



G R E A T P L A C E S

**Corridor**

Portland • Sherwood • Tigard • Tualatin  
Beaverton • Durham • King City  
Washington County • ODOT • TriMet • Metro

# Southwest Corridor Initial Route Proposal

Steering Committee

March 12, 2018

# Relationship to DEIS

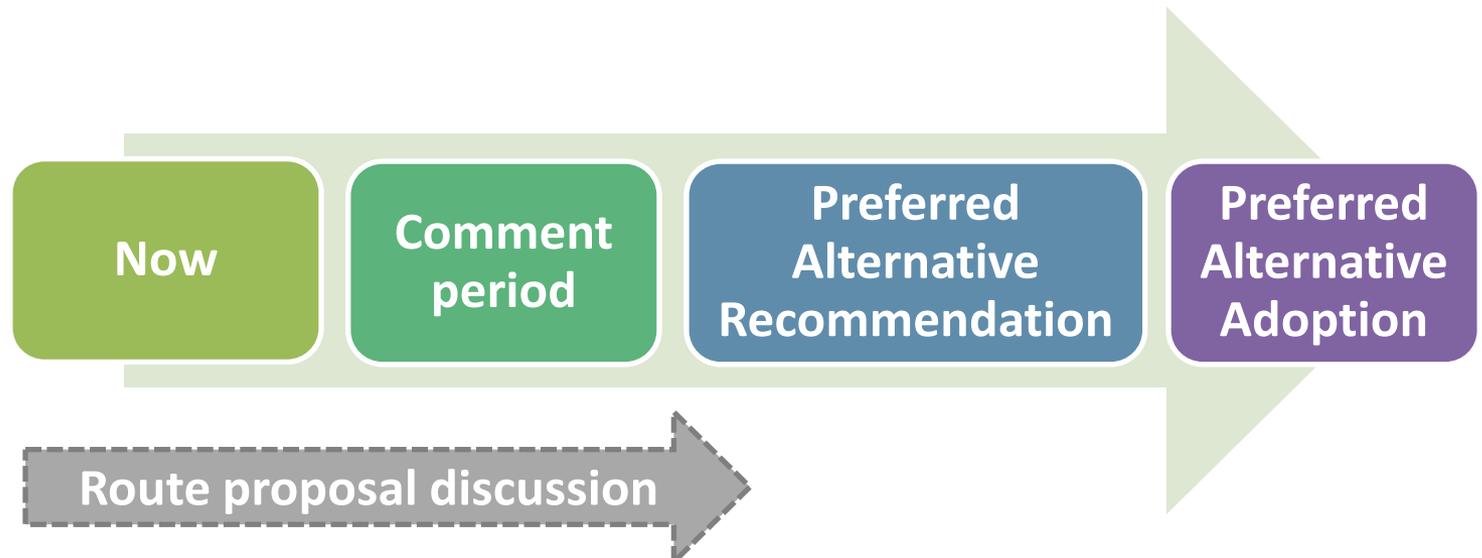
- Draft Environmental Impact Statement (DEIS) release later spring 2018
- DEIS studies route options
- DEIS informs the community about impacts and benefits
- Agency and public comment period will follow the release

# What is the initial route proposal?

- Required by Federal Transit Administration (FTA)
- Initial partner staff suggestion for the light rail route
- What is presented today will be published this spring in the DEIS
- NOT the Preferred Alternative

# Why share the route now?

More time for consideration and input by Steering Committee, Community Advisory Committee and the public



# Design modifications

- DEIS freezes designs for analysis but...
- Will identify potential design modifications
- Modifications address adverse effects
  - ◆ Residential and business displacements
  - ◆ Construction impacts
  - ◆ Excessive capital cost
- FEIS studies impacts caused by modifications



# The initial route proposal

*Overall route*

**Through route**

*South Portland*

**Barbur + modification**

*Hillsdale to  
Tigard Triangle*

**In Barbur to Barbur TC  
Then adjacent to I-5 at  
+ modifications**

*Tigard Triangle and  
downtown Tigard*

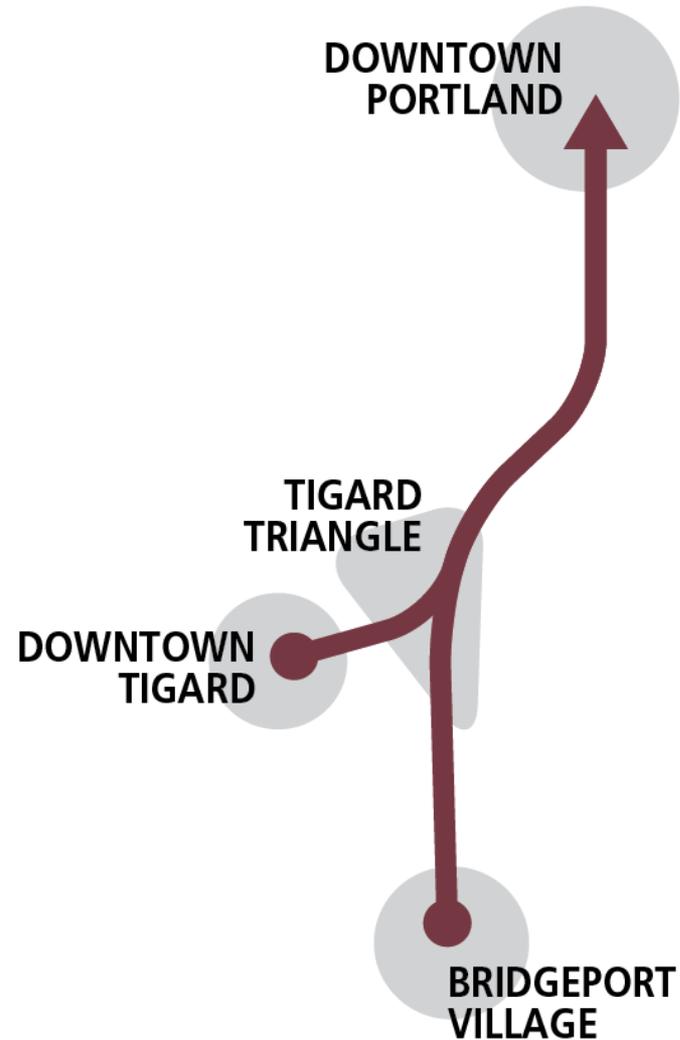
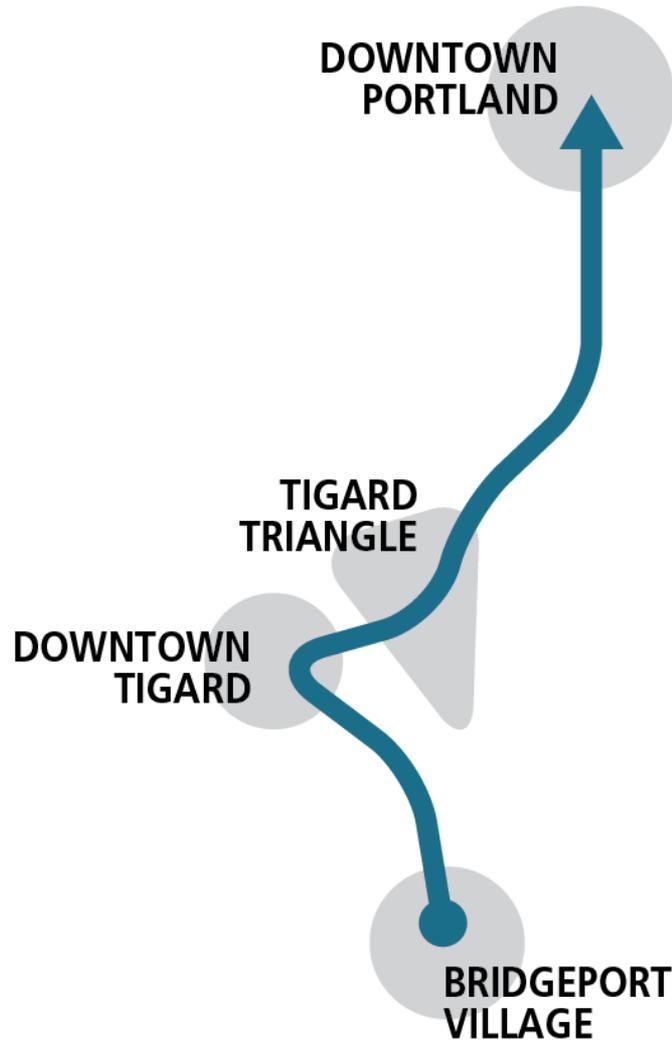
**Ash + modifications**

*Downtown Tigard  
to Bridgeport*

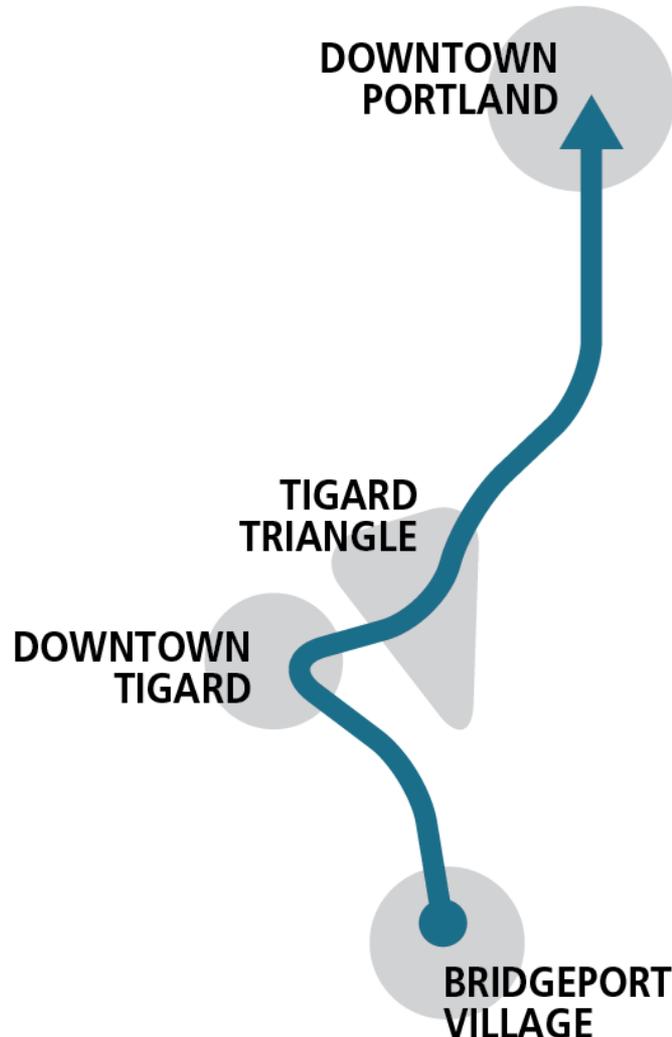
**Railroad**

*Overall route*

# Through vs. Branched



# Initial route proposal

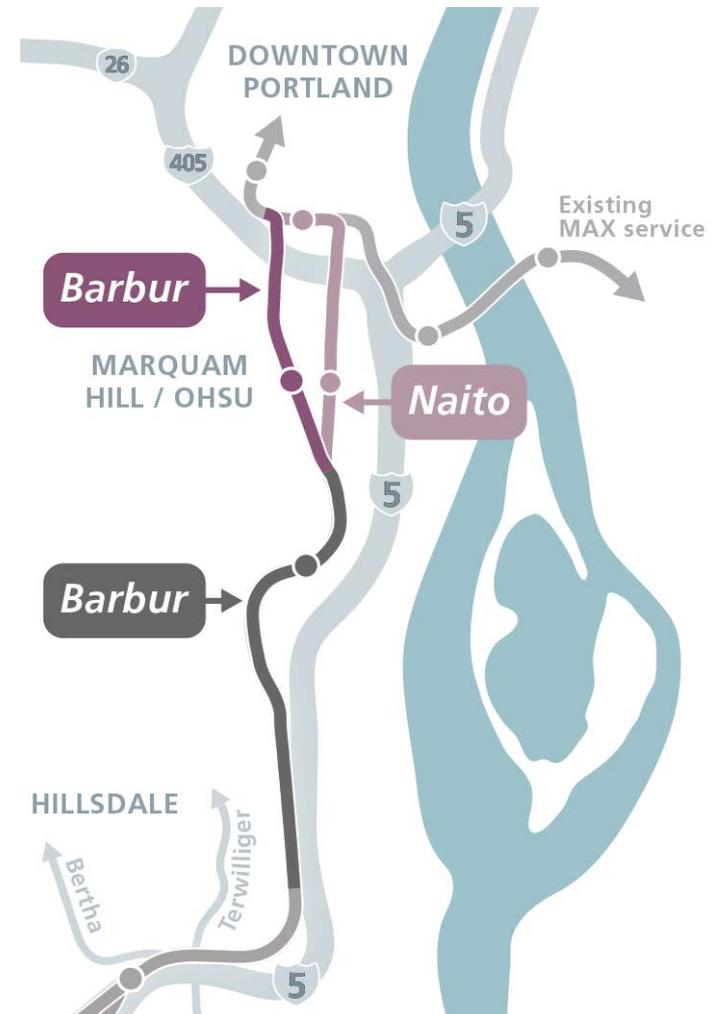


## Through route

- Better connectivity between Tigard and Tualatin
- Better transit service for Downtown Tigard
- Lower operating cost
- More cost-effective and reliable operations

## South Portland

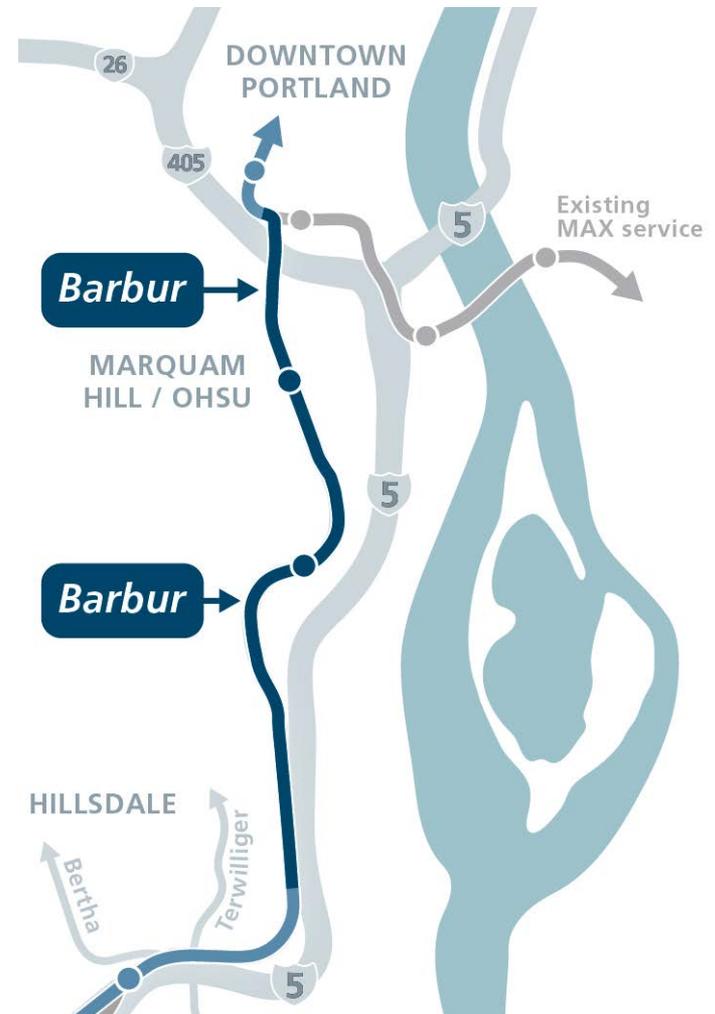
# Barbur vs. Naito



# Initial route proposal

## Barbur

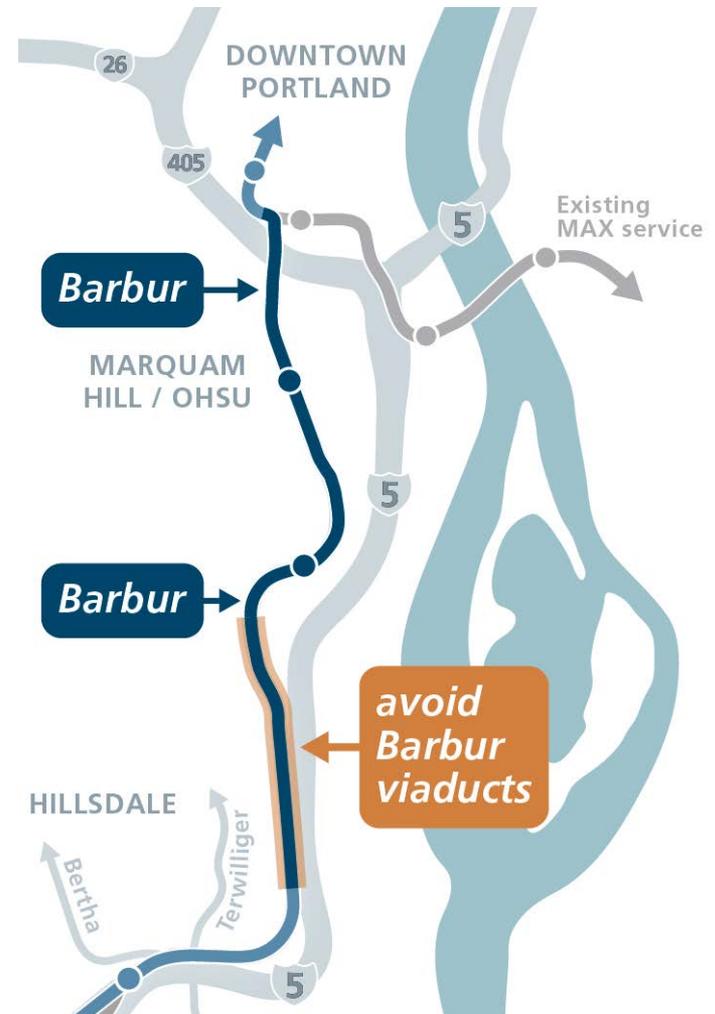
- Shorter connection to Marquam Hill
- Faster travel time
- Fewer property impacts (historic, residential, business)
- Ross Island Bridgehead improvements necessary



# Suggested modification

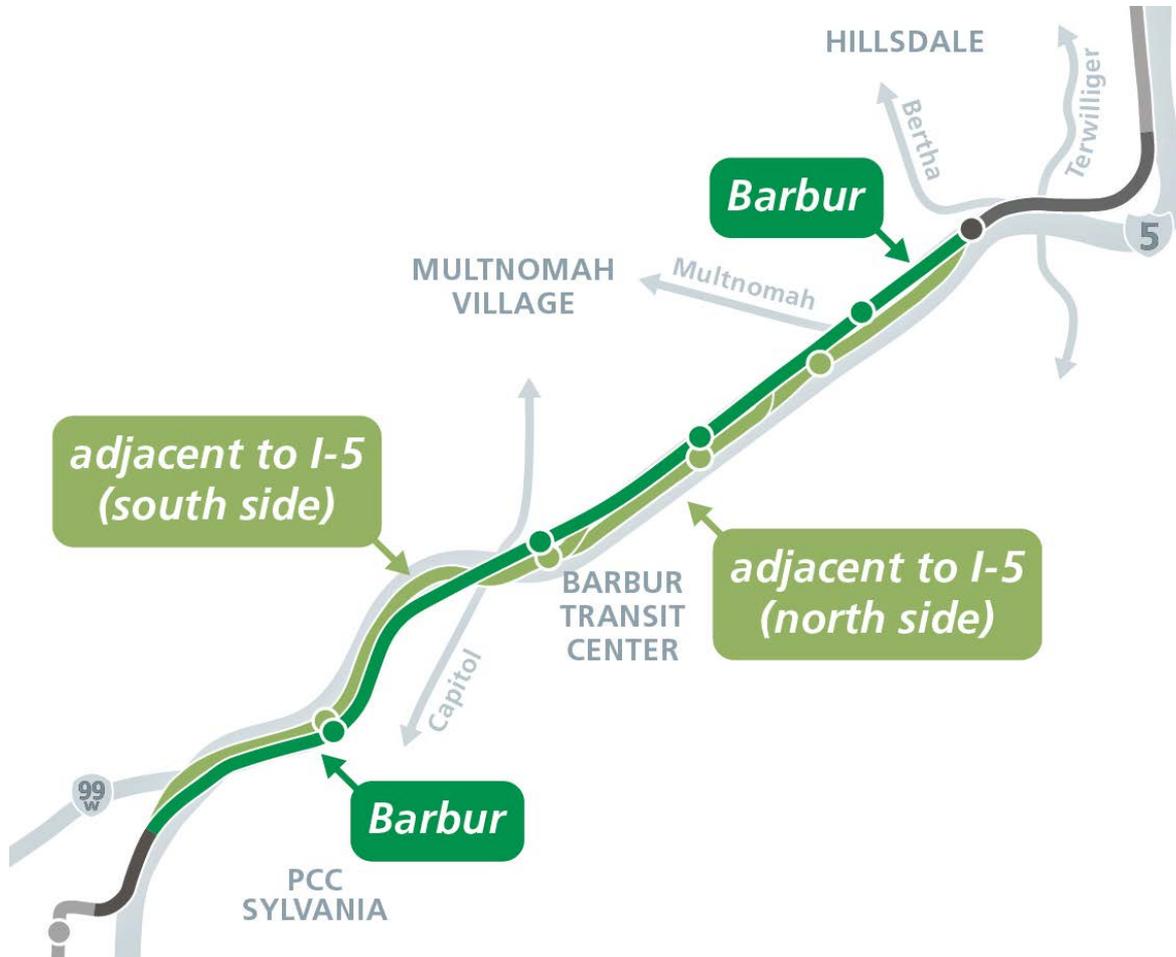
## Avoid Barbur viaducts

- Reduce construction impacts
- Avoid historic and park impacts
- Reduce cost



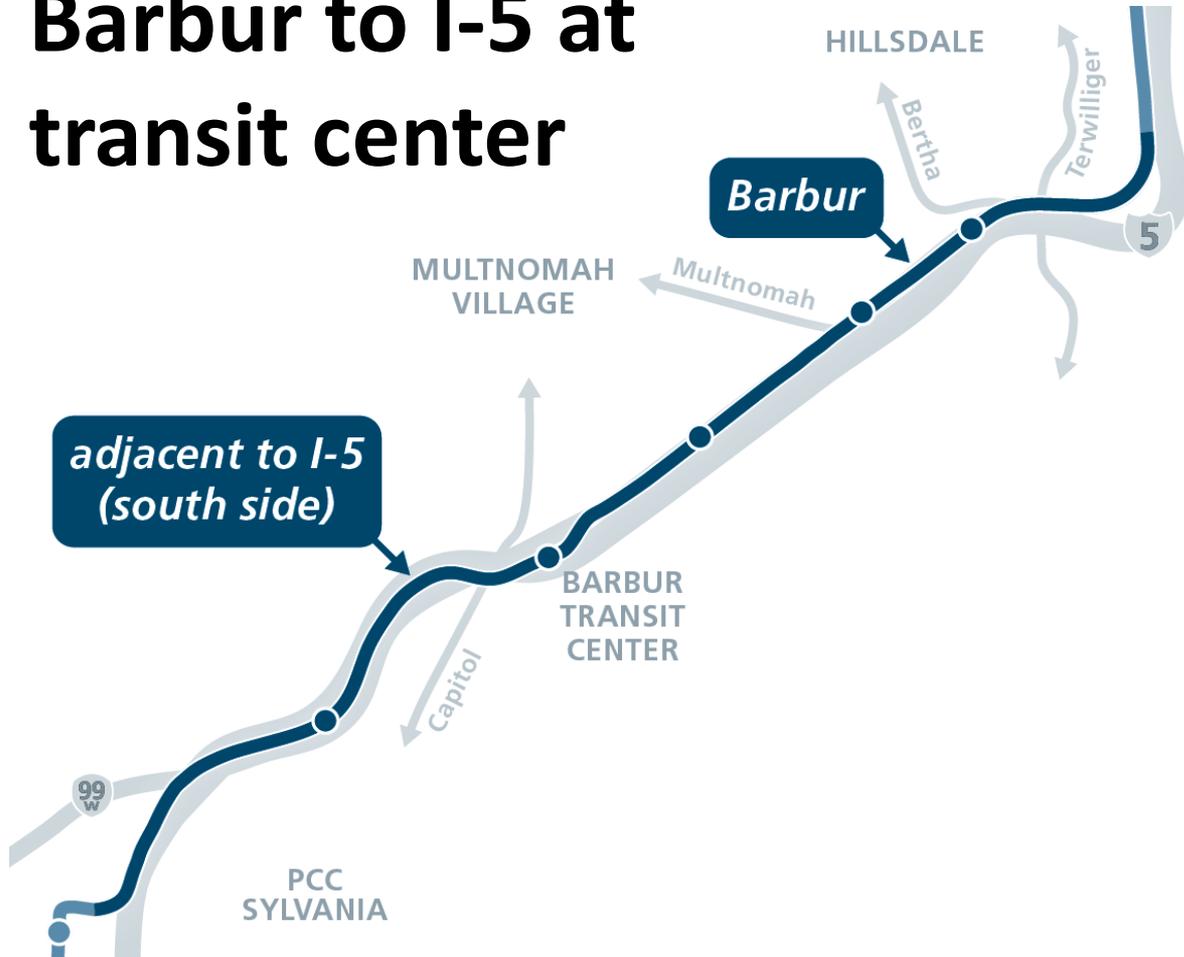
# Hillsdale to Tigard Triangle

## Barbur vs. adjacent to I-5



# Initial route proposal

## Barbur to I-5 at transit center



- More accessible & visible stations
- More safety improvements on Barbur
- Fewer residential displacements
- Avoids complex I-5 bridge reconstruction

# Suggested modifications

## Shorten I-5 crossings



- Reduce visual impacts
- Reduce construction impacts
- Reduce cost
- Allows for a station on 68th near 99W

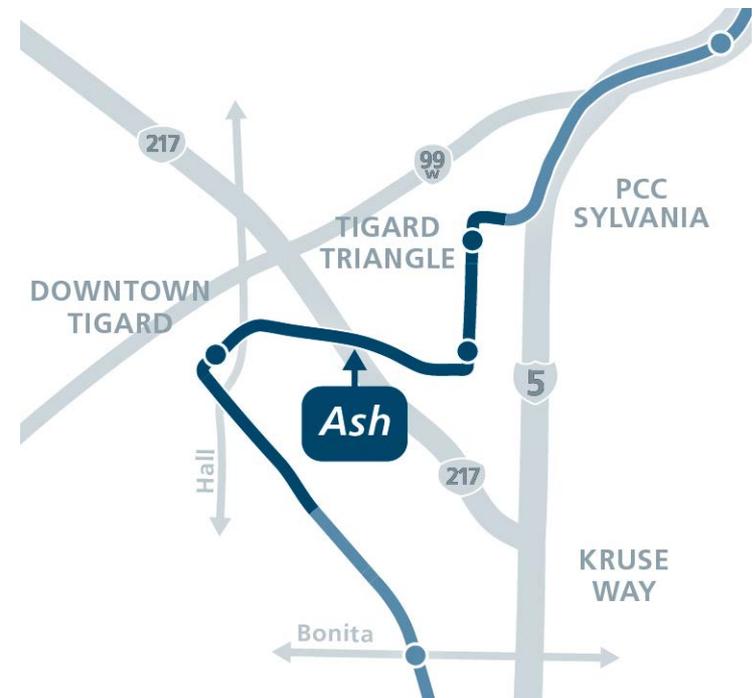
# *Tigard Triangle to downtown Tigard* **Ash vs. Clinton**



# *Tigard Triangle to downtown Tigard* **Initial route proposal**

## **Ash**

- Higher ridership
- Serves Tigard Triangle with two stations
- Avoids traffic impacts at Hall & 99W
- Property impacts can be reduced with modifications



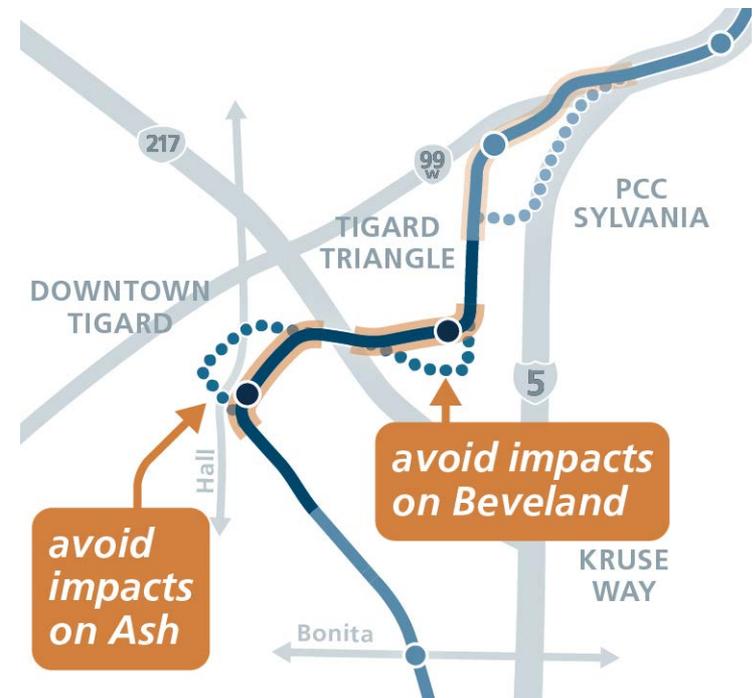
# Suggested modifications

## Elmhurst

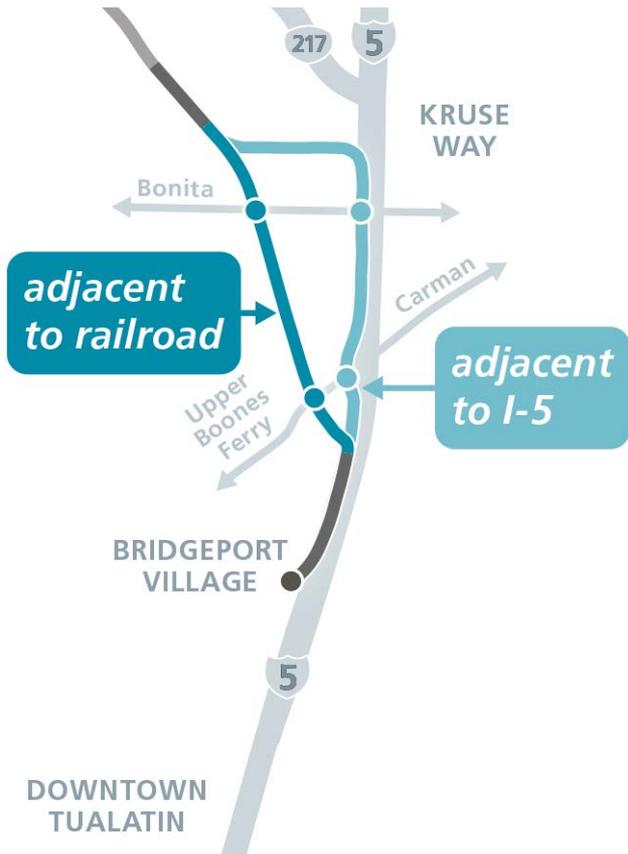
- Avoid business impacts on Beveland

## Downtown station east of Hall Blvd

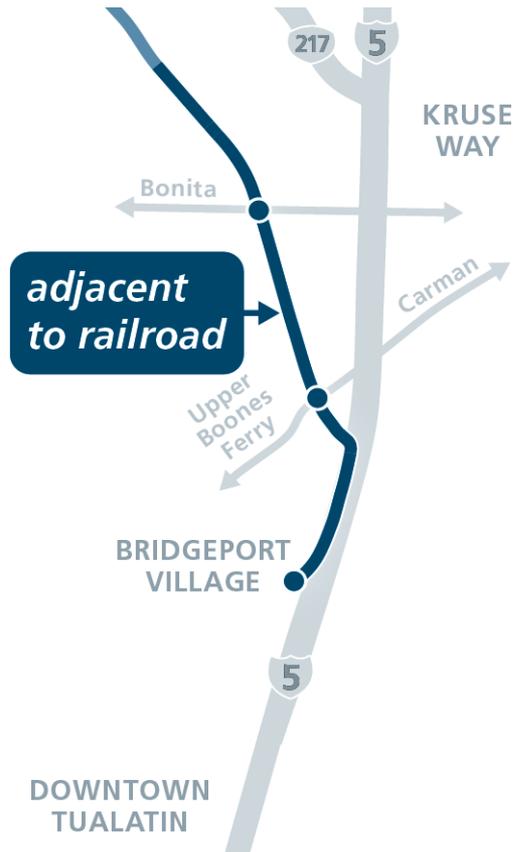
- Avoid residential impacts on Ash Ave and Hall Blvd
- Avoid crossing Hall twice



# Downtown Tigard to Bridgeport Railroad vs. I-5



# Downtown Tigard to Bridgeport Initial route proposal



- Faster travel time
- Closer to residential areas of Tigard
- Displaces fewer businesses and employees

# How we get to the LPA

**Draft EIS  
(initial route, impacts, mitigations)**

CAC recommendation  
on Preferred Alternative

Staff input

Public and agency  
comments on DEIS

**St. Comm. recommends Preferred Alt [July]**

Input from local jurisdictions and JPACT [Aug-Oct]

**Metro Council adopts Preferred Alternative [October]**