



G R E A T P L A C E S

Corridor

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

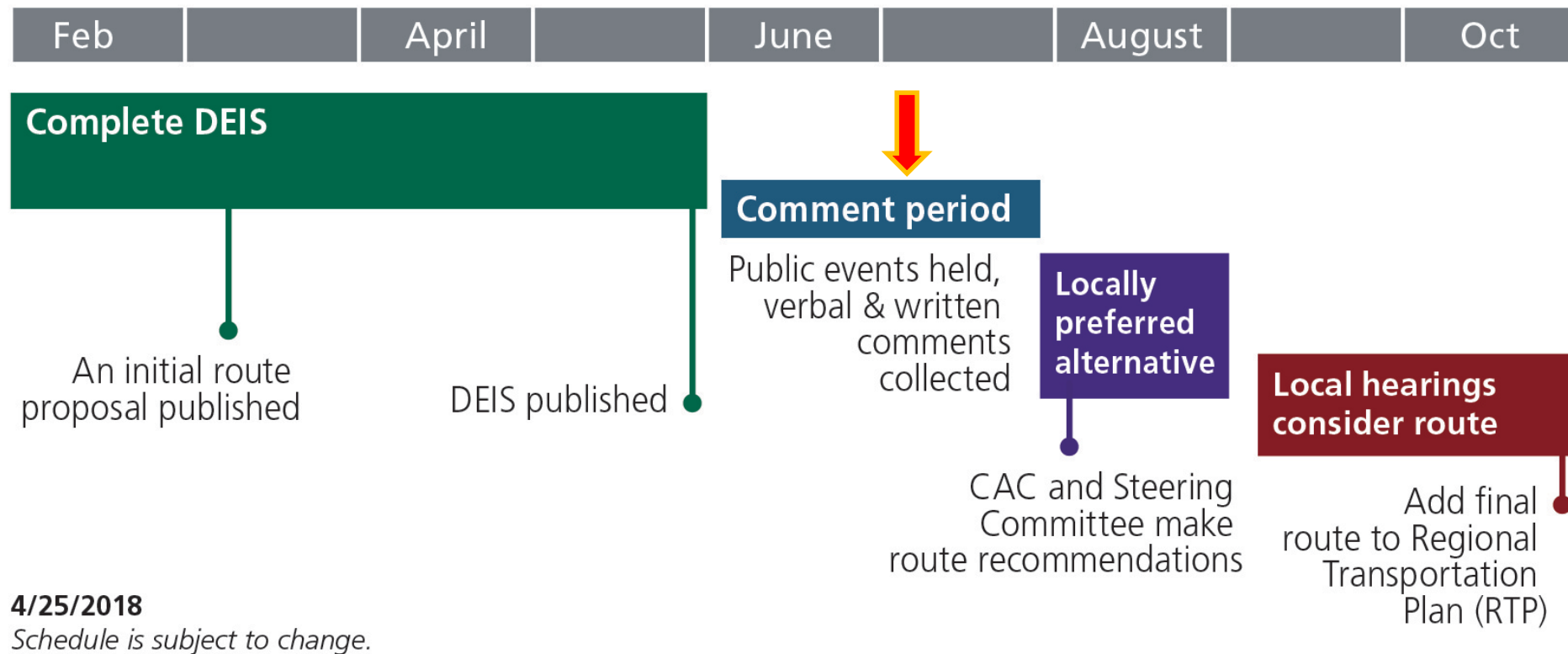
Southwest Corridor Update

TriMet Board Meeting

July 25, 2018

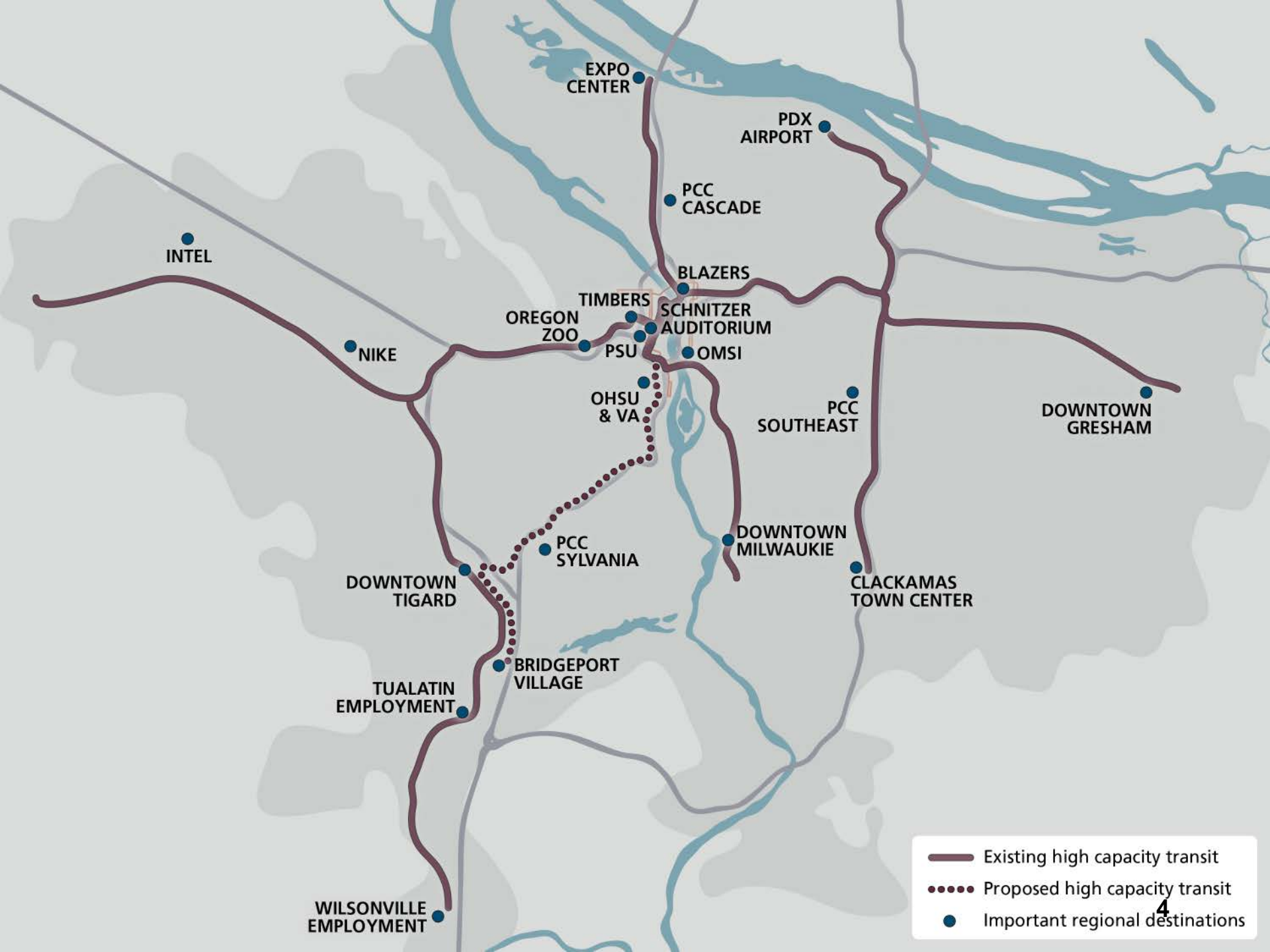
Upcoming decisions

2018 Southwest Corridor light rail project schedule



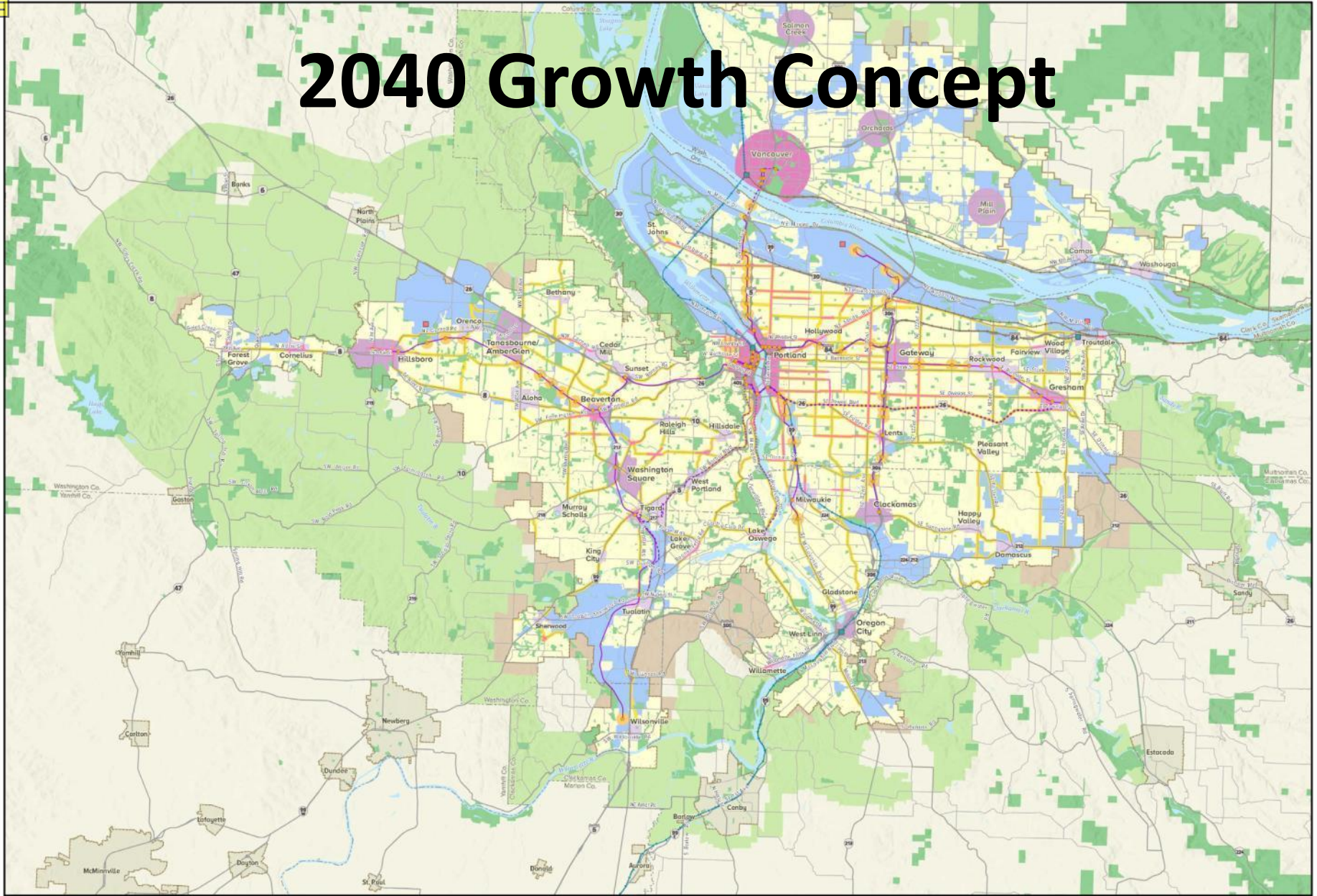
2018 Project Milestones

- | | |
|-----------------|--|
| March | Initial Route Proposal |
| June | Draft Environmental Impact Statement (DEIS); begin 45-day comment period |
| August | Steering Committee recommends Preferred Alternative |
| October | TriMet Board adoption |
| November | Metro Council adoption |



- Existing high capacity transit
- Proposed high capacity transit
- Important regional destinations

2040 Growth Concept



2040 Growth Concept Map

September 2014



The information on this map was derived from digital databases of Metro GIS. Care was taken in the location of this map. Metro cannot accept any responsibility for errors, omissions, or outdated information. There are no warranties, representations or claims, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, neither of us nor any one associated.

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of regional planning efforts including: the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

For more information on these initiatives, visit: <http://www.seametro.gov/2040>

- Central city
- Regional center
- Town center
- Station communities
- Main streets
- Corridors
- Employment land
- Parks and natural areas
- Neighborhood
- Rural reserve
- Urban reserve
- Urban growth boundaries
- Existing high capacity transit
- Planned high capacity transit
- Proposed high capacity transit tier 1
- Mainline freight
- High speed rail
- County boundaries
- Neighboring cities
- Airports
- Intercity rail terminal



There could be 340,000 residents in the Southwest Corridor by 2035-

70,000

more than today.

swcorridorplan.org



255,000
people:

If all the people who work in the Southwest Corridor
were their own city, they'd be bigger than Eugene.

swcorridorplan.org



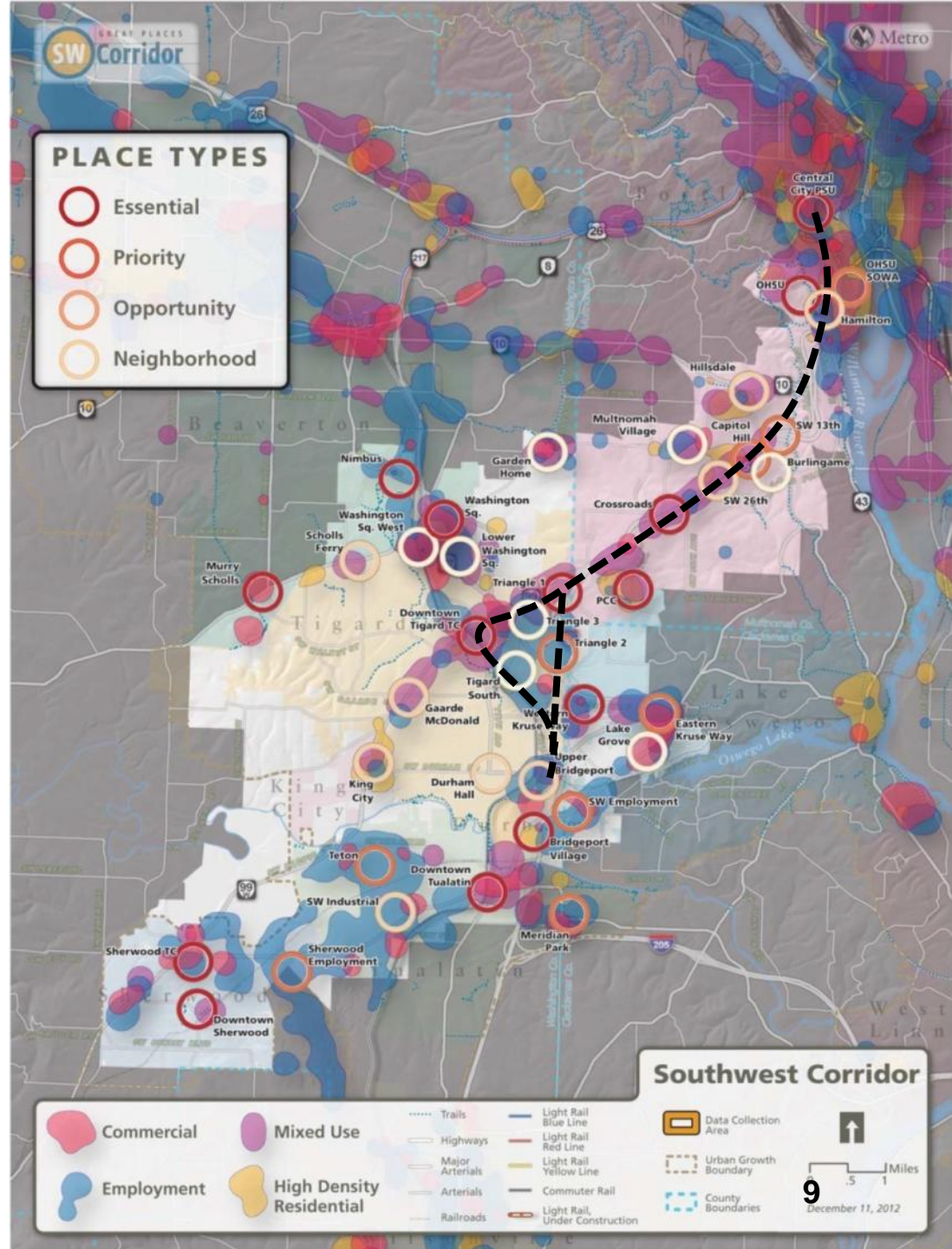
13-17

hours of congestion a day:

That's how bad traffic will be on Interstate 5 between Portland and Tigard in 2035.

swcorridorplan.org

We started
 with land use
 to connect to
 places





Downtown Portland

OHSU

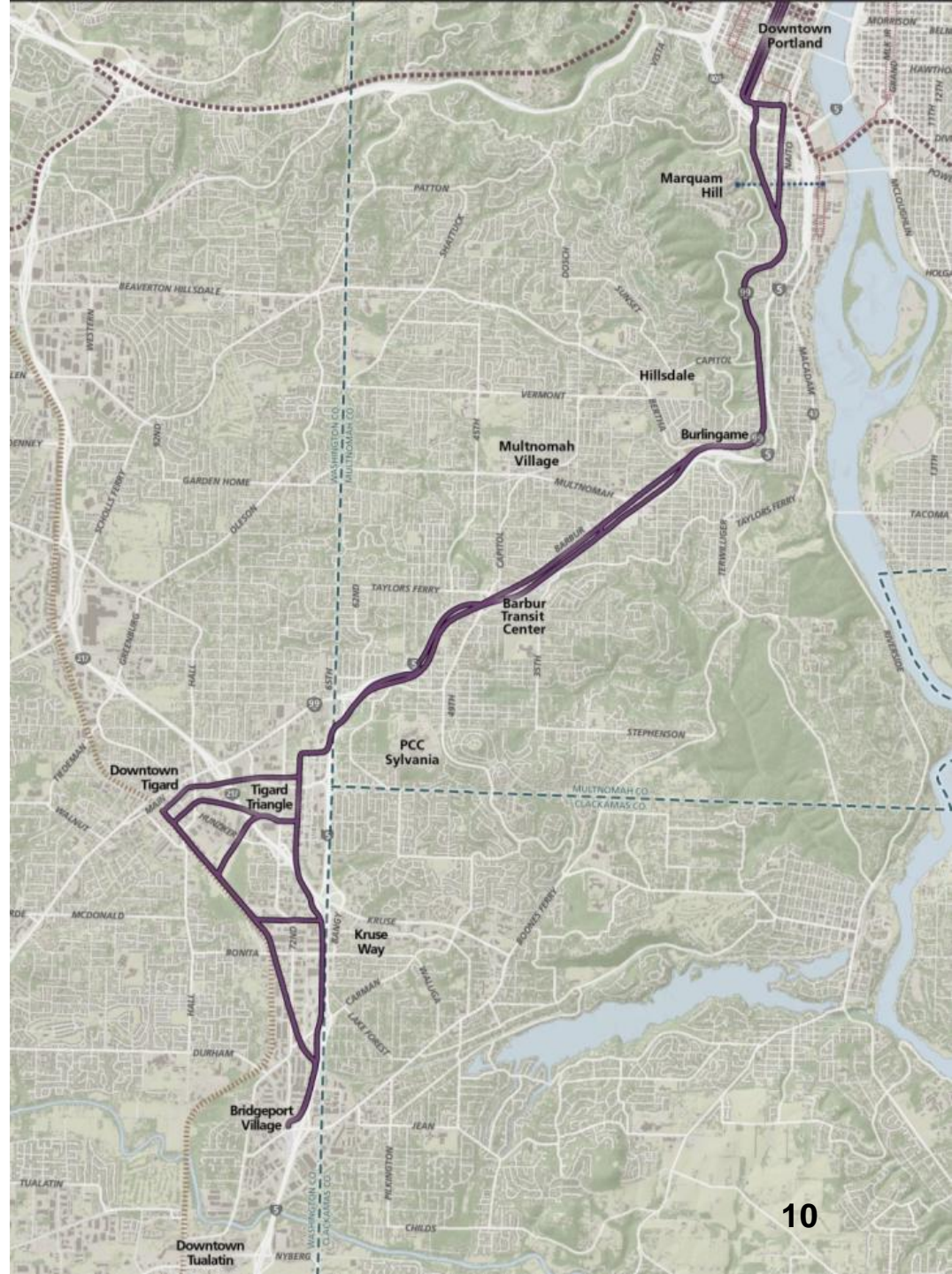
Hillsdale / Burlingame

Barbur Transit Center

PCC Sylvania

**Tigard Triangle +
Downtown**

Bridgeport Village



More than light rail...

- new walk and bike connector between Barbur and **Marquam Hill**
 - 2-mile **shared transitway** to allow buses to bypass traffic congestion
 - shuttle between **PCC-Sylvania** and nearby stations
 - continuous **sidewalks** and **protected bike lanes** where LRT is in Barbur
- ... **Our customers need more mobility options with faster travel times**

Inclusive Growth

Housing

- Portland / Tigard Equitable Housing (funded with Metro grant)
- TriMet's commitment on housing
- Metro bond: \$653M

SW Equitable Development Strategy

- Housing
- Workforce development
- Pilot programs

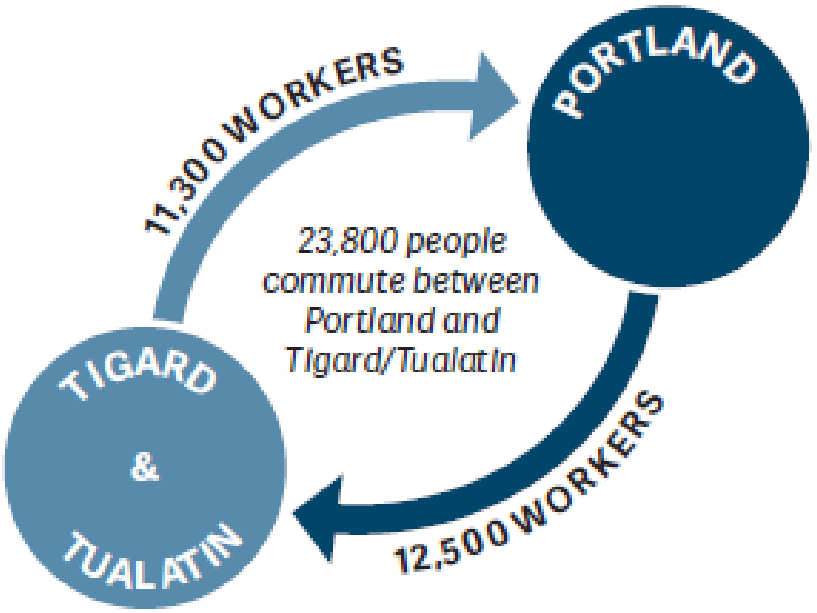
Project Benefits



43,000 riders on the line
on an average weekday in 2035



1 in 5 commuters on MAX
going southbound from downtown during the 2035 PM rush hour



Climate action goals

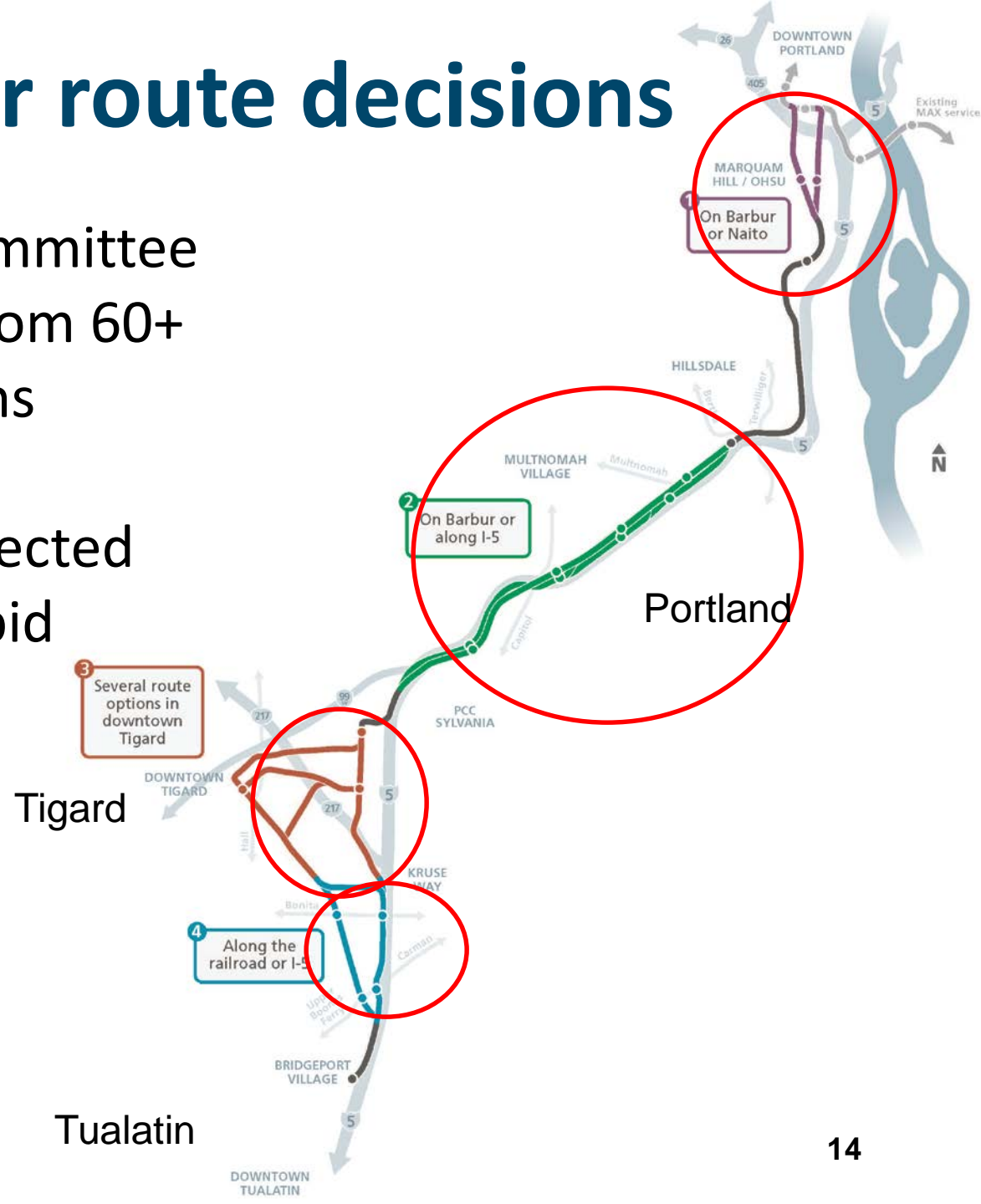
Infill TOD in regional town centers



Major route decisions

Steering Committee narrowed from 60+ route options

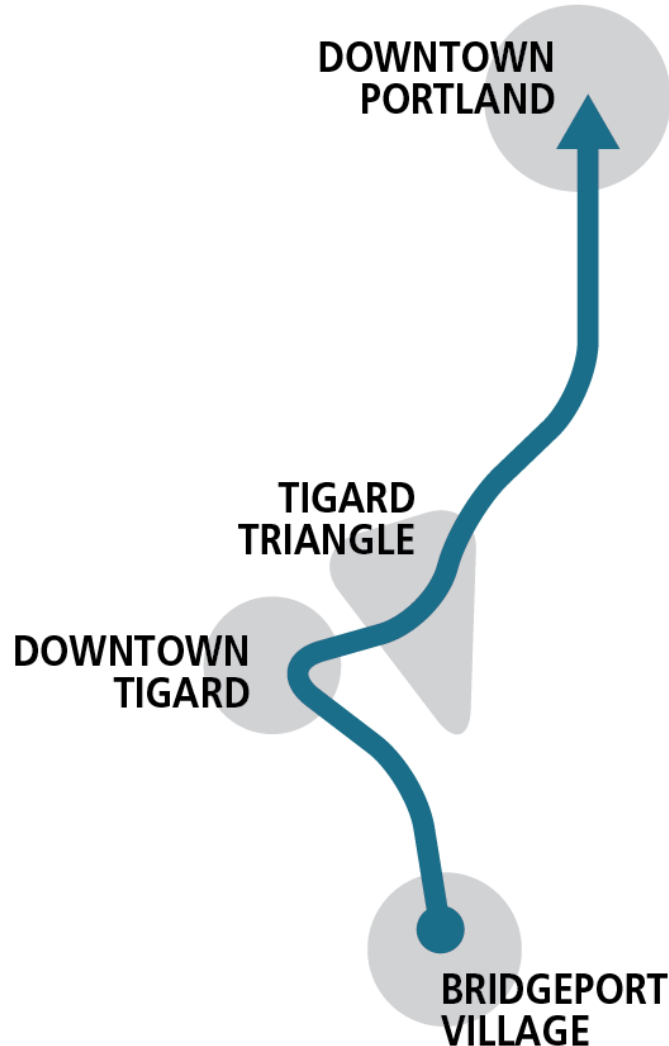
Light rail selected over bus rapid transit



Initial Route Proposal

- Initial partner staff suggestion for the light rail route
- Required for the Draft Environmental Impact Statement (DEIS)
- NOT the Locally Preferred Alternative
- Includes modifications to avoid/minimize impacts to housing, business, and cost identified in DEIS
 - ◆ Will be further studied in Final EIS

Initial route proposal



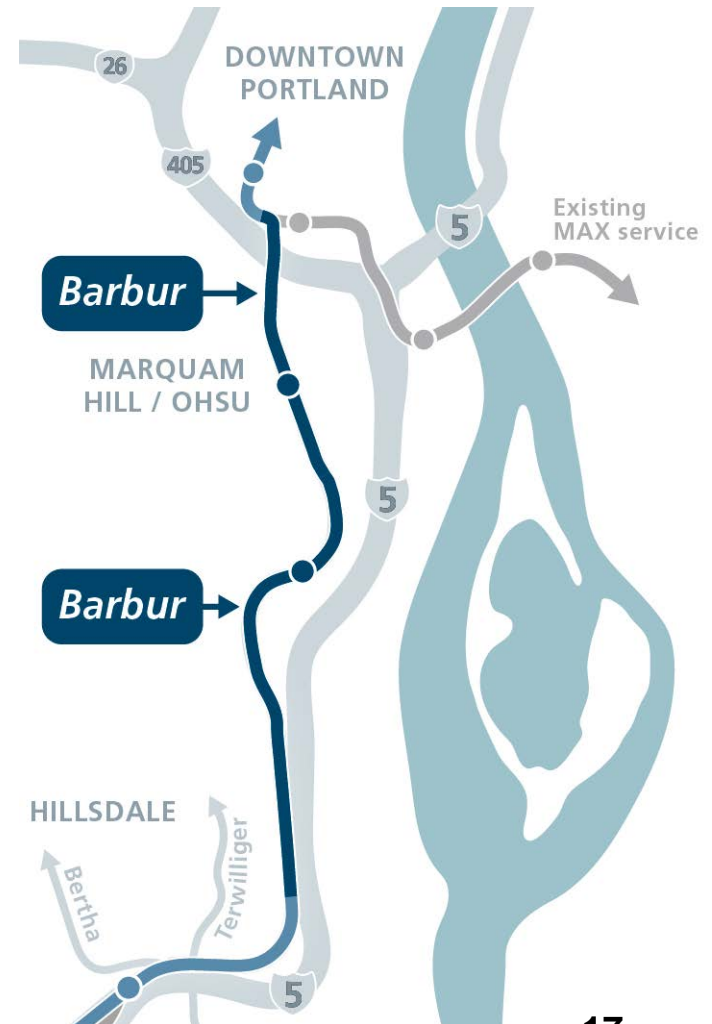
Through route

- Better connectivity between Tigard and Tualatin
- Better transit service for Downtown Tigard
- Lower operating cost
- More cost-effective and reliable operations

Initial route proposal

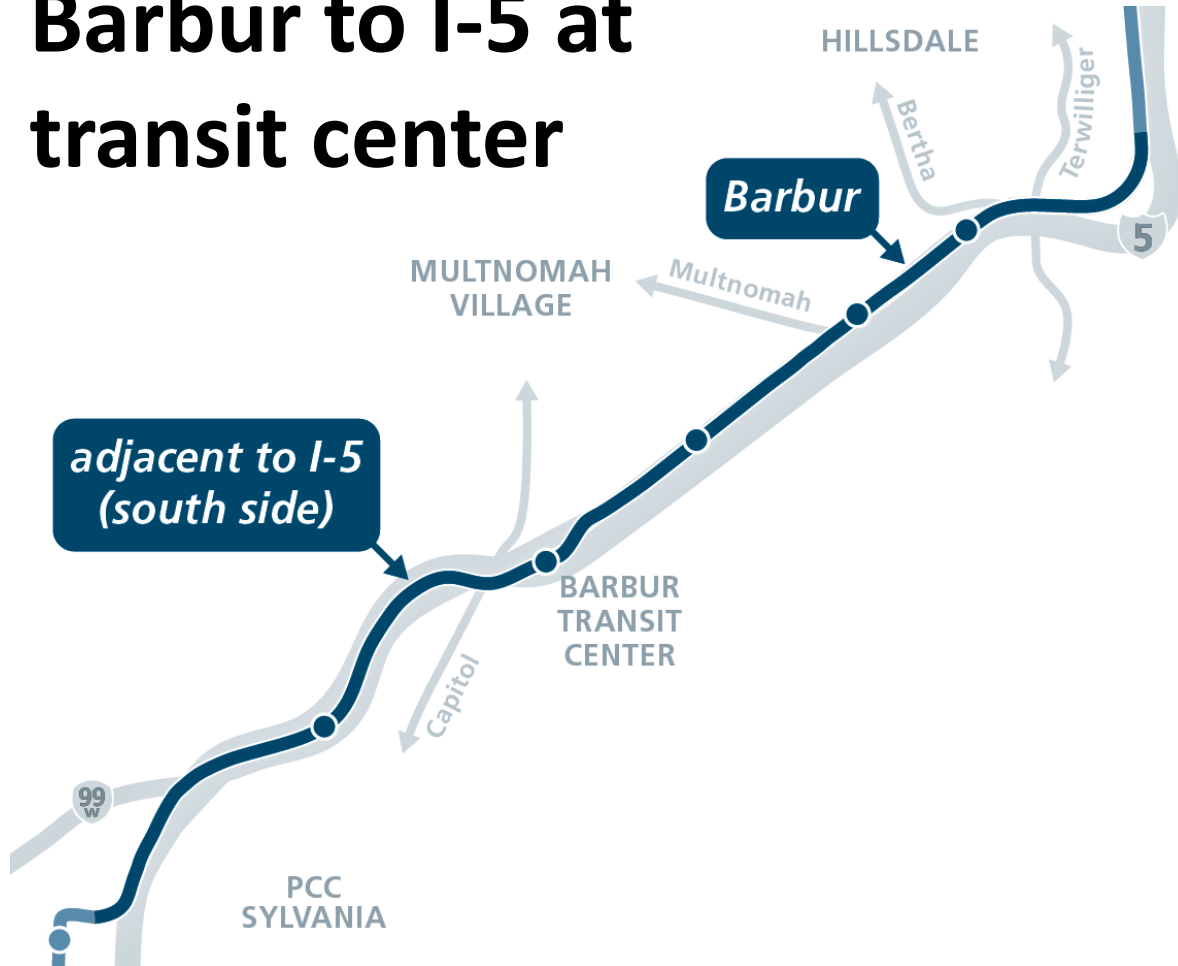
Barbur

- Shorter connection to Marquam Hill
- Faster travel time
- Fewer property impacts (historic, residential, business)
- Ross Island Bridgehead improvements necessary
- Address Viaducts



Initial route proposal

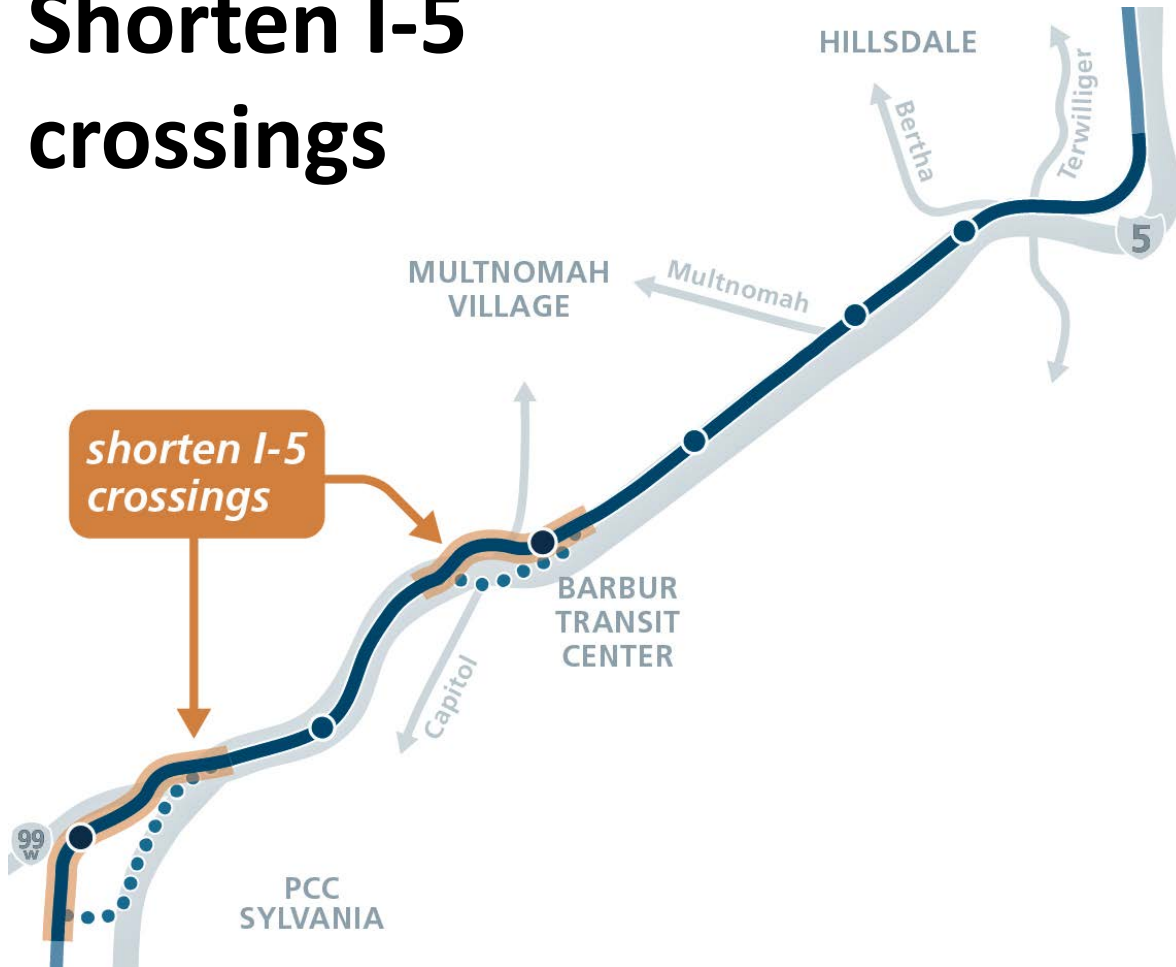
Barbur to I-5 at transit center



- More accessible & visible stations
- More safety improvements on Barbur
- Fewer residential displacements
- Avoids complex I-5 bridge reconstruction

Suggested modifications

Shorten I-5 crossings

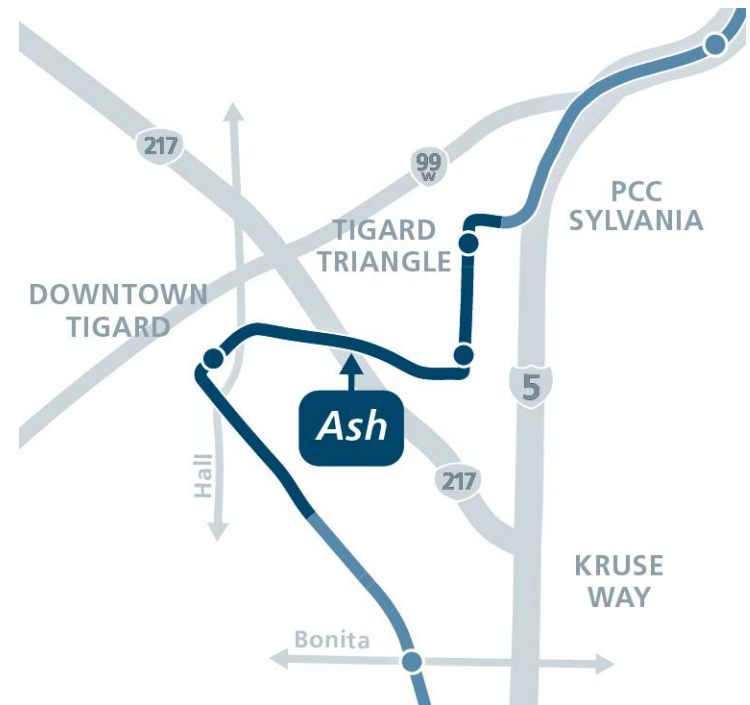


- Reduce visual impacts
- Reduce construction impacts
- Reduce cost
- Allows for a station on 68th near 99W

Tigard Triangle to downtown Tigard **Initial route proposal**

Ash

- Higher ridership
- Serves Tigard Triangle with two stations
- Avoids traffic impacts at Hall & 99W
- Property impacts can be reduced with modifications



Suggested modifications

Elmhurst

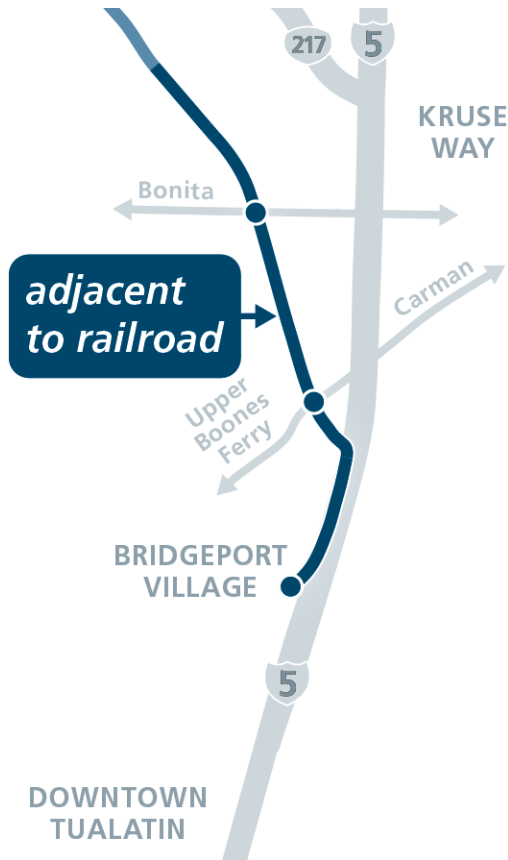
- Avoid business impacts on Beveland

Downtown station east of Hall Blvd

- Avoid residential impacts on Ash Ave and Hall Blvd
- Avoid crossing Hall twice



Downtown Tigard to Bridgeport Initial route proposal



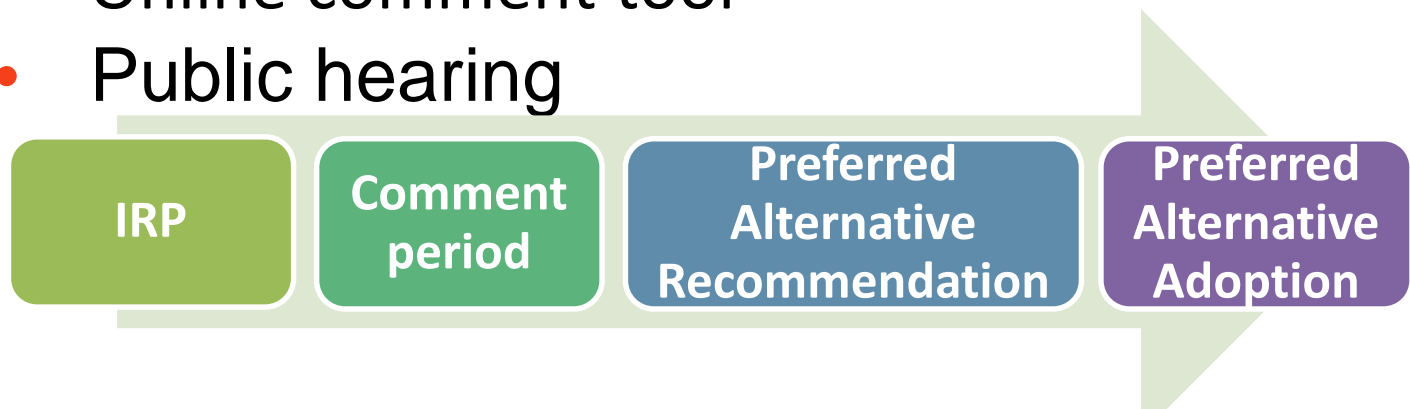
- Faster travel time
- Closer to residential areas of Tigard
- Displaces fewer businesses and employees

Cost and Funding

- Initial Route Proposal capital cost estimate \$2.6 – 2.8 billion
- Up to 50% federal (FTA New Starts)
- At least 50% local
 - ◆ State, TriMet, Metro, local cities and counties
 - ◆ Funding measure

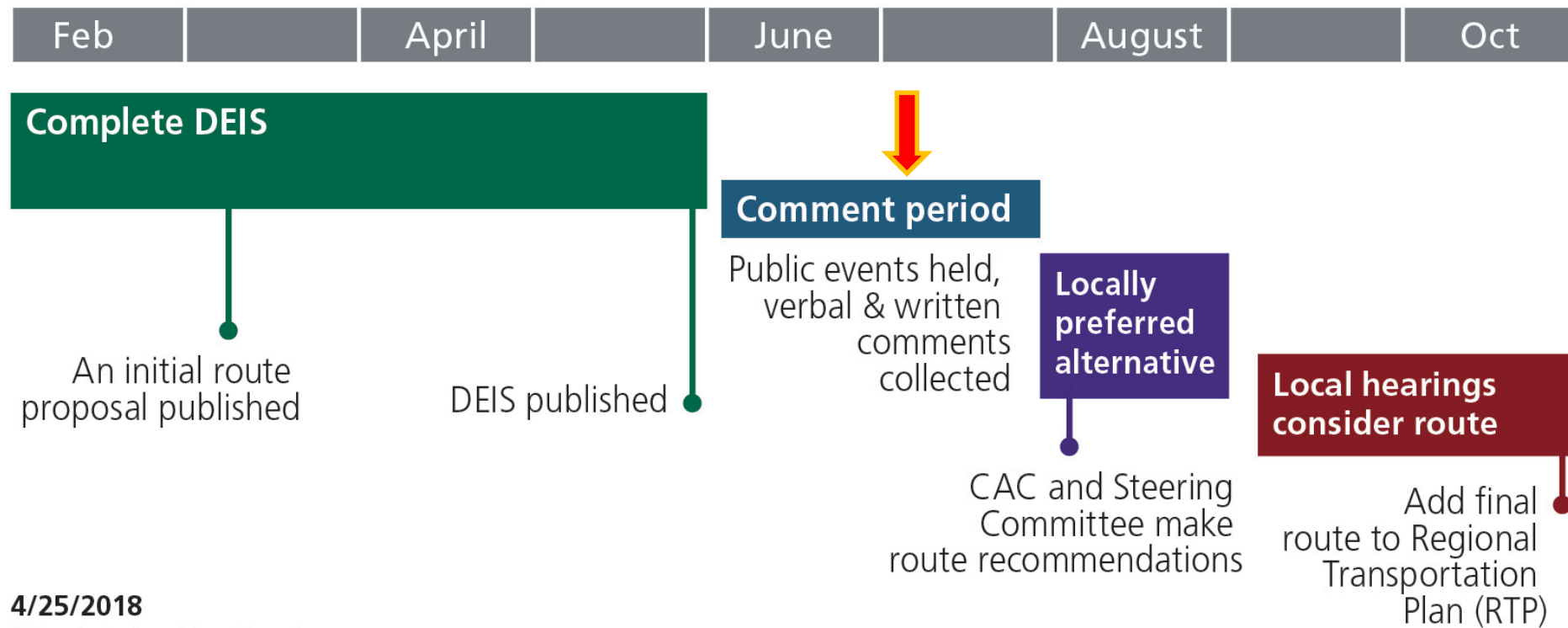
Public Engagement with DEIS

- Community Advisory Committee
- Mailings to neighbors, potentially affected property owners
- Email, social media, newspapers
- Briefings with community groups
- Open houses, displays in libraries
- Partnering to reach youth, immigrant and non-English speaking communities
- Online comment tool
- Public hearing

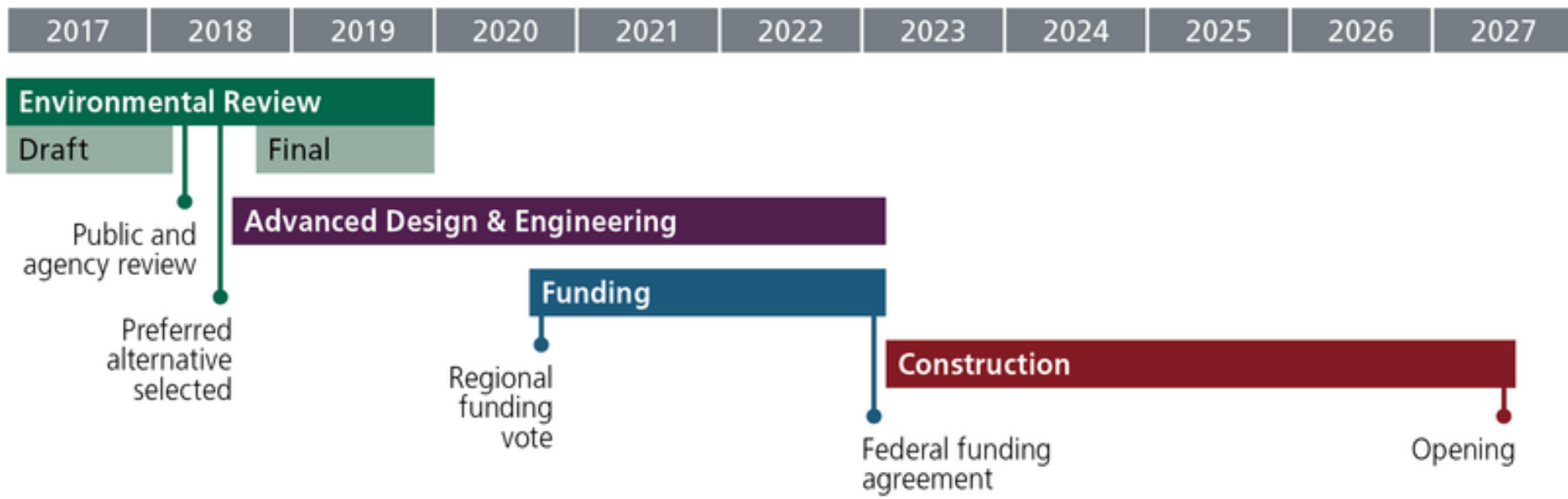


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Project Timeline





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Questions?

DEIS comment period

June 15 – July 30

www.swcorridorplan.org

swcorridordeis@oregonmetro.gov