



G R E A T P L A C E S

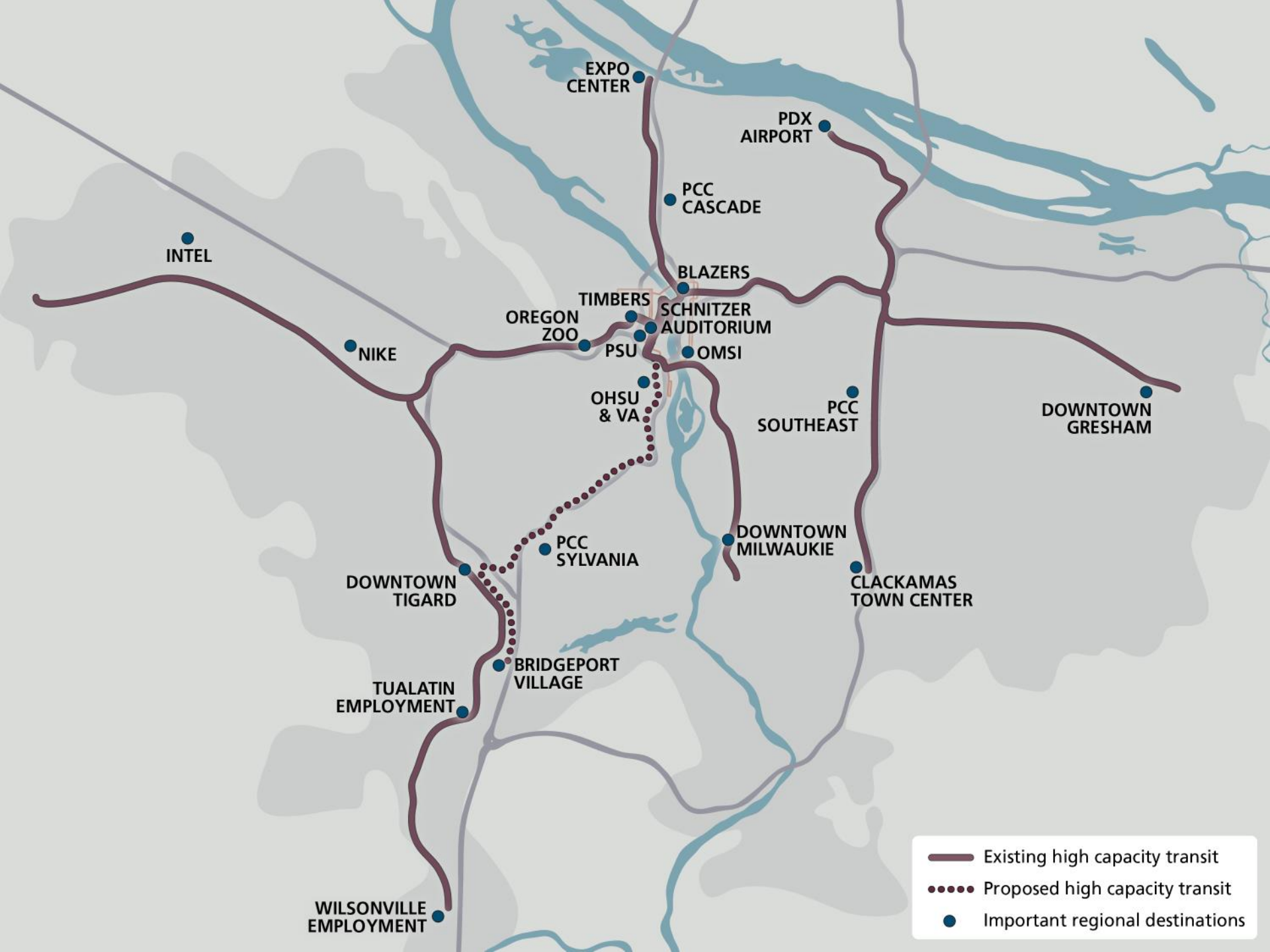
Corridor

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

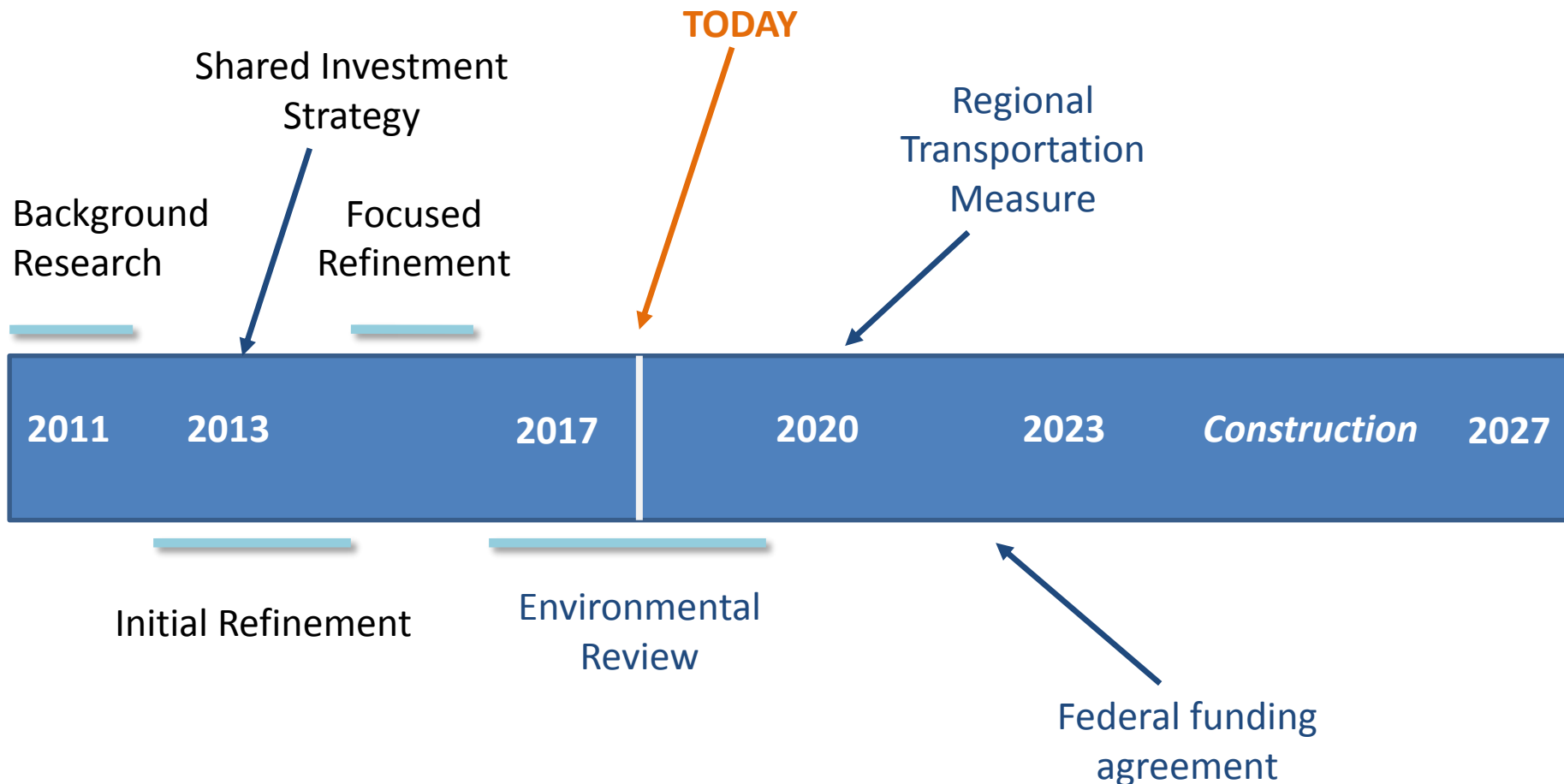
SW Corridor Update on LRT Preferred Alternative Selection

Metro Council Work Session

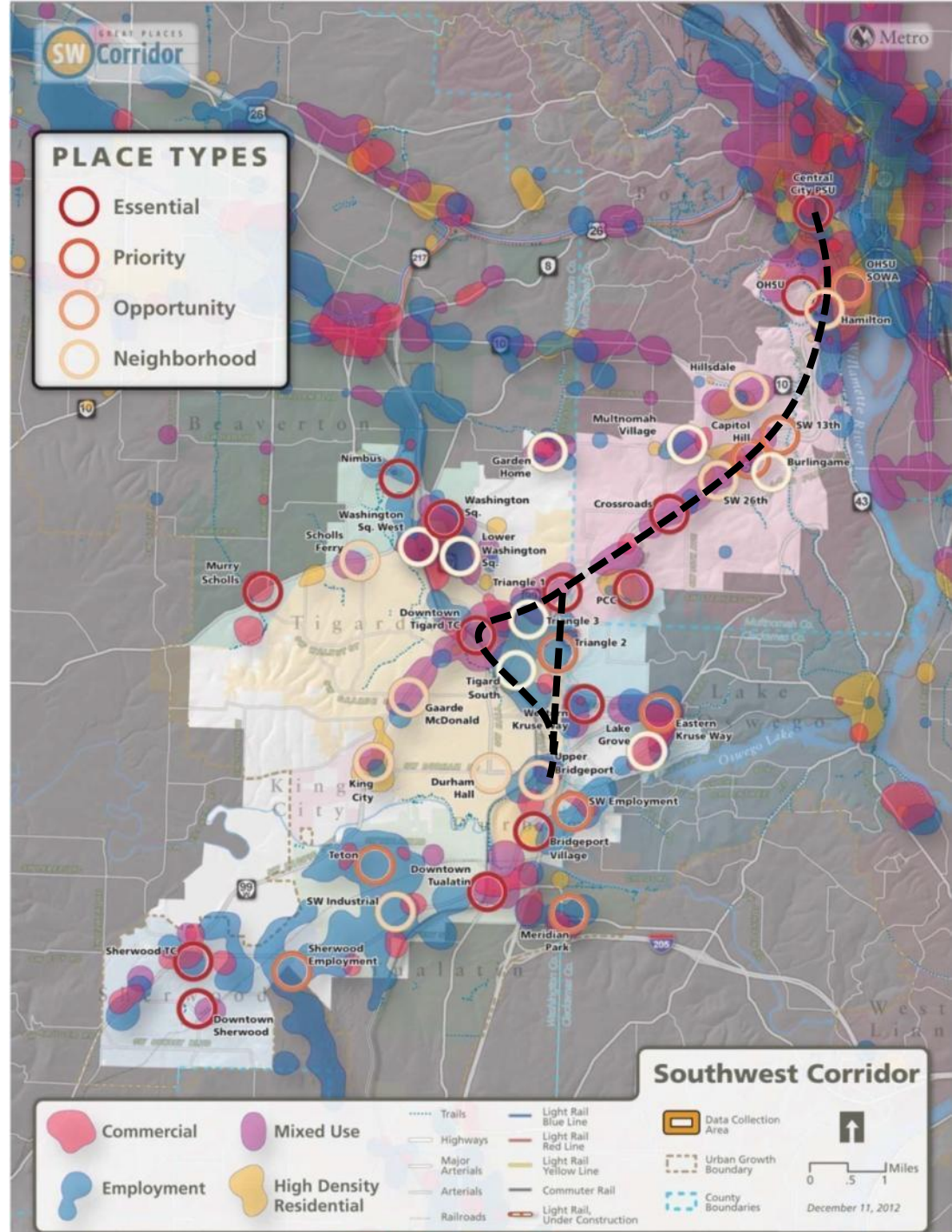
July 31, 2018



Overall LRT Schedule

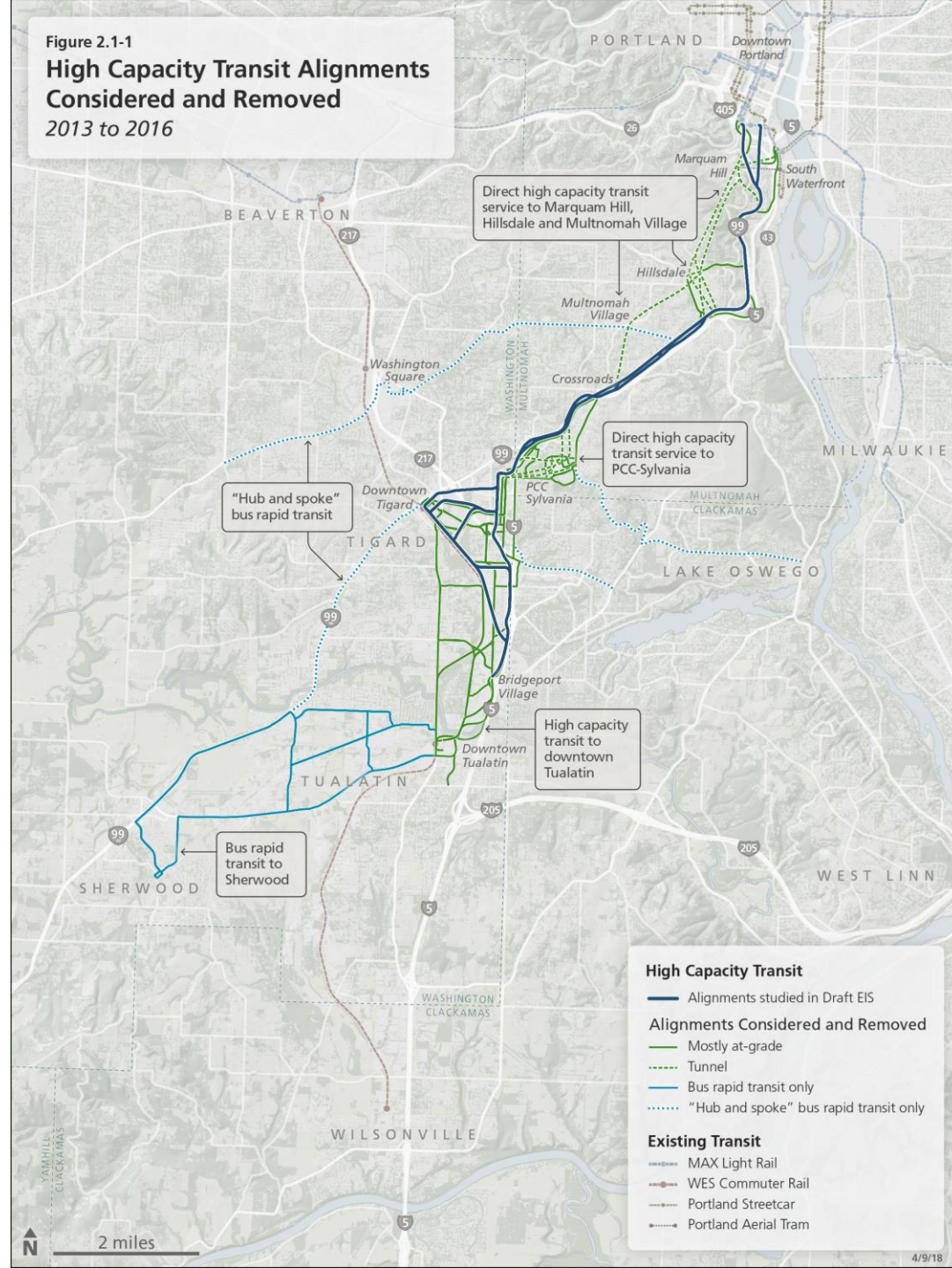


We started
with land use
to connect to
places



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



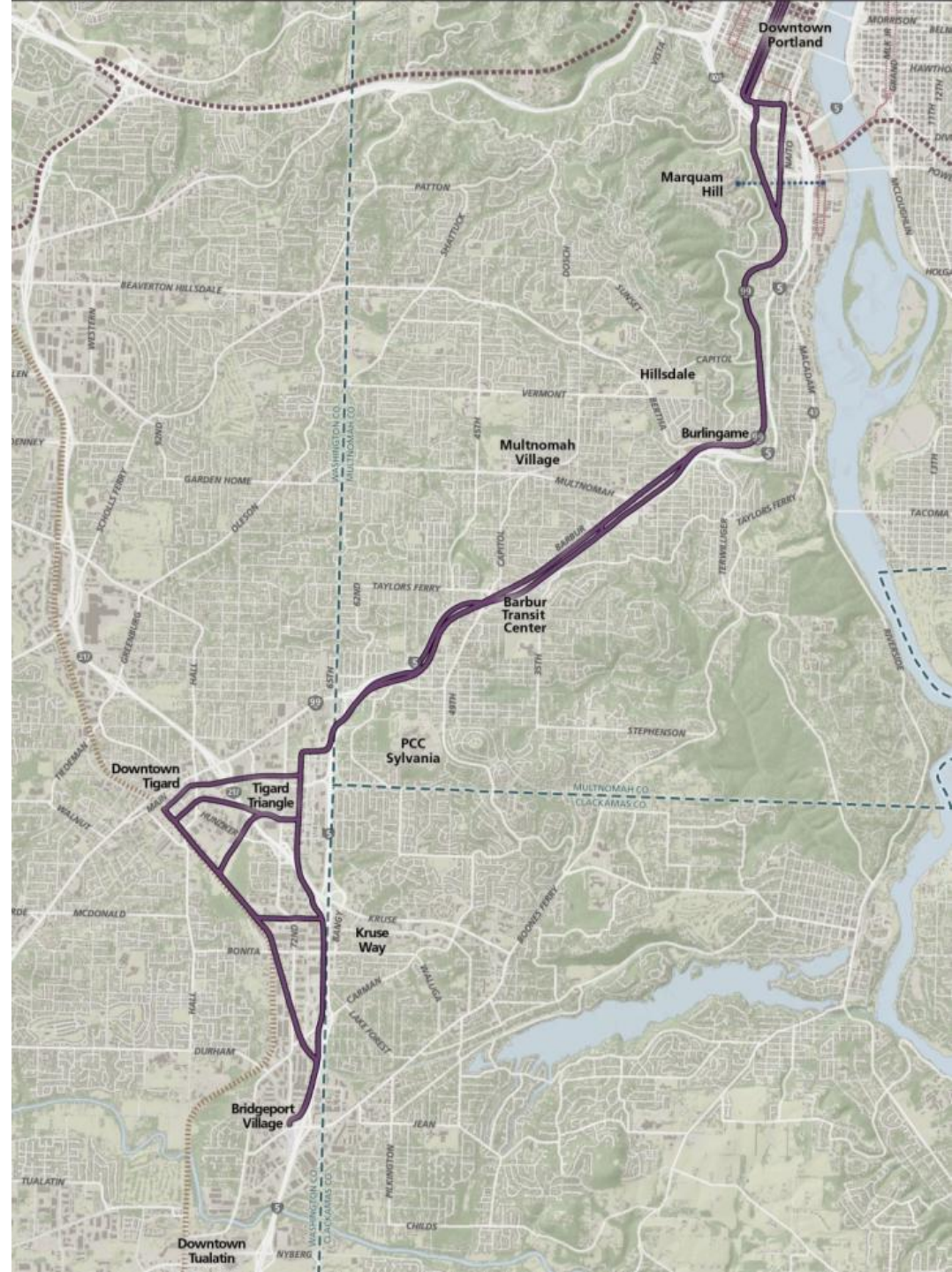
PCC Sylvania



**Tigard Triangle +
Downtown**



Bridgeport Village



NEPA process



- 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



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

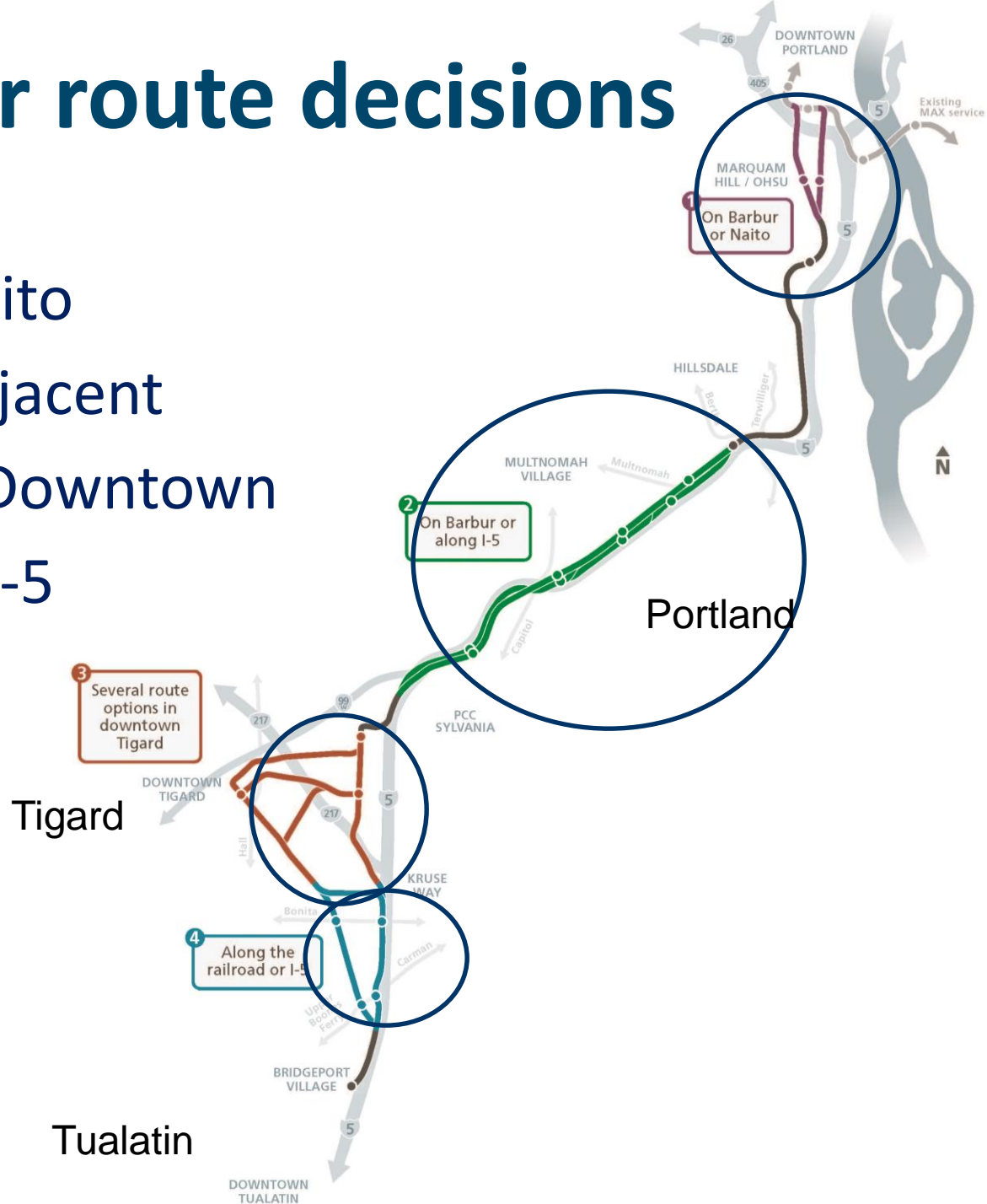
Major route decisions

Barbur or Naito

Barbur or I-5 Adjacent

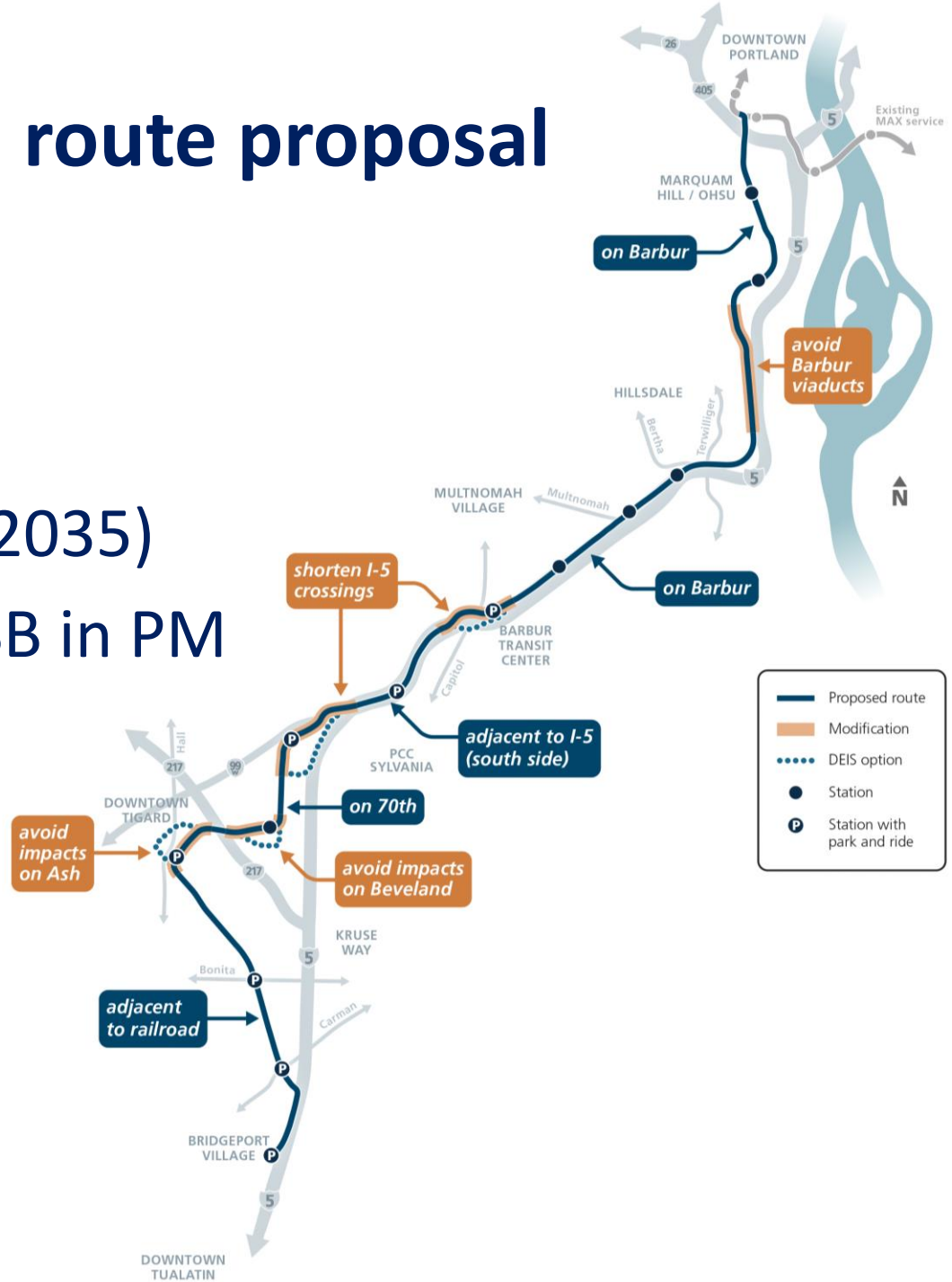
Tigard Triangle and Downtown

Railroad or I-5



Initial route proposal

- ❑ 12 miles
- ❑ 13 new stations
- ❑ 43,000 daily trips (2035)
- ❑ 1 in 5 commuters SB in PM



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



2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
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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

Preferred
alternative
selected

Record of
Decision

Funding

Regional
funding vote

Apply for New
Starts rating

Federal funding
agreement



G R E A T P L A C E S

Corridor

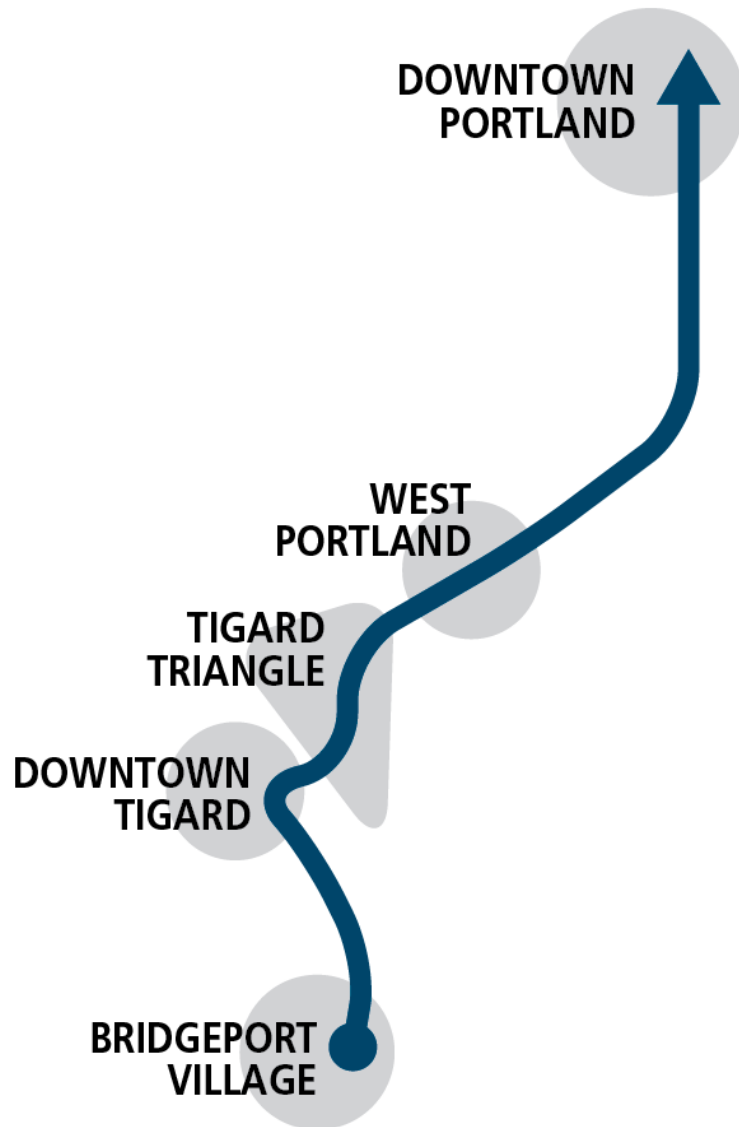
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Initial route proposal



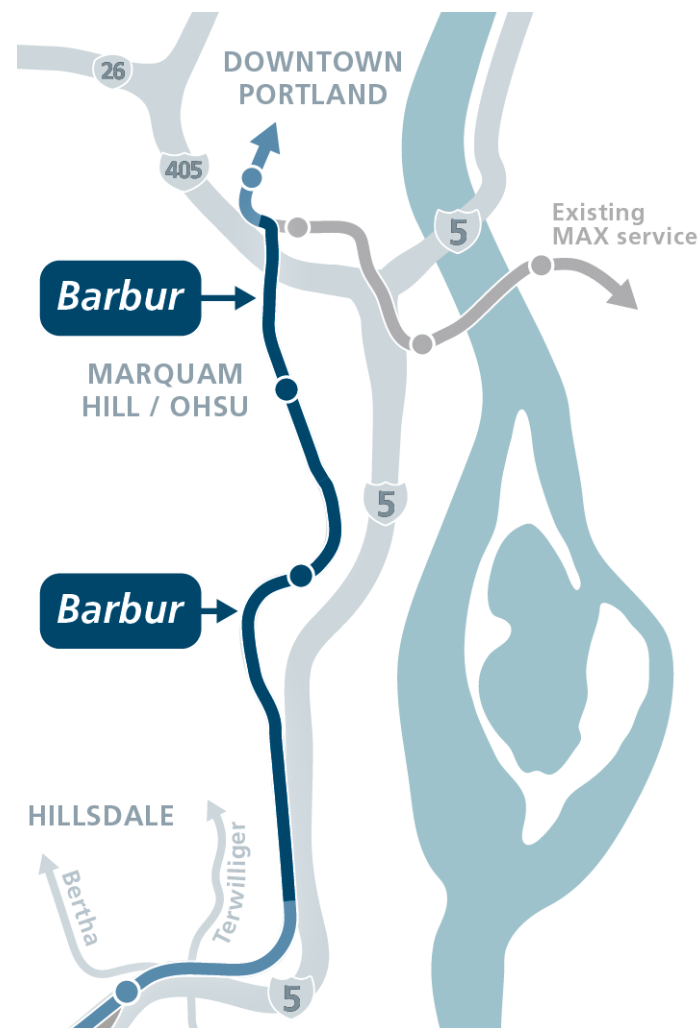
Through route

- 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

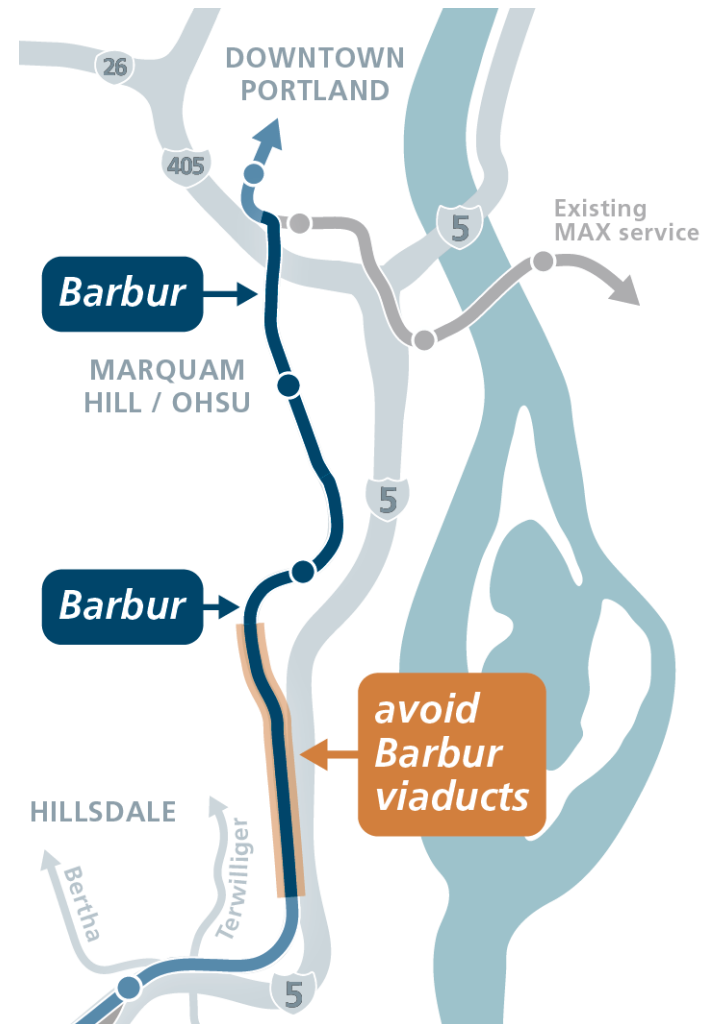
- Shorter connection to Marquam Hill
- Faster travel time
- Fewer property impacts (historic, residential, business)
- Ross Island Bridgehead improvements necessary



Suggested modification

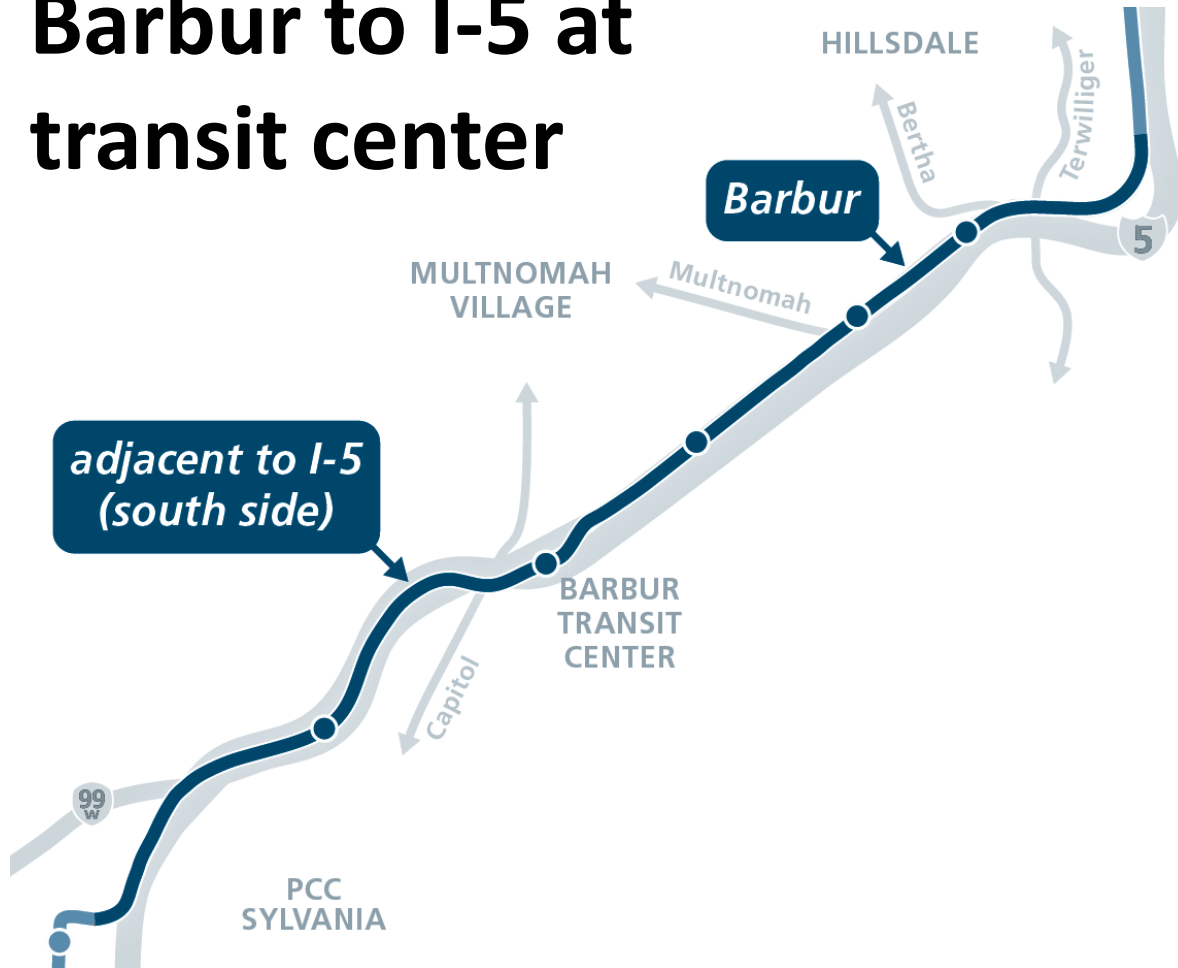
Avoid Barbur viaducts

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



Initial route proposal

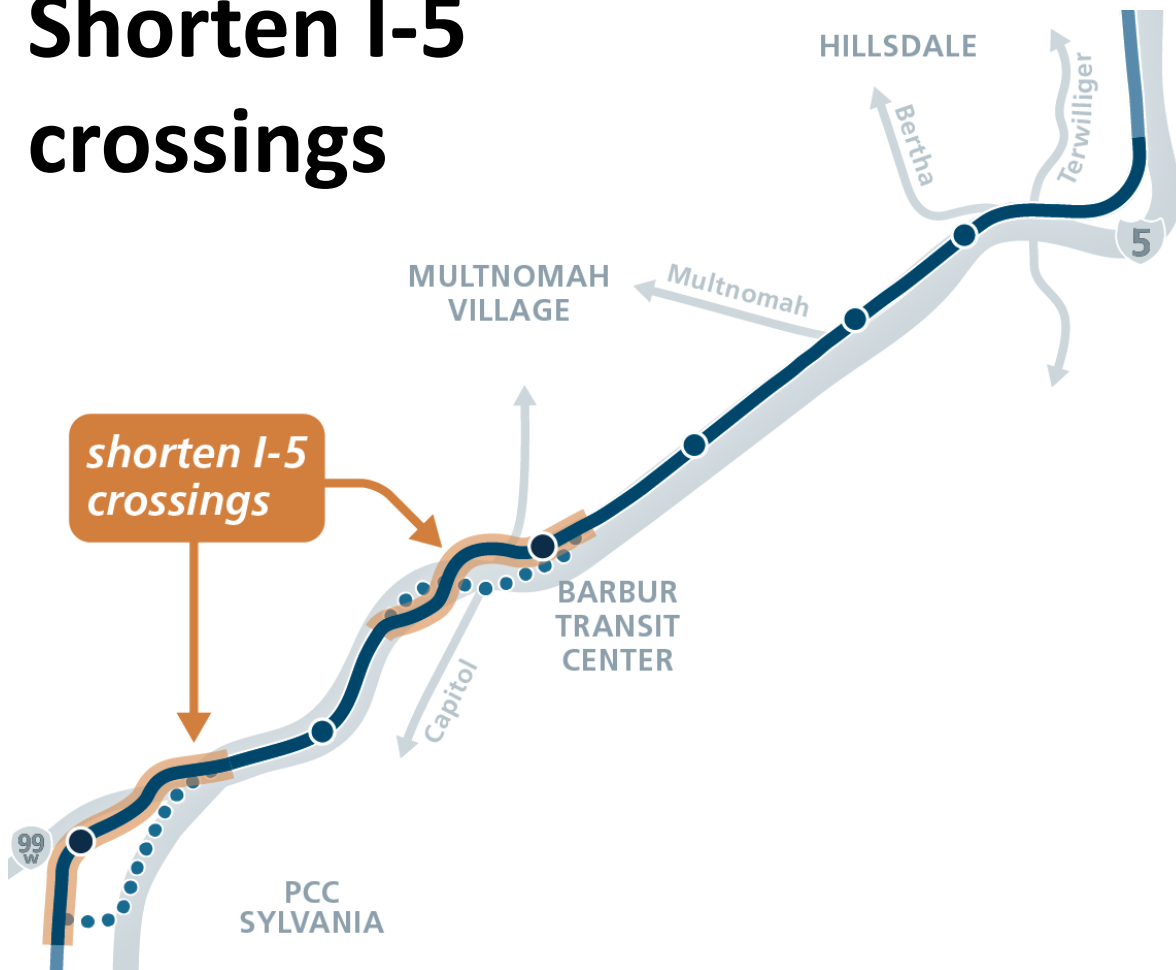
Barbur to I-5 at transit center



- 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

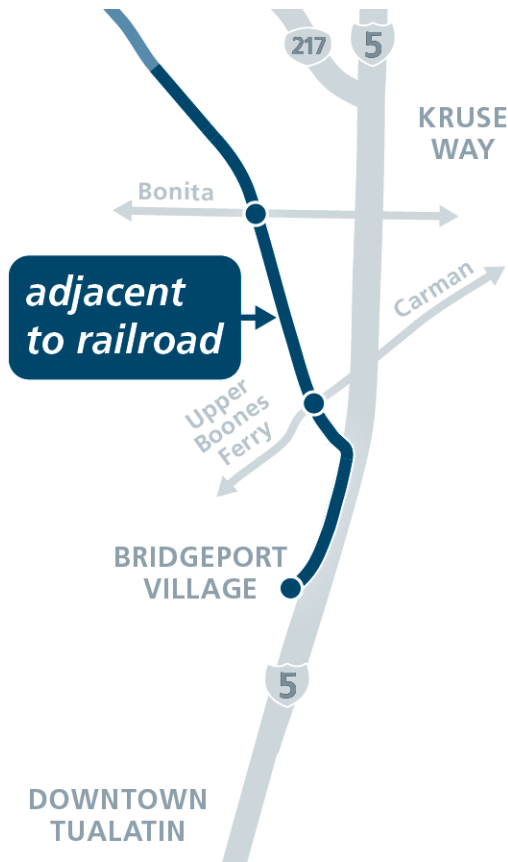
- Avoid business impacts on Beveland

Downtown station east of Hall Blvd

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



Downtown Tigard to Bridgeport **Initial route proposal**



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