



# Southwest Corridor Plan Update

## Portland City Council

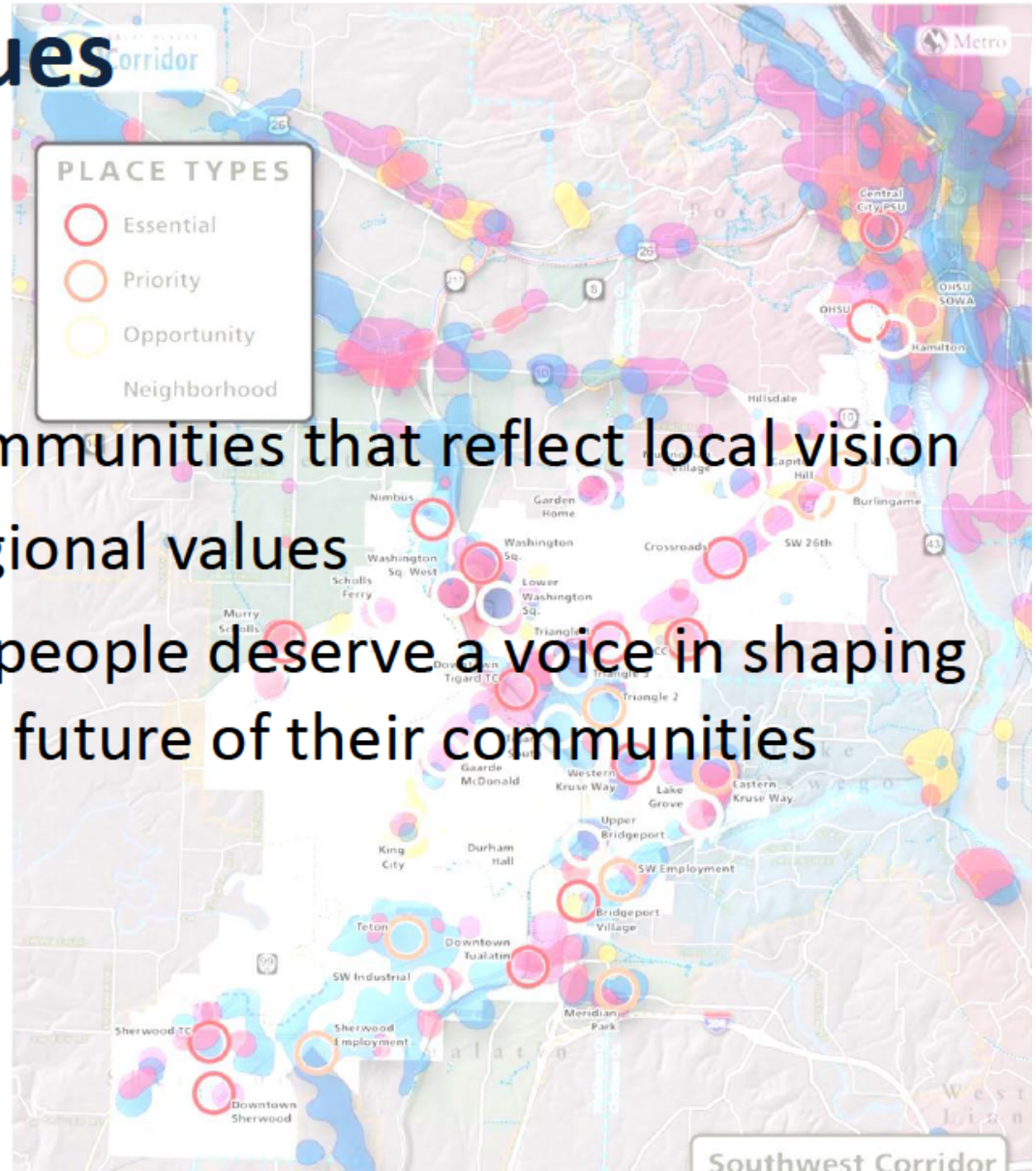
April 20, 2016



# Vision & values



- Communities that reflect local vision
- Regional values
- All people deserve a voice in shaping the future of their communities



**Because  
this is  
not  
why you  
live in  
Oregon**





**Because  
this is  
not the  
reason  
you love  
your  
neighbor-  
hood**







Jacob from Sherwood, co-owner of Symposium coffee: *We've invested a lot into old towns, in Sherwood and in Tigard. We would like a community built up around something positive. Both old towns have unique charm. ... It would be awesome to see more investment in public transit and more activity here.*

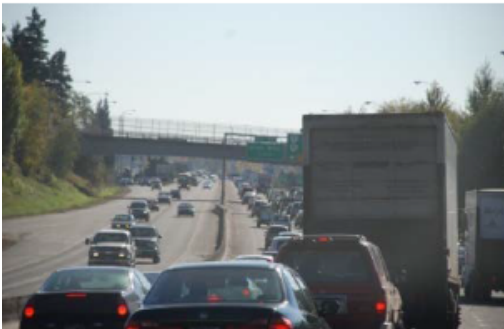
C.J. from Tualatin, with his daughter: *I just moved here from Portland. I walked past Tualatin Commons and I was like, "I could totally bring my kid here and just hang out and see the birds and fountains. ... I like the sense of community [in Tualatin]. There are definitely people who are like, "Yo, I'm looking out for you" in my neighborhood. It's a good feeling.*





# Challenges and Opportunities

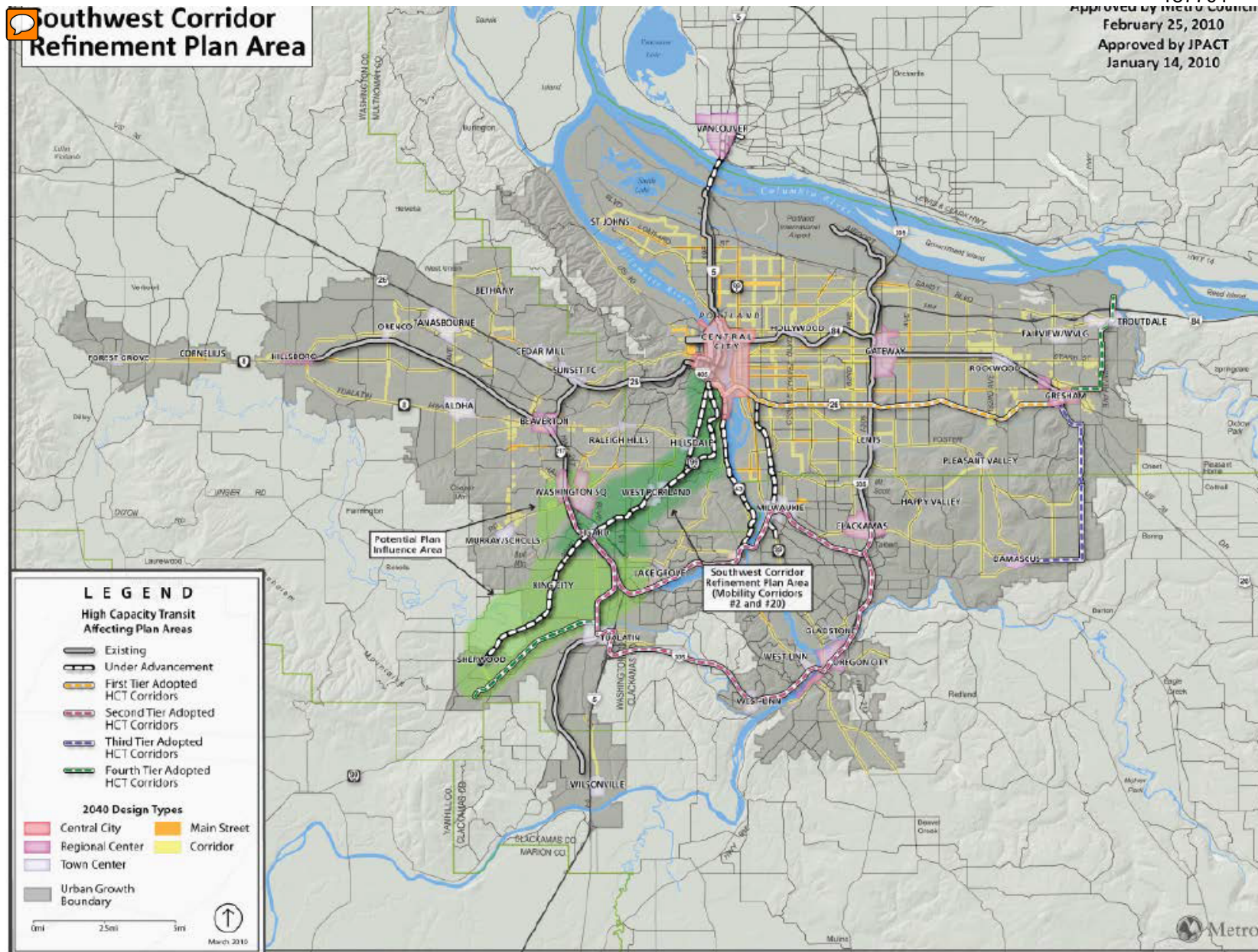
- High travel demand within and throughout the corridor
- Continued increases in residents and jobs
- Increased traffic congestion and unreliable travel times
- Lack of safe infrastructure and connectivity for walk, bike, drive
- Insufficient and unreliable transit





# Southwest Corridor Refinement Plan Area

187701  
Approved by Metro Council  
February 25, 2010  
Approved by JPACT  
January 14, 2010

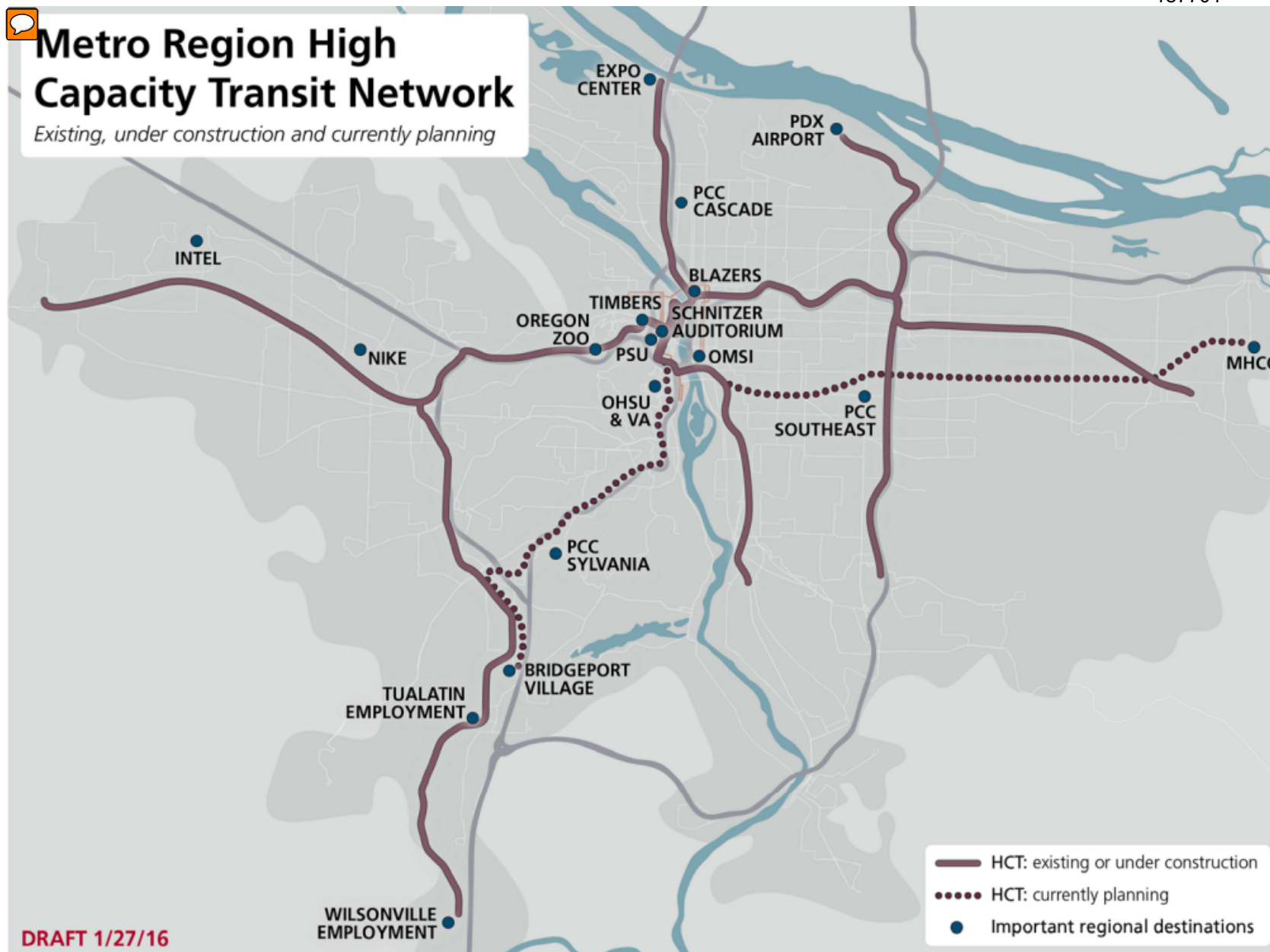






# Metro Region High Capacity Transit Network

*Existing, under construction and currently planning*



DRAFT 1/27/16

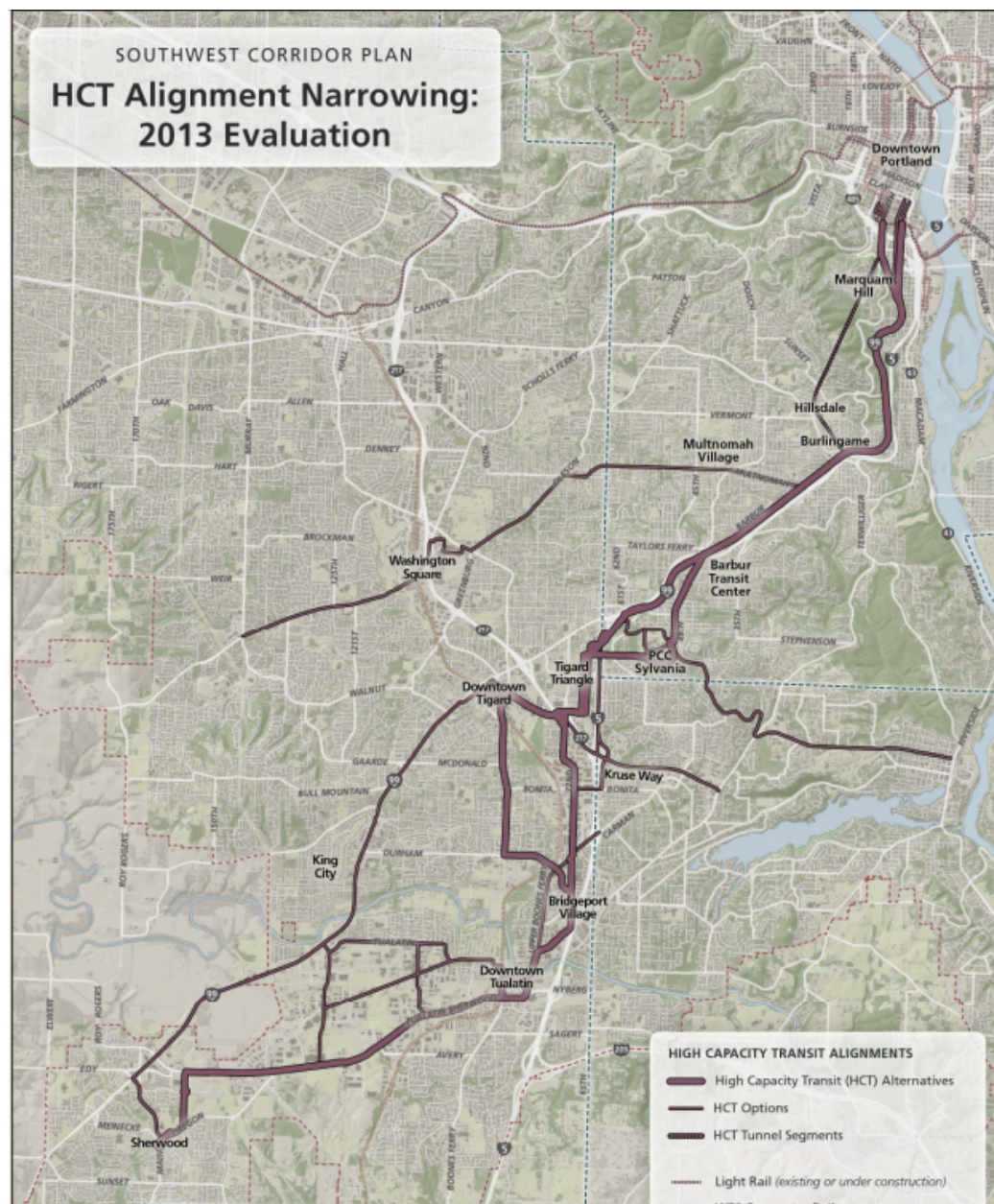


# Progress to date

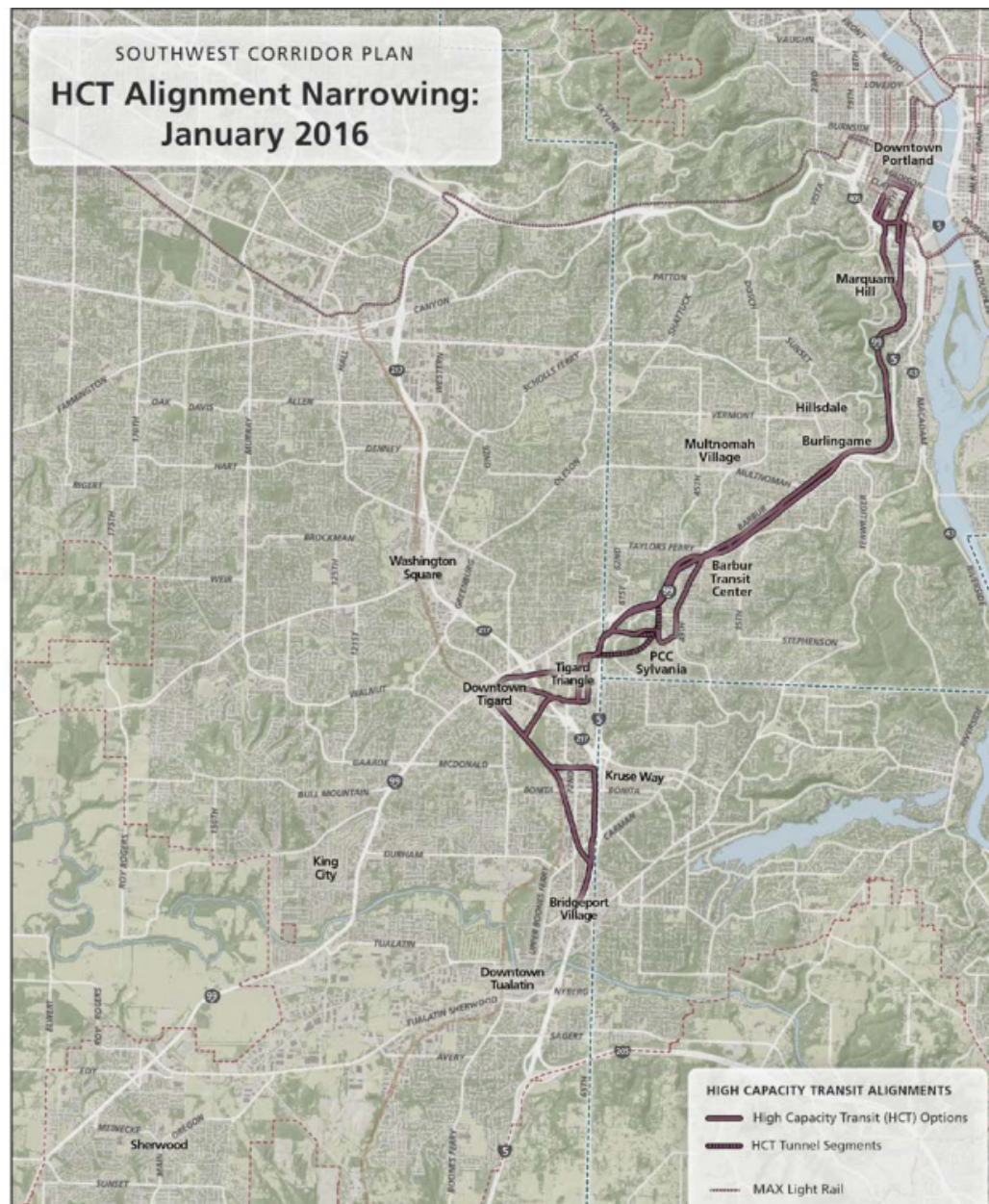


- July 2013: Shared Investment Strategy
  - ♦ Corridor land use vision, parks investments
  - ♦ Aligned bike, pedestrian & road projects with land use vision
  - ♦ Narrowed HCT options for further study
- June 2014: Refined HCT alternatives
  - ♦ Assessed close to 60 options, recommended smaller set for further study
  - ♦ Identified transit related road, bike, ped projects
- July 2015: Removed Marquam Hill and Hillsdale tunnels from further consideration
- January 2016: Defined Bridgeport Village as preferred terminus, refined Tigard HCT alignment options
- *Anticipated May 2016: Steering Committee recommendation on mode and PCC tunnel*

SOUTHWEST CORRIDOR PLAN  
**HCT Alignment Narrowing:  
 2013 Evaluation**

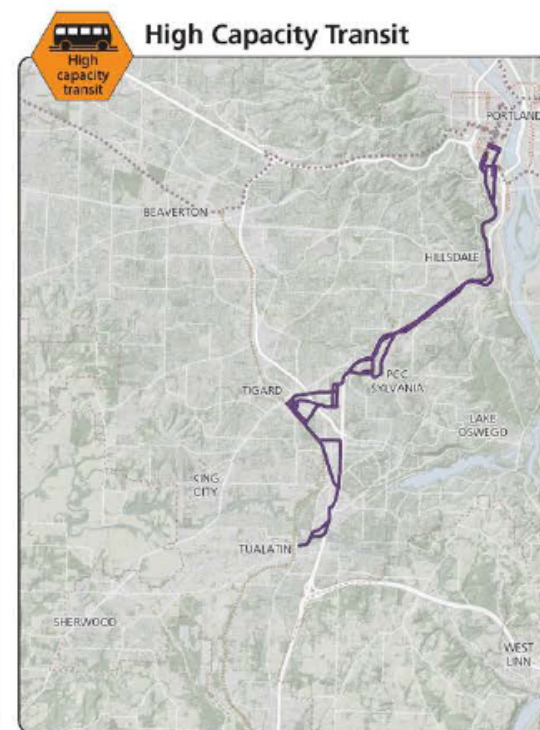
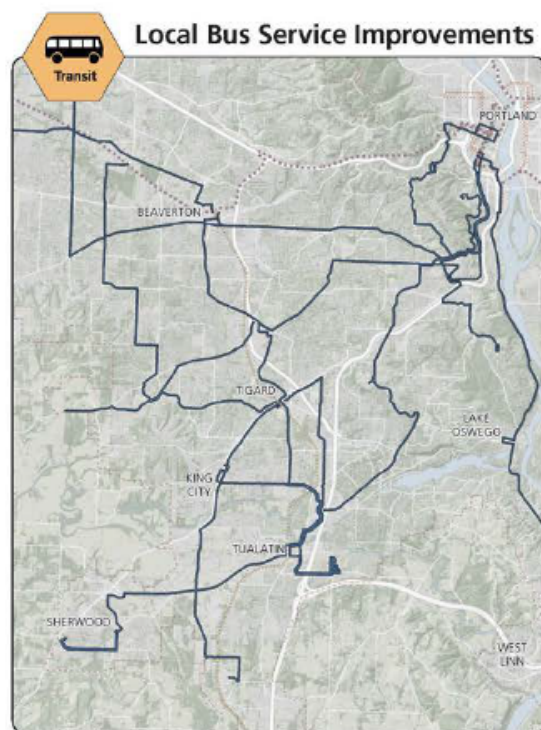
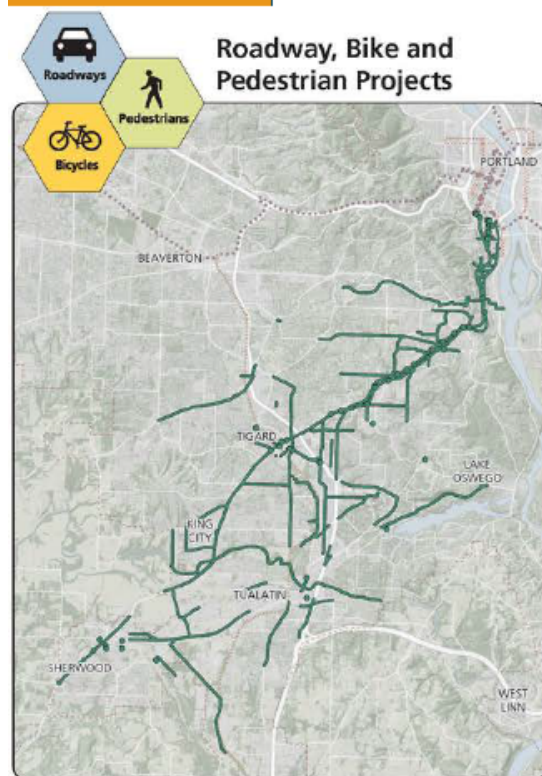








# A package of solutions to help you get around







New ADA-compliant **walk/bike link** between Barbur/Naito and Marquam Hill



one possible connector concept: elevators + ramps



Paved transitway could **allow buses to bypass traffic**



Line 44 **upgrade to frequent service**



**Sidewalks and bikeways** on Capitol Highway and Taylors Ferry Road



sketch of potential Capitol Highway improvements



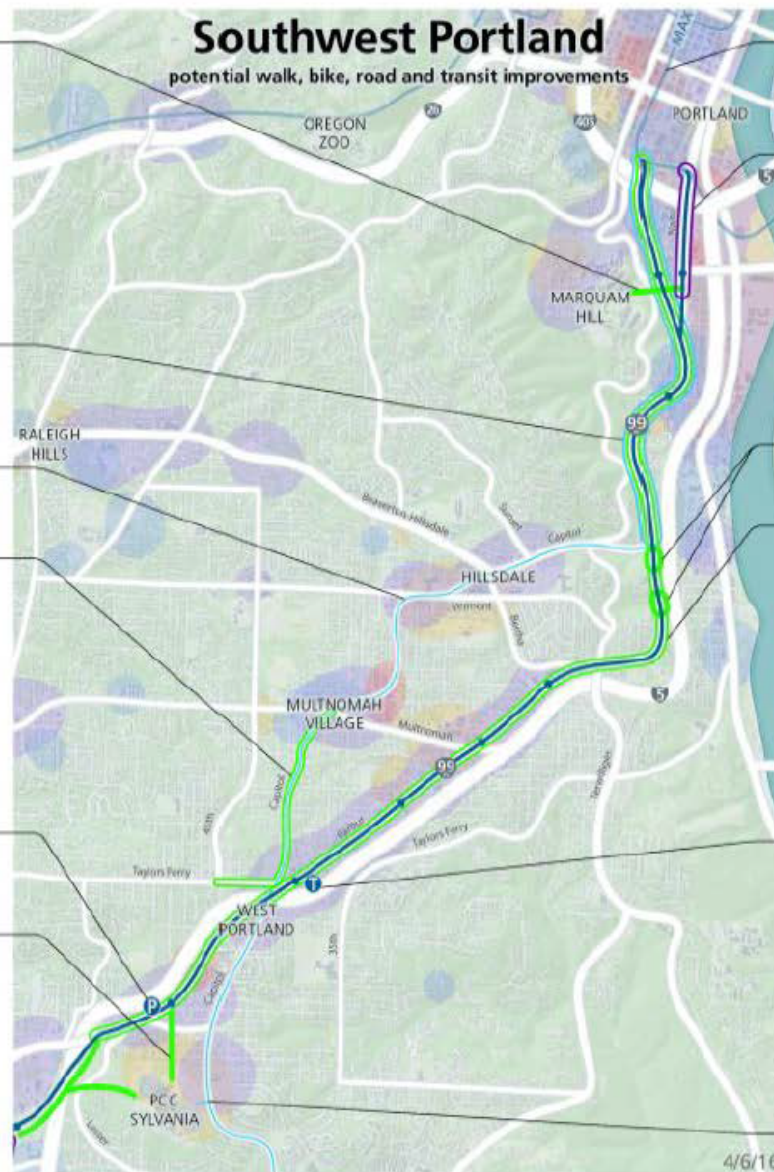
**New park-and-ride lot** at Barbur & 53rd (about 18 min to PSU)



**Enhanced walk/bike connection** to Sylvania campus via 53rd Ave



current connection to campus via 53rd Avenue



New Southwest Corridor light rail line would **connect to regional MAX network**



**Reconnected street grid** at Naito Parkway and Ross Island Bridge access reconfiguration



Naito Parkway today



Reconstructed viaducts with **full bike lanes**



Complete **sidewalks, bike lanes and safe crossings** along full length of Barbur



existing sidewalk gap on Barbur Boulevard



**Increased park-and-ride capacity** at Barbur Transit Center (about 16 min to PSU)



potential structured parking at Barbur Transit Center



**Improved transit service** to PCC Sylvania (e.g. shuttle to light rail, additional bus lines)

4/6/16





**New park-and-ride lot** at Barbur & 53rd  
(about 18 min to PSU)

**New street connections**  
in the Tigard Triangle

**HCT connection** to WES and Tigard TC



Tigard WES station

**Extension of Ash Street**  
across railroad tracks

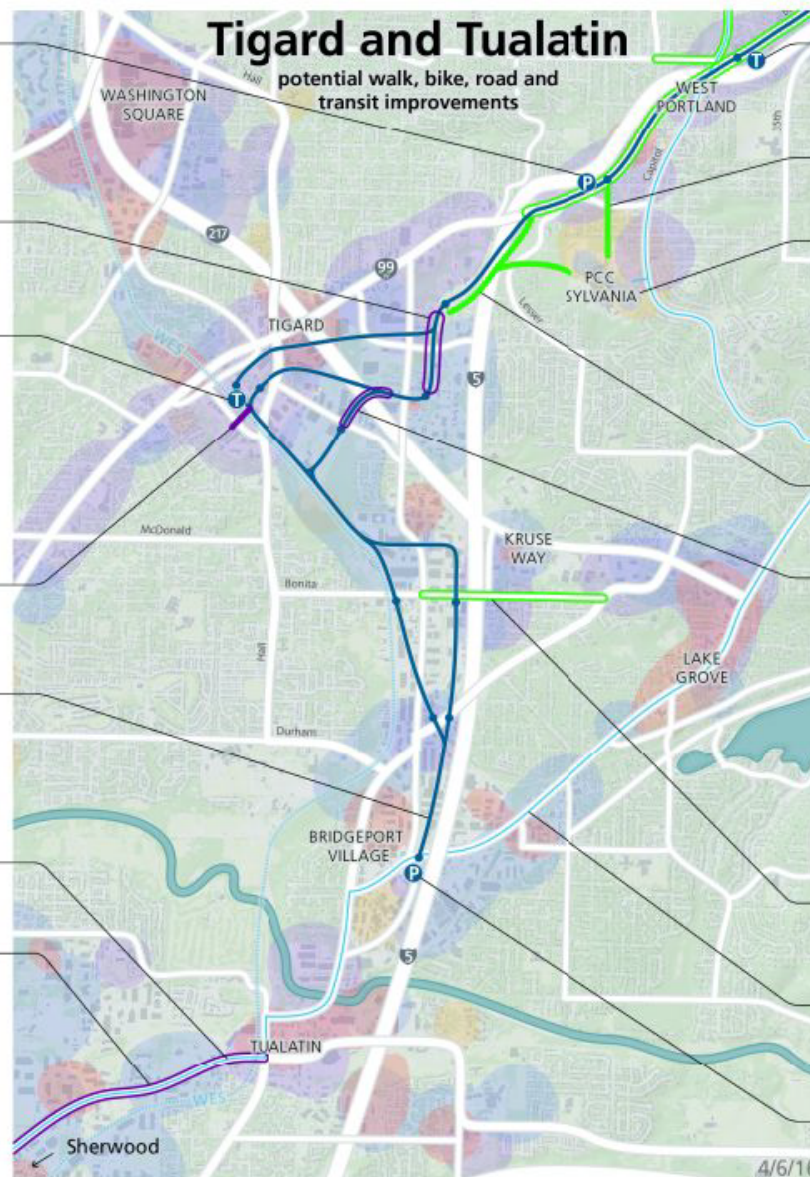
**MAX light rail extension** to Tigard  
and Tualatin via Southwest Portland

**New bus line** serving Tualatin-Sherwood  
Road (opening June 2016)

**Tualatin-Sherwood Road widening**



rendering of roadway with added lanes and new bus service



**Increased park-and-ride capacity**  
at Barbur Transit Center  
(about 16 min to PSU)

**Enhanced walk/bike connection** to  
Sylvania campus via 53rd Ave

**Improved transit service** to PCC Sylvania  
(e.g. shuttle to light rail, additional bus lines)



currently the line 44 terminates at PCC Sylvania

**Improved walk/bike connection** to the  
Tigard Triangle from Barbur and/or PCC

**New auto, bike and pedestrian crossing**  
over OR-217 between Beveland and Hunziker



potential new bridge over 217 for driving, biking and walking

**Sidewalks and bike lanes**  
on Bonita Road

**Line 44 extension** through Mountain Park,  
Lake Grove, Bridgeport Village and Tualatin

**Increased park-and-ride capacity** at  
Bridgeport Village (about 32 min to PSU)

4/6/16



# By October/November 2016

## Included in DEIS

Projects along any HCT alignment option or that access critical destinations or provide safe access to stations; potentially included in the federal project funding

## Not included in DEIS

Other projects in the corridor that improve mobility or safety for multiple modes; work together to identify implementation approaches

In October-November 2016 after DEIS scoping, all projects will be sorted into “Study in DEIS” or “Don’t study in DEIS”



# HCT Preferred Alternative Timeline

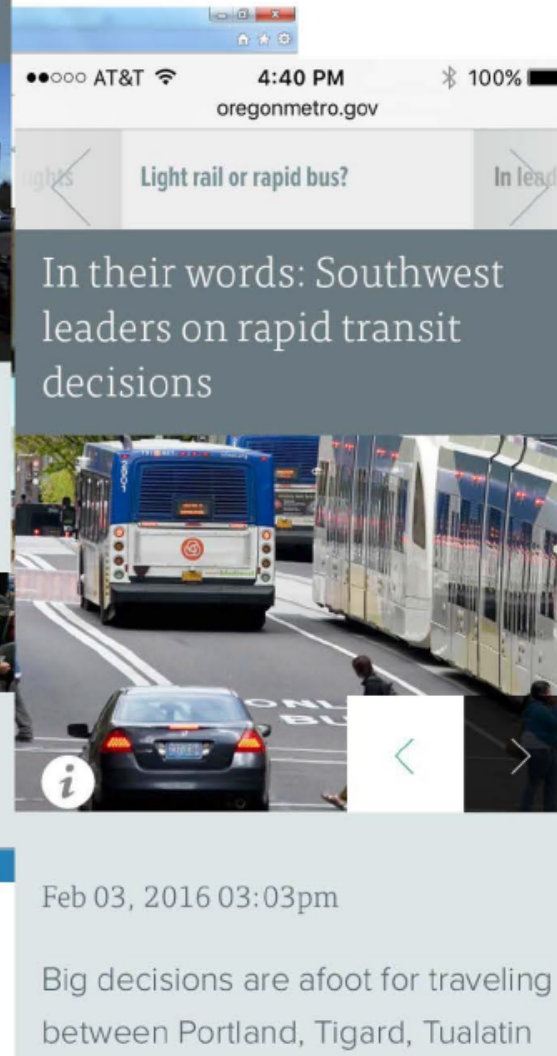
- May 2016: steering committee direction on transit mode (LRT vs. BRT) and PCC Sylvania tunnel
- June 2016: steering committee direction on HCT Preferred Alternative for DEIS scoping
- Aug-Sept 2016: DEIS scoping, opportunity for the public and local, federal jurisdictions to review and comment on set of alignment alternatives and SIS projects to be studied in DEIS
- Fall 2016: Final steering committee decisions on HCT alternatives and SIS projects in DEIS
- 2017: complete DEIS
- 2018: LPA





# When, How do we get feedback?

- **In addition to many in-person dialogues:**
- **May 2015 online survey and map tool**  
(1,600 respondents, 3,000 visitors to map tool)
- **Sept 2015 survey to PCC stakeholders**  
(676 respondents)
- **Sept 2015 West Portland Park survey**  
(69 respondents)
- **Sept 2015 Far Southwest survey** (58 respondents)
- **Oct 2015 map tool** (827 visitors to map tool)
- **Dec 2015 online survey** (600 respondents)
- **Jan-Feb 2016 online survey** (2,400 respondents)







## Looking ahead: 3 youths talk life in the Southwest Corridor

AT&T 5:06 PM 98%  
oregonmetro.gov



Morgan Thiers waits at a bus stop on Capitol Highway. He'll be taking the bus daily when he starts his freshman year at Wilson High in Hillsdale.



By Colin Piethe

Aug 13, 2015 03:22pm

Bylined articles are written by Metro staff and necessarily represent the opinions of Metro Council. [Learn more](#)

AT&T 5:06 PM 98%  
oregonmetro.gov

Carter Kruse

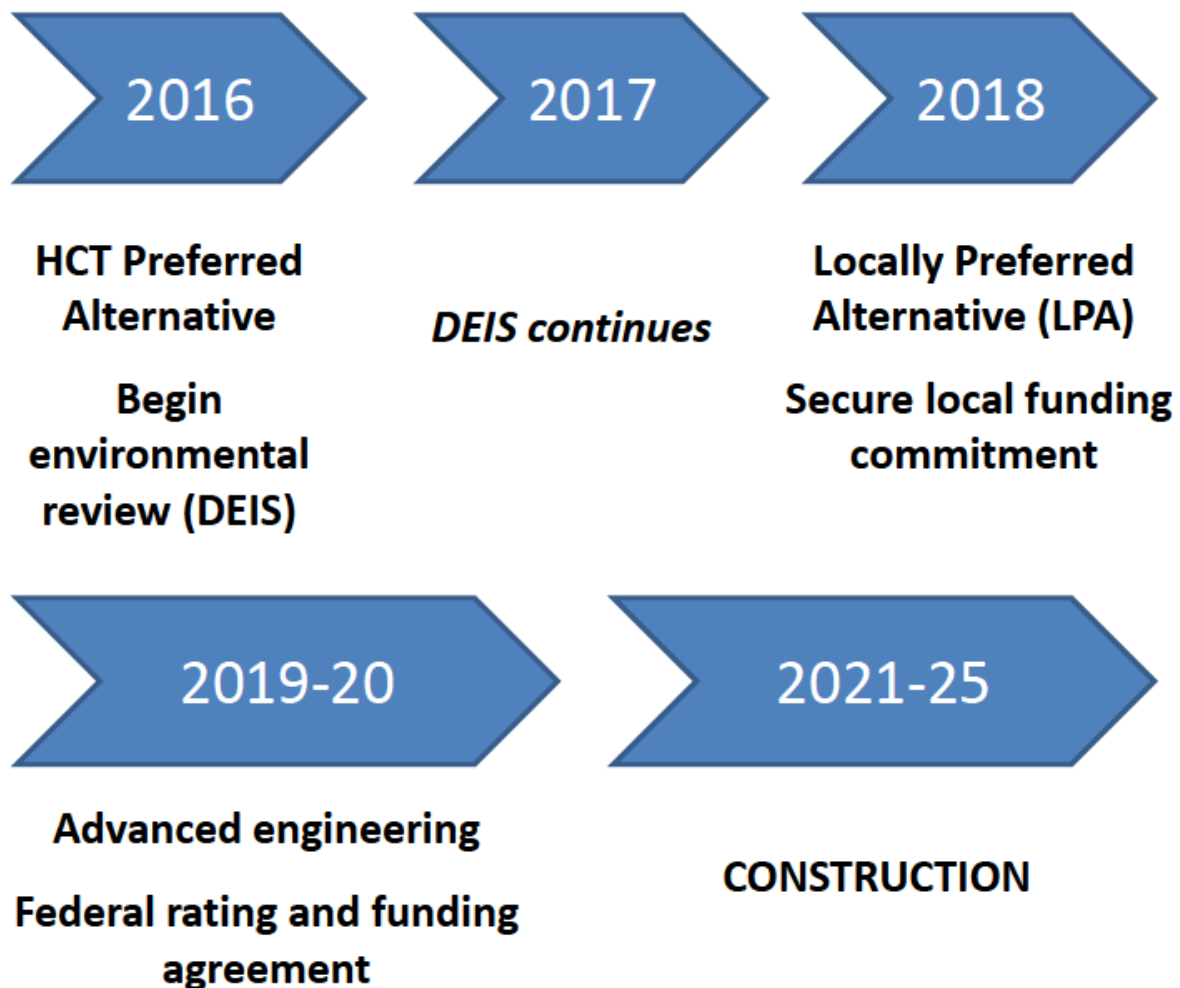


Carter Kruse and co-founder Yussef Fakih (not pictured) raised enough funds to start Powerhouse Coffee and to fund other Tigard groups such as Sparrow Club, which helps children in medical need. Photo by Jonathan House

*Eighteen-year-old Carter Kruse's ideal summer vacation is much different than an average*



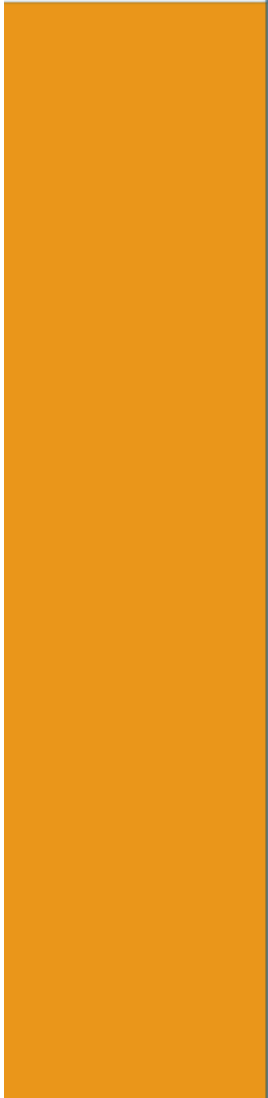
# Future Schedule







**Extra slides follow**





## Staff recommendation: Select light rail as the preferred high capacity transit mode

- ❑ Greater long term carrying capacity
  - ✓ Can accommodate growth past 2035
- ❑ Better transit performance
  - ✓ Travel time, reliability and ridership
  - ✓ Lower operating cost per rider
- ❑ Integration into existing MAX system
  - ✓ Less impact on Transit Mall capacity
- ❑ Higher level of public support



# Light rail or BRT?



MAX light rail in Portland



EmX bus rapid transit in Eugene

\$\$\$\$

Higher construction cost

\$\$

Lower operating cost per passenger



266 passengers per vehicle



100% in its own right-of-way



Attracts more new transit riders

\$\$

Lower construction cost

\$\$\$

Higher operating cost per passenger



86 passengers per vehicle



50-80% in its own right-of-way

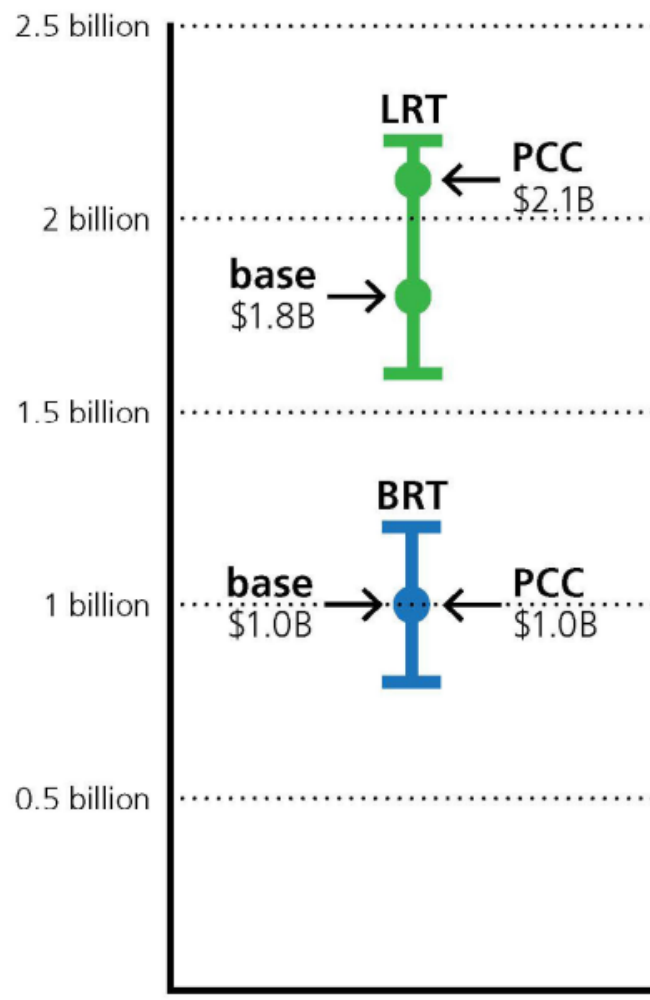


Attracts fewer new transit riders

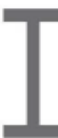
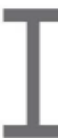
# CAPITAL COST

## ESTIMATED CAPITAL COST

2014\$ excluding finance & escalation

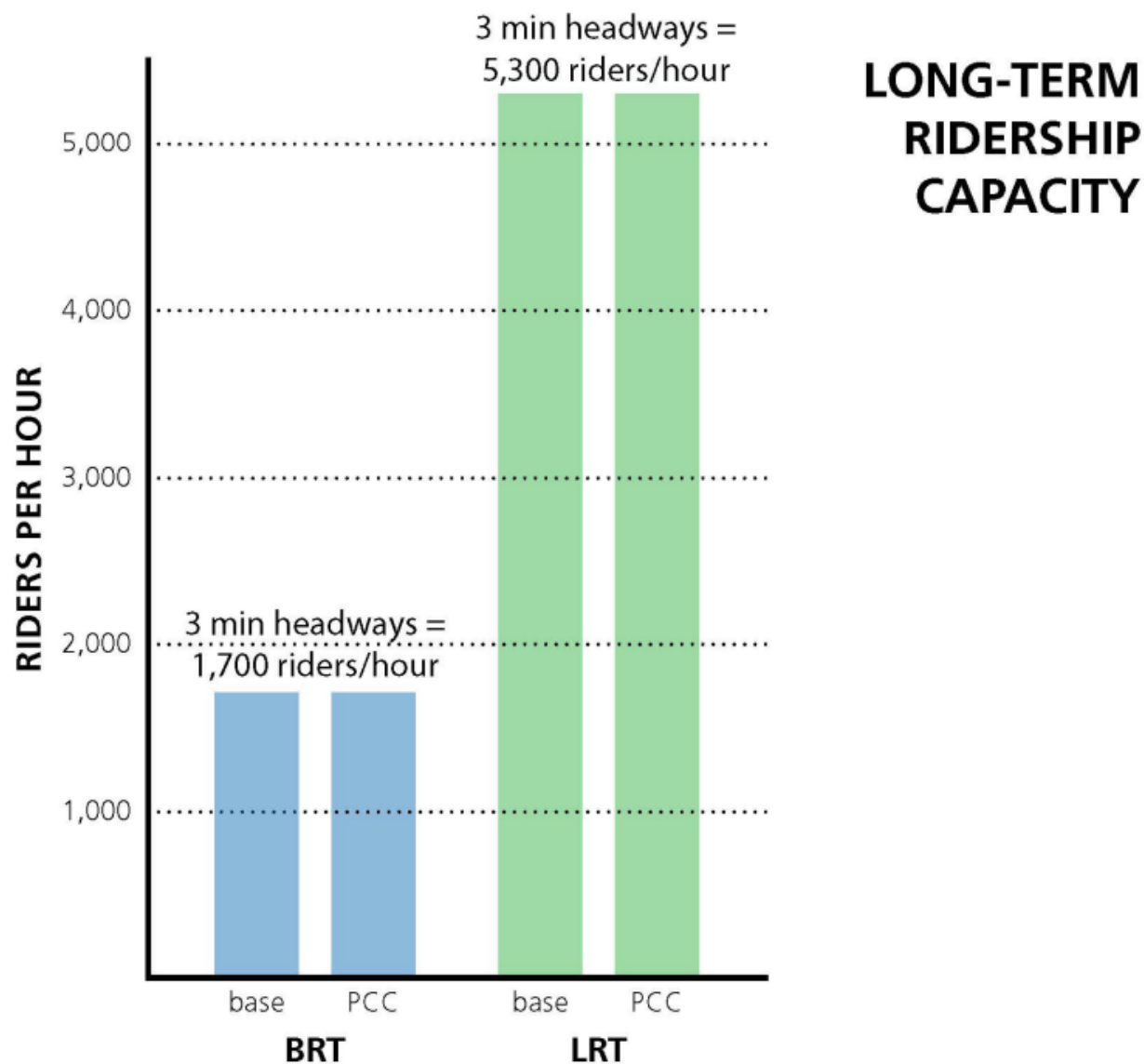


**capital cost range**  
(Bridgeport Village terminus)

 highest cost alignment  
 lowest cost alignment



# CAPACITY FOR LONG-TERM RIDERSHIP GROWTH



# Integration with regional MAX system

## Light rail



## BRT





# Potential HCT Performance

## Future projections (2035):

- LRT 40,000 to 43,000 daily rides
- BRT 28,000 daily rides
- *approximately 1/3 new transit riders*

## Current ridership (2013):

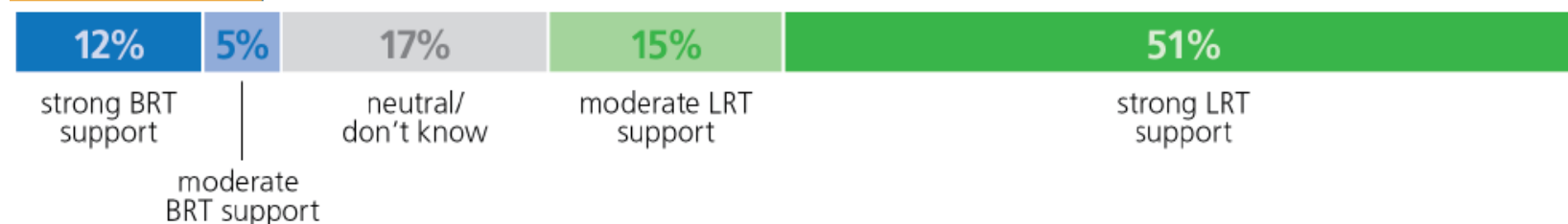
- Blue Line: 64,600 (Hillsboro – Gresham)
- Red Line: 23,400 (PDX – Beaverton)
- Green Line: 21,000 (Clack TC – PSU)
- Yellow Line: 15,000 (Expo – PSU)





# Public input

Responses from Jan-Feb online survey  
(2400 responses)



Tigard Community Survey (Fall 2015)

*If HCT is developed...*

- 52% of respondents would prefer LRT
- 15% would prefer BRT
- 23% would prefer both options



## Staff recommendation: Remove the light rail tunnel to PCC Sylvania from further consideration

- ❑ Ridership gains < cost
- ❑ Substantial trade-offs
  - ✓ Shortened alignment with less ridership
  - ✓ Less funding for station connectivity and local bike/pedestrian/road projects
- ❑ Neighborhood impacts
- ❑ Unclear ROI on campus
- ❑ Viable alternate connections

# Barbur/I-5 alignment + Enhanced Walk/Bike





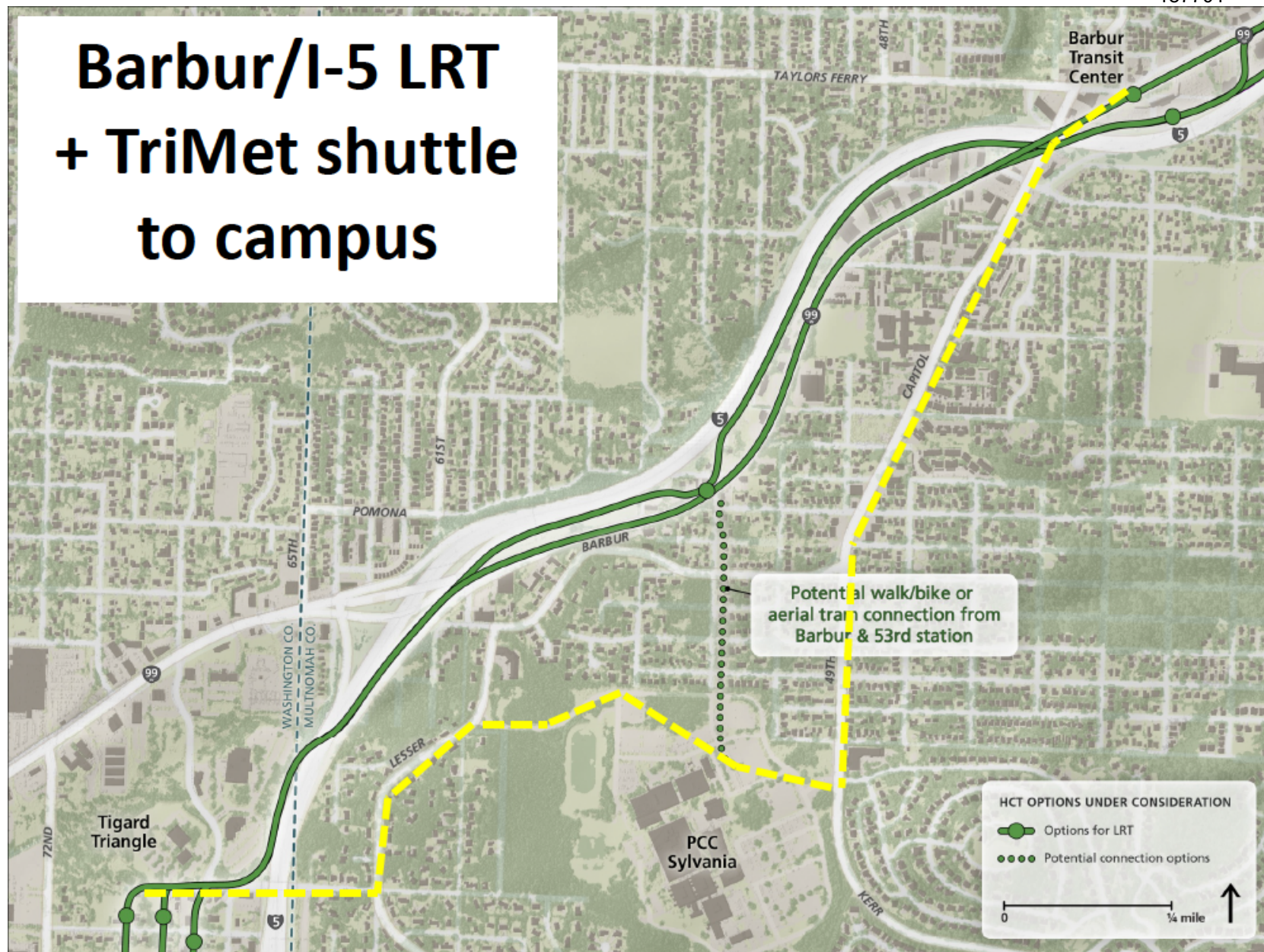
# LRT Tunnel options

- Cut and Cover
- Short bored
- Long bored





# Barbur/I-5 LRT + TriMet shuttle to campus





# Barbur/I-5 LRT + Aerial tram (or other mechanized connection)







# Upcoming timeline for SIS projects

- April-May 2016: Jurisdictions update costs/design for projects currently on list
- May-July 2016: Jurisdictions, key neighborhood stakeholders propose additional projects to consider
- Aug-Sept 2016: Public scoping to generate input on which SIS projects are included in DEIS
- October-Nov 2016: Steering committee final decisions on which existing and new projects are included in DEIS