

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.

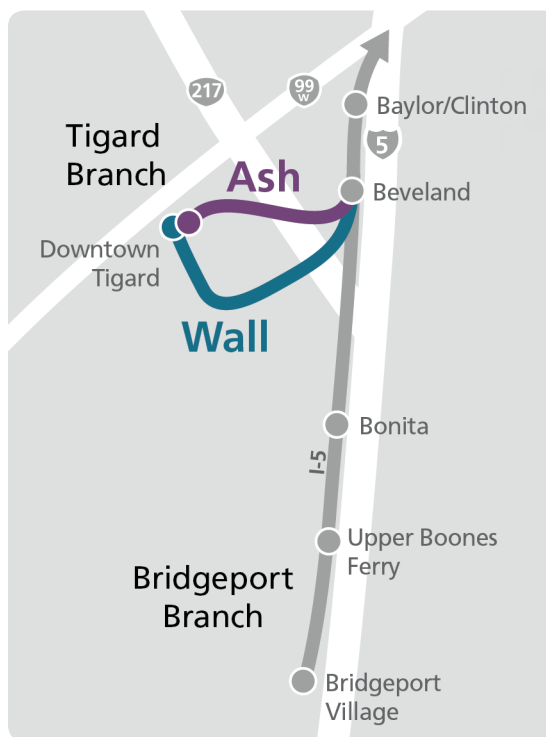
When will the decisions be made?

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

For a "branched" light rail line that would split at the Tigard Triangle to serve downtown Tigard and Bridgeport Village separately, there are two alignment options connecting downtown Tigard and the Tigard Triangle.



Both options would run on 70th Avenue in the Tigard Triangle, and include two stations on 70th, at Baylor Street and at Beveland Street.

For the downtown Tigard branch, the **Ash alignment** would run west on Beveland and cross Highway 217 on a new light rail structure with a multi-use path. The alignment would cross Hall Boulevard at grade just north of Knoll Drive, then run on Ash Avenue between Scoffins Street and Commercial Street. The branch would terminate at a station on Ash.

The **Wall alignment** would also run on Beveland, but would turn south to cross over Highway 217 on a new bridge for transit, autos, walking and biking connecting to Wall Street at Hunziker Street. Light rail would run on Wall Street, then turn northwest to run alongside the WES Commuter Rail tracks toward downtown Tigard. The branch would terminate at a station near the existing Tigard Transit Center site.

The Bridgeport branch would be identical with either alignment. It would continue south from the split at Beveland, crossing over Highway 217 on a new structure and traveling alongside I-5 to Bridgeport Village.

More detailed maps of the Ash and Wall alignments are provided in the *Light Rail Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org/light-rail-study.

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Related Decisions

The decision between the **“Through” and “Branched” route configurations** has implications for the alignment options in downtown Tigard. While both the Through and Branched route configurations could use the Ash alignment, the Wall alignment only functions as a Branched route and the Clinton alignment is only under consideration as a Through route. (In December 2016, the steering committee removed the Clinton branched alignment from further consideration.) More information on the route configuration options is included in a separate briefing book (released April 2017). More information on the downtown Tigard options for the Through route configuration is also included in a separate briefing book (released July 2017).

Options Considered and Removed

When the Branched route configuration was first considered, the trunk line crossed Highway 217 and used the Wall alignment, with the split between branches occurring at the intersection of Wall Street and the WES/freight rail tracks near downtown Tigard. In May 2016, the steering committee decided to revise the alignment to split in the Tigard Triangle. Based on this revision, the Bridgeport Village branch would extend south from 70th Avenue, cross over Highway 217 and run along the west side of I-5 to Bridgeport Village. This change improved travel times and reduced operating costs for the Bridgeport Village branch.

As a result of the shift to a split point in the Tigard Triangle, Clinton and Ash became viable as alignments for the downtown Tigard branch. However, in December 2016, the steering committee removed the Clinton alignment from consideration as an option for the Branched route configuration. The Clinton alignment option remains for the Through route configuration.

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.

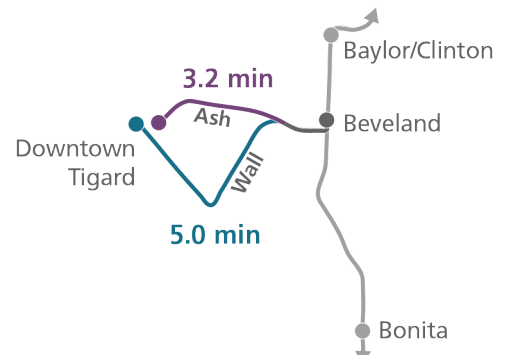
Considerations

Based on currently available information, key considerations in the decision between the Ash and Wall alignments for a branched route include travel time, station locations, ridership, property impacts and traffic impacts. Capital costs, community impacts and wetland impacts 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.

Travel time

The **Ash alignment would be 1.8 minutes faster** than the Wall alignment between the Tigard Triangle and downtown Tigard because it would be nearly one-half mile shorter with fewer curves.



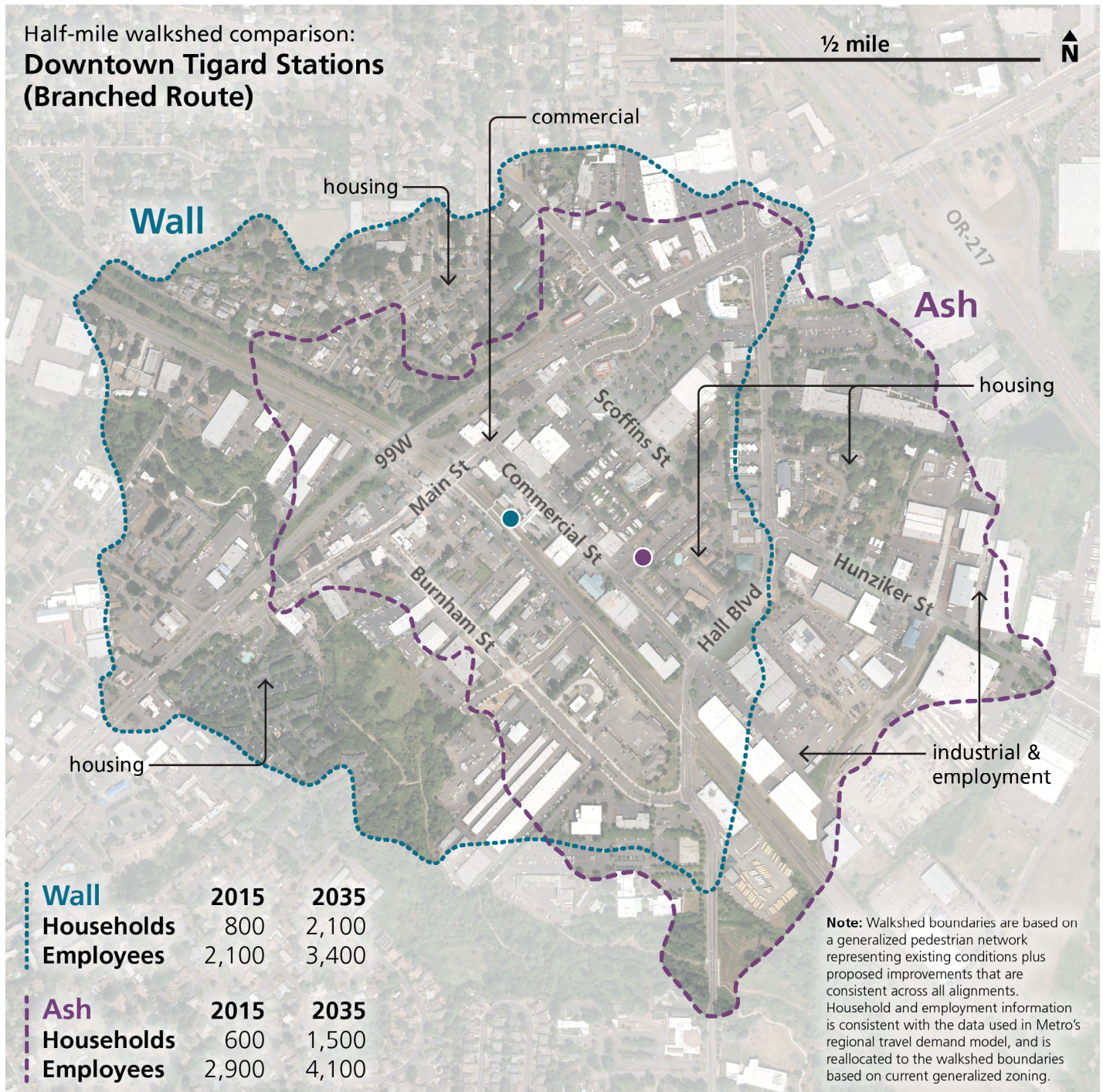
Ridership

As a result of its slower travel time between the Beveland and downtown Tigard stations compared to the Ash alignment, the **Wall alignment would attract 1 percent fewer line riders and 2 percent fewer new system transit trips in 2035.**

Station locations

The Ash and Wall branched alignments would have **identical stations along SW 70th Avenue in the Tigard Triangle**: one near SW Baylor Street, and one near SW Beveland Street. **Both alignments would both include a station in downtown Tigard, but at slightly different locations.** For the Ash alignment, the station would be located on Ash Avenue between Scoffins Street and Commercial Street. For the Wall alignment, the station would be located near the existing Tigard Transit Center adjacent to the WES station. Both alignments would reconfigure the Tigard Transit Center to accommodate light rail.

The map below shows the areas accessible within a half-mile walk from the downtown Tigard station for each alignment. **The Wall alignment would better serve the residential area west of downtown Tigard, while the Ash alignment would better serve the industrial and employment land to the east.**



Property impacts

The Wall alignment would include 15 percent more acres of property acquisitions than the Ash alignment (within the Tigard and Tualatin segment of the project), but **the Ash alignment would likely include more relocations of businesses and residents**. Relocation benefits would be provided to business and residents. The number of relocations is not yet available.

Impacts in the Tigard Triangle would be similar. In downtown Tigard, the Ash alignment would affect more residential properties, though the number of relocations is not yet available. The environmental analysis will assess the displacement of residents and businesses, including consideration of environmental justice and socioeconomic issues that could result from each alignment.

Redevelopment potential and support of local plans

The light rail project would purchase property needed to construct the transportation infrastructure, but after construction excess property could be sold for development. The light rail investment could promote long-term increases in households and employment on many these parcels beyond levels that would occur without the project. This redevelopment, along with the project's physical improvements, could support local plans in Tigard.

Both alignments would support the City's Tigard Triangle Strategic Plan (March 2015), which seeks to establish a pedestrian-oriented, mixed-use, multimodal district by building a new segment of SW 70th Avenue between Atlanta Street and Beveland Street. The street would include light rail with two stations, auto lanes, sidewalks, and bike lanes. Both alignments would include two stations in the Tigard Triangle that would support the type of redevelopment identified by the Plan.

Both alignments would support Tigard's High Capacity Transit Land Use Plan (June 2012), which implements the city's vision for HCT station communities in several locations, including the designated Town Center area in downtown Tigard. The downtown Tigard station near the transit center included with both alignments could promote mixed-use development consistent with the city's aspirations for this area.

Traffic impacts

In downtown Tigard, the Ash alignment could include more at-grade street crossings than the Wall alignment, depending on the location of an operations and maintenance facility (see table below).

| | Wall | Ash |
|-------------------------------|--|--|
| 72nd Avenue | at-grade, at Beveland Street | at-grade, at Beveland Street |
| Hunziker Street | at-grade, at Wall Street | no crossing |
| Hall Boulevard (north) | no crossing | at-grade, near Knoll Drive |
| Scoffins Street | no crossing | at-grade, at Ash Avenue |
| Commercial Street | no crossing | potential at-grade, at Ash Avenue (to access operations facility) |
| Hall Boulevard (south) | at-grade, at WES/freight rail crossing | potential at-grade, at WES/freight rail crossing (to access operations facility) |

Both alignments would improve roadway connectivity in the Tigard Triangle and downtown Tigard.

Both alignments would build new segments of SW 70th Avenue between Atlanta Street and Beveland Street, which would improve circulation within the Tigard Triangle. The Wall alignment could expand the light rail bridge over Highway 217 to include autos. This would connect Beveland Street to Hunziker Street and improve connectivity between downtown Tigard and the Tigard Triangle. Both alignments could also include an extension of Ash Avenue across the WES Commuter Rail and freight rail tracks between Commercial Street and Burnham Street. The Ash alignment designs currently include this crossing.

Pending information

Because the environmental analysis is ongoing, some information that may be relevant to the decision between the Clinton and Ash alignments is still being developed. In particular, **capital costs, impacts to wetlands, displacement of residents and businesses, and effects on communities** are likely to be important considerations in the decision between the Ash and Wall alignments.

An updated version of this briefing book will be released when new information becomes available.

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 Clinton or Ash alignment.

| | Ash | Wall |
|--|------------------------------------|------------------------------------|
| Transit Performance | | |
| New system transit trips <i>2035 average weekday</i> | 18,700 | 18,400 |
| Line ridership <i>2035 average weekday</i> | 43,200 | 42,600 |
| Travel time: PSU to downtown Tigard <i>2035 average weekday, peak period</i> | 26.1 minutes | 27.9 minutes |
| Finance | | |
| Capital cost | TBD | TBD |
| Operating cost | TBD | TBD |
| Access and Development | | |
| Specific measures TBD | TBD | TBD |
| Communities and Built Environment | | |
| Property acquisitions <i>Includes full or partial acquisitions</i> | 37 acres <i>37 to 43</i> | 43 acres <i>51 to 56</i> |
| Residential and business displacements | TBD (likely more) | TBD (likely fewer) |
| Other specific relevant impacts TBD | TBD | TBD |
| Natural Environment | | |
| Specific relevant impacts TBD | TBD | TBD |

Assumptions

For full-corridor information, Alternative A1 (Barbur) is assumed for Segment A and Alternative B2 (I-5 Barbur Transit Center to 60th) is assumed for Segment B.

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.