus, connecting concentrated housing or local bus hubs and employment areas. Service frequency can be increased during peak hours.

Light rail

Light rail uses high capacity trains (68 seats with room and design for several passengers to stand) and focuses on regional mobility with stops typically one-half to 1 mile apart, connecting concentrated housing or local bus hubs and employment areas. The service has its own right of way. Cars can be doubled, and service frequency increased, during peak hours.

Commuter rail

Commuter rail uses high capacity heavy rail trains (74 seats in a single car, 154 in doubled cars), typically sharing right of way with freight or other train service (though out of roadway). The service focuses on connecting major housing or local bus hubs and employment areas with few stops and higher speeds. The service may have limited or no non-peak service.

Local and high capacity transit

Considerations for transit investments

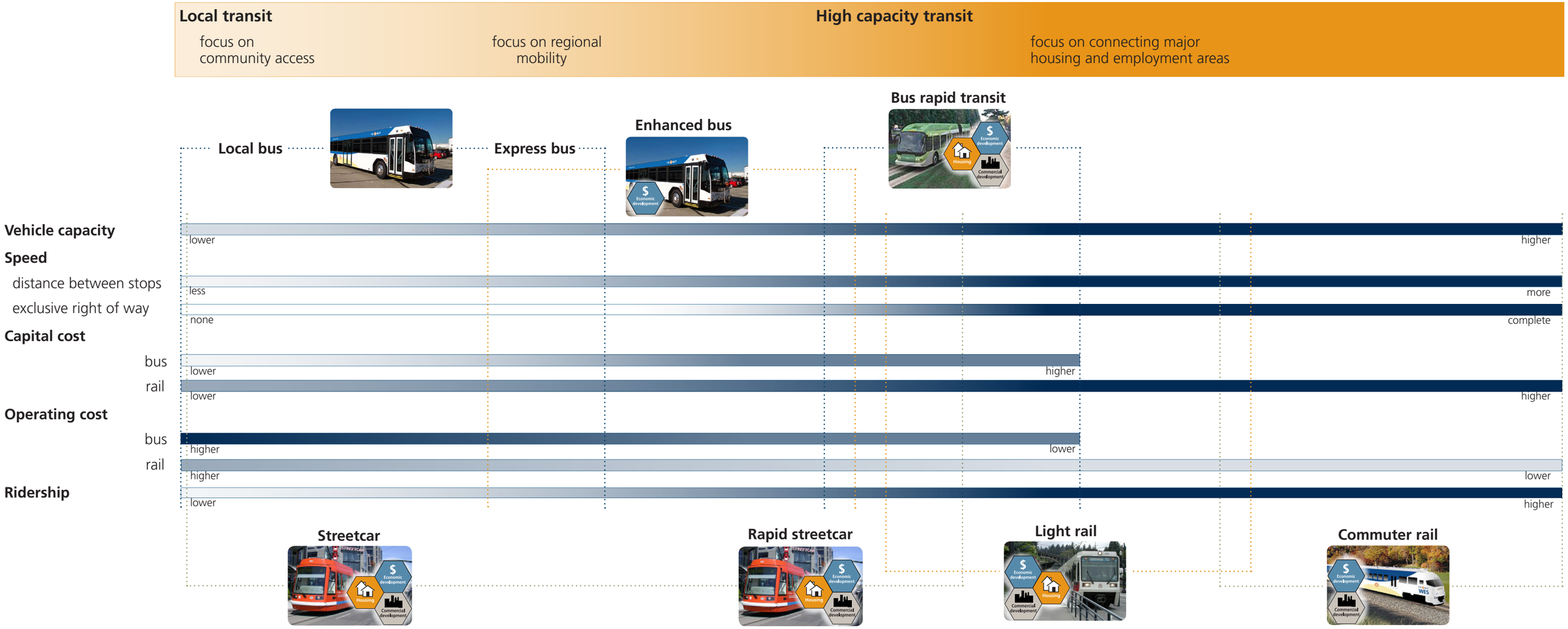
GREAT PLACES SW Corridor

There are multiple, interdependent needs and constraints that are considered when determining the optimal transit solution for the corridor.

September 2012

Local and high capacity transit

Choices on a spectrum: Meeting different needs and goals



Choices for community benefits

Planning for the future transit system and transit service requires a focus on the local visions for the areas transit will serve. However, just as a roadway system that grows to meet short-term demand in turn affects growth and development – and thus future demand – so too does the transit system.

High quality, permanent transit service attracts redevelopment, bringing more diverse housing, amenities and employment centers. Choices about the level of investment – including type (transit mode), alignment, stop or station location and design – are made with an eye toward the return on investment in how it benefits the economic and livability goals of the community it serves. Forecasts for this return on investment depend on two main considerations: ridership and integration.

Ridership

Ridership projections consider capacity, frequency, speed and calculations about how many people want to go from one location or area to another. These elements are dependent on the type of service (affecting capacity and speed), alignment (affecting frequency and speed and a reflection of how many people want to go from one place to another), number and locations of stops or stations (affecting speed and a reflection of how many people want to go from one location or area to another).

Integration

Integration refers to both the physical space as well as the policies affecting community development.

Physical Physical integration requires consideration of type of service, alignment, number and location of stops or stations, but it focuses on station – and station area – design so that it reflects the community and provides comfortable and convenient access to the transit investment from housing, jobs and community amenities. Physical integration also includes the level of permanence in the community, which signals that private investment will have its own long-term return.

Policy State, regional and local policies can both support and leverage high quality, permanent transit service. Land use and policies that guide investments – such as those designed to increase housing choices, improve employment centers and create opportunities for additional community amenities – improve the physical integration of the transit investment over time.

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax
www.oregonmetro.gov

Metro | *Meeting Summary*

Southwest Corridor Plan Steering Committee
Monday, June 11, 2012
9 to 11 a.m.
Metro Regional Center, 600 NE Grand Ave, Portland, OR

Committee Members Present

Carl Hosticka, Co-Chair	Metro Council
Craig Dirksen	City of Tigard
Denny Doyle	Beaverton
Keith Mays	City of Sherwood
Neil McFarlane	TriMet
Gery Schirado	City of Durham
Loretta Smith	Multnomah County
Jason Tell	Oregon Department of Transportation
Suzan Turley	City of King City

Committee Members Excused

Roy Rogers	Washington County
Lou Ogden	City of Tualatin
Sam Adams	City of Portland
Barbara Roberts	Metro Council
Jack Hoffman	City of Lake Oswego

Alternate Members Present

Monique Beikman	City of Tualatin
Catherine Ciarlo	City of Portland
Donna Jordan	City of Lake Oswego

Metro Staff
Robin McArthur, Malu Wilkinson, Karen Withrow, Jamie Snook, Emma Fredieu

1. Welcome and introductions

Co-Chair Carl Hosticka, Metro Councilor, called the meeting to order and requested that steering committee and audience members introduce themselves. After introductions, Co-Chair Hosticka welcomed everyone and mentioned the allocated time for public comment at the end of the meeting.

2. Project partner updates

Co-Chair Hosticka solicited community updates from the project partners and specifically asked them to provide updates on any petitions circulating the jurisdictions [included in the meeting

packet]. Ms. Suzan Turley, City of King City, informed the committee that the petition in King City had included enough valid signatures, and that proposed measure would be included on the next election ballot. Mayor Craig Dirksen, City of Tigard, noted that petitioners in Tigard have until June 22, 2012 to collect signatures. Mr. Jason Tell, ODOT, asked what the petitions were for. Co-Chair Hosticka explained that several petitions were circulating proposing that any planned light rail projects be approved by voters. He noted that the language of the petitions did not clearly define what phase of a light rail project would need to be put to a vote. Ms. Donna Jordan, City of Lake Oswego, wondered what effect the proposed measures would have on the maintenance and operation of the Willamette Shoreline rail line.

Mr. Neil McFarlane, TriMet, mentioned the recent celebration commemorating the full-funding of the Portland to Milwaukie Light Rail project. Mr. Tell asked for clarification as to whether the petitions and their proposed measures applied only to rail project. Co-Chair Hosticka responded that it was unclear whether they would apply to all High Capacity Transit (HCT) projects.

Mayor Dirksen reported that Tigard had recently completed its High Capacity Land Use plan. Ms. Turley informed the committee that King City and ODOT were in the process of applying for a grant to build sidewalks on 99W.

3. Consideration of the Steering Committee meeting summary from May 14, 2012

Co-Chair Hosticka sought comments on the previous steering committee summary. Hearing none, Mr. Tell moved to adopt the May 14, 2012 steering committee summary. Ms. Monique Beikman seconded the motion. The committee passed the motion with no objections and adopted the summary.

4. Project Development Kickoff

Co-Chair Hosticka informed the committee that the federal government requires the steering committee to submit certain documents in order to complete grant processes. Ms. Robin McArthur, Metro, explained that a large portion of the meeting would focus on the transportation element of the goals and vision of the SW Corridor Plan (SWCP). She acknowledged that the committee would need to discuss technical details in order to submit the proper documents and fulfill federal requirements.

Ms. Malu Wilkinson, Metro, directed the committee to the SWCP workplan approach and schedule [included in the meeting packet]. She explained that the committee would work on step 3 of the workplan – identifying needs and challenges. Ms. Wilkinson noted that many of the cities and communities were working through step 4 at an individual and local level as they establish their own land use and transportation plans. She then gave an overview of steps 5 though 8 and explained that potential projects should be screened and ready for committee review by Fall 2012.

Ms. Beikman requested clarification as to what the committee would be asked to consider at the next scheduled steering committee meeting in October, 2012. Ms. Wilkinson responded that the committee would have the full list of potential projects to screen at the next meeting.

Mayor Dirksen expressed concern regarding the time gap between today's meeting and the meeting scheduled in October. He recommended scheduling an additional meeting during August to prepare the committee to screen projects in October.

Co-Chair Hosticka wondered if other committee members agreed with Mayor Dirksen's recommendation. Ms. Jordan wanted to make sure that the committee would have work to do at an additional meeting and asked Ms. Wilkinson how she planned to distribute screening information between now and October.

Ms. Wilkinson responded that jurisdictional staff would continue to meet in the interim between steering committee meetings. She commented that the steering committee could meet again during the summer if they felt there is a need, but that staff would continue to work together during that time.

Ms. McArthur inquired as to when the range of potential projects would be solidified. Ms. Wilkinson estimated that the range of projects would be developed by early August. Mayor Dirksen suggested that an additional steering committee meeting be scheduled in early August. The committee agreed with his suggestion.

4.1 Transit Alternatives Analysis "purpose and need"

Ms. Jamie Snook, Metro, presented the Transit Alternatives "purpose and need" [presentation included in the meeting packet]. She described the importance of the "purpose and need" document for the federal grant process, and explained the SWCP's coordination with the Federal Transportation Administration. Ms. Snook defined High Capacity Transit (HCT) for meeting attendees and detailed how HCT can be incorporated into the corridor. Ms. Snook then requested the committee consider approving the working draft of the "purpose and need" and approve the continuing efforts of staff to refine it.

Mayor Dirksen offered several suggestions for edits to the document. He recommended adding language to address congestion and growth, which he identified as major purposes of the SWCP. He also suggested adding language linking the SCWP with the regional 2040 plan and with projected future population capacity needs. He believed this language would resonate with other partners and citizens in the region. Finally, he noted that the term "unreliable" was used throughout the document, and commented that the meaning of "unreliable" is unclear. He proposed using a term with a more concrete definition.

Co-Chair Hosticka responded that congestion might fall under the section on capacity. He agreed with Mayor Dirksen that the document should address the underlying regional plans.

Mr. McFarlane suggested the mobility, rather than congestion, may be a better measurement of the benefits of transit in the corridor, since transit-focused studies do not typically address congestion directly. He also noted that "reliability" refers to the consistency of a transit system

Ms. Catherine Ciarlo, City of Portland, asked that the third bullet point under "Needs" be bolded. Co-Chair Hosticka clarified that one of the goals of the SWCP was safe and reliable transit, and that congestion threatened that goal.

Ms. Jordan asked that Lake Oswego and King City be added to the list of jurisdictions at the beginning of the document. She described the length of the corridor and the variety of communities impacted by the plan. Mayor Dirksen suggested adding language such as "other jurisdictions" to the list. Mayor Gery Schirado, City of Durham, noted that Durham would be impacted by the SWCP, so it should also be included in the list of jurisdictions. He supported Mayor Dirksen's suggestion of adding an additional steering committee meeting to keep the City of Durham apprised of the SWCP.

Mr. McFarlane recommended using "transit improvements" versus more specifically referencing HCT, in order to satisfy FTA preferences. He added that much of the interest in the corridor stems from local transit improvements and that TriMet was looking forward to working with local jurisdictions to improve transit service in their communities.

Ms. Snook thanked the committee for their input and assured the members that she would be working with staff to incorporate their comments.

Co-Chair Hosticka asked if there would be opportunity to review the draft document again at an August steering committee meeting, and Ms. Jordan wondered if staff wanted an action on the draft at today's meeting. Ms. Wilkinson responded that there would be an opportunity to review the documents in August. Ms. Turley expressed discomfort taking action on the document before reviewing the incorporating comments. Ms. Snook clarified that staff sought approval for continued work on the document, and would be presenting any changes to the committee for approval in the future.

The committee voted using the "thumbs-up" method to approve the plan to continue to work on the draft "purpose and need." There were no thumbs-down votes.

4.2 Transportation plan "problem statement"

Ms. Talia Jacobson, ODOT, presented the working draft of the SW Corridor Transportation Plan "problem statement" [included in the meeting packet]. She explained that the purpose of the document was to identify high-level needs of the plan, and to create a basis for screening projects to include in the SWCP. Ms. Wilkinson reminded the committee that the "problem statement" was part of the SW Corridor Transportation Plan and would address all types of transportation modes.

Ms. Jacobson informed the committee that the "problem statement" fulfilled Federal Highway Administration (FHWA) requirements. She described the major challenges in the corridor, the constraints to finding solutions, and opportunities to improve the corridor's transportation system. She asked the committee to consider approving the continued refinement of the working draft of the "problem statement."

Mayor Dirksen was pleased by the evolution of the document. He reiterated that language addressing "congestion" should be added and that the term "reliability" is problematic.

Mayor Schirado asked if the "problem statement" addressed constraints to applying certain funds to street improvements. He explained that Durham is unable to use street funds to

improve the main street in Durham because the funds have to be used to improve street capacity and cannot be used to improve physical infrastructure. Mr. Tell suggested the committee develop additional examples of financial constraints to clarify project expectation to the public. He expressed doubts about public understanding of the limited funding environment.

Mayor Dirksen agreed and emphasized that the language of all SWCP documents should resonate with members of the public to increase their understanding of the SWCP. Ms. Ciarlo mentioned that the Barbur plan would be financially constrained and was concerned that community members understand the feasibility of the plan. Ms. Jacobson agreed and noted that language in the document paragraph regarding balancing could be adjusted to take feasibility into account.

Ms. Jordan appreciated the emphasis of phasing based on funding availability in the "problem statement." She mentioned the collaboration between jurisdictions in Clackamas County to identify needs in the region and balance those against available funding. Mr. Tell highlighted the importance of planning based on both current funding feasibility and future funding opportunities.

Co-Chair Hosticka advocated for continued regional funding discussions. He also noted that the opportunities section of the document could be better structured. Mr. Tell suggested sub-headings for that section, included "all modes" and "land use."

Mr. Dirksen highlighted the importance of balancing the use of all modes.

The committee voted using the "thumbs-up" method to approve the plan to continue to work on the draft SW Corridor Transportation Plan "problem statement." There were no thumbs-down votes.

4.3 Screening approach

Ms. Snook presented the SWCP screening approach [included in the meeting packet]. She emphasized that the screening approach would build upon previous work in the region to identify projects in the corridor.

Mayor Keith Mays, City of Sherwood, argued against eliminating projects if they do not pass the screening criteria, in case they are feasible or necessary at a later time. Mayor Dirksen agreed and suggested using a 15-year time frame for considering the funding needs and feasibility of the projects.

Mr. Tell warned against adding too many projects to the SWCP, and advocated for building a list of projects that the committee is confident can be implemented.

Ms. Beikman suggested including projects that fall within the vision of the SWCP, including those that cannot be currently funded. She preferred studying all projects in the vision of the SWCP so that, when funding becomes available, the corridor will be ready to implement them.

Ms. Jordan recommended framing the screening as a strategy and not as a discussion of what projects are and are not affordable.

Mr. McFarlane suggested recognizing how short-term investments can align with long-term needs. Mayor Denny Doyle, City of Beaverton, did not believe that affordability would often be used as a screening consideration and was comfortable with including it in the screening approach.

Co-Chair Hosticka wondered who would be making decisions as to whether the corridor can afford a project. He considered that policy makers and local jurisdictions might have to make those decisions with information from consultants and staff.

Mayor Dirksen appreciated the discussion of the screening process. He cautioned against limiting the vision to only those projects that are currently affordable. Mr. Tell agreed and appreciated the strategic approach to the process, rather than creating an all-encompassing list of projects.

Ms. Jordan reiterated the importance of increasing public understanding of the limited funding climate as the screening process unfolds.

Ms. Beikman restated her preference that projects included in the SWCP vision be studied regardless of whether they can currently be implemented or afforded. Mr. Tell responded that the timeline for which projects may be immediately studied is unclear, and it may be more feasible to decide which projects to prioritize at later meetings.

Co-Chair Hosticka explained that adding a project to the SWCP list has a different meaning for planners than it does for elected officials. Ms. McArthur suggested allowing staff to work through the screening process and report back to the committee in August for consideration.

Ms. Ciarlo requested staff rephrase the screening criteria “Can we afford it, and when?” and “Are the impacts reasonable?” Ms. Jordan suggested adding a screening criterion for whether or not a project helps or hurts the long term vision of the SWCP.

5. Implementation partners and public engagement

Ms. Karen Withrow, Metro, directed the committee to the SW Corridor Implementation Partners strategy [included in the meeting packet]. She gave a brief overview of the purpose of engaging implementation partners and the general public. Ms. Withrow described how the SW Corridor Plan would involve various partners and what knowledge each of those those partners might bring to the planning process.

Ms. Turley asked how the SWCP would identify potential project members. Ms. Withrow explained that jurisdictional staff would work together to develop and refine a list of potential members. She added that potential members may emerge as a part of the planning process. Ms. Withrow asked committee members to notify staff if they wished to suggest any potential members. Mayor Schirado suggested including public safety groups, such as safety committees and police and fire services in the SW Corridor communities.

Mayor Dirksen requested additional time to inform the community of upcoming open houses in the corridor jurisdictions. Ms. Withrow described the outreach efforts throughout the corridor and online, and explained that staff could work to adjust open house time lines if necessary.

6. Public comment

Mr. Bud Roberts, Hillsdale resident and former Beaverton traffic engineer, asked the committee to consider pursuing private investment for the SWCP and described the value of public-private partnerships for regional planning.

Ms. Marianne Fitzgerald, President of Southwest Neighborhoods, Inc., suggested adding on and off ramps that connect to residential streets to the Transportation Plan "problem statement." She highlighted the congestion and safety affects that ramps have on neighborhoods in the corridor.

Mr. Roger Averbeck, Chair of Southwest Neighborhood Transportation Committee, supported the implementation partners plan. He noted that the public was identified as an audience in the draft "purpose and need" and "problem statement" and suggestion identifying the audience as a stakeholder instead. He expressed concern for the shortened timeline for screening projects, and advocated for allowing time for public involvement.

Ms. Withrow responded to Mr. Averbeck that the SWCP would reach out to the community this summer for input on the screening approach.

Mr. Jim Howell, Association of Oregon Rail and Transit Advocates, appreciated the SWCP and hoped that rapid transit would be an outcome of the planning process. He noted a lack of a southern I-5 corridor for rapid transit. Mr. Howell also asked the committee to consider incorporating a connection to the east side of Portland. He suggested expanding the study area east across the Willamette River.

Adjourn

Co-chair Hosticka 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	6/11/12	June meeting agenda	061112swcpsc-01
2	Summary	5/14/12	Meeting summary, May 14, 2012	061112swcpsc-02
3	Document	6/11/12	SW Corridor Approach and Schedule	061112swcpsc-03
4	Document	6/11/12	Transportation Problem Statement	061112swcpsc-04
5	Document	6/11/12	Transit AA Purpose and Need	061112swcpsc-05
6	Document	6/11/12	Implementation Partners	061112swcpsc-06
7	Document	6/11/12	Screening approach	061112swcpsc-07
8	Powerpoint	6/11/12	Presentations throughout the meeting	061112swcpsc-08
9	Petitions	6/11/12	Collection of petitions circulating in the corridor	061112swcpsc-09

Southwest Transportation Plan:
Statement of Problems, Constraints, and Opportunities
DRAFT 8/28/2012

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;
- Congested and unreliable traffic conditions;
- Safety issues; and
- The need to serve growth 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.

Document Purpose

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 by FHWA for project development.[1] It incorporates analysis of existing and future conditions, expertise from the thirteen agencies and governments participating in the Southwest Corridor Plan, and public input.
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.

[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 do not replace the centers identified by the regional 2040 growth plan, but do in many cases overlap with them.

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 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 west 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. 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. Significant sidewalk gaps along OR-99W create 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 southern part of the PCC focus area, to the south of Scholls Ferry Road, and routes that would connect the Tigard and Tualatin focus areas and run 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.

Congested and Unreliable Traffic Conditions. Delays and unreliability[2] affect many of the motor vehicle trips made in this heavily auto- and freight-dependent corridor, and unfavorable traffic conditions are a major concern for the corridor's residents, employees, and businesses. In the evening commute, travel speeds are less than 60% of posted speeds in multiple locations on the corridor's major routes, including Barbur/99W, I-5, OR-217, SW Terwilliger, SW Taylor's Ferry, SW 72nd, Carman Drive, and Tualatin-Sherwood Road. This means that drivers are moving at less than 33 mph on a route with a posted speed of 55mph , or less than 21 mph on routes with a posted speed of 35 mph. Morning and evening commutes are not the only times when motorists experience delays due to heavy traffic. 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 transportation system, traffic will continue to worsen in the corridor as residential and employment growth occurs. Over the next twenty-five years, evening peak travel times between many of the corridor's destinations are expected to increase by 10-25%. By 2035, I-5 northbound at the Terwilliger curves is expected to experience severe congestion[3] for 13 hours a day, with other routes also affected by increases in severity and duration of 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 very poorly. 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. 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

[2] Traffic conditions are considered unreliable when speeds vary greatly from one day to the next. For example, a commute that takes fifteen minutes one day might take forty minutes the following day. Unreliable travel times make it difficult for motorists to predict how long a routine trip will take them and requires them to budget extra time to avoid being late.
[3] 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.

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.[4] 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

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

onto a travel lane. In either situation, the difference in travel speeds creates safety issues. In addition, the locations and high number of I-5 on- and off-ramps attracting and discharging high volumes of traffic onto neighborhood streets in SW Portland is a safety and congestion concern for residents.

Serving growth and changing land uses. Supporting the evolution of the corridor's land uses presents two transportation challenges: providing ways to get around as growth comes to less-developed areas, and accommodating increased travel demand in locations that are already heavily built. Though regional policy focuses growth in centers and corridors where it can be served efficiently, existing land use and concept plans call for significant growth near or beyond the present urban growth boundary. In such locations, existing road networks are sparse, transportation options are limited, service by transit is expensive, and few future transportation projects are planned. Providing transportation choices to these outer areas may require significant investment in new infrastructure for all modes. If development in these places is dispersed or single-use, transportation improvements can become less cost-efficient to provide, as new investments will serve relatively fewer trips.

Several of the corridor's jurisdictions are updating their land use plans to target growth to more central areas. In these locations, present day transportation facilities may include denser street grids or options for using different transportation modes, providing a more developed foundation for meeting the transportation needs of future residents, workers, and visitors. However, unlike the less developed outer areas, much of the land immediately surrounding transportation facilities is already built-out. Expanding existing facilities or accommodating new ones can be more challenging or expensive, as the potential for impacting existing land uses is higher and right-of-way purchases or mitigations can be more expensive.

Constraints

Financial. Financial constraints potentially limit long-term transportation investments, particularly within the next fifteen years. Currently, project partners do not have the funding to complete 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. Local government capacity to help fund regional transportation projects from existing sources is limited. 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.

Funding transportation improvements is further complicated by limitations on how funds may be spent. Some federal funds are flexible and can be used for highway/road, transit, bicycle or pedestrian projects. However, Oregon highway funds can only be used for road related projects. This includes bicycle, pedestrian, or transit projects within a road's right of-way, but excludes transit and trail projects that are not within a road right-of-way. Use of other state, regional and local funding sources may also be limited for certain modes, certain types of improvements, or projects of a particular size.

Physical Barriers. The topography in the corridor presents 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, wetlands, 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 in the landscape. Conventional approaches to create passage across barriers at these locations, such as building new roads, undercrossings, or bridges, are expensive.

Existing Land Use and Transportation Patterns. 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 freeway 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 land use and transportation systems function together, and to assess how changes to one location or facility may affect the system as a whole. For example, Barbur Boulevard/OR-99W acts as a relief valve for I-5 when incidents or construction occur. Changes to either of these facilities 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. Conversely, continuing to design Barbur to serve as a highway and relief valve for I-5 undermines Portland's ability to create livable and prosperous places. A significant number of trips on Barbur are due to the 4.4 mile gap in I-5 southbound on-ramps between the Ross Island Bridge and Capitol Highway in the West Portland Town Center.

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

Balancing all transportation modes. 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, especially transit and active transportation options.

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 significant 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.

Helping the corridor thrive as it grows. 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. Conversely, a more robust and frequent transit network complemented by opportunities for walking and biking helps attract desirable 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.

Although financial limitations will affect investments made by the Southwest Corridor Transportation Plan, it is important to acknowledge the cost of doing nothing. If no action is taken, the corridor will still experience significant growth and increased travel demand, leading to longer travel times, greater travel expenses, and decreases in mobility and safety. Taking strategic action now can reduce the need for more costly transportation investments in the future.

TRANSIT ALTERNATIVES ANALYSIS PURPOSE AND NEED

Introduction

The project partners, led by Metro, are exploring the development of a regional transit investment in the Portland metro region through the Southwest (SW) Corridor Transit Alternatives Analysis (AA). The SW 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. Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the Portland metropolitan area.

Metro is proposing this project in order to improve transit service between Sherwood and Portland central city and to support regional goals and values developed over the past few decades. In 1995, the Metro Council adopted the 2040 Growth Concept in order to guide the growth of the region. Linking transportation investments to land use policy, the Regional Transportation Plan (RTP) sets the course for future transportation decisions in order to implement the 2040 Growth Concept through 2035. In 2010, the Regional High Capacity Transit (HCT) System Plan was adopted by Metro Council as part of the RTP. The Regional HCT System Plan functions to support the 2040 Growth Concept and the RTP to move the metropolitan area toward accomplishing regional transportation, land use and environmental goals. The HCT System Plan is designed to focus on the frequent, fast and regional transit investment of the public transportation system. This Plan supports and enhances the goals of the RTP and regional 2040 Growth Concept through the identification and evaluation of transit priority corridors.

Through this evaluation process the SW Corridor was identified as a near term regional priority corridor. The evaluation found that within the region, the corridor best benefits from a regional transit investment that offers increased throughput, improved reliability and decreased travel times compared to the current transportation options. Beyond improved mobility and access for users, transit operating primarily on exclusive rights-of-way with improved capacity, speed, and service frequency has been identified as the most effective means to minimize transportation-source greenhouse gases, create the least amount of housing growth outside of the urban growth boundary, effectively concentrate housing growth in centers and corridors, and increase transit use, walking and biking.

This AA is part of an integrated strategy intended to leverage a wide range of community investments. This project would support regional land use plans and be coordinated with the land use planning strategies being developed by all of the cities in the SW Corridor planning area. In support of local and regional land use and transportation strategies, this project 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 major transit project that would improve regional mass transit service from Sherwood to Portland central city, in the vicinity of highway OR-99W by:

- Providing safe, reliable and cost-effective transit service with adequate capacity to serve the existing and projected travel markets in the corridor while connecting regional centers, town centers, local activity centers and the central city;
- Increasing transportation choices in order to decrease automobile dependence on already congested roadways;
- Improving multimodal mobility and accessibility throughout the corridor and the region;
- Encouraging vibrant communities, economic prosperity, environmental sensitivity and healthy communities; and
- Supporting the regionally adopted 2040 Growth Concept, Regional Transportation Plan, High Capacity Transit Plan and local land use planning strategies being developed by all cities in the Southwest Corridor.

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 transit options between the central city, regional centers, town centers and local activity centers that sustain or improve travel times, access and mobility as the region grows.
- Support long-term vitality and connectivity of the centers in the corridor and regionally.
- Accommodate the anticipated future growth in the region.
- Improve transit access to key employment and industrial locations.
- Improve transit mobility through the corridor.
- Support regional and local land use plans.
- Move more people without widening the existing transportation facilities, as a first choice.
- Improve the safety and access of active transportation users in corridor.
- Support local, regional and state goals to reduce vehicle miles traveled (VMT) and state greenhouse gas (GHG) reduction goals.

GREAT PLACES
SW Corridor
Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City • Lake Oswego
Multnomah County • Washington County
ODOT • TriMet • Metro
www.swcorridorplan.org

Draft – Sept. 21 2012

Wide range and narrowing

public feedback on processes

Moving from the projects and ideas generated for the wide range of potential projects to a manageable list of projects is a big job. Moving forward required a qualitative assessment of about 500 transportation projects and over 150 parks, trails, natural areas, community green space and water management projects.

Wide-range process

The wide range of potential projects included ideas from:

- residents, businesses and other stakeholders through outreach in fall 2011 the Regional Transportation Plan
- local transportation system and land use plans
- plans from non-governmental transportation and community organizations
- projects that would meet needs discovered through the existing conditions and needs analyses.

The sources for generating the wide range process received public support during the outreach and involvement stage that culminated in an online open house and questionnaire, which was available June 22 through July 31, 2012. The 543 responses to that questionnaire told project partners:

- 78 percent agree/strongly agree these are good sources to generate a list of projects
- 64 percent agree/strongly agree these sources take advantage of past planning and community engagement work
- 58 percent agree/strongly agree this will result in a comprehensive list of project ideas.

Respondents were also asked for additional ideas for projects. Those ideas that were not already part of the list were added to the wide-range list in advance of the narrowing process.

Narrowing process

The narrowing process asked four basic questions:

- Does the project support community and corridor vision?
- Does the project meet transportation needs and local land use goals?

- Can we afford it and when?
- Are there too many impacts?

This qualitative narrowing process received public support in responses to the questionnaire. These responses told project partners:

- 67 percent agree/strongly agree this screening process enables us to focus effort on the most promising projects rather than evaluating everything
- 79 percent agree/strongly agree the narrowing questions are good questions to ask about cost and benefits
- 62 percent agree/strongly agree that the narrowing questions relate to the goals that reflect people's values
- 67 percent agree/strongly agree that narrowing will help focus efforts on achieving projects that support community supported vision and goals
- 80 percent agree/strongly agree that it is important to consider if and when we can afford projects in light of other priorities

Barbur Concept Plan

SW Corridor Plan

Steering Committee

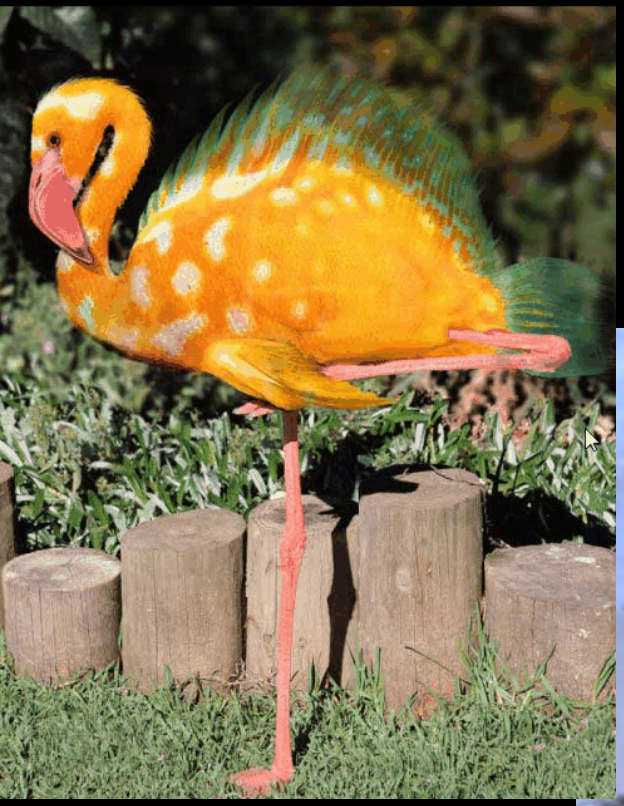
September 28, 2012

Work to Date

- Existing Conditions
- Needs, Opportunities, and Constraints
- Vision and Goals
- Coordination with the SW Corridor Plan

Scenarios
crash test dummies

Scenarios
allow us to mix-and-match elements



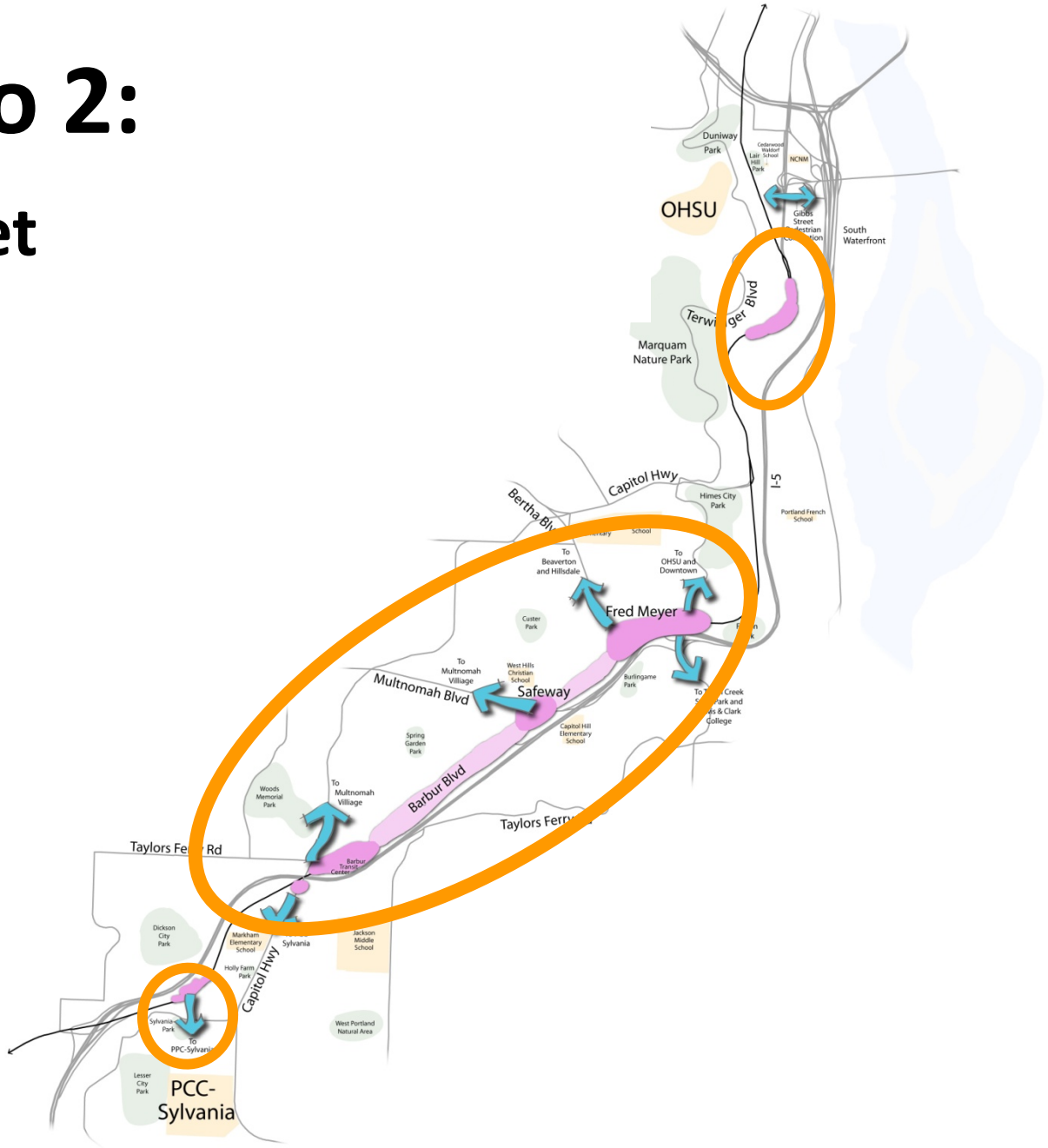
Scenario 1:

Commercial Investments

Scenario 1 is similar to Macadam

Scenario 2:

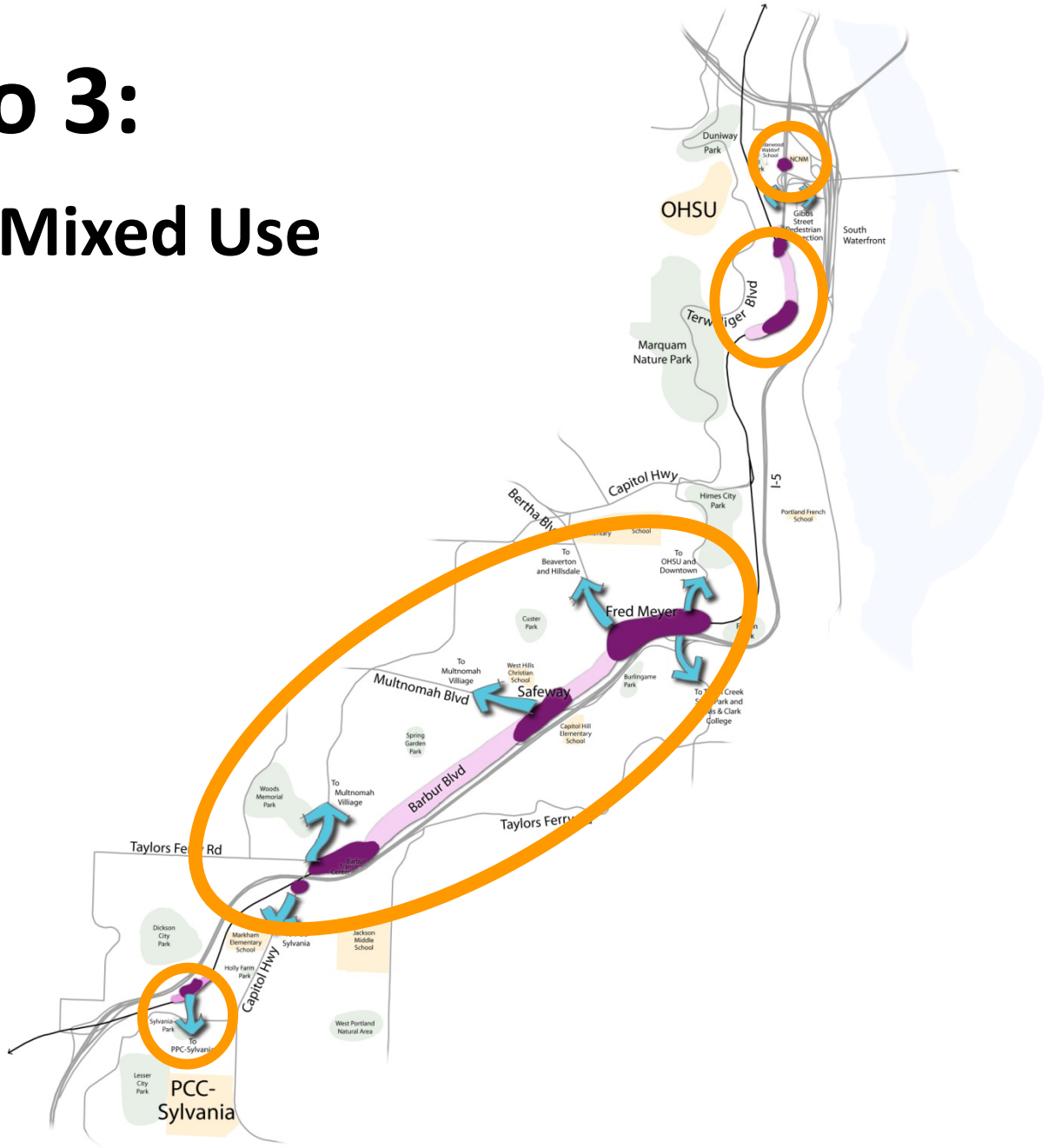
Main Street



Scenario 2 is similar to Lake Oswego or Orenco

Scenario 3:

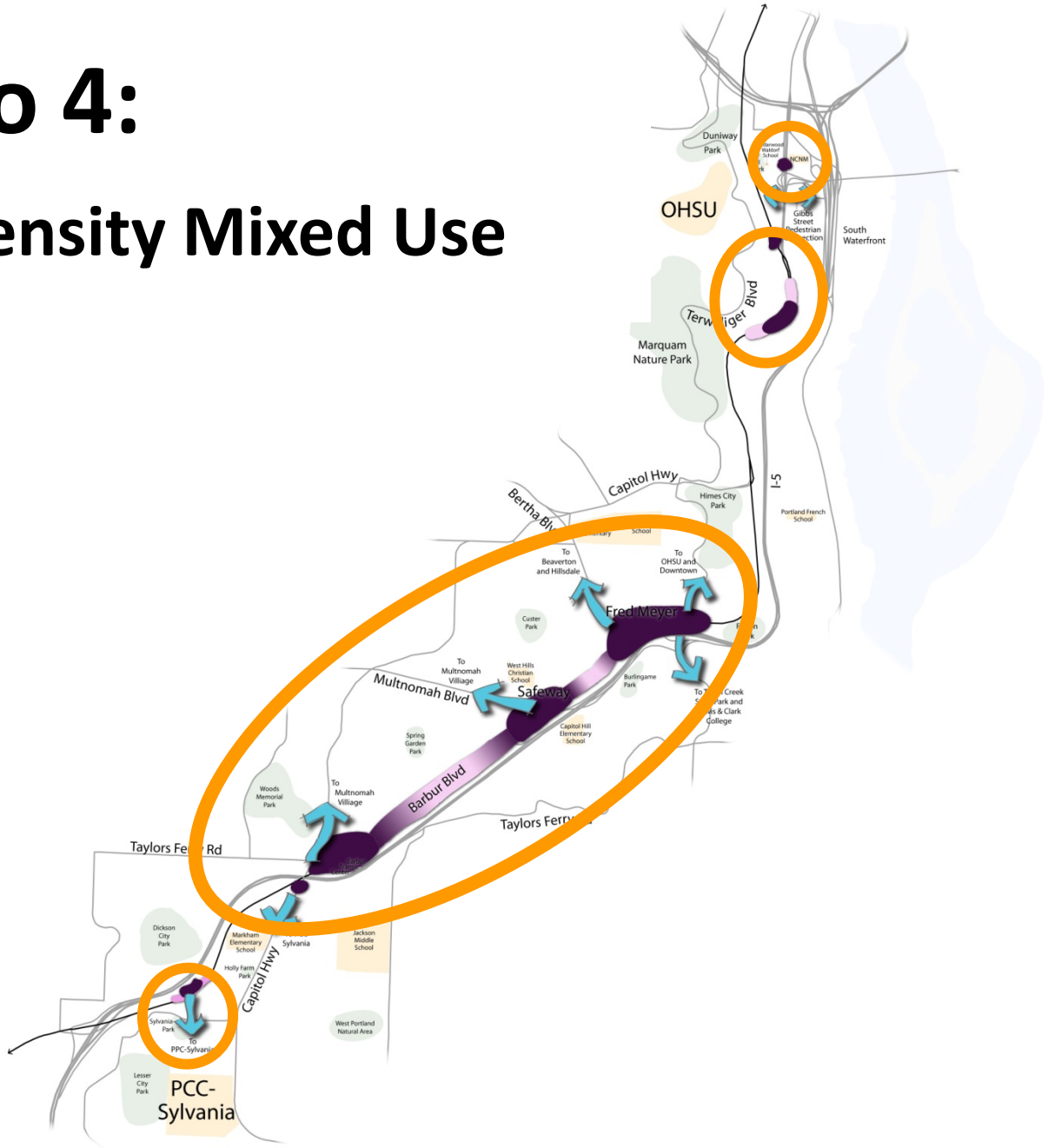
Moderate Mixed Use



Scenario 3 is similar to Belmont

Scenario 4:

Higher Intensity Mixed Use



Scenario 4 is similar to the Pearl

13th Avenue – Main Street on Barbur

13th Avenue – Perpendicular Main Street

SW 13th Today

Scenario 1: Commercial Investments

Scenario 2: Main Street

Scenario 3: Moderate Mixed Use

Scenario 4: Higher Intensity Mixed Use

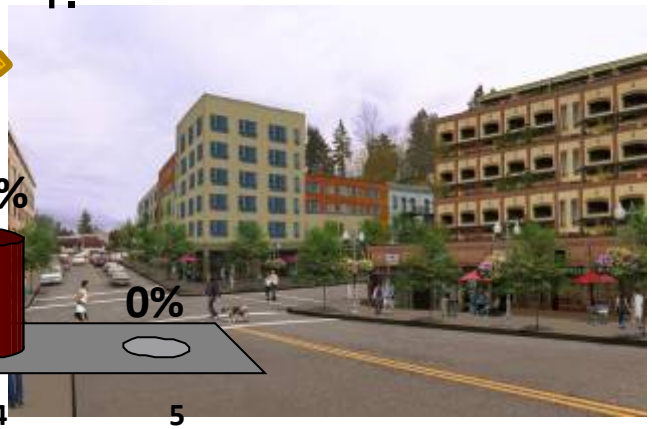
Which image do you like BEST?

1.

2.

3.

4.



5. None of these

Scenario 3: Moderate Mixed Use

Next Steps

- Fall
  - Preferred Scenario at Community Forum
  - Prepare Concept Plan Report
- Winter
  - Briefing PSC and elected officials

City *of* Tigard Respect and Care | Do the Right Thing | Get it Done

HCT Land Use Plan

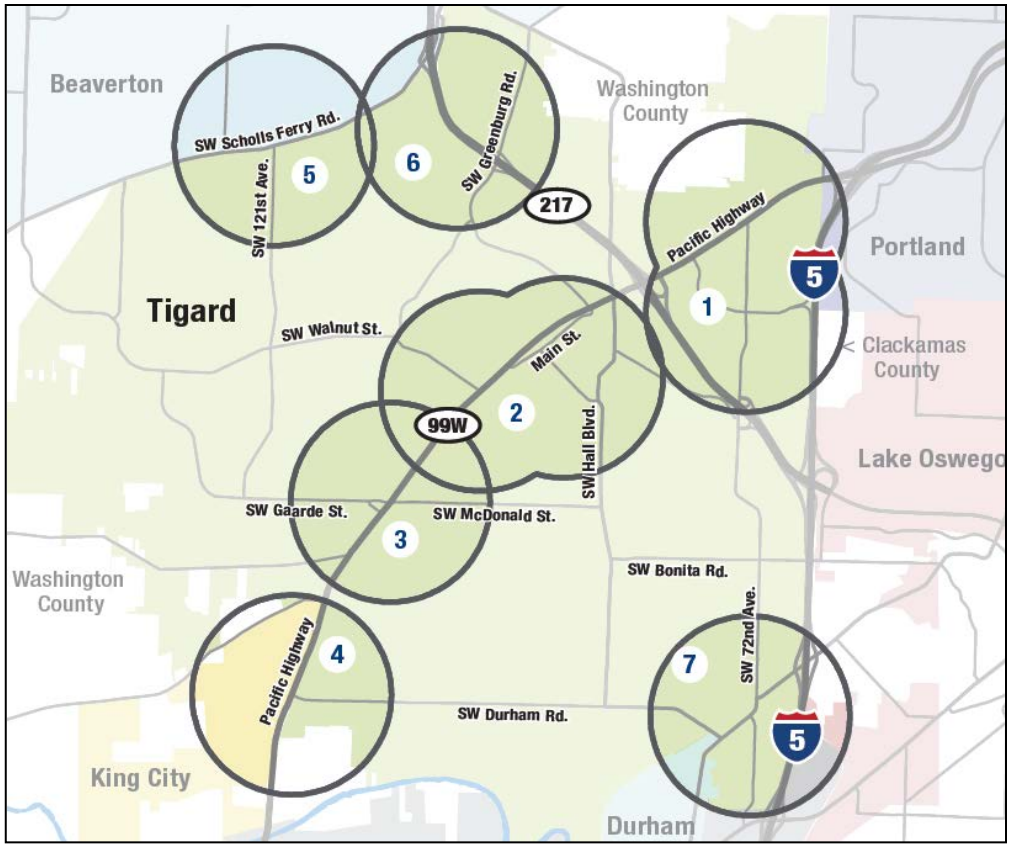
SW Corridor Plan

Southwest Corridor Steering Committee

September 17, 2012

Focus area selection

- Population
- Major roadways
- Parks/natural areas
- Employment
- Retail & Services



Community Conversation

- Where should Tigard plan for future growth?
- What neighborhood types are right for Tigard?
- What changes and investments are needed?

Developing a "Typology"

- Housing scale & types
- Mix of residential / commercial
- Types of services & amenities
- General transportation character

Tigard Typology

- Town Center / Main Street
- Employment / Retail
- Transit Neighborhood
- Corridor

Tigard Typology

- Town Center / Main Street
- Employment / Retail
- Transit Neighborhood
- Corridor

Tigard Typology

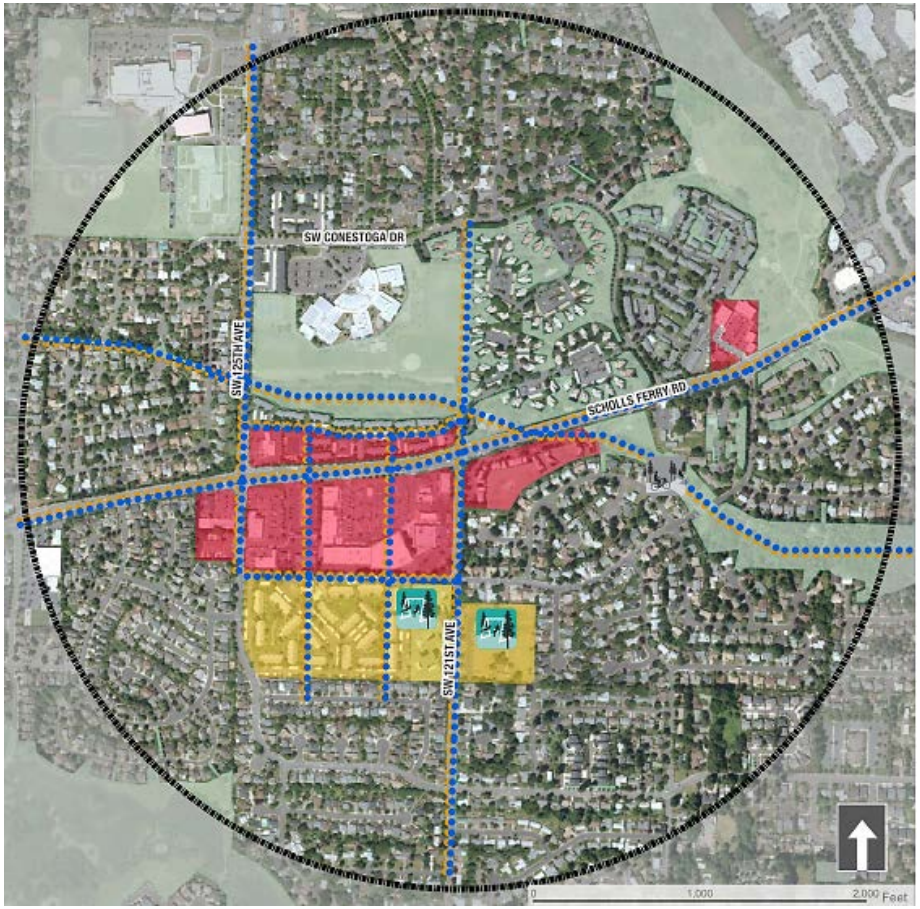
- Town Center / Main Street
- Employment / Retail
- Transit Neighborhood
- Corridor

Tigard Typology

- Town Center / Main Street
- Employment / Retail
- Transit Neighborhood
- Corridor

Tigard Typology

- Town Center / Main Street
- Employment / Retail
- Transit Neighborhood
- Corridor

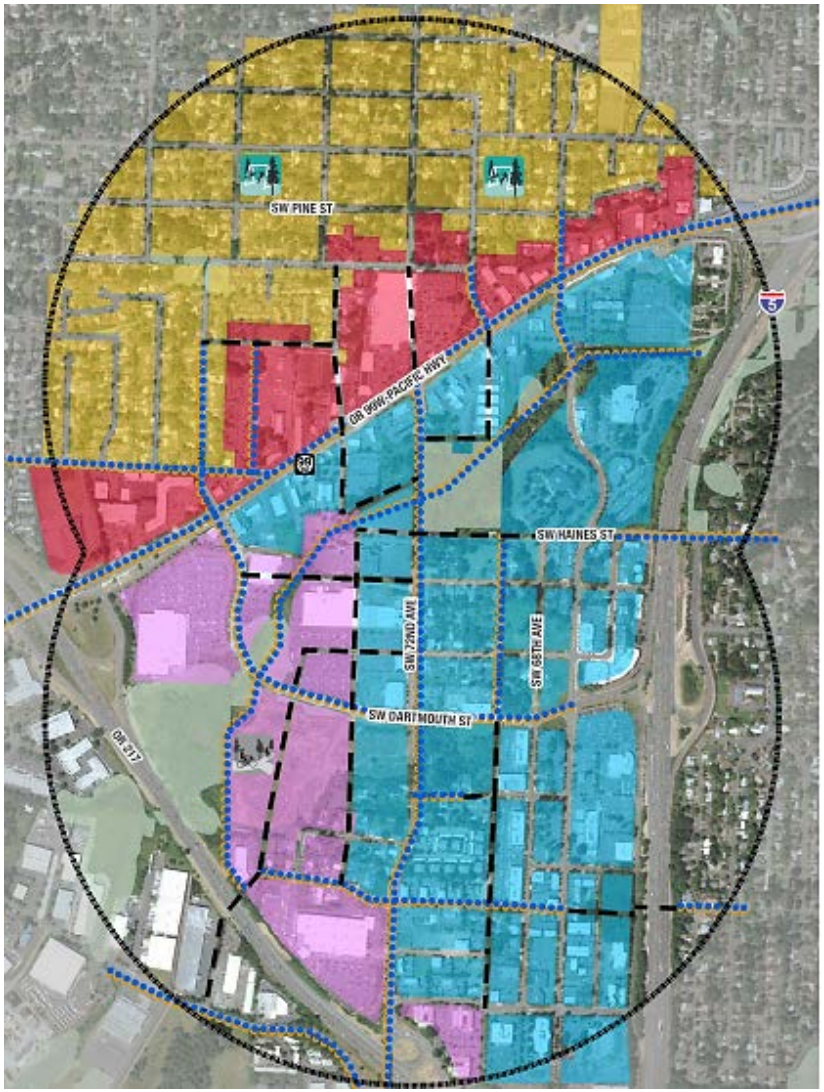


Scholls Ferry Rd / 121st Ave

- People like it the way it is
- Additional open space
- Better pedestrian & bicycle connections

Moving Forward

- Does not alter pop/employment expectations
- Focus on neighborhood improvements and Scholls



Tigard Triangle

- 99W needs help
- Considerable change
- Mixed-use east of 72nd

Moving Forward

- Potential for more pop/employment growth
- Policy/planning work needed
- Improve connectivity

GREAT PLACES

SW Corridor

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

Wide range update and screening process

Southwest Corridor Plan Steering Committee | Sept. 24, 2012

Wide range of projects

- Step 6
- Focus on projects, not programs
  - Capital investment that requires funding and ends in construction
- Asked public about the sources of projects
- Project partners reviewed project lists

Screening process

- Steps 7 and 8
- Reviewed questions with the public
- Prepare for 10/22 Steering Committee meeting

What we heard

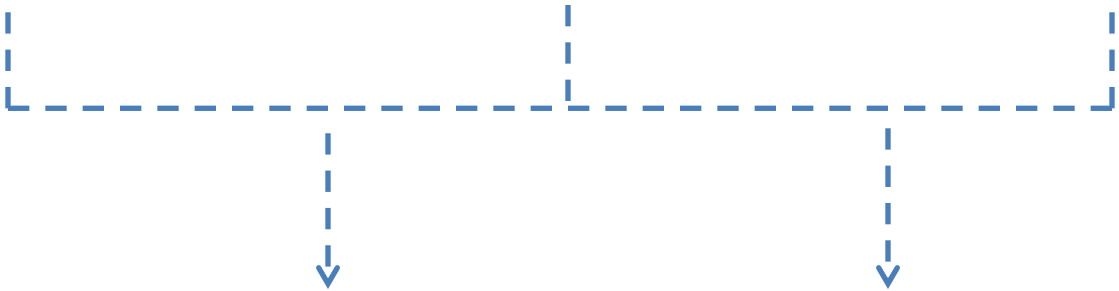
- **67%**: This screening process **enables us to focus effort on the most promising projects** rather than evaluating everything
- **79%**: The narrowing questions are **good questions to ask about cost and benefits**
- **62%**: The questions **relate to the goals that reflect people's values**
- **67%**: Narrowing **will help focus efforts on achieving projects** that support community visions and goals
- **80%**: It is **important to consider if and when we can afford projects** in light of other priorities

3-step screening process

		Measure	Who	How	When	Inputs
STEP 1	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.					
STEP 2	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.					
STEP 3	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/S ept.	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/S ept.	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 step 1

Does the project support the community and corridor vision?	Does the project meet the transportation needs?	Does the project support land use goals of the community?
Assessment: Is the project consistent with the adopted vision, goals and objectives?	*Assessment: Does the project address the transportation needs identified through the existing conditions analysis?*	*Assessment: Does the project support the existing and planned land use goals of the community?*



If yes on any, project moves forward

If no on all, project is not considered further

Screening step 2

Does the project protect or enhance the existing facilities?

This includes projects like sidewalks, bike lanes, TSMO and safety improvements

If yes, the project moves forward without any other screening

Does the project expand on the existing facilities?

This includes large capital improvement projects that expand on an existing facility or add significant capacity

If yes, the project moves forward to the next step of screening

Screening step 3

Can we afford it and when?

Based on project high-level investment projections and federal, state, regional and local funding mechanisms, is it financially feasible?

Are the impacts reasonable?

What are the impacts to private property and/or natural resources; do those impacts allow it to be financially, environmentally or politically feasible?

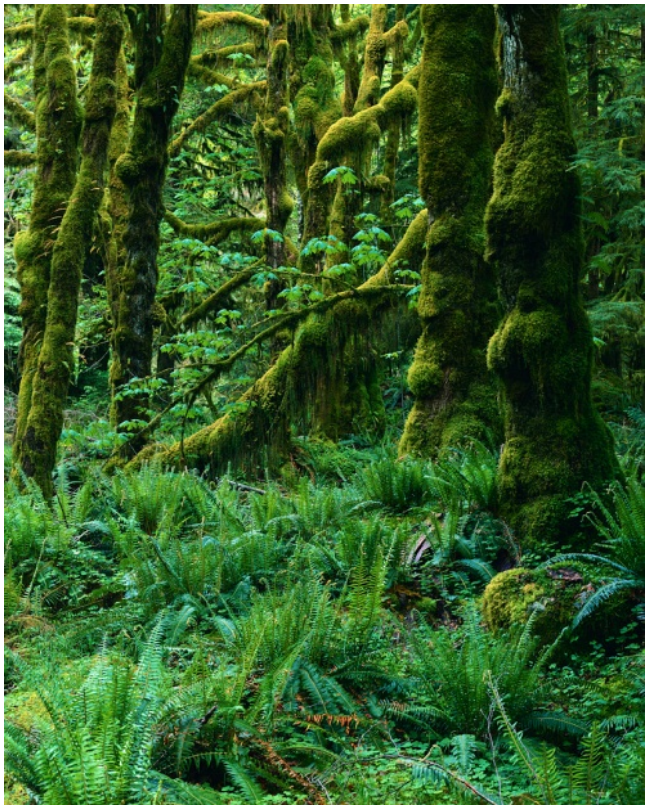
If yes on both, the project moves forward to the short or mid term timeframe

If no on both, the project moves forward to the long term timeframe

Screening results summary table

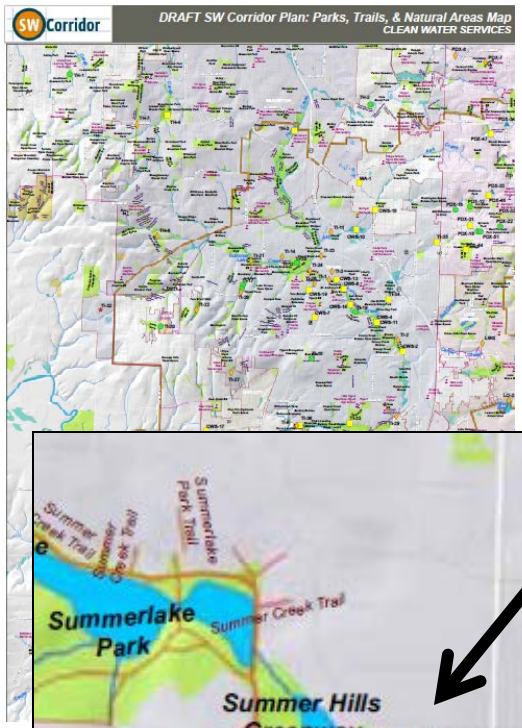
	Step 1			Step 2	Step 3		
Project	Is project consistent w/ vision, goals and objectives?	Does it address the transportation needs in the corridor?	Does it support land use goals?	Does it protect or enhance the existing facilites?	Can we afford it and when? (investment magnitude)	Are the impacts reasonable? (impact magnitude)	Recommen-dation
1							
2							
3							
4							
5							
6							
7							

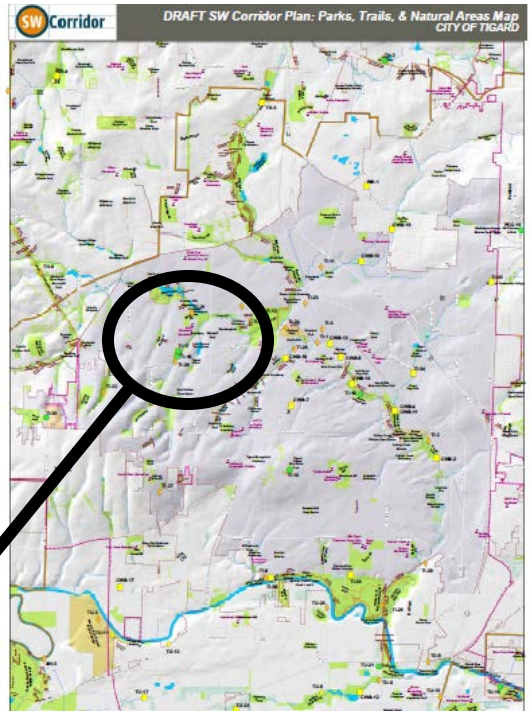
Green infrastructure

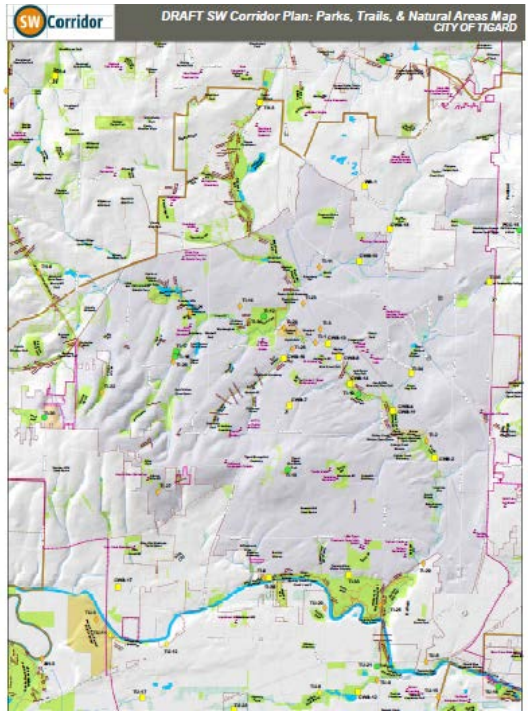


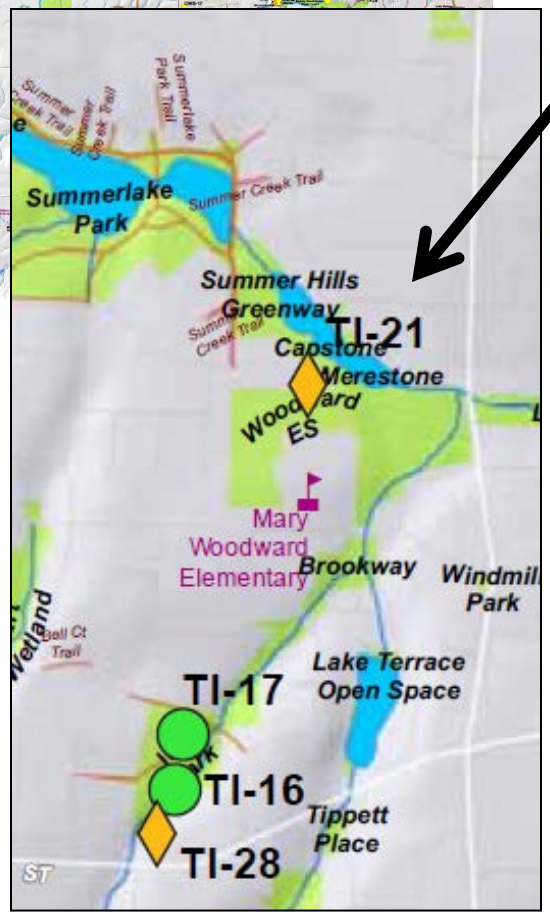
- Corridor goals to enhance natural environment and quality of life
  park, trails, stream corridors, storm water and tree canopy

- Project team
  all jurisdictions in the corridor









- Project maps
- Example park and stormwater projects in Tigard reference project list

Information for screening

- Jurisdiction and project description
- Support plan or CIP list
- Current funding status
- Need addressed

- ➢ Meets SW Corridor goals
- ➢ Timing is 0-5 years, 5-15 years, beyond

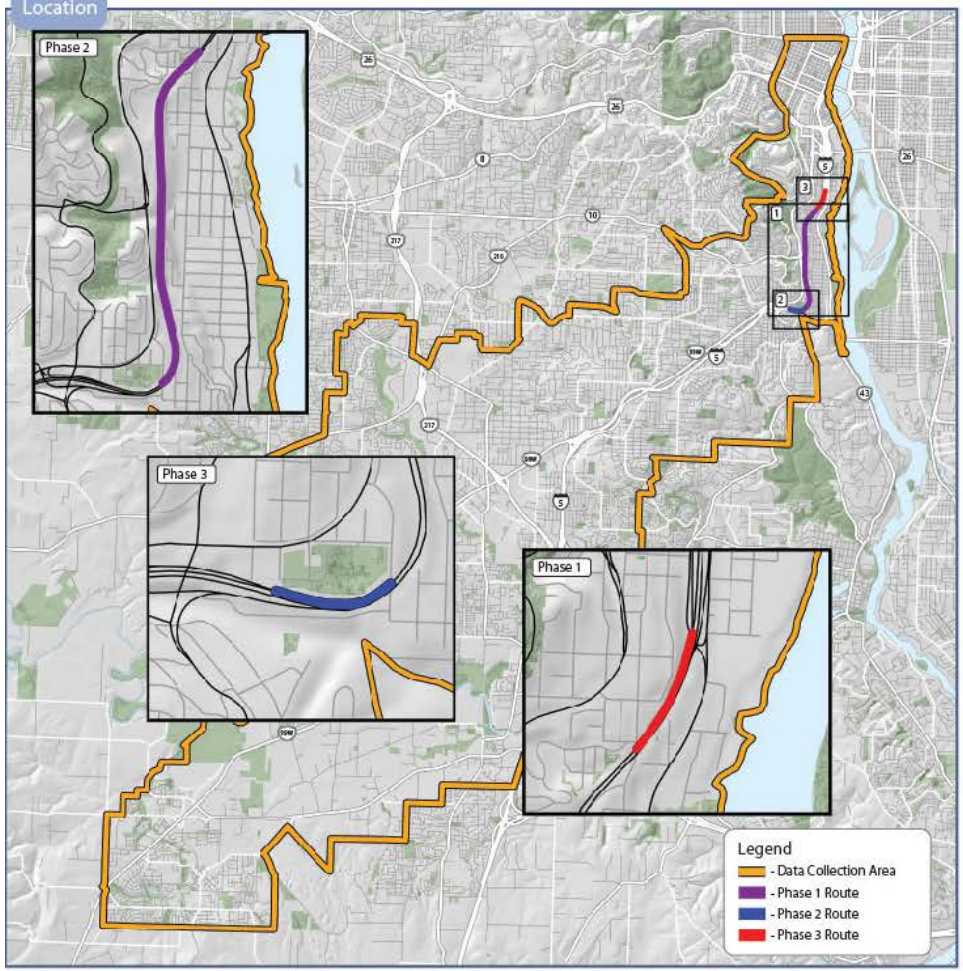
Roadway project samples

- 1009: I-5 Southbound Climbing Lane
- 1134: Boones Ferry Road Bridge Improvements

GREAT PLACES SW Corridor

Southwest Corridor Project #1009: I-5 Southbound Climbing Lane

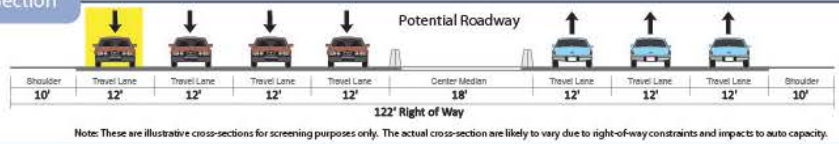
Location



This three-phase project involves constructing an additional southbound lane along I-5 in specified climbing areas. In Phase 1, the climbing lane will be built from south of the Corbett Avenue structure to the Hood Avenue entrance ramp, and the Corbett Avenue structure would need to be replaced. In Phase 2, the climbing lane will be extended from just south of the Corbett Avenue structure to the tangent section north of the Brier Place structure. In Phase 3, the climbing lane will be extended from north of the Brier Place structure to the exit ramp at Terwilliger Boulevard, and the Brier Place structure would need to be replaced.

No Property Impacts

Cross Section



Note: These are illustrative cross-sections for screening purposes only. The actual cross-section are likely to vary due to right-of-way constraints and impacts to auto capacity.

SOURCE: ODOT

Investment Magnitude

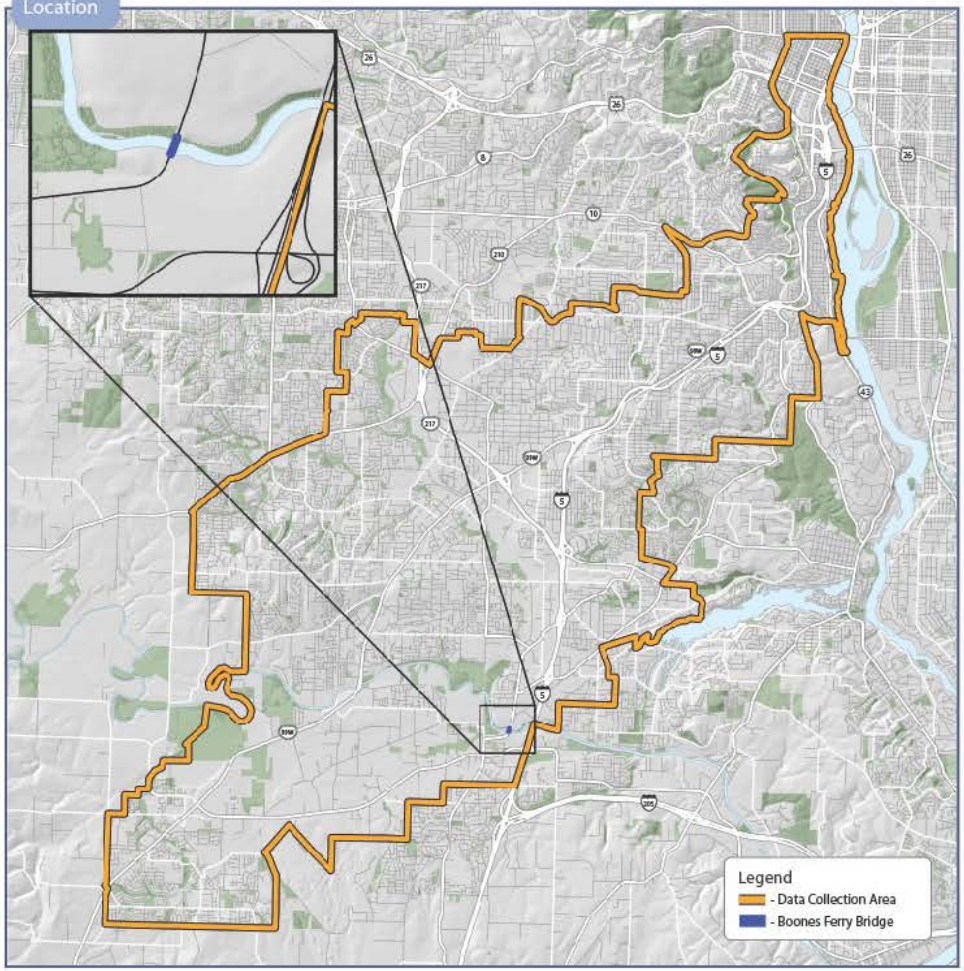
$77.4M (Low End Range) to $100.7M (High End Range)

Note: Project costs used to generate investment magnitudes are from the Metro Regional Transportation Plan (RTP), or local Transportation System Plan (TSP) and adjusted to year 2018.

GREAT PLACES SW Corridor

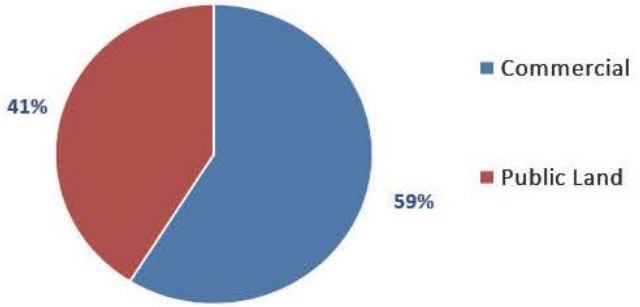
Southwest Corridor Project #1134: Boones Ferry Road Bridge Improvements

Location



This project would replace/widen the SW Boones Ferry Road bridge over the Tualatin River as a four lane facility with sidewalks and bike lanes.

Impact Magnitude by Land Use Type



Total Property Acres: 0.02

Cross Section

Note: These are illustrative cross-sections for screening purposes only. The actual cross-section are likely to vary due to right-of-way constraints and impacts to auto capacity.

SOURCE: ODOT

Investment Magnitude

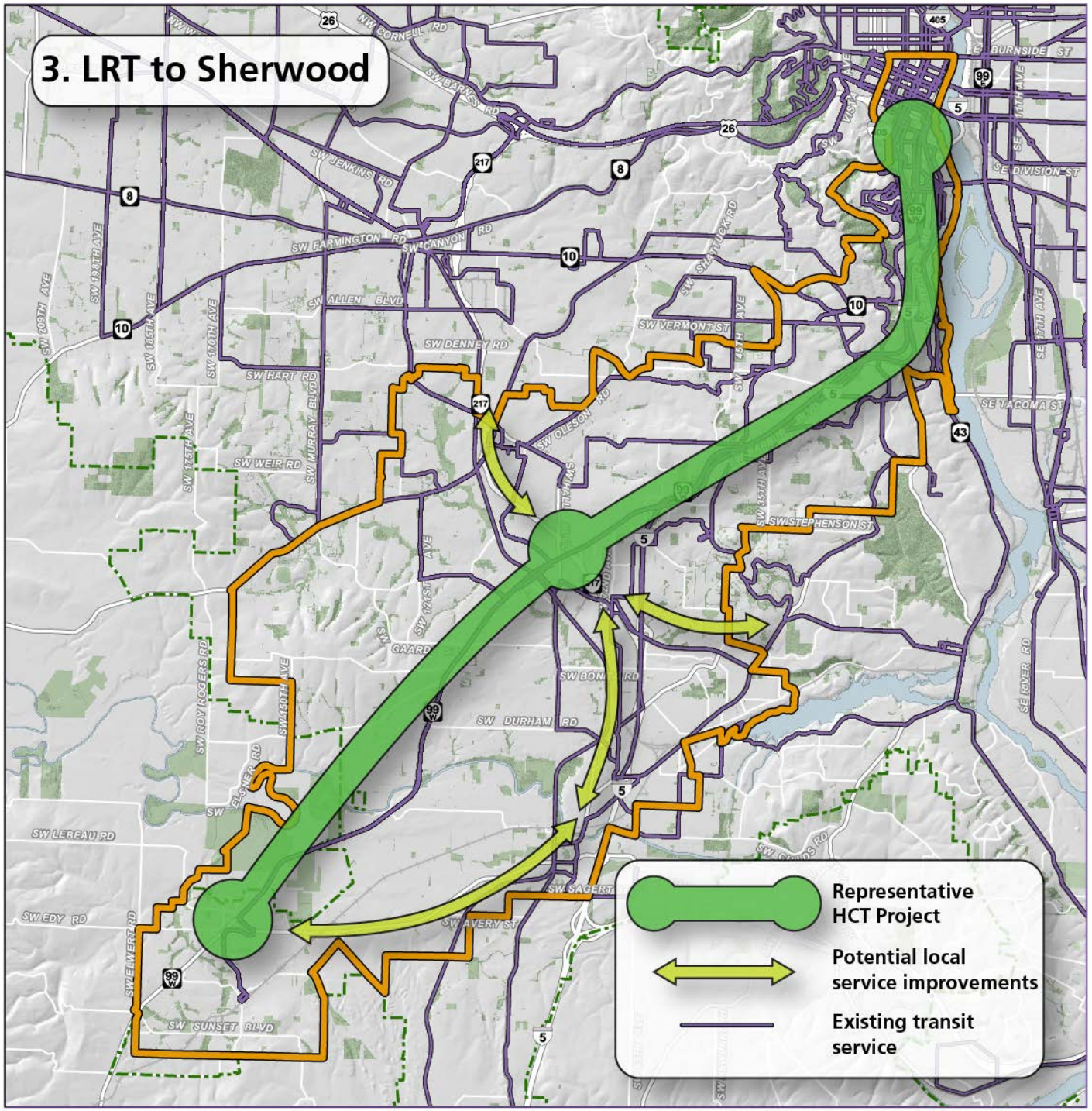
$6.0M (Low End Range) to $7.8M (High End Range)

Note: Project costs used to generate investment magnitudes are from the Metro Regional Transportation Plan (RTP), or local Transportation System Plan (TSP) and adjusted to year 2018.

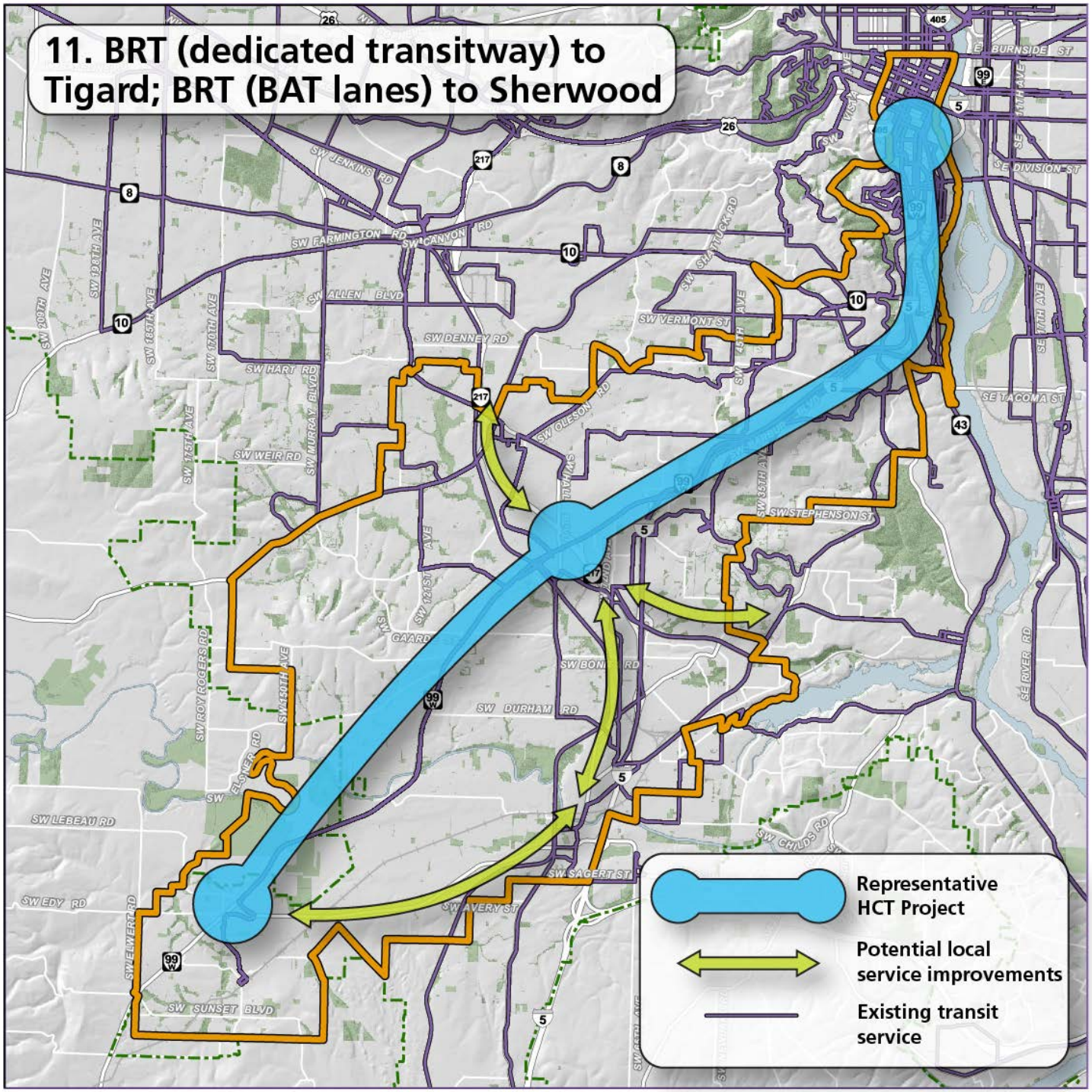
Transit representative project examples

- 3. LRT to Sherwood
- 11. BRT to Sherwood using existing lanes
- 16. BRT to Tigard using existing lanes

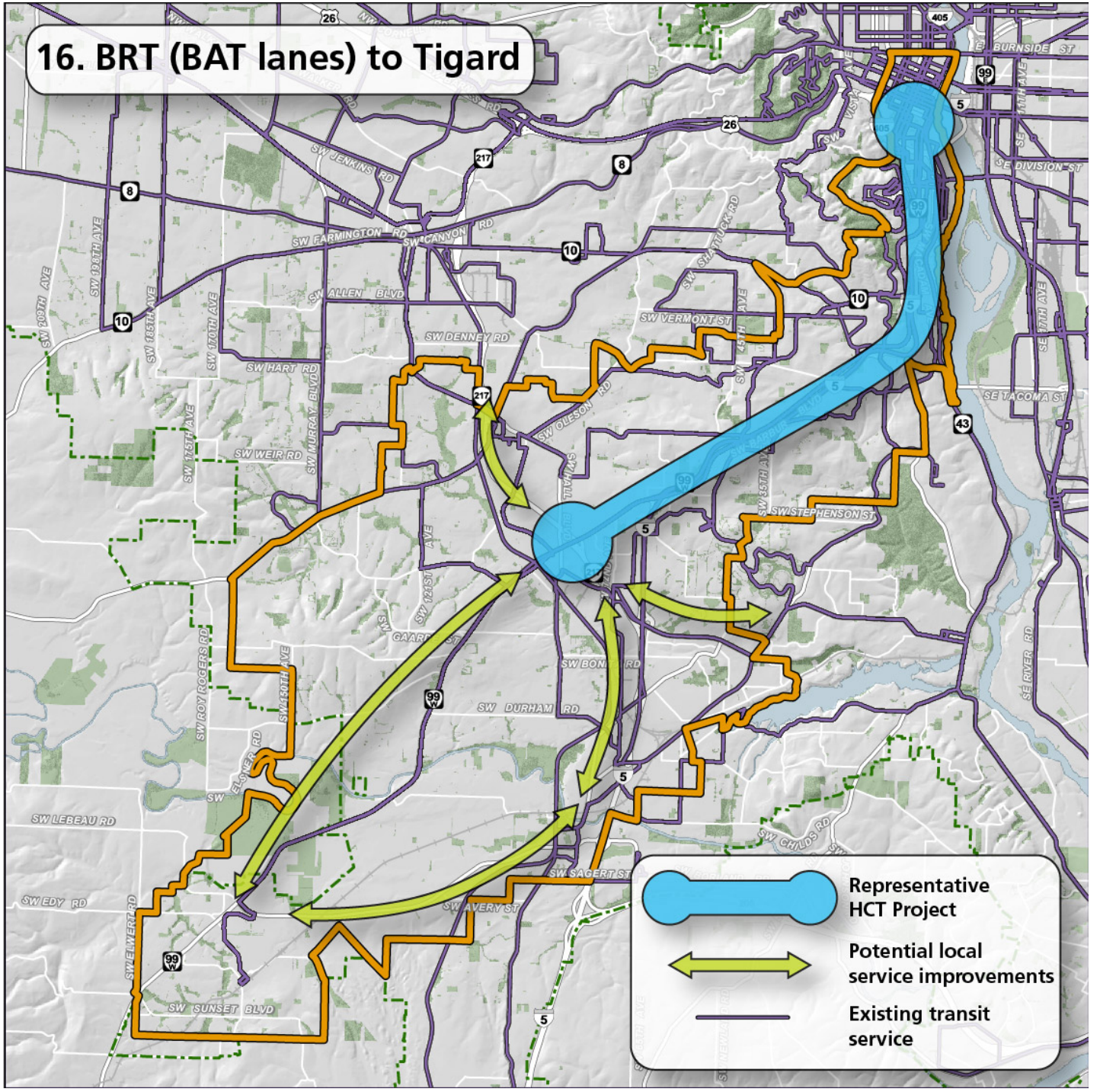
GREAT PLACES
SW Corridor



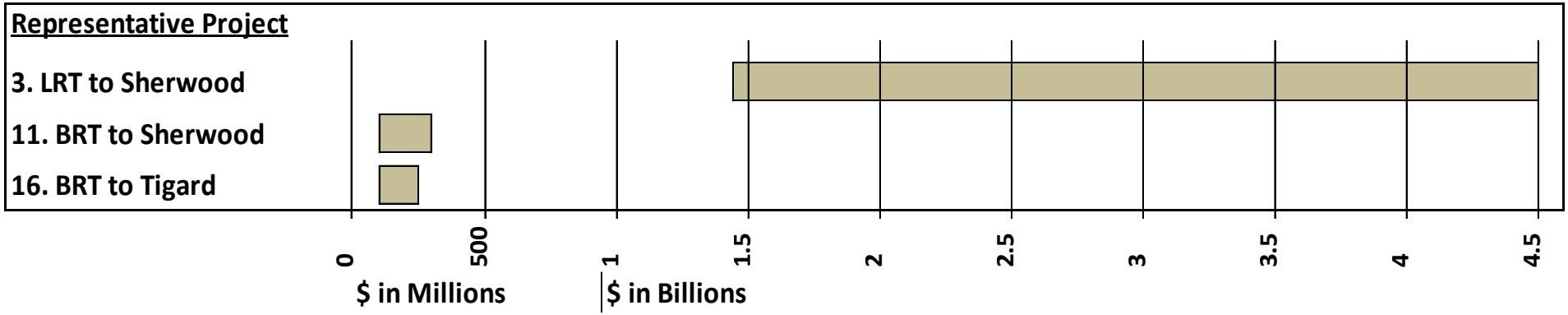
GREAT PLACES SW Corridor



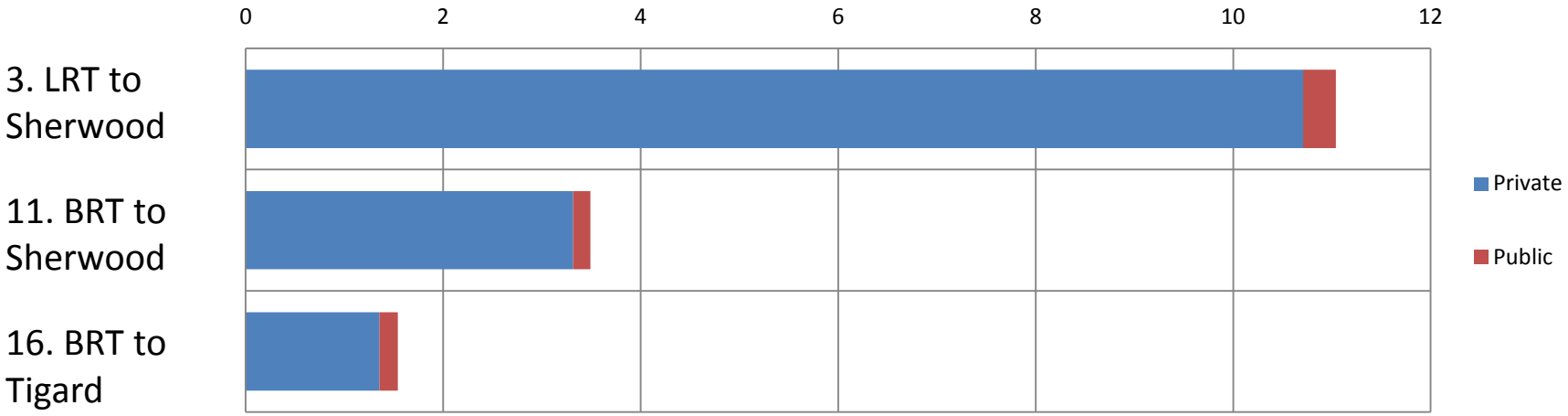
GREAT PLACES SW Corridor



Investment magnitude by alternative



Property impact magnitude by alternative (acres)



Next steps

- Work with local staff to develop recommendations to Steering Committee (October 22, 2012)
- Refine representative projects: alignments, design options, stations (after screening)
- Incorporate into shared investment strategies