SW Corridor Light Rail:
Crossroads Route Evaluation

Crossroads Community Meeting #2
December 6, 2018
Agenda

6:00 Welcome

6:10 Presentation, Q&A

7:00 Circulate, talk to staff, write your comments

7:30 Turn in comments before you leave
Project timeline

We are here


Design

Environmental Review

Draft EIS

Public and agency review

Final EIS

Preferred alternative selected

Construction

Funding

Regional funding vote

Testing

Opening

Federal funding agreement
Steering Committee recommendation more analysis of:
• Alternative B2
• Refinement 2

Your feedback explore:
• Alternative B2
• Collins

Your feedback today

Portland City Council work session

Your feedback

Steering Committee decision

Your feedback on ongoing design details

Analysis and new options:
• Alternative B2
• Refinement 2
• Smith
• Smith Modified
• Collins

More analysis and modified options:
• Alt. B2 (2)
• Collins (3)

Further modification and narrowing

Decision Process

Portland City Council work session

Your feedback on ongoing design details

Steering Committee decision

Your feedback today

Your feedback

Analysis and new options:
• Alternative B2
• Refinement 2
• Smith
• Smith Modified
• Collins

More analysis and modified options:
• Alt. B2 (2)
• Collins (3)

Further modification and narrowing

Aug  Sep  Oct  Nov  Dec  Jan  Feb  Mar . . .
October options

- **Alternative B2** from Steering Committee
- **Refinement 2** from Steering Committee
- **Smith** from neighbor suggestion
- **Smith Modified** developed by staff
- **Collins** developed by staff
What we heard

• Support for B2
• Support for B1 (no longer in consideration)
• Interest in Collins
• Concern about traffic congestion
• Desire for safe, comfortable walking and biking (to transit and within neighborhood)
• Desire for easy access between MAX, bus, Park & Ride
• Station in/near Barbur (visibility; Town Center anchor)
What we heard

• Lack of support for Smith, Smith Modified and Refinement 2

• If property impacts necessary, preference for displacing businesses over homes (except for Barbur World Foods)

• Continued concerns about changes and impacts to Woods Creek and park

• Comments about celebrating views (e.g., Mt Hood)
Other considerations and new information

• Track geometry, travel time
• Cost (structure/bridge; property impacts)
• Safety
• Circulation and access
• Utility conflicts
Introduction to Urban Design team

- Urban design team on board
- Pedestrian network and access
- Existing community assets
- Views
- West Portland Town Center vision
  - Placemaking and land use
  - Transit Oriented Development (TOD)
Alternative B2 from Steering Committee

Collins developed by staff

Refinement 2 from Steering Committee

Smith from neighbor suggestion

Smith Modified developed by staff
December options to discuss

Alternative B2

B2 – station near pedestrian bridge

B2 – station near Barbur*

Collins

Collins – station on Collins

Collins – station on Collins w/buses*

Collins – station on Barbur*

* New variations
B2: station near pedestrian bridge

- Station less visible from Barbur
- Direct MAX-bus-P&R connections
- No residential impacts
- Away from park and creek
- Less future development potential than Collins
B2: station near Barbur (new variation)

- Station more visible from Barbur
- Direct MAX-bus-P&R connections
- No residential impacts
- Away from park and creek
- Less future development potential than Collins
COLLINS: station on Collins

- Station visible from Barbur
- MAX across Barbur from bus, P&R
- Collins cul-de-sac at 41st
- Impacts to City property
- Views to Mt Hood
- More future development potential
- Impacts to residential property
- Structure near creek and park
- Realigns SW Trails access
COLLINS: station on Collins with buses (new variation)

- Station more visible from Barbur
- Direct MAX-bus connections; P&R across Barbur
- 41st Ave closed between Barbur and Collins
- Impacts to City property
- Views to Mt Hood
- More future development potential
- Impacts to residential property
- Structure near creek and park
- Realigns SW Trails access
CUTTINS: station in Barbur (new variation)

- Station in Barbur
- Contiguous MAX-bus-P&R connections
- Further from Collins properties
- Collins cul-de-sac at 41st
- Some impact to City property
- More future development potential
- Impacts to residential property
- Structure near creek and park
- Realigns SW Trails access
Assets and views
Pedestrian network and potential station access projects
Half-mile station walksheds
Key distinctions

- Walksheds (north/south)
- Adjacency of MAX, bus and P&R
- Station in or near Barbur
- Ability to support Town Center
- Property impacts
- Cost
- Proximity to Woods Memorial Park and creek
- Proximity to homes
# Evaluation Considerations

<table>
<thead>
<tr>
<th>Displacements</th>
<th>Residential</th>
<th>None</th>
<th>5 residential units, including 2 single-family and 1 triplex</th>
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</thead>
<tbody>
<tr>
<td>Businesses¹</td>
<td>25 businesses</td>
<td>14 businesses</td>
<td>25 businesses</td>
</tr>
<tr>
<td>Employees¹</td>
<td>197 employees</td>
<td>78 employees</td>
<td>251 employees</td>
</tr>
<tr>
<td>City property impacts</td>
<td>No impact</td>
<td>More impact to City property</td>
<td>Some impact to City property</td>
</tr>
<tr>
<td>Natural environment</td>
<td>Woods Memorial Nature Park and SW Trails 7</td>
<td>Could increase noise and visual impact to Woods Memorial Nature Park Realigns access to SW Trail #7</td>
<td></td>
</tr>
<tr>
<td>E-Zone impact²</td>
<td>No</td>
<td>Minor impact adjacent to creek riparian and wetland areas; mitigation required</td>
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<tr>
<td>Station visibility and access</td>
<td>Station platform</td>
<td>Behind Park &amp; Ride</td>
<td>Visible, easy access from Barbur</td>
</tr>
<tr>
<td></td>
<td>Bus access to station</td>
<td>Direct at Barbur TC</td>
<td>Across four lanes of Barbur</td>
</tr>
<tr>
<td></td>
<td>Park &amp; Ride access to station</td>
<td>Direct at Barbur TC</td>
<td>Across four lanes of Barbur</td>
</tr>
<tr>
<td>Walking³</td>
<td>Crossings of Barbur</td>
<td>Improvements at two existing crossings</td>
<td>Improvements at two existing crossings, plus one new crossing</td>
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<tr>
<td></td>
<td>Half-mile station walkshed</td>
<td>Further south</td>
<td>Farther east (similar to Collins – Barbur station)</td>
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<tr>
<td>Land use</td>
<td>Future development potential</td>
<td>Less opportunity</td>
<td>More opportunity</td>
</tr>
<tr>
<td>Track crossings</td>
<td>Auto traffic</td>
<td>One gated track crossing of northbound Barbur lanes</td>
<td></td>
</tr>
<tr>
<td>Auto circulation changes</td>
<td>Travel time</td>
<td>No street changes</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Light rail travel time (Baseline)</td>
<td></td>
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<tr>
<td>Capital cost</td>
<td>Includes inflation &amp; finance costs (Baseline)</td>
<td>~20 seconds faster</td>
<td></td>
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</table>

* New variations

¹ Business and employee counts are estimated from Bureau of Labor Statistics data with field verification. None of the 12/6/18 options would displace Barbur World Foods.

² E-Zones are the City of Portland’s Environmental Overlay Zones, which are established to protect natural resources, minimize risk of damage to homes from natural hazards, and mitigate the effects of climate change.

³ All options would add or replace sidewalks and bike facilities along streets that are rebuilt as part of the route. Biking connections to be evaluated.
What do you think?

Write comments on maps, matrix
Leave at door

Email comments to:
swcorridorplan@oregonmetro.gov