



PORTLAND • TIGARD • TUALATIN

# Corridor

## Light Rail Project

The Southwest Corridor Plan is partnership of:

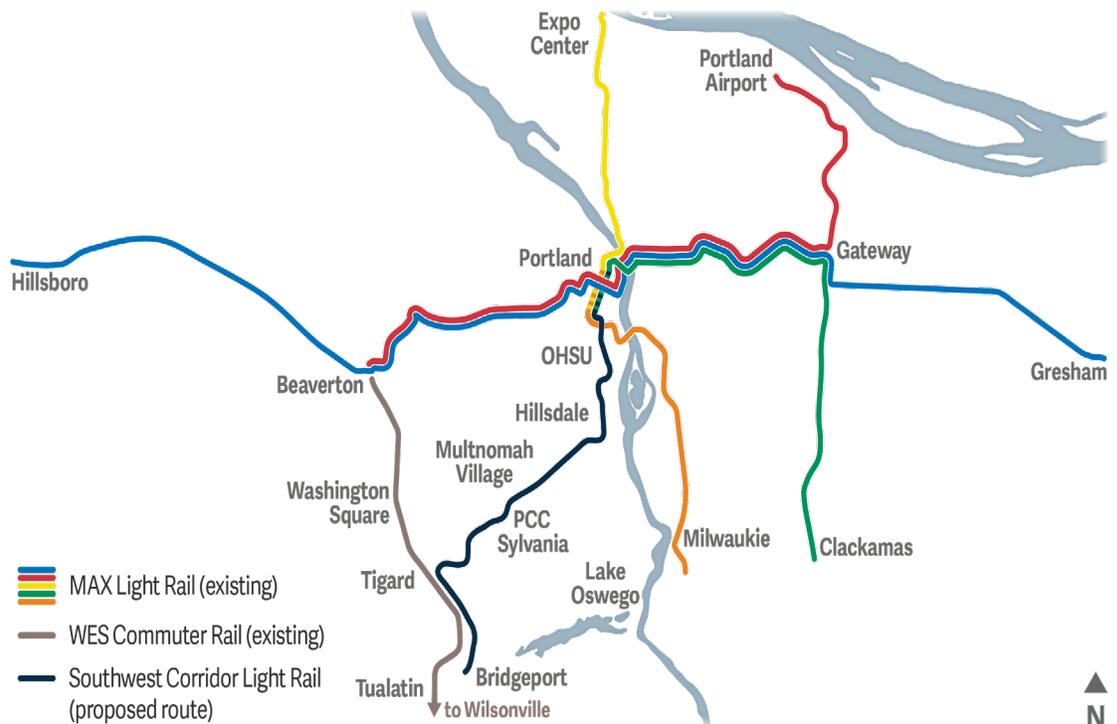
- Beaverton
- Durham
- King City
- Metro
- Oregon Department of Transportation
- Portland
- Sherwood
- Tigard
- TriMet
- Tualatin
- Washington County

## Add your voice to light rail decisions

*Route options are being considered for a new MAX light rail line serving Portland, Tigard and Tualatin.*

For the past year, engineers, planners and scientists have studied and documented how adding light rail in Southwest Portland, Tigard and Tualatin could affect the area. The resulting report, known as the Draft Environmental Impact Statement (DEIS), is now available for public review. Based on this report, project staff identified an initial route proposal for public comment.

Project partners want to hear from you to improve the project and to help them make a recommendation on the final light rail route this summer. Read on to learn about an initial proposal for the light rail route, what else comes with light rail, the Draft Environmental Impact Statement and how you can help shape the project.



### Learn more...

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

 @SWCorridor

[swcorridorDEIS@oregonmetro.gov](mailto:swcorridorDEIS@oregonmetro.gov)

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## What topics are analyzed in the Draft EIS?

The Draft EIS considers short-term, long-term, indirect and cumulative impacts on the following elements of the natural and built environment:

- Transportation, including public transportation, auto traffic, parking, walking, biking, freight and safety
- Property acquisitions, displacements and relocations
- Land use
- Economics
- Communities
- Visual quality
- Historic, archaeological and cultural resources
- Parks and recreational resources
- Geology, soils and hydrology
- Ecosystems
- Water resources
- Noise and vibration
- Air quality and greenhouse gas emissions
- Energy
- Hazardous materials
- Utilities
- Public services
- Safety and security
- Environmental justice

## Want to learn more?

See page 6 to learn how to find the full Draft EIS or contact staff with questions.

# Draft EIS overview

## What is an EIS and why is it needed?

An Environmental Impact Statement (EIS) shares information about the anticipated effects of a major infrastructure project (like a new MAX light rail line) with the public, government agencies and decision-makers.

The Federal Transit Administration is conducting an EIS in partnership with Metro, TriMet and other project partners. The purpose is to identify and reduce potential negative impacts before federal funding is made available to build the new light rail line.

## What are the findings of the Draft EIS?

Concerns found in the Draft EIS include:

- residential and commercial property relocations
- effects on parks and historic properties
- increased noise potential for traffic delays

The project must avoid, minimize or otherwise mitigate significant adverse impacts. Certain strategies to avoid or minimize impacts could be incorporated into the project designs for the Final EIS, such as moving or narrowing the project footprint.

The Draft EIS also identifies the benefits of the light rail project, which include:

- improved neighborhood quality of life and cohesion
- air quality
- reduced vehicle miles traveled by 2035

See the sidebar for a list of all the topics addressed in the Draft EIS.

## What's the difference between the Draft EIS and Final EIS?

The EIS is split into two documents, known as the Draft EIS and Final EIS. In between, there is a public comment period and a decision on the route.

The Draft EIS, which was just published, identifies impacts for a range of route options. The report also identifies strategies to avoid, minimize or mitigate the anticipated negative impacts. An initial route proposal is identified in the Draft EIS, but all the options studied are still on the table.

The public review period provides an opportunity for comment on the Draft EIS. After the public comment period, the Steering Committee will consider the Draft EIS analysis and the comments received, and then decide on a route to study further, known as the Locally Preferred Alternative (LPA).

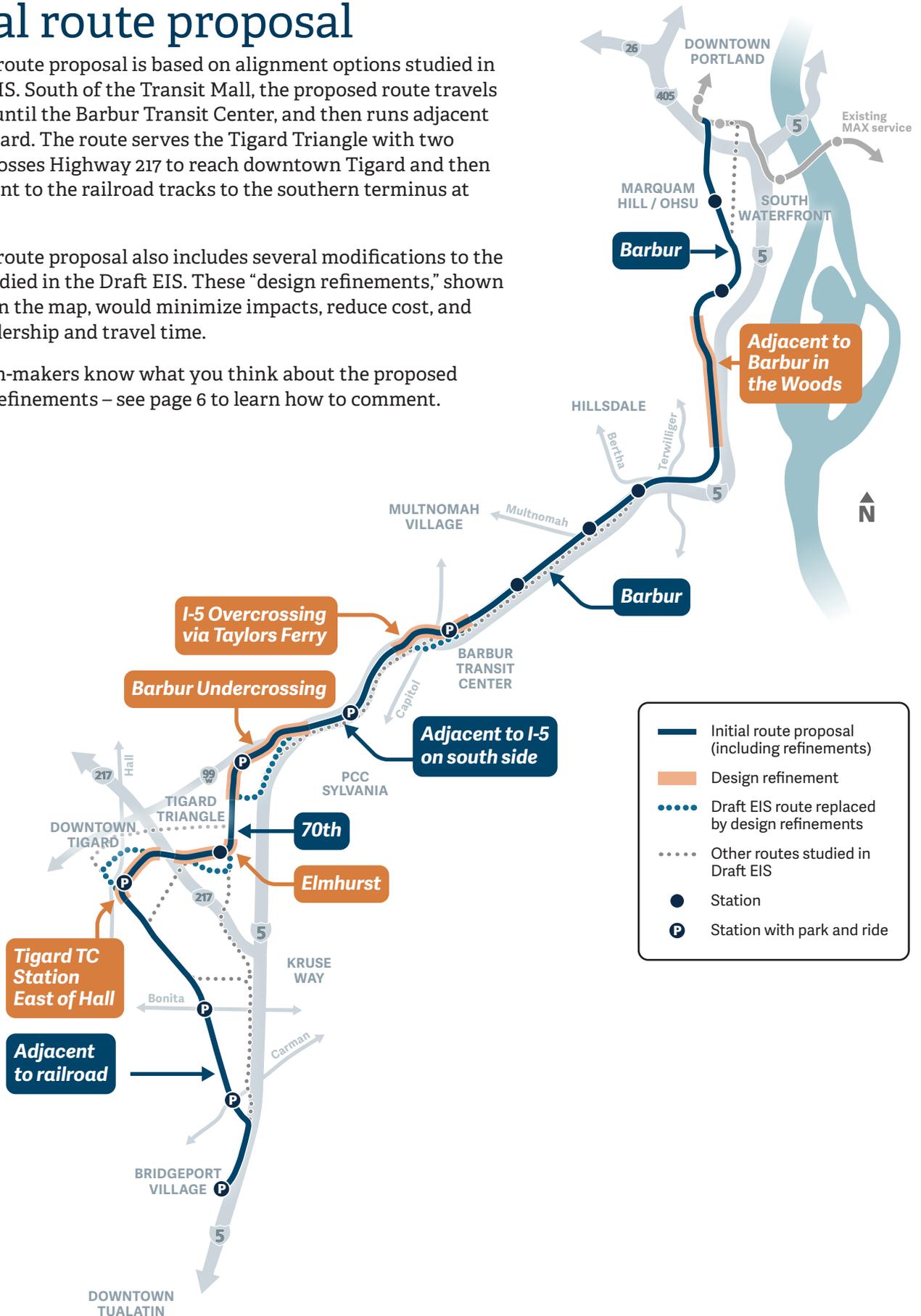
The Final EIS will focus on the Locally Preferred Alternative, based on more detailed designs and responds to comments made on the Draft EIS.

# Initial route proposal

The initial route proposal is based on alignment options studied in the Draft EIS. South of the Transit Mall, the proposed route travels on Barbur until the Barbur Transit Center, and then runs adjacent to I-5 to Tigard. The route serves the Tigard Triangle with two stations, crosses Highway 217 to reach downtown Tigard and then runs adjacent to the railroad tracks to the southern terminus at Bridgeport.

The initial route proposal also includes several modifications to the designs studied in the Draft EIS. These “design refinements,” shown in orange on the map, would minimize impacts, reduce cost, and improve ridership and travel time.

Let decision-makers know what you think about the proposed route and refinements – see page 6 to learn how to comment.



## Project committees

The route choice is guided by two committees:

- The Southwest Corridor **Community Advisory Committee** represents neighbors, businesses and people like you. The group includes members from Tigard, Tualatin and Portland. They will recommend a final light rail route to the Steering Committee.
- The Southwest Corridor Plan **Steering Committee**, whose members are leaders from Southwest Corridor cities, Washington County, ODOT, TriMet and Metro, will consider public comments and the Community Advisory Committee recommendation before recommending the final route to the Metro Council.

The Community Advisory Committee and Steering Committee meetings are open to the public. To learn about upcoming meetings, visit the project website, [www.swcorridorplan.org](http://www.swcorridorplan.org).



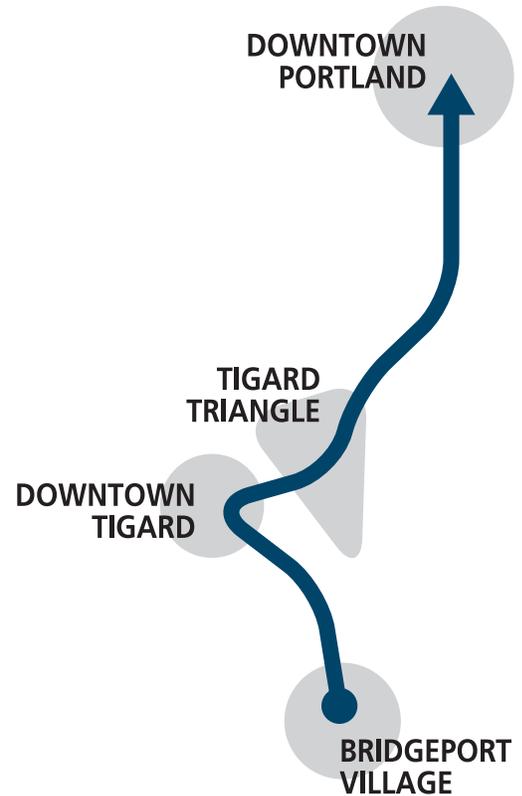
# What's in the project?

The cornerstone of the Southwest Corridor Plan is a new 12-mile MAX light rail line connecting downtown Portland to Tigard and Tualatin. But the plan also includes roadway, bicycle and pedestrian improvements and strategies to ensure that development along the light rail line meets the region's workforce, economic development and housing needs.

The project includes:

- a new walk and bike connector between SW Barbur Boulevard and **Marquam Hill** to provide access to OHSU, the VA Hospital, Doernbecher Children's Hospital and other facilities
- a **shared transitway (for buses and light rail)** on the northernmost 2-miles of Barbur Boulevard to allow buses to bypass traffic congestion in South Portland
- stations along **Barbur Boulevard** from Burlingame to the Barbur Transit Center (while maintaining two auto lanes in each direction on Barbur)
- a **shuttle** between PCC-Sylvania and nearby stations to shorten the connection between light rail and the campus
- a southern terminus station at **Bridgeport Village**, to provide access to jobs, and connect to bus lines accessing Tualatin employment areas, Wilsonville, and other points south and west
- **transfer opportunities** to other transit, including many bus lines, MAX lines and WES Commuter Rail
- new or improved **sidewalks, bike lanes and safe crossings** along the alignment and at stations to provide safe access
- new **park and rides** (2,000 to 3,500 parking spaces) near freeway ramps that would allow drivers to connect easily to light rail and avoid the daily congestion on I-5 and Barbur

The project team is pursuing additional improvements as part of the broader Southwest Corridor Plan. For example, partners have already begun to implement the Southwest Corridor Equitable Development Strategy, and are developing a strategy to reconfigure access at the west end of the Ross Island Bridge. Learn more about these efforts on the next page.



## Southwest Corridor Equitable Development Strategy

As the Portland region grows, we face challenges more common to our big city neighbors – lack of affordable housing and community/business displacement. We must consider how to support more inclusivity and equity as we grow.

Planning for the Southwest Corridor MAX line offers an opportunity. Portland and Tigard created an Equitable Housing Strategy, and in 2016, Metro received a federal grant to support the creation of a Southwest Corridor Equitable Development Strategy (SWEDS). Through SWEDS, Metro is developing ways to support neighborhoods with:

- housing choices for people of all incomes
- a range of jobs for people of all backgrounds
- learning opportunities that prepare people for those jobs
- wages that support people’s desire to live and work in the corridor

A unique and powerful element of this work is its community-driven nature. It is guided by a Project Oversight Committee, consisting of community members, local businesses, non-profits and public agencies.

In addition, early strategy ideas suggested by the community will be tested in a series of pilot projects. These pilot projects prepare for the changes and opportunities light rail investments would bring, and they are all led by private groups and non-profits. They are an opportunity for real creativity and innovation.

This unique partnership is intended to protect and provide opportunities for people living here today, while planning for those coming in the future.



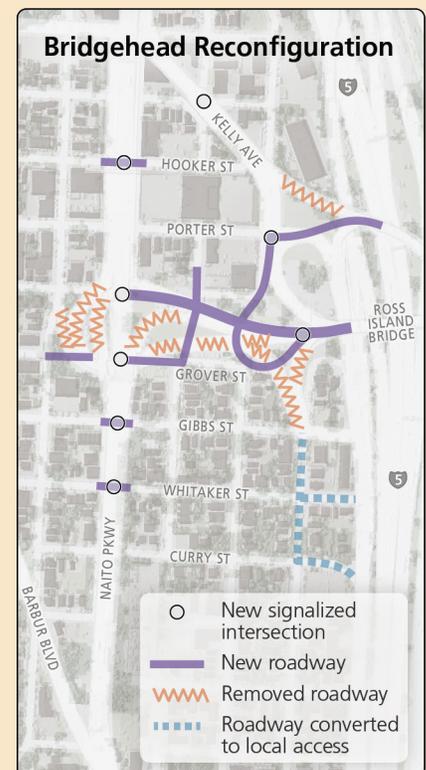
## What is the Ross Island Bridgehead Reconfiguration?

The Ross Island Bridgehead Reconfiguration would simplify access to the west end of the bridge, shifting regional traffic out of the local neighborhoods, creating a safer environment for people, and opening up land for new housing, shops, and restaurants.

The “Bridgehead” refers to the area at the west end of the Ross Island Bridge in the South Portland neighborhood. This area has been shaped and reshaped by infrastructure projects since the early 1900s. As the automobile became more popular and streets replaced streetcar lines, high-volume roadways such as I-5, Harbor Drive, Front Avenue (now Naito Parkway), freeway interchanges and Ross Island Bridge ramps displaced homes and businesses, and placed barriers to access throughout the remaining neighborhood.

Congested traffic conditions continue today with cars regularly lining up and spilling into the neighborhoods, impacting quality of life, and constraining walking and biking access. The proposed Bridgehead Reconfiguration comes from multiple past planning and engineering studies for the area, and is intended to accomplish a range of land use and transportation goals supported by the community, the City of Portland and ODOT. It would simplify access and improve traffic conditions.

The Bridgehead Reconfiguration would redirect existing ramp traffic to Kelly Avenue and onto a new, shorter bridge on-ramp and convert Naito Parkway to an improved boulevard with regular, at-grade intersections. It would also add bike lanes and open up nearly 3 acres of land for development.



## Types of comments

There are two ways to comment: on the initial route proposal and the DEIS study.

### 1. Comment on the initial route proposal:

- What do you like?
- What would make it better?

### 2. Comment on specific points in the DEIS study:

- Are there errors?
- Is something missing?
- Are there better ways to reduce negative impacts?

## Tips for effective comments

**Be clear, concise and organized.**

**Be specific.** Only stating your position will not have as much effect as explaining why you support that position.

**Stick to the facts.** Whenever you come across something in the study with which you disagree, write down the page number, the sentence you disagree with and why. If you have conflicting information or data, share that, too.

**Identify possible solutions.** Suggest reasonable ways to avoid, minimize or reduce negative impacts.

# Comment

Your comments ensure that all potential effects of the project are understood by decision-makers. Comments also help the Steering Committee select a preferred route for the light rail this summer. Every comment will be read, and responses to all comments will be printed in the Final EIS.

Comments will be accepted through Monday July 30, 2018.

## Read the Draft EIS document

You will find the Draft EIS document at [www.swcorridorplan.org/DEIS](http://www.swcorridorplan.org/DEIS). To request a CD or printed copy of the document, call or email Metro at the contact info below.

A printed copy is available to view at the following libraries:

- Hillsdale
- Capitol Hill
- Tigard
- Tualatin
- Portland State University
- Portland Community College – Sylvania Campus
- National University of Naturopathic Medicine

## Come to upcoming meetings

Visit our website for a list of upcoming meetings where you can view the document, talk with staff and comment, [www.swcorridorplan.org](http://www.swcorridorplan.org).

There are three types of events coming up:

- During **information hours**, staff will be available to answer questions. No presentations are planned. Stop in any time.
- **Open houses** are bigger events where information will be displayed on posters and staff are available to answer your questions. Come anytime during the event hours. You'll find copies of the plan and opportunities to comment. Refreshments are provided and free childcare is available.
- The **public hearing** is an opportunity to speak before the Steering Committee to share comments about the Draft EIS and the locally preferred alternative.

## Contact Metro staff with questions

Call Metro's multilingual hotline, (503) 797-1888, or email [SWCorridorDEIS@oregonmetro.gov](mailto:SWCorridorDEIS@oregonmetro.gov).

## How to comment

- **Write a letter or email.** Send a letter to Metro, SW Corridor, 600 NE Grand Ave., Portland, OR 97232 or email Metro at [SWCorridorDEIS@oregonmetro.gov](mailto:SWCorridorDEIS@oregonmetro.gov).
- **Attend a meeting and comment in person.** Meeting dates and locations in SW Portland, Tigard and Tualatin are listed on the project website, [www.swcorridorplan.org](http://www.swcorridorplan.org).
- **Comment online.** Visit [www.swcorridorplan.org](http://www.swcorridorplan.org).

# Next steps

## How will a final route decision be made?

Many groups participate in picking the final light rail route. At the end of the public comment period, the Community Advisory Committee will make a recommendation to the Steering Committee. With this recommendation and feedback received from the public, the Steering Committee will recommend a final route. Then, local jurisdictions (Portland, Tigard, Tualatin) will discuss their support for the route recommendation. Finally, the Metro Council will vote to adopt the final route into the Regional Transportation Plan (RTP). At this point, the Final EIS and advanced design phases can begin.

## When will light rail be built?

The plan has been in the works for years, and some roadway and sidewalk projects in the corridor have already been built. Construction on light rail itself could begin as early as 2022 and be open for service in 2027. But there are still a lot of details to iron out. It's a long road from planning to construction and it relies on a lot of public feedback to make sure we get it right.

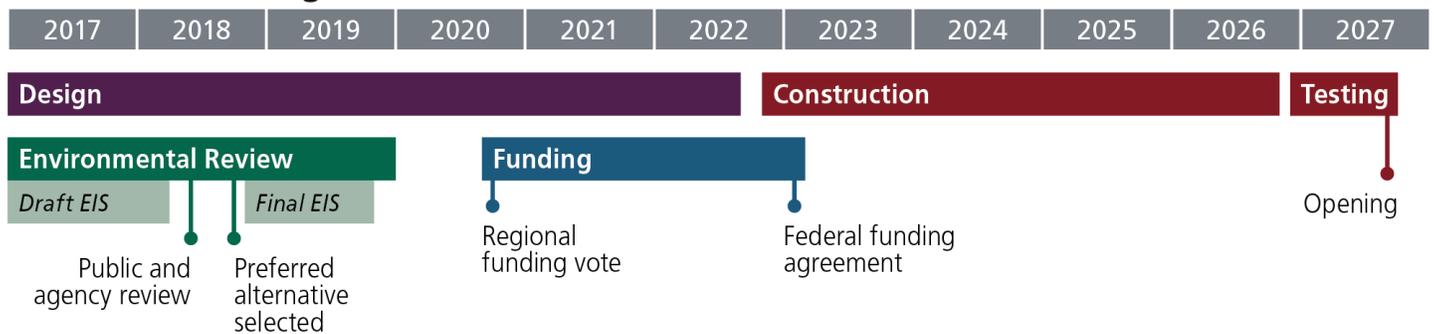
After a route is approved this fall, TriMet will work with partners and communities to refine designs. Decisions during this phase include selecting improvements for walking, biking and driving needs, refining connections to PCC-Sylvania and Marquam Hill, and more. Significant public input will be needed during this phase.

## Who pays for it?

Light rail projects, like all large-scale road and highway projects, are expensive. Like with previous MAX lines, the region will pursue federal grants that could pay up to half the cost of the light rail project. Some funding may come from the state and from local sources here in the Portland metro area.

The remainder could come from a regional transportation funding ballot measure, which is anticipated in 2020. This measure is expected to include a package of transportation improvements around the region, including the Southwest Corridor Light Rail Project, for voters' approval. This local funding commitment will help the project compete for federal matching dollars.

## Southwest Corridor Light Rail Schedule



## By the numbers



**75,000 more residents**  
estimated to live in the  
Southwest Corridor by 2035



**2,000 to 3,600 spaces**  
proposed at park & rides



**30 minutes via light rail**  
from Bridgeport Village to  
Portland State University



**13 light rail stations**  
proposed on the line



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



**1 in 5 commuters on MAX**  
going southbound from downtown  
during the 2035 PM rush hour



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

## Improved transit access

Compared to a future scenario without the project, the light rail line would increase the number of households and jobs accessible by transit within half an hour:

- over **70 percent more** households could reach the Barbur Transit Center, downtown Tigard and Bridgeport Village
- over **35 percent more** jobs could be reached from downtown Tigard
- over **60 percent more** jobs could be reached from the Barbur Transit Center and Bridgeport Village

# Why light rail?

*The Southwest Corridor is growing – with growth comes congestion, and getting around will only become more difficult if solutions are not implemented now.*

Road expansion is not the only answer. There isn't space to add auto lanes along the length of Highway 99W and I-5, and expansion would not fix the bottlenecks at places like Highway 217, I-405, and I-84 that cause backups. While TriMet is adding bus service to reach more parts of the corridor, buses are slowed by traffic just as cars are.

Light rail, on the other hand, operates in its own right of way separated from traffic, creating a congestion-proof option for traveling through the corridor. (Bus rapid transit, which is high-quality bus service in dedicated bus lanes, was also considered to address these needs, but only light rail could carry the expected high number of riders in the future.)

With an anticipated travel time of just 30 minutes between Bridgeport Village in Tualatin and downtown Portland, the MAX line is projected to attract 43,000 riders on an average weekday by 2035. This means light rail could carry almost a fifth of the southbound rush hour commuters from downtown Portland. Like MAX lines along the Sunset and Banfield Highways, Southwest Corridor light rail will be able to whisk its riders past the cars stuck in traffic. That 30 minute travel time will hold steady long into the future even as more people and cars increase congestion.

By building an essential branch in the regional transit system, the project will improve access to employment, education, housing and recreation destinations. With new sidewalks, bikeways and road improvements planned along the route, the project puts people first – by transit, on foot, on a bicycle or in a car.

