



G R E A T P L A C E S

Corridor

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



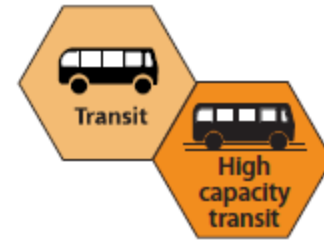
PTL Draft Transit Recommendation

Steering Committee

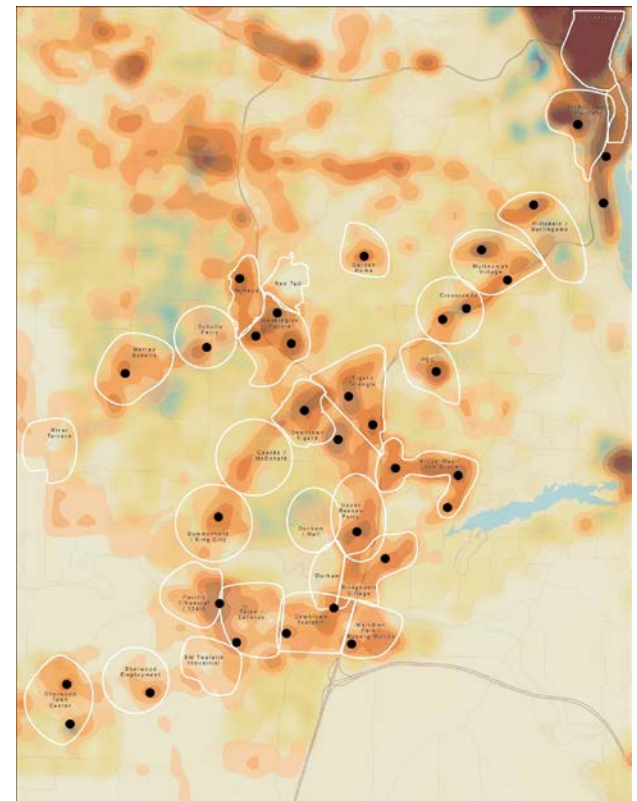
June 10, 2013

- Why HCT?
- Alternatives previously removed
- PTL staff recommendation
- Capital Cost Update
- Evaluation Report

Why HCT?



- 2010 High Capacity Transit System Plan – Highest Priority
- Projected Corridor Growth
- Supporting the Land Use Vision
- Traffic Issues



Alternatives Previously Removed by Steering Committee

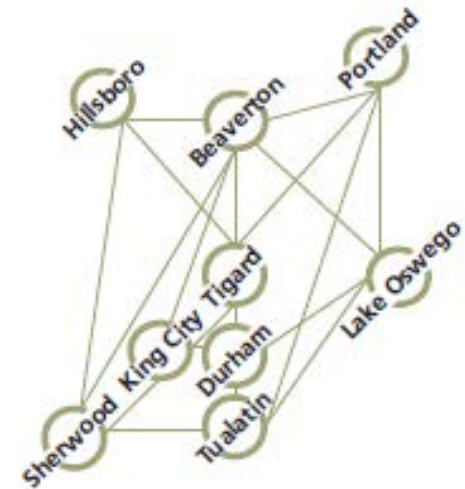
- I-5 options
 - add or convert I-5 lanes for BRT/HOV/HOT lanes
 - do not support the land use vision
- Streetcar options
 - best as urban city circulator, not long-distance HCT mode
- WES upgrades
 - separate corridor that merits its own study
 - limited ability to support land use vision
- LRT to Sherwood and exclusive transit-lane BRT to Sherwood
 - travel patterns and transit demand suggest local service improvements more appropriate

October 2012	July 2013	mid-2014	early 2017
<p>Narrow from 10 alternatives concepts to five</p>	<ul style="list-style-type: none"> • Direction on Southwest (Transit) Service Enhancement Plan • Policy direction on “level” of BRT for further study • Which modes to carry forward for further study • Destination 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments <ul style="list-style-type: none"> • Naito or Barbur? • Surface or tunnel (if light rail)? • Direct connection to PCC? <ul style="list-style-type: none"> • Hall or 72nd? • Add a lane or convert a lane? • Potential station locations • Funding strategies 	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

Direction on SW Service Enhancement Plan (local service)

Directs TriMet to implement SW Service Enhancement Plan to provide the following:

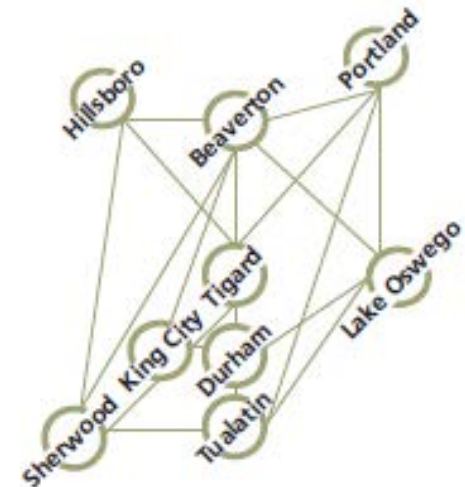
1. Transit service that connects key SW Corridor locations quickly and reliably to one another and to a potential HCT line
 - Within corridor – these include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood
 - Throughout Washington County – improved local transit circulation from SW corridor, including connections to northern Washington County



Direction on SW Service Enhancement Plan (local service)

Directs TriMet to implement SW Service Enhancement Plan to provide the following:

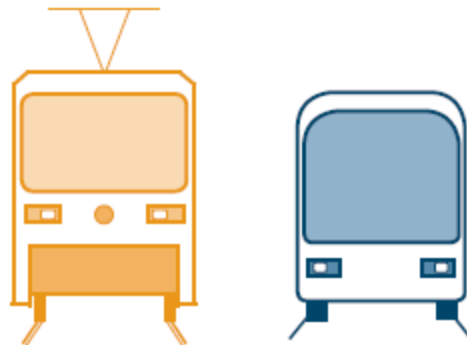
2. Improved local transit connections to Westside Express Service (WES)
3. Capital improvements necessary to achieve higher transit system functioning to better connect key corridor areas and HCT
4. Identification of improvements cities and counties can make for better transit access



Modes for further study

Both light rail and BRT should advance for further study based on

1. high ridership potential of both modes
2. need for additional design to produce more developed capital cost estimates necessary to clarify tradeoffs among:
 - capital costs
 - operating efficiency (operating costs and ridership)
 - support for SW Corridor Land Use Vision



Percentage of BRT in dedicated transitway (“level” of BRT)

Between 50% and 100% of the alignment should be in exclusive right-of-way

- eligible for New Starts funding
- most supporting of land use vision

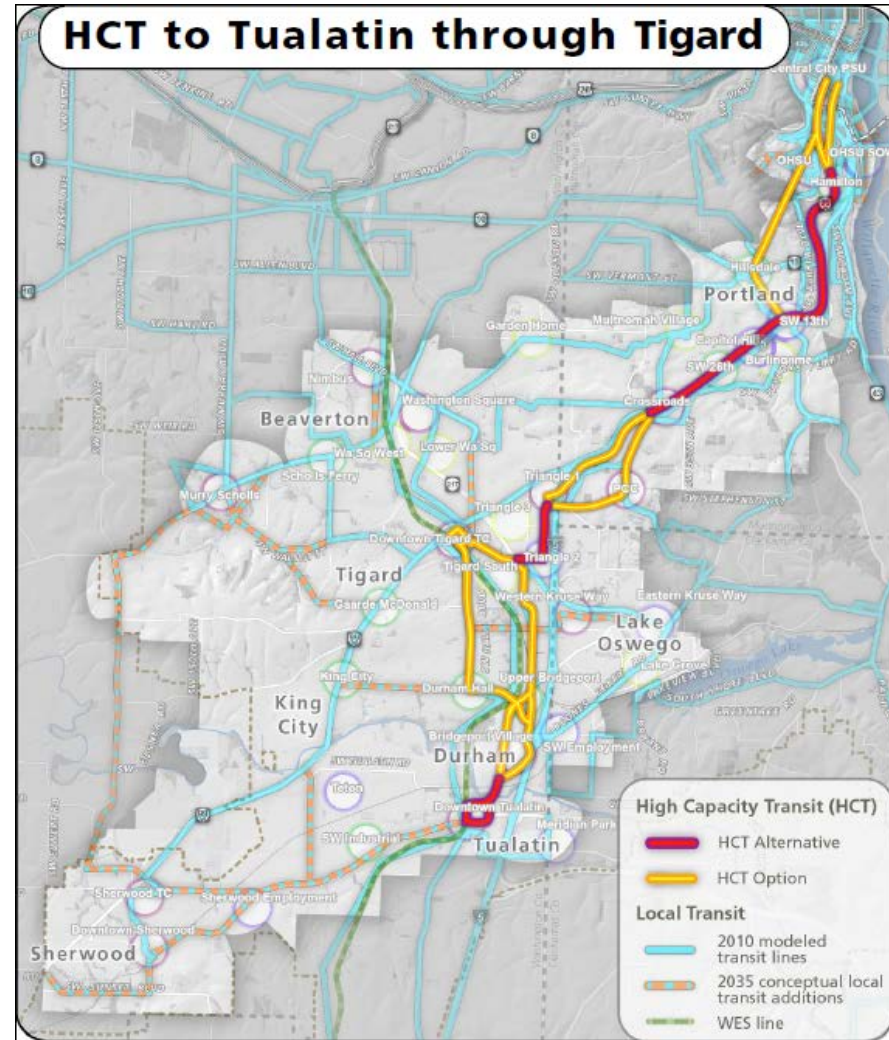


Destination

Tualatin, via Tigard

Based on:

- ridership potential
- operational efficiency
- plans for increased housing and employment in Tigard and Tualatin



Capital Cost Magnitude Update

Light Rail (based on historic projects)

- to Tigard = \$1.7B - \$2.4B (high end with OHSU tunnel)
- to Tualatin = \$2.4B - \$3.1B (high end with OHSU tunnel)

BRT

- more difficult to estimate based on historic projects
- South Corridor EIS: 50% of LRT cost for high-end BRT
- CRC DEIS: 80% of LRT cost for high-end BRT including bridge
- as low as \$100M for low-end BRT

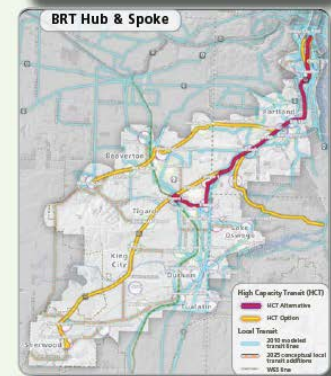
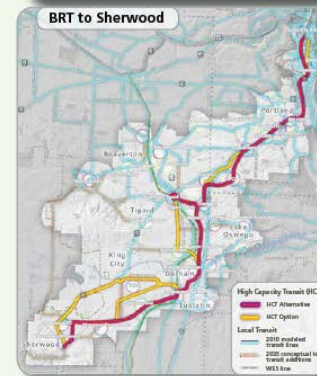
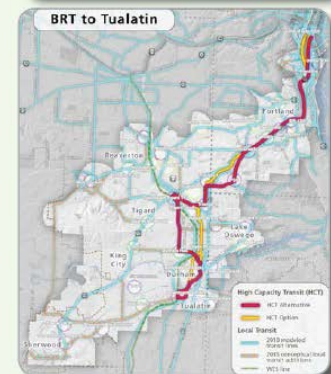
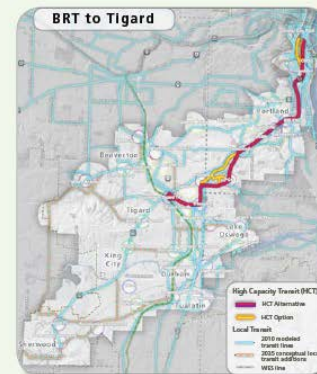
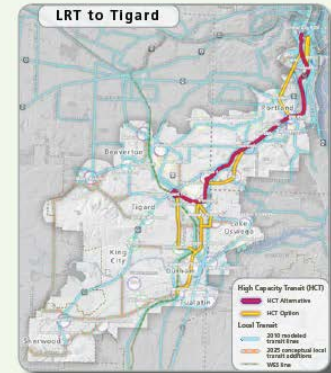
More reliable estimates available with higher level of design

Transit Evaluation Report

- made available on June 3
- includes information in support of staff recommendation

SW Corridor Plan High Capacity Transit Plan Alternatives for Evaluation

The alternatives shown in red were analyzed using the regional travel demand model. Potential impacts are analyzed at a conceptual level. Elements of each, as well as options, which are shown in yellow, would be available to mix and match to define alternatives to be studied further.



In development... FAQ

Examples...

- Why are we studying this corridor?
- What will happen if we do nothing in the corridor?
- What positive impact(s) could the plan have on driving in the corridor?
- What negative impact(s) could the plan have on driving in the corridor?
- Will the Southwest Corridor lose its express bus service if we build an HCT line?
- What about other high priority projects in Washington County, such as Highway 217, I-5 and 99W?
-
-
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Draft Roadway + Active Transportation Recommendation Steering Committee

June 10, 2013

Roadway + Active Transportation Projects

Background

- Projects from existing plans
 - Regional Transportation Plan
 - Local TSPs
 - Area plans
 - Corridor plans
 - Modal plans
 - Comments from public
- 500+ Projects
- \$3+ Billion



Roadway + Active Transportation Projects Screening (January 2013)

- Projects screened based on:
 - Safe access to HCT
 - Connections between and land use goals in E/P places
 - Land use goals in E/P places
 - Freight routes with travel time reliability problems
 - Improving AT within key places, and on HCT route
 - Local jurisdiction catalyst projects

Roadway + Active Transportation Projects **Analysis (February – April 2013)**

- Traffic model
 - Travel patterns, changes in route, delay, VMT
- Bike model
 - Projected future bike ridership of planned system by facility
- Proximity to potential station area, E/P places
- Land use classification and compatibility
 - Including freight and capacity needs in E/I districts

Roadway + Active Transportation Projects

Draft Final Project Narrowing (May 2013)

- Highly supportive of safe access to HCT
 - Walking/bicycling within $\frac{1}{4}$ mile of potential station area
 - Trail within 1 mile of potential station area
- Highly supportive of the land use vision
 - Supportive of the local land use vision in an E/P place
 - Includes freight and capacity needs in E/I districts
 - Improves ped connectivity, provides safe crossings, or high-demand bike connections (AT projects)

Roadway + Active Transportation Projects

Draft Narrowed Project List

DRAFT STAFF RECOMMENDATION

Southwest Corridor: Roadway and Active Transportation Projects - 6/3/13

critical
high
medium
low/none

Location/ Ownership	#	Project Title	Project Description	Cost	Highly supportive of HCT	Highly supportive of land use goals, esntl/prty places
Portland ODOT	1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)	Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	\$\$\$\$	5 all other	
Tigard	1077	Ash Avenue railroad crossing (new roadway)	Extend Ash Avenue across the railroad tracks from Bumham to Commercial Street.	\$		
Tigard	1078	Atlanta Street Extension (new roadway)	Extend Atlanta Street west to Dartmouth Street	\$		
Tigard WashCo.	1098	Hall Boulevard Widening, Bonita Road to Durham	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	\$	4 all other	
Tigard WashCo.	1100	Hall/Hunziker/Scoffins Intersection Realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$		
Tigard WashCo.	1107	Hwy. 217 Over-crossing - Hunziker Hampton Connection	Build new connection of Hunziker Road to 72nd Avenue at Hampton St., requires over-crossing over Hwy 217, removes or revises existing 72nd Avenue/Hunziker intersection/connection.	\$\$\$\$		Not E/P place
Tualatin WashCo.	1134	Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)	Reconstruction/widen to 5 lanes from Martinazzi to Lower Boones Ferry Road, including bridge.	\$\$\$	1	
Portland	2004	26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements	Construct a walkway for pedestrian travel and access to transit and install street lighting	¢		
Portland ODOT	2011	Connections to Transit/Transit Improvements: Barbur & Taylors Ferry	New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing.	¢		
Portland	2018	Huber Street Sidewalk Project 37th Ave. - 43rd Ave./I-5 On-Ramp	Construct new concrete sidewalks, curbs, and curb ramps on south side of SW Huber Street from 37th Ave. to 43rd Ave.	¢		
Portland		Pedestrian Overpass near Marham	Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alford and			

DISCUSSION DRAFT, June 5, 2013

Roadway + Active Transportation Projects

Next Steps

- HCT: During refinement, some projects will be identified that fit with HCT project
- LUV: Project sponsors will take responsibility to implement their projects
- SW Corridor Plan recommendations will inform updates to TSPs and the RTP but projects will not automatically be added or removed based on SW Corridor.



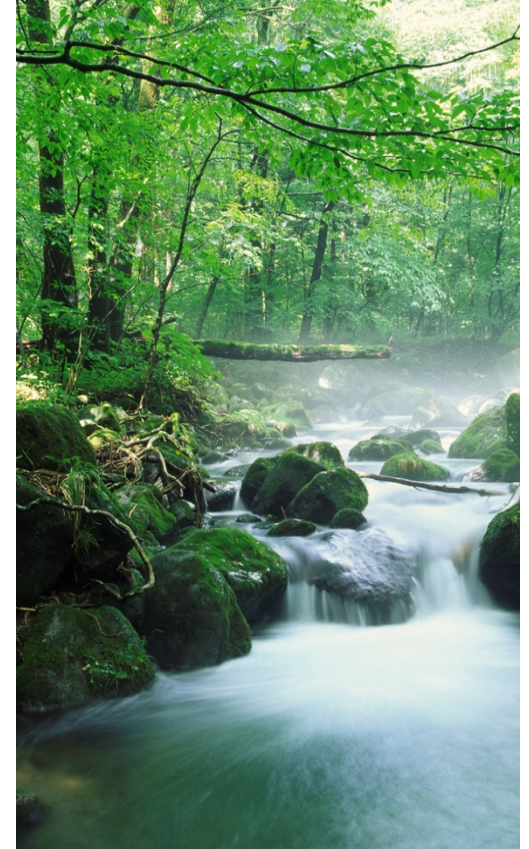
Draft Recommendation

Parks and Natural Resource Projects

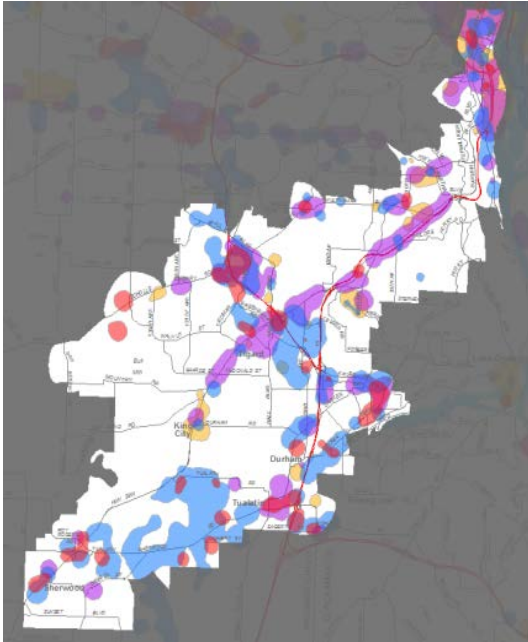
Green projects inventory

Developed and prioritized by each jurisdiction in the corridor.

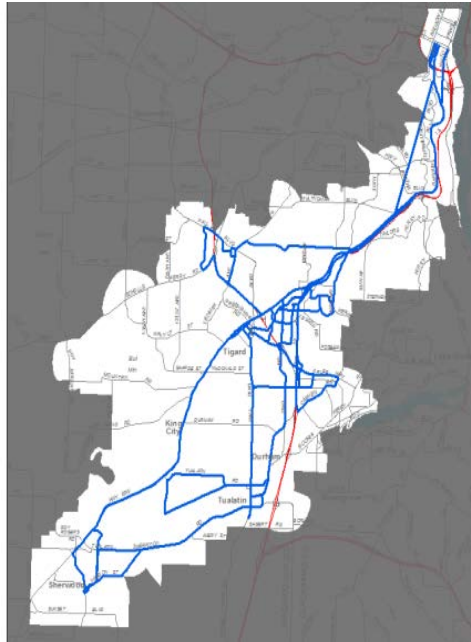
- Parks
- Trail
- Natural Areas



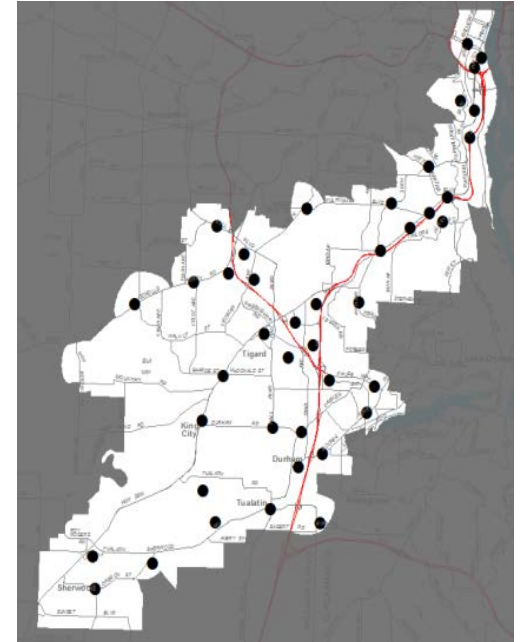
Green project filters



Land use zones



Transit lines

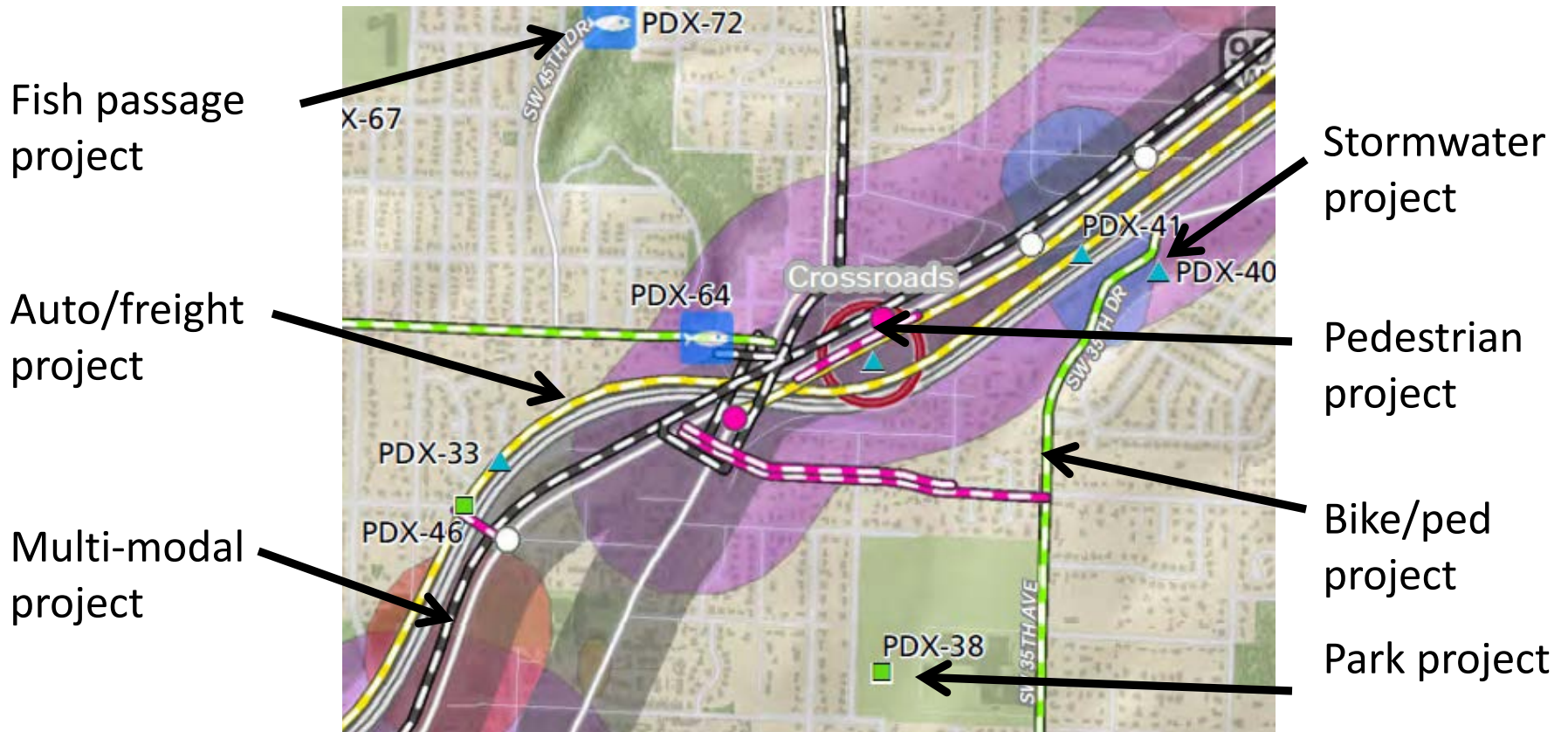


Key places

- 1) quality of life and economic development
- 2) connected places – walking and biking
- 3) natural resource protection

Integration of projects

Road, active transportation and green projects combine together to make a great place.





Draft Recommendation

Regulatory Framework and Catalytic Investment

Moving from current conditions to community visions



vision

market = vision



market

Public Realm Investments

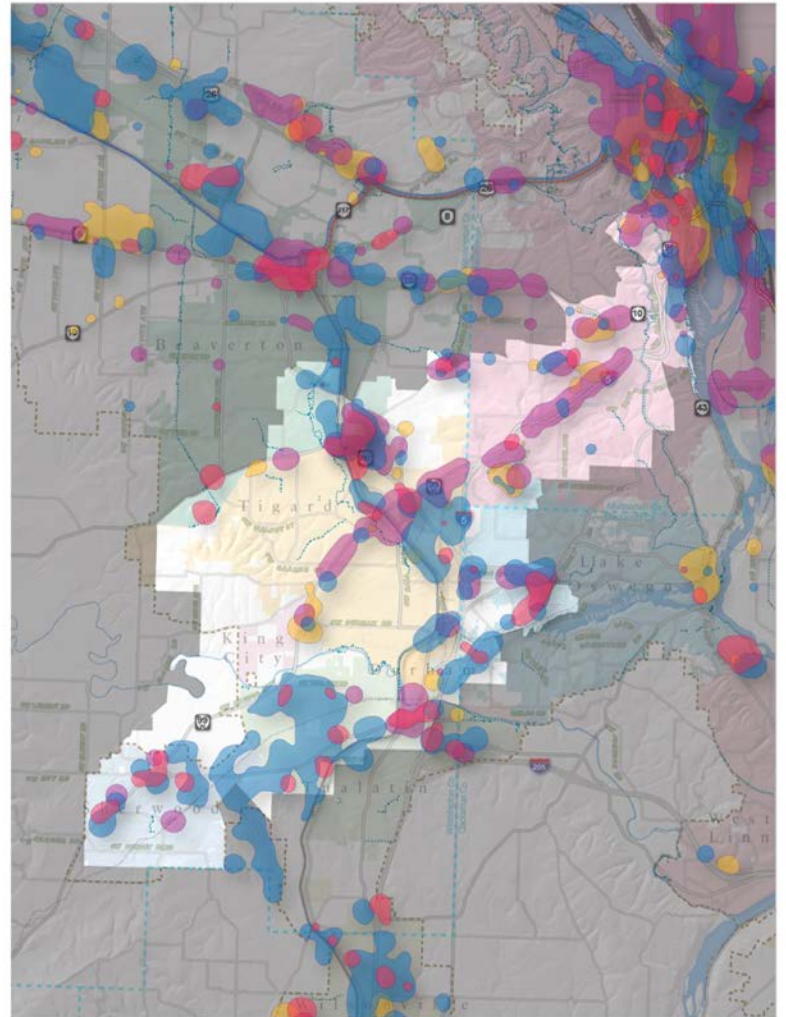
Regulatory Framework

Catalytic Investment



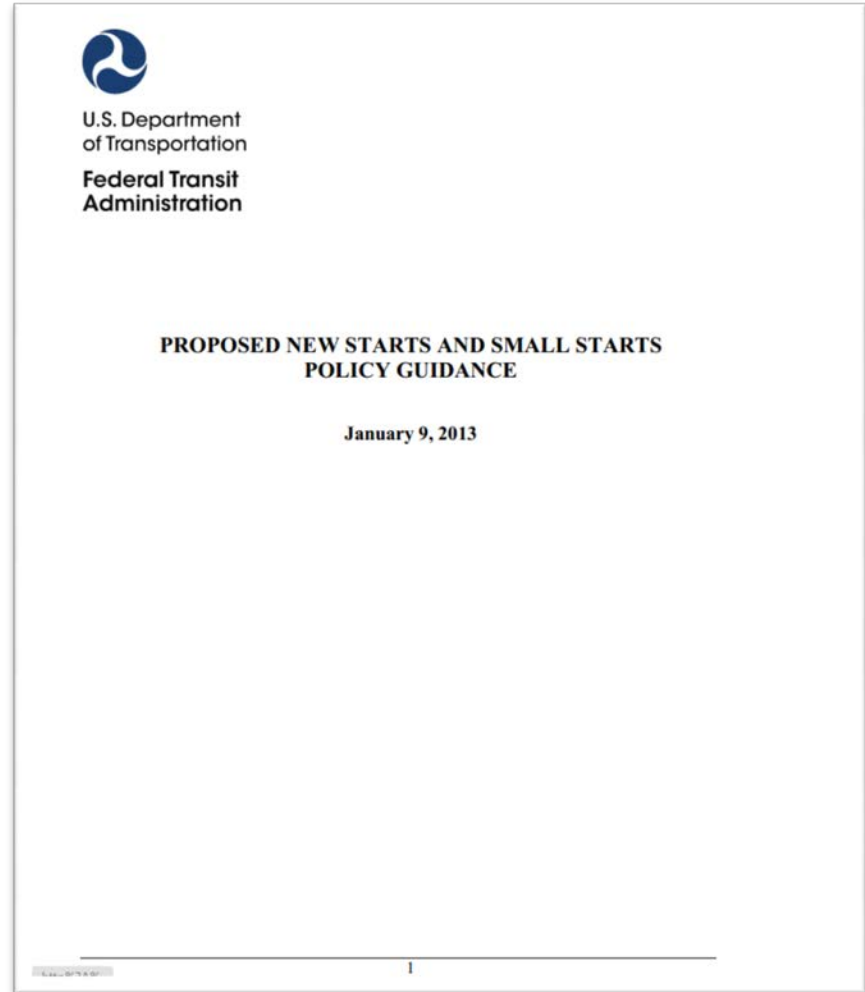
SWCP | leading with the land use...

- Using transit and other investments to support the LUV
- More competitive for other funding
- Achieve more together than apart



Proposed New Starts and Small Starts Policy Guidance

- Transit Supportive Plans and Policies
- Tools to Implement Land Use Policies
- Potential Impact of Transit Project on Regional Land Use
- Plans and Policies to Maintain or Increase Affordable Housing



Regulatory Framework

- Zoning code changes
- Parking requirements
- Design
- Landscaping



Financial Incentives

Direct Investments

- Urban Renewal
- Grant Programs
- Tax Abatements



Indirect Investments

- SDC financing or variable SDCs
- Public parking and management strategies



Corridor Wide Policy

- Alternative mobility standards
 - Multi Modal
 - Land use supportive
 - Transportation Efficiency

