PORTLAND • TIGARD • TUALATIN
SW Corridor Light Rail Project

DECISION BRIEFING BOOK

Downtown Tigard: Through Route

Version 1: *June 30, 2017*

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.

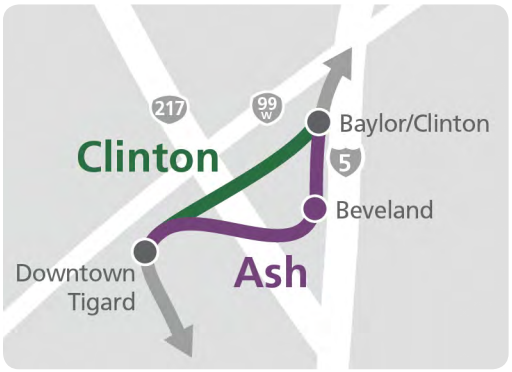
When will the decisions be made?

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 "through-routed" light rail line that would travel through downtown Tigard to reach Bridgeport Village, there are two alignment options connecting downtown Tigard and the Tigard Triangle.



The **Clinton alignment** would include one station in the Tigard Triangle, near SW 70th Avenue and SW Clinton Street. The route would turn west on Clinton to cross over SW Dartmouth Street and Highway 217 on a new bridge with a multi-use path. The alignment would cross SW Hall Boulevard at grade south of Pacific Highway (99W) to approach downtown Tigard, and would travel along a new street parallel to SW Main Street to reach a station near the Tigard Transit Center. South of downtown Tigard, light rail would travel southeast along the freight rail and WES tracks to connect to either the Railroad or I-5 alignment.

The **Ash alignment** would include two stations in the Tigard Triangle along 70th, one near SW Baylor Street and one near SW Beveland Street. The alignment would include construction of new portions of the 70th Avenue roadway that do not exist today. The route would turn west on Beveland, with an alternate location for the Beveland station east of SW 72nd Avenue. The alignment would cross over Highway 217 on a new light rail bridge with a multi-use path, crossing SW Hall Boulevard at grade just north of Knoll Drive. It would then travel along SW Ash Avenue, with a station on Ash between SW Scoffins Street and SW Commercial Street. South of downtown Tigard, the alignment would be identical to the Clinton alignment.

More detailed maps of the Clinton and Ash 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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www.swcorridorplan.org

swcorridorplan@oregonmetro.gov

@SWCorridor

503-813-7535

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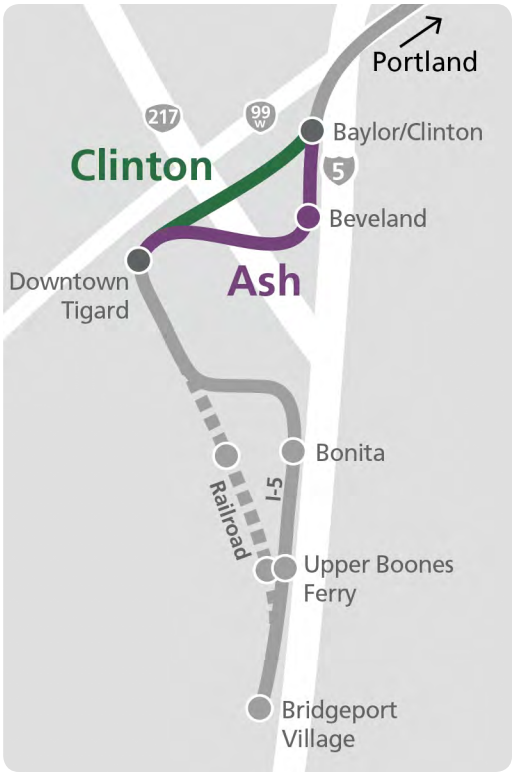
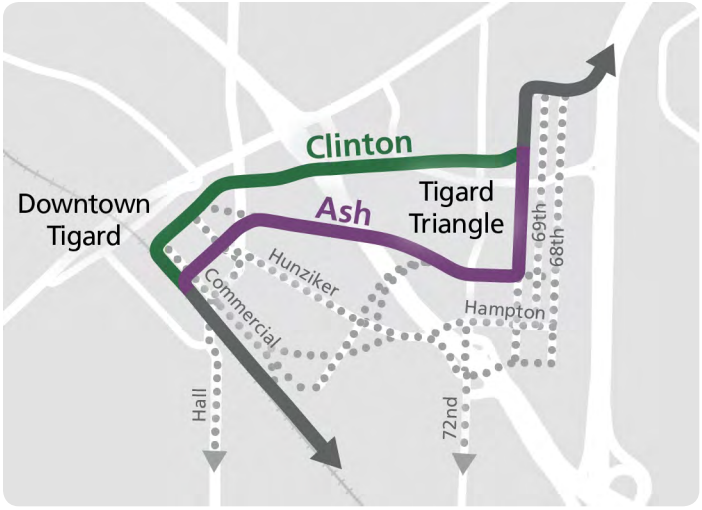


The decision between the **"Through" and "Branched" route configurations** has implications for the alignment options in downtown Tigard. While both the Through and Branched route configurations could use the Ash alignment, the Wall alignment only functions as a Branched route and the Clinton alignment 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 Branched route configuration is also included in a separate briefing book (released July 2017).

For the environmental analysis, the light rail project has been divided into three segments. The Clinton and Ash alignments represent only a portion of Segment C, Tigard and Tualatin. Segment-based information in this document assumes the I-5 alignment connecting downtown Tigard and Bridgeport Village for the purpose of comparison. More information on the trade-offs between the **Railroad and I-5 alignments** is provided in a separate briefing book (released May 2017).

Project partners are considering an extension of SW Ash Avenue across the railroad tracks in downtown Tigard to improve connectivity. For the purpose of the environmental analysis, the Ash extension is included in the Ash alignment, although it could also be constructed with the Clinton alignment.

Options Considered and Removed



During the refinement phase of the project, multiple options were considered to serve the Tigard Triangle and downtown Tigard with a "through-routed" alignment, as illustrated in the map on the right. The options removed included 68th and 69th Avenues in the Tigard Triangle and several versions of a loop through the downtown Tigard area.

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**.

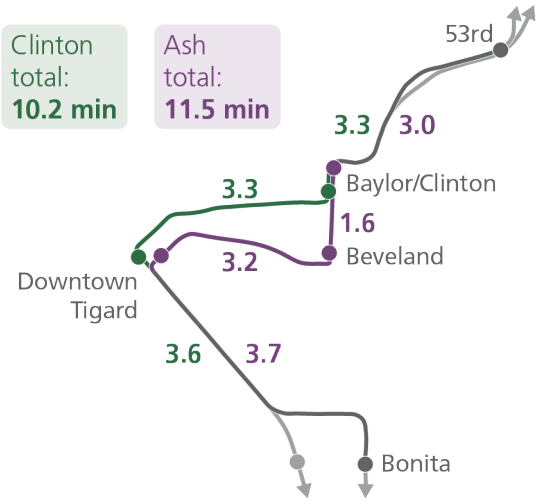
Considerations

Based on currently available information, key considerations in the decision between the Clinton and Ash alignments for a through route include: travel time; ridership; station locations; property impacts; redevelopment potential and support of local plans; visual 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 **Clinton alignment would be 1.3 minutes faster** than the Ash alignment because it is more direct and has one fewer station.



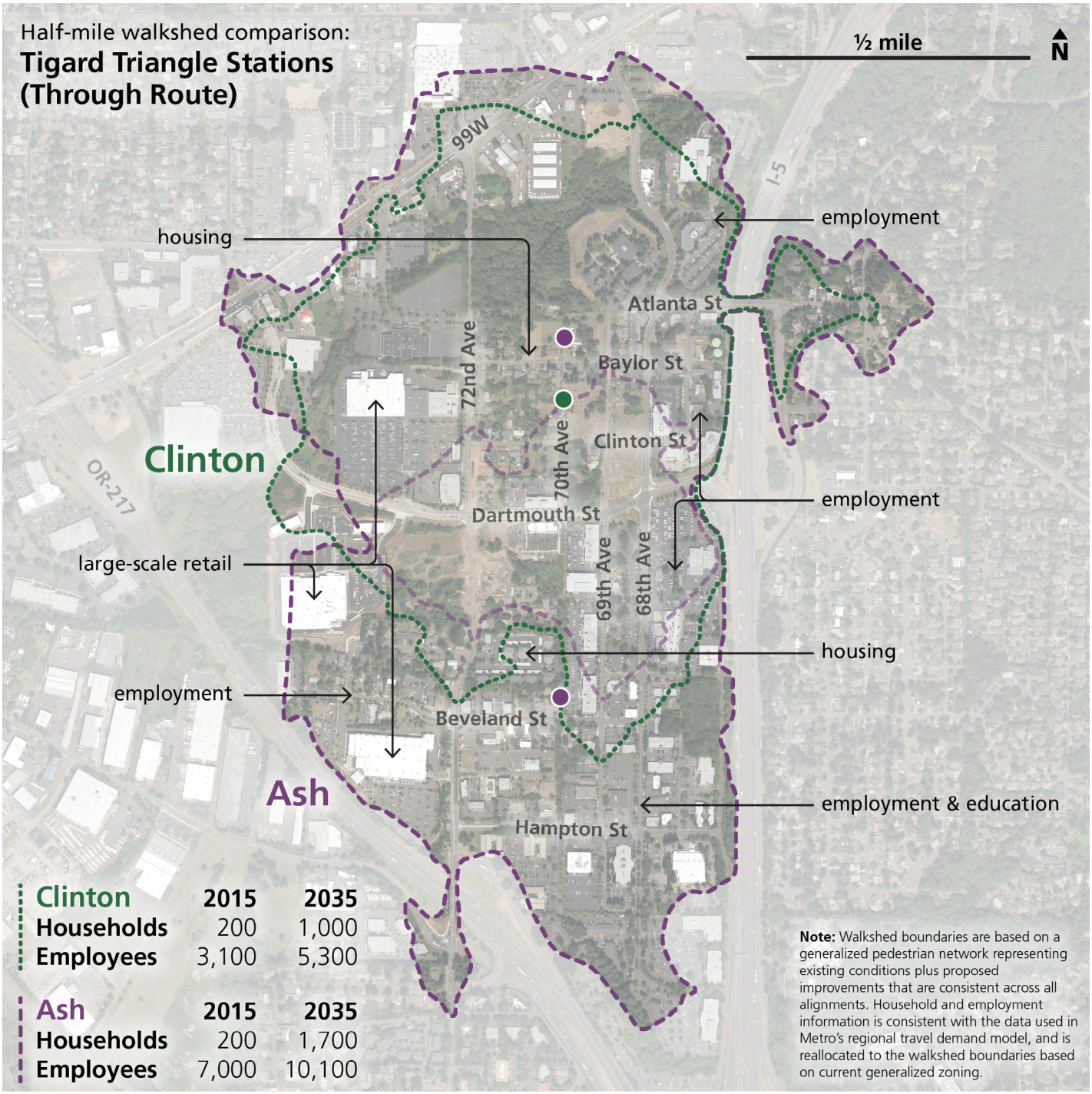
Ridership

While the Ash alignment would have slower travel times, its additional station in the Tigard Triangle would result in a slight net gain of transit riders. **The Ash alignment would attract 2 percent more line riders and 2 percent more new system transit trips in 2035**.

Station locations: Tigard Triangle

The Clinton and Ash through-routed alignment options would both include a station in the northern Tigard Triangle area, near 70th Avenue and Baylor Street, while **only Ash would include a station in the southern Tigard Triangle area**, near 70th Avenue and Beveland Street.

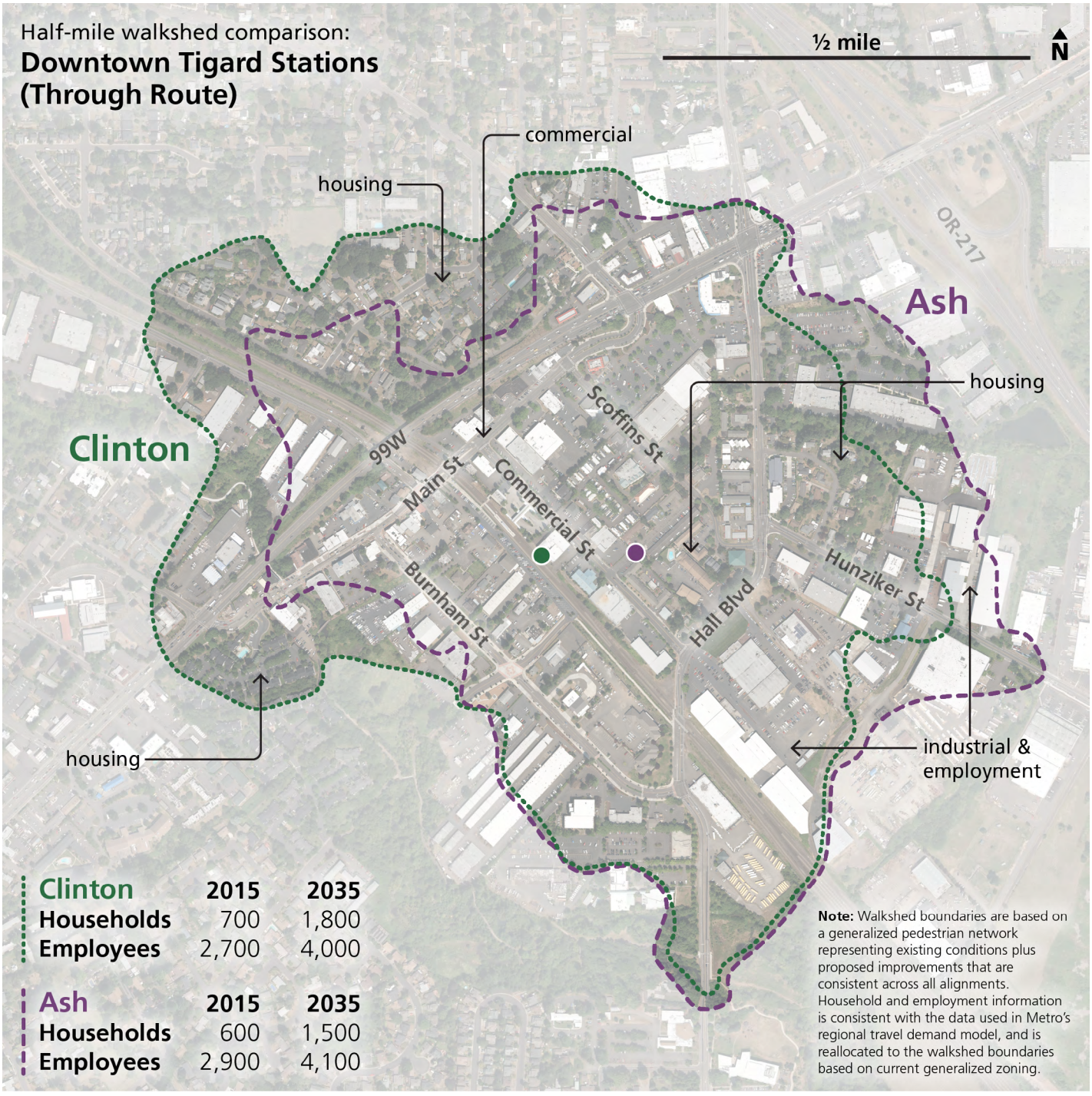
The map below shows the areas accessible within a half-mile walk from the Tigard Triangle stations for each alignment. The **Ash alignment would better serve the employment and education located in the southern end of the Tigard Triangle**, which would be beyond a half-mile walk from the Clinton alignment's station.



Station locations: downtown Tigard

The Clinton and Ash through-routed alignment options would **both include a station in downtown Tigard.** For the Clinton alignment, the downtown Tigard station would be located between the WES Commuter Rail tracks and Commercial Street near the existing Tigard Transit Center. For the Ash alignment, the downtown Tigard station would be located on Ash Avenue between Scoffins Street and Commercial Street. 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 stations for each alignment, which would be relatively similar because of the close proximity of the two station locations. The Clinton alignment would better serve the areas north and west of downtown Tigard, while the Ash alignment would better serve the area to the east**.**



Property impacts

The **Clinton alignment would include 11 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 businesses and residents.

In the Tigard Triangle, property impacts with the Clinton alignment would primarily be temporary for the construction of support structure for the long bridge. Ash alignment property impacts would require more relocations of commercial businesses.

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.

The Ash alignment would better support the City's Tigard Triangle Strategic Plan (March 2015), which seeks to establish a pedestrian-oriented, mixed-use, multimodal district. Compared to the Clinton alignment, the Ash alignment would build a longer section of SW 70th Avenue, including light rail, auto lanes, and sidewalks where there is currently no through-way, and would provide two stations that would support the type of redevelopment identified by the Plan.

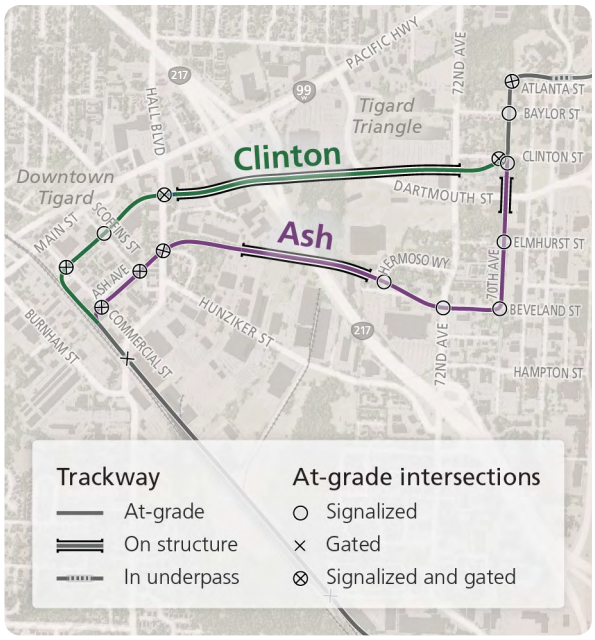
Both alignments would support Tigard's High Capacity Transit Land Use Plan (June 2012), which implements the city's vision for HCT station communities in several locations, including the designated Town Center area in downtown Tigard. The downtown Tigard station near the transit center included with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

Visual impacts

The Clinton alignment would connect the Triangle to downtown Tigard with a 0.8-mile-long bridge that would be about 25 feet high on average. The size of this bridge could be considered out of scale with the surrounding built environment. The environmental analysis will provide more information on the visual impacts associated with each alignment.

Traffic impacts

Overall, the Clinton alignment would interact less with auto traffic because it would include fewer at-grade street crossings than the Ash alignment (see map on the right). However, **the Clinton alignment is more likely to impact traffic on Highway 99W** because it would cross Hall Boulevard close enough to 99W for queuing to potentially back up onto the highway. The traffic analysis will determine where each alignment could impact auto traffic and suggest potential mitigation strategies to address these impacts.



Both alignments could improve street connectivity in the Tigard Triangle and downtown Tigard. Both alignments would construct portions of SW 70th Avenue in the Tigard Triangle that are not fully built today, though Ash would construct a longer stretch of 70th. The Clinton alignment would construct a new street parallel to Main Street between Hall Boulevard and Commercial Street. 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.

Both alignments would include park and rides near the Baylor or Clinton Station and the Tigard Transit Center Station, which could attract additional auto trips. The environmental analysis will consider the potential impacts of additional auto traffic accessing the proposed park and ride locations.

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 Clinton and Ash 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.

	Clinton	Ash
Transit Performance		
New system transit trips *2035 average weekday*	16,700 *range TBD*	17,800 *17,500 to 17,800*
Line ridership *2035 average weekday*	41,000 *range TBD*	41,600 *41,200 to 41,600*
Travel time: PSU to Bridgeport Village *2035 average weekday, peak period*	31.6 minutes *31.1 to 31.6*	32.9 minutes *32.4 to 32.9*
Finance		
Capital cost	TBD	TBD
Operating cost	TBD	TBD
Access and Development		
Specific measures TBD	TBD	TBD
Communities and Built Environment		
Property acquisitions *Includes full or partial acquisitions*	56 acres *43 to 56*	51 acres *37 to 51*
Residential and business displacements	TBD (likely fewer)	TBD (likely more)
Other specific relevant impacts TBD	TBD	TBD
Natural Environment		
Specific relevant impacts TBD	TBD	TBD

For through route with I-5 alignment

Full range for through route with I-5 or Railroad alignments

Assumptions

The primary information in the summary table is based on the I-5 alignment south of downtown Tigard. Ranges are also provided to encompass the full range of through-routed Segment C alternatives for each alignment. 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**.