



### Steering committee members

**Metro** Councilor Craig Dirksen, co-chair

**Metro** Councilor Bob Stacey, co-chair

**Beaverton** Mayor Denny Doyle

**Durham** Mayor Gery Schirado

**King City** Councilor Al Reu

**ODOT Region 1** Manager Rian Windsheimer

**Portland** Commissioner Steve Novick

**Sherwood** Mayor Krisanna Clark

**Tigard** Mayor John Cook

**TriMet** General Manager Neil McFarlane

**Tualatin** Mayor Lou Ogden

**Washington County** Commissioner Roy Rogers

### Overview

The Southwest Corridor Light Rail Project is a proposed 12-mile MAX light rail line serving SW Portland, Tigard, Tualatin and the surrounding communities. The proposed project also includes bicycle, pedestrian and roadway projects to improve access to light rail stations. The Light Rail Project is part of a broader Southwest Corridor Plan that identifies an array of investment strategies to help improve safety and quality of life and contribute to the success of local land use and development aspirations in the area.

In compliance with the National Environmental Protection Act, Metro, TriMet and the Federal Transit Administration (FTA) will prepare an Environmental Impact Statement (EIS) to identify the significant positive and negative impacts the project could have on the built and natural environment and to determine options to avoid, minimize or mitigate those impacts. The EIS is preceded by a “scoping period,” which is the opportunity for the public and government agencies to provide input on what to study in the Draft EIS.

This Scoping Booklet contains information describing the Southwest Corridor EIS schedule; background on the project and alternatives considered; a preliminary Purpose and Need Statement; a description and maps of the proposed range of light rail options and bicycle, pedestrian, roadway projects to be studied; possible impacts to be evaluated in the EIS; and how to provide input on the scope of the EIS.

### Attachments referenced

Available on the project website ([www.swcorridorplan.org](http://www.swcorridorplan.org))

- A. What is an EIS? (fact sheet)
- B. Proposed Schedule
- C. Project Background and Alternatives Considered
- D. Purpose and Need
- E. Proposed Range of Alternatives for Environmental Review
- F. Analysis of Additional Roadway, Bicycle, and Pedestrian Projects
- G. Marquam Hill Connection Options for Scoping
- H. PCC Sylvania Connection Options for Scoping
- I. Potential Impacts to be Discussed

### CONNECT

[www.swcorridorplan.org](http://www.swcorridorplan.org)

[swcorridorplan@oregonmetro.gov](mailto:swcorridorplan@oregonmetro.gov)

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

503-813-7535

## What is an EIS?

An EIS is an in-depth process to ensure that communities benefit from, and are not overly burdened by, construction of a federally-funded transit project. An EIS is required by the National Environmental Policy Act for any projects that will apply for federal transit funding if the impacts are likely to be significant. The EIS process identifies the potentially significant negative impacts and documents agency and public comments on those impacts to inform public officials before making project decisions.

An EIS typically addresses a wide range of potential impacts to community's natural and built environments, including property acquisitions and displacements, land use and economic impacts, visual impacts, noise and vibration, air quality, water quality, and impact to natural resources. The impacts proposed to be studied for the Southwest Corridor Light Rail Project are listed on page 8 and described in more detail in Attachment I, *Potential Impacts to be Discussed*.

**For answers to more questions about the EIS, see Attachment A, the *What is an EIS?* fact sheet.**

### Key dates

Here are the anticipated dates for some upcoming project milestones:

**September 22nd:** public scoping open house

**October 3rd:** end date for the scoping period

**November 10th:** staff recommendations released, including changes to the Purpose and Need and the draft Detailed Definition of Alternatives

**November 14th:** steering committee meeting to hear staff recommendations

**December 12th:** steering committee meeting to take action on staff recommendations

**January 2017:** impact assessment kick-off

**December 2017:** release Draft EIS for public review

**January-February 2018:** 45-day public review period to submit comments on the Draft EIS

**For more information about the upcoming project schedule, please see Attachment B, *Proposed Schedule*.**

## What is the purpose of scoping?

The scoping period is the opportunity for the public and government agencies to provide input on what to study in the Draft EIS.

Specifically, Metro, TriMet and the FTA seek feedback on:

- Has the project identified the right alternatives to study, including light rail alignments, station and park-and-ride locations, connections to Marquam Hill and PCC Sylvania and related roadway, bicycle and pedestrian improvements?
- Should the Southwest Corridor Steering Committee consider any changes to the project's Purpose and Need statement?
- Has the project identified the right impacts to study during the EIS? How should these impacts be studied?

## How can the public provide input?

During scoping, there are several ways for the public to provide comments:

- **Complete a survey:** visit [www.swcorridorplan.org](http://www.swcorridorplan.org) to complete either a long (20 minutes) or short (5-7 minutes) survey
- **Attend the public scoping open house:** September 22nd at 6:00 to 8:00 p.m. Wilson High School, 1151 SW Vermont Street, Portland
- **Send an email:** [swcrlt.scoping@oregonmetro.gov](mailto:swcrlt.scoping@oregonmetro.gov)
- **Write a letter:** Southwest Corridor Light Rail Scoping Comments, 600 NE Grand Ave. Portland, OR 97232-2736

Comments on the scope of the Draft EIS must be received by 5:00 p.m. on Monday, October 3rd, 2016.

If you have questions about how to provide input, email [swcorridorplan@oregonmetro.gov](mailto:swcorridorplan@oregonmetro.gov) or call 503-813-7535.

Opportunities for the public to provide input and shape the project will continue throughout the environmental review phase and beyond.

## Project background

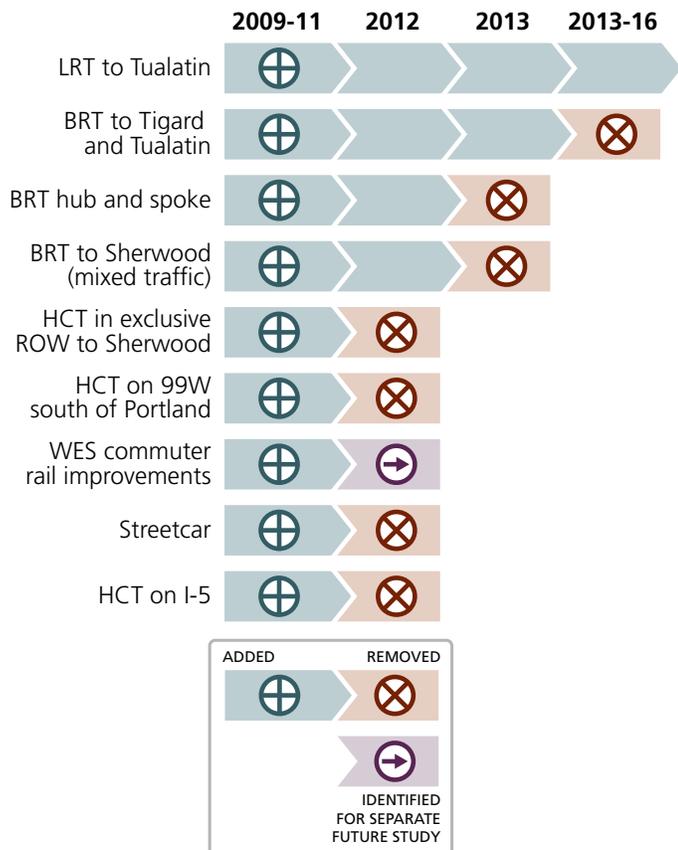
The proposed range of alternatives for environmental review is the culmination of seven years of planning efforts by the project partners, informed by ongoing public engagement. This section summarizes this planning process, from the early development of high capacity transit (HCT) concepts in 2009 to the focused refinement of 2016.

**Please see Attachment C, *Project Background and Alternatives Considered*, for more details and links to specific documents that informed each decision.**

### 2009-11:

- Area highlighted as a “near-term regional priority corridor” in Metro’s 2009 Regional High Capacity Transit System Plan
- Initial study of HCT begins with assessment of existing and projected future conditions
- Creation of Southwest Corridor Plan Steering Committee
- Identification of shared goals among the corridor communities

### Southwest Corridor Plan HCT Alternative Narrowing



### 2012-13:

- Agreement on Southwest Corridor Land Use Vision as foundation of Southwest Corridor Plan, reflecting each community’s unique characteristics and aspirations and identifying areas to focus new development
- Identification of collective investments to help achieve Land Use Vision and link the corridor communities with a more effective, reliable and safe regional transportation network
- Viability study of options for new transit to serve the whole corridor

*Concepts evaluated and removed from consideration include a streetcar system, WES commuter rail improvements, HCT on Highway 99W south of Portland, BRT to Sherwood, and a BRT hub and spoke system*

- Adoption of a comprehensive Shared Investment Strategy that establishes a vision of investments in parks, trails, sidewalks, transit and roadways in the corridor to support community goals.
- Decision to focus HCT study on a light rail (LRT) or bus rapid transit (BRT) line connecting Portland and Tualatin via Tigard

### 2013-16:

- Evaluation of nearly 60 different LRT and BRT alignment options based on technical analysis and public input gathered from community meetings, open houses, public forums and online engagement such as surveys and an interactive map tool

*Options analyzed and removed from further study include routes to the South Waterfront area; tunnels to Marquam Hill, Hillsdale town center and the Portland Community College Sylvania campus; routes on SW 72nd Avenue or SW Hall Boulevard in Tigard; and a segment from Bridgeport Village to a terminus in downtown Tualatin*

- Selection of LRT as the preferred transit mode
- Endorsement of the range of alternatives presented in this scoping period for comment

## Purpose and Need

A preliminary project Purpose and Need was adopted by the Southwest Corridor Steering Committee in January 2014 and updated in June 2016. The steering committee will consider comments submitted during the scoping period when adopting the final Purpose and Need prior to the start of Draft EIS analysis.

### Project Purpose

The purpose of the Southwest Corridor light rail project is to directly connect Tualatin, downtown Tigard, Southwest Portland, and the region's central city with light rail, high quality transit and appropriate community investments in a congested corridor to improve mobility and create the conditions that will allow communities in the corridor to achieve their land use vision. Specifically, the project aims to, within the Southwest Corridor:

- Provide light rail transit service that is cost-effective to build and operate with limited local resources
- Serve existing transit demand and significant projected growth in ridership resulting from increases in population and employment in the corridor
- Improve transit service reliability, frequency, and travel times, and provide connections to existing and future transit networks including WES commuter rail
- Support adopted regional and local plans including the 2040 Growth Concept, the Barbur Concept Plan, the Tigard Triangle Strategic Plan and the Tigard Downtown Vision to accommodate projected significant growth in population and employment
- Complete and enhance multimodal transportation networks to provide safe, convenient and secure access to transit and adjacent land uses
- Advance transportation projects that increase active transportation and encourage physical activity
- Provide travel options that reduce overall transportation costs
- Improve multimodal access to existing jobs, housing and educational opportunities and foster opportunities for commercial development and a range of housing types adjacent to transit
- Ensure benefits and impacts promote community equity
- Advance transportation projects that are sensitive to the environment, improve water and air quality, and help achieve the sustainability goals and measures in applicable state, regional, and local plans

### Project Need

A light rail transit project in the Southwest Corridor is needed to address the following issues:

- Transit service to important destinations in the corridor is limited, and unmet demand for transit is increasing due to growth
- Limited street connectivity and gaps in pedestrian and bicycle networks create barriers and unsafe conditions for transit access and active transportation
- Travel is slow and unreliable on congested roadways
- There is a limited supply and range of housing options in the Southwest Corridor with good access to multimodal transportation networks, and jobs and services are not located near residences
- Regional and local plans call for high capacity transit in the corridor to meet local and regional land use goals
- State, regional and local environmental and sustainability goals require transportation investments to reduce greenhouse gas emissions.

**For the full preliminary Purpose and Need statement, which includes more detailed information on the Project Need, see Attachment D, *Purpose and Need*.**

## Proposed Range of Alternatives

The “proposed range of alternatives” is the set of investments that the Southwest Corridor project partners propose to study in a Draft EIS, including the light rail system (alignments, stations, park-and-rides, maintenance facilities); related roadway, bicycle and pedestrian projects; and enhanced connections to Marquam Hill and the PCC Sylvania campus.

### Light rail system

A new 12-mile MAX light rail line is proposed to connect Portland, Tigard and Tualatin. The line would include stations serving many destinations, including South Portland, Marquam Hill, Burlingame, Barbur Transit Center, PCC Sylvania, Tigard Triangle, downtown Tigard and Bridgeport Village. Park-and-ride lots could be included at some of the proposed stations between the Barbur Transit Center and Bridgeport Village.

### Light rail options in Portland

The light rail line would extend south from the existing Green/Yellow/Orange Line MAX tracks that run through the downtown Portland Transit Mall, then follow one of two alignment options through South Portland area: along Barbur Boulevard or Naito Parkway. South of the point where Barbur and Naito converge, the line would continue in the center of Barbur until at least SW 13th Avenue. Between 13th Avenue and the Portland-Tigard city limits, the line could run: in the center of Barbur Boulevard, adjacent to I-5, or some combination of the two.

### Light rail options in Tigard and Tualatin

After crossing over I-5 from Southwest Portland into the Tigard Triangle on a new structure, light rail would run along the west side of I-5 to Atlanta Street.

Through Tigard, light rail could use a through-routed configuration with a single line going to downtown Tigard then Bridgeport Village, or a branched route configuration splitting in the Tigard Triangle with alternating trains either continuing south to Bridgeport Village or turning west to terminate in downtown Tigard. Each configuration has different alignment options.

The through-routed configuration could travel to downtown Tigard via Ash Avenue or via Clinton Street, then would run adjacent to the WES commuter rail tracks toward Bridgeport Village. South of Tech Center Drive, light rail could: continue adjacent to the freight rail tracks, or run east between industrial buildings and then adjacent to I-5 south to Bridgeport Village.

For the branched configuration, the downtown Tigard leg could be routed via Clinton Street, Ash Avenue or Wall Street while the Bridgeport Village leg would travel south on 70th Avenue, cross Highway 217, then run adjacent to I-5 to Bridgeport Village.

The steering committee will consider comments submitted during the scoping period—including suggestions for alternate light rail alignments and station locations—when making its final decision on what to study in the Draft EIS.

**For more information, see Attachment E, *Proposed Range of Alternatives for Environmental Review*.**

### Related roadway, bicycle and pedestrian projects

Roadway, bicycle and pedestrian projects integrated into the light rail system designs are proposed for study in the Draft EIS. These “integrated” projects would be constructed along with the light rail system. Examples of integrated projects include sidewalks and bike lanes along the length of Barbur Boulevard and auto lanes on a new transit crossing of Highway 217.

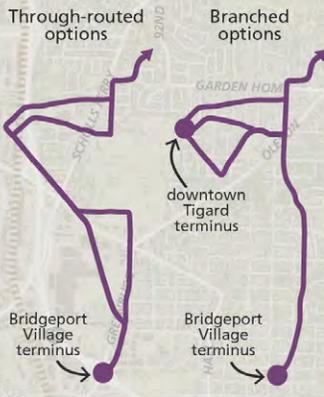
An additional set of “road/bike/ped” projects are also under consideration for study in the Draft EIS. Most of these additional projects would provide walking and biking access to proposed light rail stations from the surrounding areas. The steering committee will consider comments submitted during the scoping period—including suggestions for other station connectivity projects—when making its final decision on what to study in the Draft EIS.

**For more information, see Attachment E, *Proposed Range of Alternatives for Environmental Review*, and Attachment F, *Analysis of Additional Roadway, Bicycle and Pedestrian Projects*.**

[continued on page 8]

Light rail options for alignments, stations, park-and-ride lots and an operating and maintenance facility

Through-routed or branched configuration in Tigard



Clinton crossing, Ash Avenue, or Wall Street

Adjacent to freight rail or adjacent to I-5

Barbur Boulevard or Naito Parkway

Barbur Boulevard or adjacent to I-5

LIGHT RAIL OPTIONS PROPOSED FOR ENVIRONMENTAL REVIEW

- Alignment options
- Station options
- No park-and-ride
- With potential park-and-ride
- Potential operating and maintenance facility sites

EXISTING TRANSIT

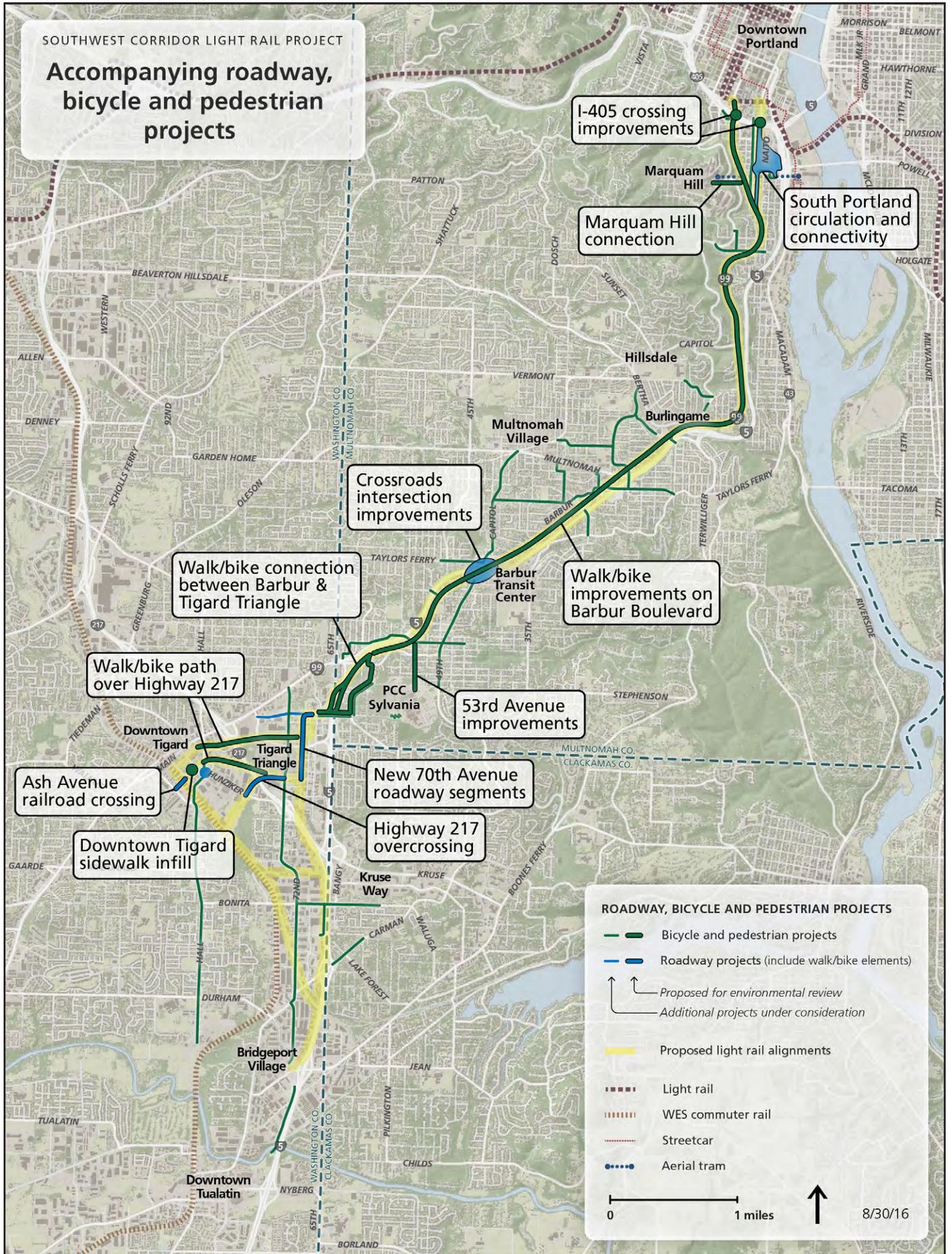
- MAX light rail
- WES commuter rail
- Streetcar
- Aerial tram

**Note:** This map is based on current design assumptions, which are subject to change through the environmental review process.

0 1 mile ↑ 8/29/16

SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

Accompanying roadway, bicycle and pedestrian projects



## Marquam Hill connection options

The SW Corridor light rail project will include a robust and ADA-accessible connection to the major employment, health and educational center atop Marquam Hill. This pedestrian and bicycle connection will link the light rail station in the Lair Hill neighborhood with the OHSU, VA and Shriners medical complex.

Five concepts are under consideration:

- Pedestrian tunnel with elevators
- Embedded escalator, elevator, and bridge
- Elevator and bridge (skybridge)
- Elevator and bridge (tree top walk)
- Escalator and inclined elevator

The steering committee will consider comments submitted during the scoping period—including concerns about impacts and suggestions for alternate connection options—when making its final decision on what to study in the Draft EIS.

**For more information, see Attachment G, *Marquam Hill Connection Options for Scoping*.**

## PCC Sylvania connection options

As the largest Portland Community College campus, PCC Sylvania is an essential destination in the Southwest Corridor, but its location on top of Mt. Sylvania complicates access. Project partners are committed to improving transit service to the campus and have worked with PCC staff to identify the most promising options for linking the proposed light rail line to the Sylvania campus. Three general approaches are under consideration to improve transit access to PCC Sylvania, with multiple options for each:

- **Bicycle and pedestrian improvements** to connect the campus to one or more nearby light rail stations.
- **53rd Avenue mechanized connection** to provide a faster and more accessible link to the nearest proposed light rail station at Barbur Boulevard and 53rd Avenue.
- **Enhanced bus service**, including new or revised TriMet bus routes with potential capital investments to provide improved travel times and reliability.

## Possible impacts to be discussed

In the Draft EIS, FTA, Metro and TriMet propose to study the adverse and beneficial impacts the Southwest Corridor Light Rail Project could have on the following areas of concern:

- Air quality and greenhouse gas emissions
- Acquisitions and displacement
- Biological resources and ecosystems, including threatened and endangered species
- Community cohesion and resources, characteristics that affect livability
- Energy use
- Environmental justice
- Geology and soils
- Hazardous materials
- Historic, archaeological and cultural resources
- Land use and economics
- Noise and vibration
- Parks and recreational areas
- Safety and security
- Transportation, including vehicle traffic, transit, bicycles, pedestrians, parking and freight
- Utilities and public services
- Visual quality and aesthetics
- Water quality and hydrology, including floodplains
- Wetlands

Certain bicycle and pedestrian projects that could be studied in the Draft EIS are anticipated to have impacts on fewer areas of concern. These projects are proposed for a narrower scope of analysis.

**For more information, see Attachment I, *Potential Impacts to be Discussed*.**

The steering committee will consider comments submitted during the scoping period—including concerns about impacts and suggestions for alternate connection options—when making its final decision on what to study in the Draft EIS.

**For more information, see Attachment H, *PCC Sylvania Connection Options for Scoping*.**