

# Highway 99W Corridor Study – Washington County

## Responses to Task Force Questions from February 18, 2020

March 11, 2020

### Background

Washington County, Tigard, Sherwood, Tualatin, and King City request \$5 million to fund a Highway 99W Corridor Plan. Oregon Highway 99W supports a wide range of uses from connecting parts of the state to the Metro region to a daily commuter road between cities in south Washington County. Increasingly, the corridor also supports a growing urban community. Just like Tier 1 corridors TV Highway and 82<sup>nd</sup> avenue, this regionally significant corridor has been designed for vehicle traffic and not for the growing needs of pedestrians, bicycles and transit. Unlike those Tier 1 corridors, however, there has not been a multi-jurisdictional planning process that would have made it prepared for construction investments. ODOT, Washington County, Tigard, Sherwood, Tualatin, and King City have put their money into incremental fixes and preparing the baseline scope for a corridor plan.

Funding through Metro's Get Moving 2020 investment would unlock the possibility to receive transformational funding to meet a backlog of safety needs and position this area for the future so that transit-supportive multimodal projects can be identified, prioritized, and funded.

*NOTE: Original Tier 2 request is attached for reference.*

### Responses to Task Force Questions:

*Can you share more about what you mean by improving safety and equity outcomes?*

Highway 99W is identified by Metro as a High-Injury corridor<sup>1</sup>, so we already know that there are significant safety concerns throughout this stretch of the system. Metro's study indicated that the serious crashes in this area include serious injuries for bike, vehicle and all network users. Near the highest concentration of fatal crashes in the Tigard Triangle, two census tracts have poverty rates of 22.5% and 28.3%, compared to the regional average of 12.9%. Approximately one in eight residents within a ½ mile of Highway 99W live in poverty.

As stated at our presentation, the risks are not just to those using 99W directly, but the difficulty of crossing the highway as it runs through the center of the cities along the corridor, separating residential areas from commercial areas.

- King City has a great need for safety improvements for their high number of seniors who cross the wide intersection of Durham Road and 99W for groceries.
- Sherwood is concerned about the need to cross 99W for a new high school built to the north of the road, while the majority of students live in neighborhoods to the south.
- Tualatin is using local dollars to install sidewalks to connect a mobile home park and residential neighborhoods with nearby restaurants and job sites.
- In Tigard, the corridor has the highest frequency of fatal injury crashes, with many of those being pedestrians and bicyclists. Additionally, Tigard recently completed a Transportation Safety

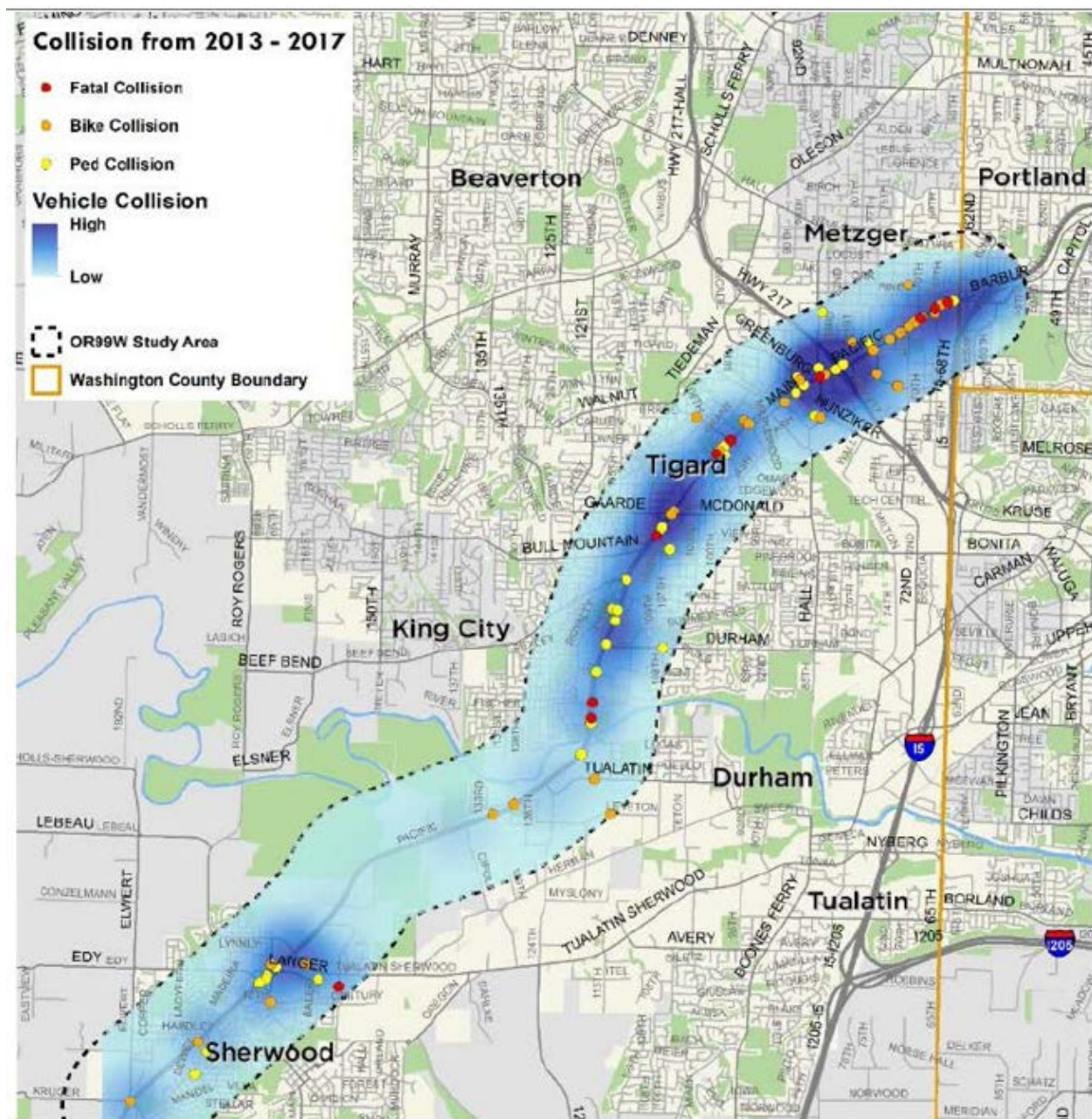
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<sup>1</sup> See Metro's High Injury Corridors & Intersections Report, April 2017  
(<https://www.oregonmetro.gov/sites/default/files/2018/07/02/HighInjuryCorridorsReportApril2017.pdf/>)

Action Plan (TSAP) that documents findings from a citywide transportation safety and crash analysis (2013-2017 data). Citywide, the Tigard TSAP found that while pedestrian crashes with a vehicle account for 2% of reported crashes in Tigard, they result in 54% of all fatal crashes in the city. It also found that 95% of pedestrian and bicycle crashes resulted in injury or fatality. In addition, 49% of reported vehicle-vehicle crashes resulted in injury or fatality.

The increasing use of the 99W Corridor by pedestrians and bicycles as the urban areas densify highlights the need to improve safety and equity outcomes.

As the map below shows, Highway 99W presents a significant risk to users of the corridor.



A comprehensive corridor study would help identify and potentially engineer effective safety mitigations to ensure the safety of all roadway users with an emphasis on those either choosing not to drive or unable to for whatever reason. To address these concerns, the planning process needs to address the needs of all of these users. One goal of the planning process will be to address the need for safer crossings, better pedestrian and better cycling facilities throughout the corridor.

Planning investments in the corridor would also look for better opportunities to take drivers off the road without displacing the cars onto surrounding surface streets, which often leads to moving the safety concerns instead of reducing them. Given the demographics of the census tracts surrounding the corridor, this planning process will provide solutions for increasing the safety outcomes for a diverse population of users and identify plans for creating better access to transit.

Not only is the corridor, therefore, reflective of many equity issues within Washington County, the Highway 99W corridor connects eastern most areas identified in Metro and the Regional Transportation Plan's equity areas (communities of color, low income, and low education proficiency) with outer regional equity areas in Yamhill County on the western edge. As the Metro area has grown and become more expensive, many former Metro residents have moved into the Yamhill County area adjacent to Sherwood. This population is still likely to be commuting into the Metro area for employment. And upon completion of the Southwest Corridor light rail extension, it is more likely that users will be using Highway 99W to connect to the new transit option. Without a full study of the corridor, the problems of high-injury accidents and increased conflicts between modal types will merely increase without a chance for a comprehensive solution.

*Can you share more data on equity and communities of color along this corridor?*

The Coalition of Communities of Color's *Leading with Race: Research Justice in Washington County* report identified that 1 in 3 people in Tigard, Tualatin and Sherwood are people of color.

As part of ODOT's initial Hwy 99W scoping exercise, the project team did some demographic analysis of the 9-mile corridor, which passes through a variety of places ranging from a National Wildlife Refuge to industrial employment lands to King City and downtown Tigard and found:

- o As of the 2010 Census, 13% of the residents of the Census Blocks that intersect the ½ mile buffer around the Highway 99W corridor claimed Hispanic or Latinx ethnicity, and 17% reported a racial category other than white/Caucasian.
- o Approximately one in eight residents of the Census Tracts within the corridor buffer area lives in poverty.
- o Two of the adjacent Census tracts (both near the connection to 217) have poverty rates of 22.5% and 28.3%, compared to the regional average of 12.9%.
- o The 2013-17 American Community Survey (ACS) data for the corridor buffer Census Tracts show that roughly 6% of the residents have a disability.
- o Approximately one in twenty residents speak a language other than English at home and speak English less-than-well.
- o Approximately one in twenty residents speak a language other than English at home and speak English less-than-well.

*What is the vision you have for this corridor as it relates to multimodal investments and impacts to marginalized communities?*

A first step in creating a corridor plan is to develop a vision. In working with ODOT to provide an initial scoping for the plan, the local partners have created a vision statement for the plan: “develop a blueprint to guide the transformation of Highway 99W into a transit-supportive multimodal corridor.” Based on previous planning efforts, we know that transit in the corridor is currently limited, and that bicycle lanes and sidewalks are incomplete. In addition, the access to transit is insufficient. The corridor plan will focus on improvements to the entire system, focusing on the multi-modal opportunities that can relieve other safety concerns.

One of the first steps in the planning process will be engaging historically marginalized communities who live in or use the corridor to better understand their needs, challenges, and desired equity and safety outcomes. The initial scoping exercise that ODOT has undertaken included interviews with advocacy groups and social services. In those interviews we have heard that traditionally marginalized communities about concerns with job access and environmental harm from congestion, safety concerns of aging infrastructure or lack thereof, and the lack of quality transit.

*How have you or do you plan on engaging with impacted or potentially impacted communities?*

ODOT’s initial scoping exercise has included stakeholder interviews with partner agencies, elected officials, education/school districts, advocacy groups, human and social services, affordable housing, Chambers of Commerce, first responders/law enforcement. These stakeholder interviews have been informative for scoping the engagement work that will be included as a part of the larger study. Additional engagement for this corridor can be informed by the successful strategies developed through the Southwest Corridor Equitable Development Strategy (SWEDS).

Tigard has a demonstrated track record of robust community engagement focusing on historically marginalized communities. Three current and recent examples include the *Washington Square Regional Center Plan Update*, *Tigard’s New Tigard Triangle: Planning for Equitable Development*, and the *Southwest Corridor Equitable Development Strategy*.

- o The Washington Square project consultant team includes Verde, a community based organization, who also assisted the city with community engagement on the Metzger Community School Project. In addition to a commitment to engaging with the surrounding communities, the WA Square project will conduct a residential displacement analysis to understand how redevelopment will impact housing in and outside the regional center with recommendations on tools to address displacement risks.
- o The New Tigard Triangle project contracted with Unite Oregon to get community feedback on urban renewal project priorities. The top ranked projects include supporting affordable housing, parks, and Hwy 99W pedestrian improvements (within the Urban Renewal district).
- o The City of Tigard worked with Unite Oregon to hold two community meetings (in four languages) regarding transit justice, impacts on housing and displacement. Resulting in a Community Letter for Residents Needs to Stay in Place AND a third community meeting AND public hearing hosted in four languages regarding the Southwest Corridor Light Rail Draft Environmental Impact Statement. A fifth meeting was held in January 2020 in conjunction with COT, Portland, Metro, Unite Oregon and Proud Ground about Keeping the SW Corridor

Affordable as a follow up to this work and investigating potential strategies such as land banking.

In 2019, through the Tualatin 2040 project, the project culminated in the successful passage of Tualatin's first-ever affordable housing strategy. The project was a significant step for equitable community engagement, as the following new actions were performed:

- o Spanish translation of all meeting minutes and important documents
- o Spanish interpretation offered at all public meetings
- o Engagement tracking of race, age, income, and gender for all community engagement to identify where audiences were or were not being reached
- o Intentionally diverse selection of advisory committee members for race, income, gender, and age
- o Coordination with Tualatin's Diversity Task Force that informed outreach materials, methods, and housing strategies presented to the public and City Council

In working towards a successful planning project, we are prepared to continue with this level of engagement to ensure that participation in the planning process is inclusive and specifically seeks out the needs and expectations of those that are most impacted by the Highway 99W corridor in all cities and in-between.

*Please provide additional information about affordable housing in this corridor.*

Within the corridor, 53% of the housing units within a half mile of the highway are rental apartments or condos.

In Tigard, there are 952 existing regulated affordable housing units in 23 complexes within a half mile of the highway. In addition, with the support of Community Partners for Affordable Housing (CPAH), Washington County and others, within Tigard there are over 1,000 units of affordable housing in the pipeline, near or adjacent to 99W, including:

- Fields Apartments (in construction, 260 units)
- Red Rock Creek Commons (in construction, 48 units)
- 72nd and Baylor (in building permit review, 80 units)
- Senior Center Housing (in design, 50-60 units)
- Related NW Housing Development (in design, 140-150 units)
- CPAH project (in feasibility, units unknown)

Tualatin established its first-ever affordable housing strategy in 2019 and is actively engaged with affordable housing developers to locate a site.

King City was recently approved by Metro for an urban growth boundary expansion that will nearly double the population. The new area will provide a diversity of housing and jobs, which is in line with Metro's 2040 Growth Concept.

As all the housing comes online, travel demands in the corridor will increase. To ensure that affordable transportation options are aligned with the new affordable housing investments, now is the time to complete the corridor plan.

*How could this investment leverage other regional or local investments? (Consider transportation as well as housing, parks and nature, and other priorities.)*

A comprehensive Hwy 99W corridor plan can identify opportunities for strategic investments in the corridor from multiple funding sources – leveraging other public and private investments.

Highway 99W is closely connected to the SW Corridor project, as it will provide access to future station areas. Improving transit and non-motorized access along and across 99W will support the use of the new light rail line.

Several of the affordable housing projects noted above are expected to utilize funding from the recent regional affordable housing measure.

A complete plan could also leverage regional and local investments by identifying how to complete gaps in regional trails and other active transportation improvements. The Highway 99W Corridor connects to several trails which could compete for funding from the 2019 regional parks and nature bond measure.

Trails in the corridor include: Red Rock Creek

- o Westside Trail
- o Ice Age Tonquin Trail
- o Tualatin River Greenway
- o Tualatin River National Wildlife Refuge

The corridor connects the downtown areas of Sherwood and Tigard, which have had significant investments in recent years. Plans for future improvements which can be leveraged with the 99W Corridor plan.

Finally, Highway 99W supports resiliency, clean air, water, and healthy ecosystems as it connects to the Tualatin River National Wildlife Refuge. In addition, good planning will assist in improving a patchwork stormwater system as improvement projects can be planned for proper coordination.

*If you aren't able to get the full requested amount, are there phasing opportunities?*

- This request is for planning funding only, which can be scaled accordingly by limiting the detail in the level of design for potential improvements.
- A minimum of \$1 million is necessary for comprehensive community engagement to develop the corridor vision.
- Additional funding would support identification of specific projects, development of planning level cost estimates, prioritization of projects and preliminary design.



# WASHINGTON COUNTY OREGON

October 29, 2019

Dear "Get Moving 2020 Task Force" and Metro Council:

On behalf of the Washington County Board of Commissioners, and with support from our project partners ODOT and the cities of Tigard, King City, Tualatin and Sherwood, I am requesting the Task Force and Metro Council to designate Highway 99W as a Tier 1 corridor in the Get Moving 2020 measure for corridor planning funds. The regional impact and value of Hwy 99W transcends local jurisdictions. Even with more than 27 related local plans, no unifying strategy guides how this critical transportation corridor will serve local, regional and state needs as growth pressures continue to stress our shared infrastructure network. With Get Moving 2020 funding, the cities of Tigard, King City, Tualatin and Sherwood, the County and ODOT will work together in a planning process to define the future of this increasingly outdated, yet critically important, transportation corridor.

Highway 99W is a regionally-important facility. Like many other urban state highways, it is not suited for today's traffic congestion and increasingly multi-modal needs. It links the cities of southern Washington County and connects the Portland Metro area to the greater Willamette Valley. It provides access to 10 percent of Washington County's population and 20,500 jobs are located within a half-mile of the highway. The cities of Tigard, King City, Tualatin and Sherwood are experiencing high growth rates and are projected to continue to do so over the next 20 years, particularly as new urban residential areas are developed and employment grows in the south county industrial area.

While some of the needs along Highway 99W have been identified through other planning efforts, the corridor lacks a unified vision for future growth and needed investments. The corridor planning process will develop a corridor vision and include outreach targeted to communities of concern, an inventory of needs and opportunities, project cost estimates and priorities, and a funding strategy. The 99W Corridor plan will inform a future pipeline of projects that support multimodal needs and land use goals. This plan can leverage opportunities with other regional efforts, including implementation of the 2018 Housing Bond, the 2019 Parks and Nature Bond and the SW Corridor light rail project.

The corridor planning effort is estimated to require between \$3.5 and \$5 million dollars to complete. The attached application responds to the information requested by Metro staff to move a Tier 2 corridor to Tier 1 for corridor planning.

Thank you for your consideration.

Sincerely,

Chair Kathryn Harrington  
Washington County Board of Commissioners

cc: Board of County Commissioners

**Board of County Commissioners**

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072  
phone: (503) 846-8681 • fax: (503) 846-4545

## Highway 99W

The regional impact and value of Highway 99W transcends local jurisdictions. More than 30 related local plans have been completed, but no unifying strategy guides how this corridor will serve local, regional and state needs as growth pressures continue to stress our shared infrastructure network. Working together, Washington County, ODOT and the cities of King City, Sherwood, Tigard and Tualatin would like Metro support for a planning process that will define a new future for an increasingly outdated transportation facility.

### 1. Description of the goal, location and scope of the possible planning project

The Highway 99W Corridor Plan will provide a blueprint to guide the transformation of Highway 99W into a transit-supportive multimodal corridor. Oregon Highway 99W links the Portland Metro area to the Willamette Valley and the Oregon Coast. Within Washington County, 99W connects the cities of Tigard, Tualatin, King City and Sherwood, as well as stretches of unincorporated County lands. ODOT owns and manages the highway, which currently serves 48,000 daily vehicle trips and TriMet bus lines 93, 94, 12 and 64. As a state freight route, 99W is a key link for statewide goods movement. It has discontinuous bike lanes and sidewalks, with limited marked or protected pedestrian crossing opportunities.

The Highway 99W Corridor Plan will identify investments and policies necessary to improve multimodal safety, transportation system management, economic activity, development and land use revitalization. The project will extend 10 miles along Highway 99W from I-5 near the Portland city limits to south of Brookman Road in Sherwood, and will include analysis of the adjacent and nearby land uses. Historically, Highway 99W has functioned as an automobile-dominated travel corridor. As the metropolitan area has grown, the development pattern focused on highway-oriented retail and services for the growing communities along the corridor. Today, Highway 99W is characterized by strip commercial development with many aging commercial structures that could redevelop. It is one of the region's high-injury corridors, **with 31 serious crashes reported between 2010 and 2014**. The highway's current design does not provide for the range of safe and accessible travel choices that nearby communities need.



Figure 1: Highway 99W in Washington County

The Highway 99W Corridor Plan will involve extensive public outreach to engage communities in close proximity to the corridor, as well as people who use the corridor for trips throughout the region. Early analysis will identify communities of concern, and the public outreach will include targeted engagement of transportation-disadvantaged communities.

The goals of the project are to:

- Develop a unified vision for the corridor through extensive public and stakeholder outreach
- Assemble a list of the needs, opportunities and constraints
- Conduct market analyses and identify potential investment strategies for road, transit and land use improvements
- Determine how 99W and the surrounding local transportation networks should be improved and managed to balance local, regional and long-distance travel needs
- Identify transportation infrastructure projects, service enhancements and potential funding sources
- Develop a strategy for economic resilience, adaptation and growth
- Identify potential land use and transportation system plan changes to build equitable multimodal, transit-supportive communities along the corridor

## **2. Consistency with the 2018 Regional Transportation Plan's policies, mobility corridors and/or project list.**

The 2018 Regional Transportation Plan (RTP) identifies the Highway 99W corridor as a major arterial from its origin in Portland at I-5 to the eastern border of the city of Sherwood, and as a throughway from Sherwood to the County line with Yamhill County. Per the RTP, an arterial is intended to provide general mobility for travel and to serve as an important connection to major commercial, residential, industrial and institutional centers. Highway 99W provides important linkage and connection to the throughway network both at I-5 and as a connection farther south to the Willamette Valley and to coastal communities. The 2018 RTP further designates Highway 99W as a main freight route connecting major activity centers to other areas in Oregon and beyond.

In addition, Highway 99W is designated as both a Pedestrian and Bicycle Parkway in the 2018 RTP. These designations are for the facilities with the highest existing or potential non-motorized demand that serve important destinations. Pedestrian Parkways are intended to connect people to frequent transit service (both existing and planned). Regional Bicycle Parkways provide a spider web-grid pattern and connect to and through every urban center, many regional destinations, most employment and industrial land areas, regional parks and natural areas.

The 2018 RTP designated Highway 99W as a frequent bus corridor (FBC) with future high-capacity transit (HCT) service. Figure 2 shows an existing bus stop on 99W, which has a bus pull out, but lacks other



Figure 2: Existing bus stop along 99W

amenities for transit users, and is not surrounded by transit-supportive land uses. Frequent bus corridors (FBCs) should have 15-minute frequency throughout the day and on weekends (based on demand). FBCs may also include transit-preferential treatments, such as reserved bus lanes and transit signal priority, and enhanced passenger infrastructure along the corridor and at major bus stops, such as covered bus shelters, curb extensions, special lighting and median stations. Future HCT corridors are identified as areas that need additional concept planning to identify transit investments which could include bus rapid transit, rapid streetcar, light rail and commuter rail. Current bus service on Highway 99W is not operating at or near frequent service levels, as shown in Table 1.

**Table 1: Bus Service**

| Line                    | Current Headway                                                               |                         | Future Plans                                                                                                        |
|-------------------------|-------------------------------------------------------------------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------|
|                         | Peak                                                                          | Off-peak                |                                                                                                                     |
| 12-Sandy/Barbur         | 15                                                                            | 15                      | Discontinued, to be replaced by SW Corridor                                                                         |
| 64-Marquam Hill/Tigard  | 30 (peak direction only)                                                      | N/A                     | Discontinued, to be replaced by SW Corridor                                                                         |
| 93-Tigard/Sherwood      | 25 (PM northbound)<br>36 (AM southbound)<br>38 (AM northbound, PM southbound) | 45                      | To be improved to 10 minutes peak, 20 minutes off-peak and extended to Barbur Transit Center when SW Corridor opens |
| 94-Pacific Hwy/Sherwood | 10 (peak direction)<br>45 (non-peak direction)                                | 45 (no weekend service) | Discontinued, to be replaced by SW Corridor and additional Line 93 service                                          |
| 94-Tigard/Basalt Creek  | N/A                                                                           | N/A                     | New line between Tigard TC and Coffee Creek via OR 99W, 124 <sup>th</sup> , Basalt Creek, Grahams Ferry             |

The SW Corridor Light Rail Transit (LRT) project extends light rail from Portland to the Tigard Triangle, Tigard and Bridgeport Village in Tualatin. Enhanced bus service on 99W between Sherwood, Tualatin and Tigard would support access to the SW Corridor LRT.

### **3. Consistency with Metro's 2040 Plan and the land use implications of the project**

Highway 99W is identified as a “Corridor” on the 2040 Growth Concept Map. The Highway 99W corridor serves three town centers: King City, Sherwood and Tigard. Town centers are intended to provide distinctive public spaces and commercial nodes in an environment that encourages walking, biking and transit. This project will consider the land use context along the corridor and identify potential for updating zoning and development codes to support the corridor vision.

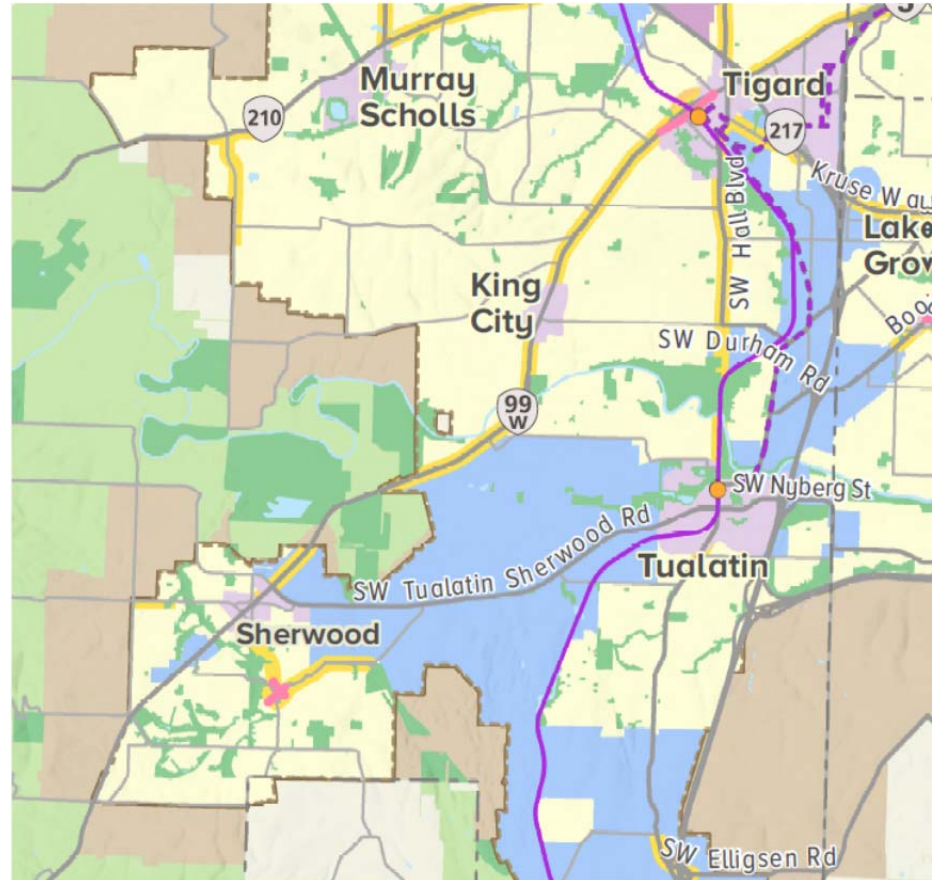


Figure 3: 99W in Metro's 2040 Growth Concept

### **4. List of Task Force and Metro Council outcomes that planning process will focus on delivering**

*The Metro Council and Regional Transportation Funding Task Force has identified the following Key Investment Measure Outcomes*

**Improves Safety** – Highway 99W was identified in the 2018 RTP as a High-Injury Corridor by Metro. The Highway 99W Corridor Plan will review crash reduction factors and develop an actionable list of safety enhancements intended to improve the safety of the Highway 99W corridor and provide multimodal travel options. The improvements list will prioritize and address safety and mobility needs for all modes and work towards the region’s transportation safety aspirations.

**Prioritizes Investments that Support Communities of Color** – As of the 2010 census, 17% of the residents of the census blocks within a half-mile of Highway 99W self-identified as non-white. The outcomes of this work will include equitable transportation investment strategies for communities of color. The envisioned transit corridor enhancement improvements will provide opportunities for all residents by connecting to the SW Corridor LRT project and key regional destinations. These transit connections will provide opportunities for lower-wage earners to access a range of employment throughout the region. Highway 99W is a gateway into the Metro area for Yamhill County and areas

west, where housing is less expensive than in the Metro area. The resulting transit corridor will increase the equitable benefits of the transportation system region wide. This project will build on the SW Corridor Equitable Development work.

**Makes it Easier to Get Around** – The Highway 99W corridor is well suited to evolve into a transit-supportive multimodal corridor. The roadway currently experiences considerable congestion during significant portions of the day, including weekends. Managing Highway 99W corridor traffic, investing in safety improvements and enhancing the multimodal transit-supportive attributes of the corridor will make the corridor an easier, safer and more reliable place to get around/travel through. Providing a complete multimodal network is an important step in enhancing the mobility of the communities along the corridor.

**Supports Resiliency** – Highway 99W serves as one of the major connections between the region and the Willamette Valley and Oregon Coast. It provides redundancy for I-5. Opportunities to improve the resiliency of the corridor and to support network redundancy will be identified. ODOT identified Highway 99W as a Tier 1 lifeline route, which means it is considered a route that will play a critical role in emergency response and evacuation after a seismic event.

**Supports Clean Air, Clean Water and Healthy Ecosystems** – As the multimodal elements of the corridor plan are implemented, there will be safe opportunities for travel choices that reduce transportation-related impacts to air quality and limit greenhouse gases. Additionally, opportunities for access to nature abound throughout the Highway 99W corridor. Red Rock Creek, Fanno Creek, the Tualatin River Greenway and the Tualatin River National Wildlife Refuge all offer access to premier natural environments within the urban context of the corridor. As transportation investments are made based on the resulting plan, the improvements will address existing water quality and mitigate any new impacts.

**Supports Economic Growth** – As of 2017, there were about 20,500 jobs within a half-mile of the Highway 99W corridor. These jobs tend to have lower-than-average wages than elsewhere in Washington County (about two-thirds of the current annual income of employees in Washington County). Metro's housing database identifies 17,200 housing units within a half-mile of Highway 99W, of these, 53% are apartments or condos. The buildable lands inventory identified the potential for an additional 4,000-plus housing units within the Highway 99W corridor. The Highway 99W Corridor Plan will identify a set of solutions to support and facilitate redevelopment, while preserving affordable housing for those who live and work in the corridor. The corridor serves growing communities both within the Metro region and in the rest of the Willamette Valley. Highway 99W provides an important connection to the growing employment areas in the south County area.

**Leverages Regional and Local Investments** – The Highway 99W Corridor Plan will enhance and extend the regional investment in the SW Corridor LRT project. The LRT project will connect with the Highway 99W corridor in the Tigard Triangle and at the Tigard town center. The Highway 99W Corridor Plan will leverage the LRT investment to develop the rest of 99W as a transit-supportive corridor. This corridor also includes the Tualatin River and the future Ice Age Tonquin Trail, which are included in Metro's 2019 Parks and Nature Bond measure as target area investments.

## **5. Time for the project, including key milestones from planning to public engagement to construction, with start/end dates**

The Highway 99W Corridor Plan is envisioned as a multifaceted interdisciplinary effort, involving both technical analysis and community engagement. Part of the effort includes identifying and empowering champions to facilitate the process. This project is multiphased and will likely evolve as it progresses. A general outline of project phases is identified below. ODOT is currently working on a scoping effort that will inform this work. The project timeframe is estimated between two and three years for the first three phases of work. Plan implementation will be dependent on policy guidance from elected officials and available funding.

### ***Phase 1 – Project Formation, Existing Conditions Analysis and Preliminary Infrastructure Assessment***

The first phase will establish the structure of the study, develop an equity-informed public engagement plan, consolidate existing plan documents and conduct technical analysis to support definition of the purpose and need statement. This phase will also include inventorying the existing corridor infrastructure.

### ***Phase 2 – Corridor Vision and Purpose and Need Statement***

This phase of the project will result in a corridor vision statement, developed through community engagement and in coordination with the jurisdictions along the corridor. Scenario-planning tools will inform the corridor visioning process and will incorporate results from prior plans for infrastructure improvement and service-enhancement concepts. The project will also develop corridor land use and local transportation system concepts to support the corridor vision. This phase will include analysis of tradeoffs and evaluation of potential funding strategies.

### ***Phase 3 – Identify and Prioritize Opportunities and Develop Plan***

This phase will use evaluation criteria identified through the visioning process and public outreach to prioritize identified policies, projects and transit service, and to develop final plan documents. The plan will include a proposed prioritized list of improvements and an implementation strategy. Community members will be involved in defining the final plan.

### ***Phase 4 – Plan Implementation and Monitoring***

Elements of the corridor plan will be adopted into local Comprehensive Plans, the Regional Transportation Plan and other relevant documents. Project partners will seek funding for infrastructure construction to achieve the corridor vision.

## **6. Identification of any previous planning processes in the area, as well as any public engagement that has occurred or is planned.**

This project will leverage a number of jurisdiction-based planning projects that have been completed along the Highway 99W corridor and surrounding areas. Over 30 planning projects have considered portions of this corridor and can be synthesized to inform comprehensive plans for the entire 10-mile corridor. These planning efforts have engaged the respective communities in a variety of ways. Additionally, there are currently programmed capital projects along the corridor that will be captured in the project materials.



October 29<sup>th</sup>, 2019

Commissioner Pam Treece  
Commissioner Jessica Vega Pederson  
C/O Metro  
600 NE Grand Ave.  
Portland, OR 97232

Dear Commissioners Treece and Vega Pederson:

I am writing on behalf of TriMet to include Highway 99W for corridor planning in the T 2020 regional funding measure. The Highway 99W connects Portland to the growing communities of Tigard, Tualatin, King City, Sherwood and Washington County with roads while the region is investing in transit connections in the same corridor with the Southwest Corridor project.

This complete corridor-wide vision for roads and transit will help guide future investments in this important corridor. The outcomes of this corridor plan will result in a land use and transportation vision, extensive outreach targeted to communities of concern, an inventory of needs and opportunities, economic development, project cost estimates and prioritization, and identification of funding sources to construct prioritized projects. These will result in a better transit-supportive, multi-modal environment and increased transit oriented development with the ultimate result of higher transit mode share.

We are encouraged that Metro Council and the Task Force have identified so many important projects as a part of the preparation for a regional funding measure in 2020. The Highway 99W corridor planning effort will meet the target outcomes identified by Metro Council, specifically the improved safety, investments that support communities of color, and supporting economic development. Highway 99W is a critical transportation facility for our region. Planning for 99W will inform a future regional pipeline of projects that are cost-estimated and ready for construction as funding becomes available. We support include Highway 99W in the regional funding measure.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bernie", written over a light blue circular background.

Bernie Bottomly  
Executive Director



# Oregon

Kate Brown, Governor

## Department of Transportation

Matthew L. Garrett Building  
123 NW Flanders St  
Portland, Oregon 97209-4012  
Phone: (503) 731-8356  
Fax: (503) 986-5780

October 31, 2019

Metro Council Office  
600 NE Grand Ave  
Portland, OR 97232

To the members of the Metro Council and of the Transportation Funding Task Force,

I am writing to acknowledge our partners' nomination of the 99W corridor for inclusion in the regional funding measure.

OR-99W from Tigard to Sherwood plays an essential role in our regional and state transportation systems. This corridor connects Washington County communities to the Portland Metro area, the greater Willamette Valley, and the coast. In the absence of one unifying plan for the corridor, ODOT and our local partners have yet to determine how this route can best serve the communities it traverses and the traveling public. While previous planning efforts have identified some needs and improvements, we lack a comprehensive set of shovel-ready projects.

Considering the needs of all users, all modes, and all communities in the corridor will require a multijurisdictional vision and investment strategy – a significant planning effort. If this corridor receives planning funding through the proposed 2020 regional funding measure, ODOT is willing to manage the corridor planning process (to the extent possible as provided by the funds identified). ODOT is currently convening corridor jurisdictions and stakeholders to assess the range of needs, interests, and decisions that future planning might explore. We expect to be ready to share our findings in early 2020. This information would provide a solid foundation for a future corridor planning study.

We thank our partners for their collaboration and efforts to highlight the needs of this important corridor, and we thank the Council and Task Force for considering their nomination.

Sincerely,

A handwritten signature in blue ink that reads "Mandy Putney".

Mandy Putney, Policy and Development Manager  
ODOT Region 1



Home of the Tualatin River National Wildlife Refuge

City of Sherwood  
22560 SW Pine St.  
Sherwood, OR 97140  
Tel 503-625-5522  
Fax 503-625-5524  
[www.sherwoodoregon.gov](http://www.sherwoodoregon.gov)

**Mayor**  
Keith Mays

**Council President**  
Tim Rosener

**Councilors**  
Renee Brouse  
Sean Garland  
Russell Griffin  
Doug Scott  
Kim Young

**City Manager**  
Joseph Gall, ICMA-CM

October 29, 2019

Get Moving 2020 Task Force and  
Metro Council  
600 NE Grand Ave  
Portland, OR

**RE: 99W Corridor Planning**

Dear Get Moving 2020 Task Force and Metro Council:

On behalf of the City of Sherwood, I am pleased to submit this letter of support for the inclusion of Highway 99W for corridor planning in the regional funding measure. Highway 99W connects our city to the Portland Metro area and to the greater Willamette Valley. It is a critical regional facility, which, like many other state highways, is not suited for today's traffic congestion and multi-modal needs. Corridor planning for Highway 99W will promote economic development, community livability and address safety issues for pedestrians and bicyclists attempting to travel within the community.

Currently the highway is a distinct divide separating our community. Pedestrians, bicyclists and even vehicles struggle to cross the highway, resulting in community that is not cohesive. While some of the needs along Highway 99W have been identified through other projects, the corridor lacks a unified vision for future investments and growth. The City of believes that creating a unified vision in partnership with the other cities along the corridor, Washington County, ODOT, TriMet, and the community is critical to the success of Highway 99W. The outcomes of this corridor plan will include a corridor vision, extensive outreach targeted to communities of concern, an inventory of needs and opportunities, project cost estimates and prioritization, and identification of funding sources to construct prioritized projects.

We are encouraged that Metro Council and the Task Force have identified so many important projects as a part of the preparation for a regional funding measure in 2020. The Highway 99W corridor planning effort will meet the target outcomes identified by Metro Council, specifically the improved safety, investments that support communities of color, and supporting economic development. Highway 99W is a critical transportation facility for our region.

Planning for 99W will inform a future regional pipeline of projects that are cost-estimated and ready for construction as funding becomes available. We are fully prepared to collaborate with our partner jurisdictions on this important project and we ask you to include Highway 99W in the regional funding measure.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith Mays".

Keith Mays  
Mayor

Cc: Joseph Gall, City Manager  
Julia Hajduk, Community Development Director

October 30, 2019



2020 Task Force and Metro Council  
Attn: Chris Deffebach  
[Christina\\_Deffebach@co.washington.or.us](mailto:Christina_Deffebach@co.washington.or.us)  
Washington County  
Hillsboro, OR 97123

**Re: Recommendation for OR 99W**

Honorable Task Force and Esteemed members of the Metro Council,

On behalf of the City of Tigard, I am pleased to submit this letter of support for the inclusion of Highway 99W for corridor planning in the forthcoming regional funding measure.

Highway 99W is a critical regional facility, which, like many other state highways, is not suited for today's traffic congestion and multi-modal needs. Through a coordinated effort with our coalition partners of Washington County, King City, the City of Tualatin, the City of Sherwood, and ODOT, corridor planning for Highway 99W will support our vision for a more walkable and transit-oriented and supported community.

Tigard is simultaneously served and divided by this historic state highway as it travels over four miles through the heart of our community. Largely limited to automobile travel, Highway 99W provides regional mobility to the Portland Metro area and to the greater Willamette Valley while also providing local access for residents and businesses along the corridor. Although it serves a critical transportation function, it should come as no surprise that the corridor fails to provide a level of service (through facility design and surrounding land uses) required to support desired transit, walking, and cycling modes of travel.

While some of the needs along Highway 99W have been identified through other projects, the corridor lacks a unified vision for future investments and growth. The City of Tigard believes that creating a unified vision in partnership with the other cities along the corridor, Washington County, ODOT, TriMet, and the community is critical to the success of Highway 99W. The outcomes of this corridor plan will include a corridor vision, extensive outreach targeted to communities of concern, an inventory of needs and opportunities, project cost estimates and prioritization, and identification of funding sources to construct prioritized projects.

We are encouraged that Metro Council and the Task Force have identified so many important projects as a part of the preparation for a regional funding measure in 2020. The Highway 99W corridor planning effort will meet the target outcomes identified by Metro Council, specifically the improved safety, investments that support communities of color, and supporting economic development.

Highway 99W is a critical transportation facility for our region. Planning for 99W will inform a future regional pipeline of projects that are cost-estimated and ready for construction as funding becomes available.

We ask you to include Highway 99W in the regional funding measure.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'J. Snider', with a stylized flourish at the end.

Jason B. Snider, Mayor  
City of Tigard, OR

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<sup>[1]</sup> See Comments of ExteNet at 5; Comments of CTIA at 8; Comments of the Competitive Carriers Association at 6; Comments of T-Mobile at 8-9.

<sup>[2]</sup> See Small Cell Order n.233.

<sup>[3]</sup> See, e.g. Comments of T-Mobile at 8-9 (arguing that the mere fact that a rate exceeds the safe harbor amount is “a further reason preemption is clearly warranted”).



# City of Tualatin

[www.tualatinoregon.gov](http://www.tualatinoregon.gov)

October 30, 2019

Metro  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear 2020 Task Force and Metro Council,

On behalf of the *City of Tualatin*, I am pleased to submit this letter of support for the inclusion of Highway 99W for corridor planning in the regional funding measure. Highway 99W connects our city to the Portland Metro area and to the greater Willamette Valley. It is a critical regional facility, which, like many other state highways, is not suited for today's traffic congestion and multi-modal needs. Corridor planning for Highway 99W will support our community's vision for a safe and accessible transportation system, improving options for first and last mile connections, and leveraging investments in the Southwest Corridor Plan.

While some of the needs along Highway 99W were identified through other projects, the corridor lacks a unified vision for future investments and growth. The City of Tualatin believes that creating a unified vision in partnership with the other cities along the corridor, Washington County, ODOT, TriMet, and the community is critical to the success of Highway 99W. The outcomes of this corridor plan will include a corridor vision, extensive outreach targeted to communities of concern, an inventory of needs and opportunities, project cost estimates and prioritization, and identification of funding sources to construct prioritized projects.

We are encouraged that Metro Council and the Task Force have identified so many important projects as a part of the preparation for a regional funding measure in 2020. The Highway 99W corridor planning effort will meet the target outcomes identified by Metro Council, specifically the improved safety, investments that support communities of color, and supporting economic development. Highway 99W is a critical transportation facility for our region. Planning for 99W will inform a future regional pipeline of projects that are cost-estimated and ready for construction as funding becomes available. We ask you to include Highway 99W in the regional funding measure.

Sincerely,

Frank Bubenik, Mayor  
City of Tualatin



# City of King City

15300 S.W. 116th Avenue, King City, Oregon 97224-2693

Phone: (503) 639-4082 • FAX: (503) 639-3771

[www.ci.king-city.or.us](http://www.ci.king-city.or.us)

October 29, 2019

Dear 2020 Task Force and Metro Council,

On behalf of the *City of King City*, I am pleased to submit this letter of support for the inclusion of Highway 99W for corridor planning in the regional funding measure. Highway 99W connects our city to the Portland Metro area and to the greater Willamette Valley. It is a critical regional facility, which, like many other state highways, is not suited for today's traffic congestion and multi-modal needs. Corridor planning for Highway 99W will support our community's vision by addressing multimodal transportation concerns in our area including pedestrian, bicycle, automotive and freight transportation. It is our hope that a holistic review and planning effort along the 99W corridor will have a positive outcome to the future transportation needs of the growing region.

While some of the needs along Highway 99W have been identified through other projects, the corridor lacks a unified vision for future investments and growth. King City believes that creating a unified vision in partnership with the other cities along the corridor, Washington County, ODOT, TriMet, and the community is critical to the success of Highway 99W. The outcomes of this corridor plan will include a corridor vision, extensive outreach targeted to communities of concern, an inventory of needs and opportunities, project cost estimates and prioritization, and identification of funding sources to construct prioritized projects.

We are encouraged that Metro Council and the Task Force have identified so many important projects as a part of the preparation for a regional funding measure in 2020. The Highway 99W corridor planning effort will meet the target outcomes identified by Metro Council, specifically access to and for multimodal transportation, improved safety for all modes, investments that support communities of color, provides fluid transportation network and access to regional areas supporting economic development. Highway 99W is a critical transportation facility for our region. Planning for 99W will inform a future regional pipeline of projects that are cost-estimated and ready for construction as funding becomes available. We ask you to include Highway 99W in the regional funding measure.

Thank you for your consideration.

Sincerely,

Kenneth Gibson

Mayor King City