



G R E A T P L A C E S

Corridor

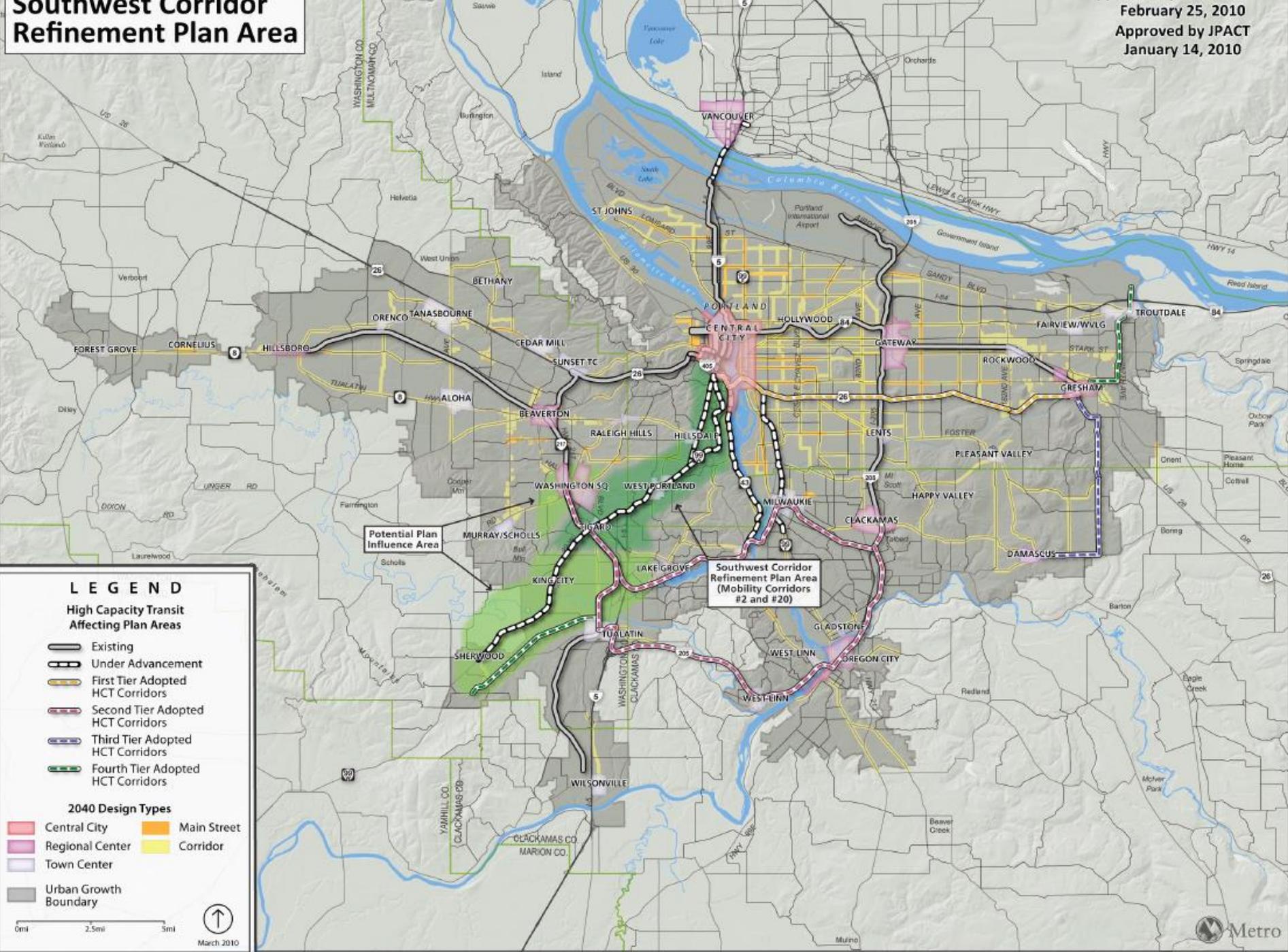
Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City • Lake Oswego
Multnomah County • Washington County
ODOT • TriMet • Metro

Southwest Corridor Plan Sherwood City Council

June 4, 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



Potential Plan Influence Area

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



Collaborative effort



Major Timeline

Southwest Corridor Plan schedule



Objectives



Accountability and partnership

Manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.



Prosperity

People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.



Health

An environment that supports the health of the community and ecosystems.

Access and mobility

People have a safe, efficient and reliable network that enhances economic vitality and quality of life.

Leverage public and private investments to create great places

SW 13th Ave between Barbur and Bertha Avenues in Southwest Portland

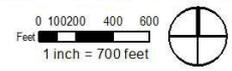


Leverage public and private investments to support jobs



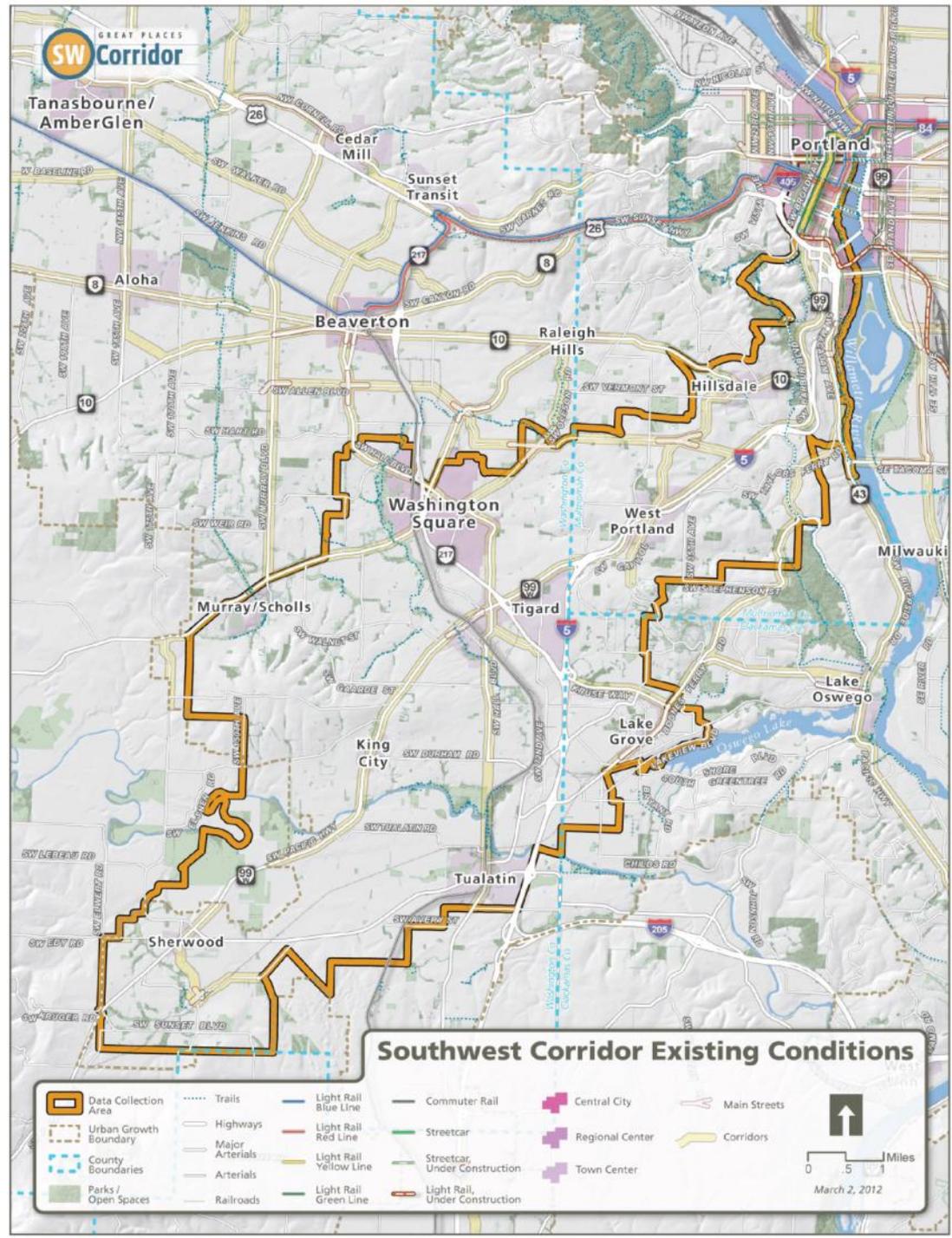
Leveton Focus Area

Prepared by SERA Architects
7 June 2012



Southwest corridor

11% of the geographic region



Start with the places

Population

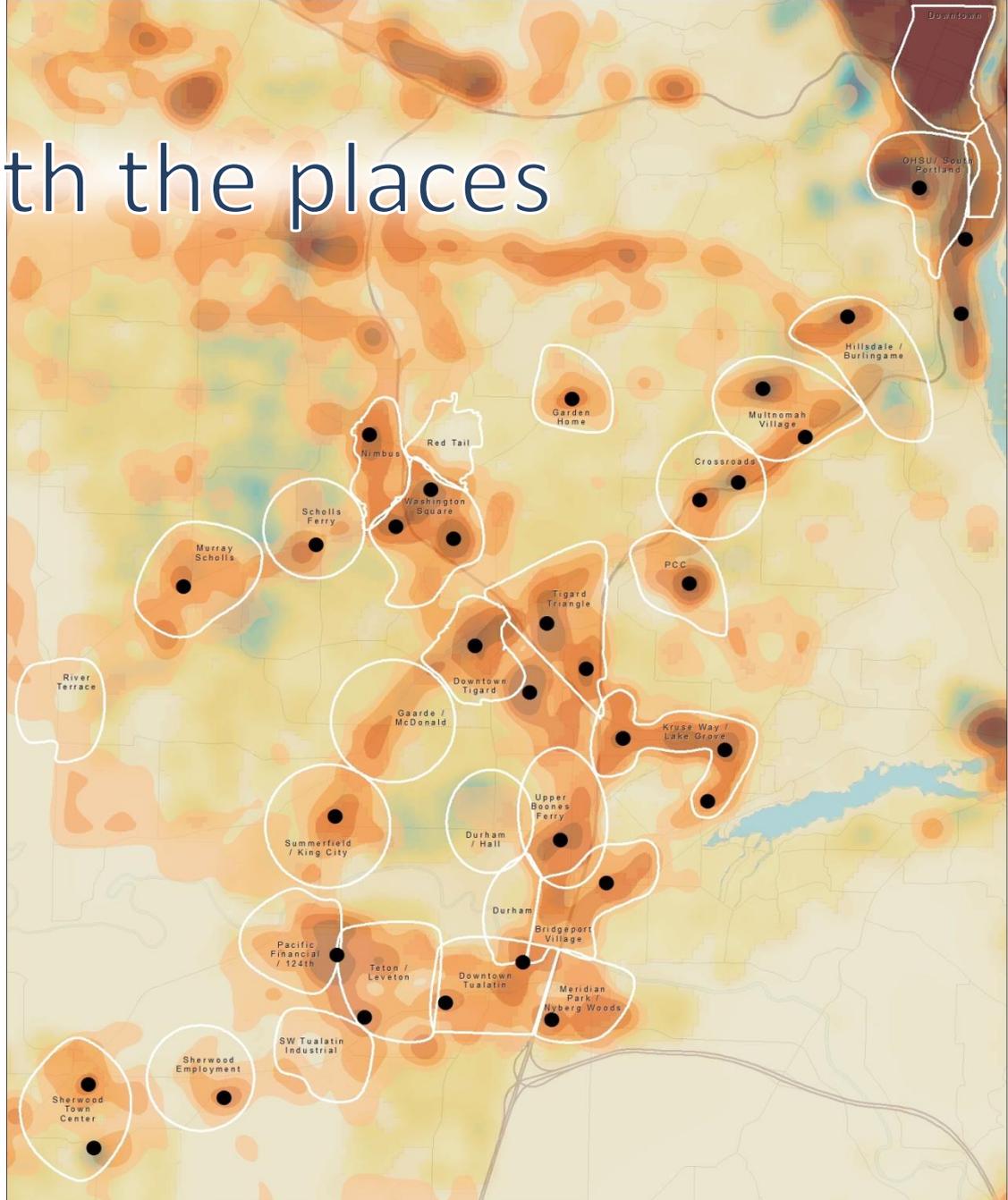
2010 - 140k

2035 - 206k

Employees

2010 - 163k

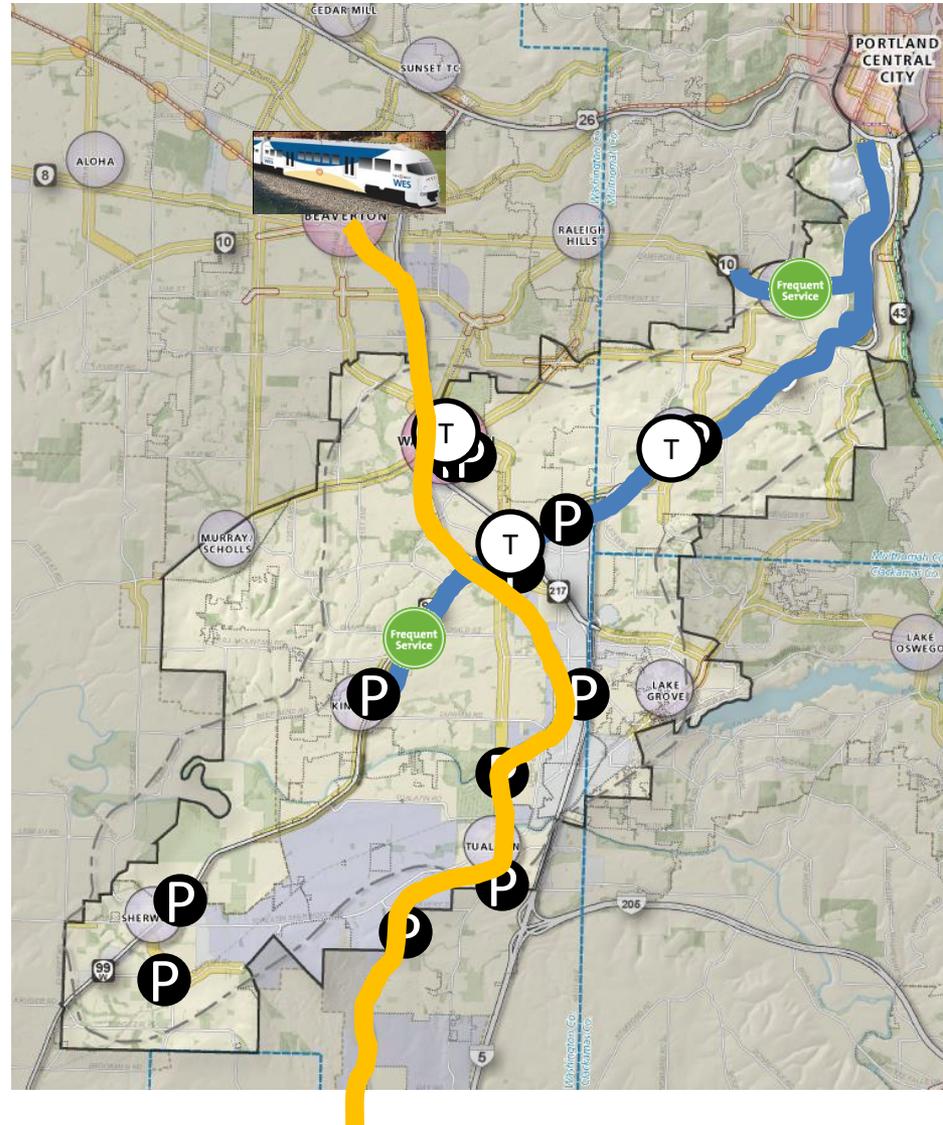
2035 - 251k



Southwest corridor focus areas

Major Transit Facilities

- WES
- 28 bus lines
- 2,000 parking spaces
- 3 Transit Centers
- 27,000 daily riders



Major roadways

I-5: up to ~160,000 vehicles/day, highest volumes Tigard + north



99W: up to ~50,000 vehicles/day, highest volumes Tigard + south

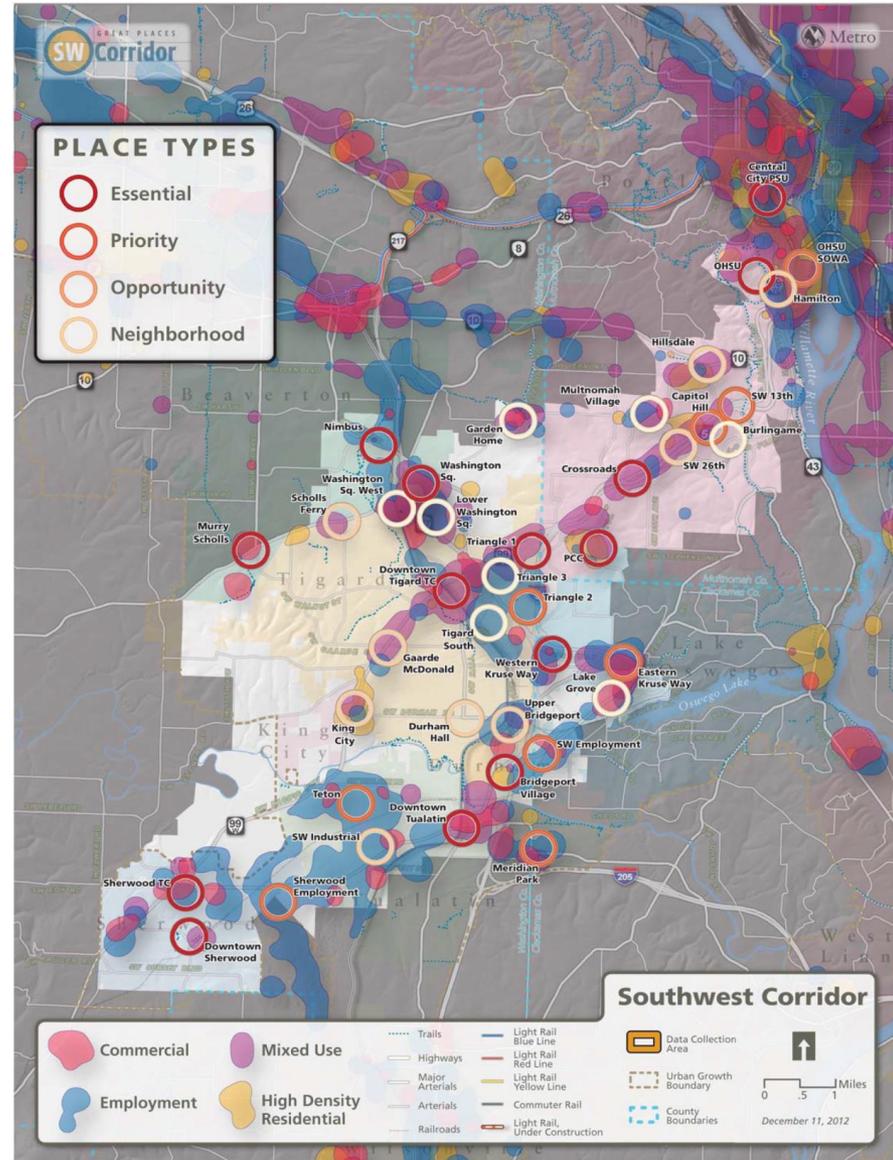


Other major routes: OR-217, OR-43, Hall Blvd, Tualatin-Sherwood Rd

A vision based approach

Key points about the land use vision

- Retail, entertainment and education surrounded by stable residential
- Potential to unify the corridor through mixed use, main streets and downtowns to link employment and regional destinations
- Infill and redevelopment will generate new development
- As a regional employment district the corridor has potential for higher land use efficiency



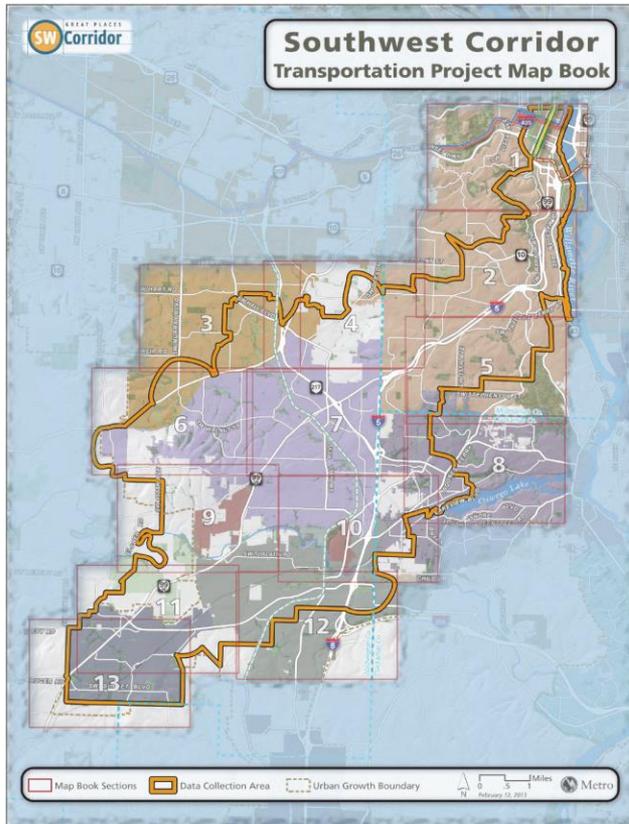
Project inventories

Project lists:

- ☰ **Active transportation: 300 projects**
- ☰ **Parks and natural resources: 450**
- ☰ **Roadway improvements: 150**
- ☰ **Transit projects: narrowed to 6 concepts**



Bundles for evaluation



Project bundles

- **Active transportation:** 84 projects
- **Roadway improvements:** 46 projects
- **Transit projects:** 5 alternatives
- **Parks and natural resources:** projects rely on opportunities presented by above

Shared investment strategy

Where we are going

Shared investment strategy



- Sidewalks, trails, bicycle paths
- High capacity transit
- Roadways
- Land use, economic development, housing
- Parks, tree canopy and open spaces

July milestone: End of Phase I

- Local service enhancement planning
- Narrow HCT alternatives
- Policies and incentives for further exploration
- Strategic set of roadway and active transportation projects
- Prioritized parks and natural resource projects

High Capacity Transit Decision Timeline

October 2012	July 2013	mid-2014	early 2017
<p>Narrow from 10 alternatives concepts to five</p>	<ul style="list-style-type: none"> • Destination • Which modes to carry forward for further study • Policy direction on "level" of BRT for further study • Direction on Southwest (Transit) Service Enhancement Plan 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments <ul style="list-style-type: none"> • Naito or Barbur? • Surface or tunnel (if light rail)? • Direct connection to PCC? • Hall or 72nd? • Tualatin-Sherwood Road or Industrial Area? • 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

Next 6 slides focus on the destination / terminus & mode

Findings:

Capital Cost

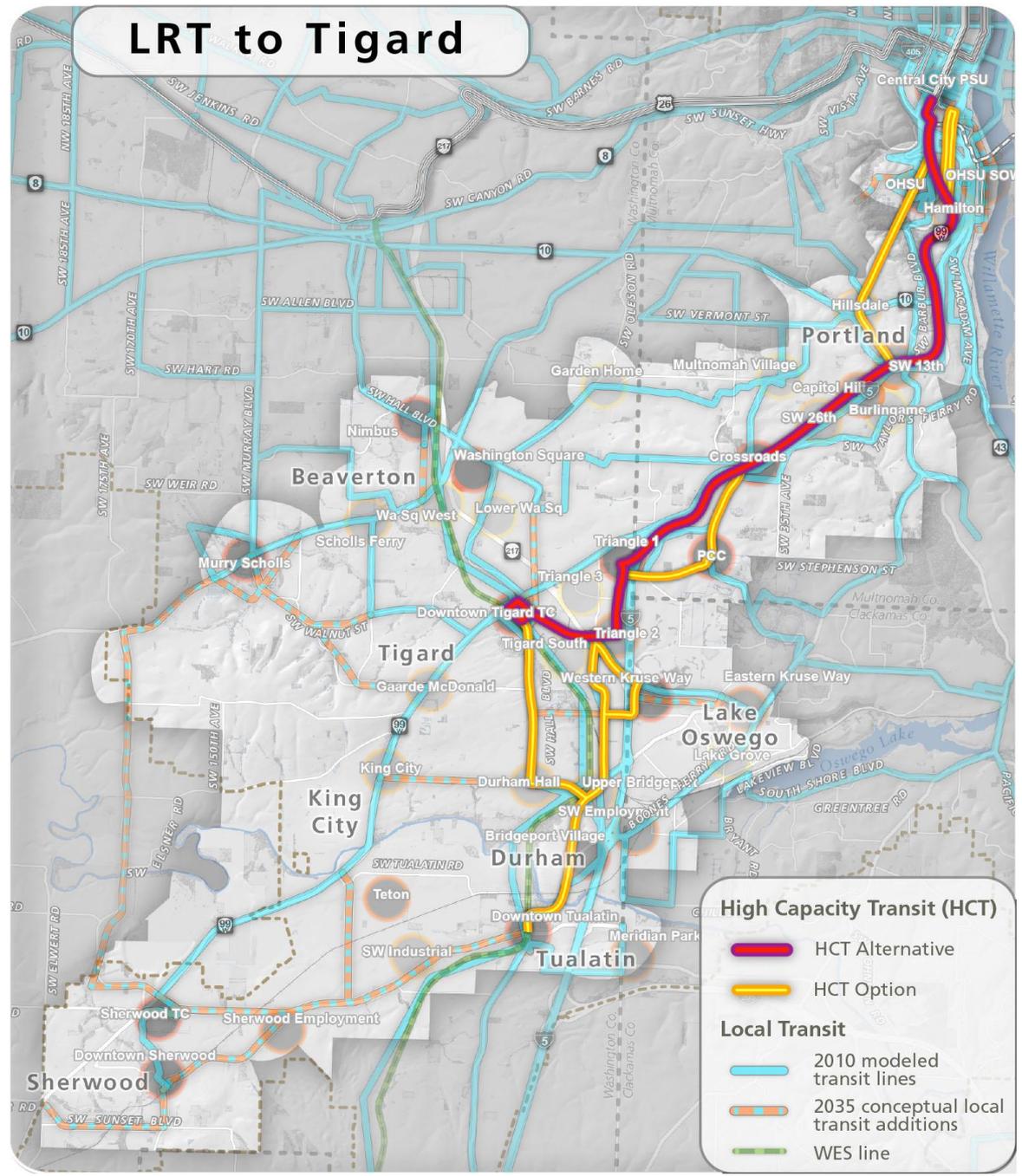
- \$1.7B-\$2.4B – Tigard
- \$2.4B-\$3.1B – Tualatin
- Upper range (w/ OHSU tunnel)

Annual Operating Cost

\$4.9M

Transit Ridership (2035)

- No-build: 12,400
- LRT-Tigard: 22,500



Findings:

Capital Cost

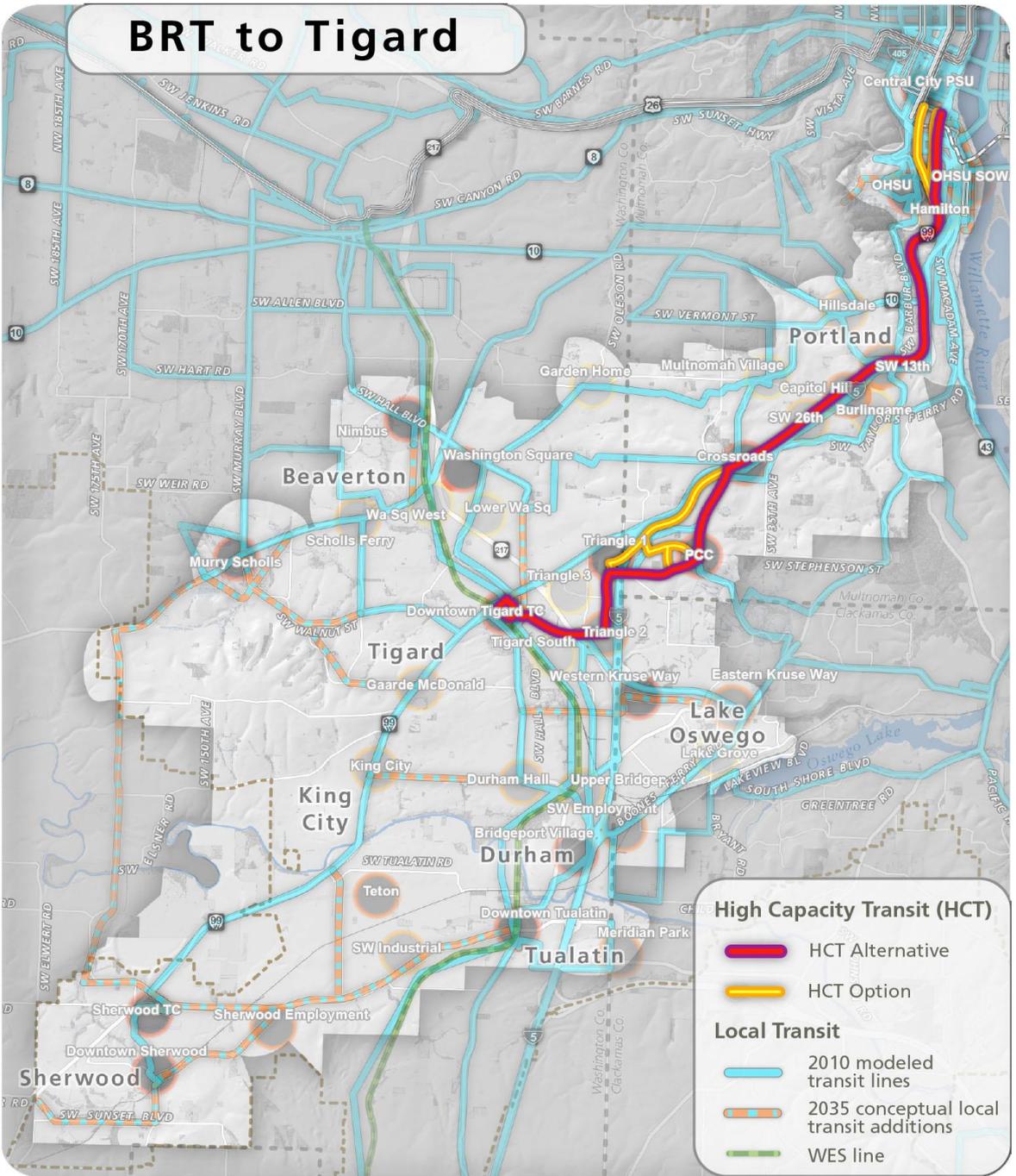
40 – 80% LRT Costs
 Approx. \$670M – \$1.3B

Annual Operating Cost

\$6.3M

Transit Ridership (2035)

No-build: 12,400
 BRT-Tigard: 20,100



Findings:

Capital Cost

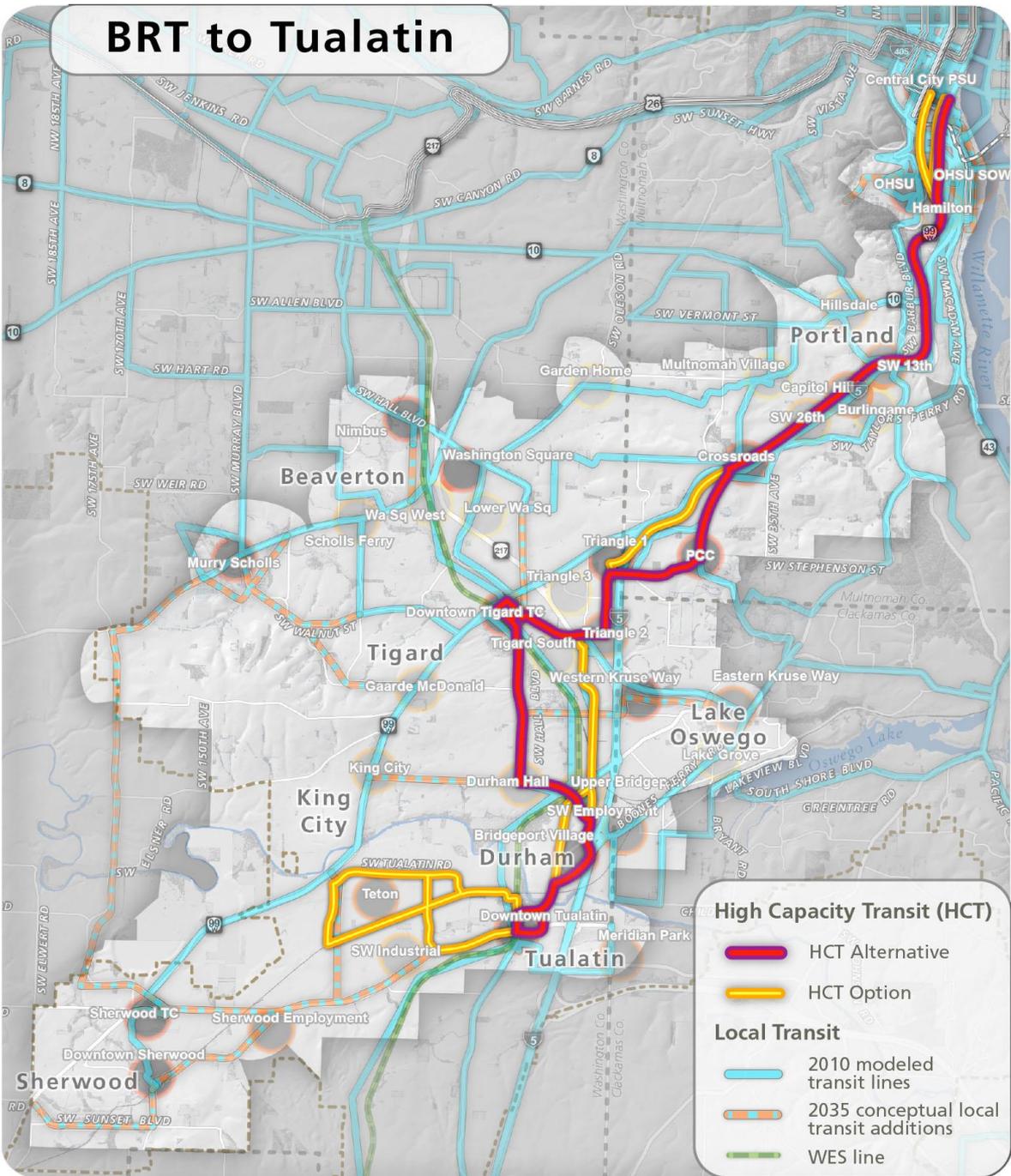
\$970M - \$2.5B

Annual Operating Cost

\$7.5M

Transit Ridership (2035)

BRT-Tualatin: 26,900



Findings:

Capital Cost

\$870M - \$2B

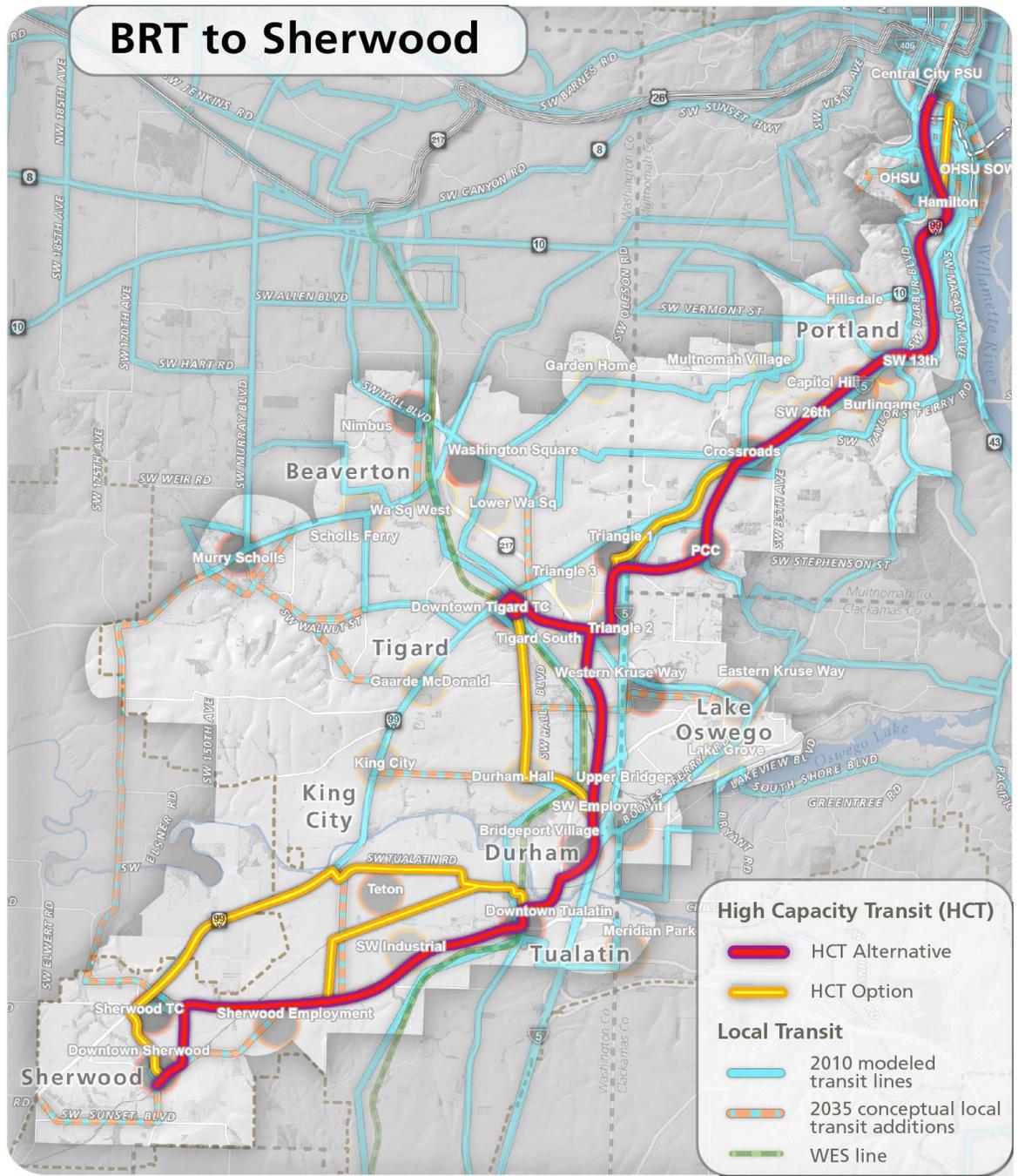
(low end of range assumes mostly mixed traffic)

Annual Operating Cost

\$10.1M

Transit Ridership (2035)

BRT-Sherwood: 28,900



Findings:

Capital Cost

Approx. \$600M – \$1.3B

Annual Operating Cost

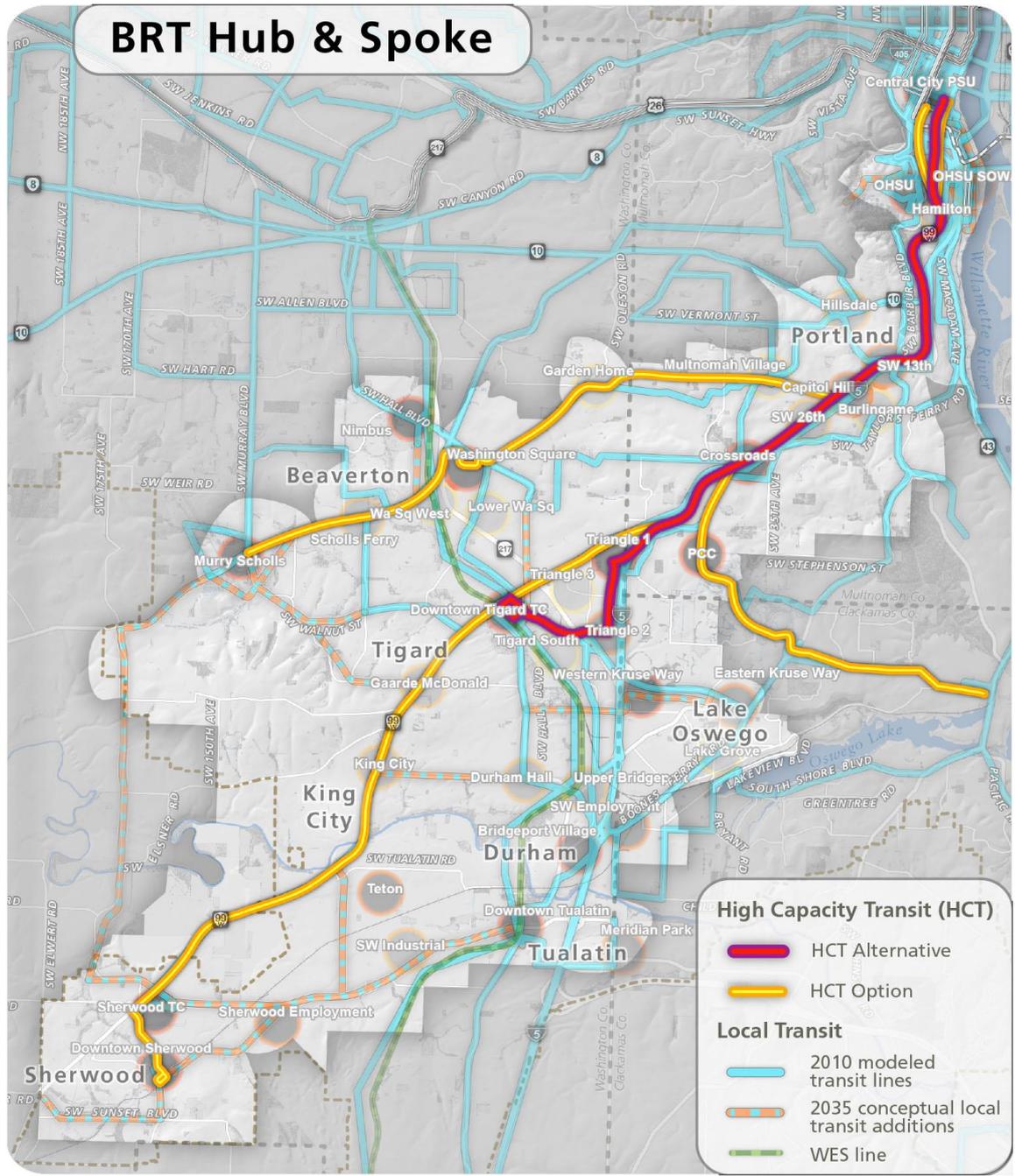
\$19.5M

Transit Ridership (2035)

No-build: 12,400

Hub: 10,000

Spokes: 13,100



Destination and Mode

Portland

Tigard

Tualatin

Sherwood

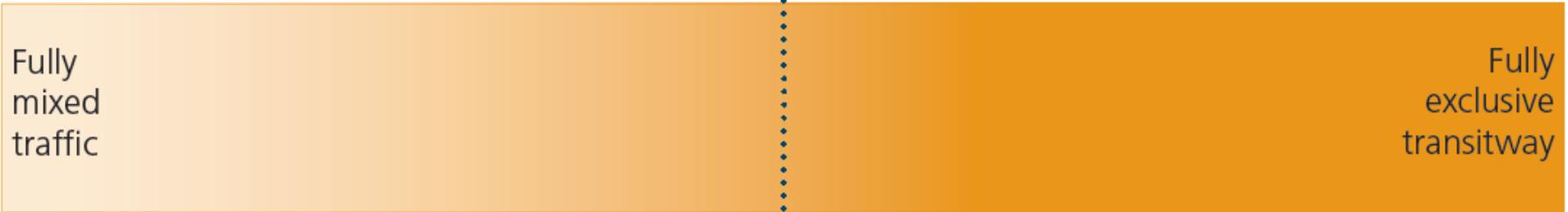
Capital Cost Magnitudes			
LRT	\$1.7B - \$2.4B	\$2.4B - \$3.1B	
BRT	\$670M - \$1.3B	\$970M - \$2.5B	\$870M - \$2B
Annual Operating Cost			
LRT	\$4.9M	Not Modeled	Not Modeled
BRT	\$6.3M	\$7.5M	\$10.1M
Transit Ridership (2035)			
No-Build	12,400	*	*
LRT	22,500	Not Modeled	Not Modeled
BRT	20,100	26,900	28,900
Travel Times in Minutes (2035)			
	Portland-Tigard	Portland-Tualatin	Portland-Sherwood
No-Build	43 min	+22 min (65 min)	+16 min (81 min)
LRT	34 min	Not Modeled	Not Modeled
BRT	37 min	+17 min (54 min)	+12 min (66 min)

High Capacity Transit Decision Timeline

October 2012	July 2013	mid-2014	early 2017
<p>Narrow from 10 alternatives concepts to five</p>	<ul style="list-style-type: none"> • Destination • Which modes to carry forward for further study • Policy direction on "level" of BRT for further study • Direction on Southwest (Transit) Service Enhancement Plan 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments <ul style="list-style-type: none"> • Naito or Barbur? • Surface or tunnel (if light rail)? • Direct connection to PCC? • Hall or 72nd? • Tualatin-Sherwood Road or Industrial Area? • 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

Next 2 slides focus on the level of service & local service

If bus rapid transit is studied further, where on the spectrum should we focus?



Mixed traffic

- Slower
- Lower ridership
- Less reliable
- Lower construction costs

Eligible for federal New Starts funding at 50% dedicated right of way

Exclusive transitway

- Faster
- Higher ridership
- More reliable
- Higher construction costs

SW Service Enhancement Plan

- The SW Service Enhancement Plan will study the demand for transit service to connect people with jobs and educational opportunities
- Look at near-term and long-term enhancements
- Explore public-private partnerships

Key findings

- Strong future transit demand
- LRT can meet demand with 7.5 minute headways; BRT with 3.5-4.5 minute headways
- LRT trunkline can improve local service
- Operating cost for 1-seat ride spokes is highest
- All destinations need better transit service, some will with HCT, others with local service

Upcoming meetings

- **June 10:** Steering Committee will review draft recommendation
- **June:** local elected/citizen discussion of draft recommendation
- **June:** online survey available
- **June 26:** Community Planning Forum at Tigard Library
- **July 8:** Steering Committee discussion of changes to draft recommendation
- **July 22:** Steering Committee action, end of Phase I

Thank You

www.swcorridorplan.org

Project Partners: Metro, ODOT, TriMet, Washington and Multnomah counties, the cities of Portland, Tigard, Tualatin, Sherwood, King City, Lake Oswego, Durham, and Beaverton

