

HWY 99W STUDY

\$1M in Funding Requested
for Hwy 99W Corridor Study



STUDY OVERVIEW

The cities of Tigard, Tualatin, King City and Sherwood are, together, seeking \$1 million in State of Oregon funding for a Highway 99W Corridor Plan Study. This effort is happening in coordination with TriMet, ODOT and Washington County.

The Highway 99W Corridor Study will identify investments and policy updates needed to improve multi-modal safety, transportation system management, economic activity, development and land use along a 10-mile stretch of the State road.

"EARLY LOOK" HAPPENING NOW

ODOT has hired Nelson Nygard to engage stakeholders in a conversation to get input and identify what the full extent of a multi-jurisdiction transportation planning study should include. The "Early Look" will be completed before the beginning of the 2020 Legislative Session.



GOALS OF STUDY

The goal of the study is to determine how 99W should be improved and managed to balance local, regional, and long-distance travel needs. The study will:

- Develop a unified transportation and land use vision for the corridor through extensive public and stakeholder outreach;
- Assemble the needs, opportunities and constraints;
- Conduct market analyses and identify investment strategies;
- Identify multimodal transportation infrastructure projects, service enhancements, and potential funding sources;
- Develop a strategy for economic resilience, adaptation and growth; and
- Identifying potential land use and transportation system plan changes to build multi-modal, transit-supportive communities along the corridor.

ABOUT HWY 99

Oregon Highway 99W stretches from downtown Portland to the Oregon Coast. It is a well-used and often congested commuter, freight, tourist, commercial, retail and emergency route.

Oregon Highway 99W is dominated by car and truck traffic as it courses through Portland, Tigard, King City, Tualatin and Sherwood en route to Oregon wine country, the state's largest Indian casino and the popular central Oregon Coast.

Strip commercial development, aging structures, absence of bus turnouts, truck traffic and frequent ambulance runs to and from King City put stress on the capacity of the highway. Bicycle riders and pedestrians avoid the corridor for safety reasons. It is one of the region's high-injury corridors with 31 fatal crashes each year from 2010 to 2014.

There isn't a comprehensive plan to promote multi-modal use of the corridor, improved safety and reduced congestion.

