



Planning new travel options in Southwest

From Southwest Portland to Tigard and Tualatin, let's work together to keep our growing communities moving.

The Southwest Corridor – stretching from downtown Portland to Tigard and Tualatin – is home to more than 10 percent of the metro area population and more than 250,000 jobs. In recent years, the Southwest Corridor experienced increased traffic congestion, growing demand for transit service and unsafe conditions for people walking and biking.

That's why seven cities, Washington County, Metro, TriMet and the Oregon Department of Transportation (ODOT) came together to work on solutions to get people where they're going quickly, reliably and safely as the Southwest Corridor grows.

In addition to the sidewalk, bike, road and nature improvements identified in 2013, planning began for a potential new MAX light rail line to serve these communities. Your input is crucial.

"The Southwest Corridor Light Rail Project is critical for people to connect with jobs, schools and key destinations while addressing increased congestion on our roads and freeways."

– Tigard Mayor John Cook



Southwest communities are growing—adding to strain on roads, transit and trails.

Why light rail in the Southwest Corridor?

The Interstate 5 and Barbur Boulevard corridor between Portland and Tualatin is one of the fastest-growing and most congested in the state. Between 2015 and 2035, the Southwest Corridor's population and employment will grow by 25 percent. That's like adding another Tigard to the area over 20 years. As a result, congestion in the corridor is expected to double. Yet it remains the last major travel corridor in TriMet's system without light rail service.

MAX was selected after more than two years of study by a steering committee of local and regional leaders including elected officials and mayors from Beaverton, Durham, King City, Portland, Sherwood, Tigard and Tualatin.

Learn more...

swcorridorplan.org

 [@SWCorridor](https://twitter.com/SWCorridor)

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Planning a new light rail line

There are several decisions to make about a potential light rail route—and your input will be important.

- Where will light rail go in Portland, Tigard and Tualatin?
- How will riders get to OHSU and other Marquam Hill destinations?
- How will riders connect to the Portland Community College Sylvania Campus?
- How should transit connect to the businesses and residents in Tualatin?
- Where could stations and park and ride facilities be located? How many parking spaces are needed?
- What changes are needed to make stations easy and safe to access?

Understanding potential changes

Light rail is typically paid for by a mixture of federal and local dollars. The project will include an environmental statement to qualify for federal funds and help the community understand what changes light rail could bring.

If you get involved, your feedback could influence upcoming decisions.

During 2017, we will study:

- traffic congestion
- roadway changes including widening, closures, new signals, turn lanes, medians, etc.
- changes to property and driveway access
- property purchases
- safety and security
- noise and vibration
- disruption caused by construction.

You can comment when the environmental statement is released later this year or early 2018.

If the study determines that your property could be impacted by the light rail project, you will be contacted before designs are final. For example, changes to existing driveways may be needed. We will discuss these and other possible changes with those who may be affected.



The Southwest Corridor is the last major travel corridor in the region without light rail service.

What's next?

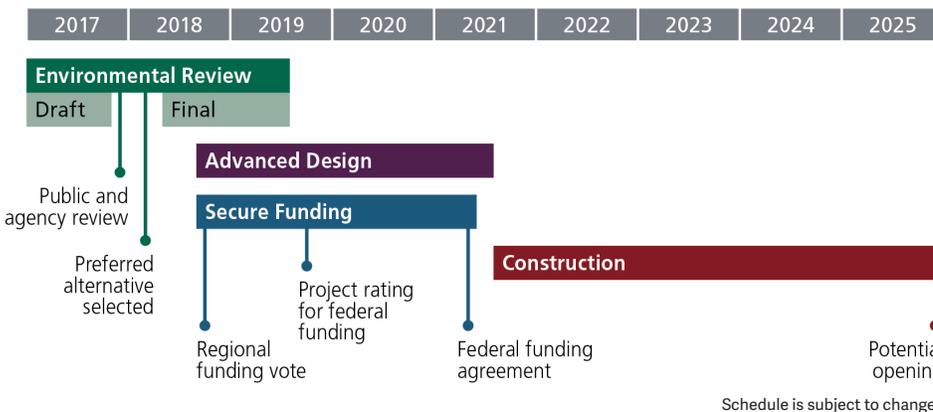
Recently, a group was formed to represent neighbors, businesses and people like you in the environmental study. The group includes members from Tigard, Tualatin and Portland. This Community Advisory Committee meets monthly at Multnomah Arts Center. For meeting dates, times and location, visit www.swcorridorplan.org/project-committees.

The Southwest Corridor Plan Steering Committee, whose members are leaders from Southwest Corridor cities, Washington County, ODOT, TriMet and Metro, will review the environmental impact statement after receiving public comments.

The steering committee will recommend a preferred route based on information received. This is expected in early 2018.

Local jurisdictions and agencies will then consider approval of the light rail plan. Next, the region needs to secure its 50 percent share of the construction costs and apply for federal matching funds. With funding secured, construction can begin in 2021 for opening in 2025.

Southwest Corridor light rail schedule



Four facts about the Southwest Corridor

1. Over **250,000 people** work in the Southwest Corridor today. That's more than the entire city of Eugene.
2. The area is growing; there could be over 340,000 residents in the Southwest Corridor by 2035, **70,000 more than today**.
3. By 2035 there will be **13 to 17 hours of congestion** each day. That's how bad traffic will be on Interstate 5 between Portland and Tigard.
4. Many areas in the Corridor lack sidewalks. For instance, less than half of Barbur Boulevard has a sidewalk on both sides. People regularly walk on the side of this busy street.

More than light rail

The Southwest Corridor Plan includes more than light rail. It calls for new sidewalks and crossings at key locations, safer bike routes and other roadway improvements. Learn more, www.swcorridorplan.org.

Southwest Corridor Partners

Metro, TriMet, Oregon Department of Transportation (ODOT), Washington County, and the cities of Beaverton, Durham, King City, Portland, Tigard, Tualatin and Sherwood.

Get involved

Learn more: Sign up for project update emails at www.swcorridorplan.org.

Talk about the project: Share information with friends and neighbors and discuss the possibilities.

Tell us what you think: When you imagine a new MAX line nearby, what's most important to you?

Send thoughts to swcorridorplan@oregonmetro.gov or  @SWCorridor.

Questions? Call (503) 813-7535



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