



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



Discussion with Hillsdale Neighborhood Association, February 4, 2015

www.swcorridorplan.org

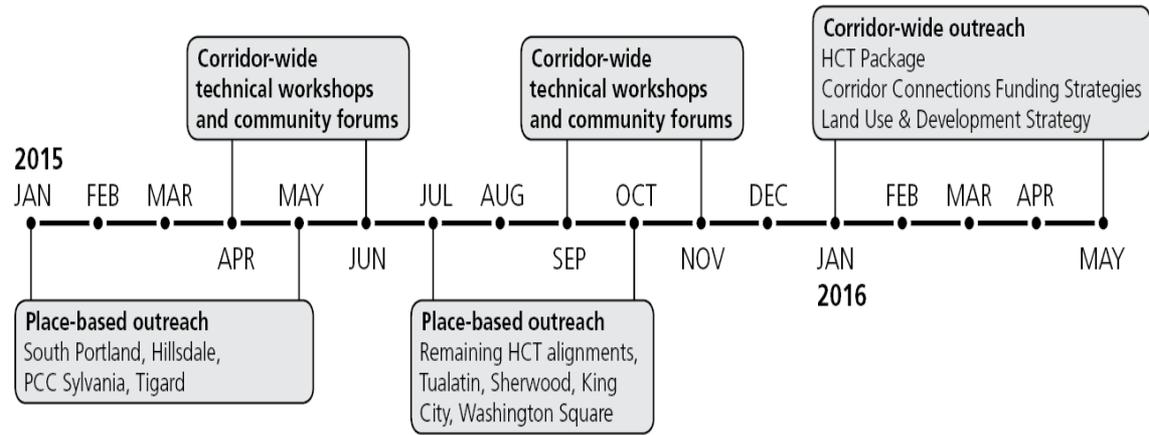
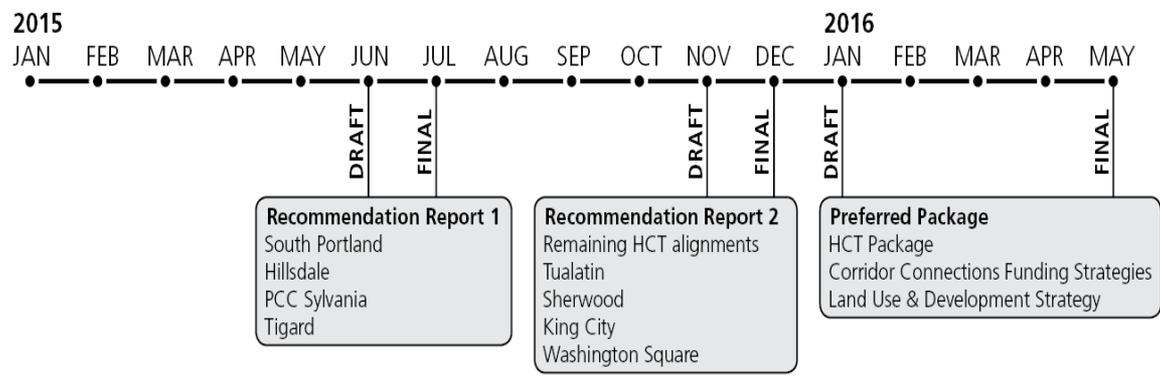
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- Welcome, Councilor Stacey
- Timeline and outcomes of outreach and decision making
- Timeline of technical work and evaluation criteria results
- How would direct HCT service impact Hillsdale
 - ♦ Main street,
 - ♦ Transit ridership, transfers
 - ♦ Local bus service
- How does direct HCT service to Hillsdale impact Corridor-wide performance?
 - ♦ Transit performance
 - ♦ Tunnels
 - ♦ What we know about cost, what we don't know about cost
- Local roadway, active transportation project, opportunities and trade offs
- South Portland alignment options (if time and interest)
- Open Discussion

By May 2016

- ***HCT Preferred Alternative:*** Preferred HCT alignments to study further in a DEIS, including mode, alignments, terminus, and associated roadway, bicycle, and pedestrian projects
- ***Corridor Connections:*** Potential funding source and timeframe for each of the roadway, bicycle, and pedestrian projects identified in the Shared Investment Strategy
- ***Land use and development strategy:*** Partnership agreements and other pre-development work to activate land use and place-making strategies identified in local land use visions



Key outreach and decision making dates, Jan-July

- **March 9th** Steering Committee mtg. South Portland and Hillsdale key issues presented for discussion
- **Mid April-July**, Community Technical Workshop, online engagement and feedback, launch map-based interactive tool
- **May 11th** Steering Committee mtg. PCC Sylvania and Tigard key issues presented for discussion
- Late May, Community Forum, release draft findings on evaluation criteria
- **July 9th** Steering Committee mtg. Recommendation on HCT direct service to Marquam Hill, Hillsdale, PCC Sylvania, Tigard

Key dates for technical and evaluation work

- **April, July:** Updated modeling work including ridership, traffic
- **April:** Updated cost estimates
- **May:** draft evaluation finding for South Portland, Hillsdale, PCC, Tigard key issues
- **June:** refined evaluation findings for July Steering Committee meeting
- **August/Sept:** Detailed traffic analysis of Barbur

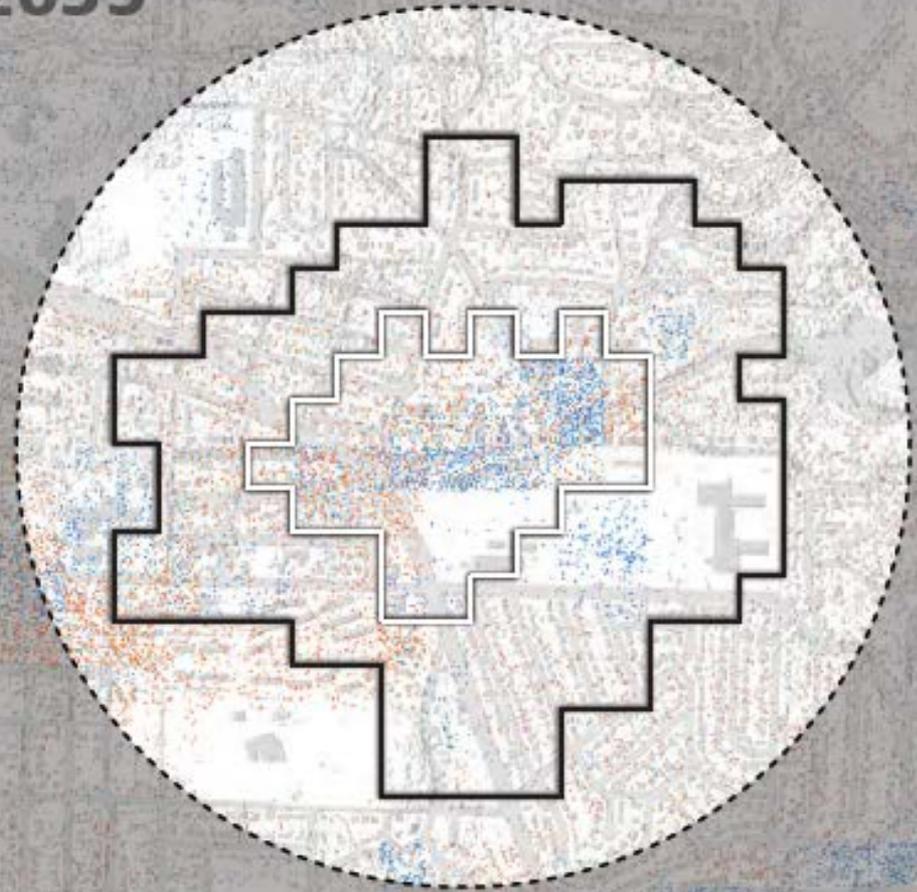
Projected Growth

Housing & Employment

	HOUSING UNITS		EMPLOYMENT	
	2010	2035	2010	2035
5min walk	337	604	647	648
10min walk	989	1,429	942	978
.5 mile buffer	1,921	2,605	1,210	1,298

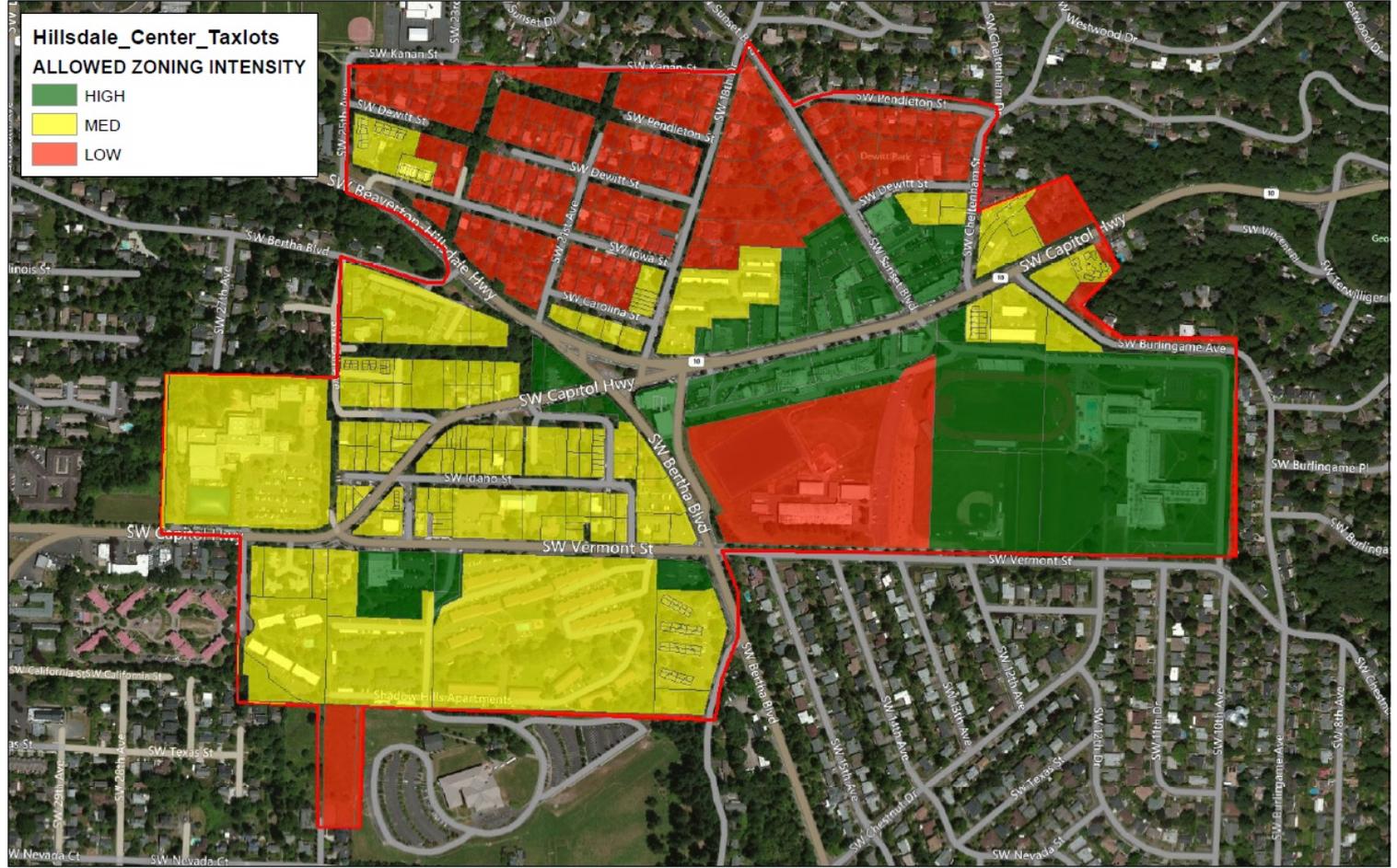
• = 1 Housing Unit • = 1 Employee

2035



Broad zoning categories based on allowed "Intensity"

Zone	Intensity
CG	HIGH
CM	MED
CN1	MED
CN2	MED
CO1	MED
CO2	MED
CS	HIGH
EG1	MED
EG2	HIGH
EX	HIGH
IG1	MED
IG2	MED
IR	HIGH
OS	LOW
R1	MED
R2	MED
R2.5	LOW
R3	LOW
R5	LOW
R7	LOW
RX	HIGH
CX	HIGH
RH	HIGH



Hillsdale Development Types

	High	Med	Low
Project Type	Residential Podium 50+ DU	3 Story Wood Frame Apt w/Surface Parking 30+ DU	3 Story Townhome
Rent/Lease Rate	\$2.00	\$1.70	\$1.60
Residual Land Val (max)	\$65/sf	\$34/sf	\$26/sf



Podium (50+ DU)

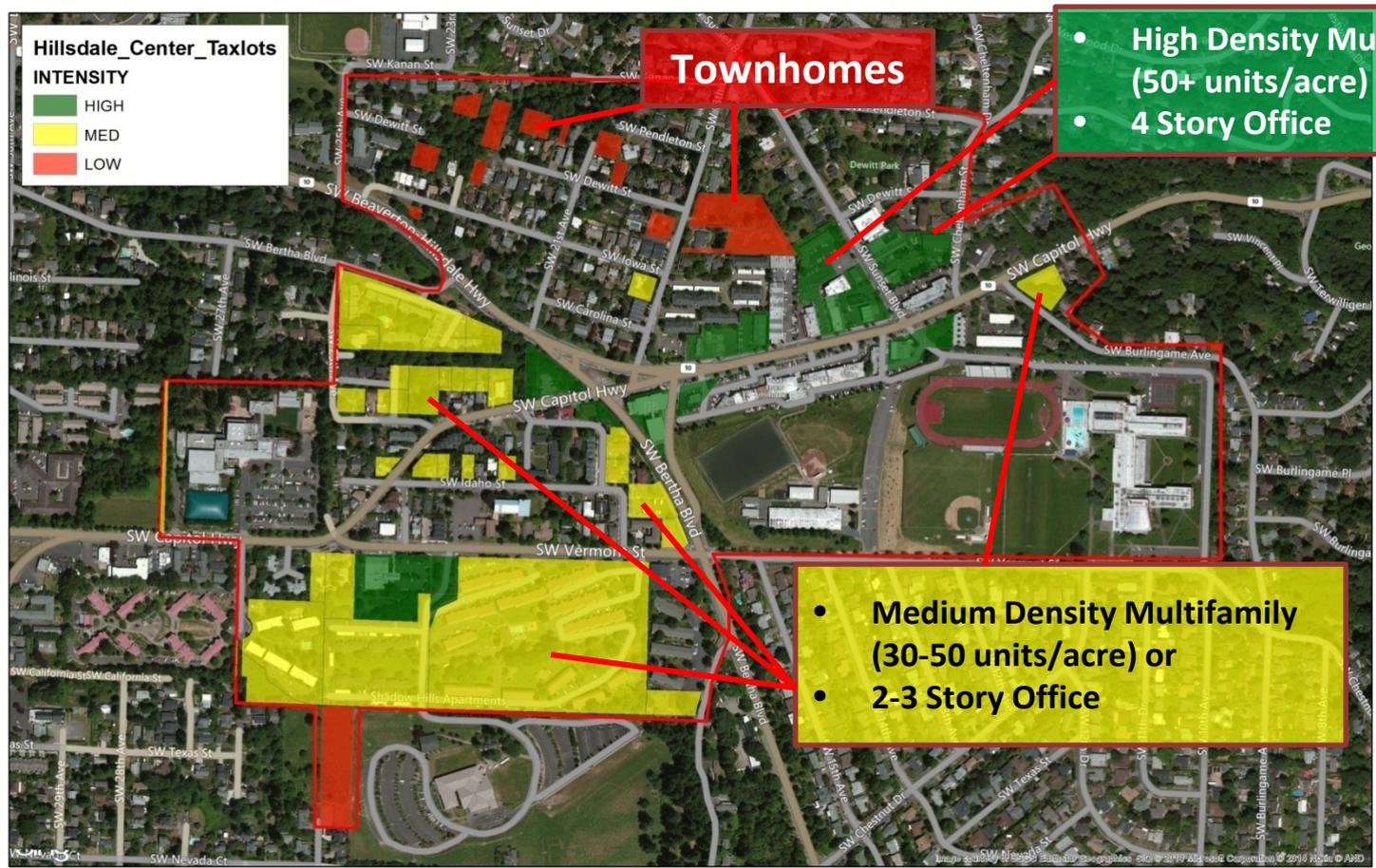


Surface (30+ DU)



Townhomes

Redevelopment possibilities



Timeline for transit modeling data

NOTE: model runs are PRELIMINARY and numbers will change

Tonight (presentation):

1. corridor line ridership, system ridership, travel times
2. transfer considerations

Timeline for transit modeling data

NOTE: model runs are PRELIMINARY and numbers will change

April (document):

updated corridor modeling results and summary of analysis of options for South Portland, Hillsdale, PCC, Tigard

October (document):

updated results and summary of analysis of options for Tigard to Tualatin

Why will model results change?

- Refinement of options throughout corridor
- Updated HCT travel times
- Updated local transit assumptions based on SW Service Enhancement Plan and optimization for HCT
- Updated Metro model version

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)

Travel Times

- Marquam Hill Tunnel (LRT):
 - ◆ saves nearly 3 minutes over LRT on Barbur (faster)
 - ◆ Most reliable option
- Hillsdale loop (LRT):
 - ◆ takes 3 minutes longer than LRT on Barbur (slower)
 - ◆ Due to sharp curves and steep grades

2035 Average weekday line and system ridership

- Marquam Hill Tunnel (LRT):
 - ◆ Adds 8,600 line riders compared to LRT on Barbur, but...
 - ◆ Adds on 700 new system transit trips
 - ◆ Why the difference? Transfers (more soon)
- Hillsdale Loop (LRT):
 - ◆ Results in 1,400 fewer line riders and
 - ◆ 900 fewer system trips
 - ◆ Why? Longer travel time and high level of existing service

Transfers in Hillsdale

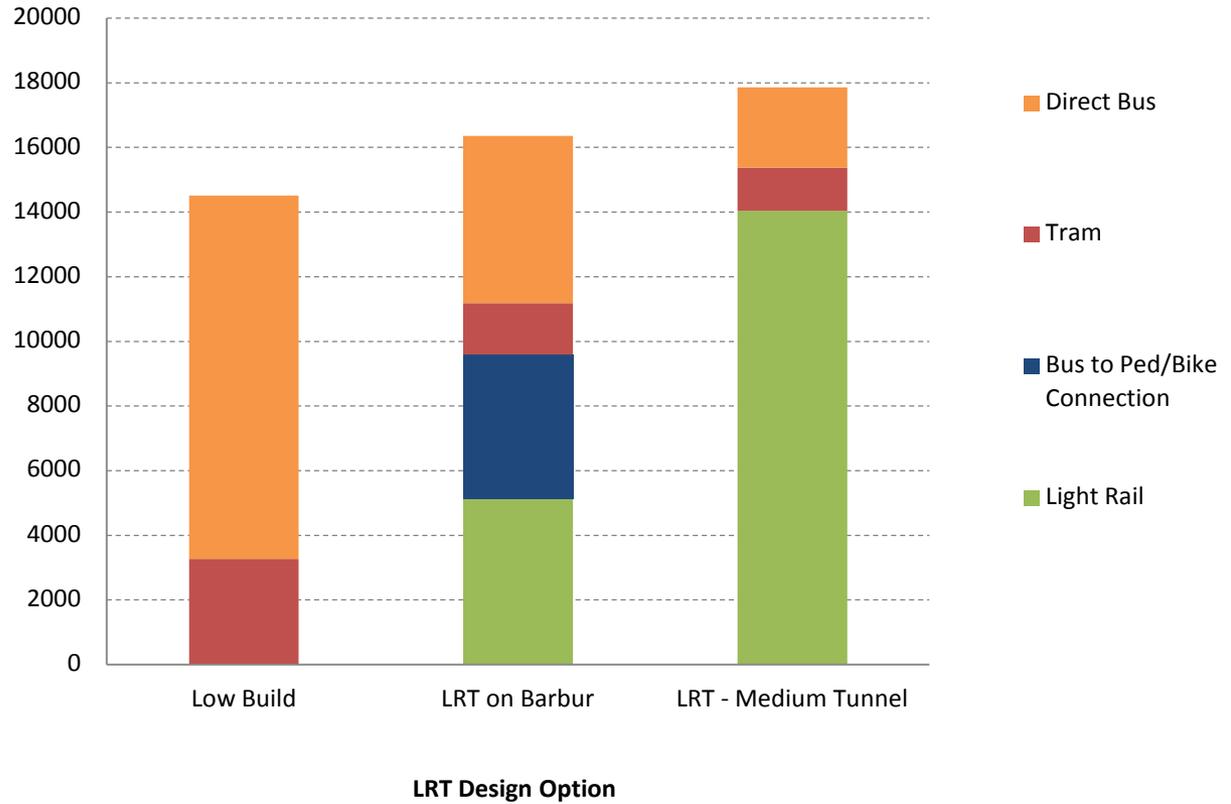
- Riders of 7 local bus lines could transfer to LRT or BRT in Hillsdale:
 - ◆ Lines 44, 45, 51, 54, 61, 64, 92
- For Hillsdale Loop (LRT):
 - ◆ Nearly 2,000 daily transfers in Hillsdale
 - ◆ 2nd most popular transfer station (Tigard TC is first)
 - ◆ Nearly twice as many as forecast for Barbur TC (third most popular)
- For Hillsdale Tunnel:
 - ◆ About 25% increase in transfers over Hillsdale Loop LRT
 - ◆ Increase attributable to OHSU access

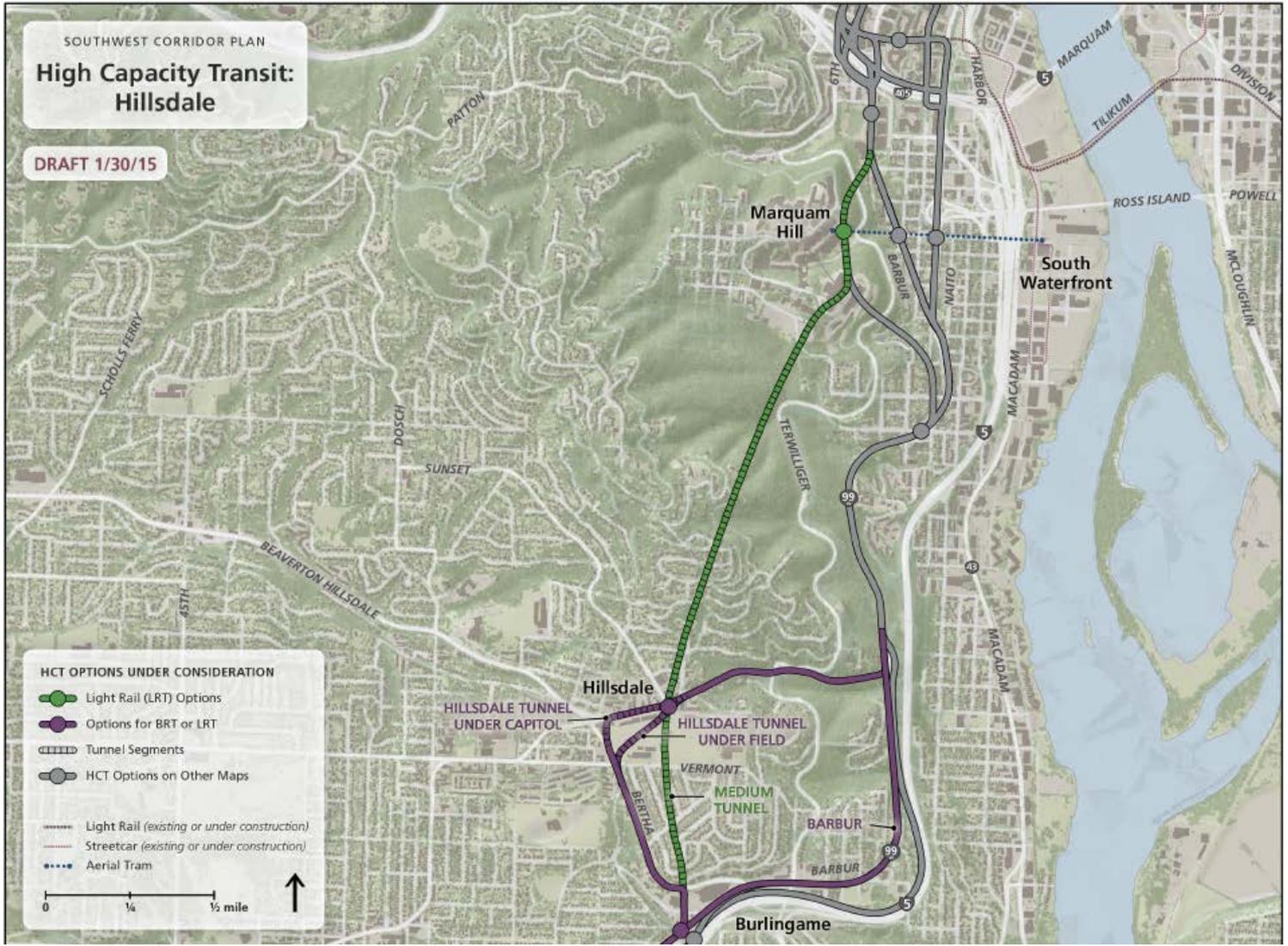
Transfers in Hillsdale

- LRT on Barbur assumes a new direct connection between Barbur and Marquam Hill (stairs? Elevator? Escalator)?
- Half of the users of the connection are from local buses (and half from HCT)
- No such connection assumed with Marquam tunnel alternative

Marquam Hill Mode of Access

Daily Ons and Offs at Marquam Hill





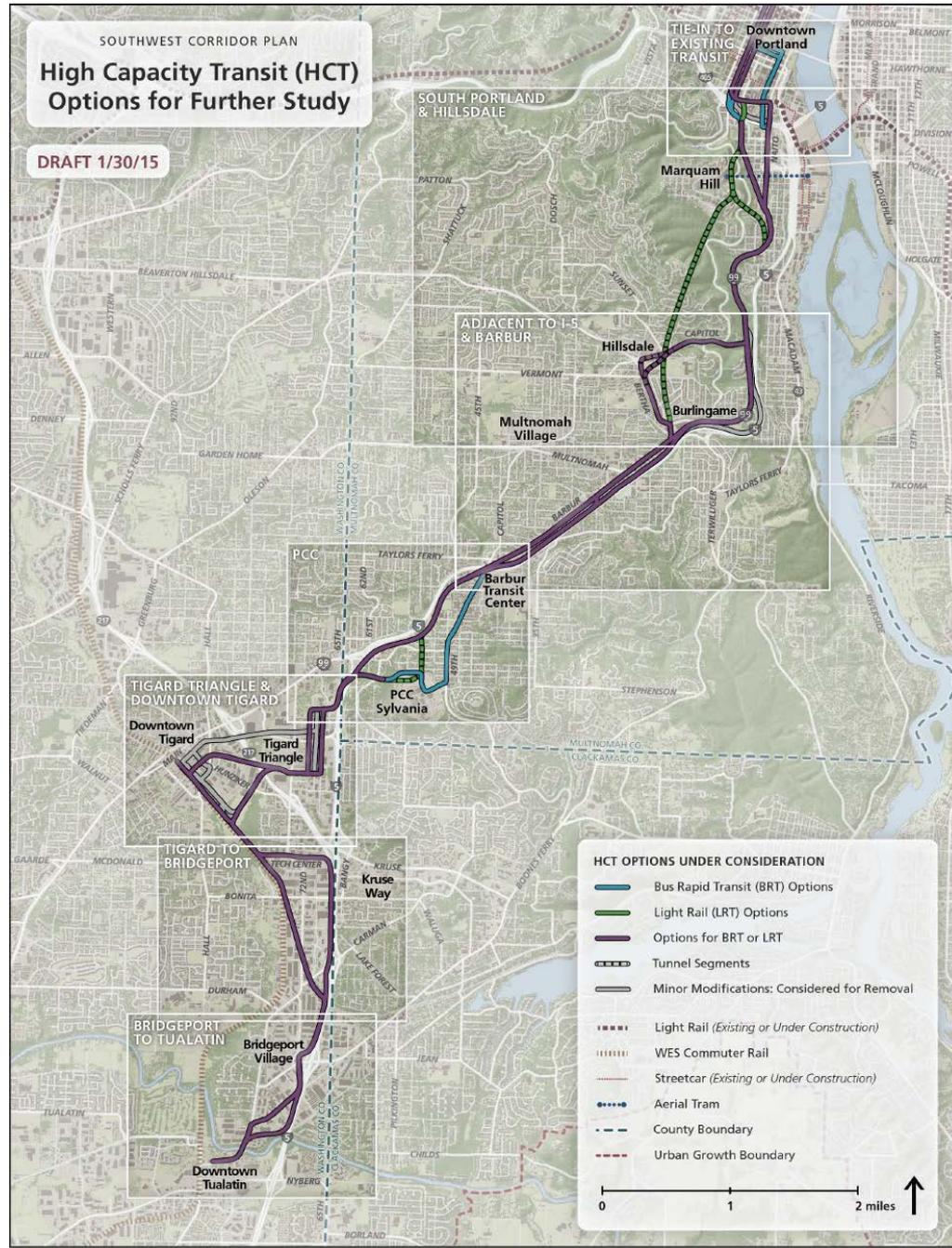


Construction of cut and cover tunnel



SOUTHWEST CORRIDOR PLAN
**High Capacity Transit (HCT)
 Options for Further Study**

DRAFT 1/30/15



HCT OPTIONS UNDER CONSIDERATION

- Bus Rapid Transit (BRT) Options
- Light Rail (LRT) Options
- Options for BRT or LRT
- Tunnel Segments
- Minor Modifications: Considered for Removal
- Light Rail (Existing or Under Construction)
- WES Commuter Rail
- Streetcar (Existing or Under Construction)
- Aerial Tram
- County Boundary
- Urban Growth Boundary

0 1 2 miles ↑

