

SOUTHWEST CORRIDOR PLAN

PROJECT PARTNERS

Cities of King City, Portland, Sherwood, Tigard and Tualatin

Multnomah and Washington counties

Oregon Department of Transportation

TriMet

Metro

Supporting great communities in the Southwest corridor

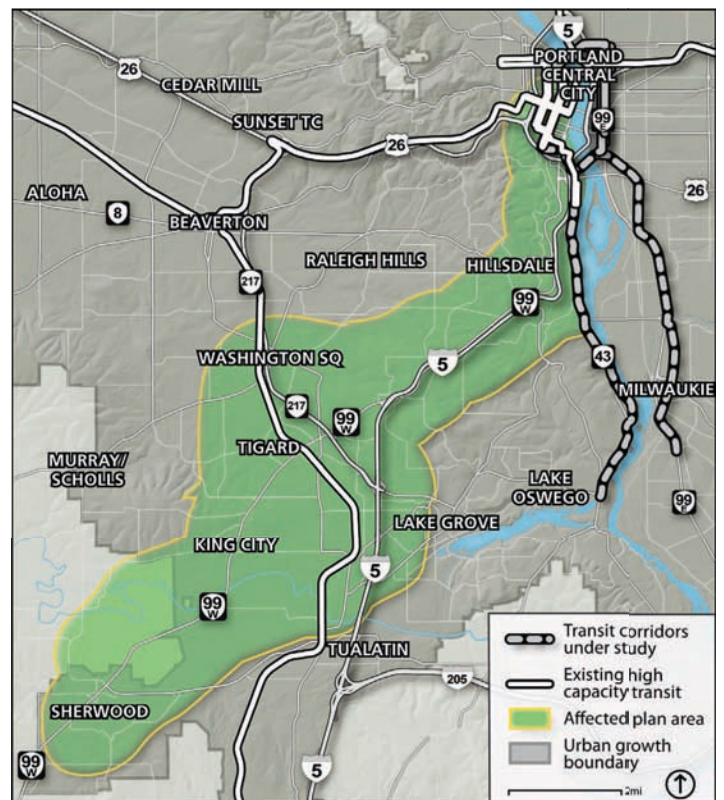
Metro and its regional partners are initiating a comprehensive land use and transportation planning study to identify and prioritize public investments in the corridor between downtown Portland and Sherwood. The Southwest Corridor Plan builds on 25 years of the region's experience in light rail and high capacity transit planning (bus or rail), that have shown that major public investments in transit bring the highest value and return on investment when done in coordination with local visions of growth and comprehensive road, bike and pedestrian improvements.

In the 2035 Regional Transportation Plan update, the Southwest corridor was prioritized as the next corridor the region would fully examine for a high capacity transit solution to existing and projected future congestion problems, limited access and transit demand. To initiate this major effort, regional partners have come together to align local, regional and state policies and investments to support the creation of great places along the corridor. The Southwest Corridor Plan looks to create a coordinated investment strategy to stimulate community and economic development and improve movement of people and goods in and through

the corridor while increasing access to parks, supporting active lifestyles and improving the quality of the region's air, water and habitat. As part of the process, the plan will include a transit alternatives analysis which will include one or more high capacity transit options.

The coordinated strategy allows Metro and its partners to measure the success of potential public investments and policy changes against some key elements of a successful region, things like economic prosperity, vibrant communities, safety, equity and clean air and water. Coordinating planning

Southwest Corridor Plan area





EMPLOYMENT IN THE CORRIDOR

2010: 163,000
2035: 251,000

EMPLOYMENT CENTERS

Oregon Health & Science University – 13,600 employees
Washington Square – 1,100 employees, with 14,400 in the regional center area



EDUCATIONAL INSTITUTIONS

Portland Community College, Sylvania – more than 26,000 students per year
Portland State University – the state’s largest university with nearly 30,000 students per year (and more than 3,500 full-time employees)

efforts will result in increased efficiencies in decision-making while leveraging public funds to create the best result.

The plan calls for local and regional partners to analyze land use, economic development, employment and housing access, parks, habitat, pedestrian and bike facilities, local bus and high capacity transit potential, freight movement and auto capacity. Transportation and land use decisions that support jobs and housing and integrate parks, habitat and trails are fundamental to the process.

In order to determine the solutions that best meet future travel demand and support local land use goals, Metro and its partners will take a two-phased approach. Throughout the process, project partners will share information with the public, announce project milestones and offer opportunities to provide input.

Phase I includes planning broadly for land uses for employment, housing, parks and natural areas as well as the entire transportation network of autos, transit, freight, bikes and pedestrians. Transit alternatives, including high capacity transit such as light rail or bus rapid transit, will be considered during this phase.

Local and regional plans that make up this Phase I include:

- City of Portland Barbur Concept Plan
- City of Tigard High Capacity Transit Land Use Plan

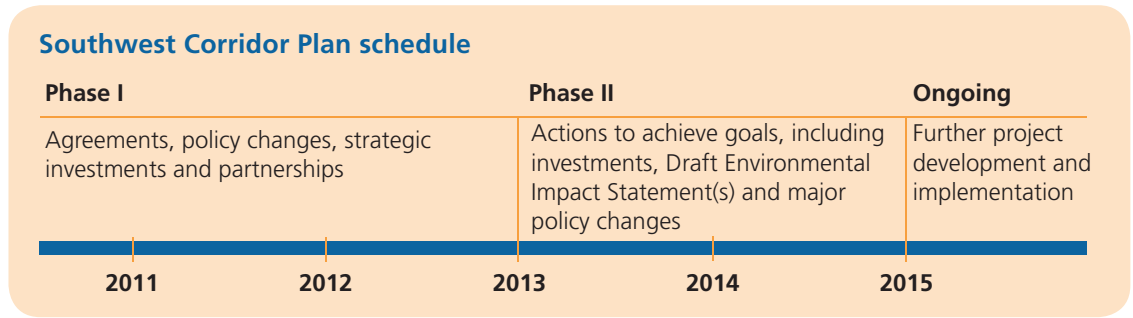
- City of Tualatin High Capacity Transit Land Use Plan
- Metro/ODOT Southwest Transportation Plan
- Southwest Corridor Transit Alternatives Analysis.

Phase I will conclude with decisions on which investments and policy changes to move forward into project development (like sidewalks, bike lanes and safety improvements or a strategy to link workforce housing investments to future transit investments) and which need further study (like a major transit investment, which may progress to a Draft Environmental Impact Statement).

Phase II implements strategies identified in Phase I and further studies transit improvements in the corridor that would be completed in concert with other kinds of transportation, land use and policy changes. Following this phase, project partners will implement community investments and policy changes.

Transit alternatives

There is still a lot of work ahead to determine the type of transit – whether improved bus, light rail, bus rapid transit, commuter rail or rapid streetcar – would best meet the needs of this corridor. Only after the project partners identify alternatives, study benefits and trade-offs, and gather input from residents in the corridor will decision-makers determine the final project or projects. These decisions would happen in 2015 to 2017, laying the foundation for project development and construction between 2017 and 2023.



Southwest corridor challenges

The plan will examine ways that coordinated land use and transportation solutions can most efficiently address some of the major challenges of the corridor.

Limited accessibility to major destinations

The 15-mile long Southwest corridor connects an estimated 163,000 jobs and includes some of the largest commercial, employment, educational and residential centers in the region, yet access to these key destinations is constrained by lack of capacity on the existing roadway system. Additionally, the corridor lacks a balance of housing choices needed to serve the variety of needs – from students living alone to growing families to retirees – so that employees can live near work, students can live near school, and families and neighbors can stay in areas they enjoy.

Lack of transportation options The corridor lacks 140 miles of sidewalks.* Difficult topography and lack of bicycle and pedestrian facilities impede access to transit and the options of biking or walking to meet everyday needs and hamper opportunities for the physical activity needed for a healthy lifestyle for kids and adults. Because of the limited pedestrian, bike and transit options, movement within and between communities in the corridor essentially requires an automobile.



Traffic congestion Congestion impedes workforce travel and the flow of goods needed for sustained economic competitiveness and prosperity. With over 25 miles of congested roadway, the corridor is one of the most congested in the region. The current travel time from

the central city to Sherwood during the two-hour evening peak is 42 minutes by auto and 52 minutes on transit. By 2035, the same trip is forecast to take 53 minutes by auto and 69 minutes on transit.*



Limited options for roadway expansion

The roadway system primarily supports north/south access with three major highways connecting the Willamette Valley to the state's largest housing and employment center in Portland. The hilly topography and suburban-style development have led to a roadway system that is winding and discontinuous, limiting opportunities to expand roadways or meet travel needs simply through adding local bus service to the current system.

Air pollution and oil consumption

Residents and businesses in the region are responsible for an estimated 31 million metric tons of greenhouse gas emissions annually, 25 percent of which come from transportation sources. The region could reduce CO₂ emissions from automobile trips by 7,500 metric tons and avoid 16.7 million vehicle miles travelled annually, just within Portland, by increasing transit usage in the Southwest corridor.**

Environmental considerations

Transportation is a major contributor to a variety of environmental problems, including noise, air pollution, water quality and habitat destruction. Exhaust from cars and trucks pollutes the air, and stormwater runoff from roads pollutes streams and rivers. The corridor contains some of the most difficult stormwater runoff issues in the region.



POPULATION IN THE CORRIDOR

2010: 140,000

2035: 206,000

POPULATION IN 2040 GROWTH CONCEPT CENTERS (2010)

Portland Central City: 90,100

Hillsdale Town Center: 2,900

West Portland Town Center: 5,300

Tigard Town Center: 3,900

Washington Square Regional Center: 16,800

Tualatin Town Center: 5,400

Sherwood Town Center: 800



About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

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2035

REGIONAL TRANSPORTATION PLAN

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The Southwest Corridor Plan – a regional priority

The Southwest Corridor Plan continues a decades-long tradition of planning for future growth in a way that makes the most of public resources while preserving farmlands and access to nature.

Protecting farms and forestland In the 1970s, farmers of the Willamette Valley fought for the implementation of Senate Bill 100, which mandated the protection of agricultural lands, forestlands and natural areas. Senate Bill 100 is considered the foundation for Oregon state land use planning. Metro implements that vision through a focus on efficient land use within the urban growth boundary and planning for transit, innovative roadway projects, and bicycle and pedestrian facilities.

Choosing high capacity transit over new freeways and highways In 1974, elected leaders in the Portland metropolitan area rejected an urban freeway project after public outcry over its expected cost and the destruction of neighborhoods required for its construction. The region set aside plans for 54 new highway projects in favor of modest roadway projects and a network of transitways.

Since that time, the region has relied on transit planning and a less obtrusive roadway system to provide options for residents to get to jobs, homes and recreation. Because of the choices the region has made in the past, it is better equipped to deal with some of the challenges it faces now and those it will face in the future.

Creating accessible communities The 2040 Growth Concept, the region's 50-year land use plan adopted in 1995, identifies centers for walkable urban development. This focused growth protects existing neighborhoods and natural areas within the urban growth boundary as well as farms and forestlands outside of the boundary.

The plan calls for high capacity transit service to support the identified centers, facilitating travel between housing and employment.

Planning for multimodal transportation needs The 2035 Regional Transportation Plan, updated in 2010, works to implement the 2040 Growth Concept by setting policies and priorities that emphasize the mutual advantages in land use decision-making and transportation investment. These policies direct future projects to be developed as multimodal transportation – road, bike, pedestrian, transit and freight – and land use planning efforts with multi-agency collaboration and public participation.

This collaborative attention to the big picture unites local and regional projects into one integrated and efficient effort. This effort will make the most of what we have by using previous public investments as building blocks to enhance neighborhoods and mobility.

Prioritizing regional investments Following completion of the High Capacity Transit System Plan, a part of the 2035 Regional Transportation Plan update, the Southwest corridor was selected as the highest regional priority for further study for high capacity transit. The potential investment in the Southwest corridor best meets the livability and community needs, supports the economy, provides environmental benefits and has the highest potential for implementation based on local support, costs and efficiencies of operation.

In addition to prioritizing the Southwest corridor for potential high capacity transit investment, the Metro Council also has selected the corridor as one of its two highest priorities for investment strategies that integrate transportation, land use and other plans and policies to enhance movement in and through the corridor and stimulate community and economic development.

www.swcorridorplan.org