



Southwest Corridor Plan Steering Committee workshop  
Wednesday, December 12, 2012  
1:30 to 4 p.m.  
Tigard Public Library

Committee Members and Participants Present

Barbara Roberts, Co-Chair	Metro Council
Carl Hosticka, Co-Chair	Metro Council
Keith Mays	City of Sherwood
Neil McFarlane	TriMet
Jason Tell	ODOT
Denny Doyle	City of Beaverton
Gery Schirado	City of Durham
Suzan Turley	City of King City
Roger Averbeck	
Michael Smith	
Joan Fredrickson	
Maripat Hensel	
Carol Bellows	
Elise Shearer	
Jim Howell	
Brian Riley	
Jeff Goodman	
Alan Kennedy	
Tyler Ryerson	
Matthew Crall	
Kathryn Harrington	
Ben Bryant	
Julia Hajduk	
Talia Jacobson	
Bob Stacey	
Shirley Craddick	
Cate Arnold	
John Witmer	

Committee Members Excused

Jack Hoffman	City of Lake Oswego
Sam Adams	City of Portland
Lou Ogden	City of Tualatin
Loretta Smith	Multnomah county
Craig Dirksen	City of Tigard
Roy Rogers	Washington County

Alternate Members Present

Donna Jordan

Andy Duyck

City of Lake Oswego

Washington County

Metro Staff

Elissa Gertler, Malu Wilkinson, Jamie Snook, Matt Bihn, Alan Gunn, Erin O'Reilly, Robin McArthur, Leila Aman, Emma Fredieu, Tim Collins

As part of small group discussion, SW Corridor staff asked workshop participants to consider and discuss the questions below. This summary outlines common themes, suggestions, and opinions found in each small group.

**Q1. What would successful implementation of the Southwest Corridor Plan look like in your community? What are you looking for in a place? Please choose a place and describe your vision and the investments needed to support the vision.**

*Connectivity within the corridor, not just to and from Portland:*

- “Transit needs to be the number one consideration...we need to start with a basic transit system and the places will build around it. We need to focus on designing a network and not just a series of buses.”
- There is not enough connectivity within the corridor—on the whole, need better connectivity and better “last mile” access
- No connection from Sherwood to Beaverton or Sherwood to Tualatin, need a more coordinated system
- Need transit options along Tualatin-Sherwood Road to be successful
- “Tualatin-Sherwood Road is a killer for our service. Improving arterial services is key for Tualatin Valley Fire and Rescue.”
- Better connections to and from Barbur
  - “Success means achieving goals in Barbur Blvd plan”
- 99W needs better service – LRT or BRT
- Need a transit network, multiple E-W, N-S routes with relatively frequent service. Connect Tualatin-Sherwood to Downtown Lake O. Need to connect lots of destinations to get enough ridership.
- Specific connections
  - PCC to I-5/Barbur (connect western edge of I-5/Kruse Way and major retail areas like Bridgeport
  - Upper Boones Ferry Road (currently, any problems on I-5, 217 or 205 causes major problems on Upper Boones Ferry—the morning/evening commute is a major problem)
    - Gerry Schirado: we are working with ODOT to fix this area, bring road up to standard, fix deterioration
  - Connections to commercial retail jobs will help facilitate future economic growth
  - Kruse Way—south and west of Lake Oswego
  - Sherwood needs connections to Tualatin, Tigard, Beaverton, Portland (having one spoke to Tigard isn’t helpful for connections to Tualatin, Beaverton)
  - Need more crossing like Highway 217 crossing (has bike/pedestrian infrastructure to connect )
- Better transit grid needed

*Green spaces (parks and trails) are important*

- “When you create a park you’re inviting people into that area. Parks are good for us and they’re good for business. Natural areas tend to serve whatever is there. If you

have a dense, commercial area you should have a park there...for health and for productivity. We need to look for quality of life pockets in areas of density.”

- Parks are “escape” places, and gathering places
- Tigard- trails and land use → figure out transit after

#### *Walking/biking network improvements*

- “We need to ask the question, ‘how comfortable is it to walk in this area?’ One of the reasons I didn’t move to the Southwest area was because it’s not walkable/bikeable. Even visiting friends in the area I always have to wonder, am I going to get stuck out here if I miss a bus? Bicycling in the area is especially scary and has deterred me from making trips out there. Even widening the streets so there would be more room to bike would be an improvement”
- Design the sidewalks so they’re useable and safe. “5 ft sidewalks are not wide enough if I’m walking with my child, and they need to be separated from the street.”
- Crosswalks are a “low hanging fruit”, an easy improvement that would have a lot of impact on walkability and safety
- Shift from suburban driving community to other bike/ped amenities takes a mindset shift
- SW Portland needs better walking, biking networks
- Safe connections for bike and peds – easiest place to start instead of new lanes. What kind of investments? For Beaverton it’s making connections across road and rail barriers.

#### *Housing and land use*

- Need affordable housing so that those who work in Tigard can also live there
- Zoning issues prevent mixed-use development
- Increase park and rides
- What comes first – the land use change or changing public right-of-ways to catalyze land use change?
  - Does transit drive this or does zoning changes?
- Stymied for years on Washington Square, on west side of 217, challenge of meeting TPR to get to zoning/planned densities. Infrastructure requirements have been too high.
- Development too car-centric
- Can transit connections be more commercial-friendly? Connections at shopping centers?
- Mix single and multifamily units

#### *WES connections*

- Not easily accessible for pedestrians

**Q2. Is this the right set of information that you and your constituents need to choose a shared investment strategy for the Southwest Corridor? Is something missing? Could we take a measure away? What are the key tradeoffs to consider as we discuss the range of investments that could be included in a shared investment strategy? Are some tradeoffs more acceptable than others?**

### *Funding and investment*

- Many questions on where funding will come from
  - Private or public?
  - How to leverage private money
  - Need outreach to local businesses
  - “No money, no measures”
  - What kinds of money will be available and strings attached
- Investments
  - How will investment from partners be spread around?
  - Measure to show how investments attain vision

### *Collaboration*

- Need shared investments and partnerships
- Comparisons to EMCP
- What is political will to raise revenue?
- What is level of public support?
- 15 years is a short time to implement
  - Need to think of infrastructure now

### *Rail or BRT first? Network investments or HCT?*

- Not sure how public will understand nuance of development actively need corridor that doesn't start as rail.
- Bus lines do incent development. Rail is strongest tool for land use transformation, but how important is that versus the network?
- Putting in rail way might not be as cost effective as putting in busing first, and then using it as a pilot project to consider light rail in the future

### *Need clarity of sidewalk measure*

- Sidewalk connectivity around transit stations and on major road with high potential for transit service.
- Does this measure include crossings?

### *Missing measures:*

- Storm water costs
- Art that attracts
- Equity
- Green development
- Travel times and network efficiency
- Community participation
- Fish passage measure?
- Flow of population to jobs and residences

### *Too many measures:*

- “There has been a poor job done identifying measures.”
- Street maintenance should not be on the list
- Parks should not be on the list as they are not funded through federal money

