



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

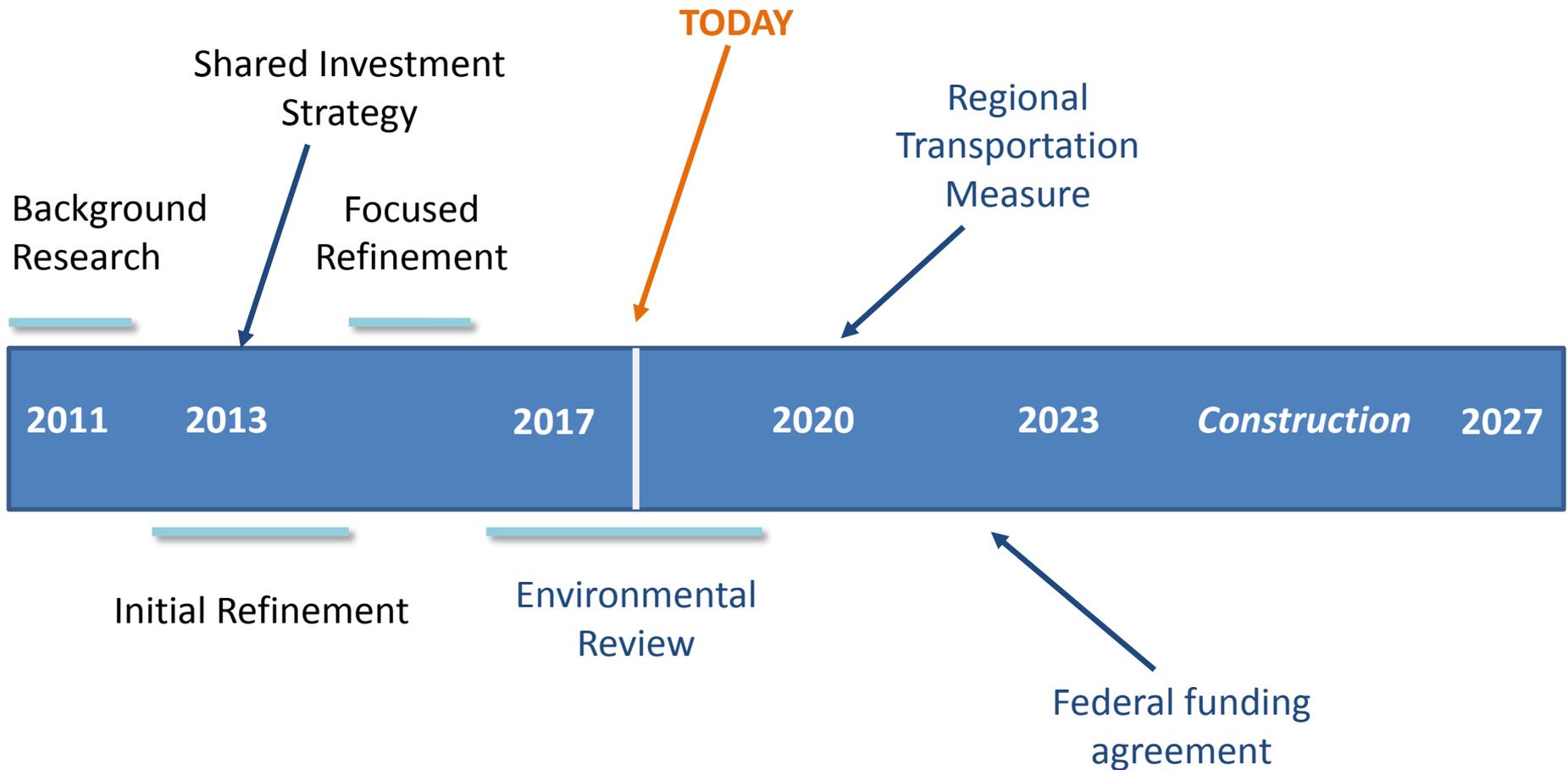
# SW Corridor Update on LRT Preferred Alternative Selection

**Metro Council Work Session**

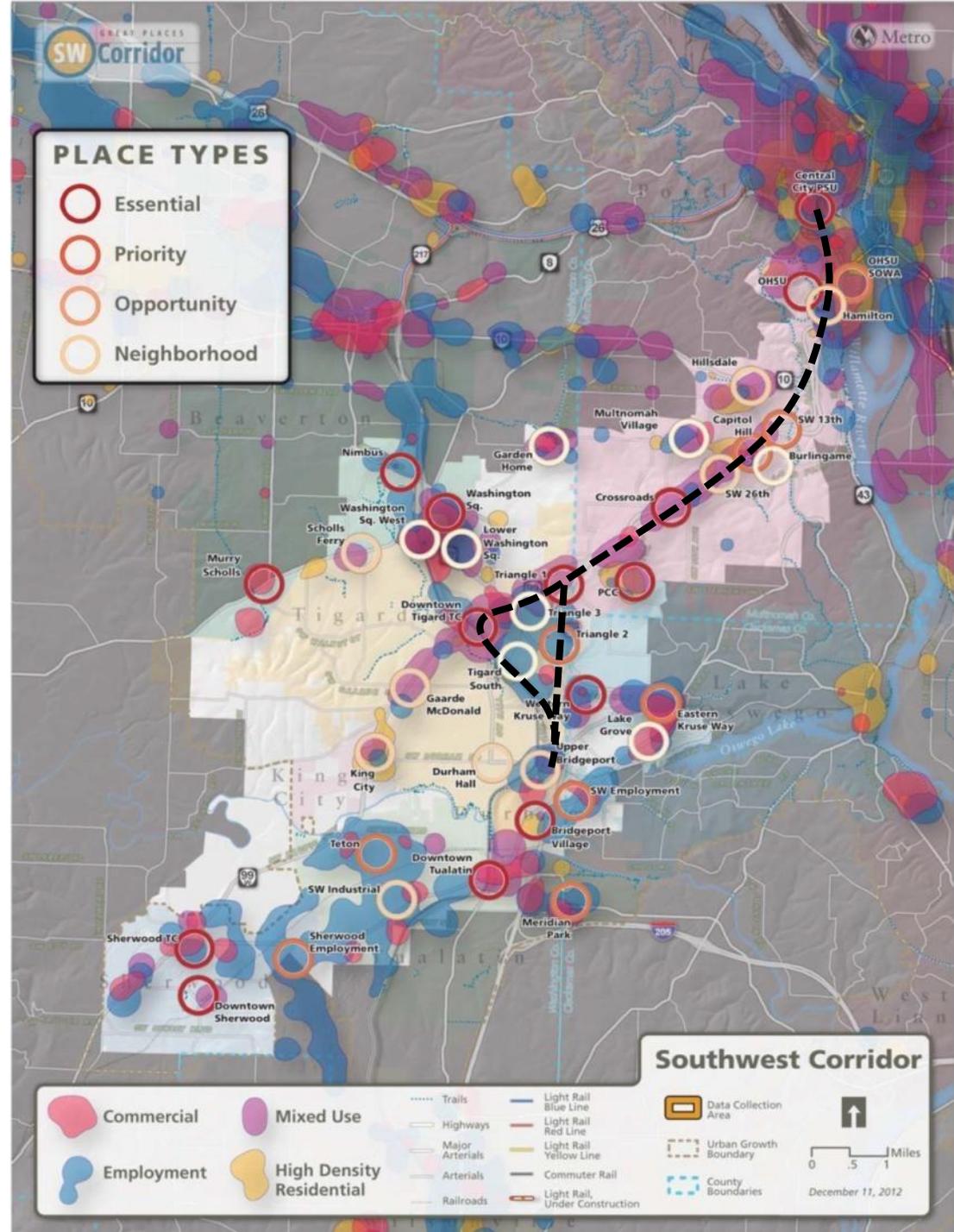
**July 31, 2018**



# Overall LRT Schedule

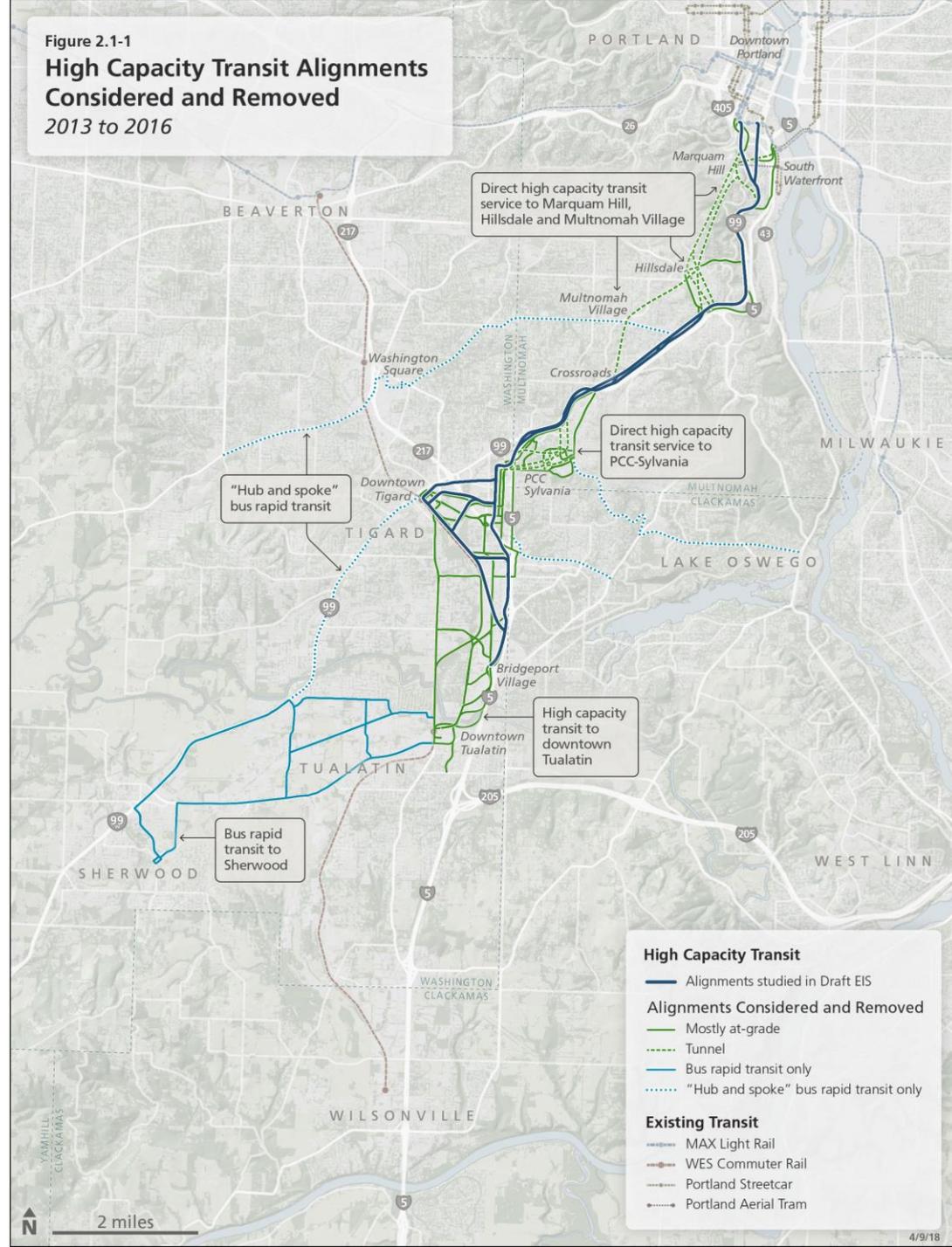


We started  
 with land use  
 to connect to  
 places



Over 60 HCT routes and two modes (BRT and LRT) were considered

Figure 2.1-1  
**High Capacity Transit Alignments Considered and Removed 2013 to 2016**





**Downtown Portland**

**OHSU**

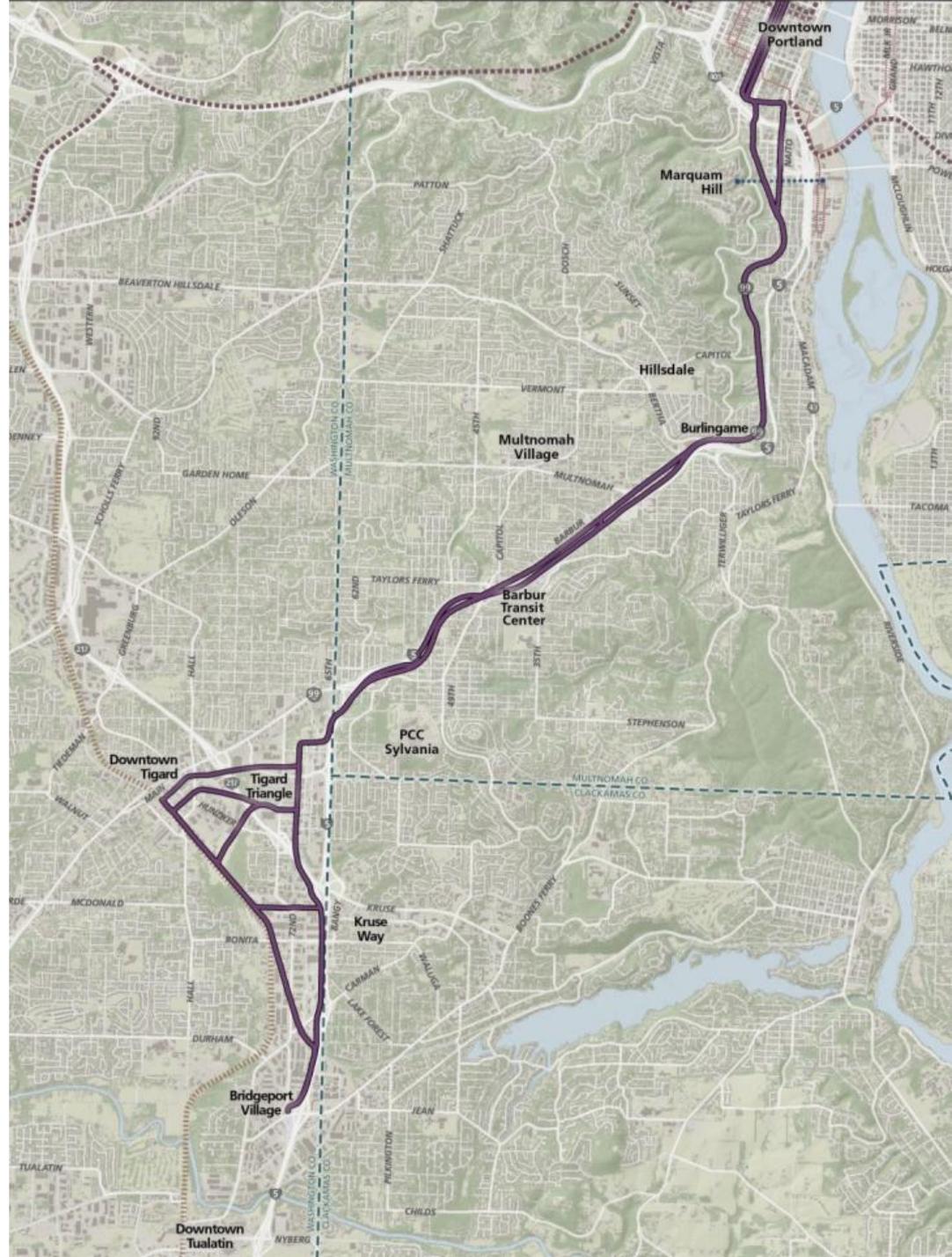
**Hillsdale / Burlingame**

**Barbur Transit Center**

**PCC Sylvania**

**Tigard Triangle +  
Downtown**

**Bridgeport Village**



# NEPA process



Federal Transit Administration

- Help decision makers understand environmental consequences
- Inform public of potential impacts
- Consult with relevant agencies
- Find ways to avoid, minimize or mitigate adverse effects
- Become eligible for federal funds



**Metro**

TRI  MET

**Parametrix**

# Public engagement

- Mailings
- DEIS (online, offices & libraries)
- Open houses
- Convenient “info hours” with staff
- Public hearings
- Email & social media outreach
- Local newspaper advertisements
- Local associations/organization visits

# Steering Committee action

- Single light rail route for further design, study, funding
- Included (option to be defined)
  - ◆ Marquam Hill connection
  - ◆ PCC Sylvania shuttle
  - ◆ Operations & Maintenance facility
- Work to do:
  - ◆ Stations and Park and rides
  - ◆ Design refinements
  - ◆ Station access improvements

# Implications

- All other alignments dropped
  - ◆ Clarifies adverse effects
- TriMet will begin advanced designs
  - ◆ Avoid or minimize impacts
  - ◆ Develop detailed cost estimates
- Environmental review
  - ◆ Final EIS to evaluate updated designs
  - ◆ Commit to mitigations
  - ◆ Address DEIS comments

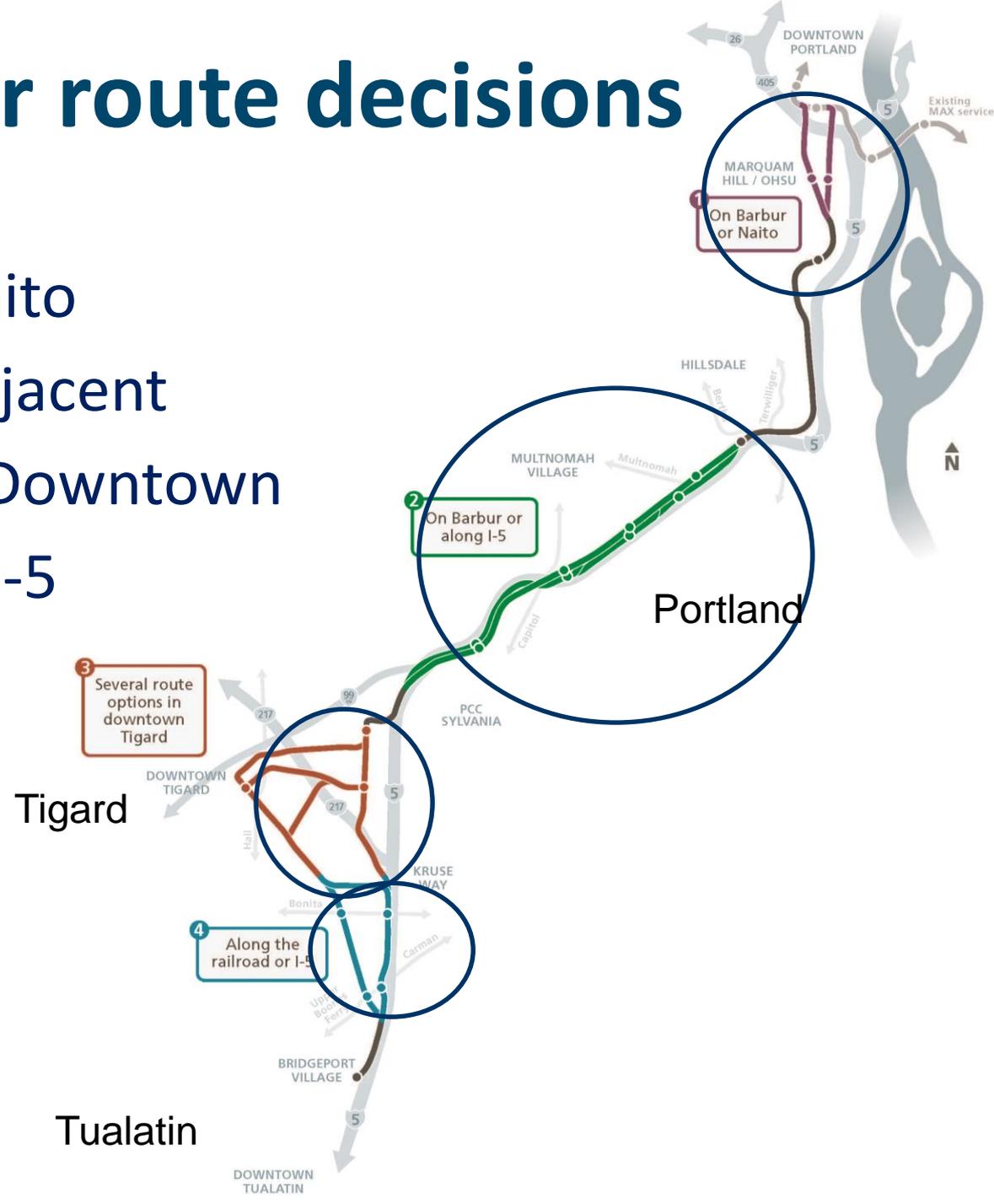
# Major route decisions

Barbur or Naito

Barbur or I-5 Adjacent

Tigard Triangle and Downtown

Railroad or I-5





# Next steps – Fall 2018

- **Sept / Oct:** Local jurisdictions consider endorsement of St. Comm. Recommendation
- **Oct:** TPAC and JPACT
- **Nov:** Council considers adoption of Preferred Alternative into Regional Transportation Plan

# Long-term timeline

**TODAY**



**Design**

*Project Development*      *Engineering*

Request to enter Project Development      Apply for Project Engineering

**Construction**

**Testing**

Opening

**Environmental Review**

*Draft EIS*      *Final EIS*

Public and agency review      Record of Decision

Preferred alternative selected

**Funding**

Regional funding vote      Apply for New Starts rating      Federal funding agreement



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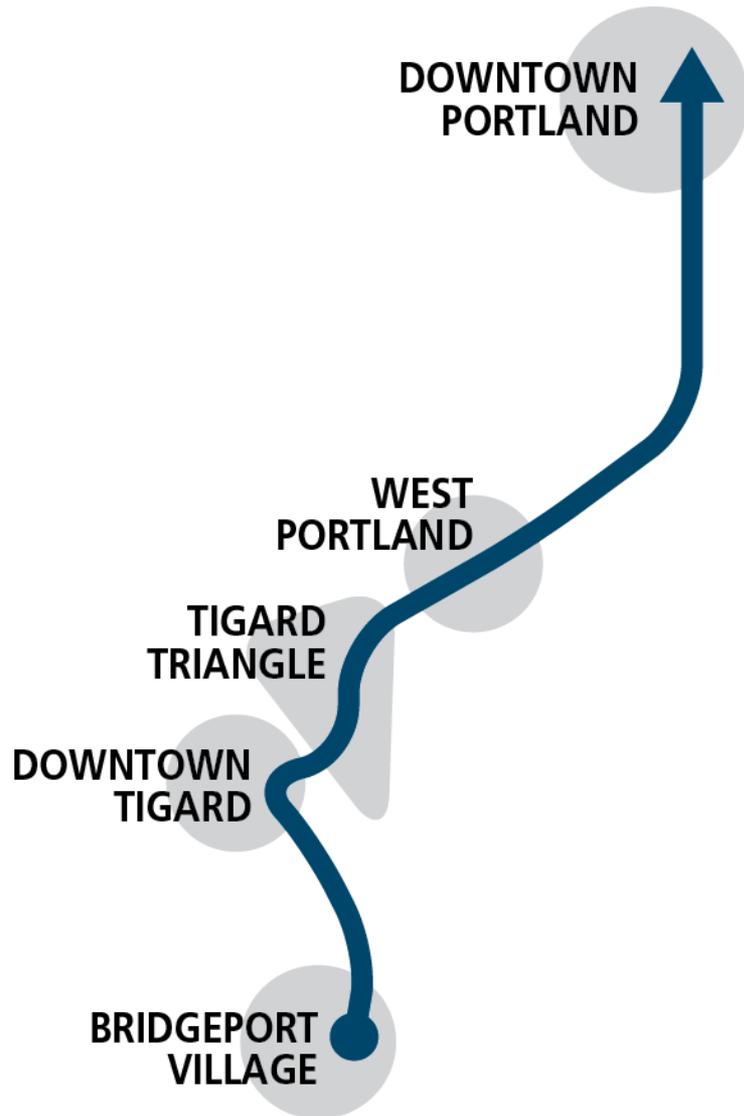
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# SW Corridor Update on LRT Preferred Alternative Selection

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# Initial route proposal



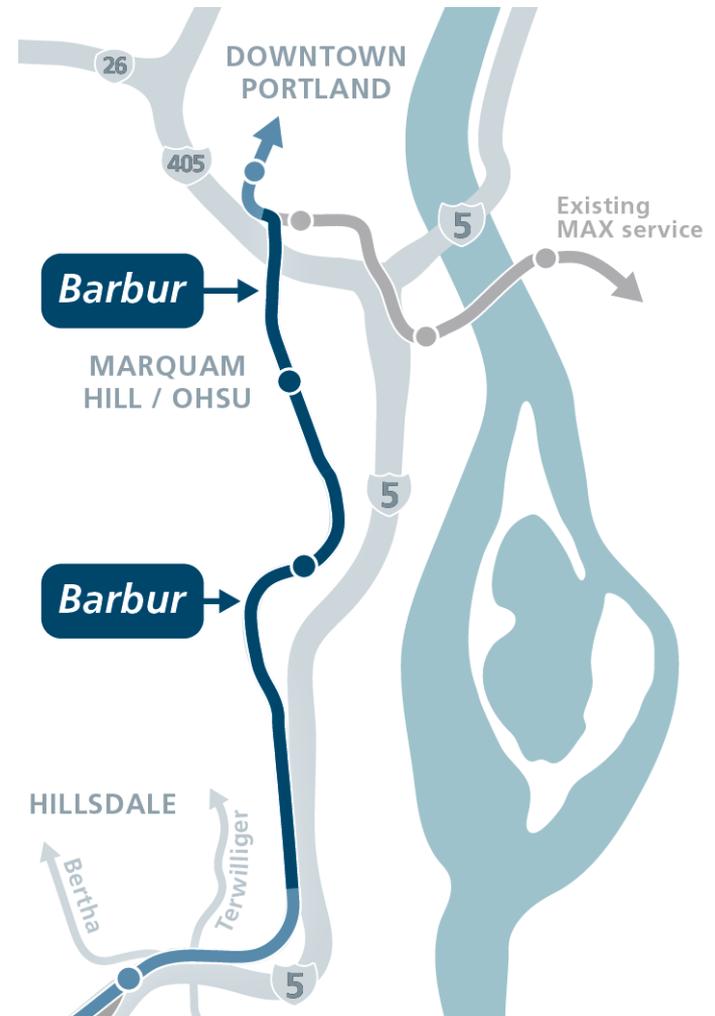
## Through route

- 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

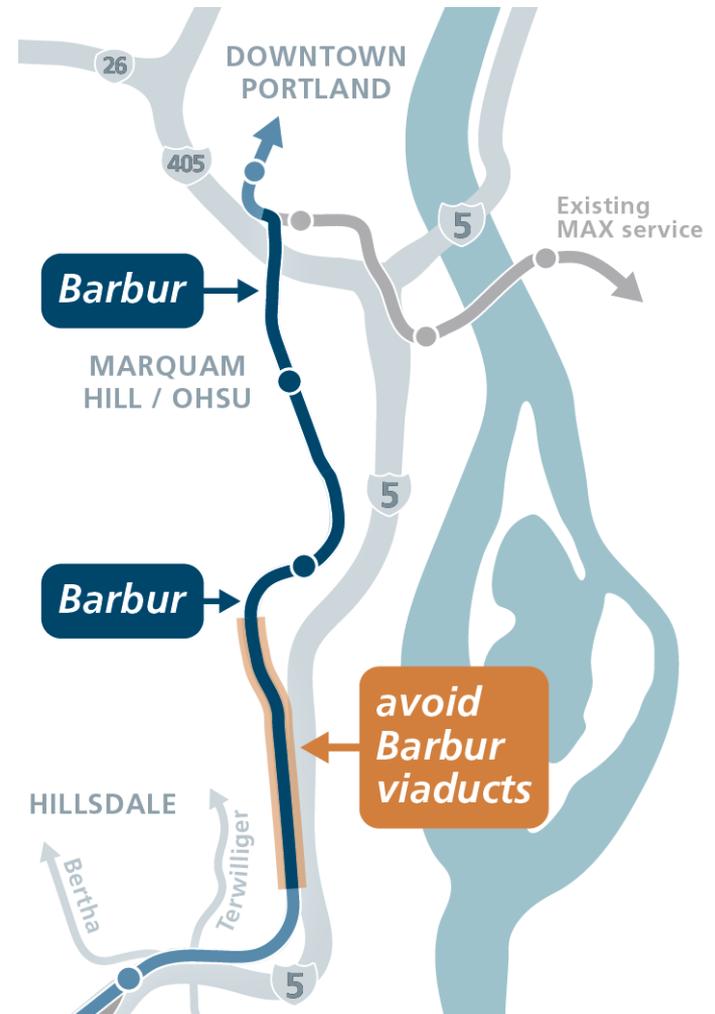
- Shorter connection to Marquam Hill
- Faster travel time
- Fewer property impacts (historic, residential, business)
- Ross Island Bridgehead improvements necessary



# Suggested modification

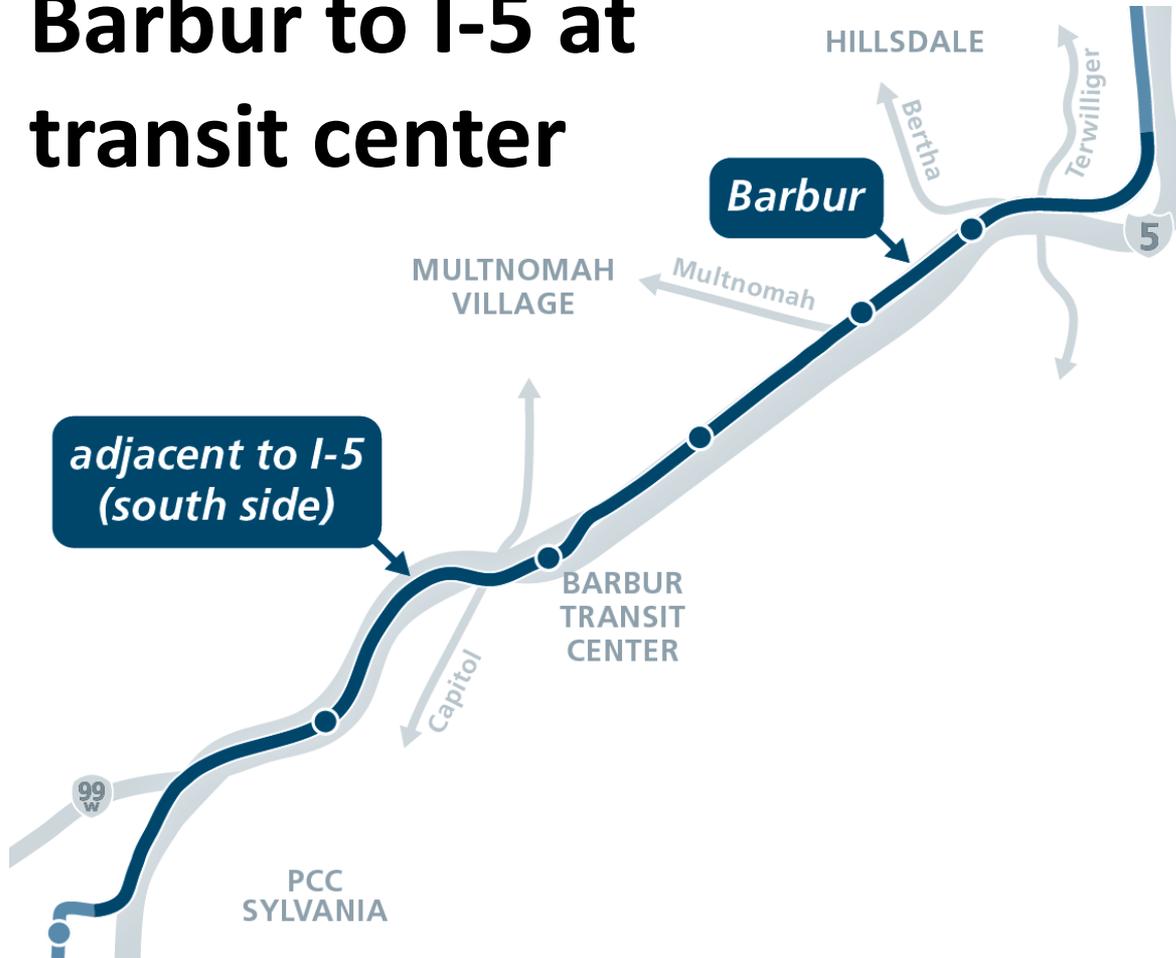
## Avoid Barbur viaducts

- Reduce construction impacts
- Avoid historic and park impacts
- Reduce cost



# Initial route proposal

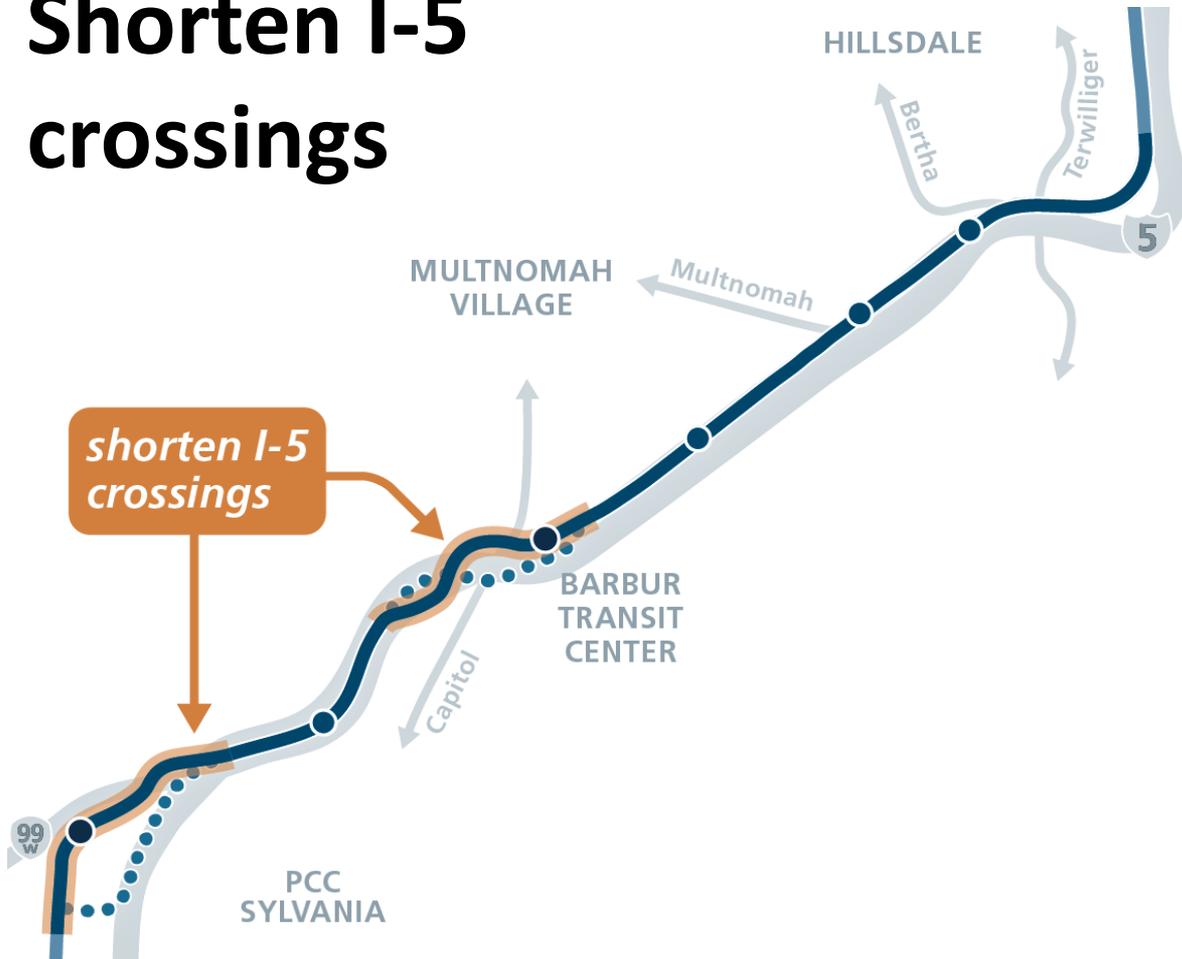
## Barbur to I-5 at transit center



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

# Suggested modifications

## Shorten I-5 crossings

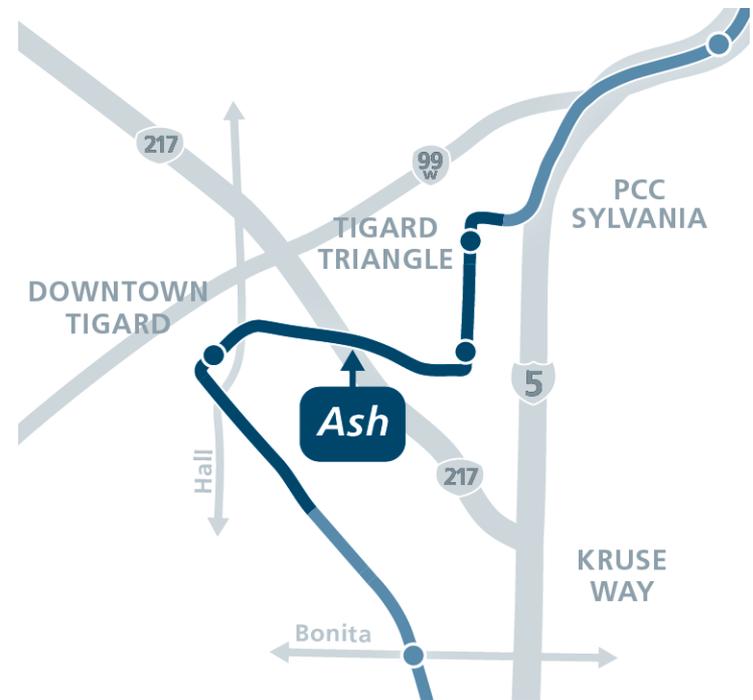


- Reduce visual impacts
- Reduce construction impacts
- Reduce cost
- Allows for a station on 68th near 99W

# *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



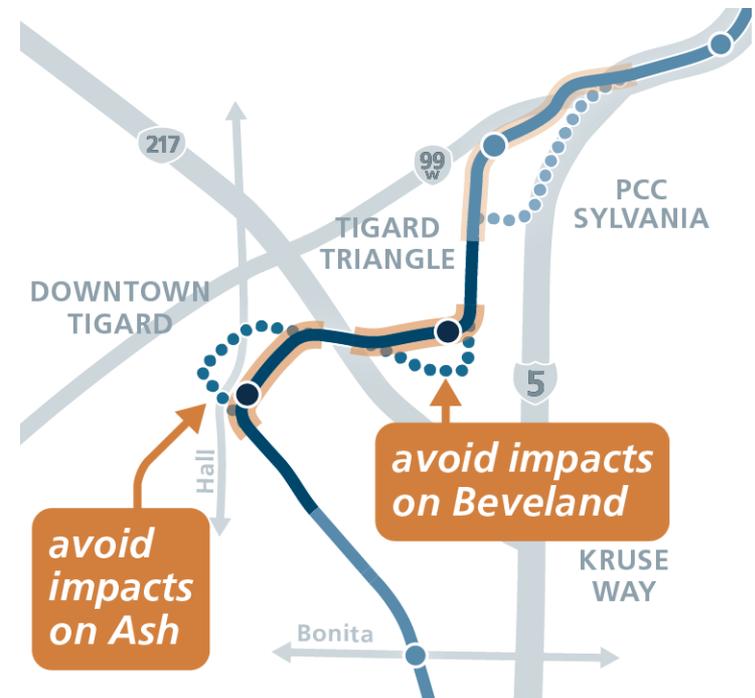
# Suggested modifications

## Elmhurst

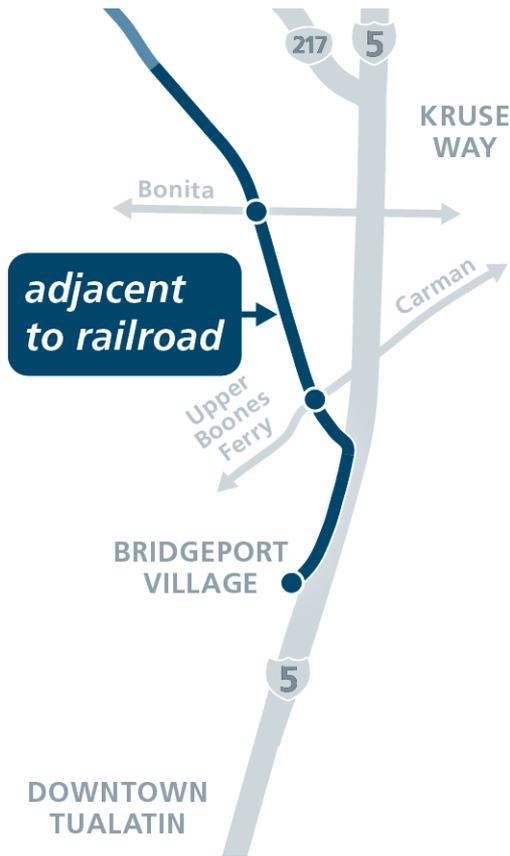
- Avoid business impacts on Beveland

## Downtown station east of Hall Blvd

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



# Initial route proposal



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