



October 2016 Supplemental Technical Information Memo

Information to support the December 2016 steering committee decision on the range of alternatives for environmental review

October 13, 2016

Overview

This memo contains technical information which may inform decisions of the Southwest Corridor Steering Committee on the range of alternatives to be studied in the Draft Environmental Impact Statement for the proposed Southwest Corridor Light Rail Project. Such decisions are expected to occur on December 12, 2016. Project staff recommendations on the range of alternatives, which may reference the following technical information, will be released to the public no later than November 10, 2016.

While analysis on the following topics has been previously published, additional information has been gathered in support of potential narrowing of alternatives.

Clinton branch alignment

The Clinton alignment, which is an option for both through-routed and branched service configurations, is described in detail in the *Proposed Range of Alternatives for Environmental Review*, accessible on the project website:

http://www.oregonmetro.gov/sites/default/files/AttachmentE_ProposedRangeOfAlternativesForEnvironmentalReview.pdf.

Because the Clinton alignment would include a long structure crossing over Highway 217 between the Tigard Triangle and downtown Tigard, it would be more expensive than the alternative options. For the through-routed configuration, the Clinton alignment would cost approximately \$25 million more to construct than the Ash alignment (2014\$, not including finance costs). For the branched route configuration, the Clinton alignment would be at least \$70 million more expensive than the Ash alignment. The cost difference would be greater for the branched configuration because the through-routed Clinton option would avoid the cost of the constructing new segments of the 70th Avenue roadway in the Triangle, while all branched route options would include this cost.

The Clinton alignment was initially introduced as a through-routed option to provide a more direct option relative to other through options, saving approximately 1.5 minutes for riders accessing the Tigard Transit Center, Bonita, Upper Boones Ferry, and Bridgeport Village stations (compared to

the Ash through-routed option). As a branched option terminating in downtown Tigard, however, only riders at the Tigard Triangle station would benefit from the faster travel time.

Hunziker station and park and ride lot

The Hunziker Street station near downtown Tigard would be located between the Tigard Transit Center station and the Beveland Street station in the Tigard Triangle for the Wall Branch option as detailed in the *Proposed Range of Alternatives for Environmental Review*, accessible on the project website:

http://www.oregonmetro.gov/sites/default/files/AttachmentE_ProposedRangeOfAlternativesForEnvironmentalReview.pdf .

Original plans for branched route configuration identified the Hunziker station as the location where the two branches would diverge, and where riders traveling between downtown Tigard and points south could transfer. Current plans, however, identify either the Beveland or Baylor station as the point where the branches would split, so the Hunziker station would no longer serve as a transfer point between branches.

The station would be located in an industrial area, with a proposed 350- to 400-space surface park and ride lot under the light rail structure crossing over Highway 217. While some development is planned in the area, employment density is likely to remain low relative to other station areas. The park and ride lot would not be easily accessed by autos because of limited roadway connectivity and proximity to congested intersections, and security at the lot could be complicated by the lack of sight lines and lack of activity in the industrial landscape.