

**SOUTHWEST CORRIDOR
LIGHT RAIL PROJECT**

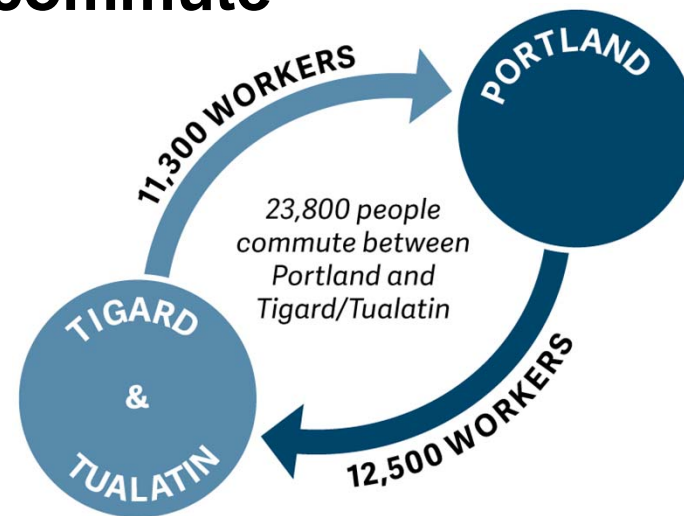
**Steering Committee
February 11, 2019**

Partners



Project Benefits

**30-minute congestion-proof trip from
Bridgeport to Portland**
Serves a two-way commute



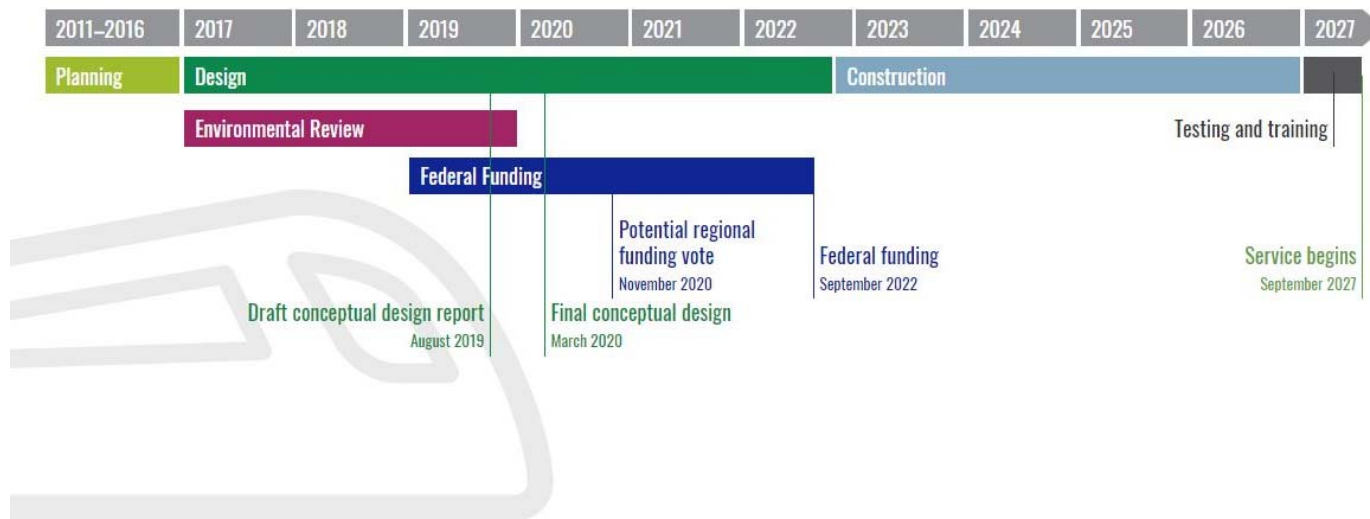
Project Benefits

43,000 rides on the line on an average weekday in 2035



1 in 5 commuters on MAX going southbound from downtown during 2035 PM rush hour

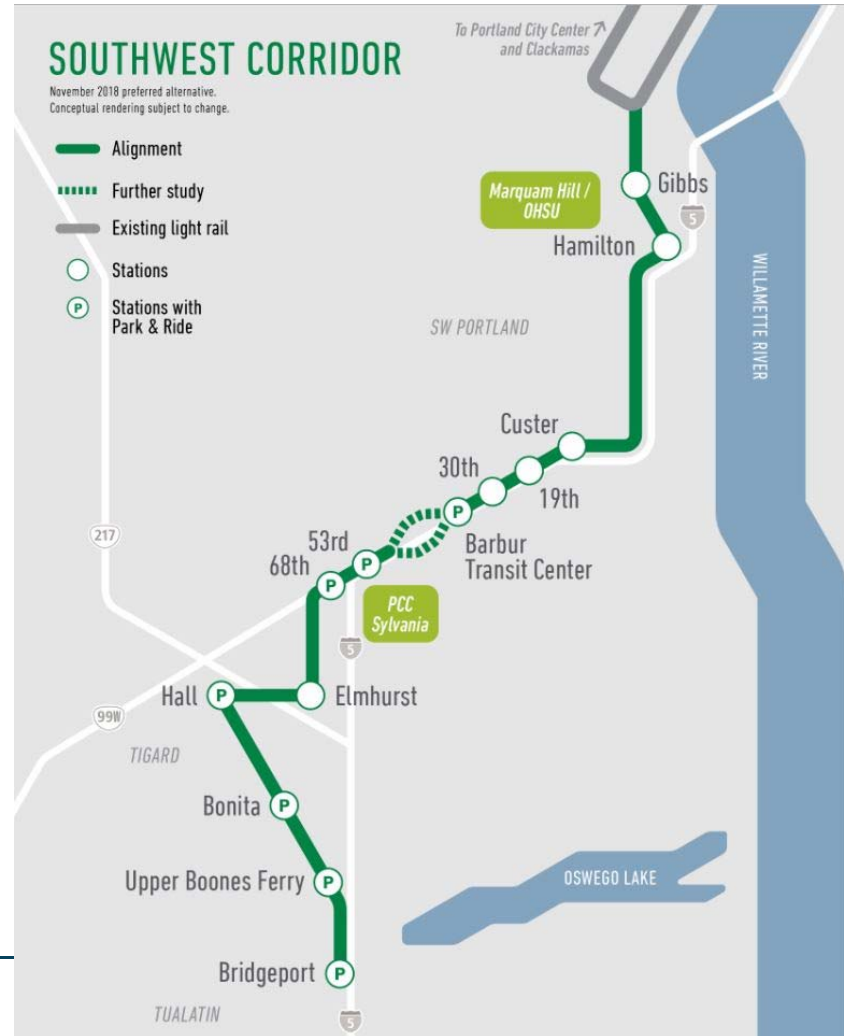
TIMELINE



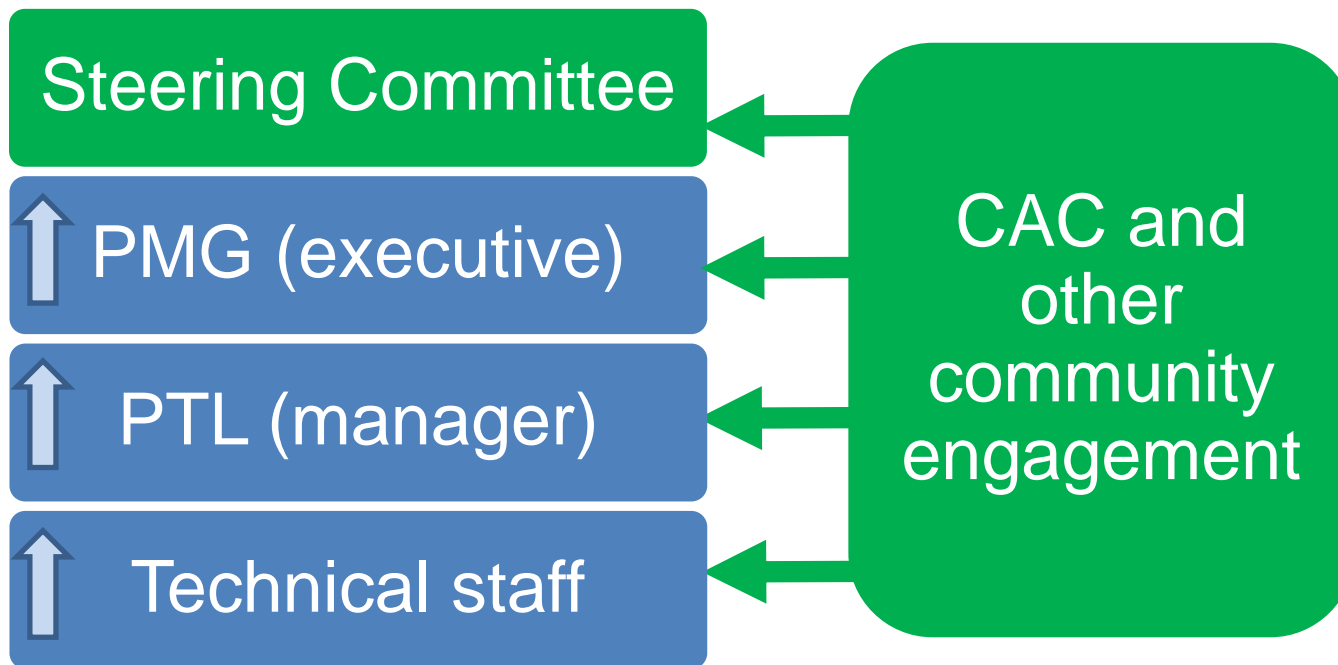
SOUTHWEST CORRIDOR

November 2018 preferred alternative.
Conceptual rendering subject to change.

- Alignment
- - - - Further study
- Existing light rail
- Stations
- P Stations with Park & Ride



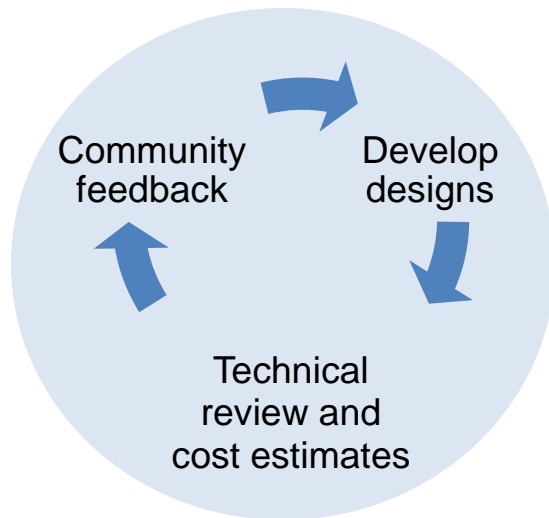
Decision-making



Near-term design topics

Feb	Mar	Apr	May	June
Crossroads route				
Bonita to Bridgeport route				
Marquam Hill Connector type				
	Park & Rides			
		Station areas		

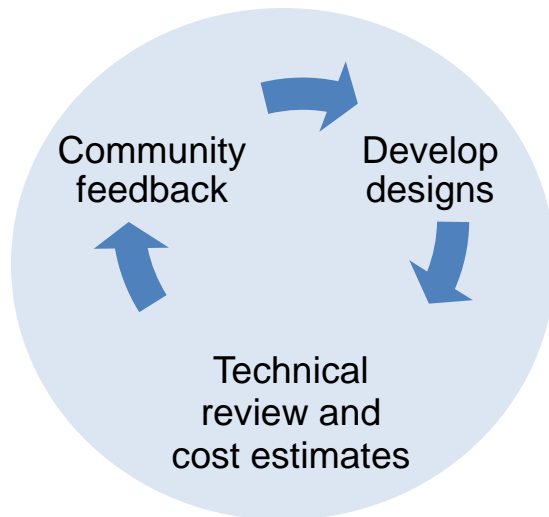
Project Development



- Respond to issues in DEIS; define mitigation in FEIS
- Refine project scope, cost
- Secure 30% of local funding
- Advance design to 30%

2019-2020

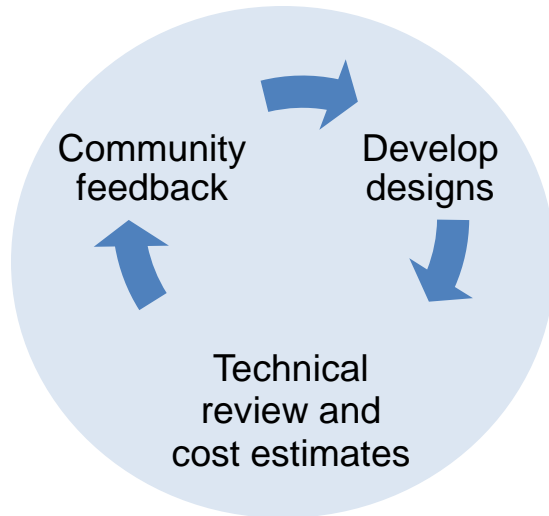
Engineering



- Advance design to 100%
- Secure permits
- Begin property acquisition, early construction

2021-2022

Construction, startup



2023-2027

- Full Funding Grant Agreement (FFGA) from Federal Transit Administration (FTA)
- Construction and mitigation
- Testing and training

Finance

- ✓ Regional funds for project development
- Partner contributions
- Regional transportation funding measure: November 2020
- Federal Transit Administration (FTA) New Starts grant program

Design Team: SWTP

SW Transit Partners:

AECOM, David Evans & Associates, Parametrix

Akana*	Global Transportation Engineering*
Barsum Consulting*	IML Services*
Brightside Engagement*	LTK Engineering Services
CH2M	Life Simplified*
DKS Associates	Maintenance Design Group/HDR*
Donaldson Enterprises*	Ott-Sakai & Associates*
Elcon Associates*	Shannon and Wilson
Epic Land Solution, Inc*	Triunity Engineering & Management*
Faithful+Gould	
Global Signals Group	* DBE, MBE, and/or WBE

Design Team: UDIG

Urban Design Integration Group:

ZGF, VIA, Mayer-Reed

2. Ink studio*

ALTA Planning & Design

Architectural Applications

Carleton Hart

Cascadia Partners**

Consult: Ron Stewart**

DAO Architecture*

Donaldson Enterprises*

ECONorthwest

Fehr & Peers

Greenworks

Holst Architects*

Larco/Knudsen**

Merryman Barnes Arch*

Marianne Zarkin LA*

NNA LA*

Pacific Habitat

Winterbrook Planning**

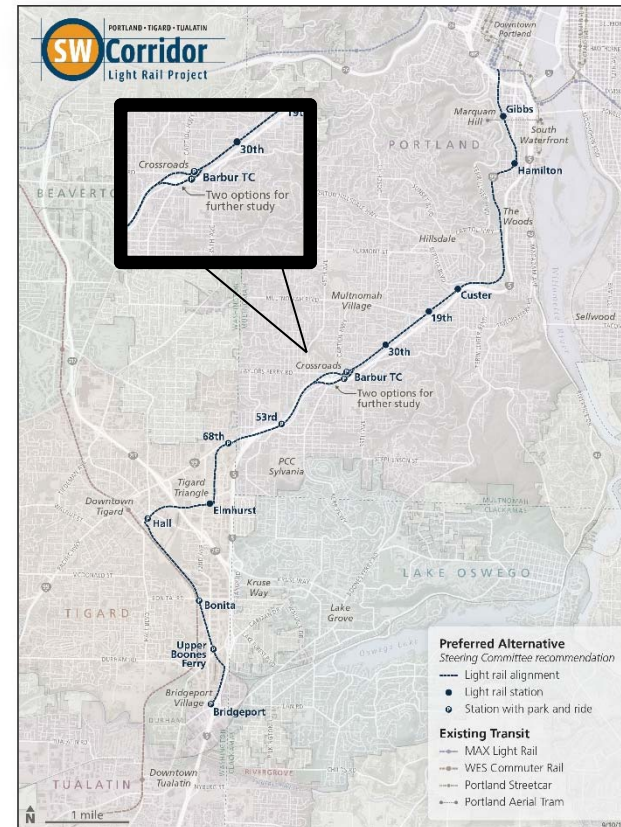
* DBE, MBE, and/or WBE

** ESB

Crossroads

LPA

- Steering Committee directed more study of Refinement 2 and Alternative B2 prior to the FEIS
- CAC also recommended a third idea



Community Engagement

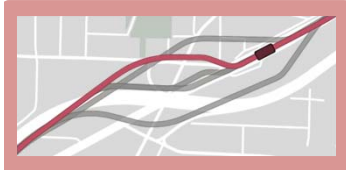
- Letter to 60 property owners
- Three meetings attended by 190 people
- 125 comments by email



October options



Alternative B2 from Steering Committee



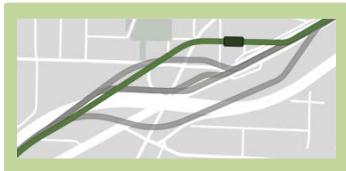
Refinement 2 from Steering Committee



Smith from neighbor suggestion



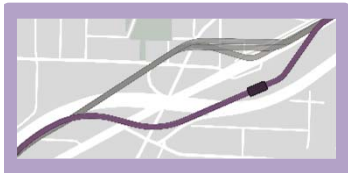
Smith Modified developed by staff



Collins developed by staff



December options



Alternative B2

B2 – station near pedestrian bridge

B2 – station near Barbur*



Collins

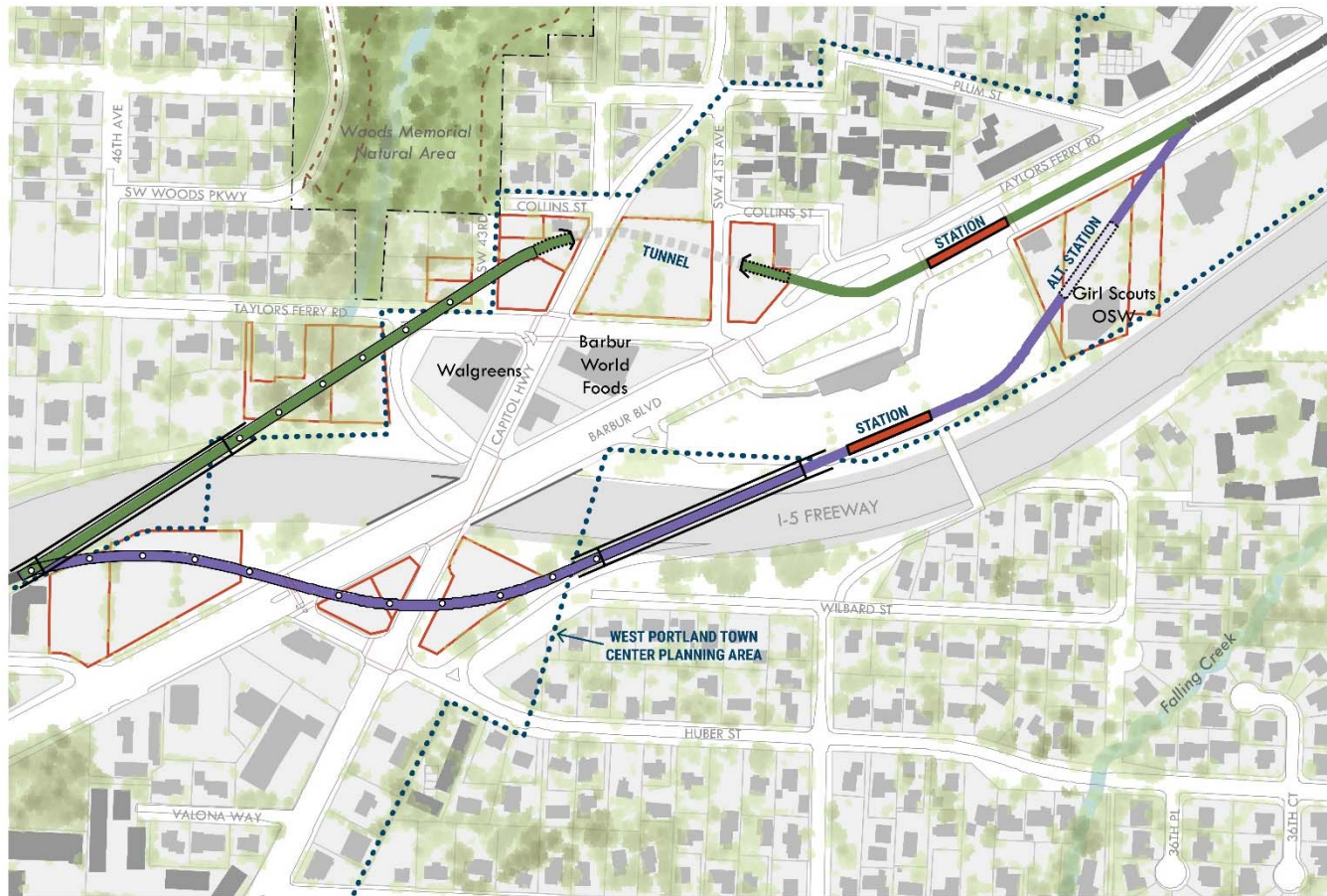
Collins – station on Collins

Collins – station on Collins w/buses*

Collins – station on Barbur*

*** New variations**

B2 / Collins Comparison

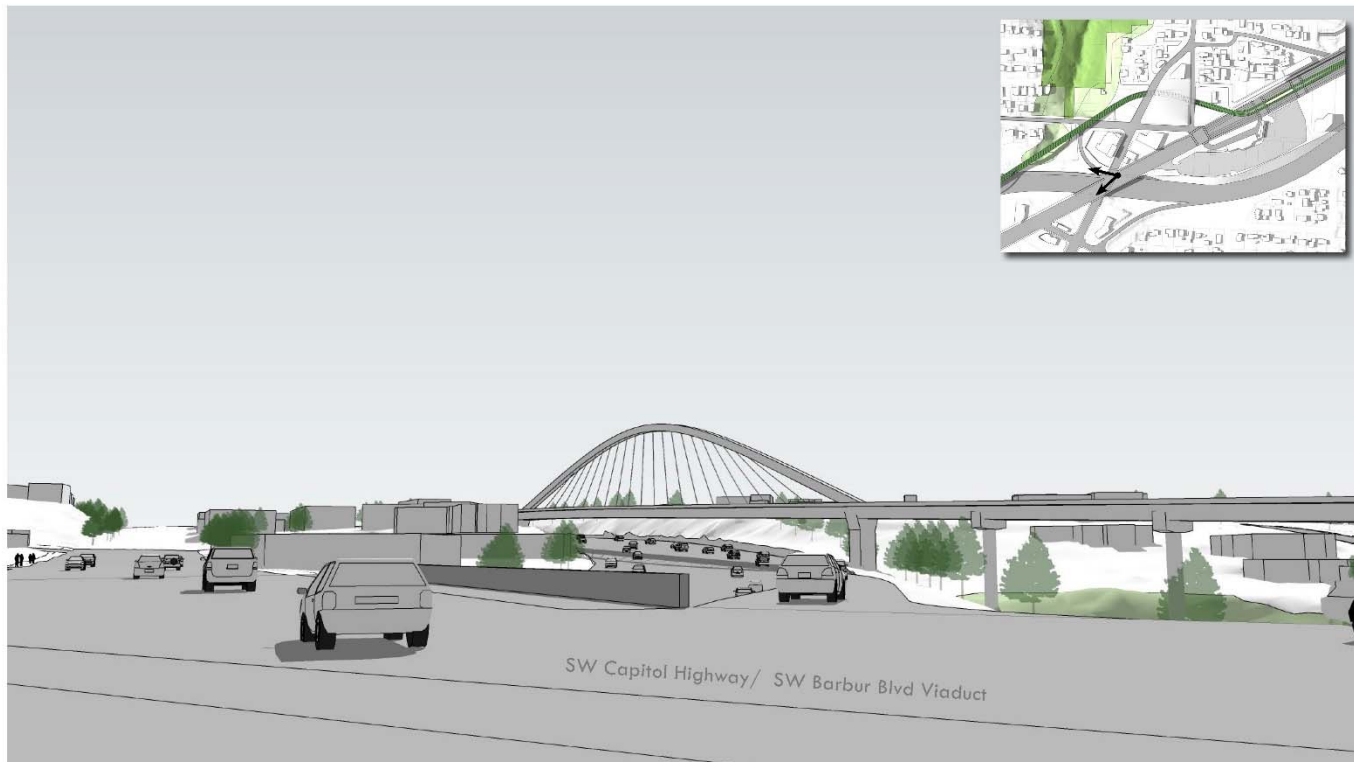


Crossroads Area - Alignment Options Composite

Collins

DRAFT 3D VIEWS - SEGMENT B - CROSSROADS

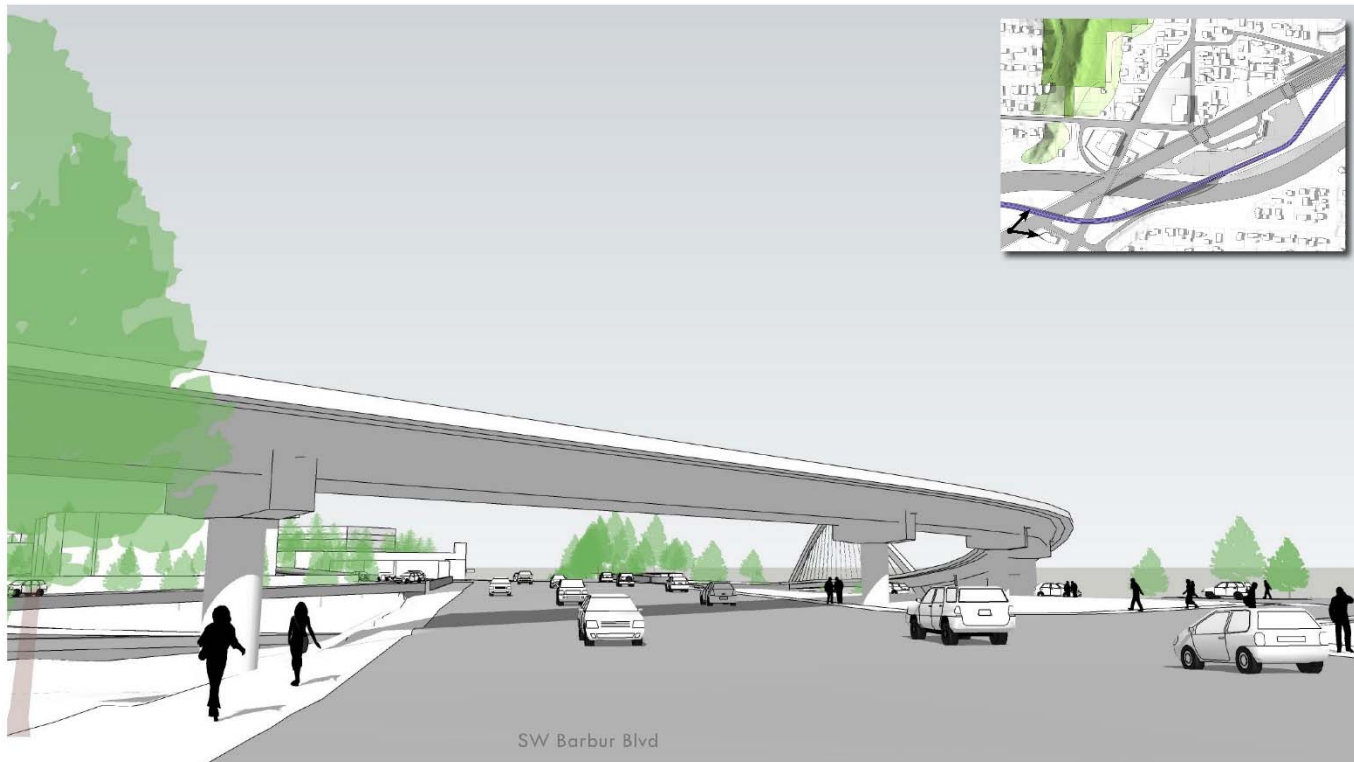
Collins Alignment - View to E from SW Capitol Highway Viaduct



B2

DRAFT 3D VIEWS - SEGMENT B - CROSSROADS

B2 Alignment - View to NE from Barbur Blvd towards I5/ Viaduct



What we heard

Route preference

- Support for B2
- Concerns about Collins: impacts to Woods Creek, park, businesses and homes

Crossroads area

- Concern about traffic congestion
- Desire for safe, comfortable walking and biking; easy access between MAX, bus, Park & Ride

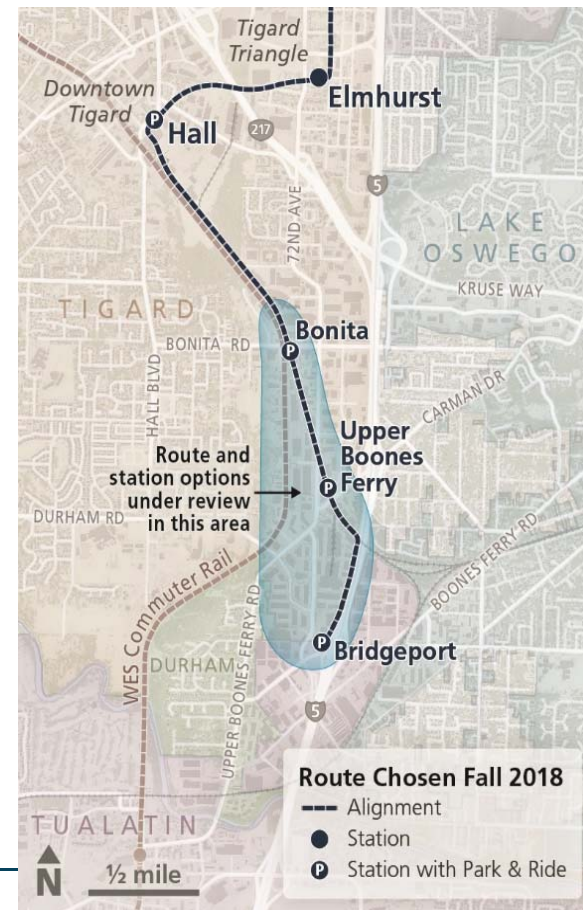
New information

- No significant cost difference between Collins and B2
 - Support column for lower-cost I-5 bridge would trigger additional impacts
- Complexity of utility conflicts via Collins

Bonita to Bridgeport

Locally Preferred Alternative (LPA) route between Bonita and Bridgeport

- Draft Environmental Impact Statement (DEIS) identified significant **traffic issues at Upper Boones Ferry Rd** at-grade crossing
- DEIS received hundreds of comments advocating against **Village Inn displacement at Bridgeport station**

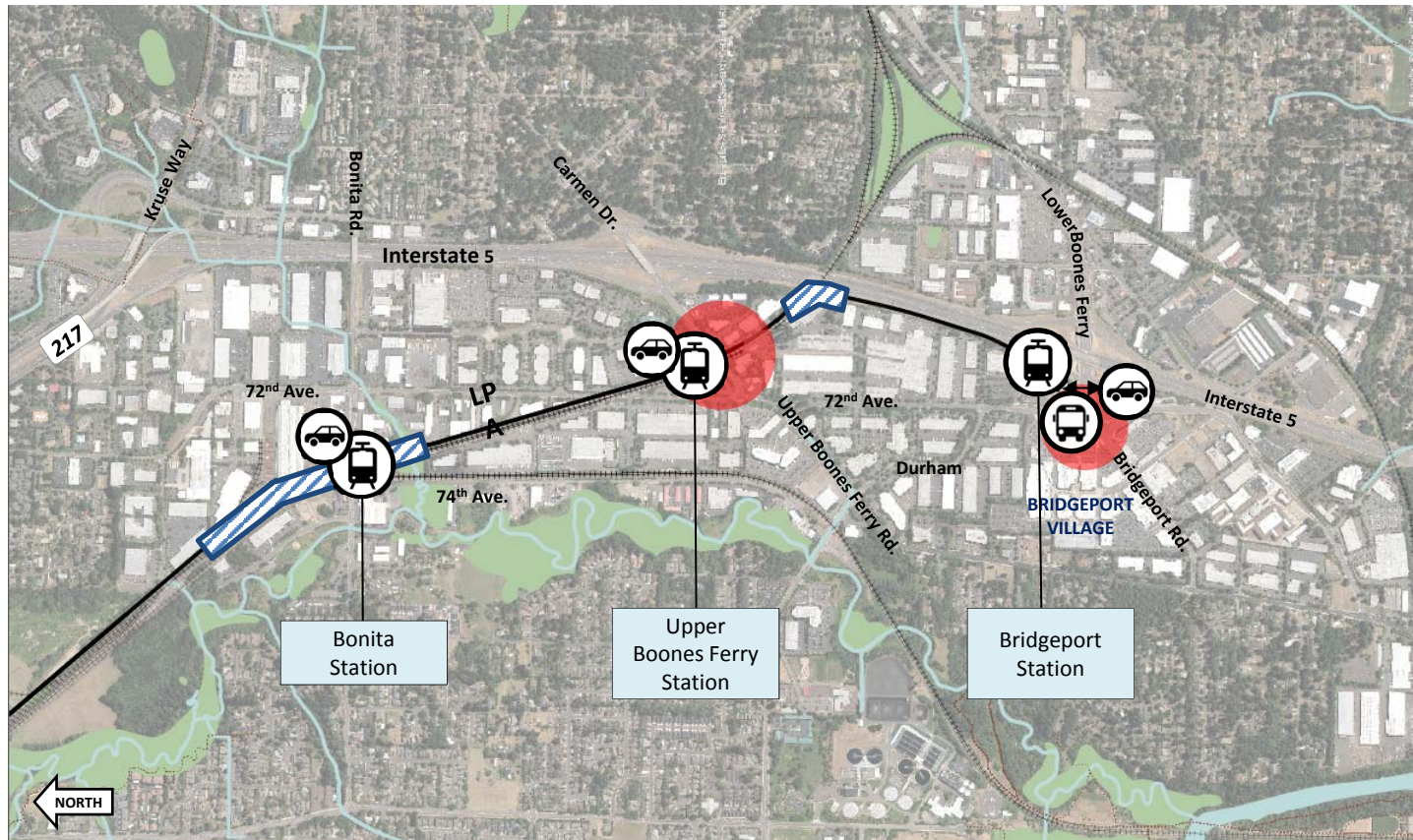


Community Engagement

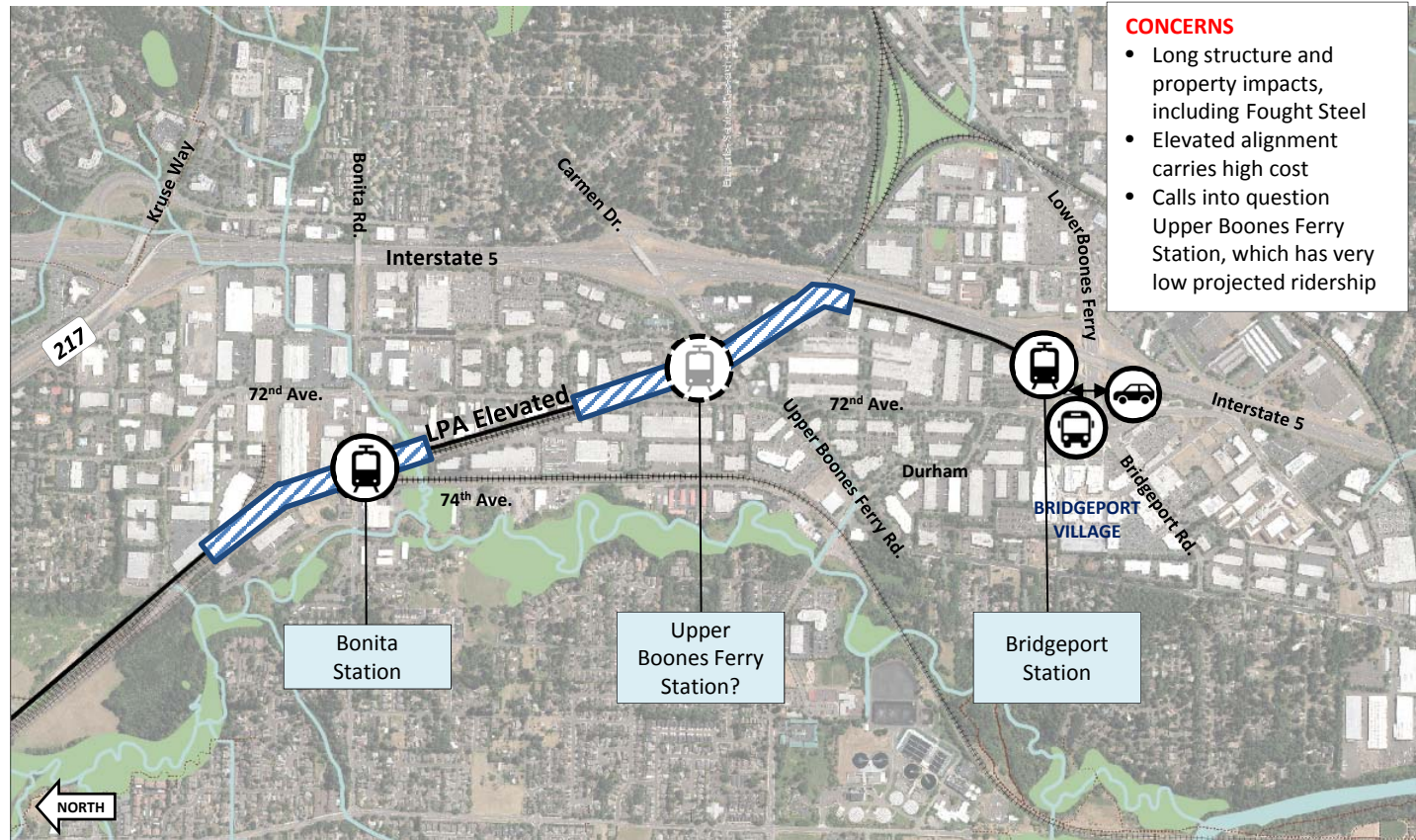
- Letter to 70 property owners
- Meeting attended by 60 people



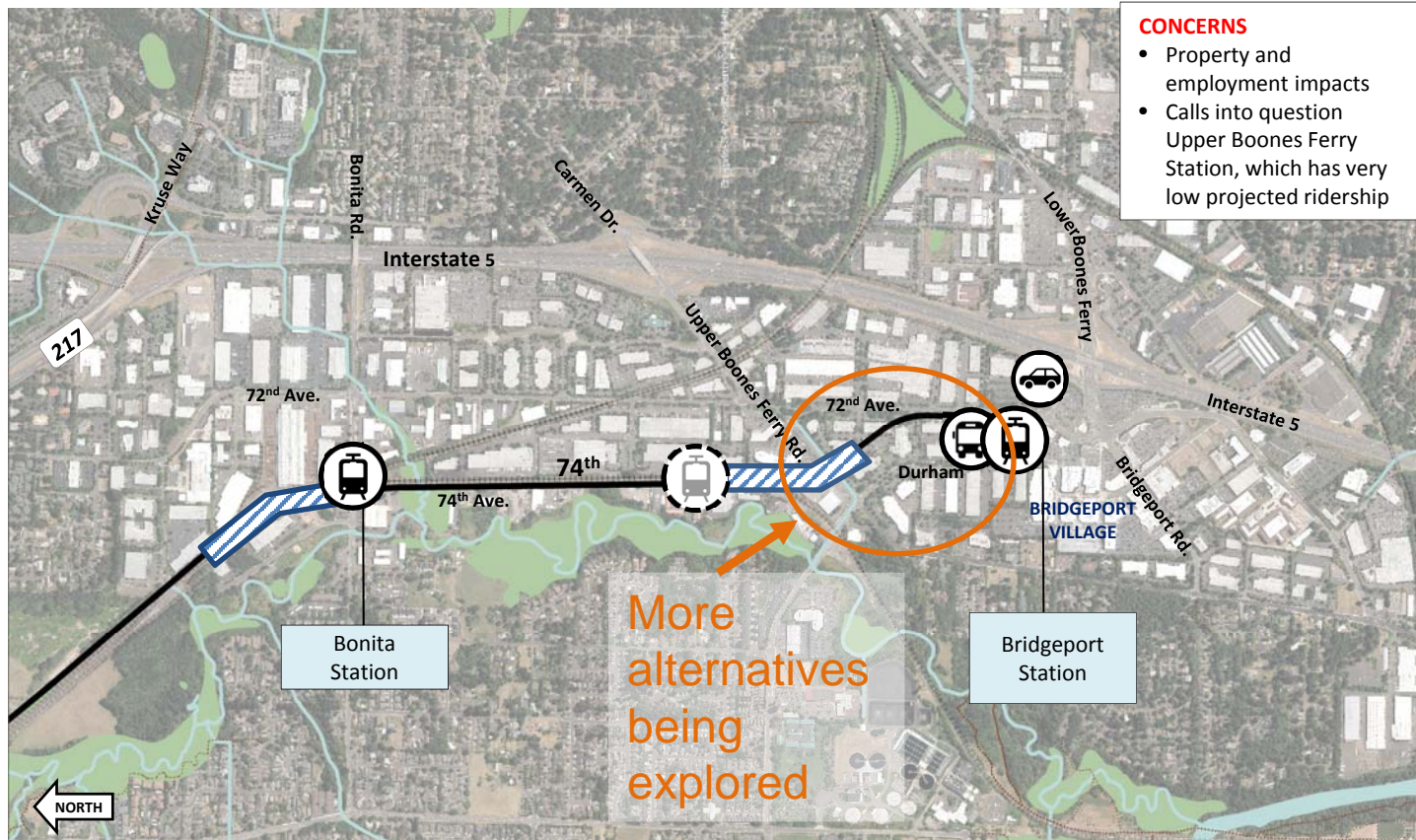
Locally Preferred Alternative (LPA) selected by Steering Committee



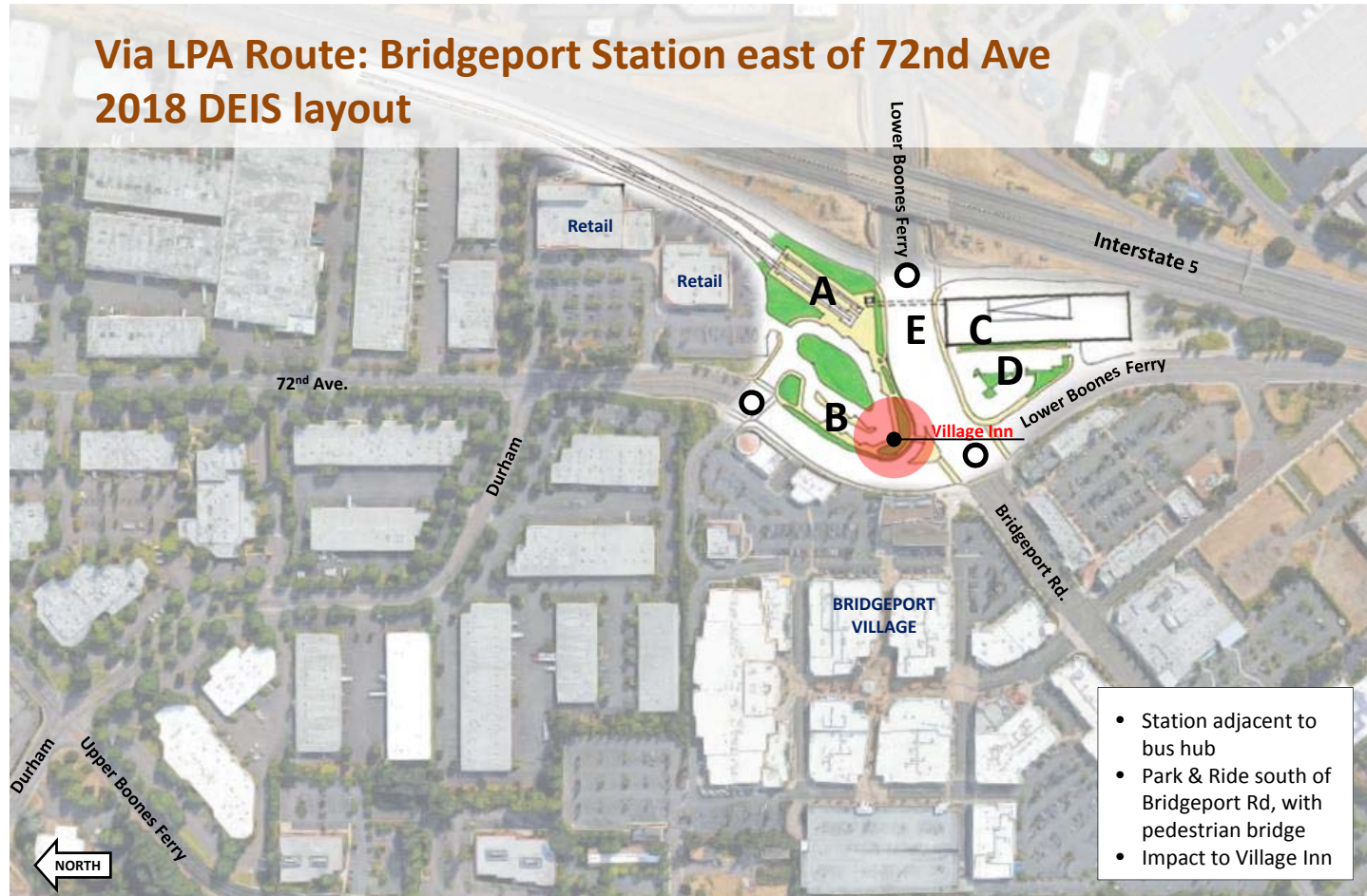
2019 Design Exploration: LPA Elevated Route



2019 Design Exploration: 74th Ave Route



Via LPA Route: Bridgeport Station east of 72nd Ave 2018 DEIS layout



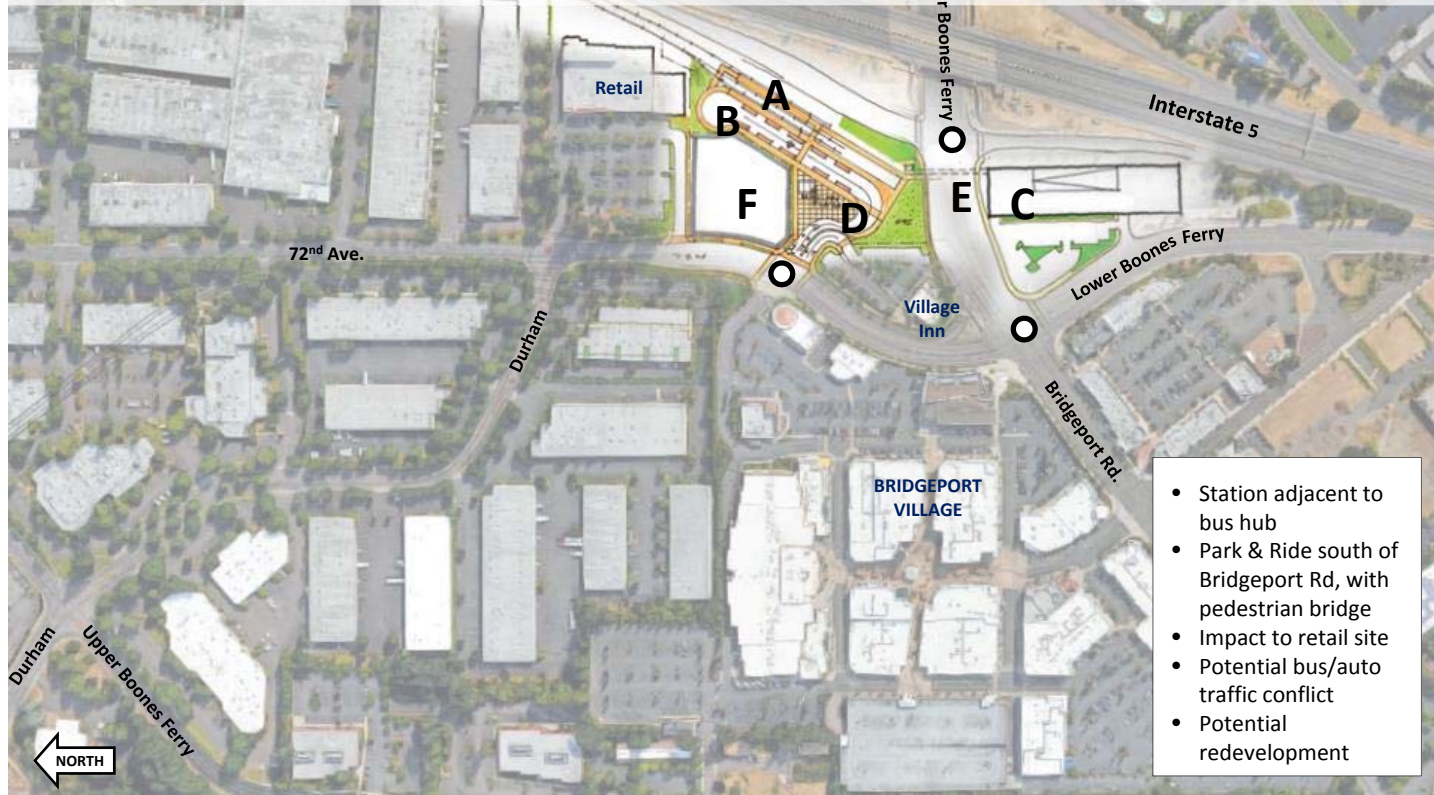
A MAX Station
B Bus Hub

C Park & Ride (P&R)
D Mobility Plaza

E Pedestrian Bridge
F Transit Oriented Development (TOD)

○ Signalized Intersection
● Impact or Concern

Via LPA Route: Bridgeport Station east of 72nd Ave 2019 concept B



A MAX Station
B Bus Hub

C Park & Ride (P&R)
D Mobility Plaza

E Pedestrian Bridge
F Transit Oriented Development (TOD)

○ Signalized Intersection

Via LPA Route: Bridgeport Station east of 72nd Ave 2019 concept C



- Station adjacent to bus hub and Park & Ride
- More impacts retail site
- Potential bus/auto traffic conflict
- Potential redevelopment



A MAX Station
B Bus Hub

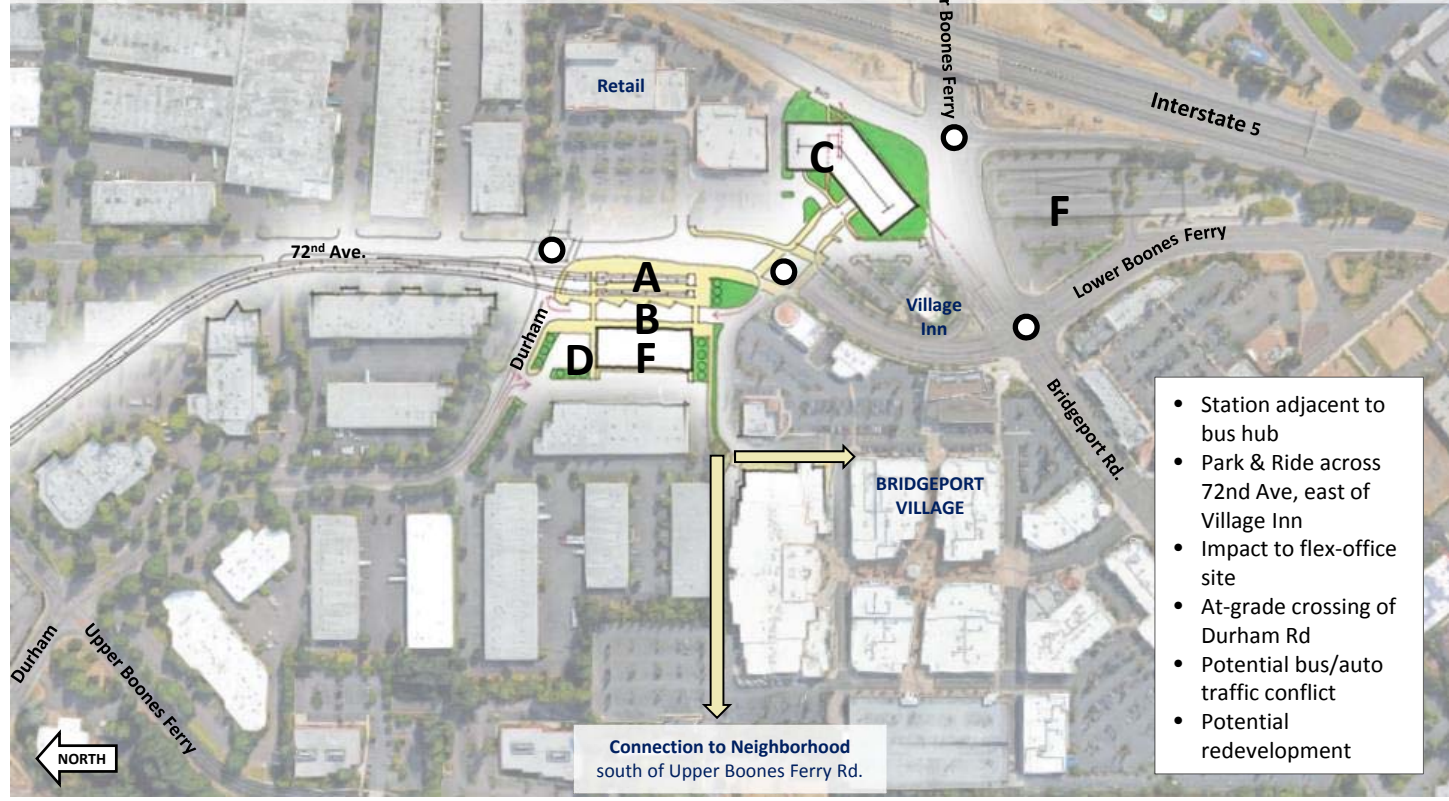
C Park & Ride (P&R)
D Mobility Plaza

E Pedestrian Bridge

F Transit Oriented Development (TOD)

○ Signalized Intersection

Via 74th Ave route: Bridgeport Station west of 72nd Ave 2019 concept D



- Station adjacent to bus hub
- Park & Ride across 72nd Ave, east of Village Inn
- Impact to flex-office site
- At-grade crossing of Durham Rd
- Potential bus/auto traffic conflict
- Potential redevelopment



- A** MAX Station
- B** Bus Hub
- C** Park & Ride (P&R)
- D** Mobility Plaza
- E** Pedestrian Bridge
- F** Transit Oriented Development (TOD)

○ Signaled Intersection

What we heard

- Concerns from potentially impacted property owners
- Concerns about pedestrian access, safety
- Preference to avoid at-grade crossings; concerns about traffic
- Preference for consolidated station, bus hub, Park & Ride



Community Advisory Committee Steering Committee Community Meetings

**Steering
Committee**
March 11
9 a.m.
Tigard City
Hall

CAC
March 7
6 p.m.
Girl Scouts

**Marquam
Hill
Connector**
Feb 13
4 p.m.
OHSU

**Bonita to
Bridgeport**
Feb 21
6 p.m.
Tigard
Library