



What is the Southwest Corridor Light Rail Project?

The project is a proposed 12-mile MAX line connecting downtown Portland to Tigard and Tualatin.

After several years of early planning, the project is now undergoing environmental review.

What is the purpose of the decision briefing books?

Several project decisions remain, including options for alignments, stations, maintenance facilities and station access improvements.

Through fall 2017, individual decision briefing books will be released to inform conversations about the key considerations for each major decision. Because the environmental impact analysis is ongoing, briefing books will be updated as new information becomes available.

When will the decisions be made?

The steering committee is anticipated to narrow down the remaining options to a "Preferred Alternative" in early 2018.

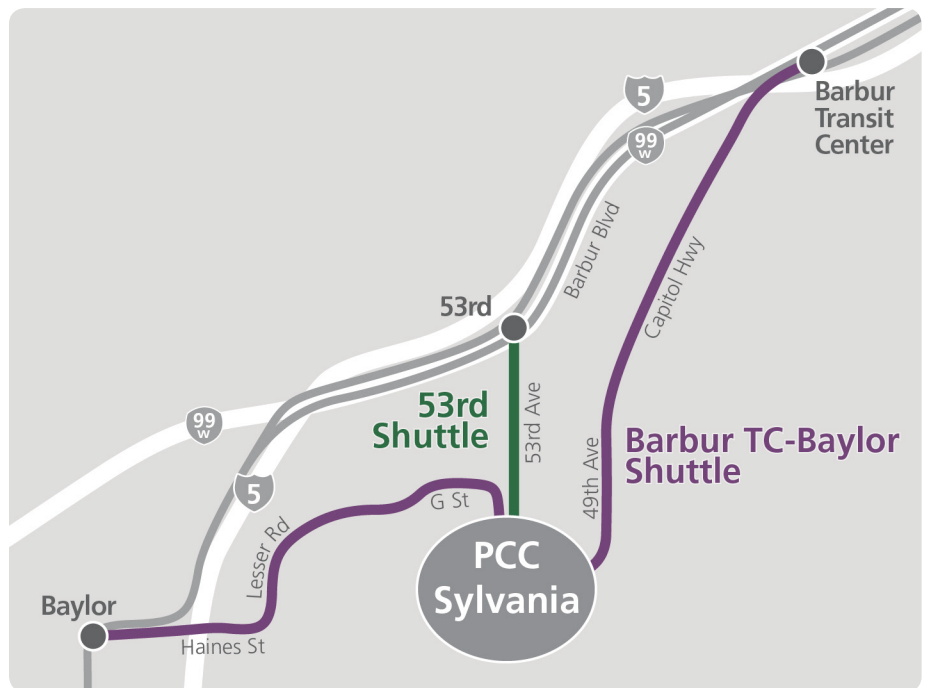
Further outreach, design and environmental analysis will occur before a final decision on what to construct.

Decision Overview

The Portland Community College (PCC) Sylvania campus is located in a residential area about a third of a mile from the nearest proposed Southwest Corridor light rail station at Barbur Boulevard and 53rd Avenue.

While the project would include improvements to that stretch of 53rd for the students, faculty and staff who would walk or bike along it, project partners are also studying two shuttle options that would better connect the Sylvania campus with the light rail project:

- The **53rd Shuttle** would connect PCC-Sylvania with the light rail station at Barbur Boulevard and 53rd Avenue. This route would use 12-passenger autonomous shuttles operating on demand along 53rd Avenue.
- The **Barbur Transit Center (TC)-Baylor Shuttle** would connect PCC-Sylvania with the light rail stations at Barbur TC and Baylor in the northern Tigard Triangle. The shuttle would use 55-passenger TriMet buses traveling along Capitol Highway, G Street, Lesser Road and Haines Street. The buses could be scheduled with a timed transfer with light rail to minimize wait time.



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Options Considered and Removed

During the refinement phase of the project, multiple alignment options were considered to serve PCC-Sylvania directly with high capacity transit as well as indirect connection options and other transit improvements.

Project partners considered multiple **bus rapid transit (BRT) alignment options** that served the Sylvania campus directly via Capitol Highway north of campus and various routes west of campus. The option of direct BRT service to PCC-Sylvania was removed in 2016 when light rail was selected as the preferred high capacity transit mode. Several variations on a **light rail tunnel to PCC-Sylvania** were also considered. The tunnel options were removed in 2016 due to the high cost and construction impacts relative to the anticipated benefits. **Indirect connection options and transit improvements** that were considered and removed include an aerial tram, a gondola, shuttles on an elevated guideway, electric bike share, additional local bus service and opportunities for certain bus or shuttle routes to use the light rail transitway.

More information on options considered and removed is provided in the *Project Background and Alternatives Considered* document, available on the project website: www.swcorridorplan.org/light-rail-study.

Key Considerations

Based on currently available information, key considerations in the PCC Sylvania shuttle decision include neighborhood impacts, travel time and transfer convenience. Capital and operating costs will also be important to consider, but are not yet available. These key considerations are examined individually below. A summary table is provided on the back page of this document.

This document will be updated to include new relevant information when it becomes available.

Neighborhood impacts

Both options would add shuttle vehicles to neighborhood streets, but with variations in location, frequency and vehicle type.

During the morning and evening rush hour, the Barbur TC-Baylor Shuttle would add 18 standard TriMet diesel buses per hour traveling on Capitol Highway, Lesser Road and Haines Street. During the off-peak period, or the rest of the day, the frequency would be around eight additional buses per hour. All of these streets are currently served by TriMet bus routes.

The 53rd Shuttle would add 12-passenger electric shuttles to 53rd Avenue, which is a low-traffic residential street. Because the shuttles would operate on demand, frequencies would vary throughout the day depending on usage. Only the shuttles and people walking or biking would be able to connect to the campus at 53rd Avenue and G Street, so the shuttle would not result in other vehicles accessing PCC-Sylvania via 53rd.

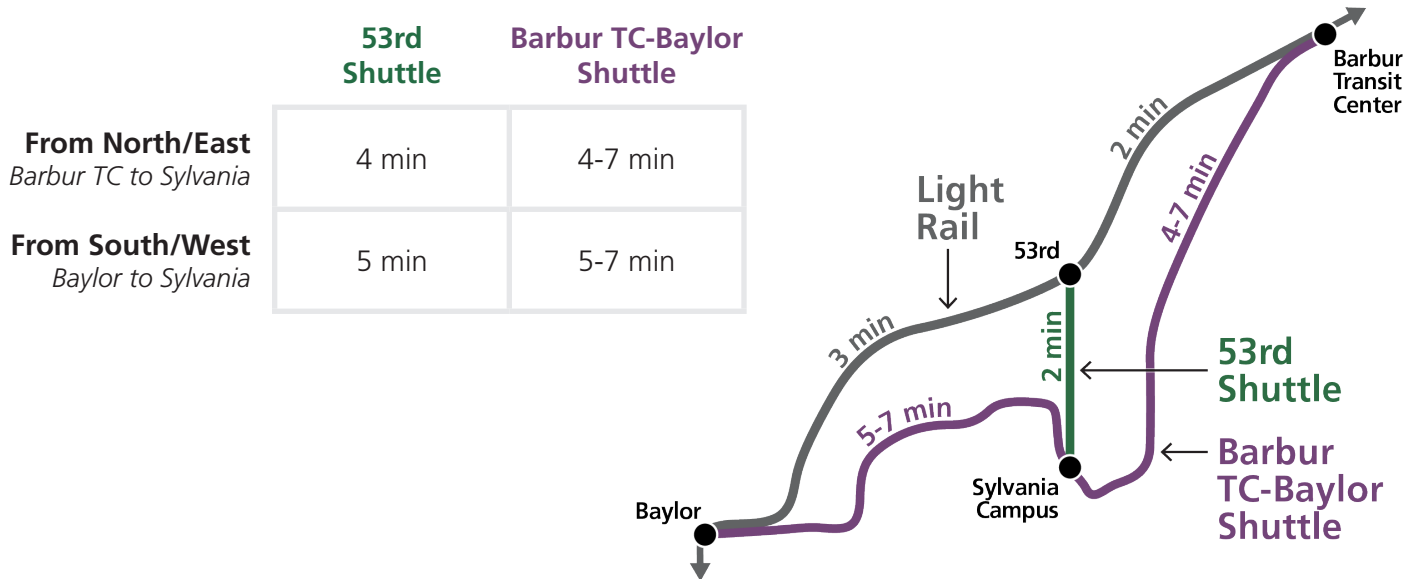


Today, 53rd Avenue is a low-traffic local street and portions of the street are unimproved. Regardless of the decision between shuttle routes, the light rail project proposes reconstructing 53rd Avenue to make it easier and safer for people to walk and bike between PCC-Sylvania and a light rail station at 53rd and Barbur.

Travel time

There would be **little difference in travel time** to access the Sylvania campus between the two shuttle options. The **53rd Shuttle would be more reliable** because the Barbur TC-Baylor Shuttle route would travel on more congested roadways, including crossing I-5 at two locations.

The table and map below illustrate the in-vehicle travel time to access PCC-Sylvania from north and east of the campus (Barbur Transit Center Station) and from south and west of the campus (Baylor Station). Because detailed designs have not yet been developed for the shuttle stations, travel time estimates are approximate and may change as the designs are refined.



Transfer convenience

The **53rd Shuttle would provide a more convenient transfer** than the Barbur TC-Baylor Shuttle. The 53rd Shuttle would use autonomous shuttles that could depart on demand and would travel on a low-traffic street, which would minimize transfer wait time. Although the Barbur TC-Baylor would be scheduled to provide a timed transfer with light rail, delays on either the shuttle route or light rail could disrupt the timing and result in longer wait times.

Pending information

The **capital and operating costs** of the two shuttle options are still under development and are likely to be an important consideration in the decision.

Further discussion will be necessary to determine the details of **who would operate** the shuttle, the **layout of the shuttle stations** and whether the Barbur TC-Baylor shuttle would include **additional stops** serving Capitol Highway or Lesser Road.

The shuttle designs may continue to be refined prior to a decision, potentially including changes to the shuttle station layout both at the light rail stations and on campus. If design changes affect the key considerations for the shuttle options, this document will be updated accordingly.

Summary Table

The following summary table will be updated as new information becomes available. The ongoing environmental impact analysis could reveal significant impacts associated with either the Barbur TC-Baylor or 53rd shuttle.

	53rd Shuttle	Barbur TC-Baylor Shuttle
Transit Performance		
Travel time from north/east of campus <i>In-vehicle, Barbur TC Station to PCC-Sylvania</i>	4 minutes	4-7 minutes
Travel time from south/west of campus <i>In-vehicle, Baylor Station to PCC-Sylvania</i>	5 minutes	5-7 minutes
Transfer convenience	More convenient, with on-demand service that would minimize wait time	Less convenient, with risk of waiting if transfer timing is disrupted
Finance		
Capital cost	TBD	TBD
Operating cost	TBD	TBD
Access and Development		
Specific measures TBD	TBD	TBD
Communities and Built Environment		
Shuttles on neighborhood streets <i>based on 2035 demand</i>	variable (on demand) <i>12-passenger electric shuttles on low-traffic neighborhood street</i>	8 to 18 per hour <i>55-passenger diesel buses on streets with existing bus routes</i>
Other specific relevant impacts TBD	TBD	TBD
Natural Environment		
Specific relevant impacts TBD	TBD	TBD

Assumptions

For more information on the range of alternatives under consideration, see the *Light Rail Project Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org/light-rail-study.