



G R E A T P L A C E S

Corridor

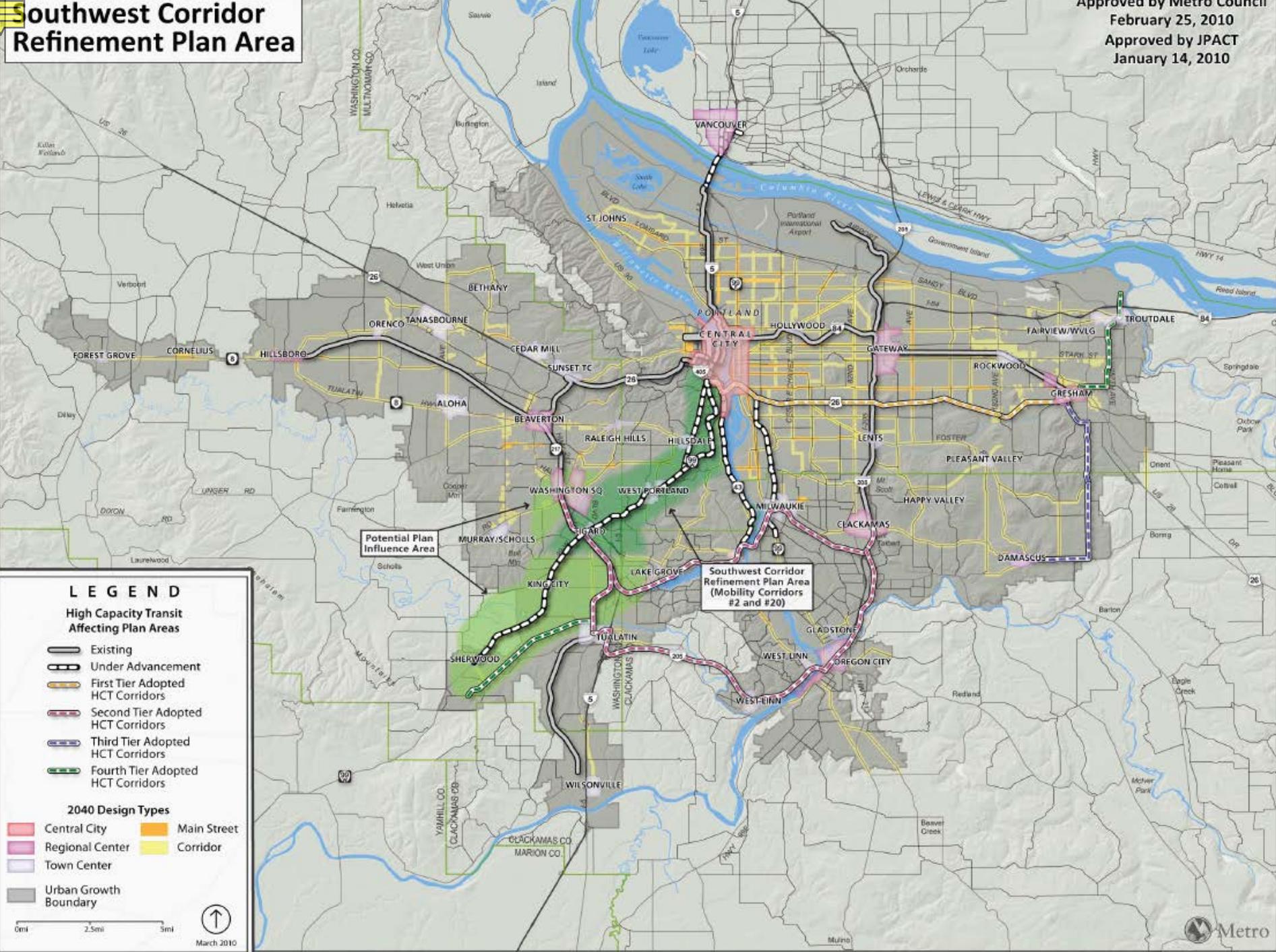
Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City • Lake Oswego
Multnomah County • Washington County
ODOT • TriMet • Metro

Southwest Corridor Plan Recommendation

Multnomah County Board of Commissioners
September 26, 2013

Southwest Corridor Refinement Plan Area

Approved by Metro Council
 February 25, 2010
 Approved by JPACT
 January 14, 2010



LEGEND

High Capacity Transit Affecting Plan Areas

- Existing
- Under Advancement
- First Tier Adopted HCT Corridors
- Second Tier Adopted HCT Corridors
- Third Tier Adopted HCT Corridors
- Fourth Tier Adopted HCT Corridors

2040 Design Types

- Central City
- Main Street
- Regional Center
- Corridor
- Town Center
- Urban Growth Boundary

0mi 2.5mi 5mi

March 2010

Potential Plan Influence Area

Southwest Corridor Refinement Plan Area (Mobility Corridors #2 and #20)

Significant growth

11% of Metro
region

Population

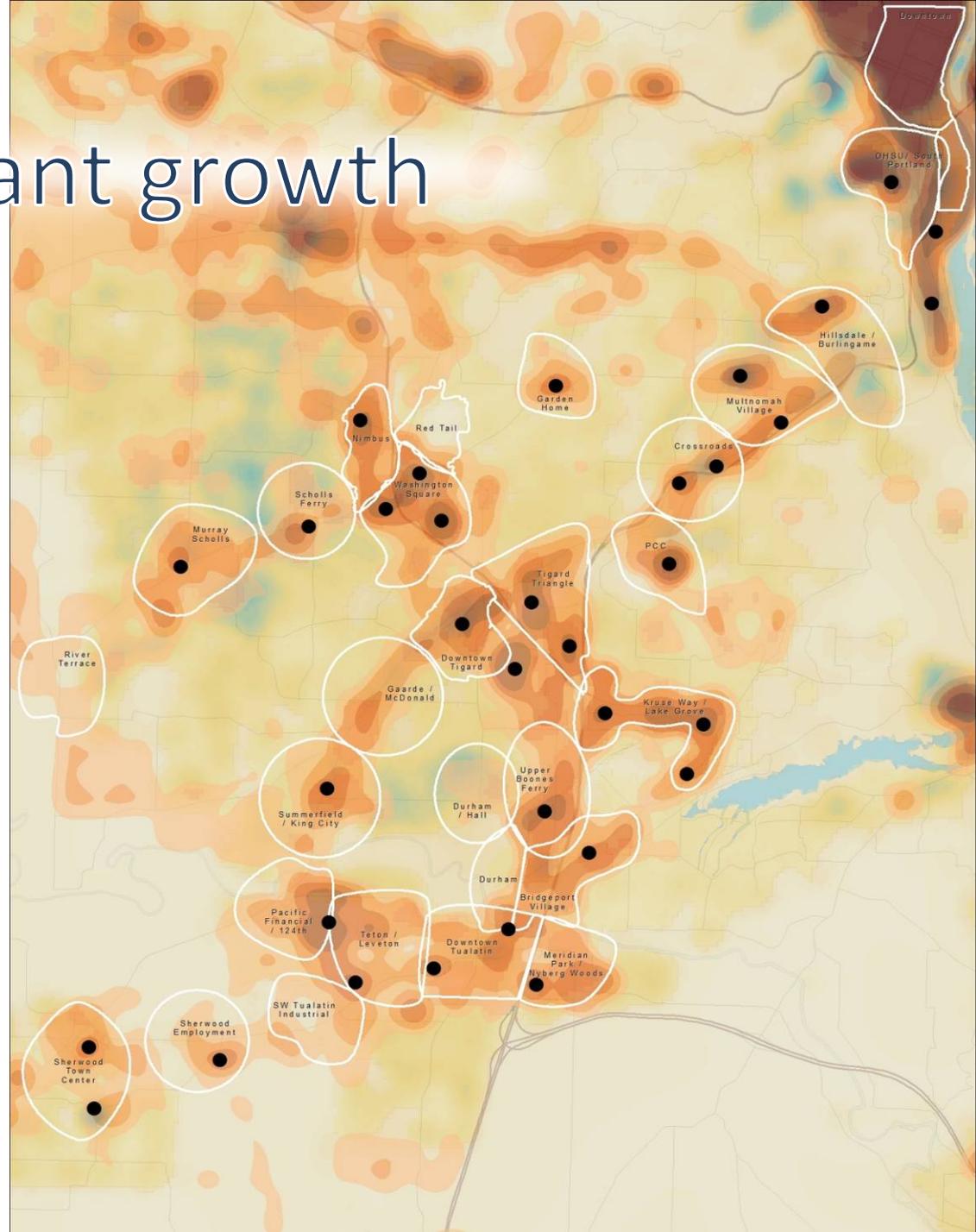
2010 - 140k

2035 - 206k

Employees

2010 - 163k

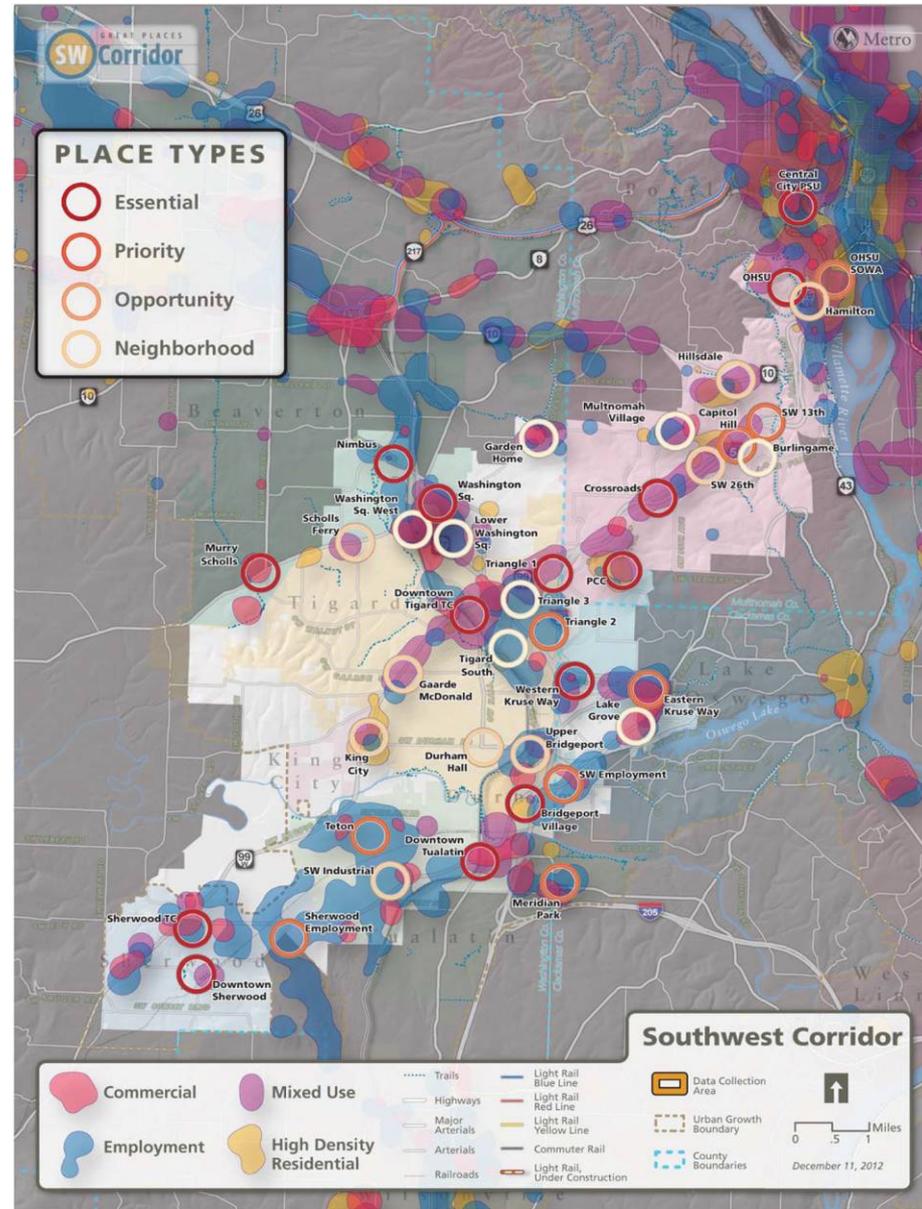
2035 - 251k



A vision based approach

Key points about the land use vision

- Jobs, retail, entertainment and education surrounded by stable residential neighborhoods
- Potential to link regional attractions and employment destinations and unify the corridor through mixed use, main streets and downtowns
- Infill and redevelopment will revitalize key areas and add amenities while preserving the character of existing single-family neighborhoods



Steering Committee recommendation

July 22, 2013

July milestone: End of Phase I

- Transit:
 - ◆ Local service enhancement direction
 - ◆ Narrow High Capacity Transit alternatives
- Strategic set of roadway and active transportation projects
- Prioritized parks and natural resource projects
- Policies and incentives for further consideration

Public involvement

- 4 community planning forums
- 2 economic summits
- Shape SW survey, other online engagement
- City council, planning commission, stakeholder and neighborhood meetings
- Environmental Justice targeted outreach

Why High Capacity Transit (HCT)?

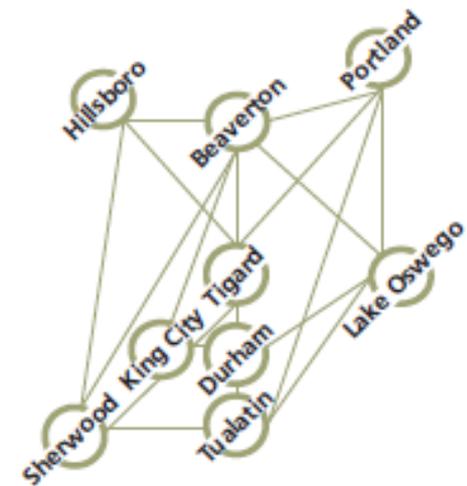
- Help achieve local community visions for development and revitalization, encouraging private investment in future station areas.
- Move people efficiently in a congested corridor where it is difficult to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods

October 2012	July 2013	mid-2014	early 2017
<p>Narrow from 10 alternatives concepts to five</p>	<ul style="list-style-type: none"> • Direction on Southwest (Transit) Service Enhancement Plan • Policy direction on “level” of BRT for further study • Which modes to carry forward for further study • Destination 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments • Add a lane or convert a lane? • Potential station locations • Funding strategies 	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

Direction on SW Service Enhancement Plan (local service)

Directs TriMet to implement SW Service Enhancement Plan to provide the following:

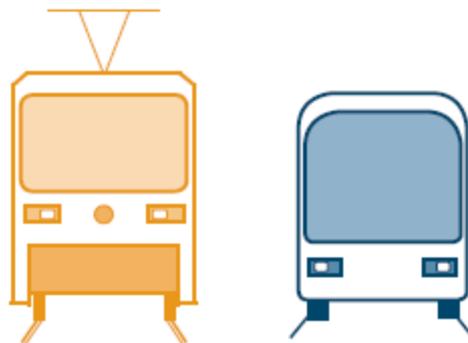
1. Connect key SW Corridor locations quickly and reliably to one another and to a potential HCT line
 - Within corridor
 - Throughout Washington County
2. Improved local transit connections to WES
3. Capital improvements necessary to achieve higher transit system functioning to better connect key corridor areas and HCT
4. Identification of improvements cities and counties can make for better transit access



Modes for further study

Both light rail and BRT should advance for further study based on

1. high ridership potential of both modes
2. need for additional design to produce more developed capital cost estimates necessary to clarify tradeoffs among:
 - capital costs
 - operating efficiency (operating costs and ridership)
 - support for SW Corridor Land Use Vision



Percentage of BRT in dedicated transitway (“level” of BRT)

Between 50% and 100% of the alignment should be in exclusive right-of-way

- eligible for New Starts funding
- most supportive of land use vision

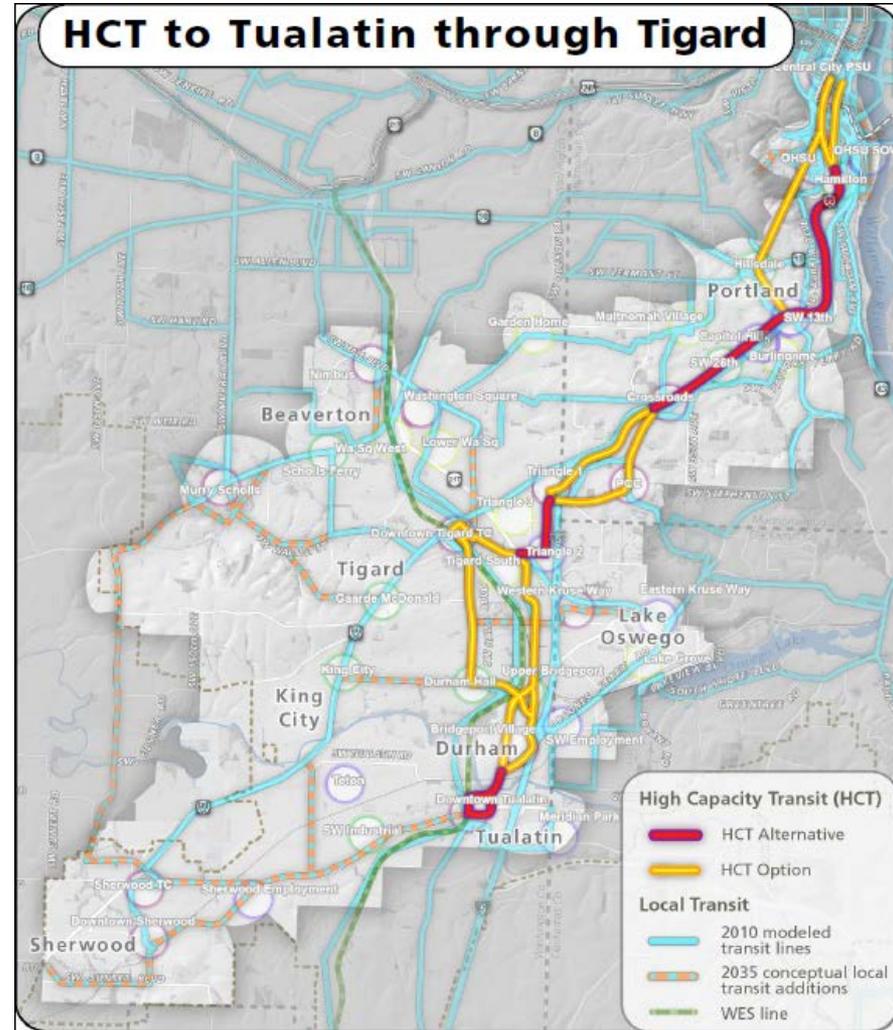


Destination

Tualatin, via Tigard

Based on:

- ridership potential
- operational efficiency
- plans for increased housing and employment in Tigard and Tualatin

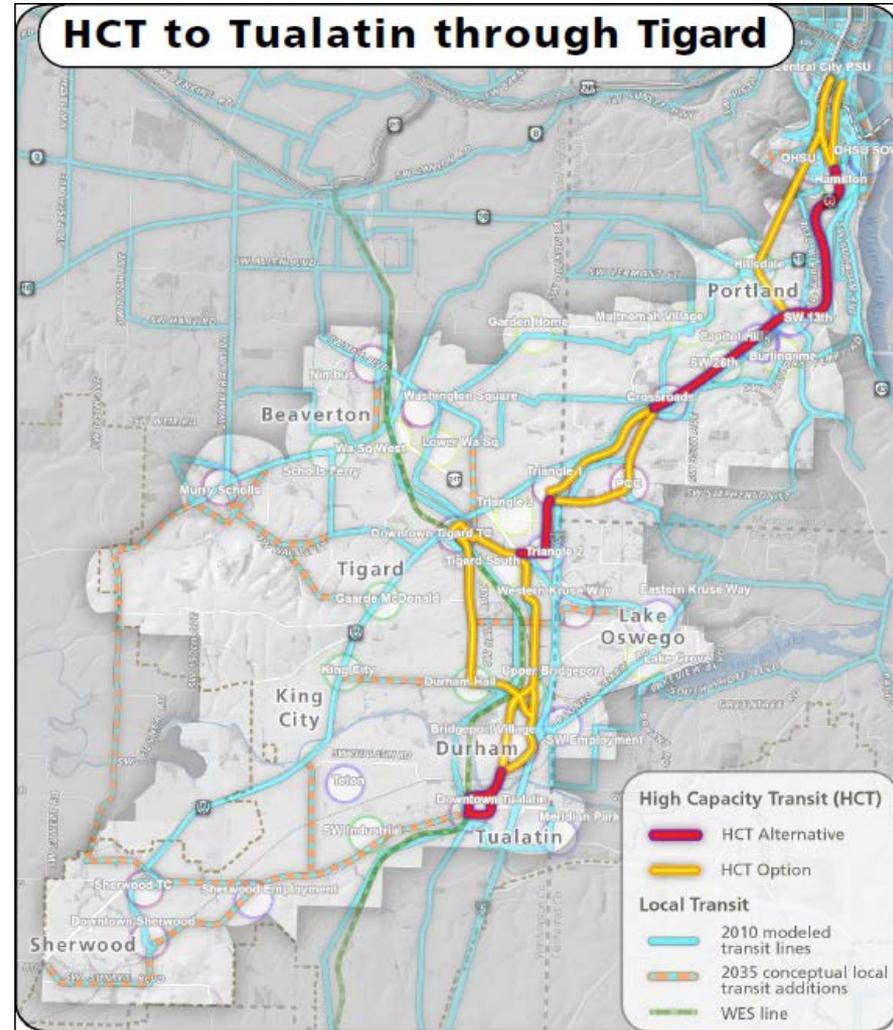


Connection to Sherwood

Sherwood's land use goals and transportation needs



Excellent transit connections to HCT and throughout the Southwest Corridor



Roadway + Active Transportation Projects

Draft Narrowed Project List – close to \$500M

DRAFT STAFF RECOMMENDATION

Southwest Corridor: Roadway and Active Transportation Projects - 6/3/13

critical
high
medium
low/none

Location/ Ownership	#	Project Title	Project Description	Cost	Highly supportive of HCT	Highly supportive of land use goals, esntl/prty places
Portland ODOT	1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)	Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	\$\$\$\$	5 all other	
Tigard	1077	Ash Avenue railroad crossing (new roadway)	Extend Ash Avenue across the railroad tracks from Bumham to Commercial Street.	\$		
Tigard	1078	Atlanta Street Extension (new roadway)	Extend Atlanta Street west to Dartmouth Street	\$		
Tigard WashCo.	1098	Hall Boulevard Widening, Bonita Road to Durham	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	\$	4 all other	
Tigard WashCo.	1100	Hall/Hunziker/Scoffins Intersection Realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$		
Tigard WashCo.	1107	Hwy. 217 Over-crossing - Hunziker Hampton Connection	Build new connection of Hunziker Road to 72nd Avenue at Hampton St., requires over-crossing over Hwy 217, removes or revises existing 72nd Avenue/Hunziker intersection/ connection.	\$\$\$\$		Not E/P place
Tualatin WashCo.	1134	Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)	Reconstruction/widen to 5 lanes from Martinazzi to Lower Boones Ferry Road, including bridge.	\$\$\$	1	
Portland	2004	26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements	Construct a walkway for pedestrian travel and access to transit and install street lighting	¢		
Portland ODOT	2011	Connections to Transit/Transit Improvements: Barbur & Taylors Ferry	New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing.	¢		
Portland	2018	Huber Street Sidewalk Project 37th Ave. - 43rd Ave./I-5 On-Ramp	Construct new concrete sidewalks, curbs, and curb ramps on south side of SW Huber Street from 37th Ave. to 43rd Ave.	¢		
Portland		Pedestrian Crossings near Marham	Construct pedestrian paths and bridges over Barbur Blvd. and I-5 to connect SW Alford and			

DISCUSSION DRAFT, June 5, 2013

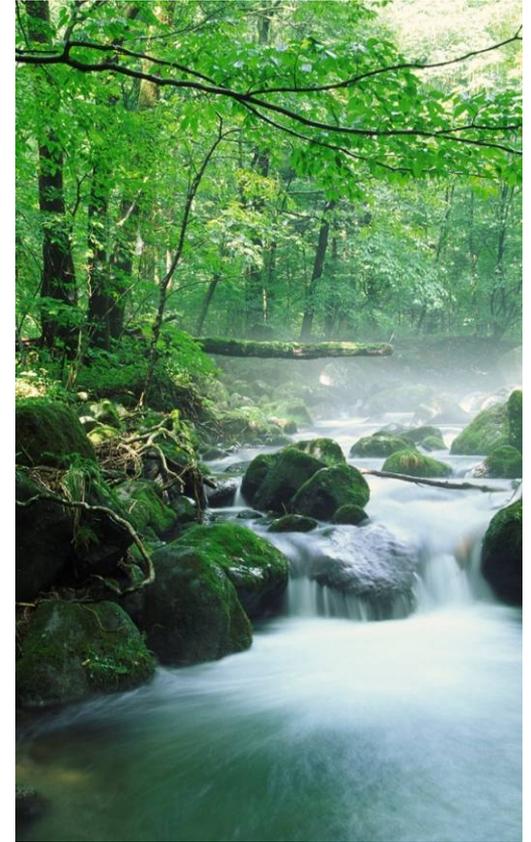
Roadway + Active Transportation Projects

Recommendation

- Highly supportive of HCT
 - During refinement, some projects will be identified that fit with HCT project
- Highly supportive of the land use vision
 - Includes vision for mixed-use areas as well as employment and industrial areas
 - Project sponsors will take responsibility to implement their projects
- SW Corridor Plan recommendations will inform updates to TSPs and the RTP but projects will not automatically be added or removed based on SW Corridor.

Developed and prioritized by each jurisdiction in the corridor.

- Parks
- Trail
- Natural Areas



Next steps

- Project partners adopt SWCP by resolution in fall 2013
- Move into a refinement phase
 - ◆ Focus on HCT
 - ◆ Determine which roadway, active transportation, parks projects move forward with HCT
 - ◆ Refine policies/tools for further implementation
- Steering Committee decision to move into EIS (NEPA) in early 2014