



Metro | Agenda

Meeting: SW Corridor Plan Steering Committee
Date: December 8, 2014
Time: 9:00 to 11:00 a.m.
Place: Public Works Auditorium, Tigard
Purpose: Approve direction to activate the Shared Investment Strategy by developing a Preferred Package of locally-driven transit, roadway, sidewalk, and trail transportation projects in the spring of 2016.

9:00 a.m. Welcome and introductions Co-chair Stacey

ACTION ITEM

9:10 a.m. Consideration of the Steering Committee meeting summary from June 9, 2014 **ACTION REQUESTED** Co-chair Stacey

PUBLIC COMMENT

9:15 a.m. Public Comment Co-Chair Stacey
Opportunity for citizens to provide short testimony and/or submit written comments to inform the Steering Committee direction on work plan to activate the Shared Investment Strategy.

DISCUSSION ITEMS

9:30 a.m. Southwest Corridor: solving our transportation challenges Matt Bihn, Metro
Summary of transportation challenges and opportunities for solutions in the Southwest Corridor and overview of information that will be available to inform decisions in 2015.

9:45 a.m. Approach to develop a Preferred Package of Solutions Alan Lehto, TriMet
Defining a collaborative approach to address the transportation challenges in the Southwest Corridor by developing a Preferred Package of transportation solutions by mid-2016 supported by local decision making prior to entering a federal planning process. The foundation of a Preferred Package is the Shared Investment Strategy adopted in July 2013.

10:00 a.m. Activating the Shared Investment Strategy
Recommendation timeline to develop a Preferred Package of Transportation Solutions and highlight of place-focused approach to activate the Shared Investment Strategy.

a. Proposed Recommendation Timeline Malu Wilkinson, Metro
Review and discuss proposed timeline that aims to conserve resources, make incremental decisions, be place-focused but discuss corridor wide impacts.

b. Place-focused development strategy Brian Harper, Metro
Community-based strategies and partnerships for development, access and safety.

10:30 a.m. Proposed engagement to support decisions Noelle Dobson, Metro

ACTION ITEM

10:40 a.m. Direction on SWCP approach Co-Chair Dirksen
Steering Committee action requested: *Direct project staff to change the sequence of Southwest Corridor Plan milestones to develop a locally-driven preferred package of transportation solutions by Spring 2016.*

10:55 a.m. Next meeting Co-Chair Dirksen

11:00 a.m. Adjourn

Materials for 12/08/2014 meeting:

- 6/9/2014 meeting summary
- Memo describing direction to develop a Preferred Package
- Proposed Recommendation Timeline to Preferred Package
- Winter 2014 Project Update



Southwest Corridor Plan Steering Committee

Monday, June 9, 2014

9:00 a.m. to 11:00 a.m.

Metro Regional Center

Committee Members Present

Craig Dirksen, Co-chair

Bob Stacey, Co-chair

John Cook

Steve Novick

Lou Ogden

Denny Doyle

Gery Schirado

Al Reu

Roy Rogers

Neil McFarlane

Jason Tell

Metro Council

Metro Council

City of Tigard

City of Portland

City of Tualatin

City of Beaverton

City of Durham

City of King City

Washington County

TriMet

ODOT

Committee Members Absent

Bill Middleton

City of Sherwood

Metro Staff

Malu Wilkinson, Elissa Gertler, Juan Carlos Ocaña-Chíu, Matt Bihn, Michaela Skiles, Francesca Patricolo, Alan Gunn, Anthony Buczek, Tim Collins, Jamie Snook, Camille Tisler

1.0 Welcome and introductions

Co-chair Stacey welcomed the committee members and audience to the meeting and invited the committee members to introduce themselves. He explained that a great deal of interest has been expressed in the project, and the written comments received up to June 6, are available in Appendix A: Public Involvement Report and are reflected in the proposed changes to the initial recommendation. Additionally, he noted that there would be several public testimonies given at the meeting.

Co-chair Stacey further explained that the committee will not be discussing what to build, but will be considering which options and modes should be studied in the draft environmental impact statement (DEIS).

2.0 Consideration of the Steering Committee meeting summary from May 12, 2014

Co-chair Stacey asked the committee to consider the meeting summary from the May 12, 2014 Southwest Corridor Plan Steering Committee meeting. Mayor Schirado moved to accept the summary without revisions, and Councilor Reu seconded the motion. The meeting summary was accepted unanimously.

3.0 Suggested changes to the discussion draft

Co-chair Stacey introduced Mr. Matt Bihn, who outlined the suggested changes to the discussion draft. He reviewed the progress that was made in narrowing the project and pointed out the options that were already removed. He explained that after the staff recommendation was submitted, there was a great deal of public and staff comment. The memo broke down recommended changes into three categories:

- PTL recommended changes to discussion draft recommendation
- PTL recommended further technical analysis prior to initiating DEIS
- PTL recommended questions to address during Scoping

Mr. Bihn then outlined the proposed changes in each category and the reasoning behind each recommendation.

Co-chair Dirksen brought to the committee's attention an article recently released which led to a misinformed discussion about where lanes would be taken from Barbur Blvd. He asked that Mr. Bihn outline the places where lanes could potentially be taken and the technical analysis behind those designs. Co-chair Dirksen further noted that this would be further considered in the DEIS.

Per Commissioner Novick's inquiry about preliminary estimates for the tunnels, Mr. Bihn explained that costs were estimated in future dollars at one billion dollars for the short tunnel and two billion dollars for the medium tunnel.

4.0 Public Comment

Mr. Don Baack expressed the Hillsdale neighborhood's commitment to the alternative project on SW Slavin Rd, which would give bicyclists and pedestrians an option away from Barbur. He also explained the neighborhood does not support the east part of the red electric project, and feels that Slavin Rd. would be a more effective project. He noted that the neighborhood supports the Hillsdale Station, whether it is served by a BRT cut and cover tunnel or by the medium tunnel. Mr. Baack also suggested that the option adjacent to the freeway and Barbur receive further study, so any outcry from the Barbur business community will not bring the project to a halt.

Mr. Michael Harrison, of OHSU, noted that OHSU has not developed a strong position on the mode or alignment, but recognize that there are constraints due to their location. He explained that OHSU is excited that the medium tunnel will remain on the table, and expressed appreciation for the committee's and staff's work.

Mr. Robert Hamilton hoped that the medium tunnel, which would serve Hillsdale, would receive further study, in order to bring new businesses to Hillsdale and add vitality to the town center. He read a fictional story which illustrated how new transit in the corridor could affect everyday lives. (Written comments available as an attachment to the record)

Mr. Arnold Panitch hoped that the route would serve Hillsdale. He noted the need to serve Wilson High School, which has the most highly utilized bus stop in the corridor, and to further potential development in the corridor.

Mr. Roger Averbeck reminded the committee that one of the project's goals is to support local land use visions. He noted that several communities in SW Portland already have local plans, but more outreach and analysis must be done. He expressed hope that Barbur Blvd will eventually have complete bicycle and pedestrian facilities. Per Commissioner Novicks inquiry, Mr. Averbeck explained that the pros and cons found in the analysis need to be included in materials distributed.

Ms. Marianne Fitzgerald, former President of SWNI, outlined the goals and objectives SWNI has for this project including: access to jobs, services, and education, and increased livability. She noted that in the letter sent to the committee previously, SWNI did not take a stance on station location, but did make recommendations on multimodal projects. She hoped that the project will tie in to the community and will not impede access. Ms. Fitzgerald also thanked the Portland working group for the forum they provide to residents.

Mr. Rick Seifert noted the importance of serving civic institutions in the Hillsdale town center. He also hoped that the project could provide more support to the less privileged residents in Hillsdale who rely on transit. Mr. Seifert expressed the belief that the medium tunnel is the best option for serving this area. (Written comments available as an attachment to the record)

Mr. Floyd Smith, of AORTA, expressed support for the long, deep tunnel, which will link South Waterfront to PCC Sylvania all the way to Tigard. He expressed the belief that this option would serve the necessary stations most effectively.

Mr. Anton Vetterlein, of the Homestead Neighborhood Association, noted that the Homestead neighborhood borders Barbur and Terwilliger as well as OHSU and the VA hospital. He expressed the neighborhoods support for the medium tunnel, which they believe would reduce congestion on Barbur Blvd. He noted that any loss of auto capacity on Barbur is unacceptable to the association. He asked that OHSU be directly served, auto capacity be maintained on Barbur, and bike buffers be added to Barbur.

Mr. Gerald Fox expressed his belief that high capacity transit must serve major trip generators, in particular OHSU and PCC Sylvania. He suggested that the project team continue to analyze a potential direct connection between the downtown transit mall and OHSU. He also expressed frustration that the southern entrance to Tualatin was dropped prematurely, and urged staff to reconsider. (Written comments available as an attachment to the record)

Mr. Jim Howell, of AORTA, urged the committee to reconsider the tunnel options, particularly the long tunnel. He asked that the cost be considered in perspective with the long term benefits of viable transit alternatives for I-5 commuters.

5.0 Recommendation for further study

Co-chair Stacey overviewed the decision before the committee, noting that any HCT project would be buttressed by increased local service and multimodal and green projects. He explained that the recommendation would only identify those options and alternatives that should be studied further. Co-chair Stacey also pointed out the need to discuss funding with the public and to explore investing creatively to stretch a limited number of dollars, noting the need for more public involvement in coming months, not less.

Co-chair Dirksen impressed on the committee the need to reduce the number of options to a manageable amount. Mayor Doyle noted that he was comfortable with the changes outlined in the memo, which he said shows staff's responsiveness to new information and public comment.

Mr. McFarlane acknowledged the work that was done, but expressed concern about the current project schedule being too assertive. He noted that he was not concerned about the recommendation itself, just the schedule moving forward. He suggested that the project take a flexible period of time prior to entering the DEIS to further engage the public and conduct more technical analysis in order to narrow the list of alternatives that enter the DEIS. He pointed out the need for further dialogue with the community in order to garner the support that would be needed for future funding. Commissioner Novick added his concerns about finding potential community investments to match federal funds and the need to have that conversation prior to entering the DEIS.

Mr. Tell also asked that time be given to the project partners to reconcile the high level of interest and ideas surrounding the project, with what would be technically and financially feasible. He also noted that ODOT remained committed to funding the process, whether the next step is the DEIS or a focused refinement period. Mayor Cook asked for clarification on the function of the scoping process, noting that he was under the impression the initial DEIS phase would allow the committee to reconcile the assortment of ideas and the technical information.

Mayor Ogden noted that he shared Mr. McFarlane's concerns about the schedule, and explained that he still needed clarification on how much flexibility would be built into the process once the project entered the DEIS.

Co-chair Dirksen clarified that during the scoping phase the project would be further narrowed and options that were discarded earlier in the process could be brought back, but that it would be more expensive. Ms. Wilkinson further clarified that during scoping, staff could continue to do technical analysis and facilitate more public comment. Co-chair Dirksen also expressed concern about how an interim process would be funded, as project partners had committed funds for the DEIS process, but not for an additional period of focused refinement. Commissioner Rogers stated similar concerns regarding the budget and how this new period would affect needed contributions from project partners.

Mayor Ogden asked for further explanation of the time constraints for each step of the process. He asked if it would be possible to work without a date certain for the conclusion of the focused refinement period. Co-chair Dirksen responded that the process could not be open ended or it would not move forward efficiently. Mayor Ogden also noted that as long as the funds would be managed well, he saw no reason not to use the funds committed to the DEIS for the preliminary process.

Committee members also discussed the amount of public support there was for a tunnel, which would primarily be in Multnomah County, and the fact that Multnomah County is no longer a participating partner.

Co-chair Dirksen presented several options to the committee on how to proceed.

1. Perform additional scoping after entering the DEIS, after a few months, choose which alignments move forward
2. Take a 60 day pause with additional stakeholder involvement, enter NEPA later this summer, make decision in November following the scoping process
3. Take a longer pause, enter the NEPA process in November, and make a decision after scoping in January.

Mr. McFarlane made a motion to accept the third option and was seconded by Mayor Doyle.

Mr. McFarlane suggested that the notes from the meeting be used to craft several high level questions that need to be answered prior to November. Additionally, he noted that he was accepting staff recommendations outlined in the recommendation document, but recognized that it was a pre-NEPA flexible analysis and wanted to leave the door open to other options and further analysis and narrowing. Committee members discussed how this would or would not allow the tunnel options to move forward.

Commissioner Rogers inquired about the extended timeline's effect on needed contributions from jurisdictions. Ms. Gertler noted that she did not think there would be an additional ask, but staff would put together a scope of work with a budget.

Ms. Wilkinson and Ms. Gertler outlined the concerns of the committee and asked if the memo in the meeting materials effectively laid out some of those concerns.

At this point, the motion passed unanimously.

Mr. Tom Mills, of TriMet, explained that the Southwest Service Enhancement Plan could help the project narrow what would move into the DEIS for scoping.

At this point, Co-chair Stacey asked that the committee dispense with the final two agenda items in order to adjourn the meeting on time.

9.0 Adjourn

Co-chair Stacey adjourned the meeting at 11:02 a.m.

Meeting summary respectfully submitted by:

<SIGN HERE FOR FINAL VERSION>

Camille Freestone

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	06/09/14	June meeting agenda	060914swcpssc-01
2	Summary	05/12/14	5/12/14 meeting summary	060914swcpssc-02
3	Memo	06/02/14	Changes to draft recommendation	060914swcpssc-03
4	Document	06/02/14	Recommendations summary	060914swcpssc-04
5	Document	06/02/14	Discussion draft recommendations	060914swcpssc-05
6	Comment	06/06/14	Additional public comment: Dave Cassinelli	060914swcpssc-06
7	Comment	06/09/14	Public comment: Gerald Fox	060914swcpssc-07
8	Comment	06/09/14	Public comment: Rick Seifert	060914swcpssc-08
9	Comment	06/09/14	Public comment: Robert Hamilton	060914swcpssc-09



Metro | Memo

Date: Monday, December 8, 2014
To: SW Corridor Steering Committee
From: SW Corridor Project Team Leaders (PTL)
Subject: SW Corridor Plan DEIS timing

In an effort to efficiently use limited resources to define local priorities, the PTL requests the Steering Committee provide the following direction:

Affirm changes in the sequence of Southwest Corridor Plan project milestones. The proposed near term milestone is recommendation of a locally-driven preferred transit, roadway, sidewalk, and trail transportation package in the spring of 2016.

The work plan to develop a Preferred Package would be completed based on the following guiding principles:

- Activate the Shared Investment Strategy with a focus on places and connections
- Define a Preferred Package that includes High Capacity Transit (HCT) and local transit, roadway, bicycle, and pedestrian projects to support local and regional goals
- Make decisions along the way to support local priorities and allow flexibility prior to federal assessment
- Provide and discuss corridor-wide data to support transportation solutions at every meeting
- Allow ample time for enhanced engagement and community discussion

This focus on a local transportation package recommendation would delay development of the official Draft Environmental Impact Statement (DEIS), but would benefit the communities in the area by allowing the preferred shared investment strategy of transit, roadway, sidewalk, and trail improvements, including a high capacity transit alternative to be defined locally in order to define the best package of transportation elements for this regional investment.

Use limited resources efficiently

The sequence of analysis and local decisions would change, but the rigor of work to support the public and decision-makers in defining a preferred transportation and HCT alternative would not. This focuses the work plan on local analysis and decisions first while postponing lengthy federal review cycles until the DEIS is officially underway. This would also result in a more narrow scope for the DEIS, making the process faster and more efficient.

Renew focus on shared investment strategy

The proposed change in milestones allows project staff to renew focus on the roadway, pedestrian and bicycle projects that are critical to a shared investment strategy that provides the most benefit to this corridor and the region.

SWCP Steering Committee Proposed Meeting Topics and Selected Engagement Opportunities

Guiding principles:

- Activate the Shared Investment Strategy with a focus on places
- Define a Preferred Package that includes High Capacity Transit (HCT) and local transit, roadway, bicycle, pedestrian and development projects
- Make decisions along the way to support local priorities and allow flexibility prior to federal assessment
- Provide and discuss corridor-wide data to support transportation decisions at every meeting
- Allow ample time for enhanced engagement and community discussion

Month	Groups and topics
December 2014	12/8: Steering Committee meeting <ul style="list-style-type: none"> • Activating the Shared Investment Strategy work plan DIRECTION • Progress report DISCUSSION • Engagement approach DISCUSSION
January 2015	Begin community dialogues and work sessions to activate the Shared Investment Strategy and define a Preferred Package
February 2015	2/9: Steering Committee meeting <ul style="list-style-type: none"> • Evaluation factors for defining Preferred Package DIRECTION • Corridor-wide HCT alternatives: description; ridership, travel time INFORMATION • Transit mall tie-in DIRECTION • PLACE tradeoffs: South Portland/Lair Hill/Marquam Hill (tunnels, ped/bike connection, Ross Island Bridgehead/Naito roadway improvements) DISCUSSION South Portland dialogues and community work sessions to inform SC discussions and decisions
March 2015	Tigard Triangle/Kruse Way connections, Tigard downtown dialogues and community work session(s) to inform SC discussions and decisions
April 2015	4/13: Steering Committee meeting <ul style="list-style-type: none"> • Corridor wide: BRT/LRT refined cost estimates & tradeoffs (capital and operating) INFORMATION • South Portland/Lair Hill/Marquam Hill (tunnels, ped/bike connection, Ross Island Bridgehead/Naito roadway improvements) DIRECTION • PLACE tradeoffs: Tigard Triangle; Kruse Way Connections; Tigard/Tualatin branch service DISCUSSION • PLACE tradeoffs: Tigard downtown DISCUSSION Sherwood connections dialogues and community work sessions to inform SC discussions and decisions
May 2015	PCC/Barbur Stations dialogues and community work session(s) to inform SC discussions and decisions
June 2015	6/8: Steering Committee meeting <ul style="list-style-type: none"> • Corridor wide: ridership and operational considerations INFORMATION • PLACE tradeoffs: PCC Sylvania, Barbur Stations, I-5 adjacent DISCUSSION • Tigard Triangle, Kruse Way, downtown Tigard connections, Tigard/Tualatin branch service DIRECTION Hillsdale community dialogues and work sessions to inform SC discussions and decisions
July 2015	Washington Square connections dialogues and community work sessions to inform SC discussions and decisions
August 2015	8/10: Steering Committee meeting <ul style="list-style-type: none"> • Corridor wide: assessment of traffic impacts INFORMATION • Access to PCC Sylvania, Barbur Stations, I-5 adjacent RECOMMENDATION • PLACE tradeoffs: Hillsdale direct service & alternatives DISCUSSION Bridgeport Village/Durham dialogues and community work sessions to inform SC discussions and decisions
September 2015	Tualatin downtown, connections, place-focused dialogues and community work sessions to inform SC discussions and decisions

October 2015	10/12: Steering Committee meeting <ul style="list-style-type: none"> Corridor wide: funding options/cost effectiveness INFORMATION Hillsdale direct service & alternatives DIRECTION PLACE tradeoffs: Bridgeport Village, downtown Tualatin DISCUSSION
November 2015	Corridor wide forum on evaluation results to inform decision making, elements of preferred package
December 2015	12/14: Steering Committee meeting <ul style="list-style-type: none"> Bridgeport Village, downtown Tualatin DIRECTION Sherwood, Washington Square connections DIRECTION Major elements and proposed engagement for a Preferred Alternative (HCT, Multimodal Connections, Corridor Development Strategy) for public discussion DISCUSSION
February 2016	2/8: Steering Committee meeting <ul style="list-style-type: none"> DRAFT Preferred Package (HCT; roadway, bike and pedestrian connections; Corridor Development Strategy) for public discussion RECOMMENDATION
March – April 2016	Public workshops, online engagement on draft preferred package
May 2016	5/9: Steering Committee meeting <ul style="list-style-type: none"> Preferred Package (HCT; roadway, bike and pedestrian connections; Corridor Development Strategy) for public discussion RECOMMENDATION TO METRO

Activating the Shared Investment Strategy: Elements of a Preferred Package

Work Element	What	How	Implementation
Development Strategy	<ul style="list-style-type: none"> Strategies specific to key places in the investment area (e.g., development incentives, brownfield cleanup, policy changes, etc.) 	<ul style="list-style-type: none"> Place focused review of defined community aspirations, development opportunities, market analysis, and public investments to support local visions 	<ul style="list-style-type: none"> Partnerships Development agreements Local actions: policy changes and incentives
HCT Package	<ul style="list-style-type: none"> Roadway, bicycle and pedestrian projects that are part of the HCT package HCT project definition (mode, terminus, alignment(s) for DEIS) 	<ul style="list-style-type: none"> Confirm transit supportive road, bike, & pedestrian projects with partners and community Provide technical information on HCT project trade-offs, costs, benefits, and impacts to public and decision-makers 	<ul style="list-style-type: none"> Road, bike, & pedestrian and HCT investment priorities Funding Federal impact analysis through NEPA Construction
Corridor Connections	<ul style="list-style-type: none"> Prioritized non-HCT related roadway, bicycle and pedestrian projects from the Shared Investment Strategy that provide important transportation solutions New local transit service plans 	<ul style="list-style-type: none"> Start with Shared Investment Strategy, review priorities with project partners and public Define implementation timeframe, within 15 years Identify projects for fast implementation (signals, etc.) 	<ul style="list-style-type: none"> Funding CIP, TSP, MSTIP, RTP Implementation priorities (2-15 years)
Other Mobility Needs	<ul style="list-style-type: none"> Major multimodal projects that are not prioritized in the other two categories 	<ul style="list-style-type: none"> Captured as we hear them 	<ul style="list-style-type: none"> Local TSPs RTP



Winter 2014 project update

The Southwest Corridor Plan builds on local plans from Portland, Tigard, Tualatin, Sherwood, Washington County, TriMet and Metro. The plan collectively prioritizes a range of transportation, land use, social and economic development solutions to meet the needs of the diverse and growing southwest part of our region.

Ongoing planning will examine a viable path forward for high capacity transit alternatives; roadway, pedestrian and bicycle improvements and neighborhood development strategies.

PARTNERS

City of Beaverton
City of Durham
City of King City
City of Portland
City of Sherwood
City of Tigard
City of Tualatin
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People who live and work in the Southwest Corridor deserve the best that our region has to offer. Local stakeholders in the corridor have been working collectively for years to create a vision for how each town and neighborhood will look in the future. The Southwest Corridor Plan synthesizes and collaborates with local and regional plans including:

- Portland Barbur Concept Plan
- Linking Tualatin
- Tigard High Capacity Transit Plan
- Sherwood Town Center Plan
- Metro High Capacity Transit System Plan

Building from a shared vision

In 2013, regional leaders adopted a Southwest Corridor Shared Investment Strategy that lays out priorities to address a range of transportation, land use, social and economic needs in the area. The strategy has five key recommendations:

- invest in local bus service and high capacity transit
- invest in roadways, bikeways and sidewalks
- invest in parks, trails and nature
- promote private investment consistent with community vision
- develop a collaborative funding strategy

A successful outcome will connect the area's unique communities, regional job centers, education hubs and natural areas with a safe, reliable transportation system that meets the needs of all users.

This shared investment strategy prioritizes more than 80 roadway, transit, bicycle, pedestrian and trail projects. These can collectively provide much needed relief to the area's congested road system, improve local access and safety for bicyclists and pedestrians and meet the region's unmet transit demand. While some roadway, bicycle and pedestrian projects from the strategy are already underway or shovel-ready, some elements such as high capacity transit are still in early stages of planning.

Next steering committee meeting

9 to 11 a.m. Monday, Dec. 8
Tigard Public Services Building
8777 SW Burnham St., Tigard

The committee will review a proposed 18-month workplan that lays out when certain discussions and decisions will be brought to local stakeholders and the steering committee.

Listening to stakeholders

This summer and fall, project partners engaged dozens of community and business leaders from throughout the corridor for in-depth conversations to better understand what it will take to make the Southwest Corridor Plan successful. Stakeholders were clear: They are highly invested in the future of their local communities and demand solutions to the significant transportation challenges in the Southwest Corridor. As the plan advances, a successful outcome must include:

- a mix of solutions such as increased local and regional transit service, robust pedestrian and bicycle networks and improved local roadways
- connectivity to the area's existing transportation system
- responsiveness to local needs and local decision making
- efficient, reliable connectivity to major employment and education centers
- options for convenient and safe pedestrian and bicycle travel within and between local communities
- careful consideration of the costs and benefits of difficult trade-offs such as bus rapid transit or light rail options, fixed guideway or in-traffic for rapid buses and alignments that include tunnels



What's new: Studying transit alternatives

Project staff spent the last year studying different options to serve the corridor with high capacity transit, and refined viable alternatives in spring 2014. This work is part of broader planning on a range of transportation solutions for the area. In June 2014 the Southwest Corridor Plan Steering Committee directed staff to further research a select number of key questions on high capacity transit alternatives, which include light rail (MAX) or bus rapid transit.

After several months of study, the findings are ready to go to the project steering committee and the public through a variety of forums and outreach activities beginning in December. This will kick off 18 months of local deliberations, review of technical information and gathering stakeholder input that will help narrow the options. Project partners hope to develop a top recommendation by spring 2016 that identifies a preferred mode (light rail or bus rapid transit) and alignment for a future high capacity transit project, as well as associated roadway, bicycle and pedestrian projects in surrounding areas. Then project partners may begin a streamlined environmental impact assessment.



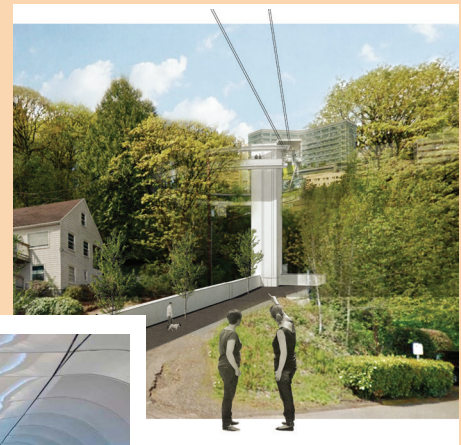
Visualizing the future with urban design

Southwest Corridor partners are creatively exploring options for connecting transit to Marquam Hill, home to OHSU, Shriner's Hospital and the VA Hospital – which attract thousands of employees, patients, visitors and medical students every day – as well as scenic Terwilliger Parkway, many acres of parkland and several thousand residents. At the striking Congregation Ahavath Achim synagogue on Barbur Boulevard on Friday, Oct. 24, designers from Mayer/Reed and Otak presented innovative concepts for connecting possible high capacity transit stops on Barbur or Naito Parkway to the hill.

The presentations included several intriguing ideas, such as a series of elevators and bridges, pedestrian tunnels, outdoor escalators and inclined elevators. Representatives from Friends of Terwilliger, Southwest Trails, Homestead and South Portland neighborhood associations, City of Portland, OHSU, VA Hospital, the synagogue and the general community attended to learn about the ideas and give feedback to Metro, TriMet and the designers.

For now, these are just concepts to stimulate people's thinking about what may be possible. More guidance from the community in 2015 will help inform which, if any, receive additional study in the future.

Examples of design concepts for connecting to Marquam Hill



Tie-in to downtown Portland transit mall

Project staff have reviewed potential engineering for eight alignment options to tie in potential bus rapid transit and light rail to the existing downtown transit system from Southwest Barbur Boulevard and Southwest Naito Parkway. City of Portland, Washington County, ODOT, TriMet and Metro considered factors such as traffic and transit capacity analyses, transit operations, the pedestrian environment, bicycle facilities, right of way impacts, potential impacts to vehicles accessing Interstate 405, compatibility with the potential Ross Island Bridgehead modifications and capacity to accommodate potential future roadway, bicycle and pedestrian projects.

Five staff technical workshops were conducted in August and September to facilitate discussions among all project partners. In early 2015, staff will present the viable options to the steering committee that are recommended for continued study.

Transit tunnels

The project team has assessed station ridership and transit performance benefits and tradeoffs between tunnel and non-tunnel options for light rail or bus rapid transit alignments to access Marquam Hill and Hillsdale. The team has also developed preliminary construction costs and a preliminary list of potential impacts. Information from the tunnel analysis will inform future discussions of trade-offs and stakeholder recommendations if underground tunnel options proceed for future study.



TriMet's Southwest Service Enhancement Plan

Building on a year of conversations with community members in Southwest Portland, Durham, King City, Lake Oswego, Sherwood, Tigard, Tualatin and West Linn, TriMet has released a draft vision for improving transit in those communities. The Southwest Service Enhancement Plan Draft Vision proposes near-term bus service improvements that can be made with modest cost, long-term bus service improvements to implement over time and in partnership with cities, the county and businesses to improve access to bus and existing light rail stations.

To create the draft vision for improved bus service, TriMet and partners looked at transit ridership data, reviewed plans for neighborhood and business growth, considered community investments and evaluated population and demographic changes. Staff also held more than 100 community discussions to get feedback on the proposed draft and continues to seek community feedback through early 2015 before finalizing the plan.

Highlights of the draft vision include new bus service on Tualatin-Sherwood Road and service every 15 minutes to PCC Sylvania. To see how changes may impact your community, and to share your thoughts, visit www.trimet.org/southwest.



Branch service to Tigard and Tualatin

Project staff prepared modeling data to evaluate branch service between Tigard and Tualatin, in which the alignment would branch off near OR 217 and every other transit vehicle would travel to either Tigard or Tualatin. Local jurisdictions were engaged to provide input on benefits and tradeoffs of branch service. In early 2015 the steering committee will review the staff recommendation for a viable branch service option.

Barbur Boulevard and adjacent to Interstate 5 alignment options

Current proposed alignments include options of high capacity transit running adjacent to Interstate 5 or in the center of Southwest Barbur Boulevard, as well as hybrid options that would operate on portions both adjacent to I-5 and on Barbur. Staff have developed preliminary capital cost estimates, assessed travel times and potential property impacts and refined design concepts that include lane diagrams and bicycle/pedestrian improvements on Barbur. This information will help the steering committee and other stakeholders more fully consider the impacts and tradeoffs of a possible hybrid option.

Service to Portland Community College Sylvania Campus

Staff evaluated transit performance and station usage to assess tradeoffs of direct service via high capacity transit service to PCC compared to serving the campus via an improved connection from Barbur Boulevard. Project partners continue to meet with PCC and neighborhood stakeholders to explore the pros and cons of direct high capacity service and other future multimodal access improvements.

Finance strategy

Staff are developing a preliminary assessment of potential project costs to better understand future funding needs of alternatives still under consideration. Public and private partners are exploring potential funding strategies and finance timing for a future package of transit, roadway, bicycle and pedestrian projects. This information will help decision makers better understand the suite of projects to study further.

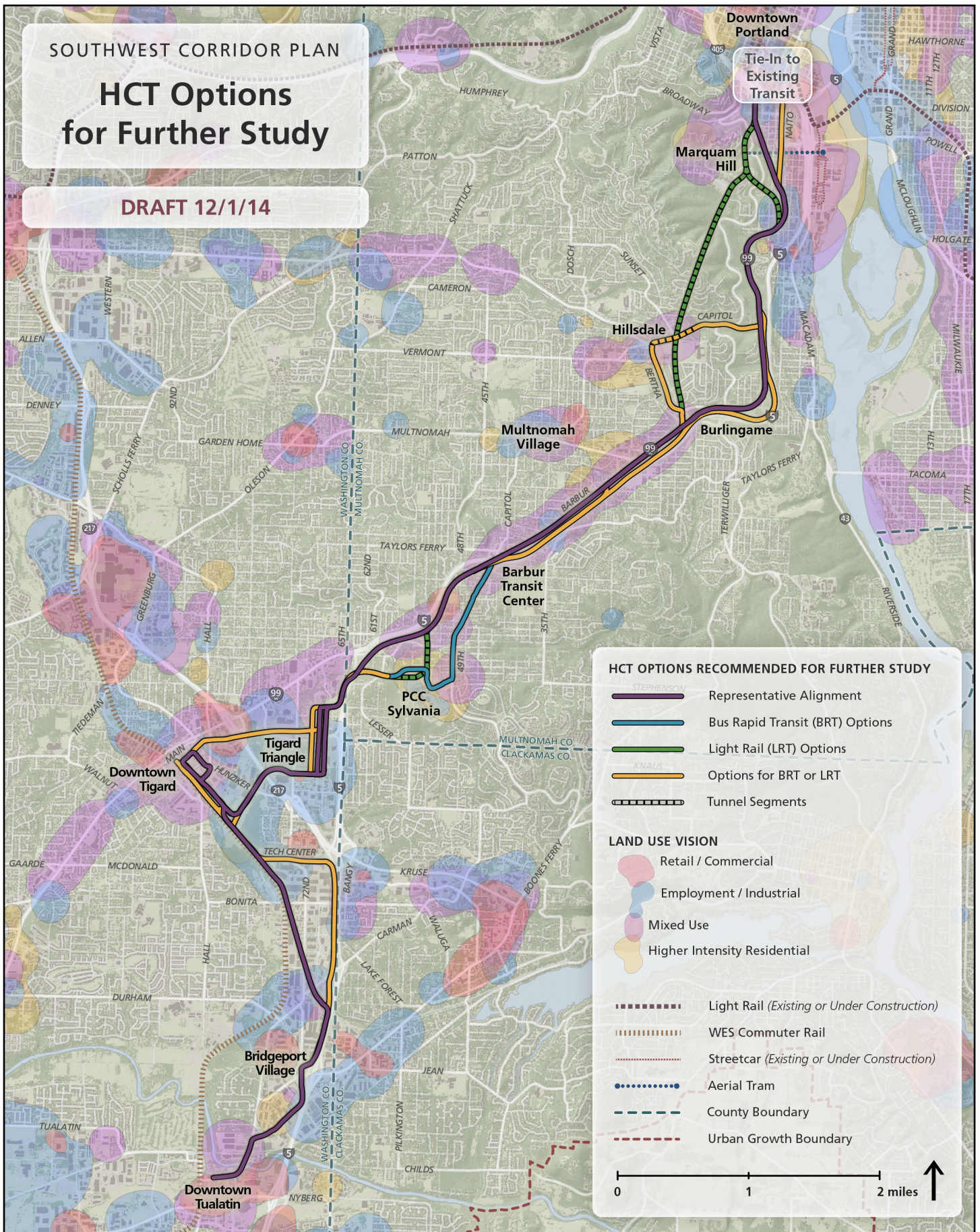
www.swcorridorplan.org

Materials after this page were distributed at the meeting.

SOUTHWEST CORRIDOR PLAN

HCT Options for Further Study

DRAFT 12/1/14



The technical analysis for Metro's Climate Smart Communities program found that of all the local actions available for reducing CO2 emissions from motor vehicles, improved transit can achieve by far the greatest share of the reductions needed to meet Oregon's climate goals.

The Associate of Oregon Rail and Transit Advocates, AORTA, has developed a Southwest Corridor Light Rail Proposal to do just that: improve transit. This option has been presented to many of you and your staff, and has been refined based on feedback we received. Public testimony last spring supported this option. We asked staff to include this option among those being considered, but this has not been done.

It is time for the Steering Committee to direct staff to work with us to officially include this proposal among the project options.

Major points:

1. The defining features of the proposal are the portal at South Waterfront; the long tunnel serving four underground stations at OHSU/VA, Hillsdale, Barbur Transit Center, and PCC Sylvania; an adequate connecting network of frequent service bus routes, and fast travel time to Tigard and Tualatin achieved by efficient station spacing.
2. Based on our expertise, we believe this alternative provides the most cost-effective transit service with superior ridership when compared with the alternatives under official consideration. We believe there is a significant probability, perhaps in the low double digits, that the AORTA option will cost no more than surface LRT.
3. The three reasons that have been given for ignoring our alternative lack substantial evidence. These reasons are: 1. There is not an acceptable staging area for a South Waterfront tunnel portal. Our investigation, including conversations with property owners and engineers with tunneling expertise, suggests that acceptable locations are possible. 2. The cost of tunneling is too high. Information given to us by staff, and conversations with engineers with tunneling expertise suggest that tunneling costs have not yet been refined sufficiently to be able to make this claim with a high degree of reliability. 3. Travel time via South Waterfront is excessive. Our investigation of travel time suggests that total time between Transit Mall locations and all stops along our proposal would be less than the time required via any of the alternatives under official consideration, and for most stations, far less time.
4. Although you are not currently engaged in the Federal DEIS process, you are definitely proceeding with the FTA Alternatives Analysis process. We think that the AORTA proposal must be given adequate consideration, which means analysis of travel time, cost, and ridership to a level equal to that done for the other alternatives. We would expect to be consulted during this analysis regarding the specifics of our proposal, and with regard to any findings.

Dec. 8, 2014 Presented by Doug Allen

Marland Henderson

11795 SW Katherine Street Tigard, Oregon

Council President for the City of Tigard

Today speaking as resident of Tigard

Tigard is a new city compared to others in the community 50 years this year

Most of the residences come here because of the low TAX RATES

Tigard pays its bills and is current on all of its DUES

Tigard is very conservative sometimes creating their own displeasure

Why am here today is to point out a few of my displeasures

We all know the results of the March Ballot Measure regarding transportation planning for the future

We as the opposition to the measure was shocked by its outcome

We lost by a few percentage points

Tualatin later had a similar measure that failed by a much greater margin

What the difference was is that it had to do with a clear explanation of the ballot

Formost was what the voters needed to know what they were getting for their vote or their money

When it was explained that future corridors needed to be protected and

Most of the money needed was shared money from the greater community and

If not spent locally then your collected money would then be supporting other communities needs

They would lose everything

We didn't do a good enough job at this, the we is all of us

Tigard being the last considered for rapid transit became the hardest to sell

Even though I don't think that it was a fair fight my main opposition came from hidden agenda's

Tucked tight in the ballot were the wordage "It will be the Policy of the Council to Oppose Rapid Transit"

At that time I proclaimed that if passed I would resign from the council with the understanding

That the people have lost all trust in their ELECTED OFFICIALS

I have not resigned, Not because the title is more important than anything else but because

I haven't proven yet the future needs or willing to do the right thing is most important

I encourage you not to throw Tigard under the bus

but to do I have done

Please Accept the Problem and not GIVE UP

0

12/8/2014 8:35 AM

My Name is Debi Mollahan, I live at 24021 SW Morgan Lane, Sherwood Oregon. I work at 12345 SW Main St, Tigard Oregon and am the CEO of the Tigard Chamber of Commerce.

I am here today to speak on both a personal level and representing Tigard businesses.

Over the last 23 years I have never had the luxury of living where I work. I have commuted all over the SW Metro on both freeway systems and secondary roads distances between 6 and 24 miles to work. In that time frame I have seen increasing travel times during normal commuting hours. In 2005-2009 it took me about 45 minutes to commute from Sherwood to Hillsboro via I5-217-26, a distance of roughly 24 miles. The freeway commute was so unreliable at night I took secondary roads home. Now it takes 30-40 minutes to commute from Sherwood to central Tigard locations via I5 – 217.

My current workday commute if I travel during the approximate window of 7:15 to 8:15 a.m. via 99W, a distance of 10 miles, will takes 30-40 minutes, yet after 8:30 am. takes around 20 minutes.

My husband currently works in Vancouver and travels primarily freeway to and from Sherwood. At least 2 times/week his evening commute to travel about 35 miles takes up to 90 minutes.

85-90% of Tigard residents work outside of Tigard, and 85-90% of employees of Tigard businesses commute into Tigard for work. It is no longer the norm to work for 1 or 2 employers your entire career, rather people change jobs every 3-5 years. Living close to where you work becomes infeasible.

With the targeted growth rates for the Southwest Corridor projected at 35-40% over the next 20 years, the congestion and travel times are only going to get worse. Not only are employees impacted, but so are businesses, customers, freight movement, delivery times, and more.

An effective transportation system is the lifeblood of the business economy. The SW Corridor, its residents and its businesses need an effective transportation system with multiple modes available to manage this growth. Our local businesses need efficient transportation infrastructure to ensure they

can attract quality employees, enable customer access, have dependable, cost effective delivery and receipt of goods and more.

The majority of chamber businesses surveyed think:

- More ways for people to get to their business besides car will help their business
- A high capacity transit option outside of the 99W corridor will benefit their business and Tigard
- Increased car traffic will hurt their business

I would encourage the SW Corridor Steering Committee to continue to move forward on alternative solutions and transportation methods that maximize the ability to move employees, customers, freight, product and people throughout our area. Not doing so will slowly cripple our economy and our quality of life. This will need to encompass multiple forms of high capacity transit that are appropriate for each corridor city, yet integrated into an effective whole or system.

Thank you for your time.

Act to Require Public Approval of Light Rail or Exclusive Bus Lanes in Washington County

Washington County electors hereby amend their Charter to add a chapter entitled County Transportation Priorities:

- I. As a matter of public policy, Washington County voters rank road maintenance and road construction as their highest priorities in the distribution of Available County Transportation Funds. The purpose of this Chapter is to limit the diversion of Available County Transportation Funds from road maintenance and construction into public rail transit projects that have not been approved by Washington County voters. The Board of County Commissioners shall not authorize the use of Available County Transportation Funds to Finance projects governed by Section II unless authorized by a Transit Funding Proposition.
- II. A Transit Funding Proposition must receive voter approval before Available County Transportation Funds may Finance:
 - A. a Public Rail Transit Project, or;
 - B. the conversion of all, or a portion of, a county roadway into an Exclusive Bus Lane.
- III. A Transit Funding Proposition shall be authorized only by resolution of the Board of County Commissioners. Such resolution shall describe the total amount of Available County Transportation Funds sought and the transit projects receiving that support. County Counsel shall draft an advisory question to county voters incorporating the following ballot title elements:
 - A. a caption identifying the subject as "Approval of Available County Transportation Funds for Public Transit Project."
 - B. a question asking "Shall Washington County authorize up to \$[insert specified funding ceiling] of Available County Transportation Funds for [insert title/description of transit project(s)]?"
 - C. a summary that impartially describes the transit project or projects that would be authorized to use Available County Transportation Funds in addition to the following advisory information: "Washington County voters have prioritized road maintenance and construction as the top uses for Available County Transportation Funds. This measure would permit the County to allocate up to \$[insert specified funding ceiling] of its Available County Transportation Funds for the other transportation purposes described in this summary. Approval of this measure could limit the funding available for road maintenance and/or construction by the amounts authorized."
- IV. Definitions:
 - A. "Available County Transportation Funds" includes any public funds that could be legally designated for road maintenance and/or road construction upon a majority vote of the Board of County Commissioners.
 - B. A "Transit Funding Proposition" is a ballot measure referred to county voters seeking authorization to use specified amounts of Available County Transportation Funds on a transit project governed by Section II.
 - C. "Road maintenance" means county expenses arising from efforts to protect, fortify or repair existing county roadways.
 - D. "Road construction" means county expenses arising from efforts to build new or redesigned county roadways.
 - E. "County roadways" includes the public streets, highways, thoroughfares and bridges designed or used primarily to serve automobile traffic in Washington County, the operational infrastructure used to coordinate traffic on those roadways, and the derivative infrastructure used to integrate pedestrian, bicycle and other permitted uses of those roadways.
 - F. "Public Rail Transit Project" includes any light rail, streetcar, commuter rail or other rail-based system for transporting public passengers, or any portion of such a system, at any stage of planning or development.
 - G. "Exclusive Bus Lane" means a roadway that prohibits automobile traffic on a regular basis to enhance bus services.
 - H. "Finance" means the use of internal county expenditures exceeding \$125,000 and/or direct county expenditures exceeding \$25,000 in a fiscal year to research, engineer, plan, model, design, construct or repair for any project or combination of projects governed by Section II or to solicit bids or submit permits for such purposes. The calculation of "internal expenditures" shall include the applicable pro-rata payroll cost of each county employee who spends twenty or more hours during any calendar month on work related to a transit project described in Section II. The County Auditor shall quantify and track all county expenditures subject to this Chapter and report them publicly on a quarterly basis. The expenditure ceilings within this definition may be annually adjusted for inflation (using CPI) by ordinance after 2018.
- V. No county resources shall be used to lobby or influence other public officials to actively thwart or undermine the purposes of this Chapter by restricting additional categories of county funds from use in road maintenance or road construction or by placing designations on other sources of government transportation funding to divert their use from road maintenance or construction to projects described in Section II. Any county public official who causes county funds to be expended for purposes restricted by this Chapter may be civilly prosecuted for the return of such funds to the County under ORS 294.100.
- VI. This measure shall take effect upon passage but shall not alter any legal obligations incurred prior to its passage. If a court of competent jurisdiction determines that any portion of this Chapter conflicts with superior law, such portion shall be severed to the minimum extent required to resolve the conflict and preserve the purposes of this Chapter.

SW CORRIDOR STEERING COMMITTEE - METRO

PUBLIC COMMENT - December 8, 2014

Sue Christenson

15655 SW 114 Court Unit 14

Tigard, Oregon 97224

- Good Morning
- thank you for letting me speak for myself and for many citizens in Tigard
- we worked on the Tigard ballot measure last spring
- I have six points in support of your plans
- transportation is important
- my husband and I are world travelers
- I have been on many systems in many cities
- whenever I travel I am amazed at the size of the wide streets, city centers and airports
- I wonder how someone had the forethought to plan ahead
- **POINT #1: ALL DEVELOPMENT IS DUE TO INNOVATION**
 - a. people thinking outside the box
 - b. people seeing new ways of working old ideas and collaborating for new technology
 - c. YOU are all innovators
- **POINT #2: IT IS IMPORTANT TO START NOW**
 - a. the cost of too much planning and waiting is too costly
 - b. what we put off today can cost twice as much tomorrow
 - c. using \$1.00 for every dollar of expense in 1901 to build the New York City subway per measuringworth.com would have cost \$457 in 2000 to build the same project
 - d. furthermore, using that same website calculation, it would have cost \$746 in 2013
 - e. what it will cost tomorrow is unimaginable
 - f. we have no time to waste
- **POINT #3: ECONOMICS**
 - a. most people don't have resources to live leisurely
 - b. government's role is to provide basic services

- c. with basics covered, the economic benefit for the citizen to work is immense
- d. businesses need to make a profit, develop investors, and grow
- e. every entity needs to profit
- f. a TriMet rider stated it costs maybe \$15 a day to drive
- g. this same rider now uses TriMet at a cost of \$5 per day
- h. therefore, she has an additional \$10 per day to spend
- i. if you have more riders you have more dollars
- j. it is the age-old adage..."if you build it, they will come"
- k. NIKE has already hired the minimum number of new employees promised during recent negotiations
- l. the average salary of these new employees is \$100,000
- m. shops, groceries, restaurants, and entertainment thrive when there is a mix of housing and shops in one area
- n. the downside of NOT planning for the future is the possibility of being by-passed and forgotten
- o. this means stagnation and could trigger a slum area
- p. it also means loss of revenue and value for those living there

● **POINT #4: HOUSING**

- a. businesses cannot grow if there is no housing
- b. Portland already has a 12% deficit in housing for existing businesses
- c. this deficit forces workers to buy homes in surrounding communities
- d. *these communities are not well connected***
- e. businesses are not attractive if there is no way for workers to live closeby or get to work on time
- f. spending too much time in traffic jams is not acceptable
- g. multifamily housing is becoming the norm
- h. even new houses in Washington County are being built as "multi-generational"
- i. transplanted workers from all over the world are used to living in multifamily buildings
- j. they use mass transit
- k. they are changing our Northwest way of life
- l. they are used to alternative travel modalities

- m. they are used to not using cars
- n. for those that have the means, owning your own car is great
- o. for those that don't, it can mean hardships

- **POINT #5: CONNECTIVITY**

- a. people need to have mobility
- b. not everyone lives next to their work, their families, or their friends
- c. we need transportation **in** our neighborhoods as well as **to and from** surrounding cities
- d. it should not take hours to get from point A to point B
- e. cars are the most expensive form of transportation
- f. there are insurmountable problems when everyone drives
- g. the most efficient and economical transportation is mass public transit

- **POINT #6 HEALTH AND LIVABILITY**

- a. we need safe ways to travel and exercise
- b. we need trees to neutralize CO₂
- c. we need green areas for surface water runoff
- d. we need clean air
- e. we need farm land
- f. according to The Institute for Transportation and Development Policy in New York City, "the rise in commuting by car is not desirable for cities **anywhere**"
- g. 50% of the world's air pollution is from cars
- h. according to the World Health Organization guidelines, America cannot meet these requirements today
- i. we **cannot** do it in the future
- j. we cannot meet our **own** Clean Air requirements
- k. **we simply accept it and don't think of the future**
- l. our children and grandchildren are aware of the situation
- m. they are ready to act
- n. the only way we can entice people **not** to drive is to provide **good** public transportation
- o. we are looking to expand services
- p. **THIS IS THE #1 FIRST CRUCIAL STEP FOR OUR FUTURE**

- q. younger generations already see public transportation as a solution
- r. they are using this system for daily needs
- s. they are renting cars for special trips
- t. the economy of the last seven years has forced them to become more economical
- u. there are 945 CARS2GO being used on a daily basis
- v. other options are ZIPCARS and now UBER
- w. TriMet has developed new lines that will open soon
- x. current lines are very successful but still need to be connected East, West, North, and South all the way down to Salem

- **IN CLOSING**

- a. YOU are on the right track
 - b. YOU need to keep going
 - c. YOU need to continue thinking metro-wide outside the box
 - d. Portland is the economic power-house for the State
 - e. YOU are responsible for the prosperity of Oregon
 - f. we are one of the four fastest growing communities in the nation
- THANK YOU again for listening
- use your Preferred Package of mixed modalities
- we agree with your plans
- PLEASE KEEP MOVING FORWARD

Southwest Corridor Plan
Request to Comment
(Please print legibly)

Name: Laura Sciortino Date: 12-8-14

Affiliation (if any): _____

Street address: 8141 SW 4th Avenue

City: Portland OR 97219

Email address: ~~LauraSciortino@yahoo.com~~ Lauraesciortino@yahoo.com

My husband, son (age 6), and I live in Multnomah Village at corner of 4th & Garden Home. I feel that my comment very accurately represents nearly all of our neighbors throughout the Village & neighboring areas including Maplewood, Hayhurst, Hillsdale, S. Burlingame, Gabriel Park area, Spring Garden, Ash Creek, etc. —

Comment: We desperately want sidewalks. The walkability of our neighborhoods will improve business investment, livability, beauty, etc. of our area. It is the ONLY thing we →

Southwest Corridor Plan

Request to Comment (WRITTEN)

(Please print legibly)

Name: PAM CHANDLER Date: 12/8/17
Affiliation (if any): WASH CO. RESIDENT
Street address: _____
City: SHERWOOD OR
Email address: i2seesea@yahoo.com

- (passenger rail)
1. WHAT ARE THE RESULTS OF THE FEDERAL DEPT. OF TRANSP I-5 CORRIDOR PROJECT SPONSORED BY THE RAILROAD BOARD? AND HOW ARE THOSE RESULTS INCORPORATED INTO THIS STUDY?
 2. I'VE LIVED IN SW AREA SINCE 1994. I NO LONGER SHOP IN BEAVERTON OR TIQUARD DUE TO TRANSPORT TIMES. I GO TO WILSONVILLE & YAMHILL CO., AND NOW SHERWOOD (w/ all their changes)
 3. WHAT HAPPENED TO HWY 265 - WEST? WILL THIS (OR ASPECTS OF) BE REEXAMINED?
 4. I HAVE LIVED OVERSEAS (EUROPE) WHERE ^{CITY} TRANSPORT HAS POINT-TO-POINT & INNER/OUTER RING OPTIONS. WHAT IS PORTLAND'S / METRO'S → PLANS FOR THESE OPTIONS & HOW DOES THIS PROJECT INTEGRATE



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

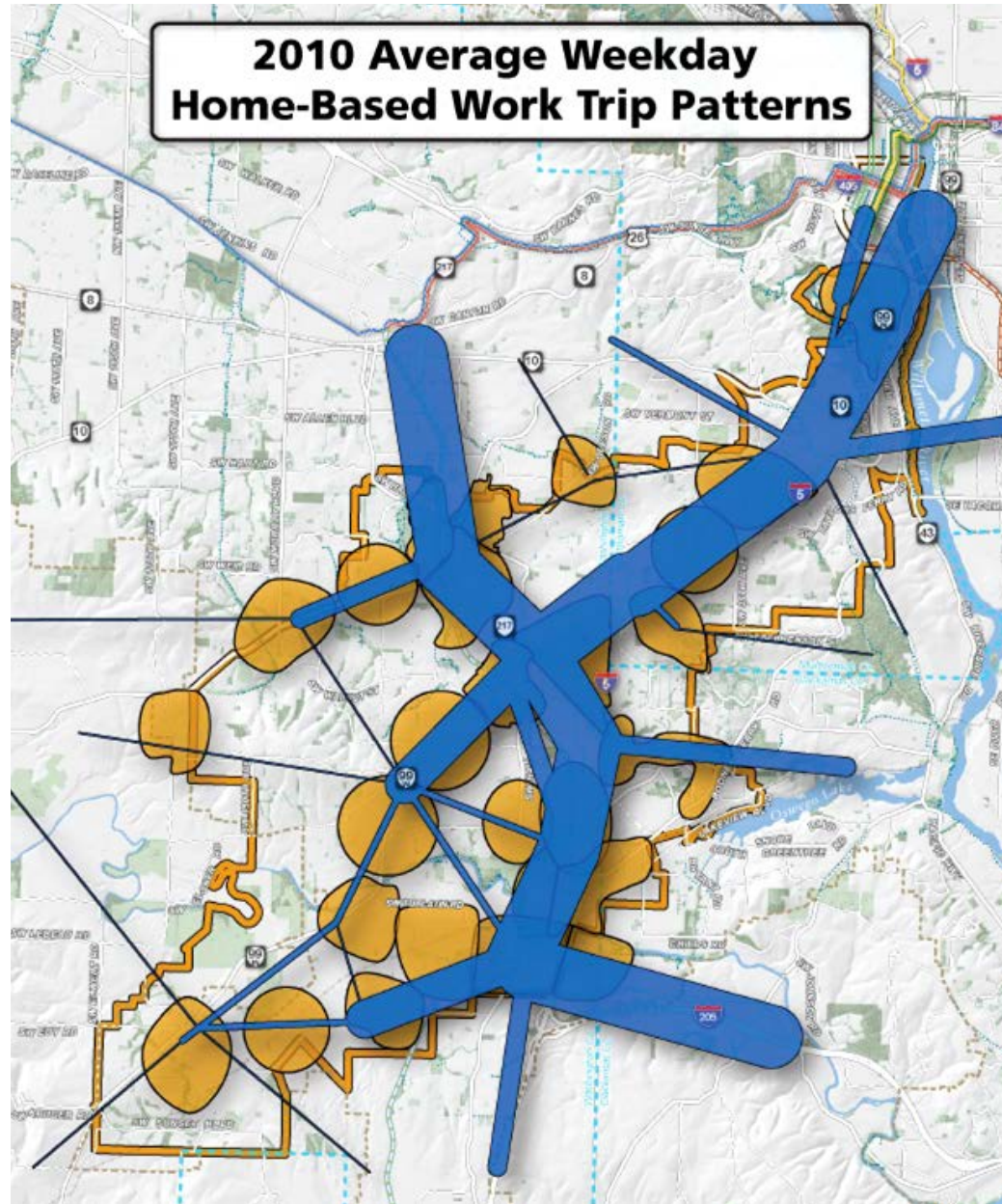
SW Corridor Challenges and Opportunities

Steering Committee Meeting
December 8, 2014

Why this corridor?

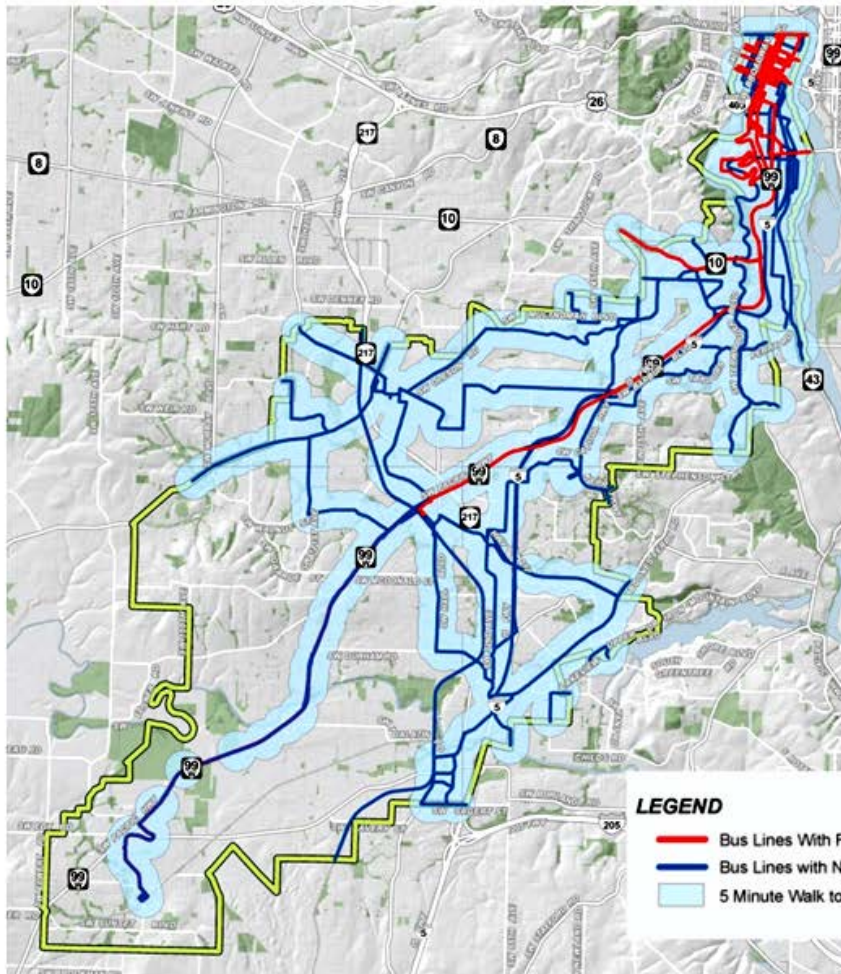
- High travel demand through and across the corridor paired with population and employment growth
- Lack of transportation choices
- Safety issues
- Congestion and reliability problems

Demand through and across the corridor



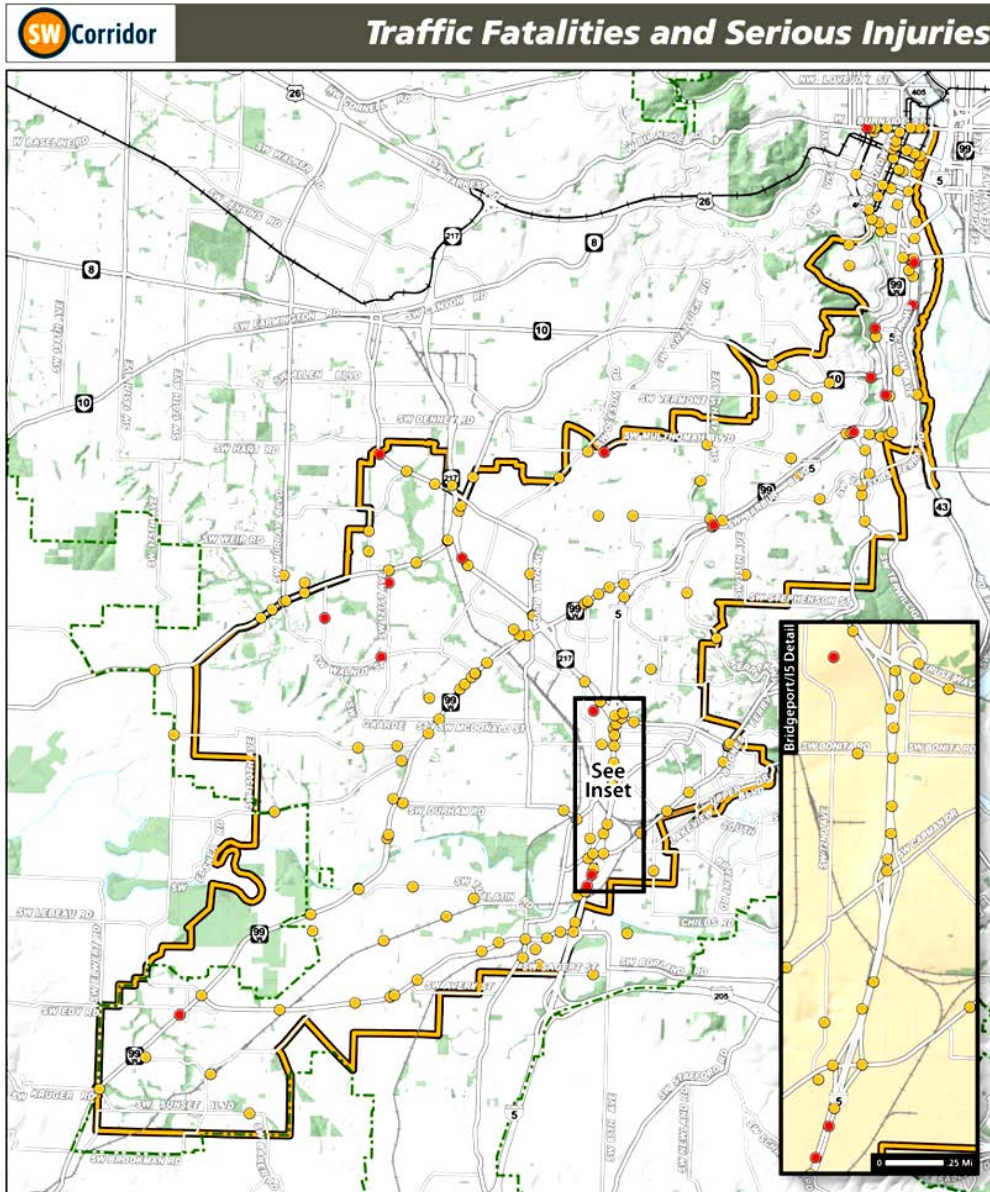
Lack of Choices

Light blue: 5 minute walk to existing bus lines



- Frequent/Express routes
- 1/4 mile buffered coverage
- Transit “deserts”
- About 60% coverage of data collection area

Safety Problems

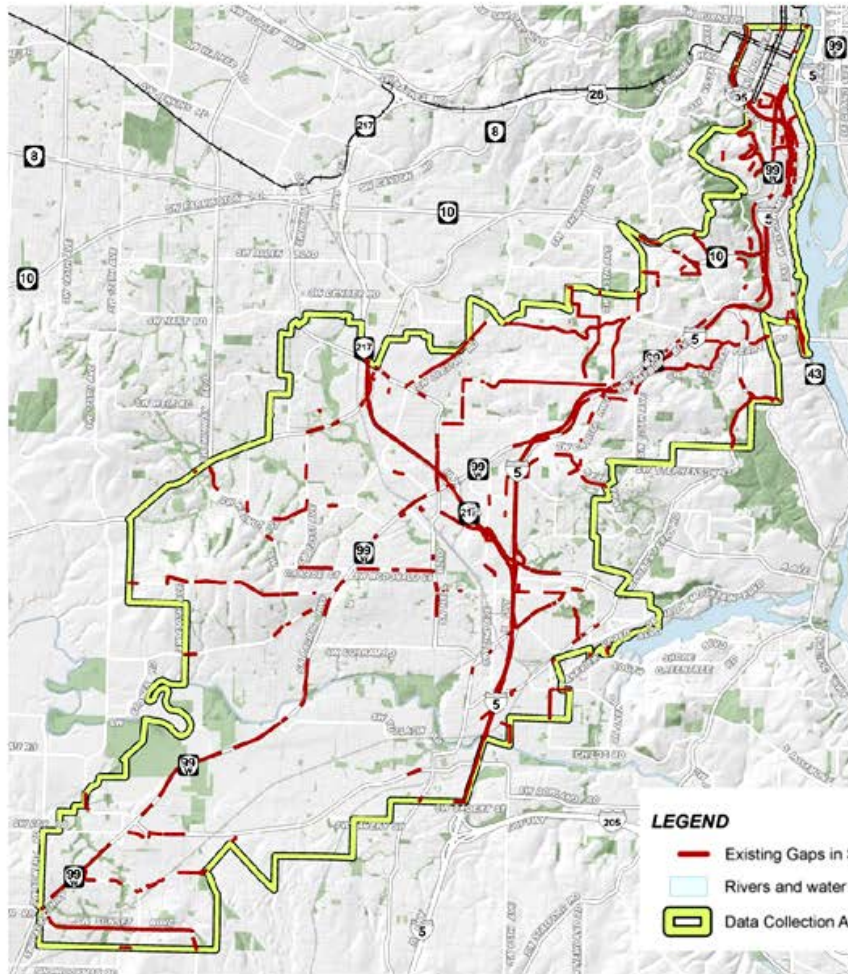


Red = fatal crashes

Orange = serious injury crashes

Lack of Choices / Safety Problems

Red = gaps in the sidewalk network



- Gaps in the sidewalk network

Congestion

Percent of posted speed

Dark Red:

< 28mph on freeways

Red:

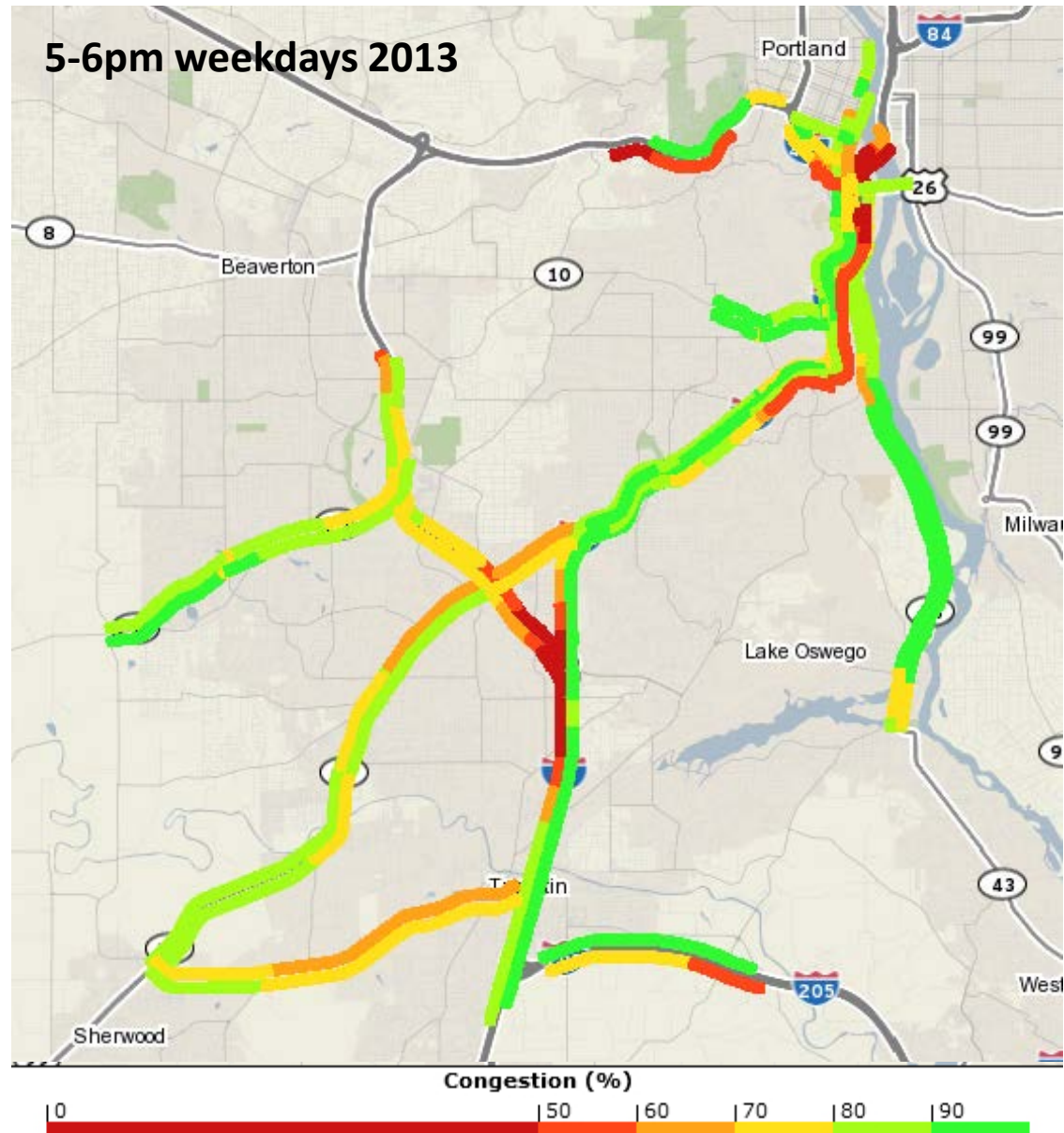
28-33 mph freeways

18-21 mph in 35 mph zones

Orange:

33-38 mph freeways

21-24 mph in 35 mph zone



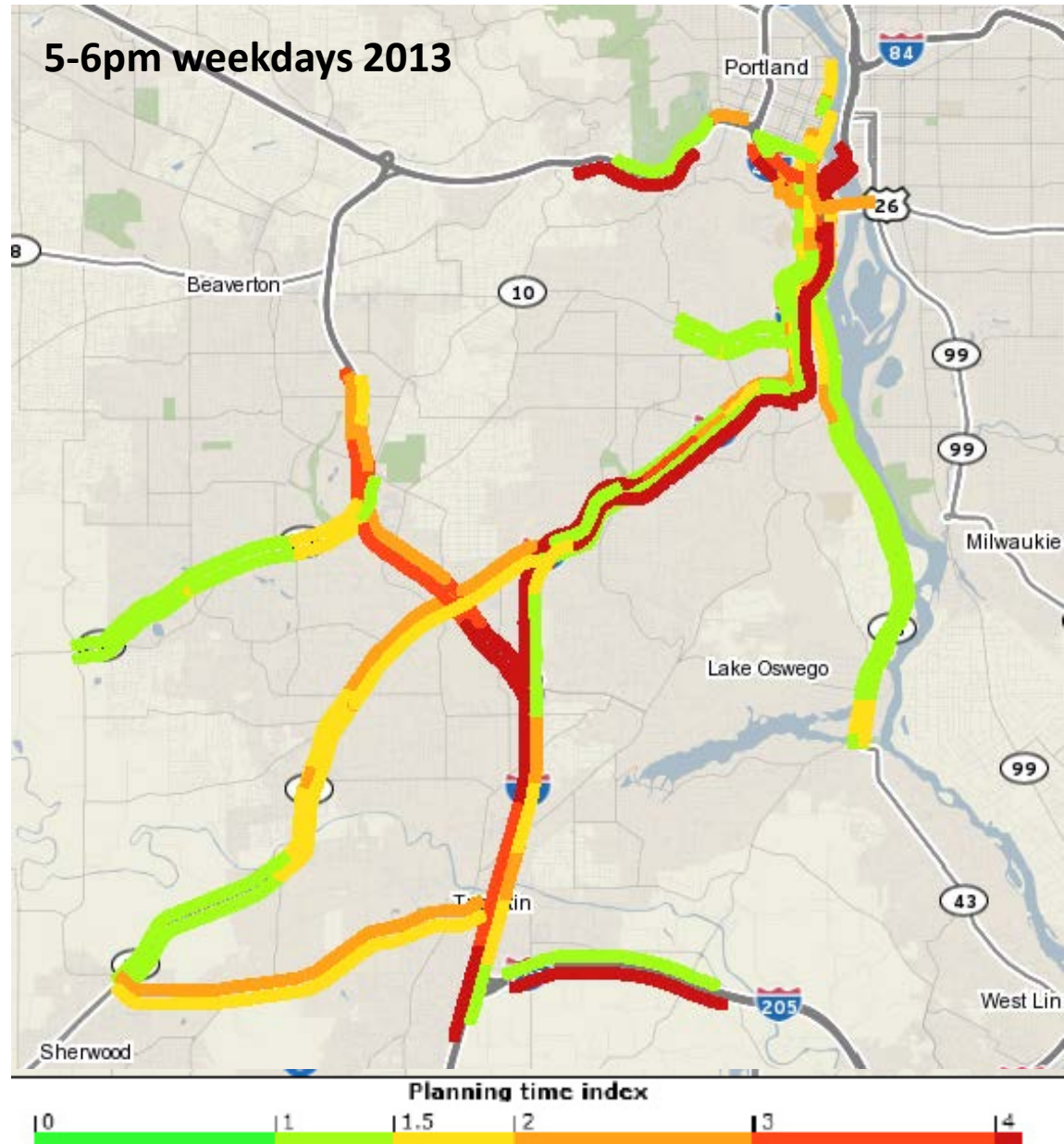
Reliability

To be on time 95% of the time, drivers need to plan for:

Dark Red: > 4x free flow travel time

Red: 3-4x free flow

Orange: 2-3x free flow



Reliability: I-5

To be on time 95% of the time,
drivers need to plan for:

Dark Red: > 4x free flow travel time

Red: 3-4x free flow

Orange: 2-3x free flow

2013 PM Peak Travel Times:

PSU to Tualatin for Autos

Freeflow time: 14 minutes

Planning Time: 58 minutes

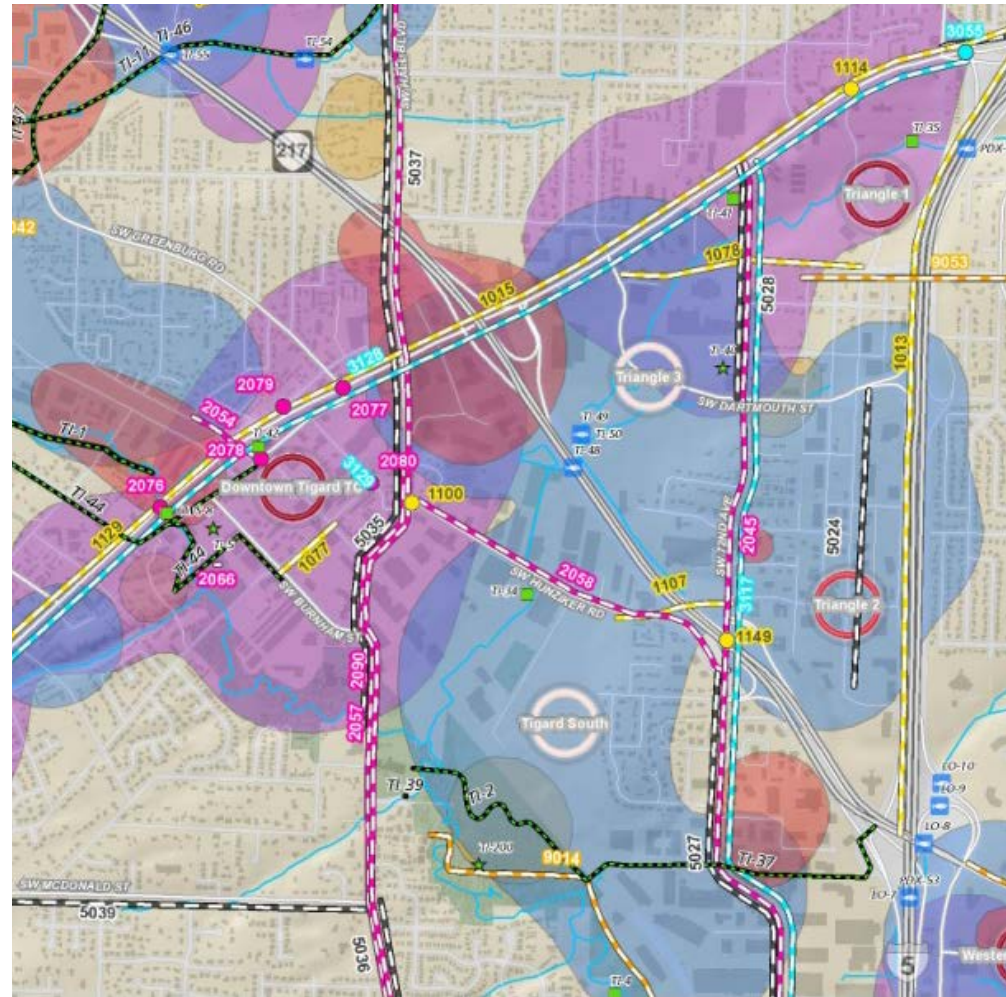
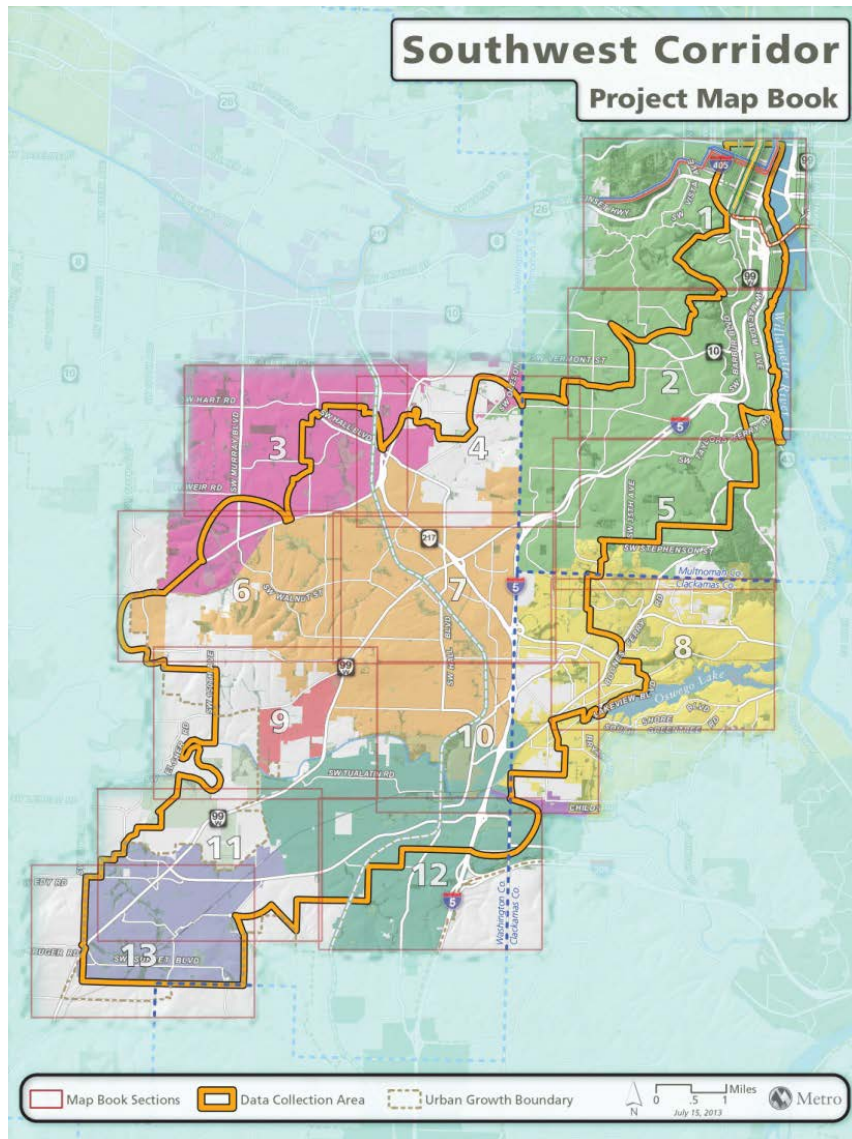


What can we do?

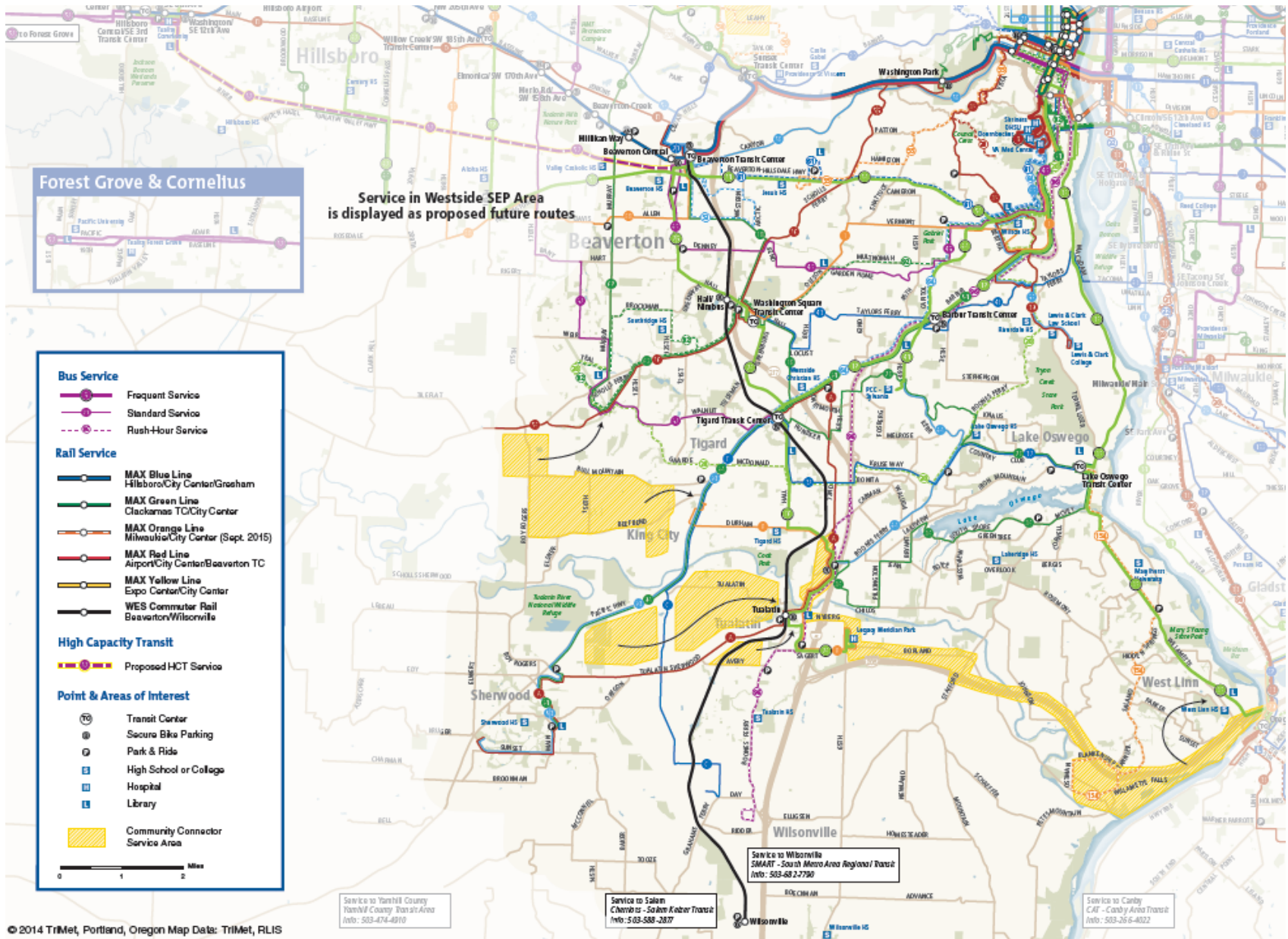
The Shared Investment Strategy includes a range of projects:

- Roadway projects
- Bike and pedestrian projects
- Local bus service improvements
- High capacity transit options
- Park projects

Roadway, bike and pedestrian projects



SW Service Enhancement Plan



High Capacity Transit: Travel Time

Auto Travel Times:

PSU to Tualatin 2013 PM Peak

Free flow time: 14 minutes

Planning Time: 58 minutes

Light Rail Travel Times:

PSU to Tualatin PM Peak

Opening day, 2030, 2040...

Free flow time: 30 minutes

Congested time: 30 minutes

Planning Time: 37 minutes

(includes maximum wait time)



HCT Performance

Future Projections:

2035 SWCP: BRT 30,800 daily rides (south of PCBD)

LRT 36,900 daily rides

60% new transit riders

2030 Portland Milwaukie LRT: 24,700 daily rides

Current LRT ridership for context:

2013 Blue Line: 64,600 (Hillsboro – Gresham)

2013 Green Line: 21,000 (Clack TC – PSU)

2013 Red Line: 23,400 (PDX – Beaverton)

2013 Yellow Line: 15,000 (Expo – PSU)

Next Steps



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

Proposed recommendation timeline

Steering Committee Meeting
December 8, 2014

Proposed 18-month recommendation timeline

Guiding principles:

- Activate the Shared Investment Strategy with a focus on places
- Define a Preferred Package (HCT, transit, road, bike, walk improvements)
- Make decisions along the way
- Provide and discuss corridor-wide data to support decisions
- Allow ample time for enhanced engagement and community discussion

Why focus on places when
what we care about are
transportation solutions?





Elements of a Preferred Package

Work element	What
Corridor Connections	<ul style="list-style-type: none"> •Prioritized non-HCT related roadway, bicycle and pedestrian projects •New local transit service plans
HCT Package	<ul style="list-style-type: none"> •Roadway, bicycle and pedestrian projects that are part of the HCT package •HCT project definition (mode, terminus, alignment(s) for DEIS)
Development Strategy	<ul style="list-style-type: none"> •Strategies and partnerships specific to key places in the Southwest Corridor
Other Mobility Needs	<ul style="list-style-type: none"> •Major road, bicycle or pedestrian projects not prioritized in other categories

SC questions from June 2014

- Tie-in to existing transit
- Branch service to Tigard/Tualatin
- Marquam Hill pedestrian/bike access
- Tunnels to serve Marquam Hill and Hillsdale
- Hillsdale direct HCT service
- Adjacent to I-5 near Barbur Blvd.
- PCC Sylvania direct service
- Funding

February: Evaluation factors

- Adopted purpose and need (January 2014)
- Southwest Corridor Goals and Objectives (February 2012)
- We'll be asking you what matters in making the upcoming choices to guide our work over the next year

January – April: South Portland

- Transit Mall Tie-in
- PLACE tradeoffs:
South Portland, Lair
Hill, Marquam Hill
- Tunnels
- Barbur/Naito
- Ross Island
Bridgehead
Improvements
- Marquam Hill
bike/walk access



March – June: Tigard & surrounding connections

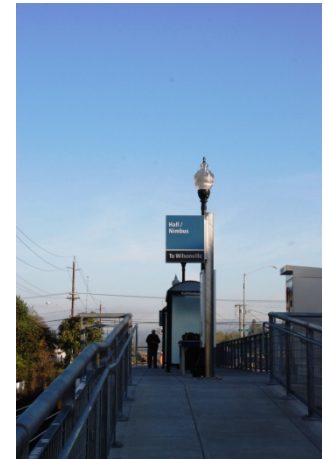
- Tigard Triangle
- Tigard/Tualatin HCT branch
- Tigard downtown
- Kruse Way connections
- Road, bike, walk improvements



April – December: Sherwood, Washington Square

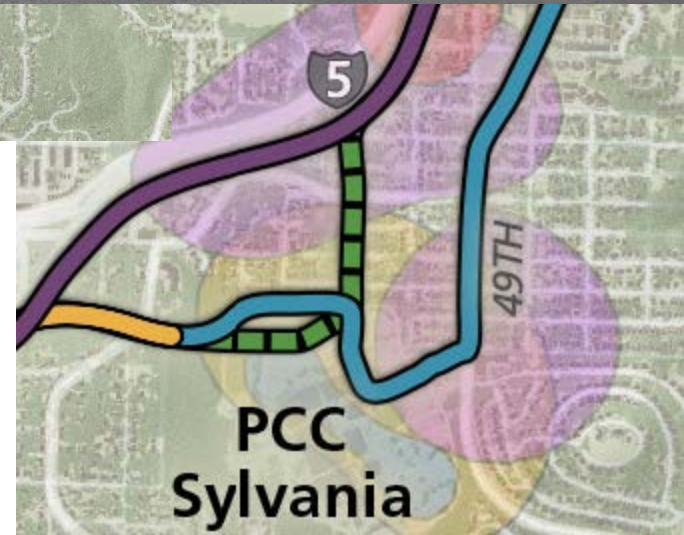


- Local transit improvements
- Road, bike, walk improvements



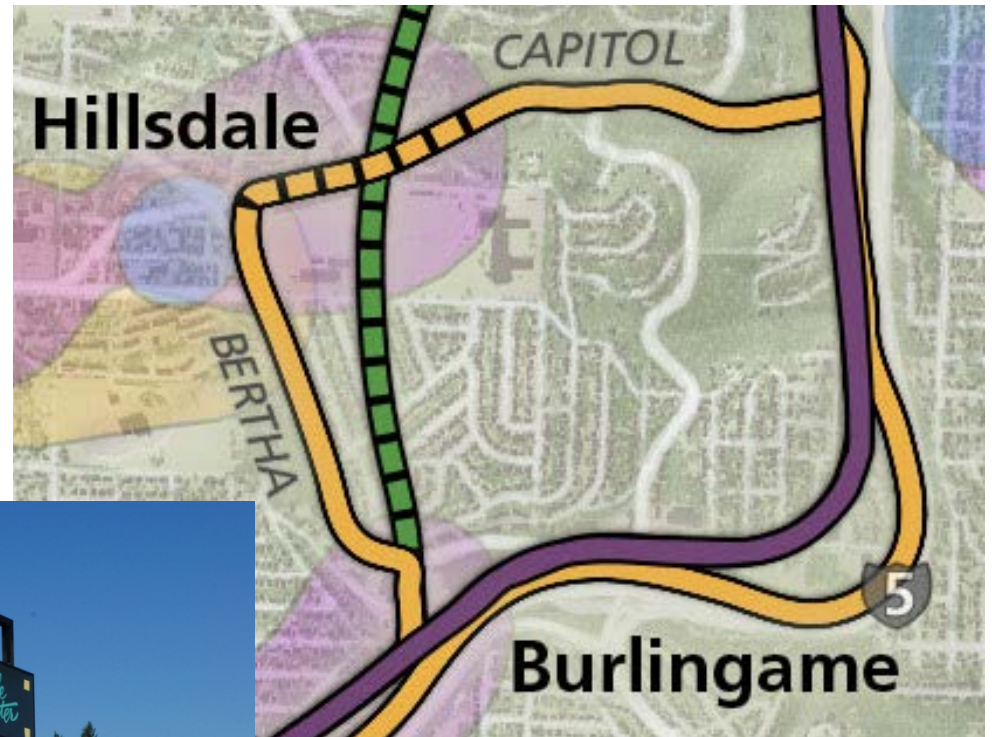
May – August: PCC Sylvania; Barbur Blvd

- PCC Sylvania access
- Barbur stations
- Barbur Blvd/ I-5 HCT choices



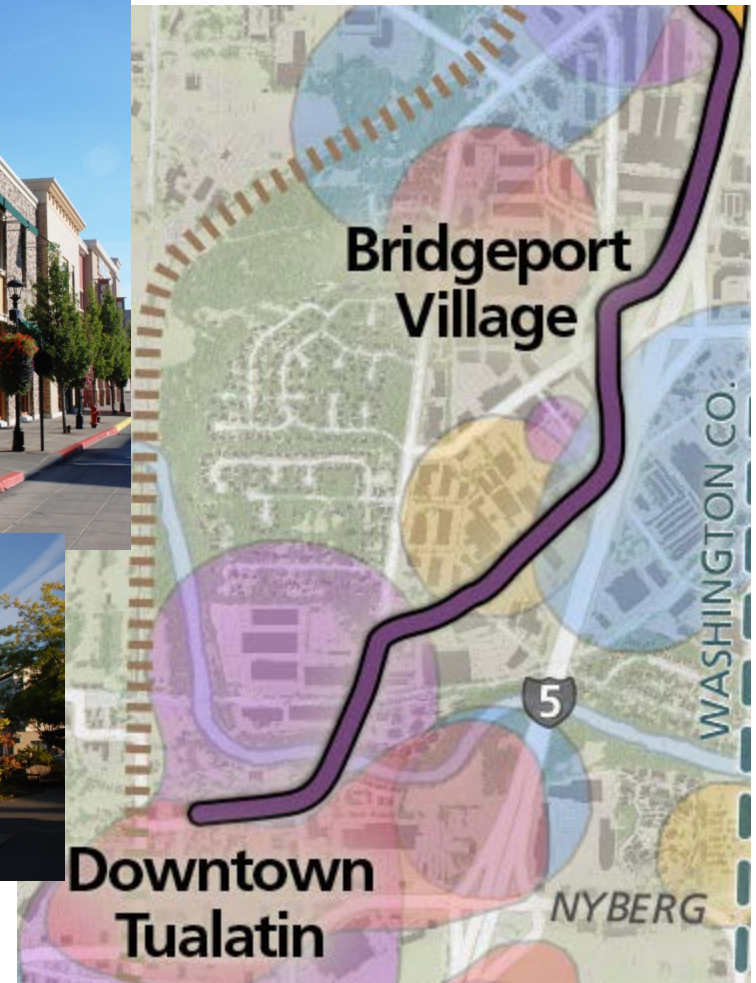
June – October: Hillsdale

- Direct access with HCT
- Local transit improvements
- Road, bike, walk access improvements



August – December: Tualatin, Durham, Bridgeport Village

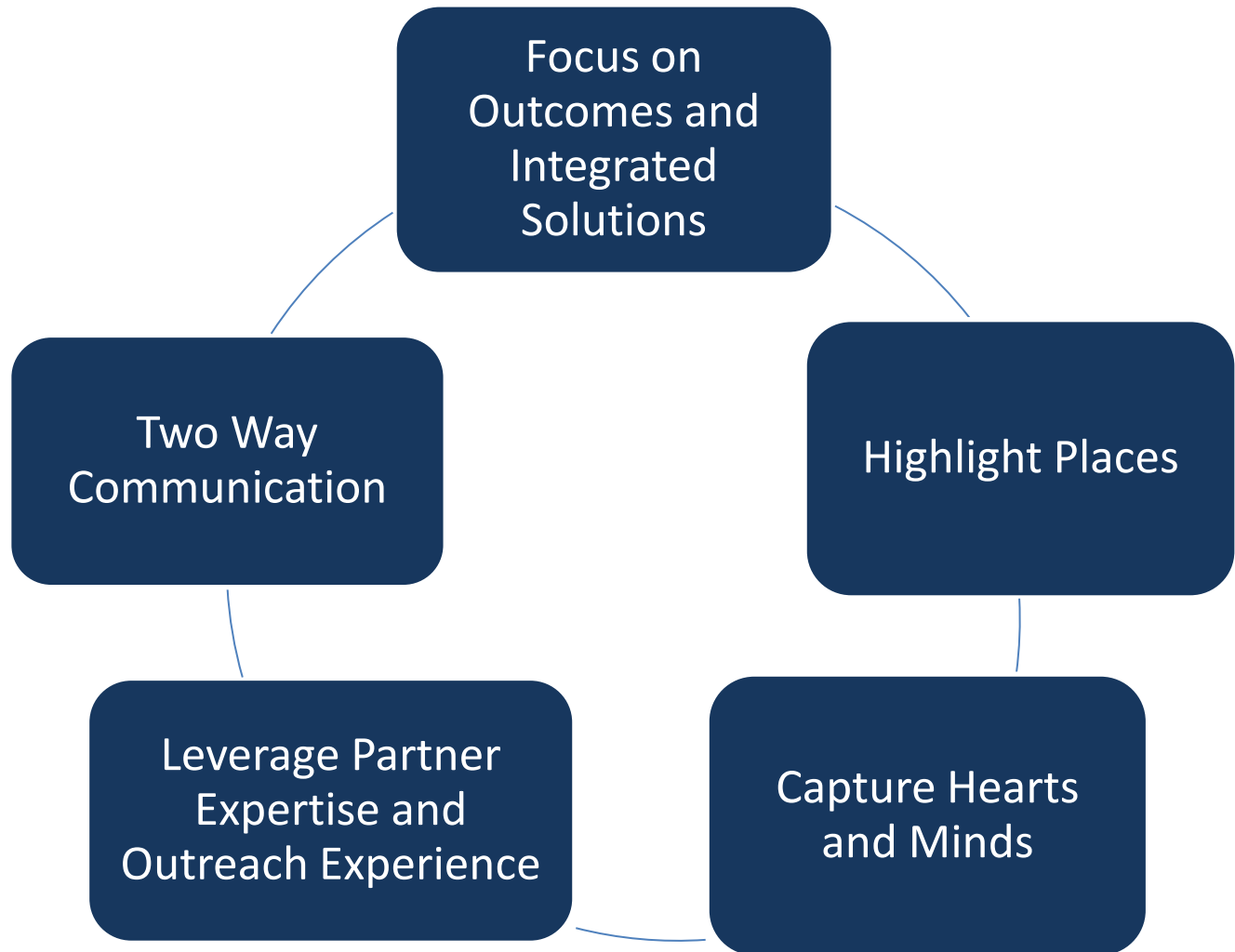
- Bridgeport Village, Durham transit, road, bike, walk improvements
- Tualatin downtown
- Sherwood connections



December – May: Preferred Package

- Priority road, bike, pedestrian projects
 - HCT project definition (BRT or LRT? Terminus? Alignment choices?)
 - Local transit service implementation
 - Development strategy
- Based on:
 - ♦ Interactive community engagement
 - ♦ Evaluation results
 - ♦ Discussion of tradeoffs
 - ♦ Implementation strategy to get projects on the ground

SWCP Outreach Approach



SWCP Outreach Tools

