



*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.*

#### CONNECT

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Metro has teamed with cities and counties along the Southwest Barbur Boulevard/Highway 99W corridor to create a plan for making improvements over the next 15 years.

## What type of improvements?

The Southwest Corridor Plan is exploring ways to make it easier and safer for people to get to where they need to go, make a more healthy community with parks and natural areas, and improve the economy through smart development.

Some things that people might see in the next 5, 10 or 15 years include:



walking improvements, like new sidewalks and safer crosswalks



biking improvements like new bike lanes



driving improvements like safety and intersection fixes



transit improvements like new shelters, more local bus service or faster, more direct service (maybe even something like MAX)



parks and nature improvements like more trees along roads, watershed projects, or new parks or natural areas



commercial development or redevelopment



economic development, creating jobs



more housing options



health and safety improvements

## You can make a difference

**?** Stay informed about the process. Let project partners know what is important to you. **!**

Everyone who lives or works in the corridor wants to make these communities better. Working together, we can make improvements that allow us and our kids to prosper here. We cannot do everything. Some things might be too expensive. Some might not create the changes we want to see. Some tough choices will need to be made. In the end, the Southwest Corridor Plan will create a package of improvements that will make the most of public money and programs and also inspire private investment.

### Upcoming steps

#### Fall 2012

Bundle projects into investment packages

#### Winter 2013

Create options for the package of improvements

#### Spring/summer 2013

Agree on investment package

Begin improvements

Study larger transit (like MAX or something similar) or road projects (like new lanes or intersections)

## The parts of the Southwest Corridor Plan

## Shared investment strategy (Metro led)

The shared investment strategy will summarize agreements among project partners on a set of coordinated policies and investments to build a shared community vision. It will guide the pursuit of opportunities throughout the Southwest corridor and may include high capacity transit, local bus service, 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 to evaluate and compare alternatives that balances those needs
- a list of prioritized short-, medium- and long-term transportation projects and strategies.

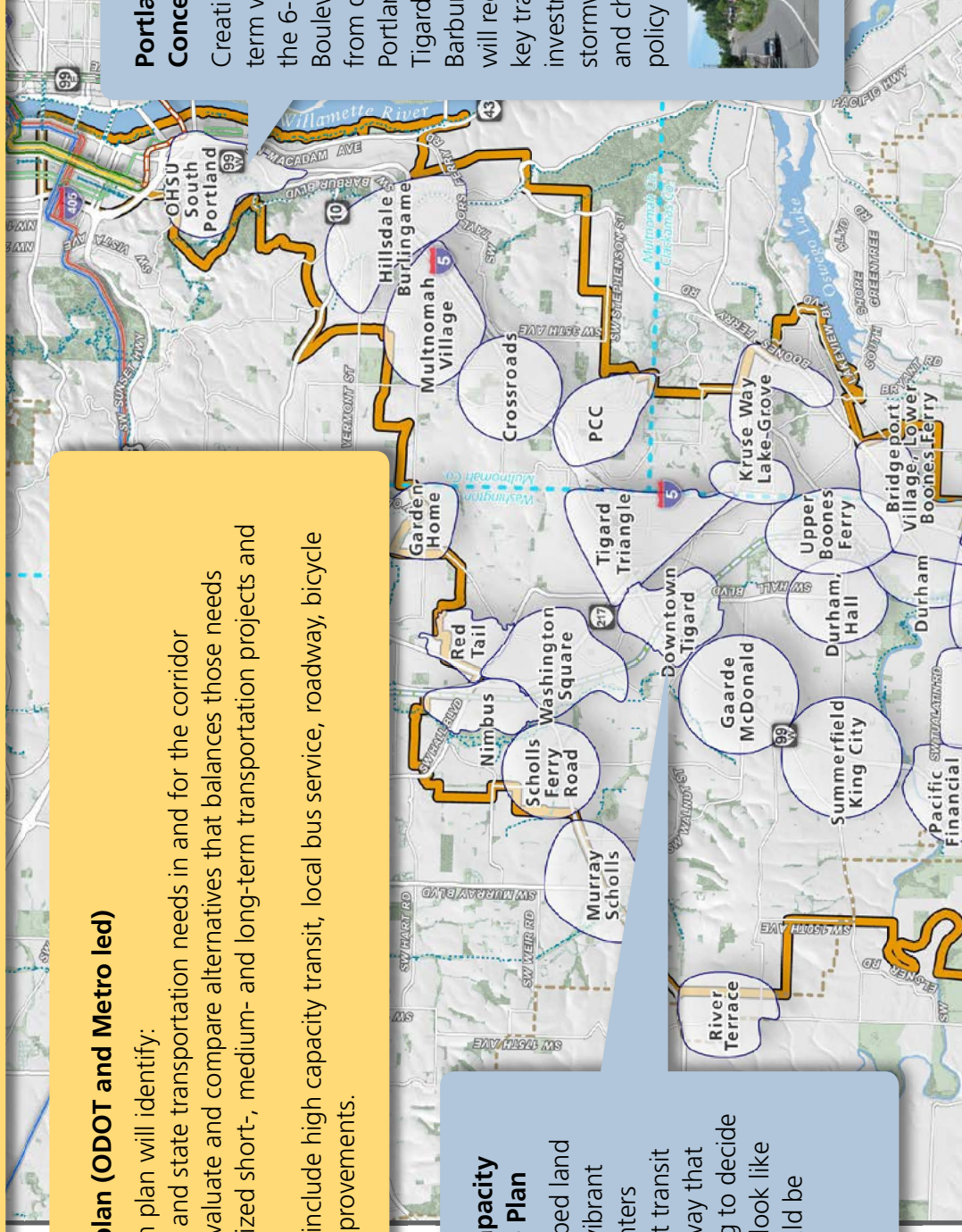
Potential projects include high capacity transit, local bus service, roadway, bicycle and pedestrian improvements.

# Tigard – High Capacity Transit Land Use Plan

Tigard has developed land use concepts for vibrant 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.

# Portland – Barbur Concept Plan

Creating a long-term vision for the 6-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.





### Sherwood – Town Center Plan

Sherwood will identify the best focus area for town center activity



### 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.



## Southwest Corridor Focus Areas



### Transit alternatives analysis (Metro led)

A subset of the transportation plan, the transit alternatives analysis will evaluate how we would want a larger transit improvement to work. This includes looking at a high capacity transit service (like MAX or a bus that works more like MAX than local buses do) and where such a service would run. This is the first step in the federal process to determine the most efficient public investment in transit for the corridor.



### Who are the partners?

**Metro** As a regional government, Metro crosses city limits and county lines to work with communities in creating a vibrant and sustainable region for all. Metro is responsible for long-term, regional plans for transportation and land use. Metro also manages the Oregon Zoo, the Oregon Convention Center, Expo, the Portland Center for Performing Arts and regional parks and natural areas.

**ODOT** As part of the state government, the Oregon Department of Transportation works to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

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**TriMet** As the regional transit provider, TriMet provides bus, light rail (MAX) and commuter rail (WES) transit services. These transportation options connect people with their community, while easing traffic congestion and reducing air pollution.

**Multnomah and Washington counties** The counties are in charge of functions like tax collection, courts, elections, records and local roads outside of cities.

**The cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City and Lake Oswego** Cities are generally in charge of things like local streets, parks, land use zoning and police and fire departments.

[www.swcorridorplan.org](http://www.swcorridorplan.org)

## About the corridor

**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.

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



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.



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

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

Most **bicycle routes** in the corridor **follow high-speed, larger roads**.

**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.

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

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

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.



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 that have grocery stores, coffee shops, 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.

