



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

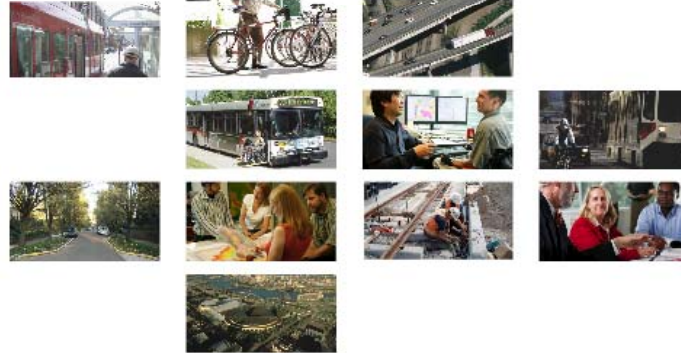
Southwest Corridor Plan

Integrated approach to
corridor planning

Project briefing
Winter 2012

Priority corridor

www.oregonmetro.gov



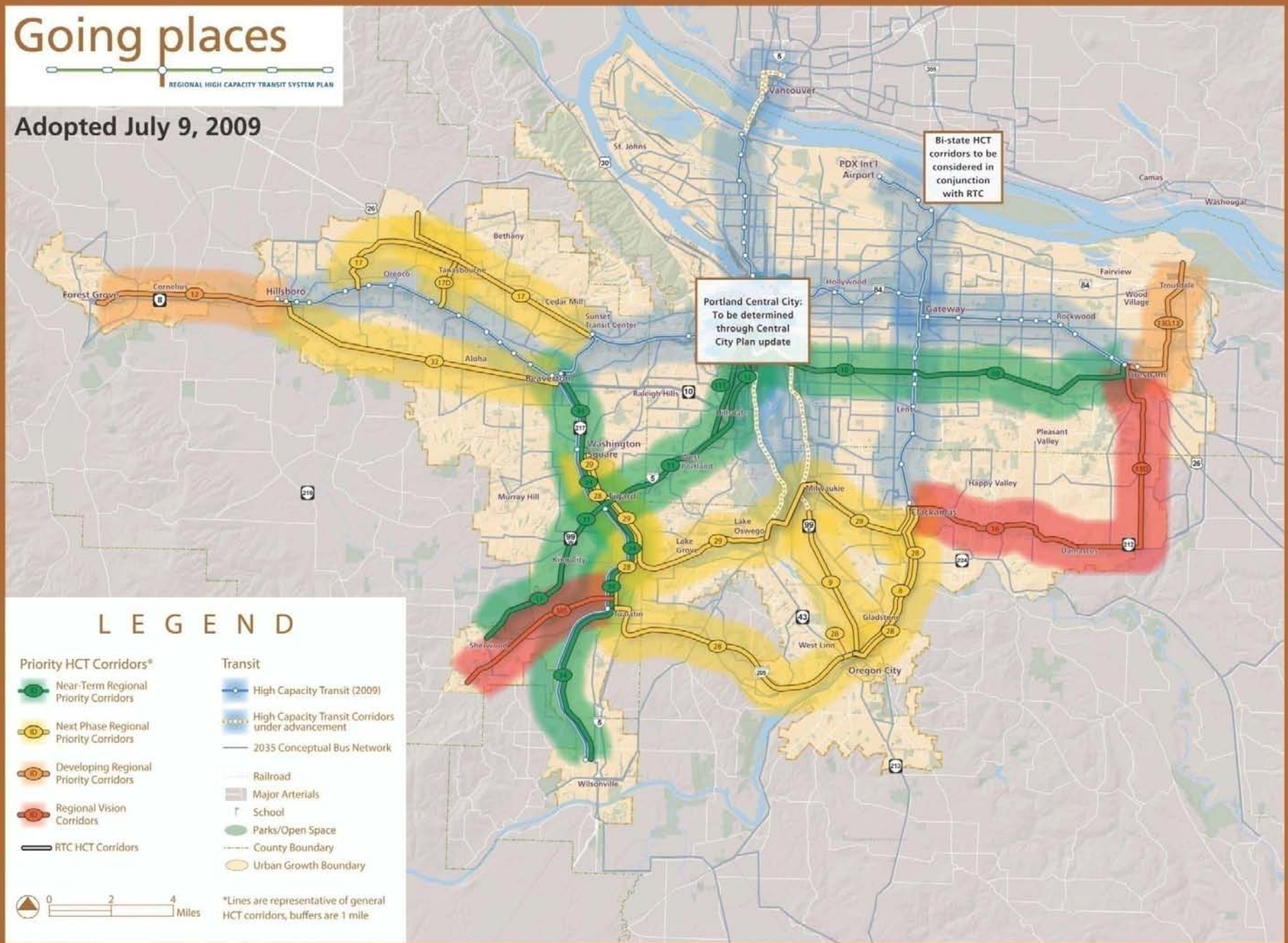
2035
REGIONAL TRANSPORTATION PLAN



Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted July 9, 2009



Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

LEGEND

Priority HCT Corridors*

-  Near-Term Regional Priority Corridors
-  Next Phase Regional Priority Corridors
-  Developing Regional Priority Corridors
-  Regional Vision Corridors
-  RTC HCT Corridors

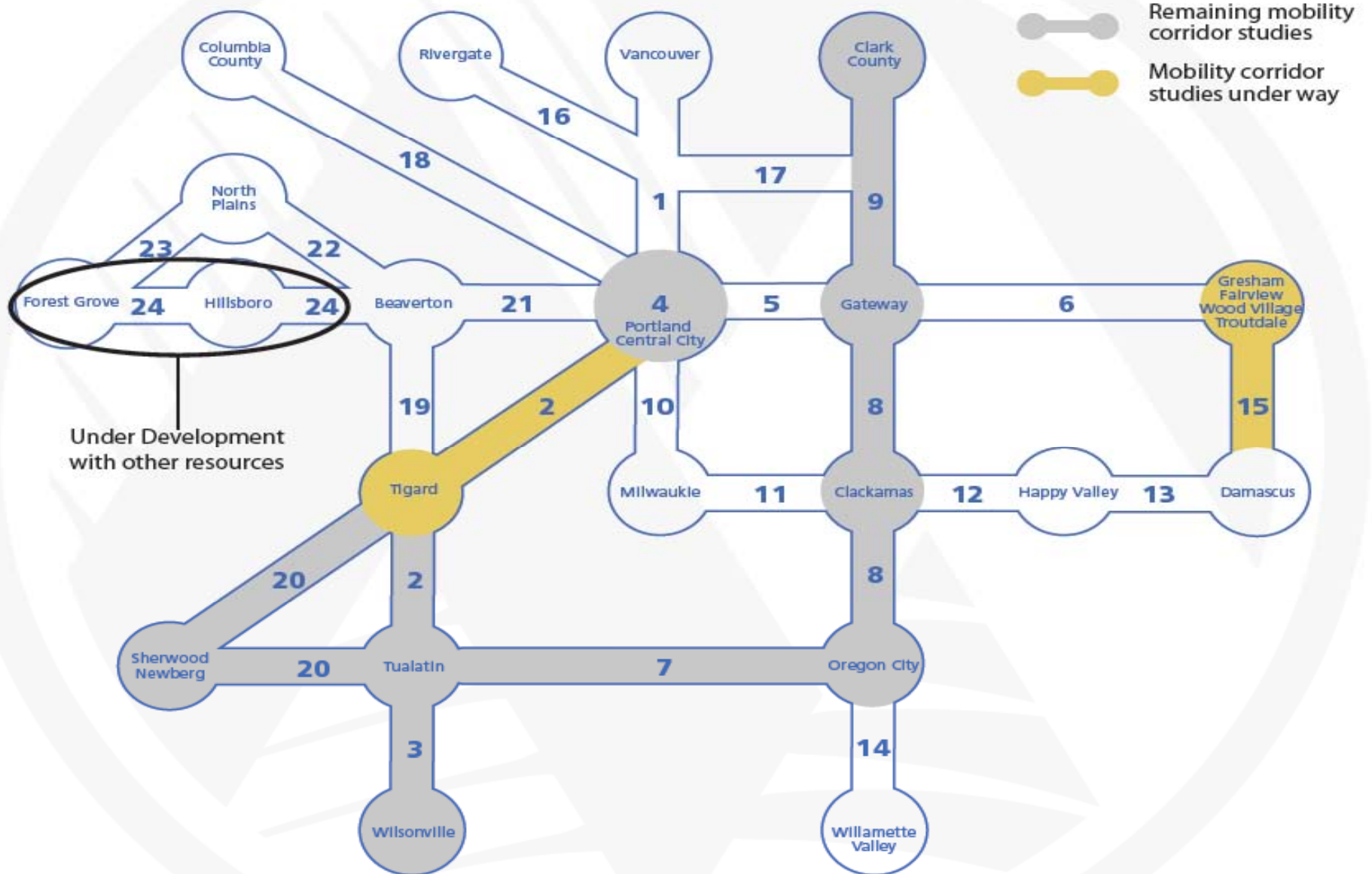
Transit

-  High Capacity Transit (2009)
-  High Capacity Transit Corridors under advancement
-  2035 Conceptual Bus Network
-  Railroad
-  Major Arterials
-  School
-  Parks/Open Space
-  County Boundary
-  Urban Growth Boundary

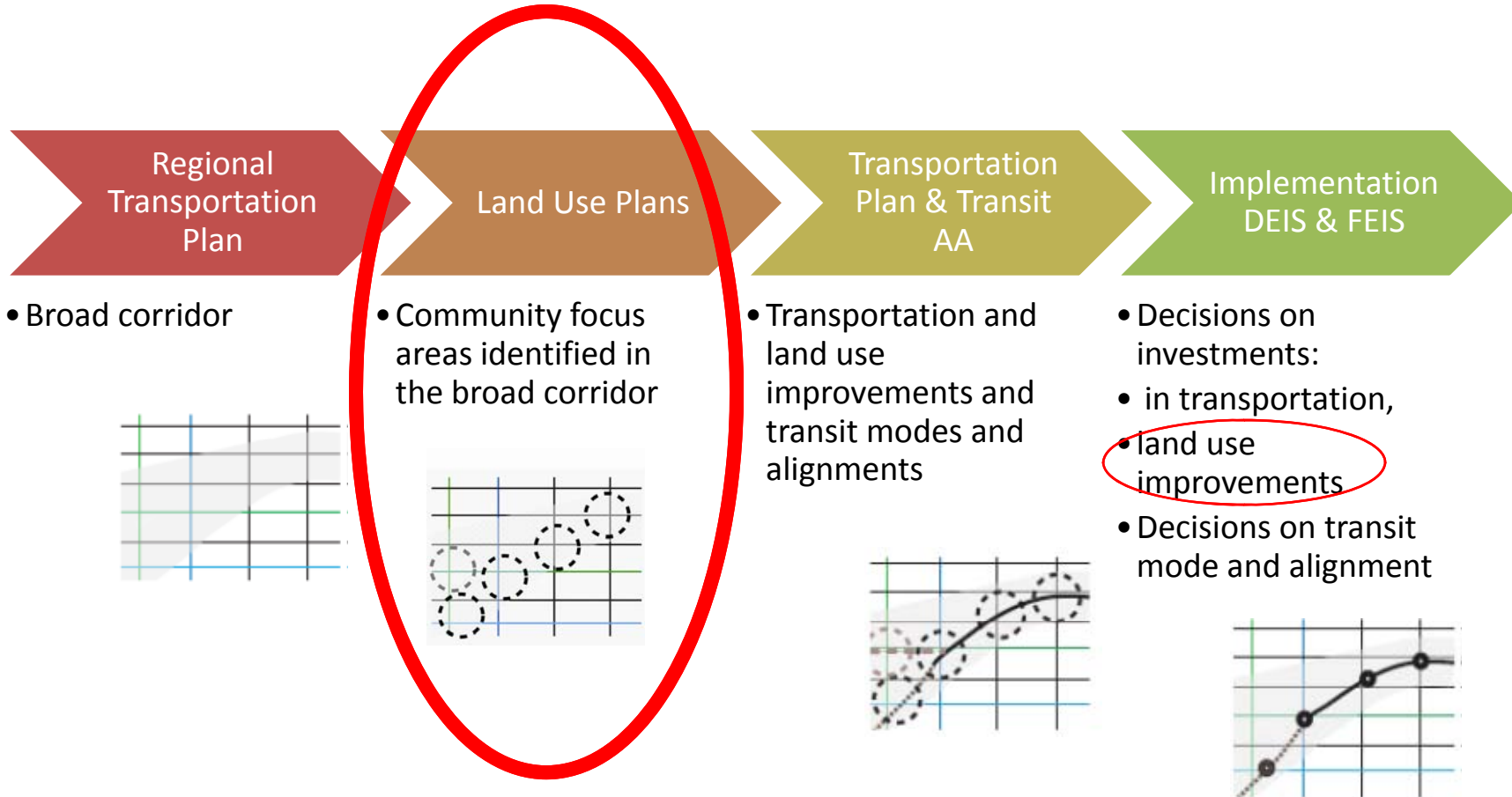


*Lines are representative of general HCT corridors, buffers are 1 mile

Mobility corridors



Integrated approach



Collaborative effort



Major timeline

Southwest Corridor Plan schedule

Phase I

Identify agreements, policy changes and strategic investments and partnerships

Phase II

Actions to achieve goals, including investments, Draft Environmental Impact Statement(s) and major policy changes

Ongoing

Further project development and implementation

2011

2012

2013

2014

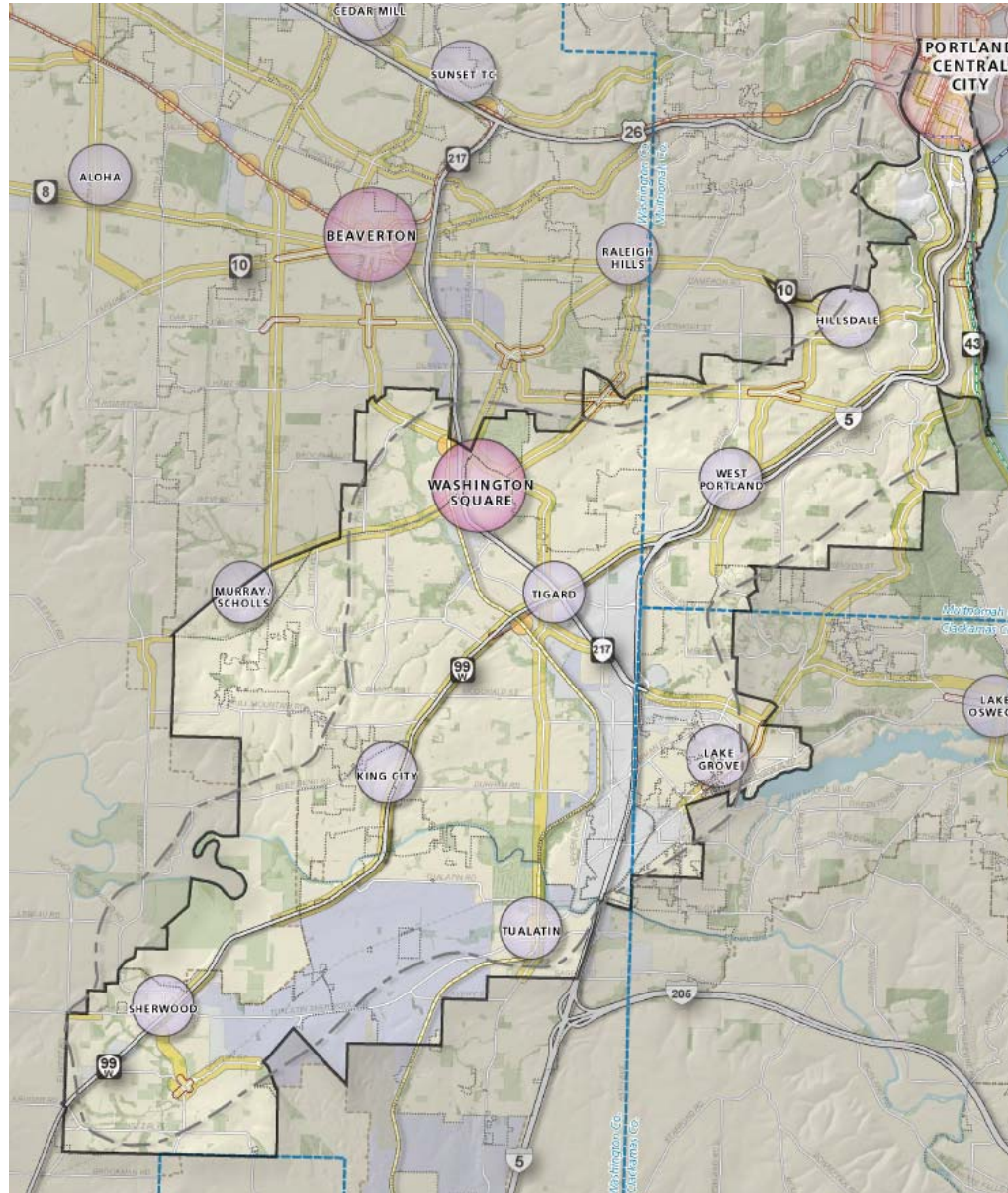
2015

25 Years from Now

Daily celebration of place
Vibrant, safe communities where
people live, work and play



Start with the places...



Downtown Sherwood



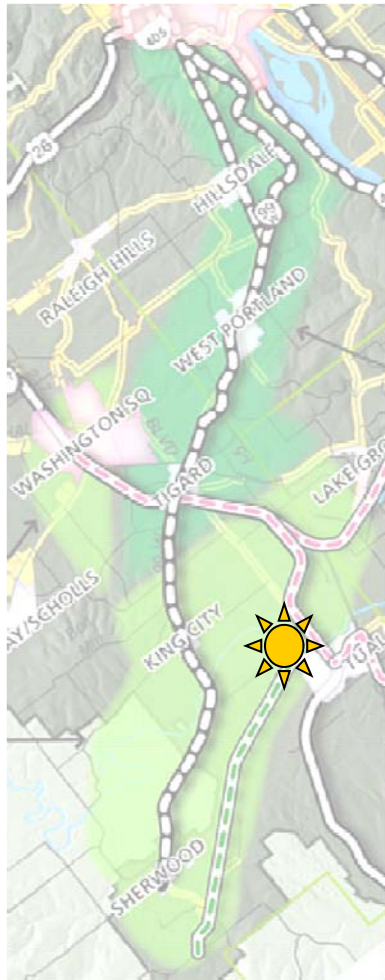
Sherwood Town Center



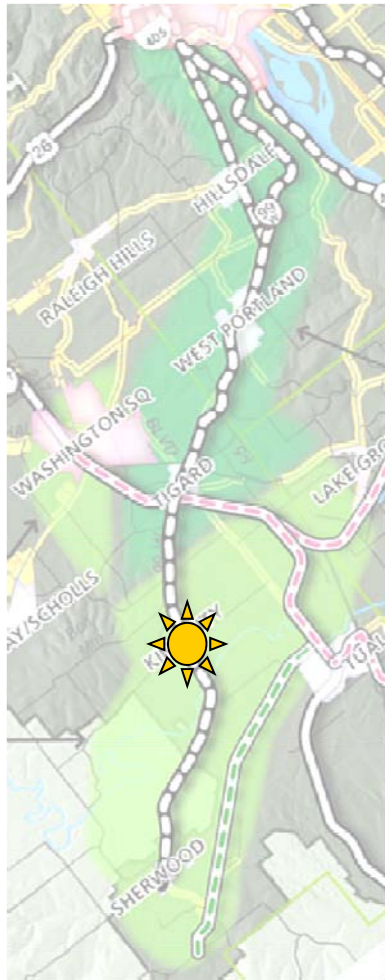
Tualatin Refuge



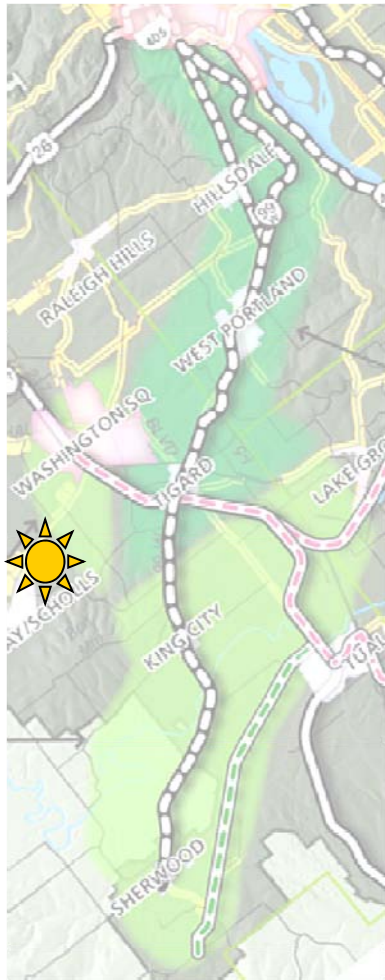
Tualatin Commons



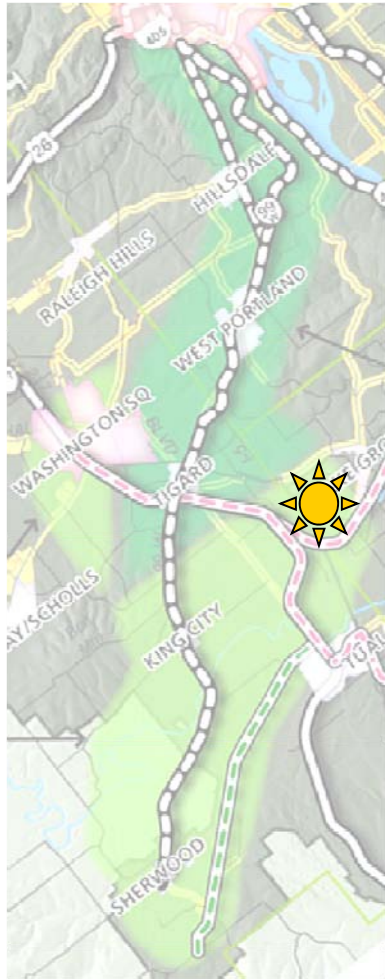
King City



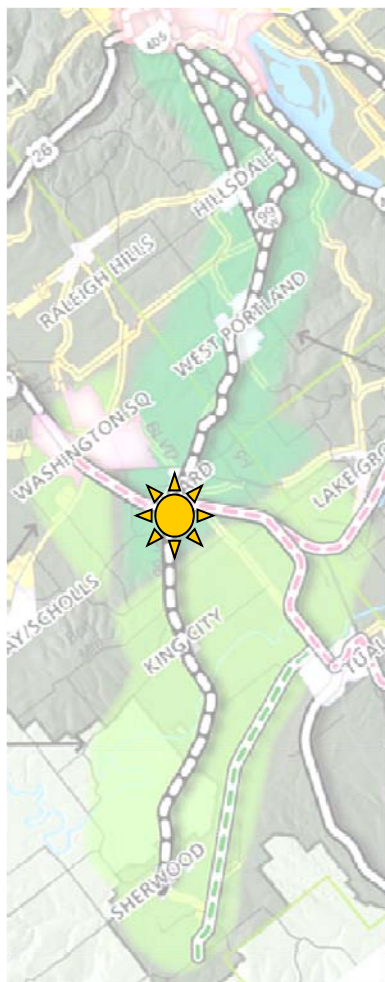
Murray Scholl's Town Center



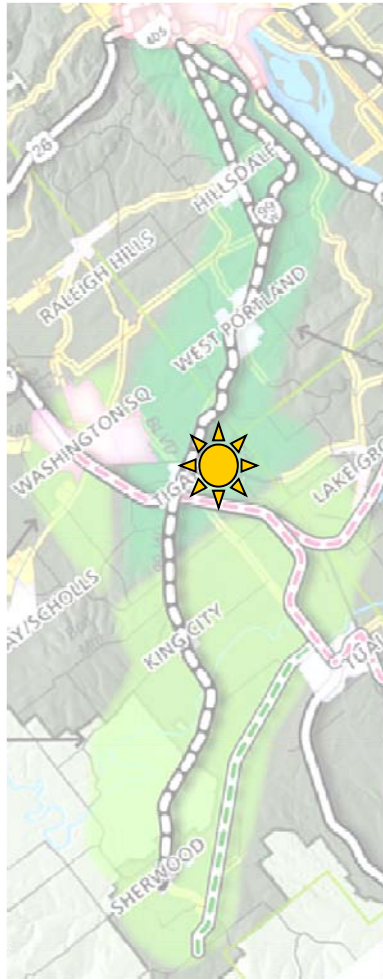
Lake Grove



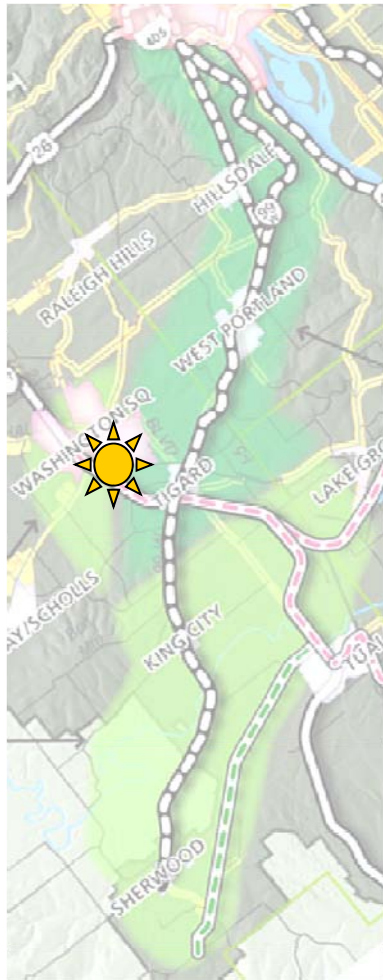
Downtown Tigard



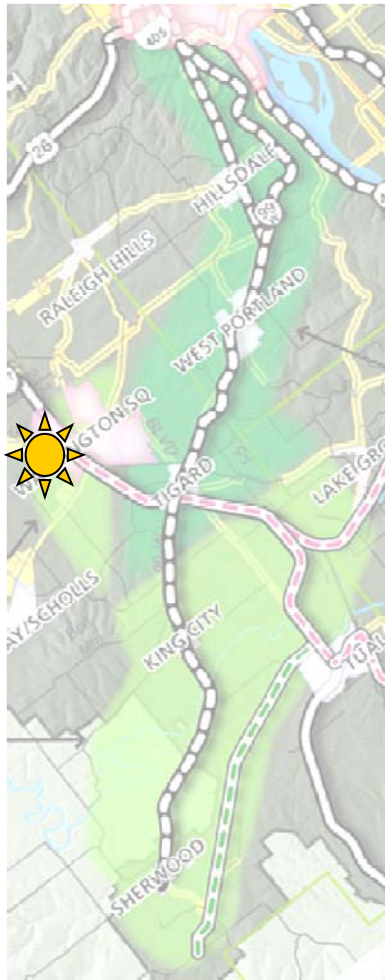
Tigard Triangle



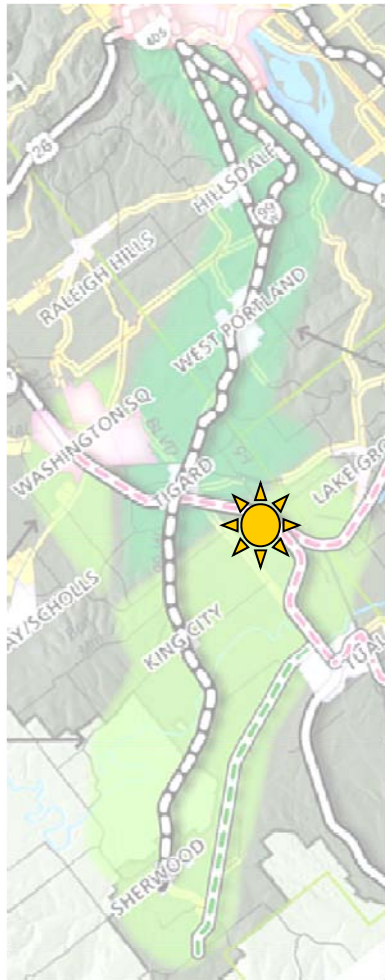
Washington Square



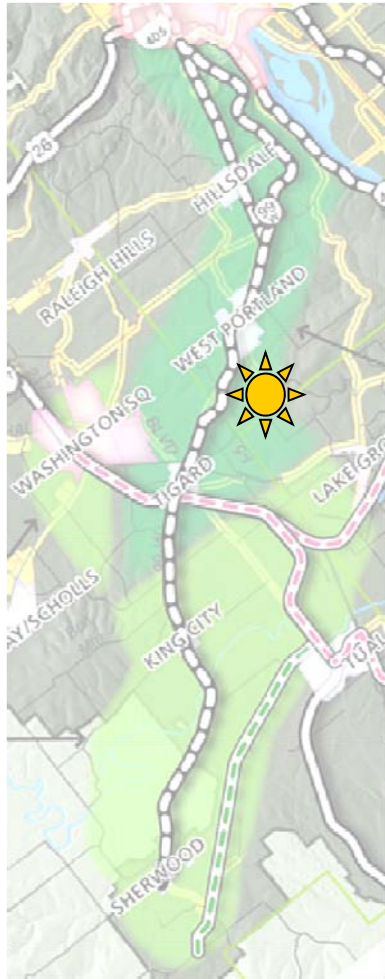
Nimbus



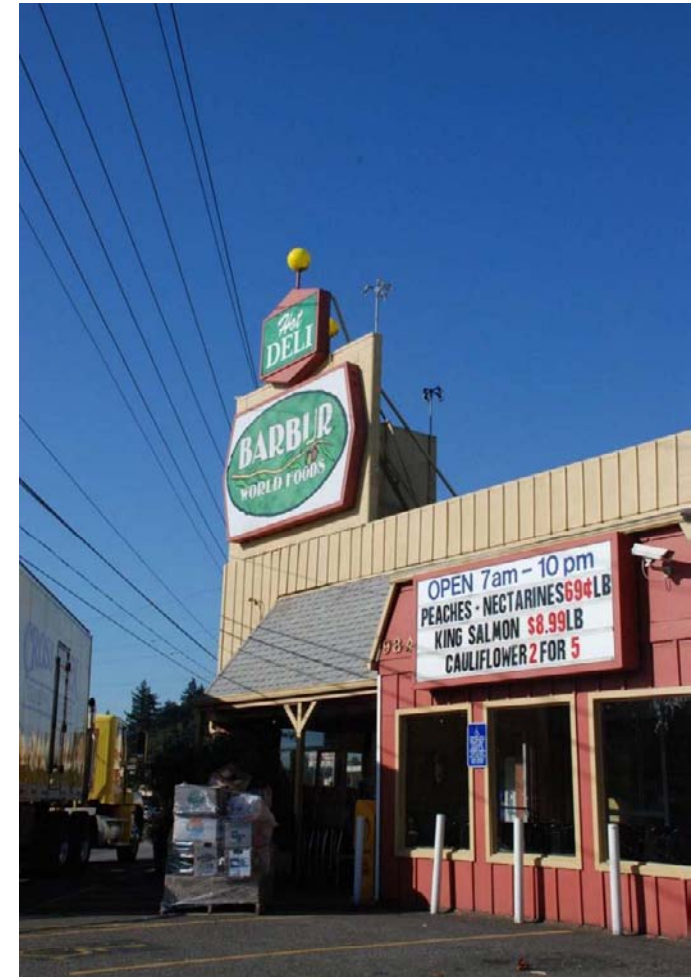
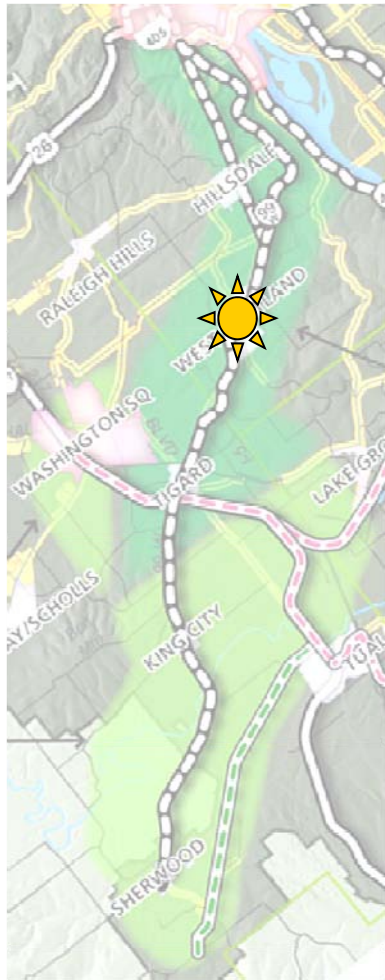
Bridgeport Village



Portland Community College



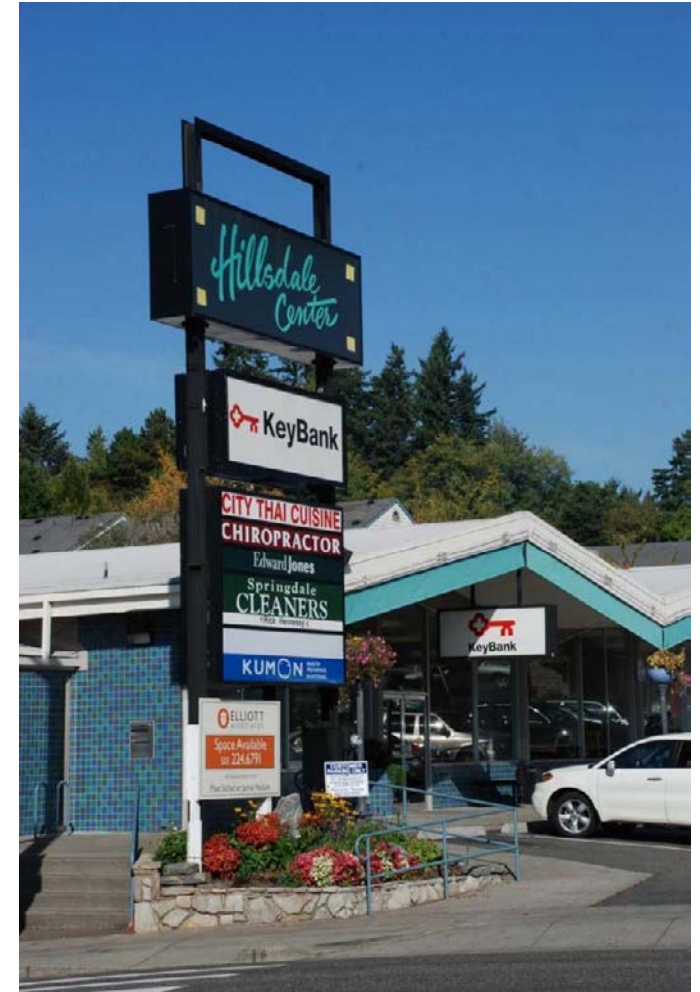
West Portland/Crossroads



Multnomah Village



Hillsdale



OHSU

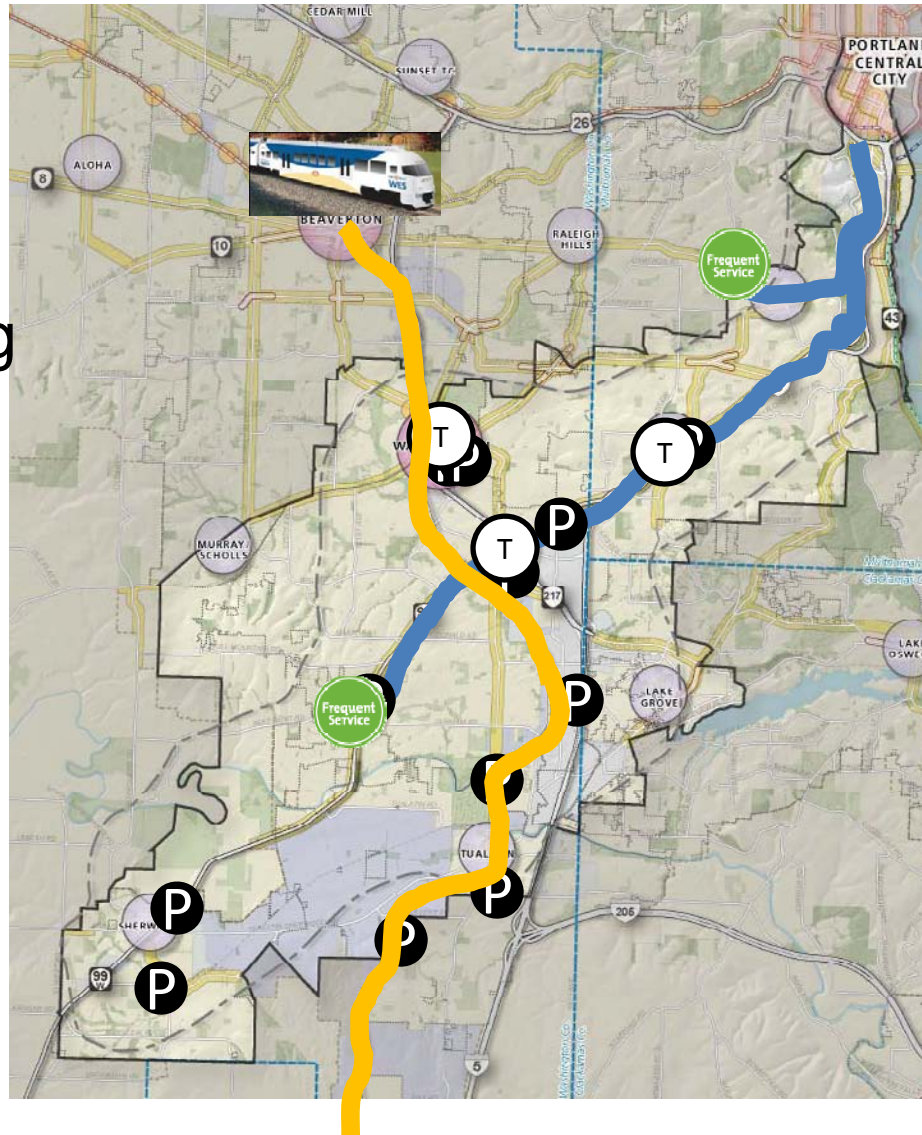


Riverplace



Major Transit Facilities

- WES
- 28 bus lines
- 2,000 parking spaces
- 3 Transit Centers
- 27,000 daily riders





Hwy 217 and Hwy 43



Pacific Highway/99W/Barbur Boulevard

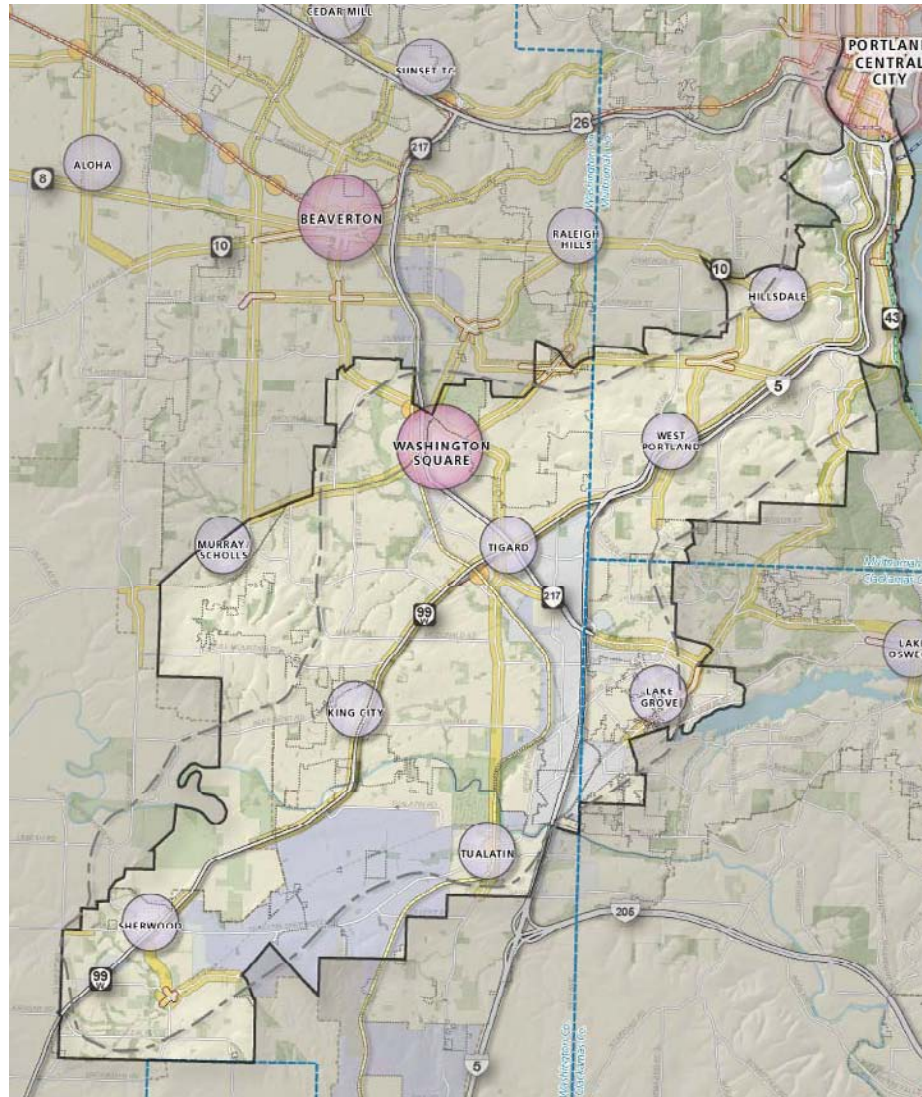


Corridor Profile

Population
2010 140k
2035 206k

Employees
2010 163k
2035 251k

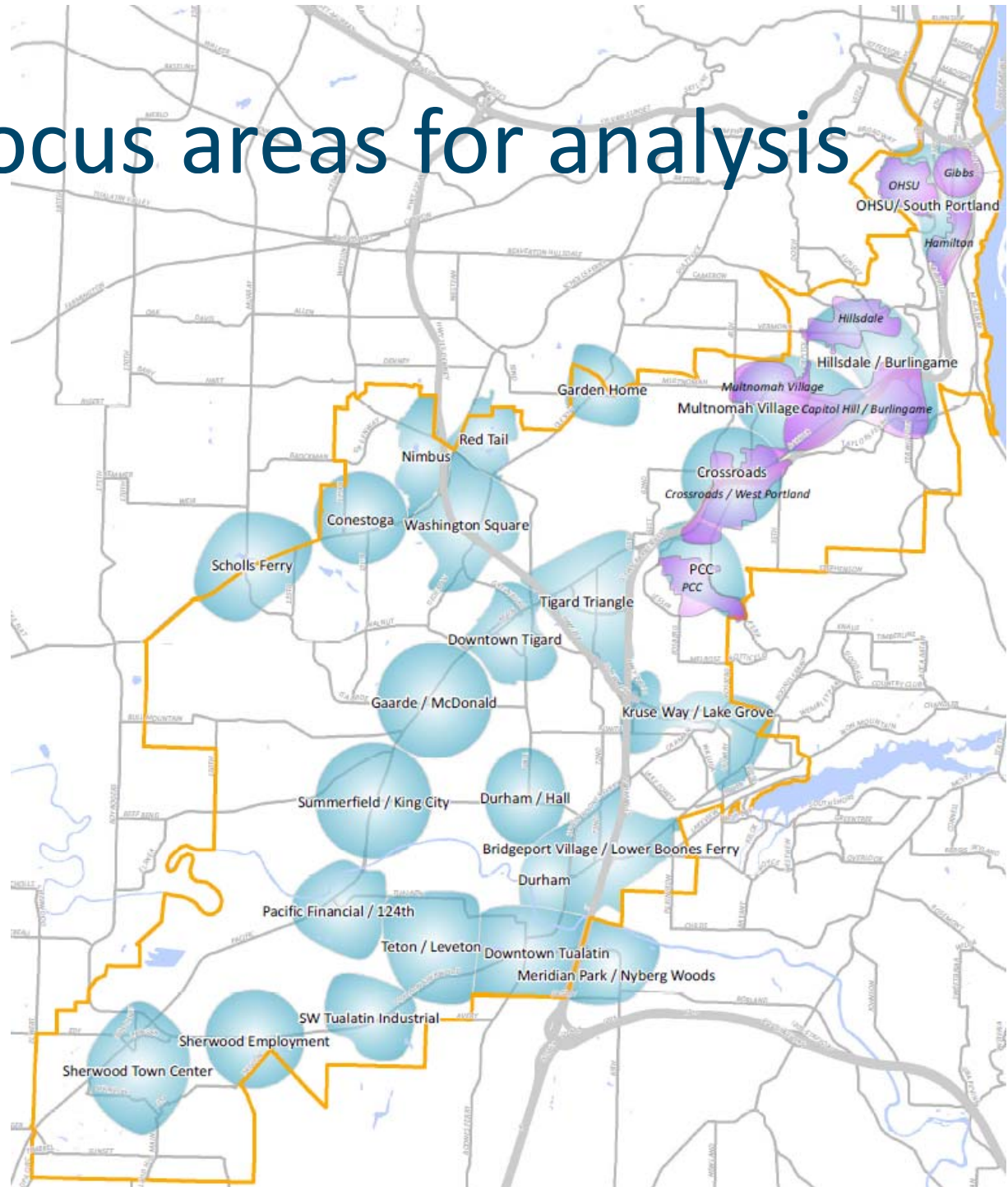
Projected
travel time
increase
30%



Tigard – already identified focus areas



Focus areas for analysis

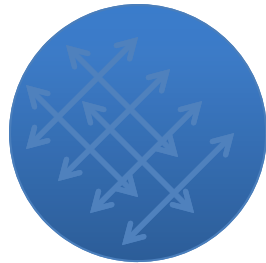


Opportunities & constraints

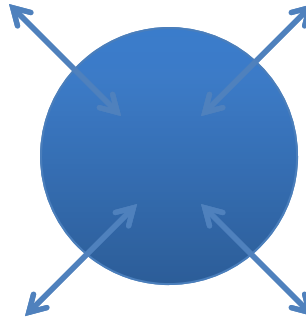
- *winter 2011*

Needs analysis

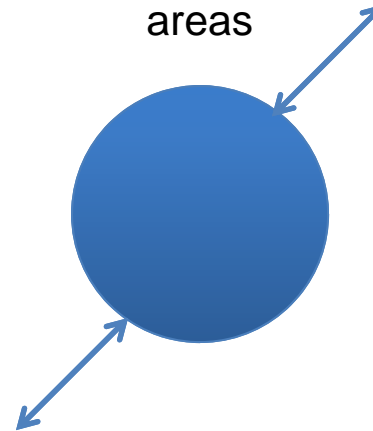
Within key
land use
focus
areas



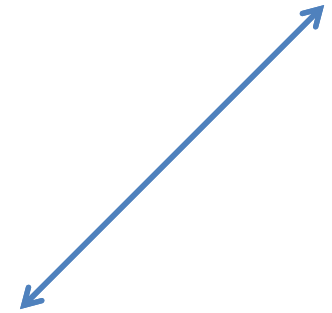
Access to
key land
use focus
areas

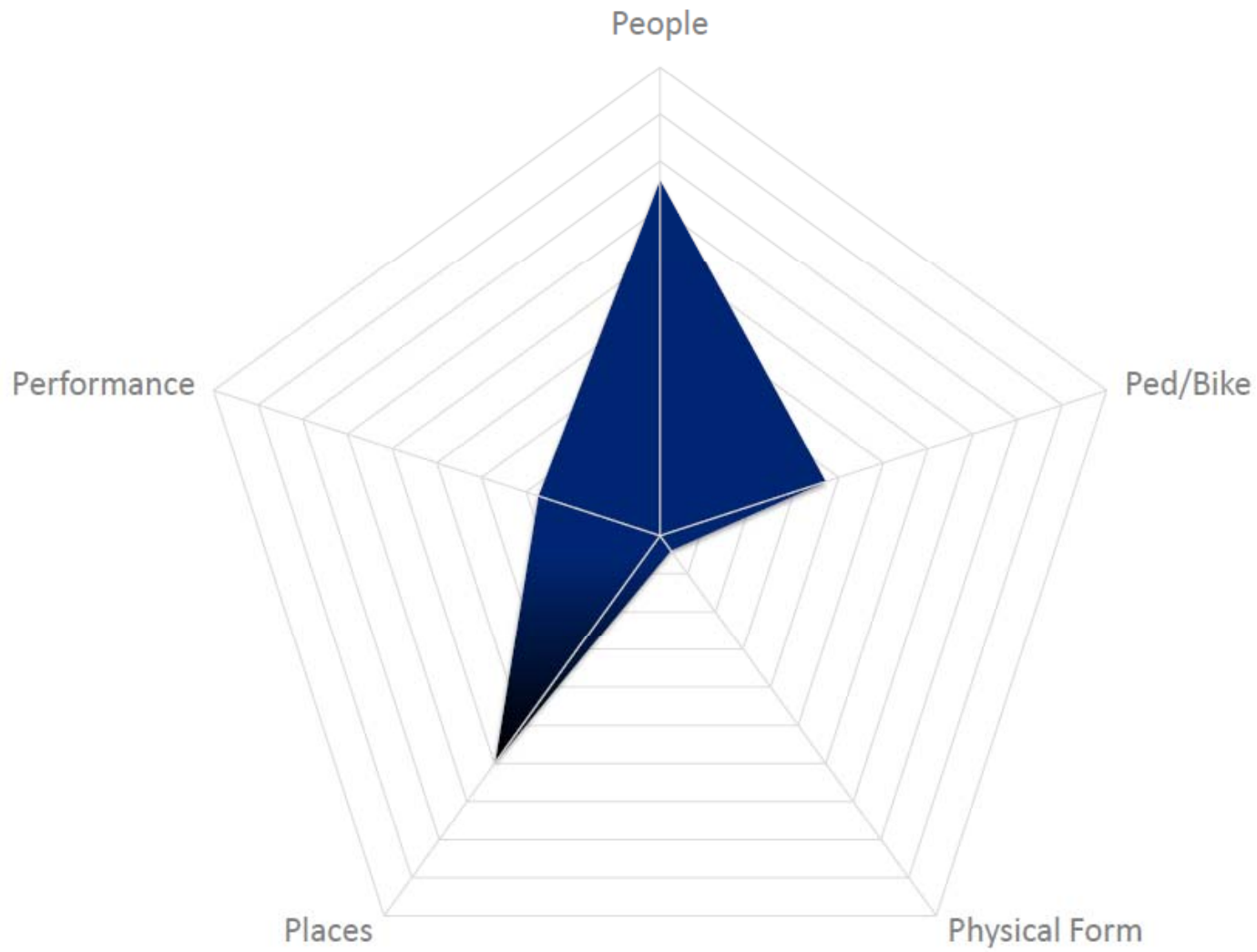


Between
key land
use focus
areas

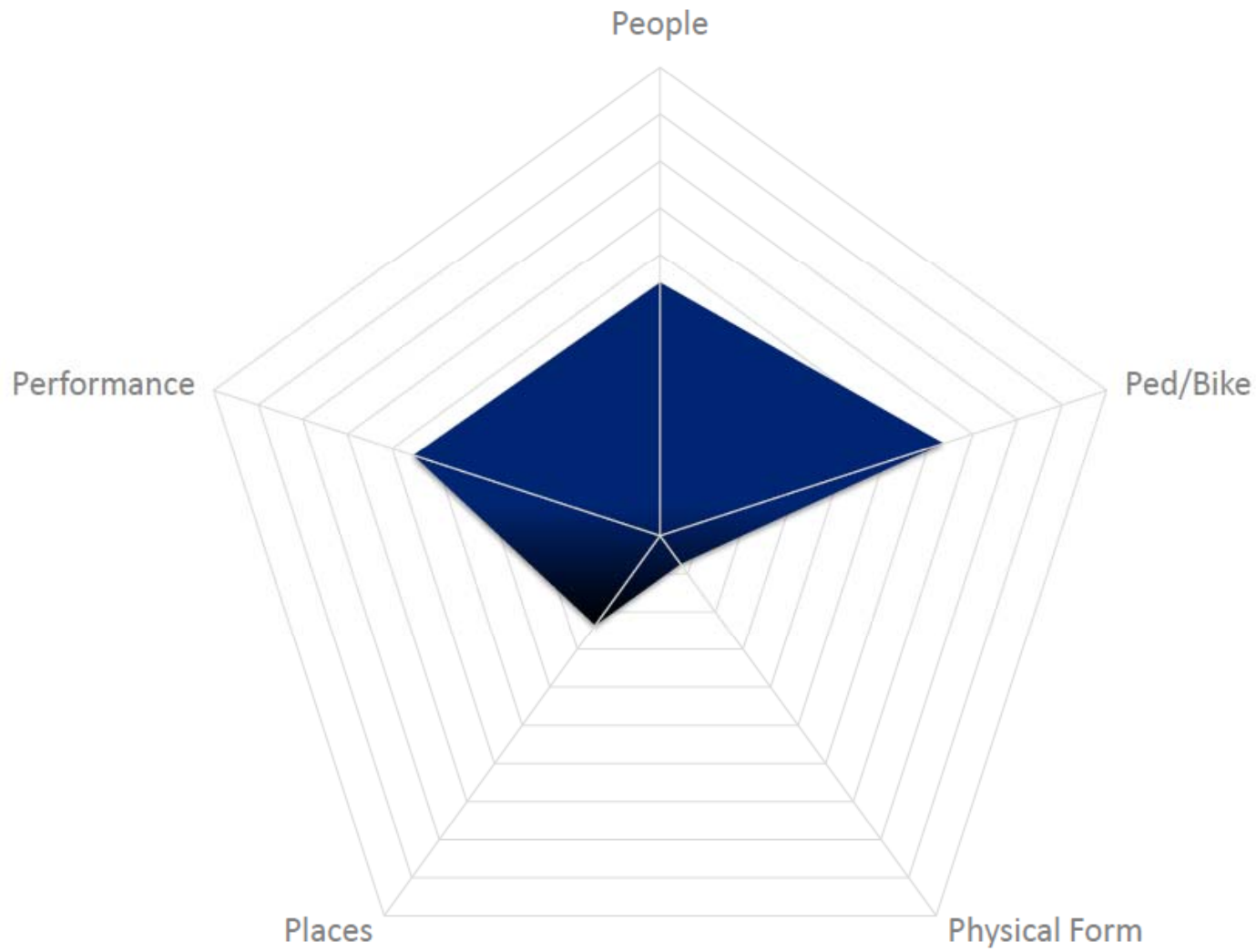


Corridor
wide/
through the
corridor

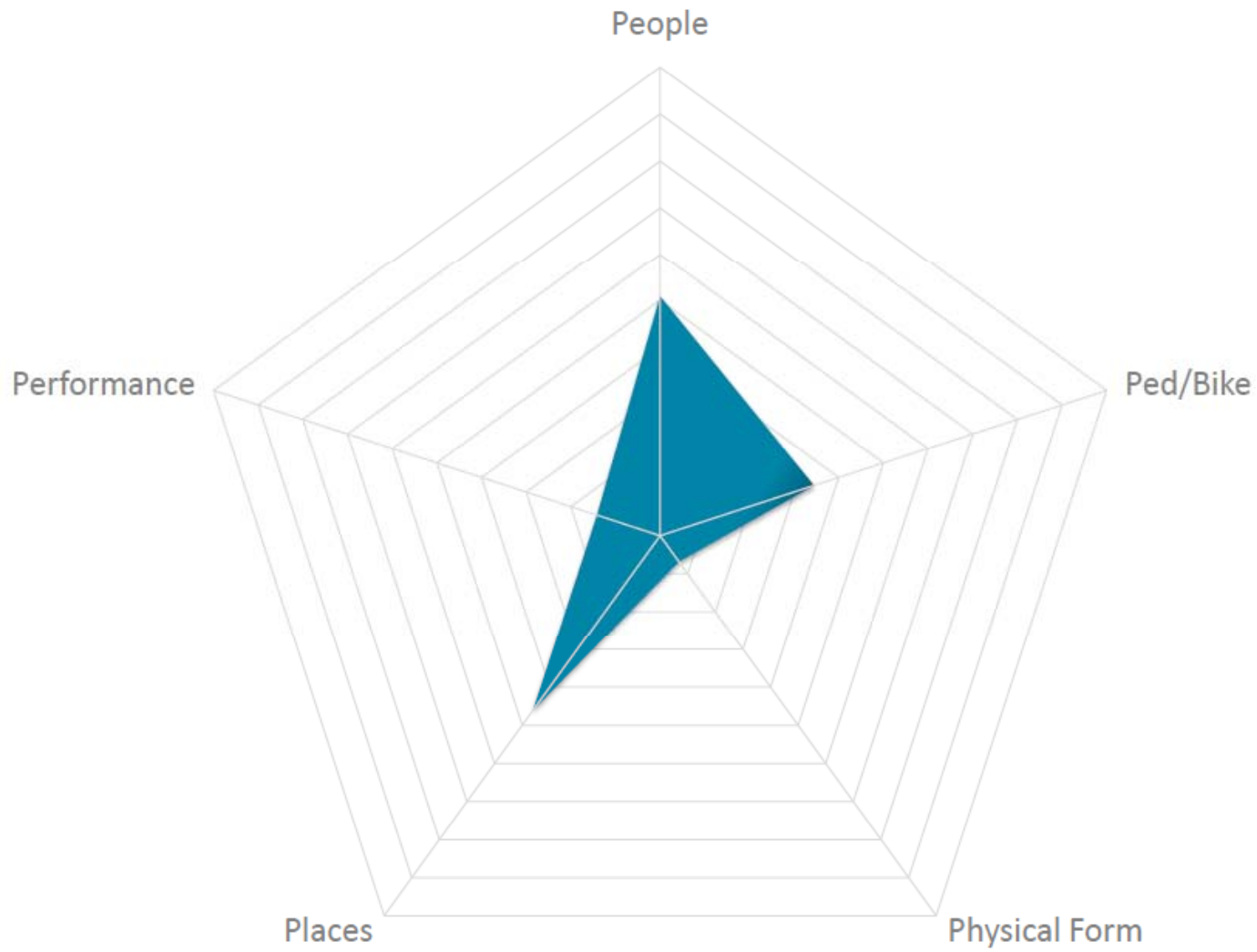




Washington Sq (Mall)



Downtown Tigard



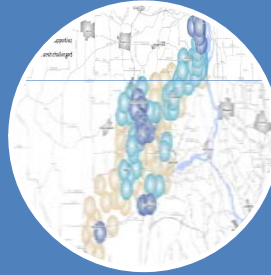
Bridgeport Village



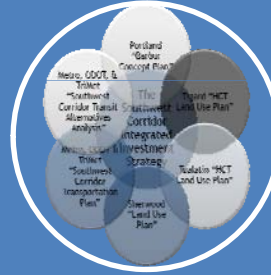
Adopted regional goals and policies



Public input on values



Existing conditions analysis



City land use plans

Transportation performance measures

Opportunities & challenges;
evaluation criteria

Wide range of alternatives – all transportation modes

- I-5/99W improvements
- Roadway improvements within, access to, between focus areas
- Bike/pedestrian improvements
- Transit improvements



Wide range of alternatives – transit AA

- Transportation System Management and Operation
- Light Rail Transit
- Rapid Streetcar
- Bus Rapid Transit
- High Occupancy Vehicle Lanes / High Occupancy Toll Lanes
- WES function/service and other potential improvements



Wide range of alternatives – land use/community building

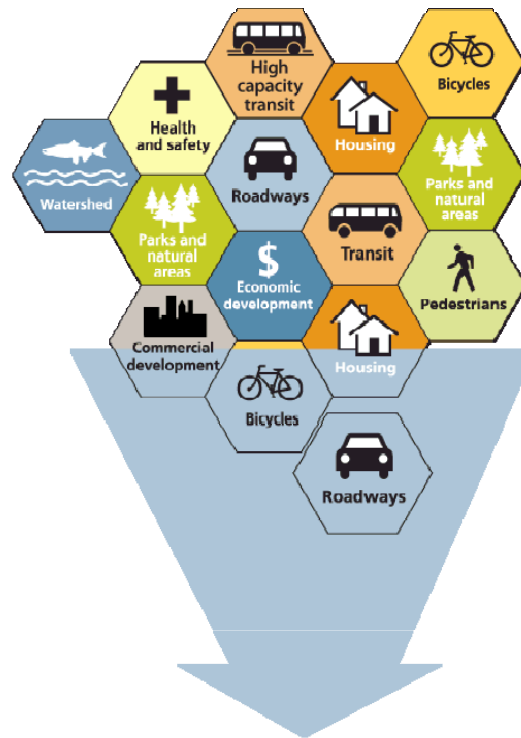
- City work: alternative land use strategies for focus areas
- Trails, parks, habitat strategies
- Affordable and workforce housing strategies
- Economic development strategies
- Public health and equity strategies



Wide range of alternatives – *spring 2012*

Develop a wide
range of alternatives

Screen alternatives
that are not feasible

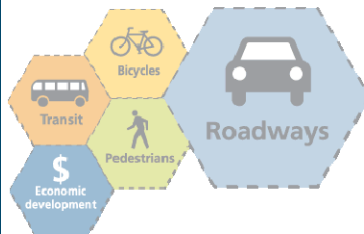


Narrow range of alternatives

Integrated strategies – *summer 2012*

Various strategies to best meet the goals and objectives for the corridor

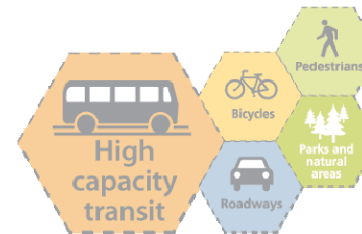
Example A



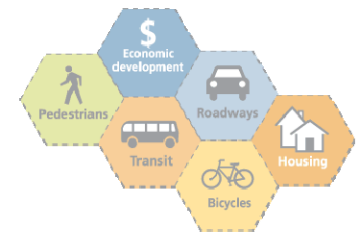
Example B



Example C



Example D

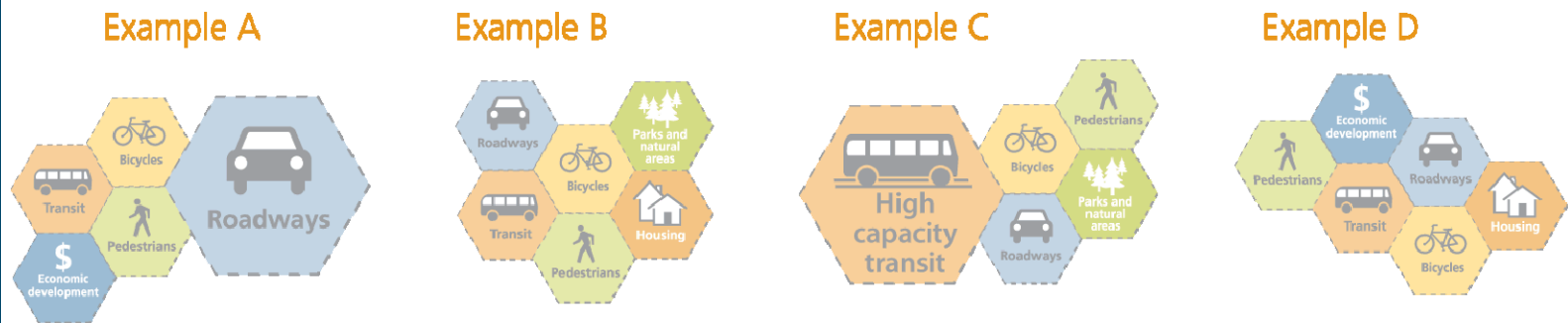


Integrated strategies – cities' input (June 2012)

- Cities' input on how to package land use strategies with other components of an integrated strategy is critical

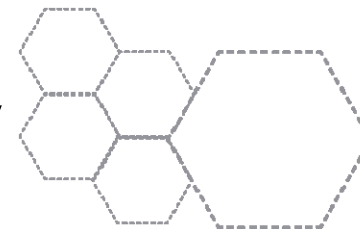
Evaluation – *late summer 2012*

Which integrated strategy best supports the outcomes desired for the corridor?



Evaluation

Preferred integrated strategy

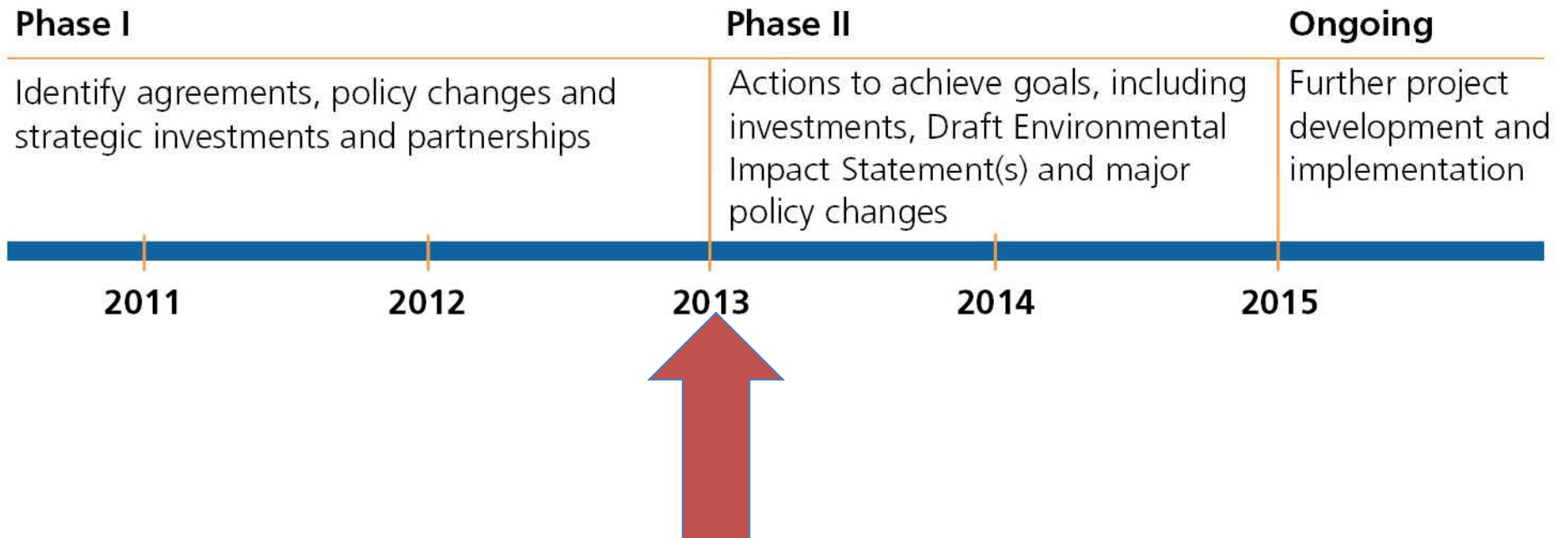


Identify commitments – *fall/winter 2012*

- Develop an integrated implementation strategy
 - Includes policy changes and next steps for further work
 - Identifies “if-then” decisions and actions
- Prioritize the improvements and policy changes
 - short-term, mid-term, long term

Major timeline

Southwest Corridor Plan schedule

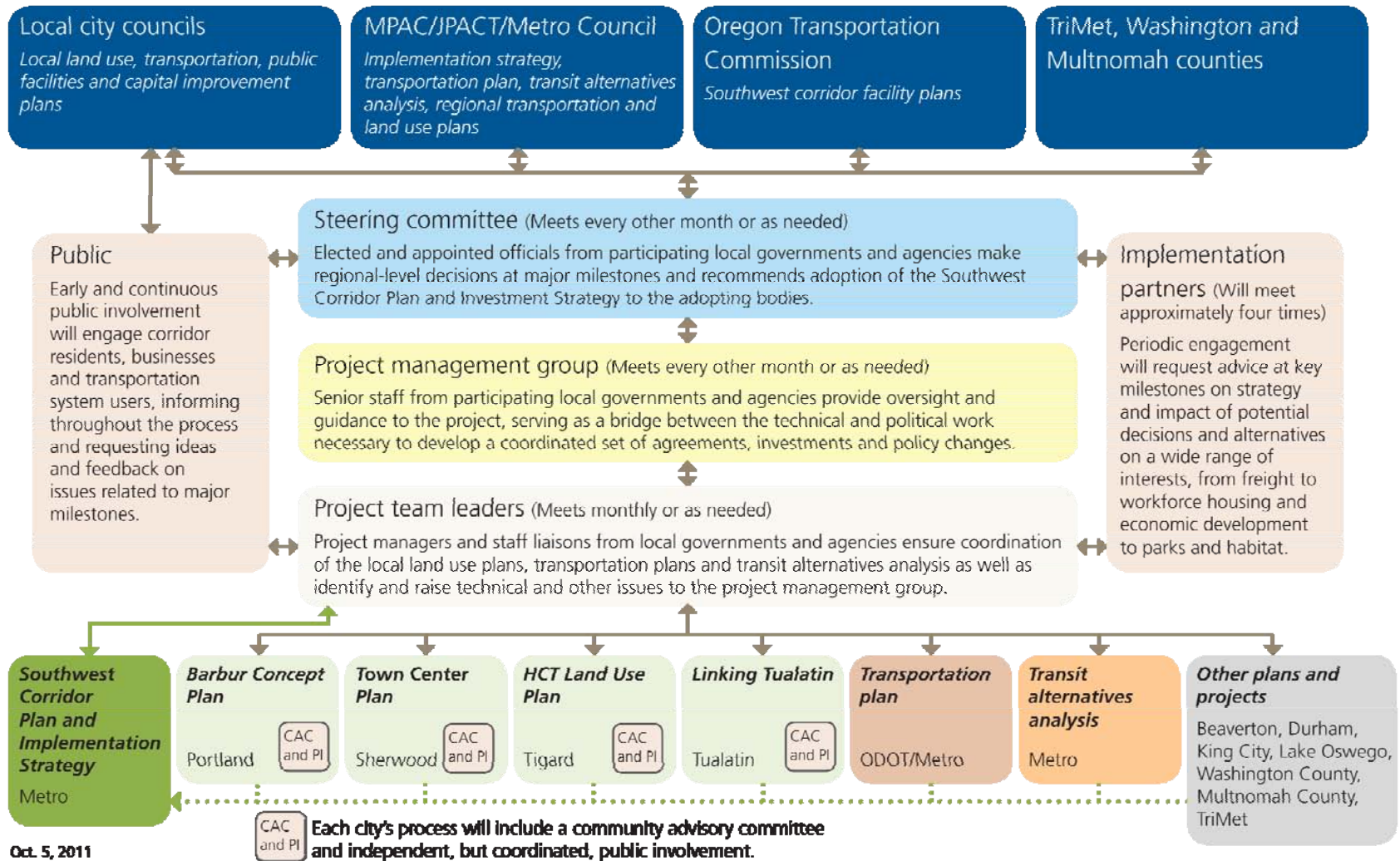


SOUTHWEST CORRIDOR PLAN

Decision-making structure

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

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



Charter



Charter

Dec. 12, 2011

PROJECT PARTNERS

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

