

# GREAT PLACES SW Corridor



*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 Southwest Corridor Plan is a collaborative planning effort to create livable and sustainable communities along the corridor connecting Sherwood and Portland. Your participation at each stage of the plan will help ensure the best integrated strategy for the Southwest corridor.

## Getting to the plan

### Phase I work plan approach



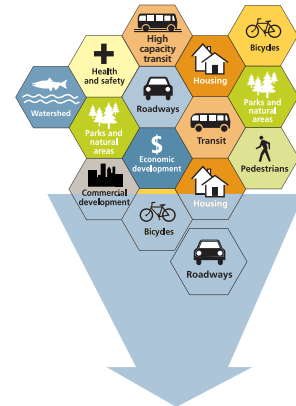
1 Identify policy framework and existing conditions



- Opportunities and challenges
- Goals and objectives
- Evaluation criteria

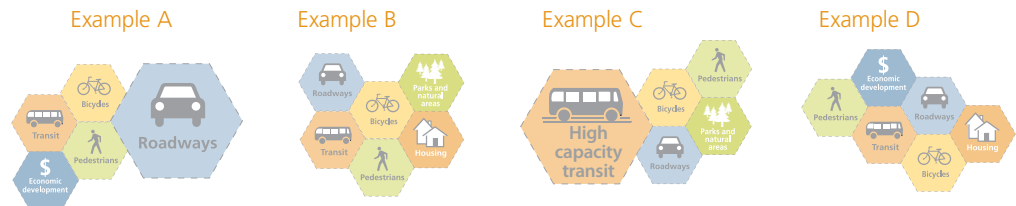
February 2012

2 Develop wide range of alternatives



3 Narrow range of alternatives

4 Define integrated strategies that best meet goals and objectives



August 2012

5 Evaluate and prioritize preferred integrated strategy

December 2012

6 Identify commitments and implementation strategy



Beginning in 2013, Phase II will focus on actions to achieve goals, including investments, Draft Environmental Impact Statement(s) and major policy changes.

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# Components of the Southwest Corridor Plan

## Implementation strategy (Metro led)

The implementation strategy will summarize agreements among project partners on a set of coordinated policies and investments to implement a shared vision. The strategy will guide the pursuit of opportunities throughout the Southwest corridor and may include high capacity transit, roadway, bicycle and pedestrian improvements, parks and trails, affordable and workforce housing, and economic development



## Transportation plan (ODOT and Metro led)

The transportation plan will identify local, regional and state transportation needs in and for the corridor; a process and criteria to evaluate and compare alternatives that balance those needs; and a list of prioritized short-, medium- and long-term transportation projects and strategies. Potential projects include high capacity transit, roadway, bicycle and pedestrian improvements.

### Portland – Barbur Concept Plan

Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan will recommend key transportation investments, stormwater solutions and changes to city policy and zoning.



### Tigard – High Capacity Transit Land Use Plan

Tigard will develop land use concepts for vibrant station area communities/ neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

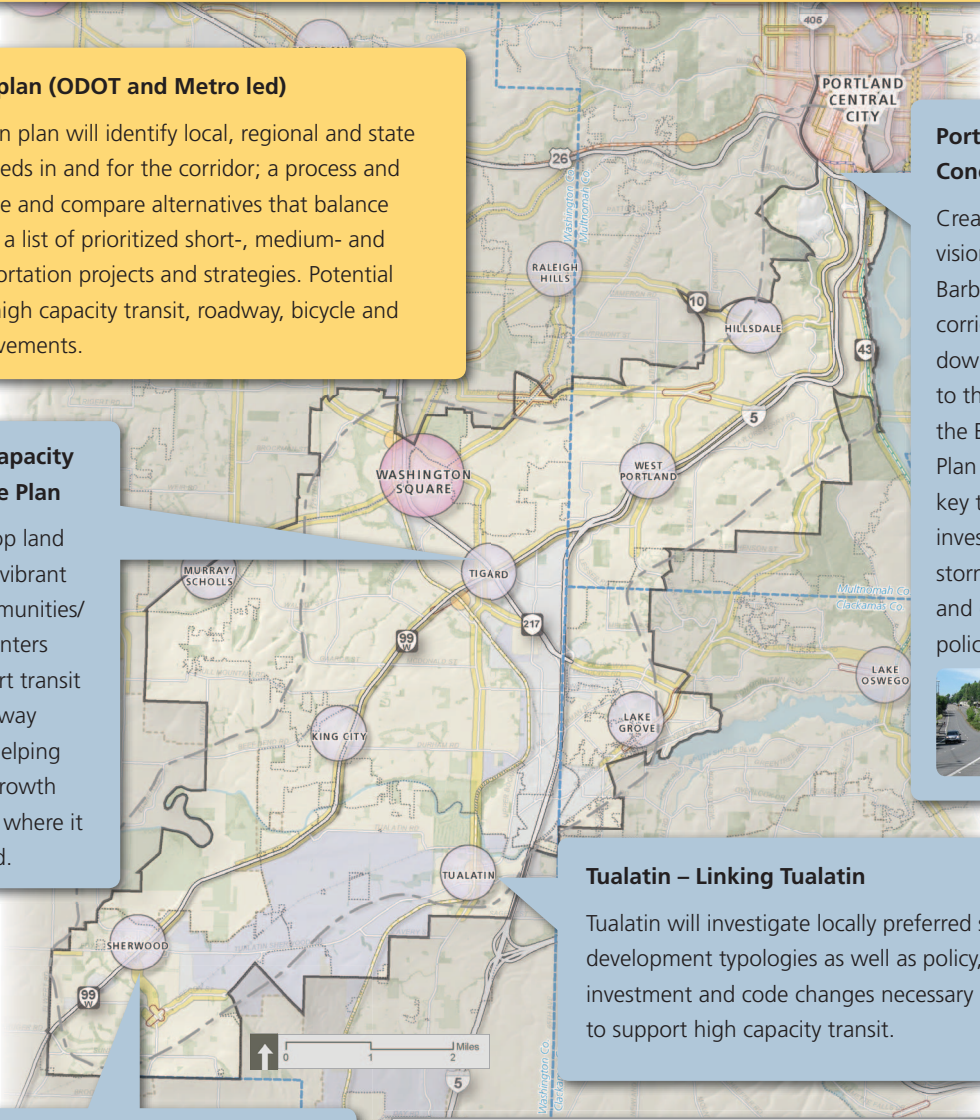
### Tualatin – Linking Tualatin

Tualatin will investigate locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit.



### Sherwood – Town Center Plan

Sherwood will identify the best focus area for town center activity and development, creating a strategy for ongoing community success.



JPACT/Metro Adopted Area	Main Streets	Station Communities	Light Rail
Data Collection Area	Corridors	City Boundaries	Commuter Rail
City Center	Employment Land	County Boundaries	Streetcar, Existing
Regional Center	Industrial Land	Urban Growth Boundary	Streetcar, Under Construction
Town Center	Regionally Significant Industrial Land	Parks / Open Spaces	Portland-Milwaukie Light Rail Project
			Lake Oswego Transit Project

## Transit alternatives analysis (Metro led)

A subset of the transportation plan, the transit alternatives analysis will evaluate the potential function(s), mode(s) and alignment(s) of a high capacity transit improvement as the first step in the federal process to determine the most efficient public investment in transit for the corridor.

