



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

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

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

The existing conditions report provides the foundation for future efforts. We cannot know where we need to go before we know where we are. The existing conditions report identifies key findings, opportunities and challenges about the Southwest corridor and informs goals, objectives, evaluation criteria and the development of wide-range of potential projects. Information presented below is a snapshot in time about the Southwest corridor based on 2010 data. For additional details visit the document library on the project website, [www.swcorridorplan.org](http://www.swcorridorplan.org).

## Existing conditions

### What are people like?

#### Population

**198,000 people** reside in the Southwest corridor.

**13% are 65 years and older**, compared to the regional average of 11 percent.

The largest ethnic minority populations were identified as **Hispanic** (9 percent) and **Asian/Asian-American** (6 percent).

**45,500 students** attend the corridor universities and colleges, which include OHSU, PSU, George Fox and PCC.

#### Employment

**140,000 jobs** – 24 percent of the region's jobs – are located in the corridor.

#### Health

Southwest corridor residents' **health concerns** have links to **physical activity and air quality**.

**16.4%** of corridor residents are obese.

The prevalence of **obesity, asthma, and poor mental health** in the Southwest corridor **varies by geographic location and income levels**.

Asthma rates in the Southwest Corridor are similar to those of the region.

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Neighborhoods with higher rates of poverty are likely to be located adjacent to major roadways; these neighborhoods are likely to have worse air quality and a higher prevalence of asthma.



Neighborhoods with more seniors are likely to have more prevalence of obesity, cardiovascular disease, diabetes, and asthma; these neighborhoods might have less access to medical facilities.



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

## Amenities and commerce

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

*20% of the region's urban amenities* (like *grocery stores, coffee shops, library branches, movie theaters*) are found in the Southwest corridor.



*39 grocery stores and fruit, vegetable and meat markets* are in the corridor, which is 13 percent of the region's total.



## Housing

The Southwest corridor is a desirable place to live, but the corridor has *a lack of housing choices needed for* a diverse population that includes *students, growing families and retirees*.

The *average median cost of monthly rent is \$750* in the cities of the corridor.

The *average median home value is \$276,175* in the cities of the corridor.

*1,342 people are waitlisted for 160 regulated affordable housing units* in Southwest Portland alone.



Areas with a concentration of a single land use (jobs or housing)



are likely to have higher traffic congestion and less access to urban amenities and parks.



## Parks

*7,500 acres of parks and natural areas* are in the corridor.

*25 miles of regional trails* run through the corridor.

*45%* of residents in the corridor *live within a 10 minute walk to a park, trail or natural area*, compared to 69 percent regionally.



Neighborhoods rich in urban amenities, farmer's markets, social and health services



and parks are likely to have more people bicycling and walking and less prevalence of obesity, cardiovascular disease and diabetes; these neighborhoods are also likely to have higher housing costs.

Neighborhoods rich in employment are likely to have more transportation access;



these employment areas are likely to have more air pollution associated with major roadways and often have few cafes and other urban amenities.

Neighborhoods with higher rates of poverty are likely to have less access to



urban amenities, farmer's markets, social and health services, trees and parks; these neighborhoods are likely to have more prevalence of obesity, cardiovascular disease and diabetes.



## What are the opportunities to get around and move goods?

### Roadways

*Notable areas of evening congestion* include Highway 99W between Interstate 5 and Highway 217, the I-5/217 interchange, Tualatin-Sherwood Road, Hall Boulevard near Washington Square and south of Tigard, Taylors Ferry Road between Highway 99W and Boones Ferry Road, Upper Boones Ferry Road/Carman Drive, and portions of Highway 99W.

### Active transportation

*327 miles of corridor roadways lack sidewalks*, creating gaps in the pedestrian and bicycle network.

Most *bicycle routes* in the corridor *follow high speed arterials*. Limited parallel, low traffic, calm routes are available to avoid unsafe riding conditions.



### Transit

*7,560 rides per day* are taken on the 12 Barbur Boulevard bus; 4,100 on the 44 Capitol Highway; 3,030 on the 76 Beaverton/Tualatin; 2,730 on the 78 Beaverton/Lake Oswego; and 2,310 on the 8 Jackson Park.

### Freight

*Major freight routes* in the corridor are Interstate 5, Highway 99W and Highway 217; freight connectors include Tualatin Sherwood, Roy Rogers and Scholls Ferry roads, 72nd and 124th avenues and Murray Boulevard.

### Safety

*18 crashes with fatalities* and 108 crashes with serious debilitating injuries occurred in the Southwest Corridor from 2007-2010 in all transportation modes.

Most pedestrian injuries/fatalities and bicycle crashes happened in downtown Portland and along major roadways, such as Highway 99W, Capitol Highway and along Tualatin-Sherwood Road.

Hilly areas are likely to have less pedestrian and bicycle connections; without recreation opportunities, these areas can have a higher prevalence of obesity, cardiovascular disease and diabetes.



Areas with higher traffic congestion are likely to have worse air quality and higher rates of asthma.



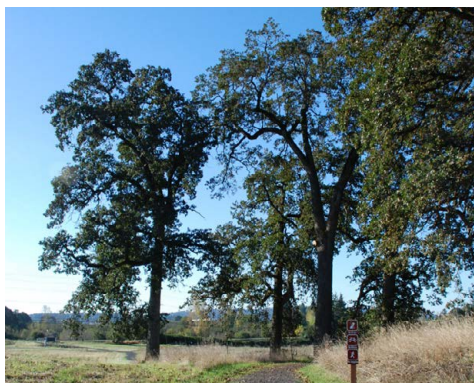
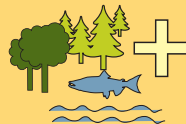
## What are the opportunities to enjoy and protect nature?

### Natural areas and urban trees

*29%* of the corridor *has urban, natural area and park tree canopy*.

*Less than 1/6 of industrial and commercial areas*, many of which are directly adjacent to major roadways, *are covered by tree canopy*.

Tree canopy can help beautify the area, clean the air, cool water in streams and slow and clean urban storm water runoff.



### Watersheds and habitat

*98 miles of streams* run through the corridor in three separate watersheds, which is more than 10 percent of the region's waterways.

*Protected wildlife species* found throughout the Southwest corridor, include the northern red-legged frog, western painted turtle, Pacific pond turtle, bald eagle, American peregrine falcon, band-tailed pigeon, pleated woodpecker, olive-sided flycatcher, little willow flycatcher, purple martin and white-breasted nuthatch.



A lack of transportation options is an issue in several areas of the corridor. Areas without transit service exist at the southern end of the corridor. Gaps exist in sidewalks, bikeways and trails throughout the corridor.



Concentrations of employment follow major roadways in the corridor and in the employment areas within Tualatin, Tigard, and Washington Square. Many areas of the corridor have high jobs to housing ratios.



Concentrations of people with lower than median incomes occur along 99W in Portland, Tigard, and the employment areas of Tualatin and near Washington Square.



There are 1,496 acres of vacant land in the corridor.



The corridor is growing faster than regional population growth rate at 14.4 percent (compared to 13.6 percent).



Most health and social services can be found in the Southwest Corridor along Highway 99W near downtown Portland, Multnomah Village, Washington Square, King City and the Sherwood Town Center.



## Southwest Corridor Focus Areas



SW Focus Areas



Data Collection Area



Urban Growth Boundary



County Boundaries



Parks / Open Spaces

Trails  
Highways  
Major Arterials  
Arterials  
Railroads

Light Rail Blue Line  
Light Rail Red Line  
Light Rail Yellow Line  
Light Rail Green Line

Commuter Rail  
Streetcar  
Streetcar, Under Construction  
Light Rail, Under Construction



0 .5 1 Miles

May, 2012