



Southwest Corridor Plan Key Issues: Hillsdale Executive Summary, March 2, 2015 Updated May 4, 2015

The Southwest Corridor Plan is a comprehensive approach to achieving community visions through integrated land use and transportation planning. The Southwest Corridor Plan incorporates high capacity transit (light rail or bus rapid transit) alternatives with roadway, bike and pedestrian projects and adopted local land use visions. These include the Barbur Concept Plan, the Tigard High Capacity Transit Land Use Plan, Linking Tualatin and the Sherwood Town Center Plan. The plan is exploring bus rapid transit and light rail alternatives for several alignments that connect downtown Portland, Southwest Portland, Tigard and Tualatin.

In July 2013, the Southwest Corridor Plan Steering Committee recommended a Shared Investment Strategy that includes key investments in transit, roadways, bikeways, sidewalks, parks, trails and natural areas. A refinement study was initiated in August 2013 to narrow high capacity transit

options, identify a preferred alternative and create a subset of roadway, bike and pedestrian projects. In June 2014, the steering committee accepted the recommendation of a narrowed set of design options and requested additional refinement work from staff.

From March through spring 2016, the steering committee will discuss technical findings and community input to develop a Preferred Package of transportation investments to support community livability. The Preferred Package will be defined in spring 2016 and include:

- **High Capacity Transit Preferred Alternative**
Preferred alignments, mode, terminus and associated roadway, bike and pedestrian projects to receive further environmental review through a Draft Environmental Impact Statement



What is a Southwest Corridor Key Issues memo?

The Southwest Corridor project partners are taking a place-based approach to understanding the key issues as they relate to local concerns and community aspirations. The Hillsdale Key Issues memo is part of a series of memos and technical information on key places throughout the corridor that the public and steering committee can review before giving input and making recommendations on major project decisions.

The full Hillsdale Key Issues memo is available at www.swcorridorplan.org and includes an overview of the decision-making process, description of the three proposed high capacity transit alignments to serve Hillsdale, summary of technical information and description of key issues for decision-makers and the public to consider. Appendices contain supplemental information including maps and project lists of Shared Investment Strategy roadway, bike and pedestrian projects being considered for the Hillsdale area, a discussion of general transit mode considerations, and maps highlighting demographic factors in the study area.

A summary of stakeholder feedback and findings from additional technical analysis will be incorporated into a draft recommendation document that will be available prior to the July 2015 steering committee decision.

- **Corridor Connections** Roadway, bike and pedestrian projects identified in the Shared Investment Strategy with associated potential funding sources and timeframes
- **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.

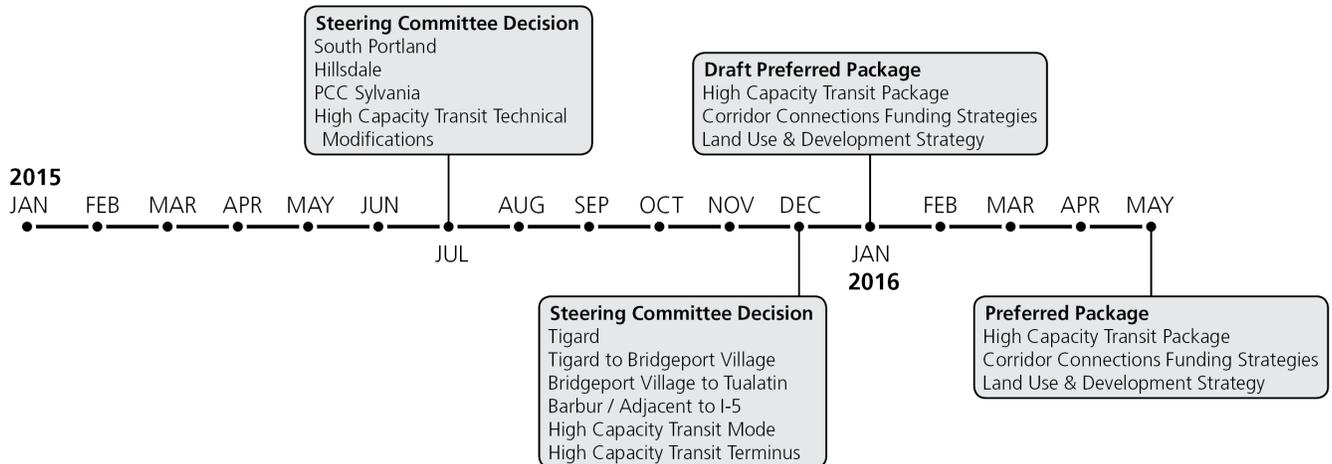


Defining a Preferred Package

To reach a Preferred Package by spring 2016, there are two key steering committee decision-making points in 2015.

In July 2015, the Southwest Corridor Plan Steering Committee will be asked to make a decision on which of the proposed high capacity transit alignment choices serving the South Portland, Hillsdale and PCC Sylvania areas will advance to further environmental review that could begin in 2017. Also in July, the steering committee will be asked to confirm adjustments to the Tigard high capacity transit alignments under study.

Steering Committee decisions



July 2015: Major decisions for Hillsdale

- Should the Draft Environmental Impact Statement include study of a high capacity transit alignment and station in the Hillsdale town center, or should the area continue to be served by a high level of local bus service with emphasis on connections to high capacity transit stations near the town center?
- If high capacity transit should be routed through the Hillsdale town center, should the Marquam Hill-Hillsdale Tunnel, the Capitol Highway cut-and-cover tunnel, or both be studied in the Draft Environmental Impact Statement?

The December steering committee decision will focus on the remaining alignment and terminus options as well as a high capacity transit mode decision between light rail and bus rapid transit.

December 2015: Major decisions for Hillsdale

- Is bus rapid transit or light rail the preferred mode for the corridor?
- What is the timeframe for designing and implementing local transit service improvements to enhance connections to and through Hillsdale to the high capacity transit project?

- What is the best implementation approach for Corridor Connection projects defined in the Shared Investment Strategy for Hillsdale?

In January 2016, the steering committee will identify a draft Preferred Package, including high capacity transit mode, alignment options, terminus options, and associated roadway, bike and pedestrian projects for further study in a Draft Environmental Impact Statement anticipated to begin as early as late 2016 pending steering committee direction. The Preferred Package will also include a funding strategy for additional priority roadway, bike and pedestrian projects throughout the corridor and integrated land use and development strategies.

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transportation and land use development.

The following Hillsdale Key Issues table highlights data collected through technical analysis, community knowledge and discussions with partners that will influence this decision, including:

- **transit performance** ridership, travel time, reliability
- **community development** station access, redevelopment opportunities
- **mobility** connectivity, freight movement, safety, traffic, bike and pedestrian access
- **cost:** initial capital cost estimates
- **engineering complexity and risk** construction impacts, engineering risks
- **community impacts** distribution of benefits and burdens, property impacts.

A full copy of the Hillsdale Key Issues memo and appendices is available at

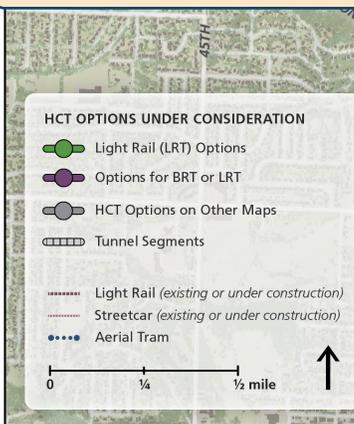
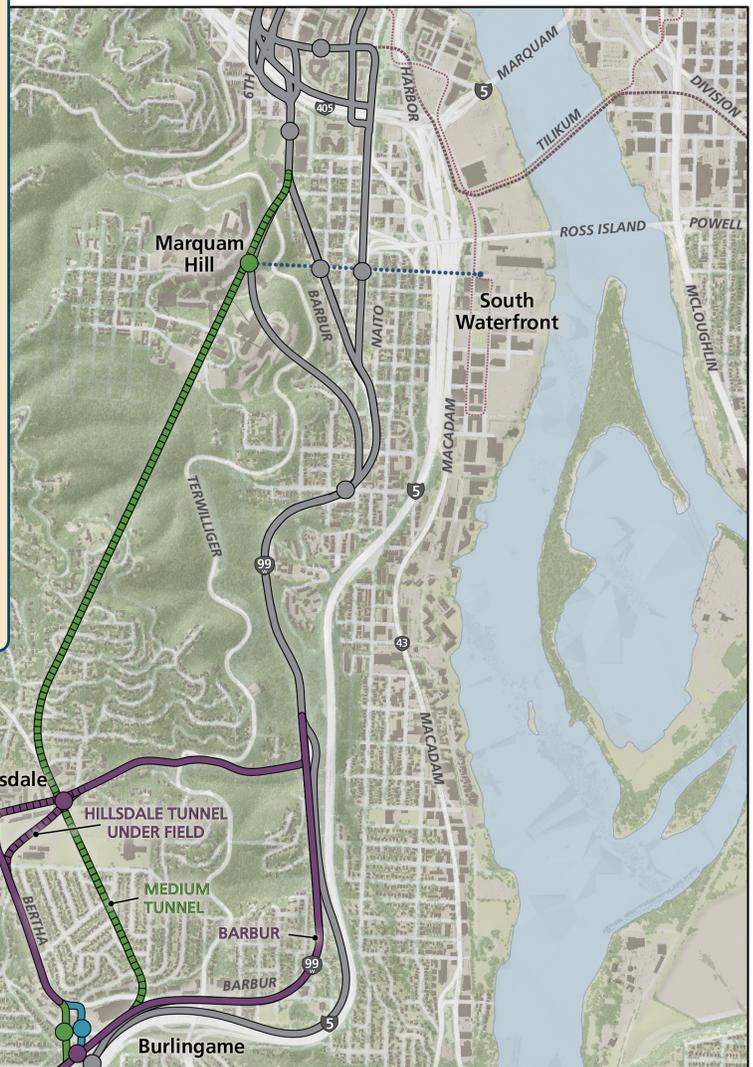
Hillsdale findings

Deliberation and decision-making will be driven by how well each element of the proposed project meets the Southwest Corridor Plan overarching goals, including improved mobility and safety for all users and modes of transportation, efficient and reliable transportation choices, wise use of public resources, improved access to key places and equitable distribution of the benefits and burdens of

The Hillsdale area encompasses the portion of the Southwest Corridor between Capitol Highway to the north and Burlingame to the south and includes three high capacity transit options under consideration:

- **Barbur Boulevard** (bus rapid transit or light rail) between Southwest Hamilton Street and Bertha Boulevard (does not provide direct high capacity transit access to Hillsdale)
- **Hillsdale Loop** (bus rapid transit or light rail) using Barbur Boulevard between Hamilton and Capitol Highway and looping through the Hillsdale town center via Capitol Highway and Bertha, including a cut-and-cover tunnel in or near the town center commercial area*
- **Marquam Hill-Hillsdale** (light rail only) deep-bored tunnel between downtown Portland and Southwest Bertha Boulevard.

* The Southwest Corridor Steering Committee has specified that any study of light rail or bus rapid transit though Hillsdale should include a cut-and-cover tunnel to avoid property impacts, removal of traffic lanes in the commercial area and placing buses in mixed traffic where congestion is anticipated.



Hillisdale summary

The following table summarizes evaluation factors, key considerations, and analysis results for consideration in the Hillisdale area.

Key considerations	Evaluation factors	Marquam Hill-Hillisdale Tunnel (LRT only)	Barbur	Hillisdale Loop
Transit Performance <ul style="list-style-type: none"> What are the tradeoffs to consider between transit performance of proposed tunnel alignments and other factors such as cost, construction complexity and risk, and community development impacts? 	2035 new transit trips New Transit Trips: 16,900	New Transit Trips: 16,900	New Transit Trips: <ul style="list-style-type: none"> 15,700 (LRT via Naito) 8,400 (BRT via Naito) 	New Transit Trips: <ul style="list-style-type: none"> 14,300 (LRT via Naito) 7,700 (BRT via Naito-estimated)
	2035 line riders Line riders: 52,400 <i>(High number of bus transfers to LRT in Hillisdale results in high line ridership relative to new transit trips)</i>	Travel time (PSU to Tualatin) Travel Time: 29 minutes	Line riders: 43,500 (LRT via Naito) 30,800 (BRT via Naito - estimated)	Line riders: <ul style="list-style-type: none"> 41,800 (LRT via Naito) 29,300 (BRT via Naito-estimated)
Community Development <ul style="list-style-type: none"> Can local transit, road, bike and pedestrian improvements effectively connect Hillisdale to a surface alignment on Barbur? Are the positive and negative impacts of development growth that could occur with an HCT investment clearly defined? 	Access <ul style="list-style-type: none"> Direct HCT service to Hillisdale with underground station Includes sidewalk/bike improvements along to access station 	Direct HCT service to Hillisdale with underground station Includes sidewalk/bike improvements along to access station	Local bus service improvements to Hillisdale, Multnomah Village, and Crossroads provide connection to HCT <ul style="list-style-type: none"> Station at Burlingame Includes sidewalk/bike improvements along Barbur and to access station 	Direct HCT service to Hillisdale with underground station <ul style="list-style-type: none"> Includes sidewalk/bike improvements along Capitol and to access station
	Redevelopment potential <ul style="list-style-type: none"> Promotes higher intensity mixed use development in Hillisdale center Likely to require consideration of a transit center in Hillisdale 	Promotes higher intensity mixed use development in Hillisdale center Likely to require consideration of a transit center in Hillisdale	Promotes higher intensity mixed use development in Hillisdale center	Promotes higher intensity mixed use development in Hillisdale center
Mobility <ul style="list-style-type: none"> Can a Hillisdale Loop be designed to mitigate traffic impacts for cars, bikes and pedestrians? How do alignment choices impact road, bike and pedestrian improvement projects that could serve Hillisdale? 	Accessibility <ul style="list-style-type: none"> Includes sidewalk/bike improvements to access station 	Includes sidewalk/bike improvements to access station	Includes sidewalk/bike improvements along Barbur and to access station <ul style="list-style-type: none"> Includes replacement of Barbur viaducts or provides new parallel pad/bike facility 23 BRT vehicles per hour in the peak in Hillisdale 	Includes sidewalk/bike improvements along Capitol and to access station
	Mode considerations	Same as Barbur alignment option	Same as Barbur alignment option	Same as Barbur alignment option

5/4/2015 Discussion Draft: Hillsdale Key Issues

Key considerations	Evaluation factors	Marquam Hill-Hillsdale Tunnel (LRT only)	Barbur	Hillsdale Loop
<p>Capital Costs</p> <ul style="list-style-type: none"> Are the trade-offs between cost of a project and other factors such as reliability, safety, access and community development opportunities clear? How does cost impact the length of the final high capacity transit alignment? 	<p><i>Cost estimates in 2014 dollars</i></p>	<p>Adds \$750M - \$900M compared to Barbur or Naito alignment</p>	<ul style="list-style-type: none"> 10 LRT vehicles per hour in the peak \$1.9B - \$2.4B (LRT) line cost \$680M - \$1.2B (BRT) line cost 	<ul style="list-style-type: none"> Adds \$226M (LRT) Adds \$137M (BRT)
<p>Engineering complexity/risk</p> <ul style="list-style-type: none"> Are the benefits and risks associated with construction of a deep-bored tunnel clear? What aspects of each alignment option present noteworthy risk? 	<p><i>Risk</i></p>	<ul style="list-style-type: none"> Large area needed for tunnel mining/access for heavy equipment and trucks at each portal Risk of complications with tunnel boring resulting in cost overruns Traffic and physical roadway impacts from hauling excavated materials 	<ul style="list-style-type: none"> Potential right-of-way impacts 	<ul style="list-style-type: none"> Potential right of way impacts Potential traffic and business disruptions during cut-and-cover tunnel construction Risk of complications with cut-and-cover tunnel
<p>Community impacts</p> <ul style="list-style-type: none"> Can the benefits and burdens of an HCT alignment be equally distributed among all population groups in the corridor? Do surface or tunnel alignments offer greater access to key places such as education, employment, health care and retail centers? 	<p><i>Distribution of impacts</i></p>	<ul style="list-style-type: none"> Most direct access to education, employment and health care services on Marquam Hill Limited access to education, health care, employment and retail services on Naito Parkway, South Waterfront, and local retail centers 	<ul style="list-style-type: none"> Potential right of way impacts 	<ul style="list-style-type: none"> Potential right of way impacts