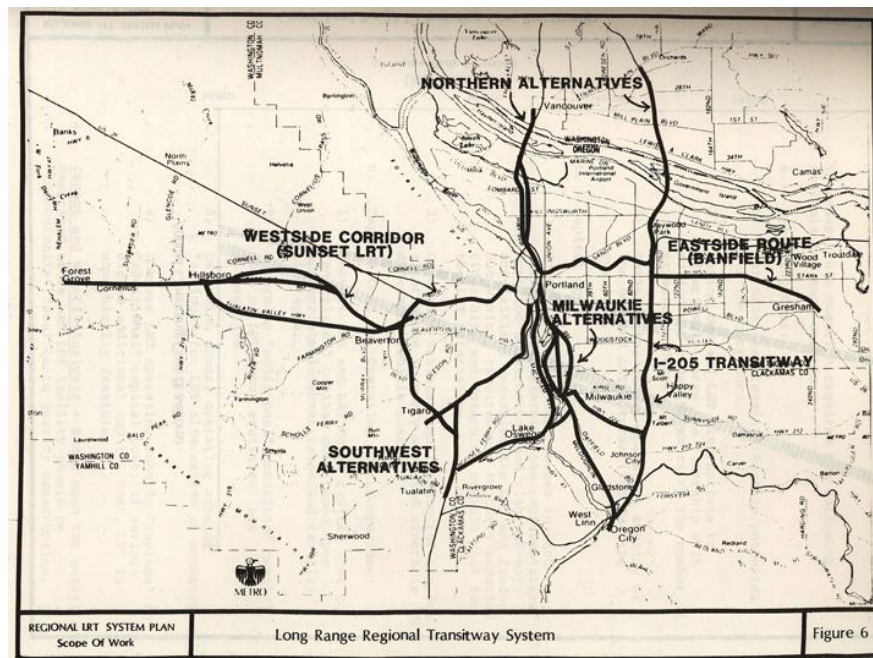


## Southwest Corridor Plan May 21, 2015

### Background:

The 1982 Regional Transitway System identified high capacity transit (HCT) corridors connecting Portland to Tigard, Tualatin and points beyond.



For a HCT project to advance into the federal development process it must be identified as a regional priority. The Southwest Corridor's time is now.

This binder provides just a few of the many documents (or portions thereof) that are part of the planning work that is underway, particularly as it relates to PCC and the Sylvania Campus. The Index provides links to complete documents.

The following provides a brief outline of the project history and timeline, PCC involvement and college desires as the project prepares to select routes, alternatives and modes to move into the federal environmental process.

- In 2011, Metro and its regional partners initiated "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 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."

- Project staff spent 2013 and 2014 studying different options to serve the corridor with high capacity transit and refining other viable alternatives.
- In June 2014, the Southwest Corridor Plan Steering Committee directed staff to further research a select number of key questions on high capacity transit alternatives, including light rail (MAX) or bus rapid transit.
- Initially, completion of the Draft Environmental Impact Statement(s) (DEIS) was projected to be completed by 2015.
- In December 2014, the Southwest Corridor Plan Steering Committee, made up of elected and appointed officials from the Cities of King City, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington Counties, the Oregon Department of Transportation, TriMet and Metro, revised that schedule and entered into an 18-month work plan that would result in a “package of transit, roadway, bicycle, and pedestrian projects to improve transportation mobility and connections in the Southwest Corridor.”
- The Steering Committee will decide on whether to continue study of the tunnel alignments - including service to PCC Sylvania Campus in July 2015.
- By April 2016, the region hopes to identify the preferred high capacity transit (HCT) alignments, mode (light rail or bus rapid transit), and terminus of the transit line and to enter into the federally required detailed environmental analysis (DEIS).

#### **Involvement:**

- Throughout the last two years and with more deliberate and exercised efforts this past year, Metro, TriMet, and City of Portland have been meeting with stakeholders from throughout the corridor to share transportation alternative information and better learn what it will take to make the corridor plan successful.
- PCC staff from the bond program, college parking operations and Sylvania Campus public involvement and administration have attended and participated in corridor presentations and meetings since at least early 2013. Staff attends Steering Committee meetings, sits on ID Southwest, the project community stakeholder advisory committee and participates in community forums and neighborhood meetings.
- In April 2013 and thereafter, Dr. Linda Gerber, then Sylvania Campus president, convened meetings with the southwest neighbors who were concerned about early SW Corridor Plan alternatives. Staff remains in communication with these citizens.
- In May 2014, Randy McEwen, the college’s then Vice President, submitted comments to the May 2014 discussion draft of the Southwest Corridor Plan. (Copy of this letter attached.) The college’s comments included in that letter remain relevant today. The

Sylvania Campus still serves over 30,000 different students per year and we have no available development opportunities under the current master plan, stymying future development until such time as the college can undertake a new campus Master Plan.

- Just last month, April 2015, Metro staff visited the Sylvania Campus to share information about the corridor plan with faculty, staff and students.
- Over the last few years college leadership, primarily with regard to bond related improvements, has met with Metro, TriMet, and City of Portland representatives to discuss a myriad of issues. Most frequently, principals from all agencies discussed the plan with college leadership on May 5.

**College desires:**

Per the college comments of May 2014 and consistent with college sustainability goals and its Transportation Demand Management Plan (TDMP), PCC's interest in the Southwest Corridor Plan is **to realize direct access to the college in order to:**

- Provide increased student access to education in a way that transit serves multiple life needs.
- Reduce SOV trips, the attendant parking supply we provide and increase transit and alternative mode usage, thereby opening up educational development opportunities and land for future development. (Most recent 2014 annual ridership statistics realize approximately 240,000 PCC shuttle riders and about 480,000 TriMet boardings.)
- Create the opportunity in future Master Plan development to envision Sylvania in ways that afford innovative educational and life opportunities for our students.
- Accomplish these things in a way that is sensitive to and supportive of our campus environment and our campus neighbors.