



# SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

**Steering Committee**  
**March 11, 2019**

# Agenda

Presentation – Carol Mayer Reed

Public Comment

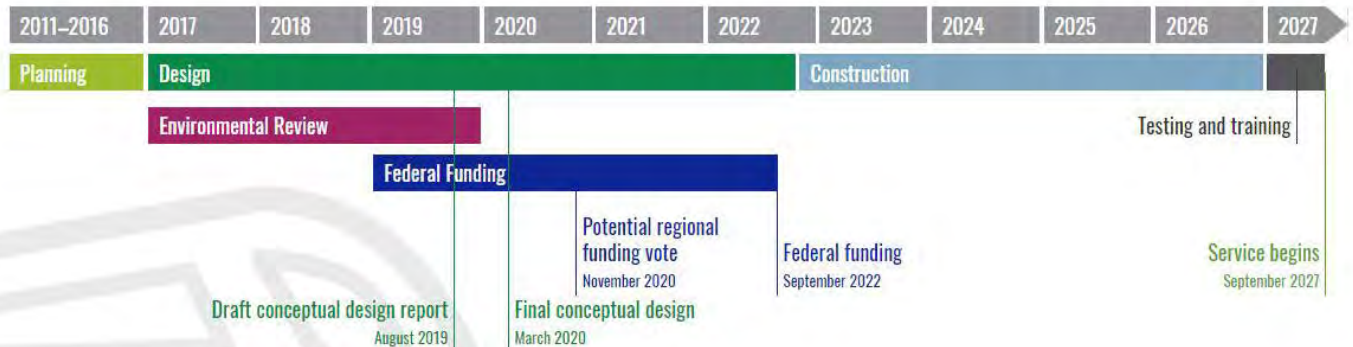
## **Staff Presentation**

- Project Schedule and Decision Timeline, Leah Robbins, Project Director

## **Committee Decision - Crossroads**

- Crossroads Recommendation, Jeb Doran, Senior Project Manager

# TIMELINE



# Project Milestones

## 2018

- Published Draft Environmental Impact Statement (DEIS)
- Metro Council Adopted Locally Preferred Alternative (LPA)

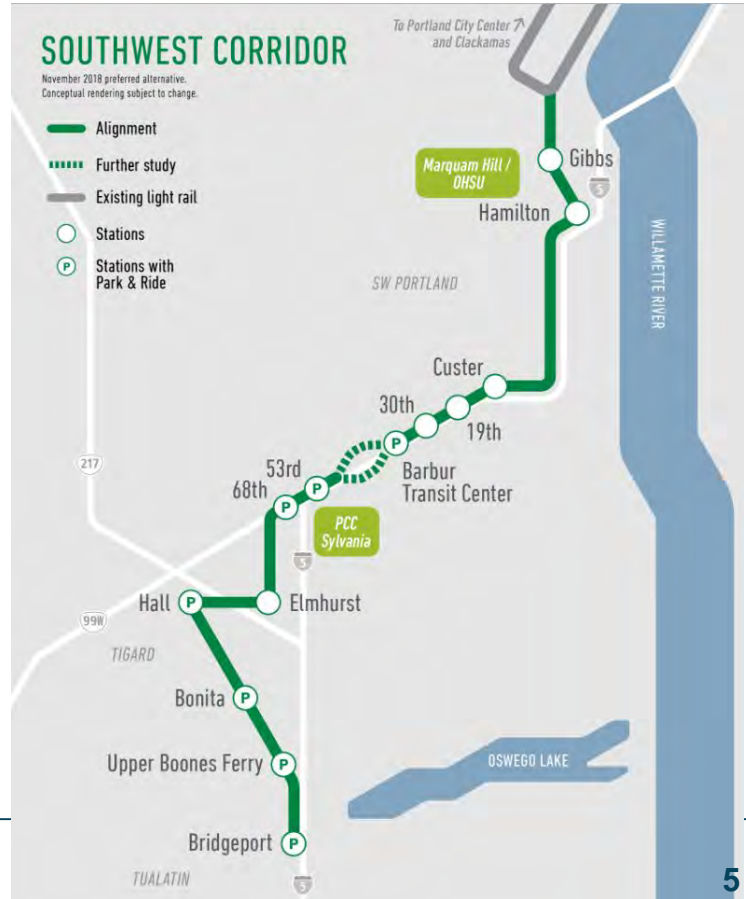
# Adopted LPA – Nov 2018

## Initial Route Proposal

- Barbur alignment with Design Refinements
- \$2.6-\$2.8b

## LPA Adoption

- Include Replacement of Newbury and Vermont Viaducts in Project
- Consider Additional Mitigations
- \$3.1b



# Project Milestones

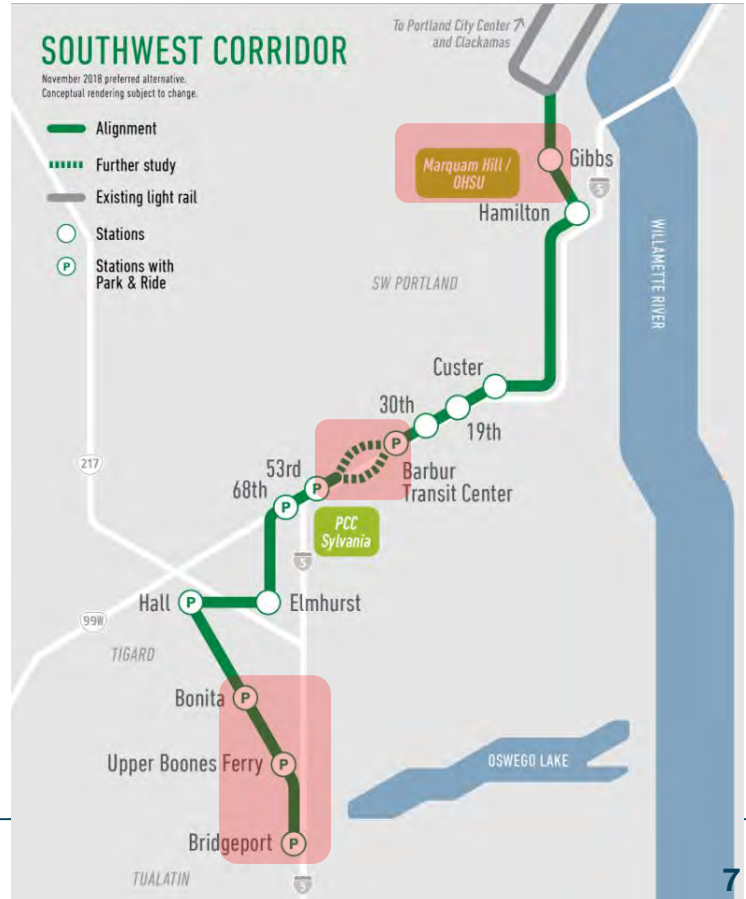
## 2019

- Entered Project Development Phase (Feb 13)
- Design Mitigation Decisions

# LPA Design Modifications

## Work Plan Direction – Prior to FEIS

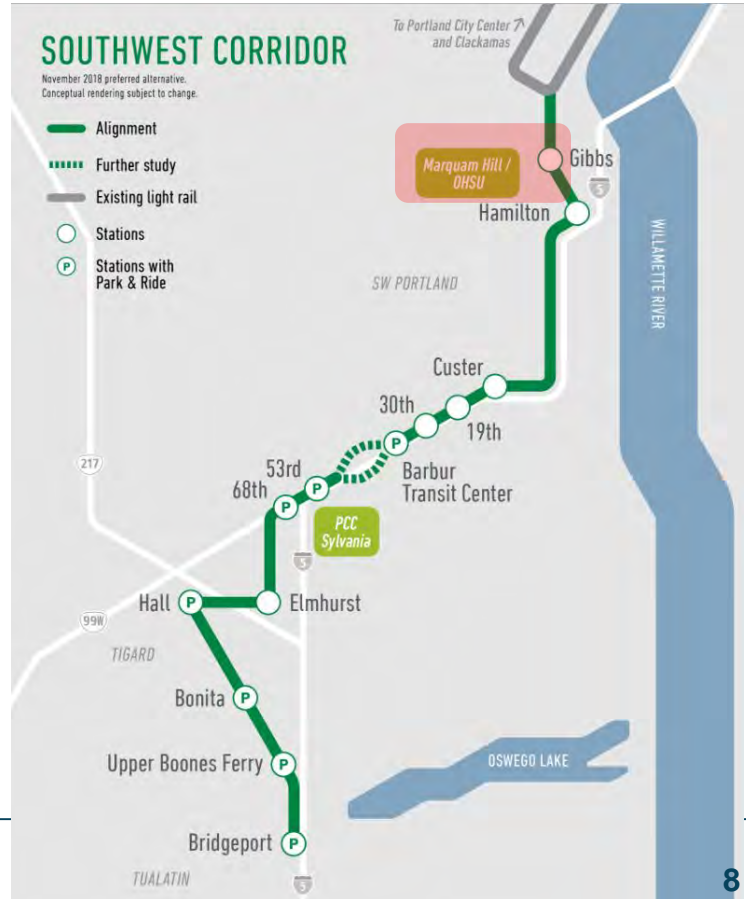
- Determine Marquam Hill Connector Type
- Study further and recommend alignment at Crossroads
- Determine mitigations for Bonita to Bridgeport segment
- Refine Park & Ride locations sizes



# Marquam Hill Connection

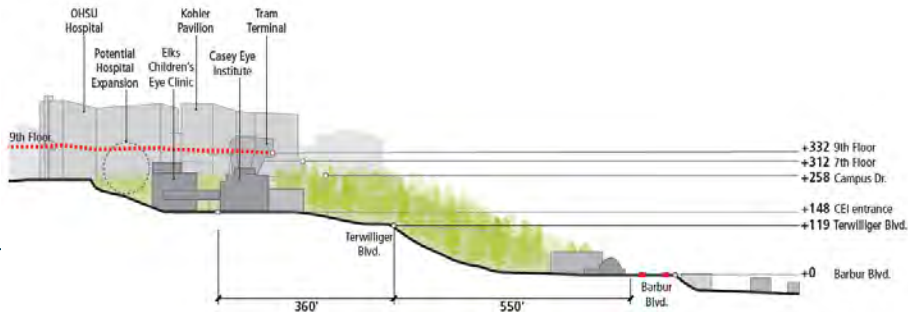
## Work Plan

- Working Group – bi-weekly
- Green Ribbon Committee - monthly
- Work Session Presentation & Discussion at April Steering Committee
- Recommendation to Steering Committee (May)





# Marquam Hill Connection

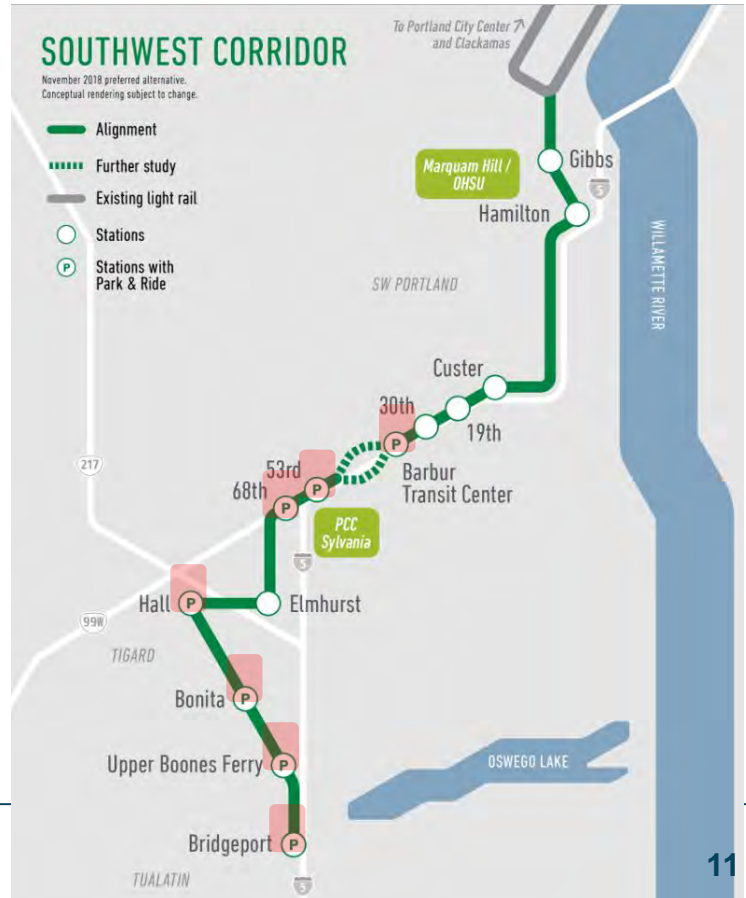




# Park and Rides

## Work Plan

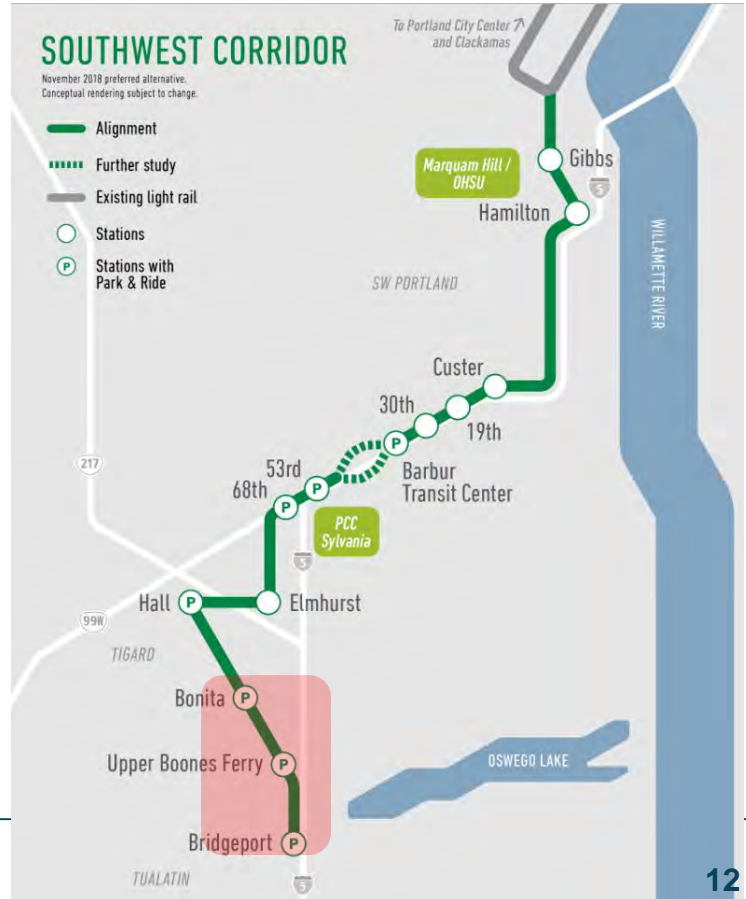
- Technical Assessment
- Community Engagement
- Evaluation of Scenarios
- Recommendation to Steering Committee (June)



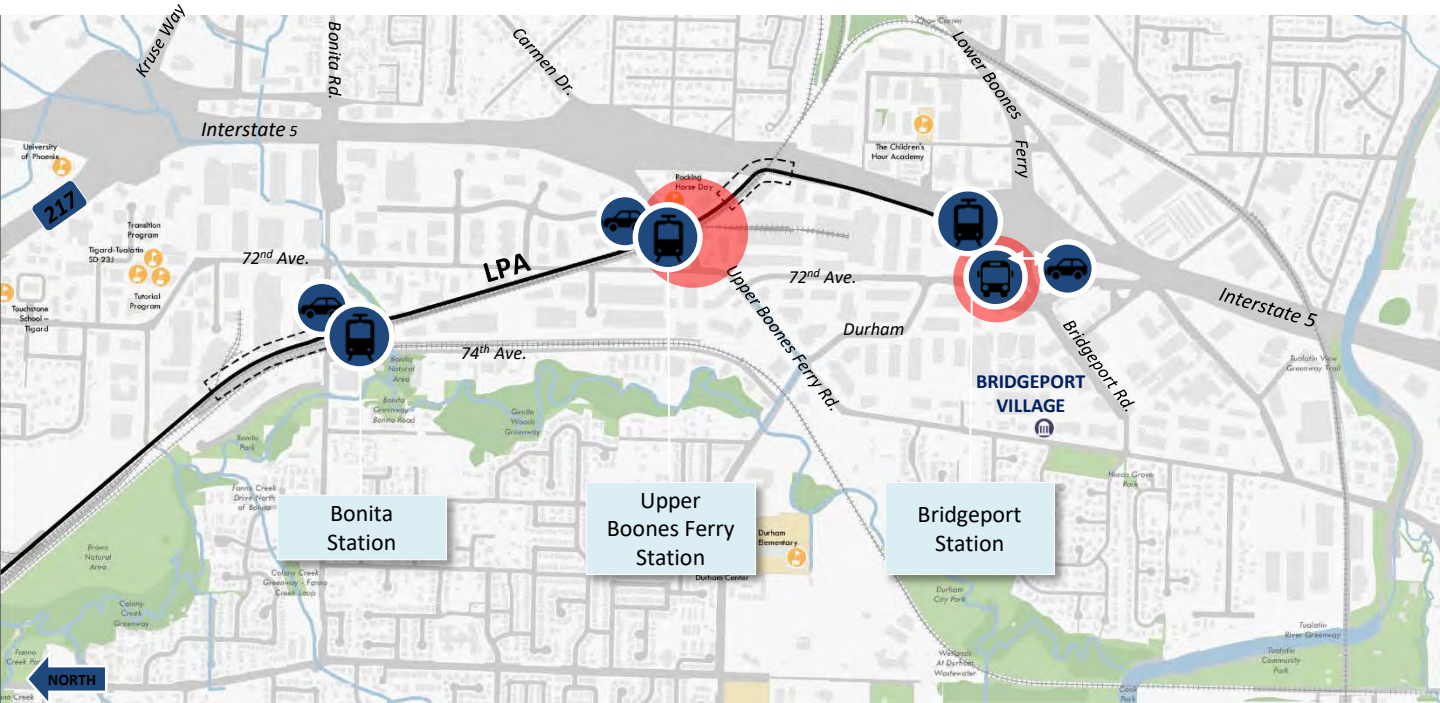
# Bonita to Bridgeport

## Work Plan

- Develop Design Options
- Technical Assessment
- Community Engagement
- Evaluation of Alternatives
- Steering Committee Presentation & Discussion (April)
- Recommendation to Steering Committee (May)



# LPA route



# Exploration of Options

	Route	Bridgeport station
1	<b>LPA – 2018</b>	East of 72nd
2	<b>LPA – elevated</b>	East of 72nd
3	<b>74th Ave</b>	West of 72nd
4	<b>LPA – at-grade, refined</b>	East of 72nd
5	<b>East of WES</b>	West of 72nd

# Evaluation Criteria

**Traffic**

**Travel time**

**Walksheds**

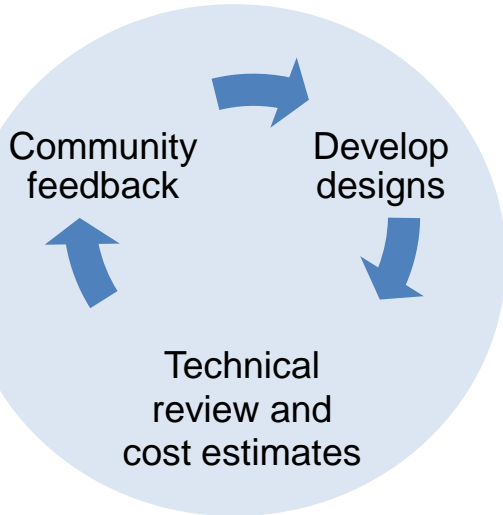
**Displacements**

**Natural resources**

**Constructability**

**Cost**

# Next steps



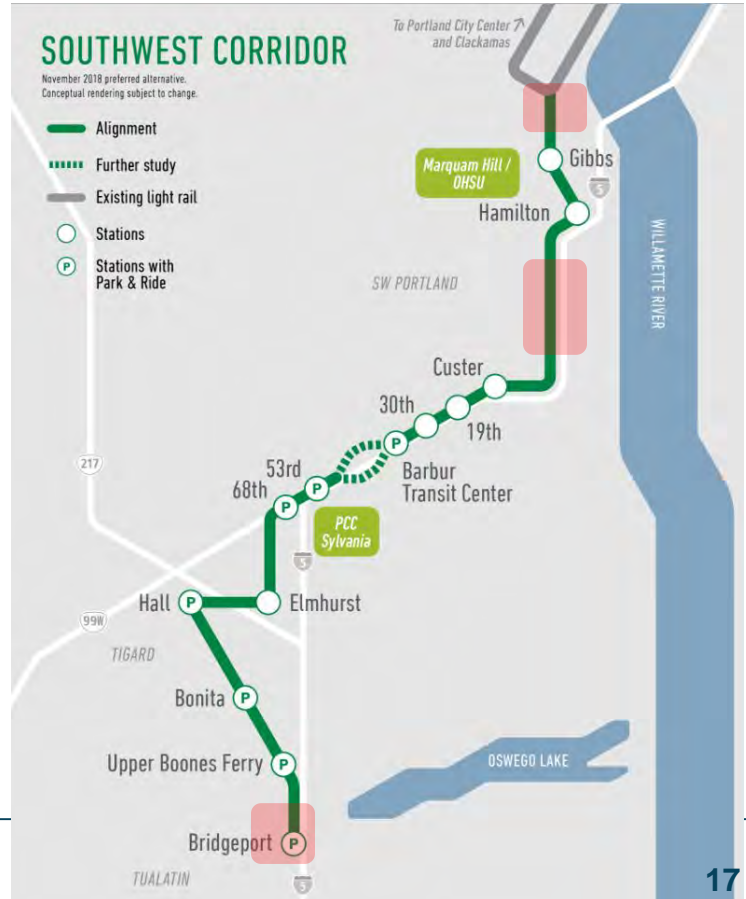
- Data for comparing options
- Open house March 28, 6 p.m. Tualatin Library
- Station characteristics
- Opportunities



# LPA Design Modifications

## Additional Areas

- Newbury and Vermont Viaduct replacement
- Station Locations
  - Terminus
  - Potential Consolidation
- SW 4<sup>th</sup> Avenue Connection
- Definition of Minimum Operable Segment (MOS)



# Project Milestones

## 2020

- Funding Commitment from Local Partners
- Publish FEIS
- Voters Decide on Regional Funding Strategy

# Project Milestones

## 2021-2027

- Enter Final Design (2021)
- Earliest Construction with Local Funds (2021)
- FTA Commits Full Funding Grant Agreement (2023)
- Service Begins (2027)

# Questions

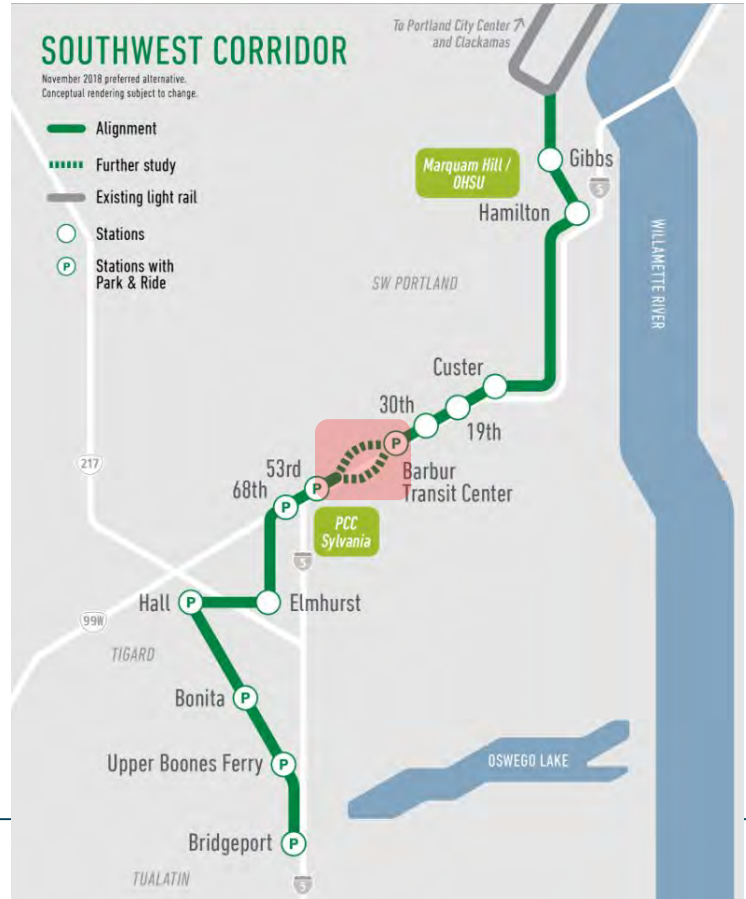
**Work Plan**  
**Schedule**

# Crossroads

**Jeb Doran, Senior Project  
Manager**

# Crossroads

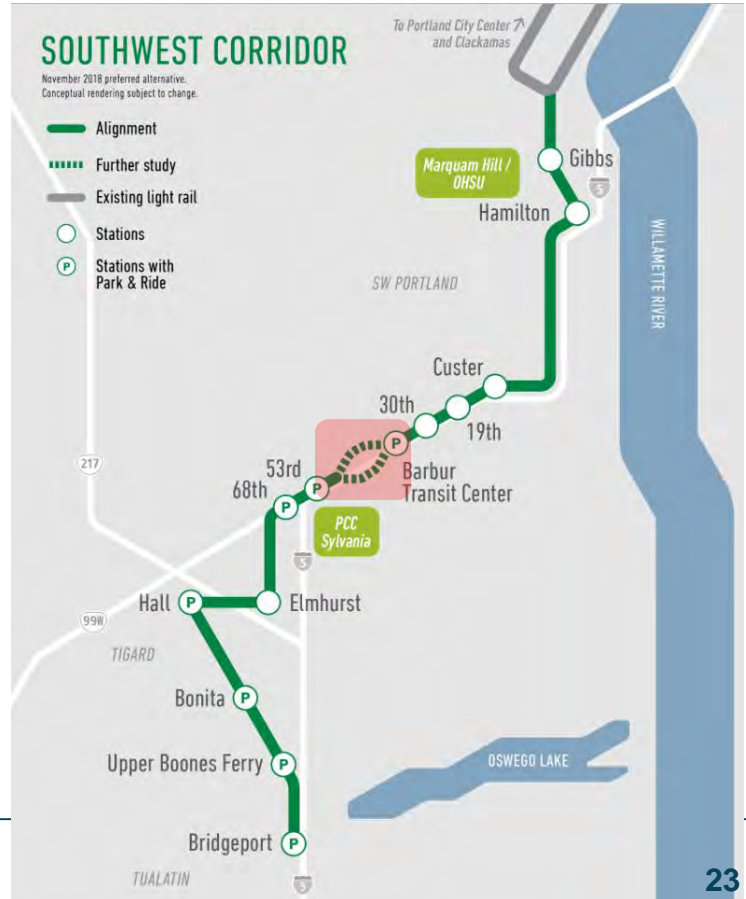
- Steering Committee directed more study of Refinement 2 and Alternative B2 prior to the FEIS
- CAC also recommended a third idea



# Crossroads Area

## Work Plan

- Technical Assessment
- Community Engagement
- Evaluation
- Recommendation to Steering Committee (today)



# Goals and Objectives

- Fast, reliable, safe, LRT
- Accommodate regional growth
- Cost-effective to build & operate
- Expand transportation choices; multimodal
- Connect places; Get to Bridgeport
- Support adopted land use
- Foster opportunities
- Achieve sustainability goals
- Impacts; Avoid, minimize, mitigate



# Evaluation Data

- Traffic
- Travel time
- Walksheds & station placement
- Displacements
- Natural resources
- Constructability
- Cost
- Redevelopment Opportunity
- Community Input

# Community Engagement

- Letter to 60 property owners
- Three meetings; 190 people attended
- 125 comments by email
- Portland City Council work session



# 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\***



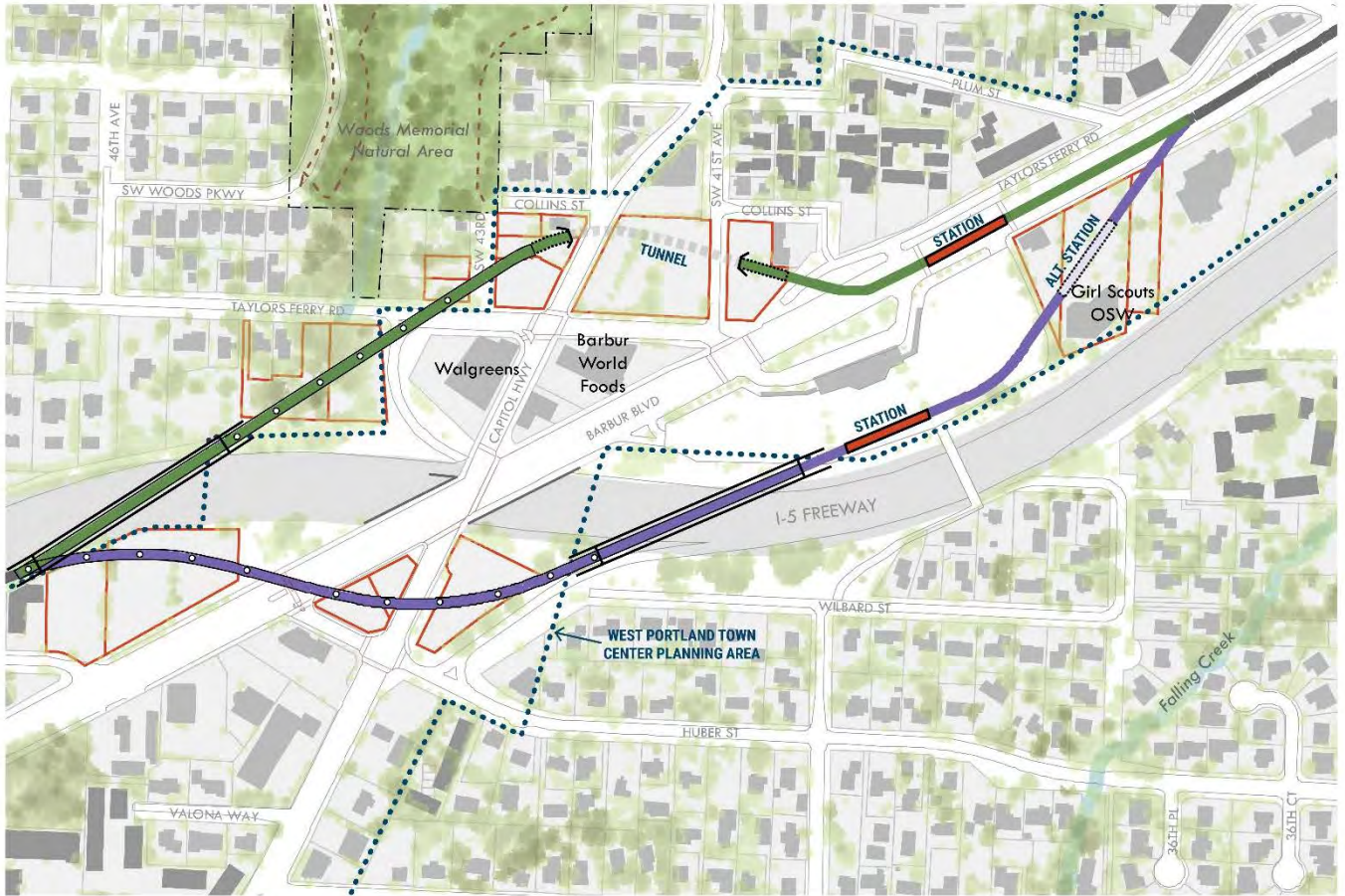
Collins

Collins – station on Collins

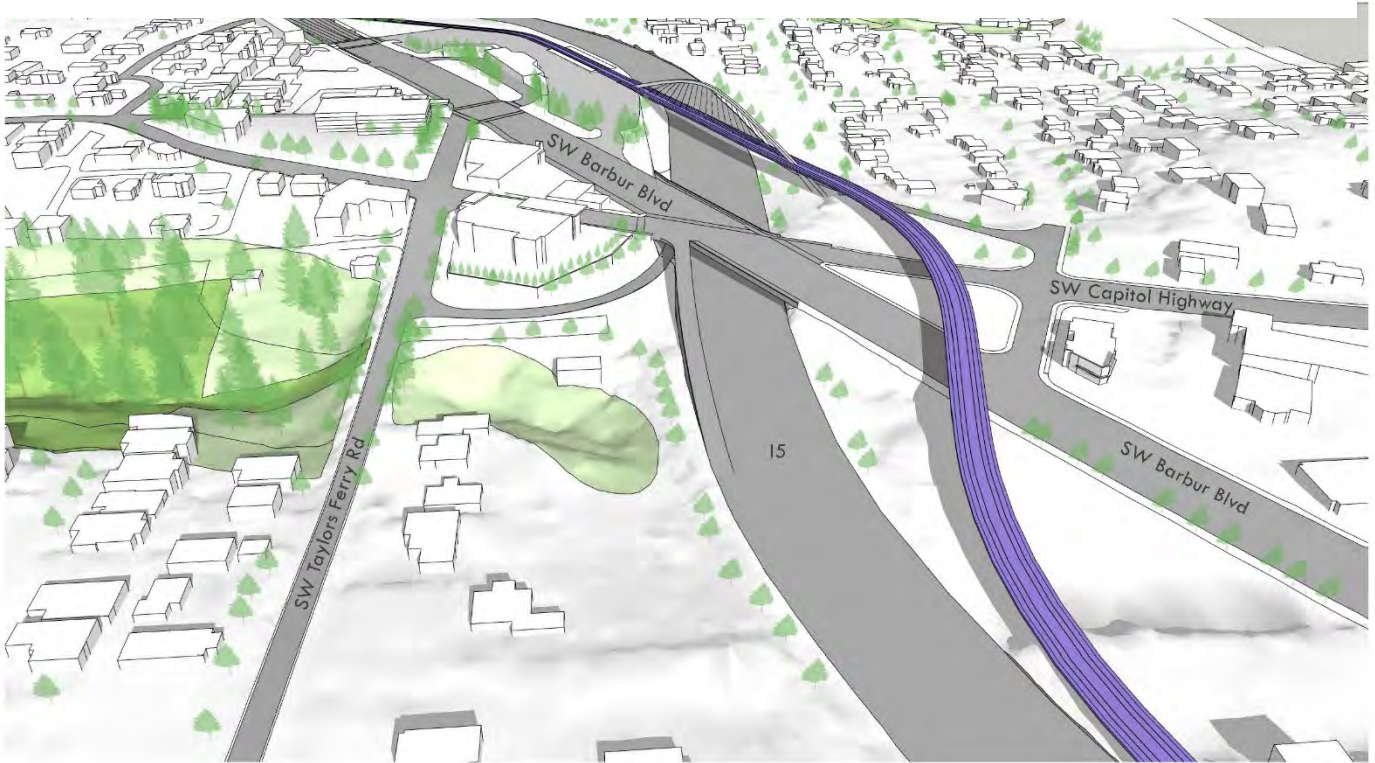
**Collins – station on Collins w/buses\***

**Collins – station on Barbur\***

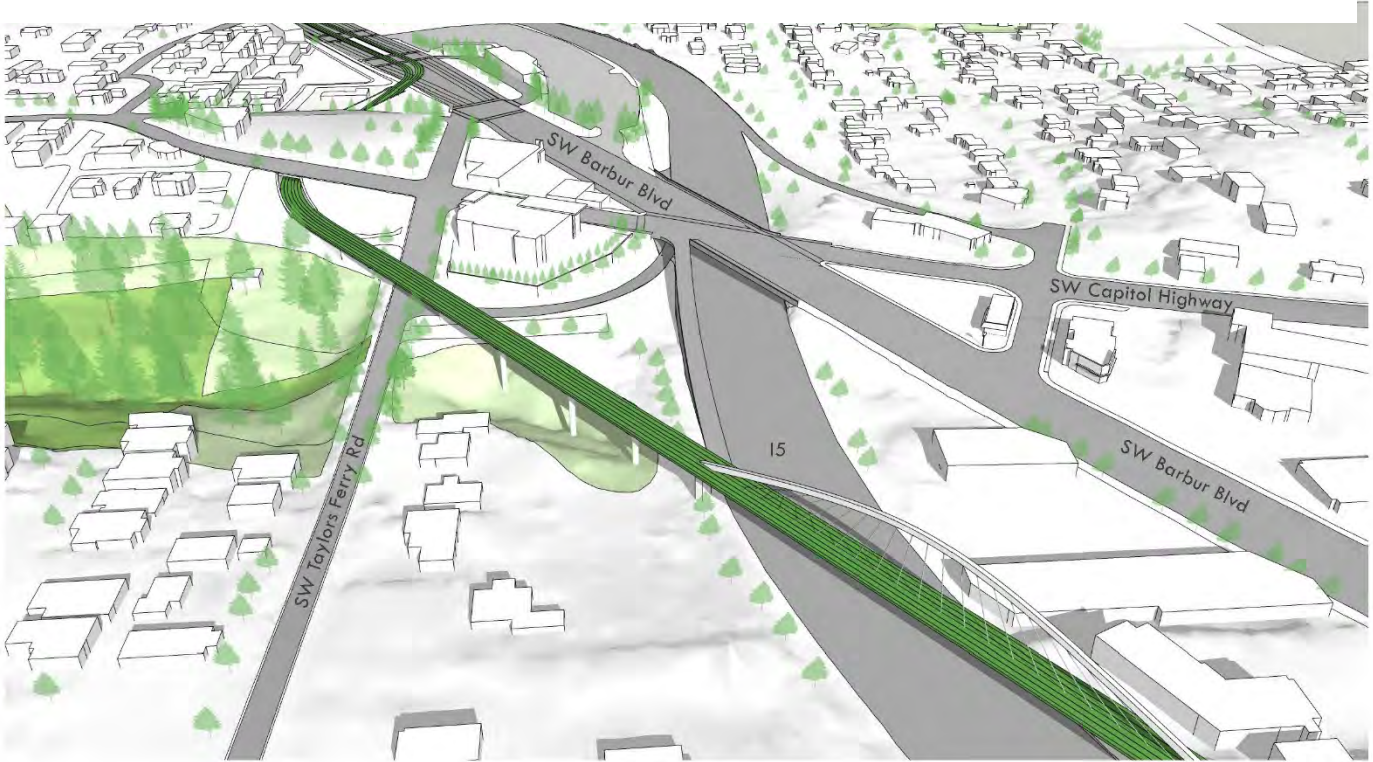
# January Comparison



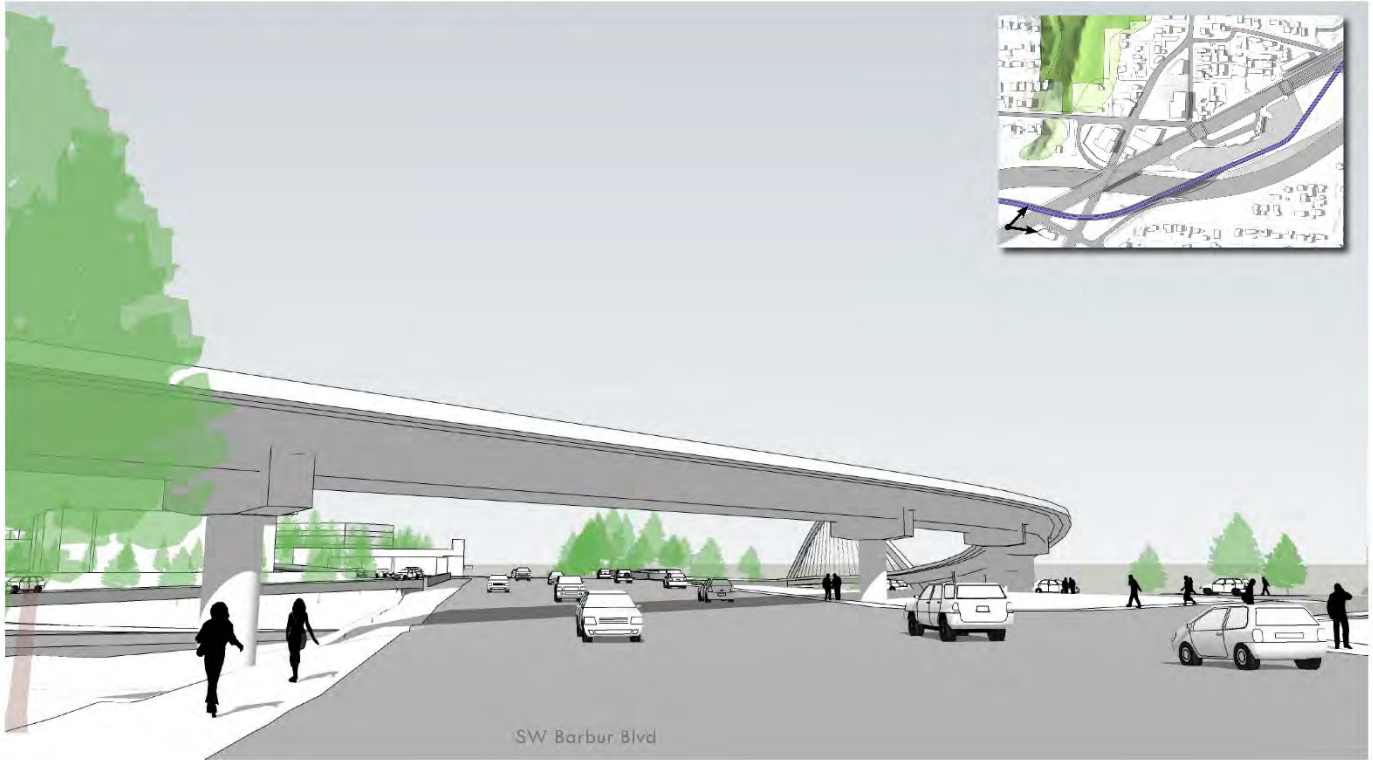
# Collins



# B2



# B2 Ped view on Barbur

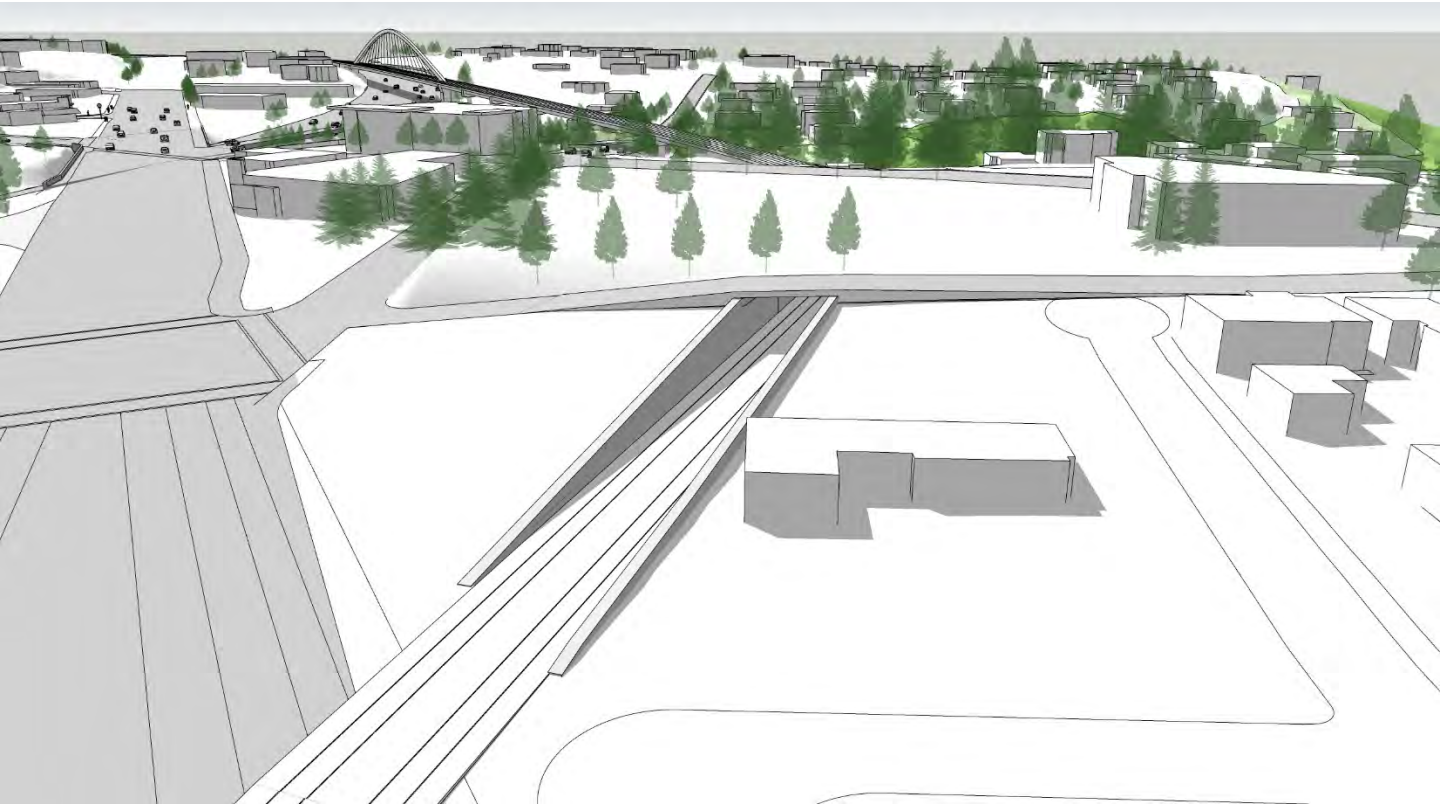




# Bridge Examples



# Collins Portal



# Portal Examples



# B2 – potential development scenarios (BPS)



# Collins – potential development scenarios (BPS)



# 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

# Findings

- B2 is has no residential impacts
- B2 avoids utility conflicts
- B2 avoids park, creek, natural areas
- B2 has no at-grade crossings of Capitol Hwy
- B2 has no significant cost difference

## **Executive staff recommendation: B2**

- Supported by Portland City Council (February Work Session)

# Discussion

- Questions and Comments
- Decision



# Next Meeting – April 8

## Report and Discussion

- Bonita to Bridgeport
- Marquam Hill Connector

# Partners

