



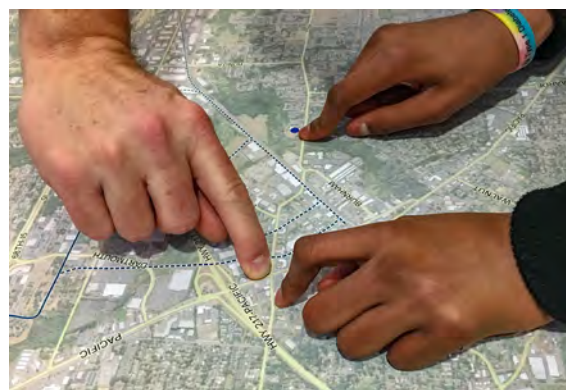
PORTLAND • TIGARD • TUALATIN

Corridor

Light Rail Project

What's next for light rail?

A route has been selected for a new MAX light rail line serving Portland, Tigard and Tualatin.



In August 2018, the route for our region's next light rail line was recommended by a steering committee comprised of local and regional leaders in the Southwest Corridor. This new 12-mile line would connect with the existing MAX system, WES Commuter Rail and many bus lines, serving southwest Portland, Tigard and Bridgeport Village in Tualatin.

Through late summer and into the fall of 2018, jurisdictions in the Southwest Corridor, will formally acknowledge the recommendation.

With this preferred route identified, the project now moves into the final environmental impact analysis and design phase. In the coming years, project partners will work with property owners, businesses, residents and community groups to refine the design of the route, stations, sidewalks, bike lanes and roadway improvements. These efforts will focus on minimizing potential impacts while maximizing the benefits of this new transportation investment.

Learn more...

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Recommended light rail route

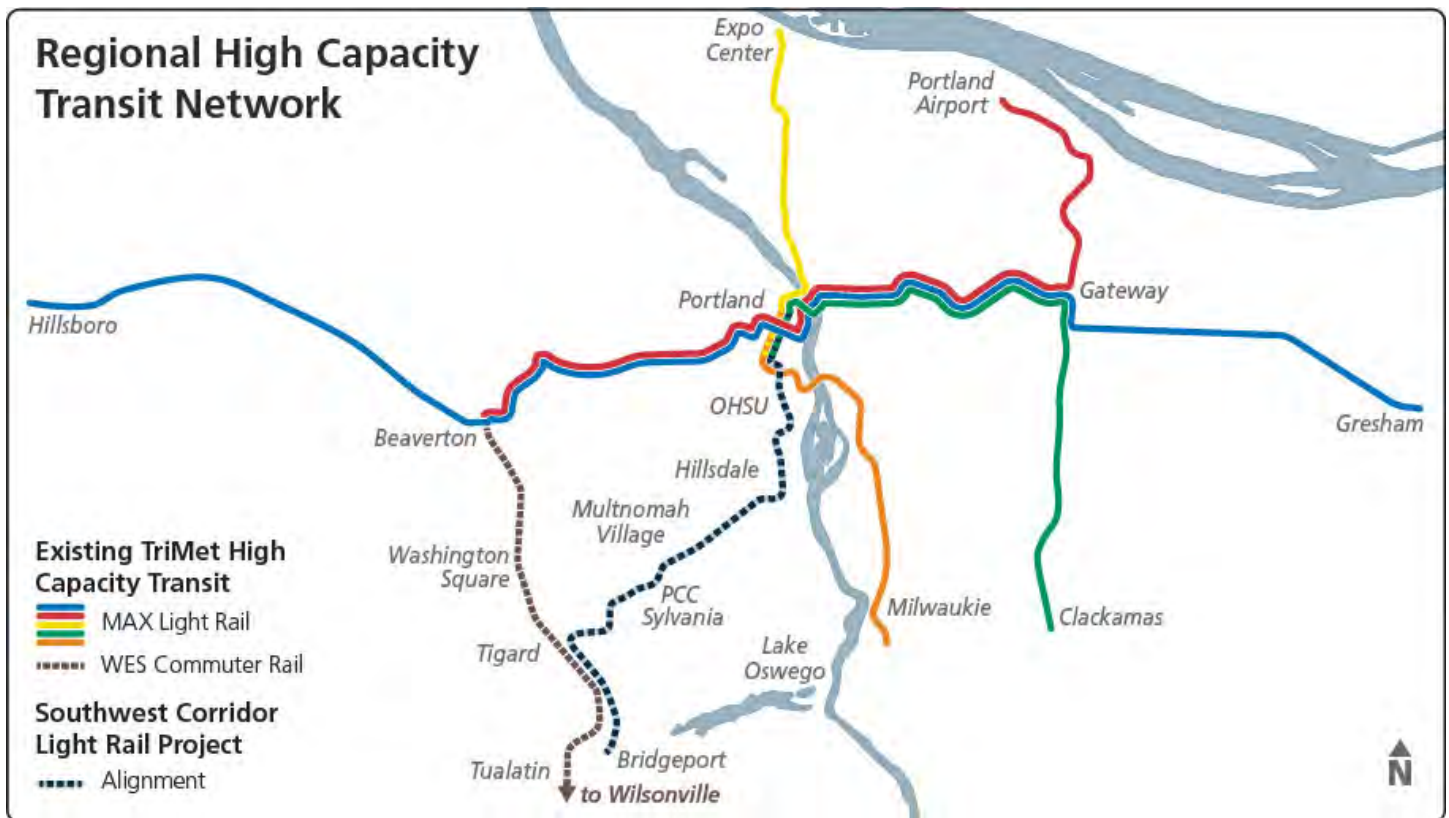
On August 13, 2018, the Southwest Corridor Steering Committee unanimously supported a route for the light rail line. The new MAX light rail will extend the existing Green Line MAX in downtown Portland near Portland State University. It will then travel down the middle of SW Barbur Boulevard to Barbur Transit Center, maintaining two travel lanes in each direction and building continuous bike lanes and sidewalks.

South of Barbur Transit Center, the route will travel adjacent to I-5. At the city limits between Portland and Tigard, the train will cross over I-5 and under Highway 99W, and then travel southwest to Tigard.

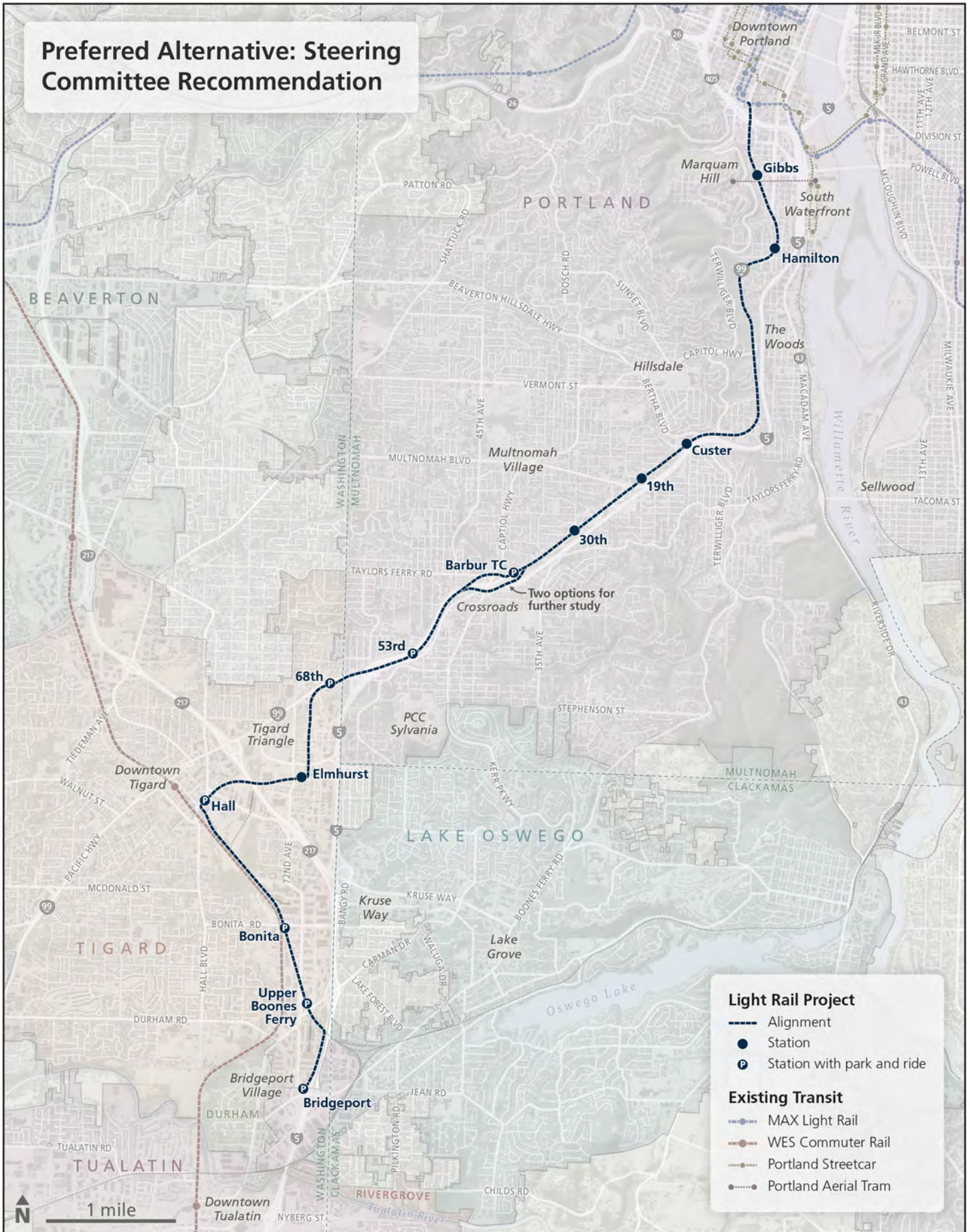
In the Tigard Triangle, the train will travel on SW 70th Avenue until SW Elmhurst Street, cross over Highway 217, and run east of SW Hall Boulevard adjacent to downtown Tigard. It will continue southeast parallel to the freight tracks until it reaches I-5, where it will turn and run adjacent to the freeway to the southern terminus at Bridgeport Village.

Under this plan, TriMet, the Portland Bureau of Transportation and the Oregon Department of Transportation (ODOT) will work together to replace the Newberry and Vermont viaducts, which support SW Barbur Boulevard in inner Southwest Portland, while adding light rail transit and new bicycle and pedestrian facilities.

The project will include a pedestrian connection to Marquam Hill and OHSU, a shuttle to the Portland Community College Sylvania Campus, a new light rail maintenance facility, roadway and infrastructure improvements to keep traffic moving on SW Barbur Boulevard and Highway 99W, and accompanying walking and biking improvements.



Preferred Alternative: Steering Committee Recommendation



What's in the project?

The cornerstone of the Southwest Corridor Plan is a new 12-mile MAX light rail line connecting downtown Portland to Tigard and Tualatin. But the plan also includes roadway, bicycle and pedestrian improvements and strategies to ensure that development along the light rail line addresses the region's workforce, economic development and housing needs.

The project includes:

- a new walk and bike connector between SW Barbur Boulevard and **Marquam Hill** to provide access to OHSU, the VA Hospital, Doernbecher Children's Hospital and other facilities
- a **shared transitway (for buses and light rail)** on the northernmost 2-miles of Barbur Boulevard to allow buses to bypass traffic congestion in South Portland
- stations along **Barbur Boulevard** from Burlingame to the Barbur Transit Center (while maintaining two auto lanes in each direction on Barbur)
- a **shuttle** between PCC-Sylvania and nearby stations to shorten the connection between light rail and the campus
- a southern terminus station at **Bridgeport Village**, to provide access to jobs, and connect to bus lines accessing Tualatin employment areas, Wilsonville, and other points south and west
- **transfer opportunities** to other transit, including many bus lines, MAX lines and WES Commuter Rail
- new or improved **sidewalks, bike lanes and safe crossings** along the alignment and at stations to provide safe access
- new **park and rides** (2,000 to 3,500 parking spaces) near freeway ramps that would allow drivers to connect easily to light rail and avoid the daily congestion on I-5 and Barbur

The project team is pursuing additional improvements as part of the broader Southwest Corridor Plan. For example, partners have already begun to implement the Southwest Corridor Equitable Development Strategy, and are developing a strategy to reconfigure access at the west end of the Ross Island Bridge.



Incomplete sidewalks on Barbur Boulevard (at Alice Street)



Biking on Barbur Boulevard (at Bertha Boulevard)

Southwest Corridor Equitable Development Strategy

As the Portland region grows, we face challenges more common to our big city neighbors – lack of affordable housing and community/business displacement. We must consider how to support more inclusivity and equity as we grow.

Planning for the Southwest Corridor MAX line offers an opportunity. Portland and Tigard created an Equitable Housing Strategy, and in 2016, Metro received a federal grant to support the creation of a Southwest Corridor Equitable Development Strategy (SWEDS). Through SWEDS, Metro is developing ways to support neighborhoods with:

- housing choices for people of all incomes
- a range of jobs for people of all backgrounds
- learning opportunities that prepare people for those jobs
- wages that support people’s desire to live and work in the corridor

A unique and powerful element of this work is its community-driven nature. It is guided by a Project Oversight Committee, consisting of community members, local businesses, non-profits and public agencies.



Hear the Edwards family's story at www.swcorridorplan.org.

In addition, early strategy ideas suggested by the community will be tested in a series of pilot projects. These pilot projects prepare for the changes and opportunities light rail investments would bring, and they are all led by private groups and non-profits. They are an opportunity for real creativity and innovation.

This unique partnership is intended to protect and provide opportunities for people living here today, while planning for those coming in the future.

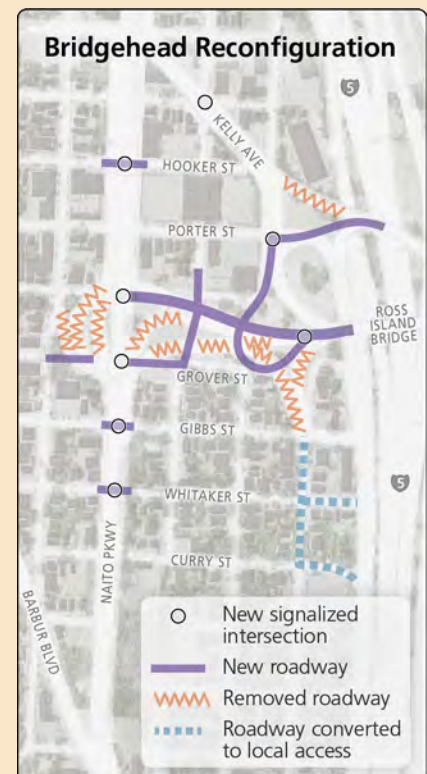
What is the Ross Island Bridgehead Reconfiguration?

The Ross Island Bridgehead Reconfiguration would simplify access to the west end of the bridge, shifting regional traffic out of the local neighborhoods, creating a safer environment for people, and opening up land for new housing, shops, and restaurants.

The “Bridgehead” refers to the area at the west end of the Ross Island Bridge in the South Portland neighborhood. This area has been shaped and reshaped by infrastructure projects since the early 1900s. As the automobile became more popular and streets replaced streetcar lines, high-volume roadways such as I-5, Harbor Drive, Front Avenue (now Naito Parkway), freeway interchanges and Ross Island Bridge ramps displaced homes and businesses, and placed barriers to access throughout the remaining neighborhood.

Congested traffic conditions continue today with cars regularly lining up and spilling into the neighborhoods, impacting quality of life, and constraining walking and biking access. The proposed Bridgehead Reconfiguration comes from multiple past planning and engineering studies for the area, and is intended to accomplish a range of land use and transportation goals supported by the community, the City of Portland and ODOT. It would simplify access and improve traffic conditions.

The Bridgehead Reconfiguration would redirect existing ramp traffic to Kelly Avenue and onto a new, shorter bridge on-ramp and convert Naito Parkway to an improved boulevard with regular, at-grade intersections. It would also add bike lanes and open up nearly 3 acres of land for development.



By the numbers



75,000 more residents
estimated to live in the
Southwest Corridor by 2035



2,000 to 3,600 spaces
proposed at park & rides



30 minutes via light rail
from Bridgeport Village to
Portland State University



13 light rail stations
proposed on the line



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



\$2.6 to 2.8 billion
estimated cost to build
(including inflation and finance)

Improved transit access

Compared to a future scenario without the project, the light rail line would increase the number of households and jobs accessible by transit within half an hour:

- over **70 percent more** households could reach the Barbur Transit Center, downtown Tigard and Bridgeport Village
- over **35 percent more** jobs could be reached from downtown Tigard
- over **60 percent more** jobs could be reached from the Barbur Transit Center and Bridgeport Village

Why light rail?

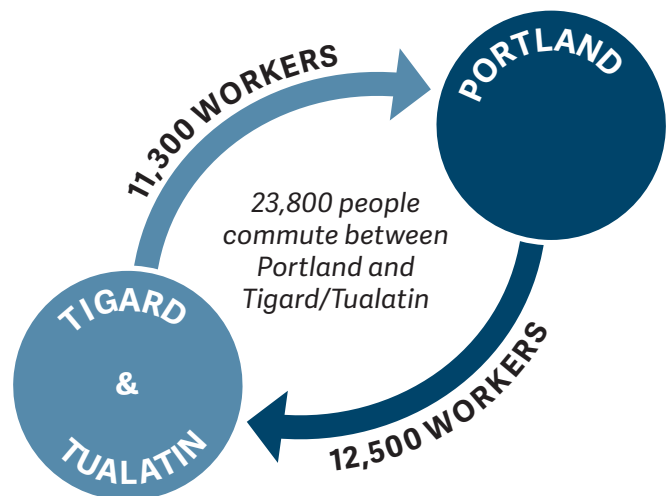
The Southwest Corridor is growing – with growth comes congestion, and getting around will only become more difficult if solutions are not implemented now.

Road expansion is not the only answer. There isn't space to add auto lanes along the length of Highway 99W and I-5, and expansion would not fix the bottlenecks at places like Highway 217, I-405, and I-84 that cause backups. While TriMet is adding bus service to reach more parts of the corridor, buses are slowed by traffic just as cars are.

Light rail, on the other hand, operates in its own right of way separated from traffic, creating a congestion-proof option for traveling through the corridor. (Bus rapid transit, which is high-quality bus service in dedicated bus lanes, was also considered to address these needs, but only light rail could carry the expected high number of riders in the future.)

With an anticipated travel time of just 30 minutes between Bridgeport Village in Tualatin and downtown Portland, the MAX line is projected to attract 43,000 riders on an average weekday by 2035. This means light rail could carry almost a fifth of the southbound rush hour commuters from downtown Portland. Like MAX lines along the Sunset and Banfield Highways, Southwest Corridor light rail will be able to whisk its riders past the cars stuck in traffic. That 30 minute travel time will hold steady long into the future even as more people and cars increase congestion.

By building an essential branch in the regional transit system, the project will improve access to employment, education, housing and recreation destinations. With new sidewalks, bikeways and road improvements planned along the route, the project puts people first – by transit, on foot, on a bicycle or in a car.



Next steps

This fall, local jurisdictions, including the cities of Portland, Tigard, Tualatin; TriMet; ODOT and Washington County will discuss support for the route recommended by the Steering Committee and formalize support for next steps. Finally, the Metro Council will vote to adopt the final route into the Regional Transportation Plan (RTP). At this point, the Final Environmental Impact Statement (EIS) and design phases can begin.

In late 2019, a Final EIS will respond to comments and confirm strategies to minimize and mitigate impacts identified in the Draft EIS. Project partners will work with property owners, businesses, residents and community groups in refining light rail designs based on the extensive environmental analyses completed. Staff will also evaluate the four Design Refinements included in the Preferred Alternative. Community involvement will be part of that process as well.

In November 2020, voters may decide on a regional funding measure which could fund about half the project. In early 2023, the project will compete for funding through the Federal Transit Administration's New Starts program.

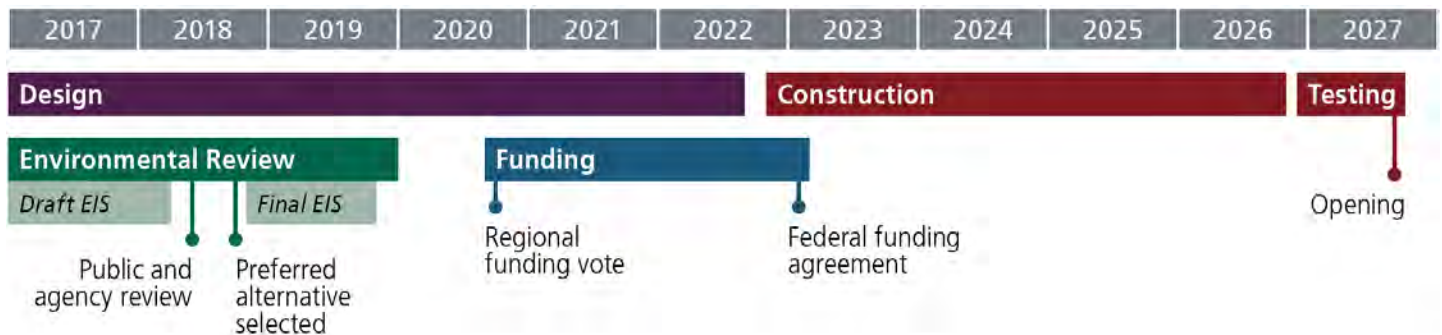
When will light rail be built?

The plan has been in the works for years, and some roadway and sidewalk projects in the corridor have already been built. Light rail construction could begin as early as 2022 and the line could be open for service in 2027. However, there are still a lot of details to finalize. It's a long road from planning to construction and it relies on a lot of public feedback to make sure we get it right.

Who pays for it?

As with previous MAX lines, the region will pursue federal grants that could pay up to half the cost of the light rail project. Some funding may come from the state and from local sources in the Portland metro area.

The remainder could come from a regional transportation funding ballot measure, which is anticipated in 2020. This measure is expected to include a package of transportation improvements around the region, including the Southwest Corridor Light Rail Project, for voters' approval. This regional funding commitment will help the project compete for federal matching dollars.



How to be involved

Over the next few years, TriMet will work with partners and communities to refine designs. Decisions during this phase include confirming station locations and Park & Ride sizes, identifying types of structures for bridges and viaducts, selecting improvements for walking, biking and driving needs, determining connections to PCC Sylvania and Marquam Hill/OHSU, and more. Significant public input will be needed during this phase.

The project team will meet with community groups, host design workshops, solicit feedback online, and conduct one-on-one outreach with impacted property owners, businesses and residents.

Beginning in early 2019, a new project Community Advisory Committee and Steering Committee will be convened to help guide the project through the design phase.

Visit swcorridorplan.org:

- Join the project email list
- Learn more about the project's seven-year history

Email questions or comments to swcorridorDEIS@oregonmetro.gov

Call us anytime, (503) 813-7535

