



Date: Friday, May 13, 2016
To: SW Corridor Plan Steering Committee
From: Matt Bihn, Metro
Subject: PTL recommendation regarding Tigard technical modifications

Recommendation

The Southwest Corridor Plan Project Team Leaders group (PTL) recommends the following:

- Replace the 68th/70th Couplet in the Tigard Triangle with the 70th Avenue two-way design option;
- Modify the branch service option to move the branching location from a Hunziker/Wall station west OR-217 to the Tigard Triangle, including the addition of a new LRT segment that crosses OR-217.

The recommendations are based on the analysis described in [High capacity transit alignment technical modifications: New Tigard Triangle and branch service alignment options](#), released on April 14, 2016 and available on Metro's website.

Replace the 68th/70th Couplet with the 70th Avenue two-way design option

Staff recommends replacing the 68th/70th Couplet with the 70th Avenue two-way alignment because the latter option increases roadway capacity, results in fewer traffic impacts than the couplet and costs an estimated \$30M less to construct. Further, it better supports the Tigard Triangle Strategic Plan's goal of a more connected street network in the Triangle.

This recommendation removes the 68th/70th Couplet from further consideration.

Replace the existing branch service option that splits at Wall Street with a new branch service options that splits in the Tigard Triangle

Staff recommends shifting the point at which a branch alignment option would separate into routes to downtown Tigard and to Bridgeport Village. The separation point would move from the Hunziker/Wall Station near downtown Tigard to the Tigard Triangle (see figures 1 and 2). This modification results in a more direct route to Bridgeport and saves three- to four minutes of travel time.

This proposed modification introduces a new LRT segment as part of the branch to Bridgeport. The new segment would cross OR-217 connecting the LRT alignment from the branch point in the Tigard Triangle to the adjacent to I-5 LRT alignment south of the Triangle. The downtown Tigard branch could utilize the Clinton or Ash Avenue alignment or travel via Wall Street and adjacent to the WES rail.

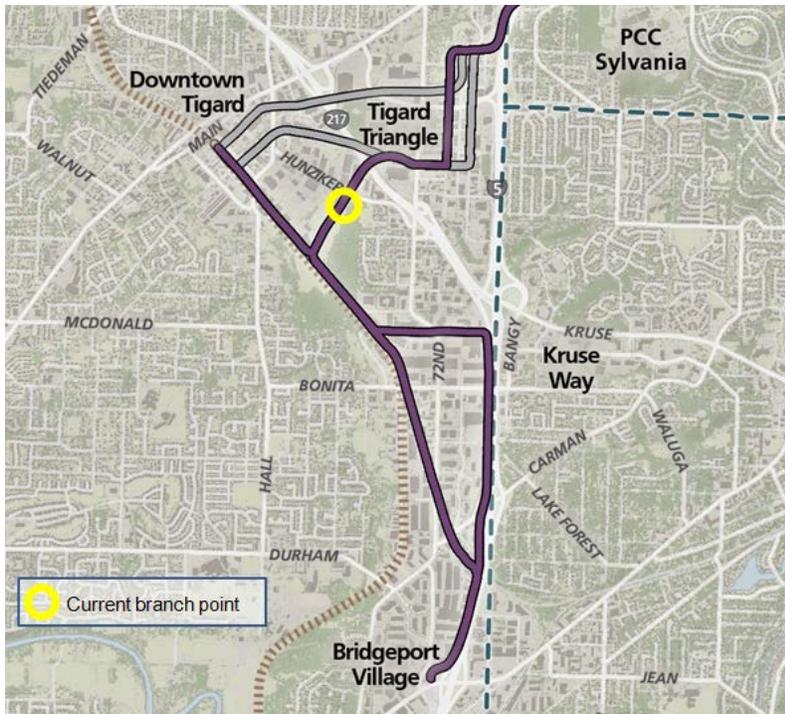


Figure 1: Current branch service option

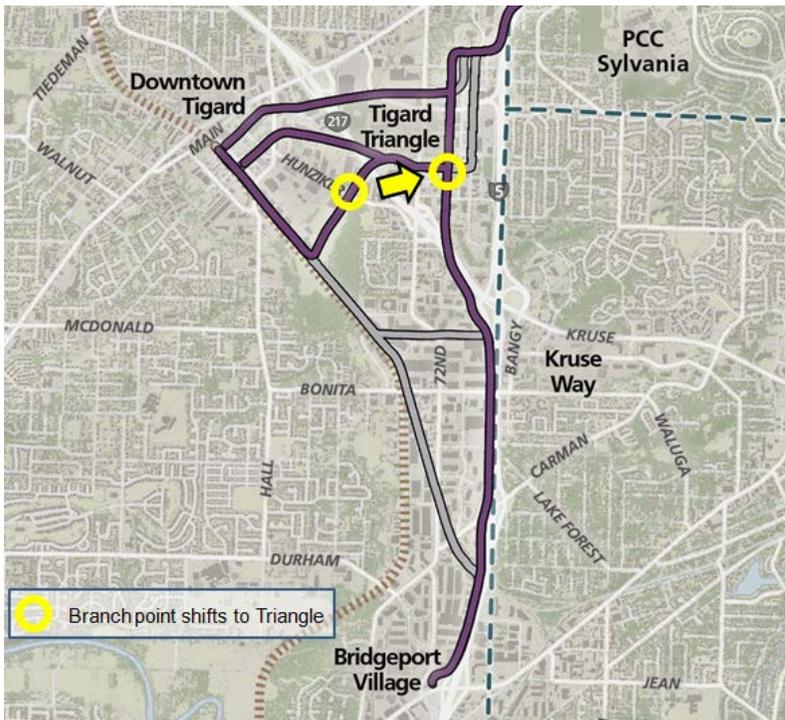


Figure 2: Proposed branch service option

Next steps

The Steering Committee will consider action on this staff recommendation at its June 13, 2016 meeting.