



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

SW Corridor Light Rail: Crossroads Route Evaluation

Crossroads Community Meeting
October 29, 2018

Agenda

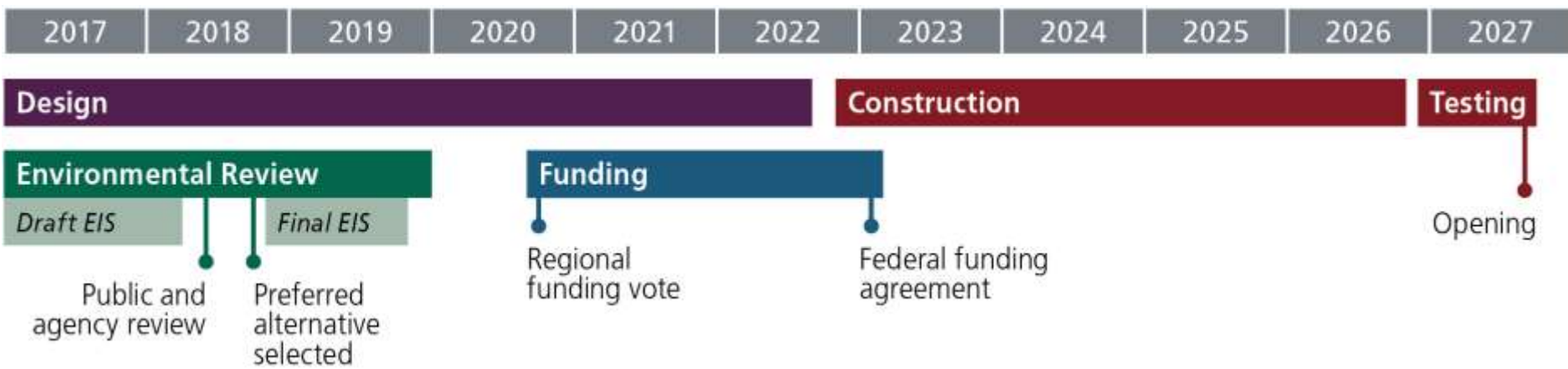
6:00 Welcome

6:10 Presentation, Q&A

7:00 Circulate, talk to staff,
write your comments

7:30 Turn in comments
before you leave

Project timeline



Crossroads DEIS routes



Alternative B1

Center-running in Barbur Boulevard entire alignment; requires Crossroads bridge replacement



Alternative B2

Center-running in Barbur Boulevard to Barbur Transit Center, bridge over Crossroads, adjacent to I-5



Alternatives B3 and B4

Adjacent to I-5 through Crossroads

Crossroads refinement route



Refinement 2:

Taylor's Ferry I-5 Overcrossing

Center-running in Barbur Boulevard,
adjacent to Taylor's Ferry, cross
Capitol Hwy, bridge over Taylor's
Ferry, I-5

August 2018 Steering Committee Recommendation

Refinement 2 and Alternative B2

and staff was directed to study these more prior to the Final EIS

CAC recommendation: above,
plus new option suggested by
neighborhood: Smith

What we've heard

- Walking and biking
- Traffic congestion
- Property impacts
- Barbur World Foods
- Park, trail, creek, vegetation impacts
- Visual, noise, vibration impacts
- Vision for West Portland Town Center

Other technical considerations:

Safety, track geometry, travel time, cost

Why not Alternative B1 (replace Crossroads bridge)?

Big footprint. Requirements for a replacement bridge:

- Wider (for light rail)
- Higher (for I-5 clearance)
- Support column in I-5 right of way

Doesn't solve problems for people walking, biking, driving (retains existing skewed intersections)

Why not Alternative B1 (replace Crossroads bridge)?

Risks not studied in DEIS:

- FHWA requirements
- Interchange upgrade
- Constructability

Significantly larger footprint and cost

Tonight

Learn about route options studied since August

Provide feedback to inform further design and analysis



After tonight

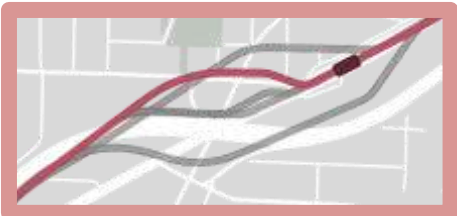
- Share this info (swcorridorplan.org)
- Staff will use comments to further develop designs
- Discuss again in early December
- Steering Committee decision in early 2019
- Ongoing community input in continuing design process

Options studied since August:



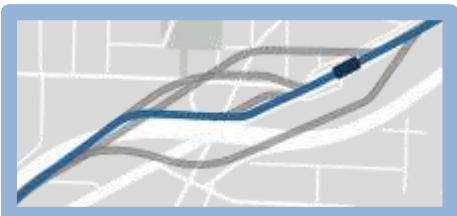
Alternative B2

from Steering Committee



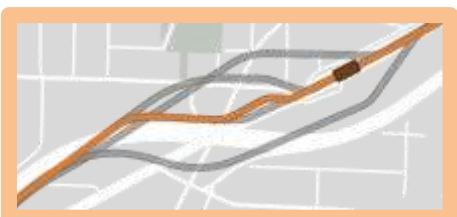
Refinement 2

from Steering Committee



Smith

from neighbor suggestion



Smith Modified

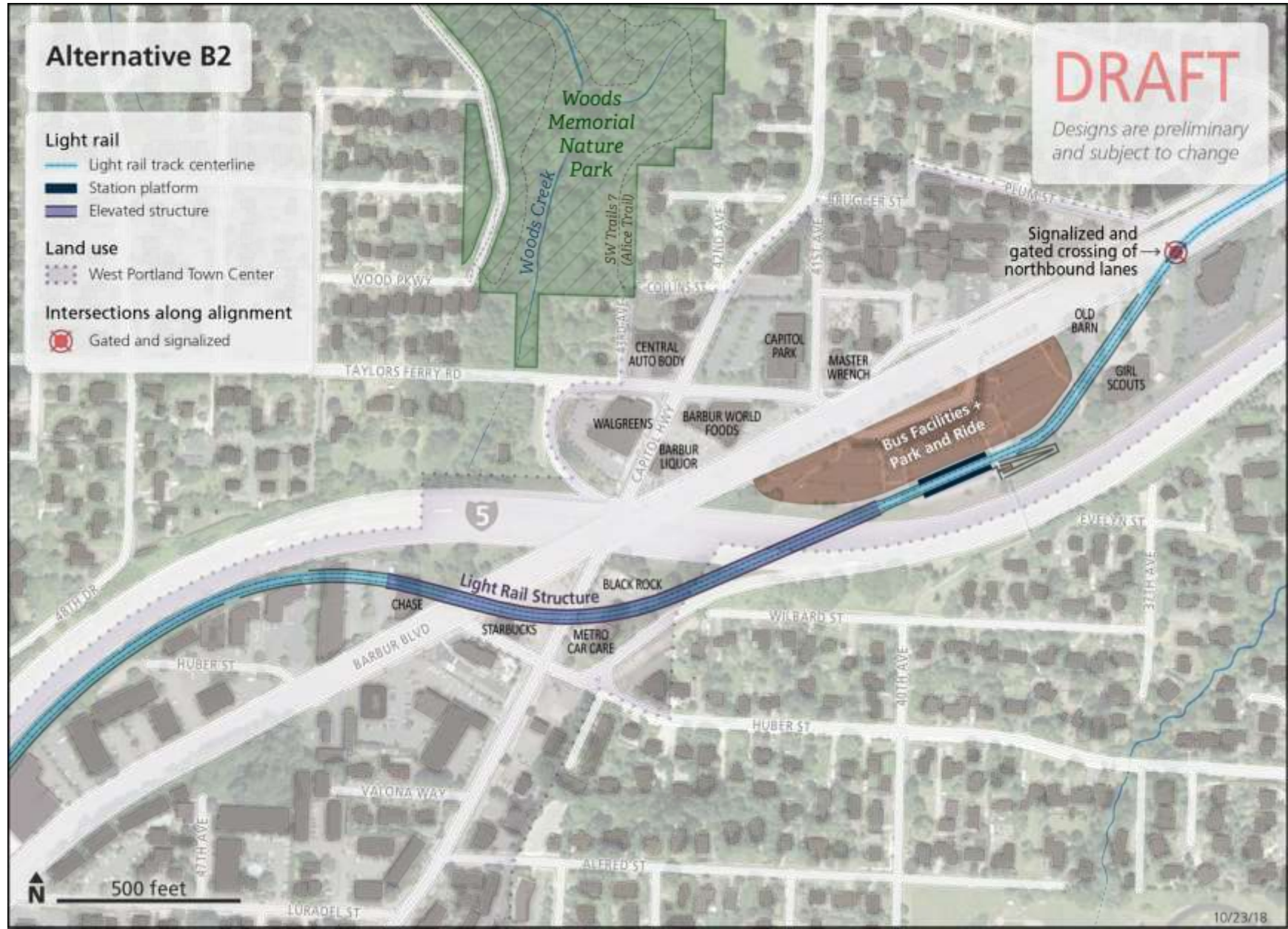
developed by staff



Collins

developed by staff

Alternative B2



Alternative B2



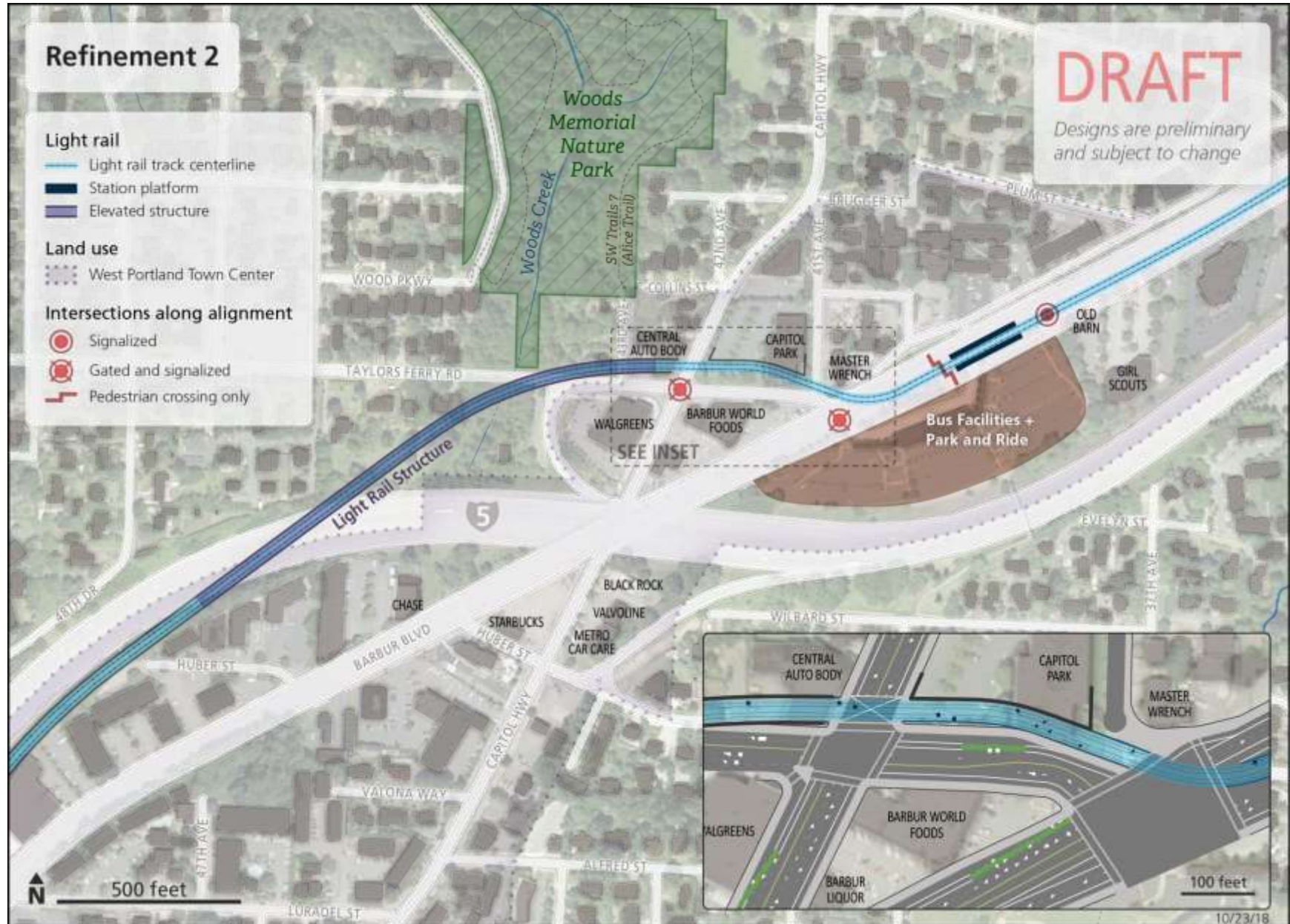
Advantages

- Least traffic impact
- Access to buses
- No park or E-zone impacts

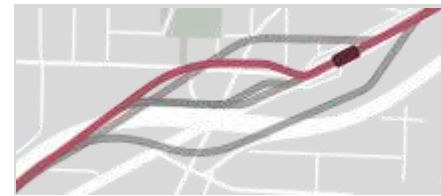
Challenges

- Business impacts
- Station less visible
- Less redevelopment potential

Refinement 2



Refinement 2



Advantages

- Station visibility
- Redevelopment potential

Challenges

- Significant traffic impact
- Business impacts, including Barbur World Foods
- Park user experience
- Impact to E-zone
- Modified Trail 7 access





Smith

DRAFT


Designs are preliminary and subject to change

Smith




Light rail

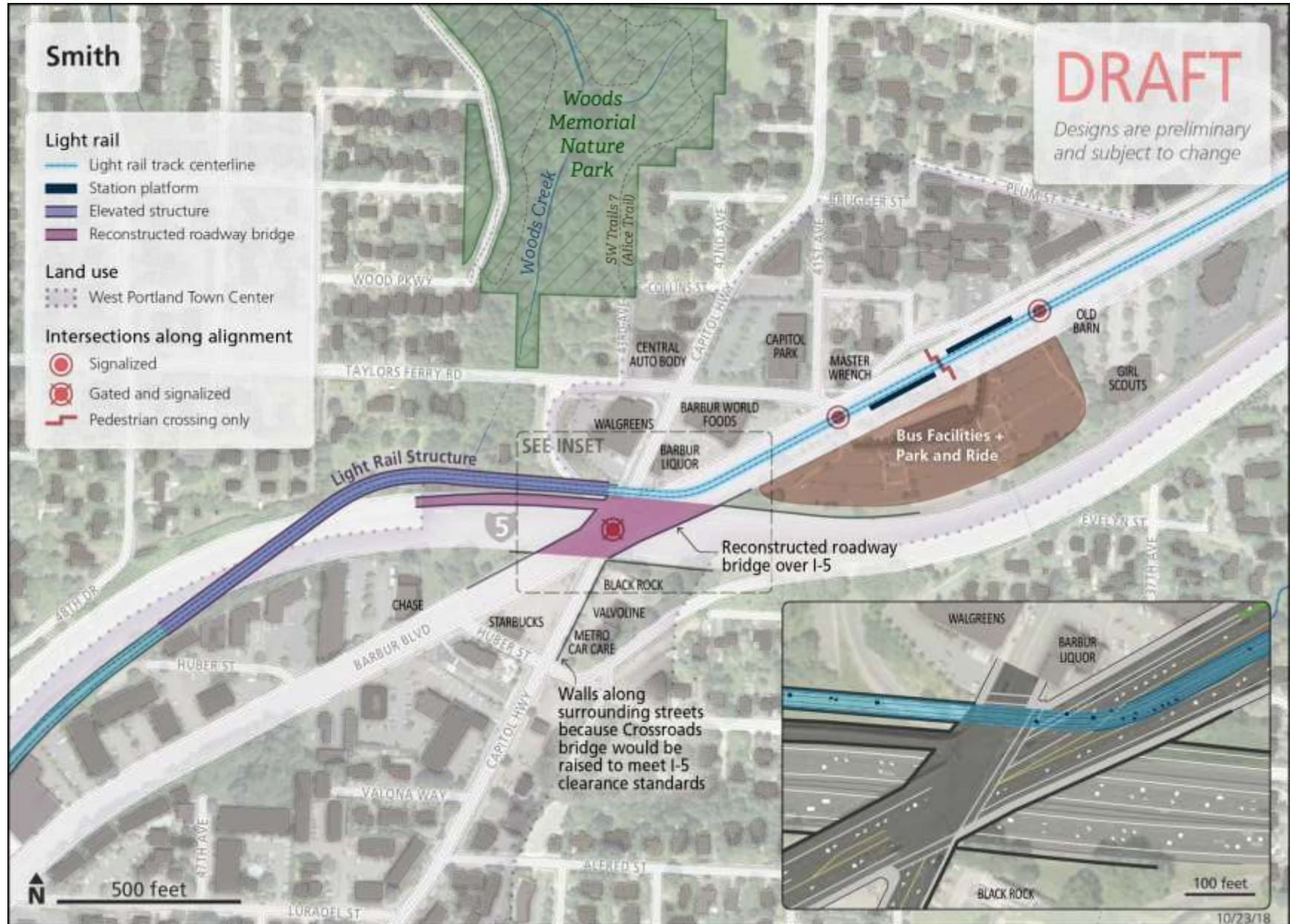
-  Light rail track centerline
-  Station platform
-  Elevated structure
-  Reconstructed roadway bridge

Land use

-  West Portland Town Center

Intersections along alignment

-  Signalized
-  Gated and signalized
-  Pedestrian crossing only



SEE INSET

Reconstructed roadway bridge over I-5

Walls along surrounding streets because Crossroads bridge would be raised to meet I-5 clearance standards

Bus Facilities + Park and Ride

Smith



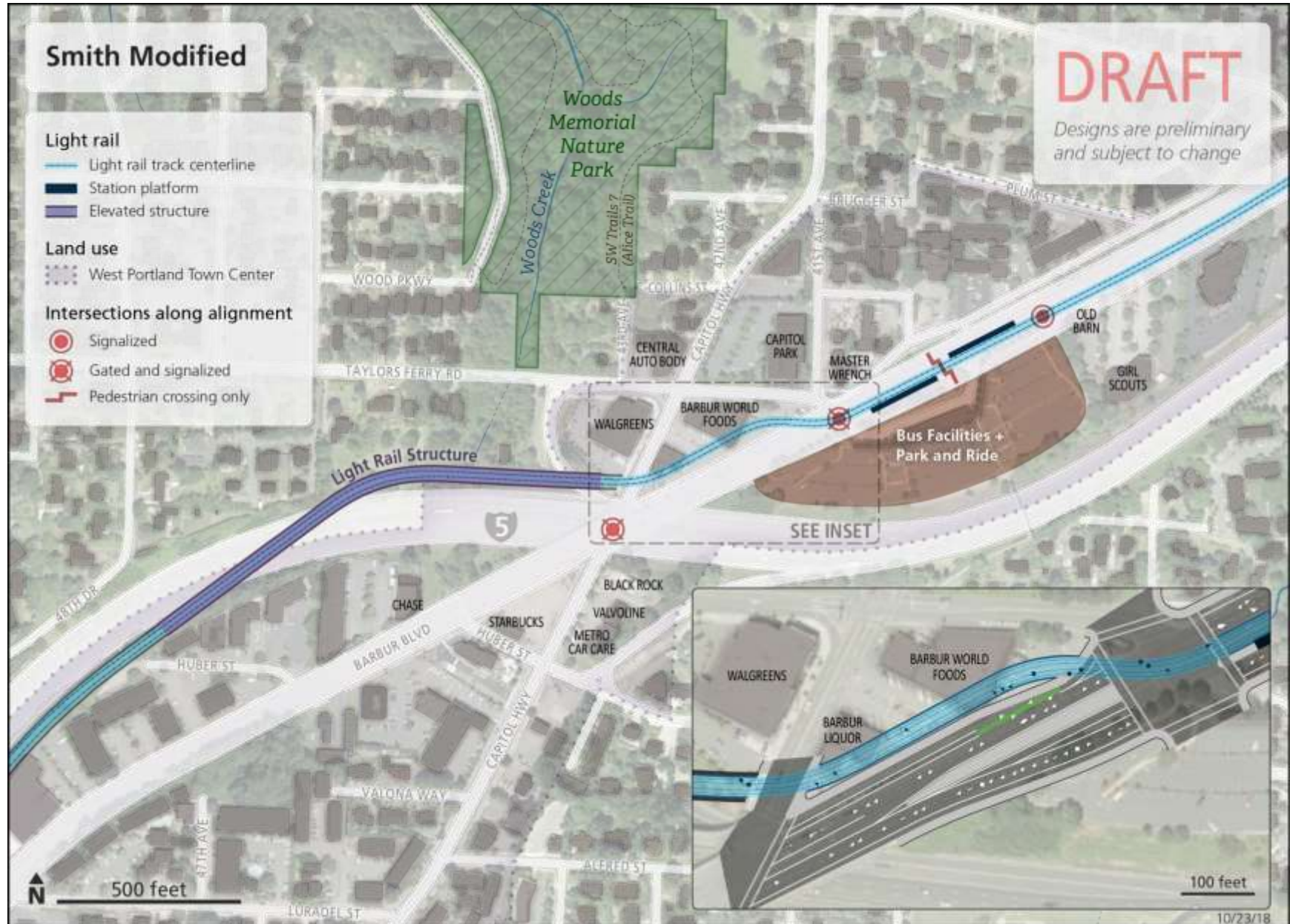
Advantages

- Station visibility
- Fewer property impacts
- No park impacts
- Redevelopment potential

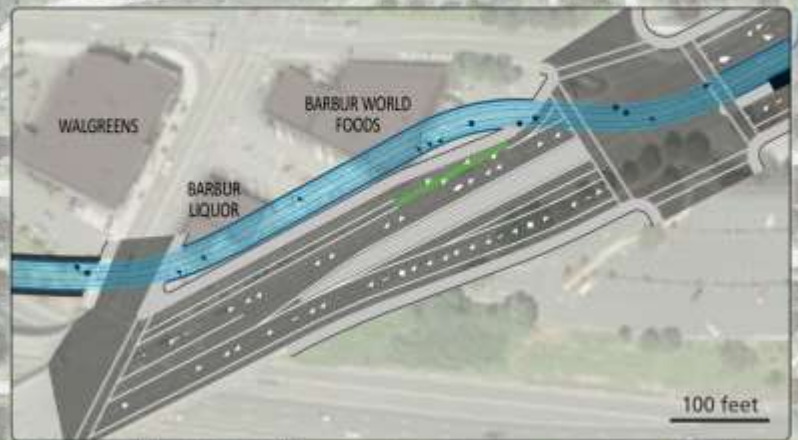
Challenges

- Highest cost and risk from bridge replacement
- Most traffic impact
- Longer crosswalk
- Small impact to E-zone

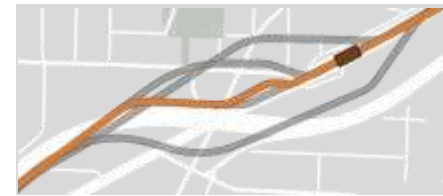
Smith Modified



DRAFT
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Smith Modified



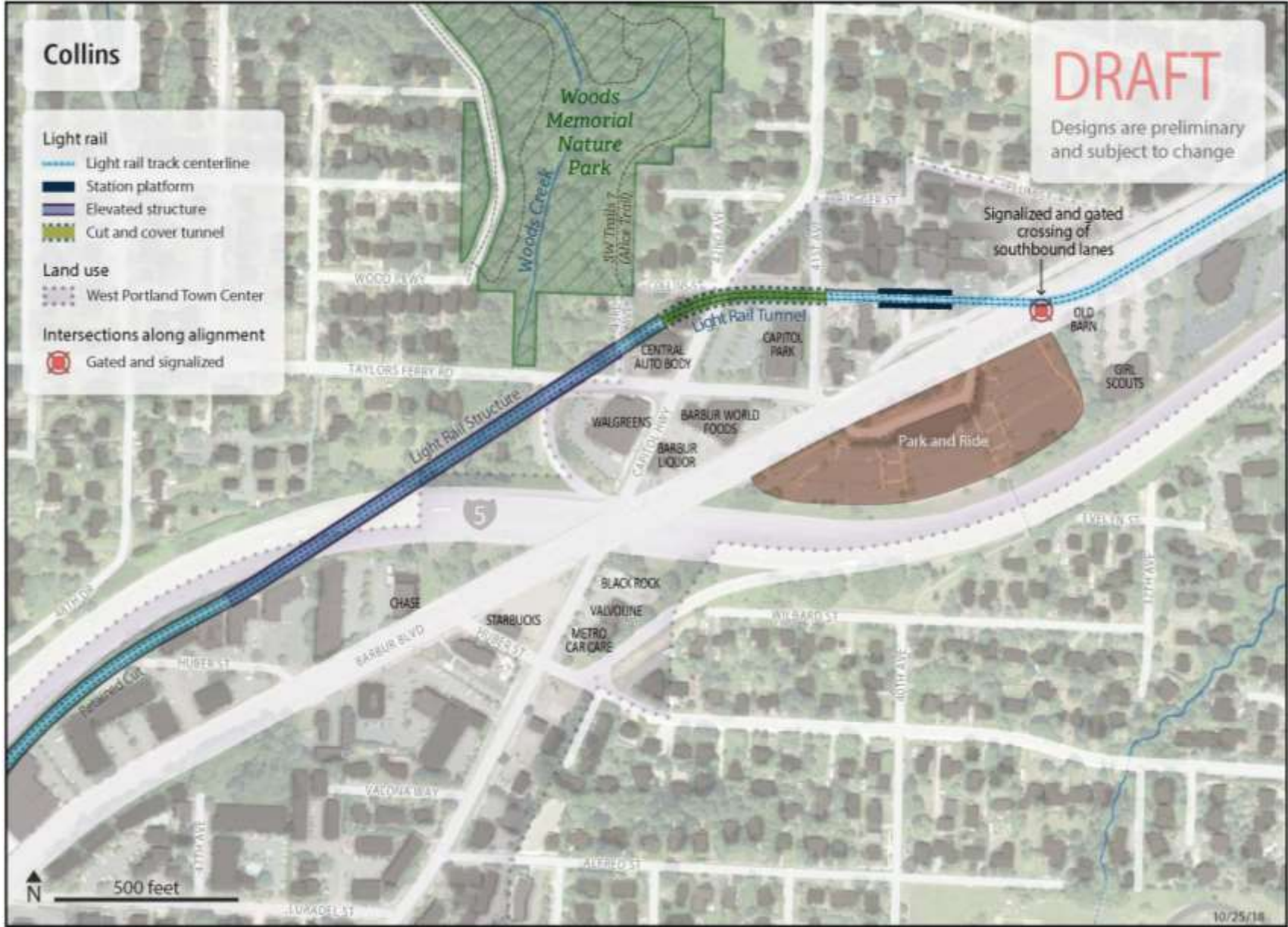
Advantages

- Station visibility
- No park impacts
- Redevelopment potential

Challenges

- Business impacts, including Barbur World Foods
- Most traffic impact
- Longer crosswalk
- Small impact to E-zone

Collins



Collins



Advantages

- Least traffic impact
- Access to buses
- Fewer crossings for north neighbors
- Station visibility
- Redevelopment potential

Challenges

- Potential residential impacts
- Park user experience
- Impact to E-zone
- Modified Trail 7 access
- Access to P&R

Evaluation considerations

Draft Comparison of Crossroads Route Options -- October 29

10/29/18

		Alternative B2	Refinement 2	Smith	Smith Modified	Collins
Visual						
Displacements	Residential	None	3 single-family residential units	None	None	5 residential units, including 2 single-family and 1 triplex
	Businesses ¹	25 businesses	28 businesses, incl. Barbur World Foods	15 businesses	13 businesses, incl. Barbur World Foods	14 businesses
	Employees ¹	197 employees	323 employees	63 employees	110 employees	64 employees
Park and natural environment	Woods Memorial Nature Park and SW Trails 7	No impact	Could increase noise and visual impact to Woods Memorial Nature Park. Would change SW Trails 7 access	No impact	No impact	Could increase noise and visual impact to Woods Memorial Nature Park. Would change SW Trails 7 access
	E-Zone impact ²	No	Yes	Yes (minor)	Yes (minor)	Yes
Station visibility and access	Station	Poor station visibility from Barbur	Station integrated with Barbur	Station integrated with Barbur	Station integrated with Barbur	Station integrated with streetscape, adjacent to Barbur
	Bus access to station	Direct at Barbur TC	Across 2 northbound Barbur lanes	Across 2 northbound Barbur lanes	Across 2 northbound Barbur lanes	Direct at station (north of Barbur)
	Park and ride access to station	Direct at Barbur TC	Across 2 northbound Barbur lanes	Across 2 northbound Barbur lanes	Across 2 northbound Barbur lanes	Across Barbur
Walking and biking ³	Long crosswalks	No change to crosswalk length across Barbur at Capitol	No change to crosswalk length across Barbur at Capitol	Lengthens skewed crosswalks across Barbur at Capitol	Lengthens skewed crosswalks across Barbur at Capitol	No change to crosswalk length across Barbur at Capitol
Land use	Redevelopment	Least supportive of redevelopment	More opportunities for redevelopment	More opportunities for redevelopment	More opportunities for redevelopment	Most opportunities for redevelopment
Auto traffic	Safety and circulation	Least traffic impact. One gated track crossing of Barbur (northbound)	Significant traffic impact. Safety and circulation concerns with gated track crossings of Capitol (both directions, at Taylors Ferry) and Barbur (southbound)	Most traffic impact. Safety and circulation concerns with gated track crossings of Capitol (both directions, at Barbur) and Barbur (southbound)	Most traffic impact. Safety and circulation concerns with gated track crossings of Capitol and Barbur (both directions), 41st (southbound), Taylors Ferry (eastbound)	Least traffic impact. One gated track crossing of Barbur (southbound)

¹ Business and employee counts are estimated from Bureau of Labor Statistics data with field verification.

² E-Zones are the City of Portland's Environmental Overlay Zones, which are established to protect natural resources, minimize risk of damage to homes from natural hazards, and mitigate the effects of climate change. The acreage of impact includes a 50-foot construction buffer.

³ All options would add or replace sidewalks and bike facilities along streets that are rebuilt as part of the route.

Initial staff impression

Alternative B2 and Collins have greatest potential for further evaluation

Biggest factors in staff's evaluation:

1. Crossroads bridge replacement
2. Barbur World Foods displacement
3. Traffic impacts

What do you think?

Write comments on maps, matrix
Leave at door

Email comments to:
swcorridorplan@oregonmetro.gov