



## Light rail options: initial route proposal

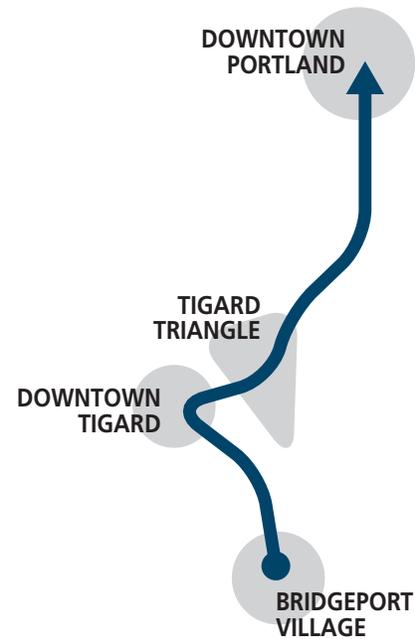
For many years, we've been talking about how to improve transportation in the Southwest Corridor, one of the fastest growing parts of our region. The corridor stretches between downtown Portland, Tigard and Tualatin. It is time to share a proposed route for a future MAX light rail line that could connect these communities and see what people think is the best route for our region.

The Southwest Corridor Project will publish a Draft Environmental Impact Statement (DEIS) for public review and comment this spring. The DEIS is a study that shares the impacts and benefits of route options for a 12-mile light rail line in the corridor. The report is required for the project to qualify for federal funding from the Federal Transit Administration (FTA). FTA also requires the study include an initial route proposal for comment.

The proposed route was developed by partner staff with information from the DEIS process and previous public feedback.

Several factors drove staff discussions about the route:

- minimizing impacts to housing and businesses, as much as possible
- improving transit travel time
- station proximity to destinations for future riders (employment, health facilities, homes)
- safety for all modes of travel
- efficient and cost-effective transit operations



### What's next

The DEIS release is scheduled for this spring, to be followed by a 45-day public comment period. The initial route proposal is one combination of options studied in the DEIS, but it is not the final choice. The Steering Committee can choose a different combination when they recommend a Preferred Alternative after the comment period.

#### Learn more...

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



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#### Southwest Corridor Steering

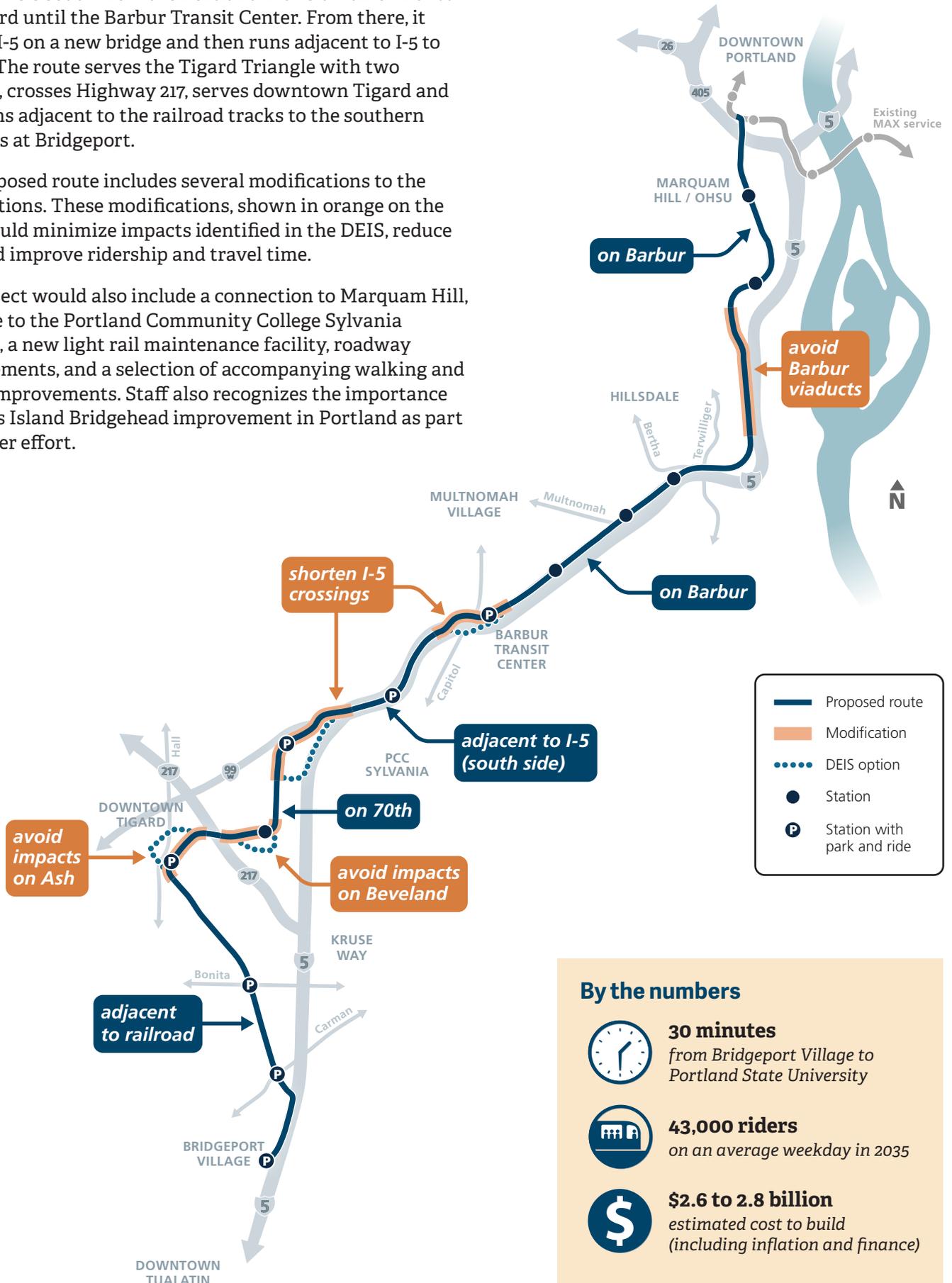
**Committee** members are leaders from Metro, TriMet, Oregon Department of Transportation (ODOT), Washington County, and the cities of Beaverton, Durham, King City, Portland, Tigard, Tualatin and Sherwood.

### The initial route proposal

The initial route proposal is shown in blue on the map. The route travels south from the Portland Transit Mall on Barbur Boulevard until the Barbur Transit Center. From there, it crosses I-5 on a new bridge and then runs adjacent to I-5 to Tigard. The route serves the Tigard Triangle with two stations, crosses Highway 217, serves downtown Tigard and then runs adjacent to the railroad tracks to the southern terminus at Bridgeport.

The proposed route includes several modifications to the DEIS options. These modifications, shown in orange on the map, would minimize impacts identified in the DEIS, reduce cost, and improve ridership and travel time.

The project would also include a connection to Marquam Hill, a shuttle to the Portland Community College Sylvania Campus, a new light rail maintenance facility, roadway improvements, and a selection of accompanying walking and biking improvements. Staff also recognizes the importance of a Ross Island Bridgehead improvement in Portland as part of a larger effort.



### By the numbers



**30 minutes**  
from Bridgeport Village to Portland State University



**43,000 riders**  
on an average weekday in 2035



**\$2.6 to 2.8 billion**  
estimated cost to build (including inflation and finance)