

SW Corridor Light Rail:

Crossroads Route Evaluation

**Crossroads Community Meeting #2
December 6, 2018**

Agenda

6:00 Welcome

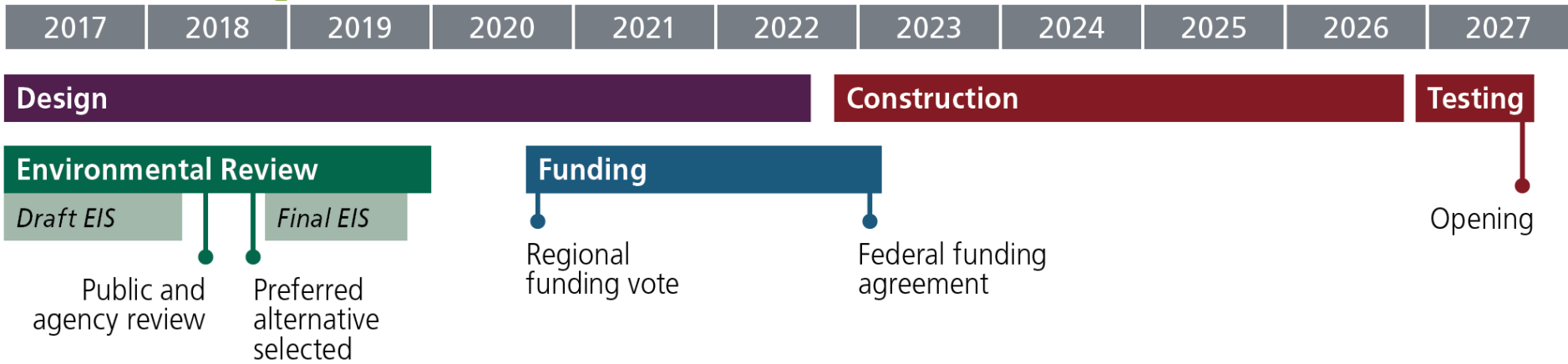
6:10 Presentation, Q&A

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

7:30 Turn in comments before you leave

Project timeline

We are here



Decision Process

Steering Committee recommendation
 more analysis of:

- Alternative B2
- Refinement 2

Your feedback explore:

- Alternative B2
- Collins

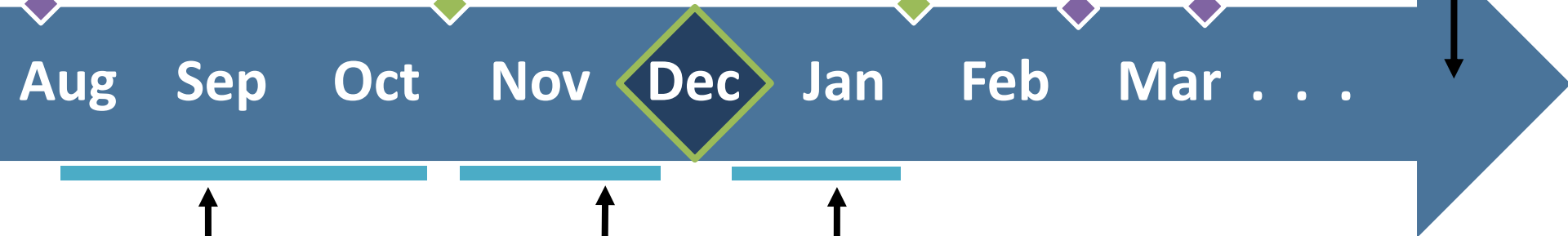
Your feedback today

Portland City Council work session

Your feedback

Your feedback on ongoing design details

Steering Committee decision



Analysis and new options:

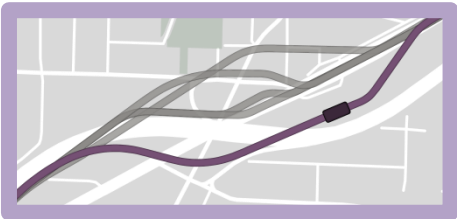
- Alternative B2
- Refinement 2
- Smith
- Smith Modified
- Collins

More analysis and modified options:

- Alt. B2 (2)
- Collins (3)

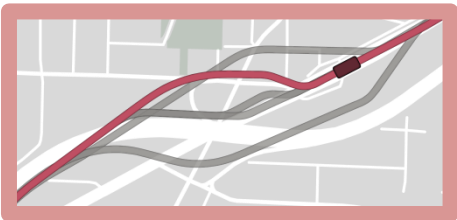
Further modification and narrowing

October options



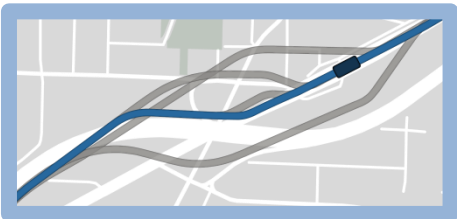
Alternative B2

from Steering Committee



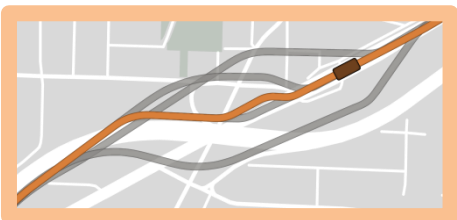
Refinement 2

from Steering Committee



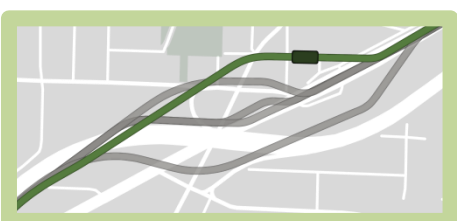
Smith

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)

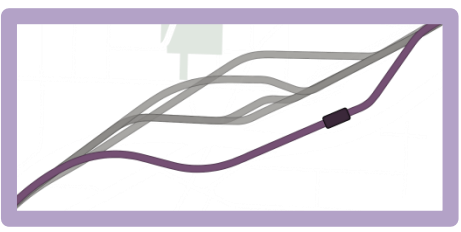
Other considerations and new information

- Track geometry, travel time
- Cost (structure/bridge; property impacts)
- Safety
- Circulation and access
- Utility conflicts

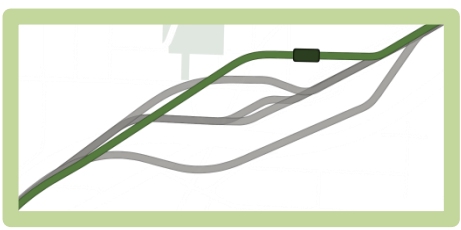
Introduction to Urban Design team

- 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)

October options



Alternative B2 from Steering Committee



Collins developed by staff



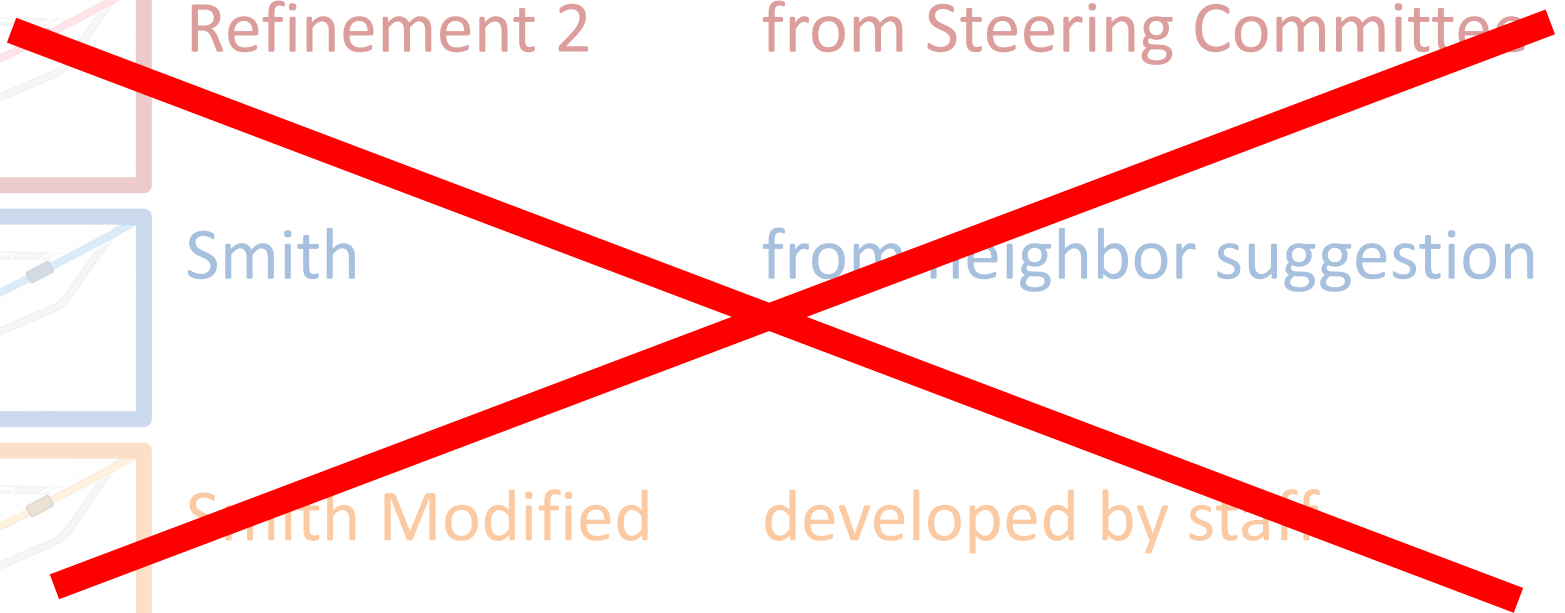
Refinement 2 from Steering Committee



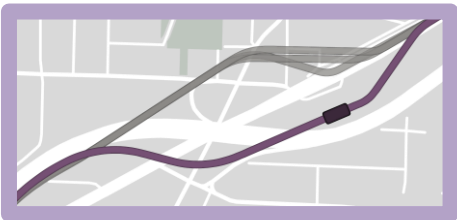
Smith from neighbor suggestion



Smith Modified developed by staff



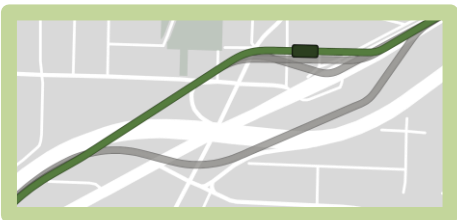
December options to discuss



Alternative B2

B2 – station near pedestrian bridge

B2 – station near Barbur*



Collins

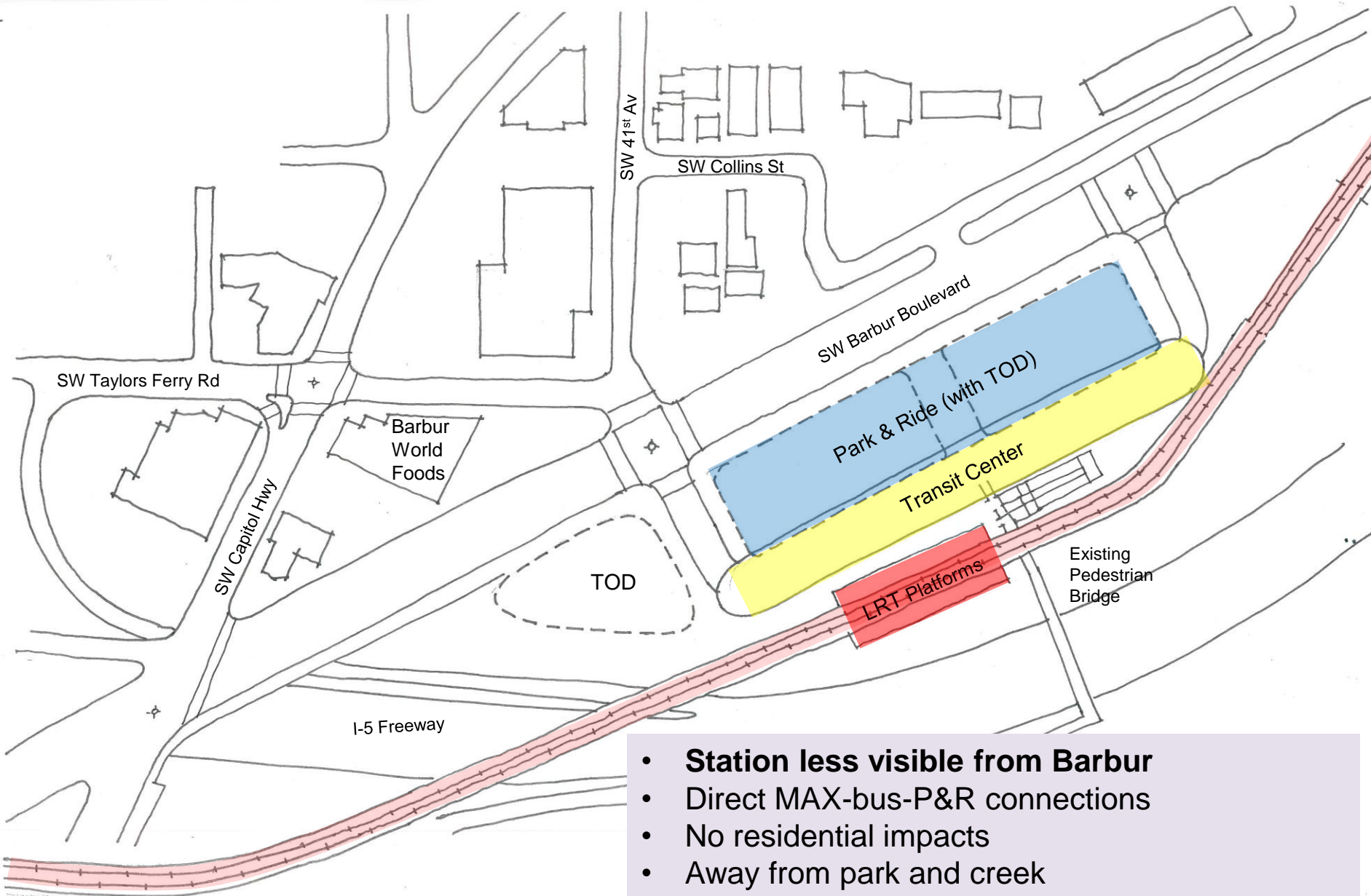
Collins – station on Collins

Collins – station on Collins w/buses*

Collins – station on Barbur*

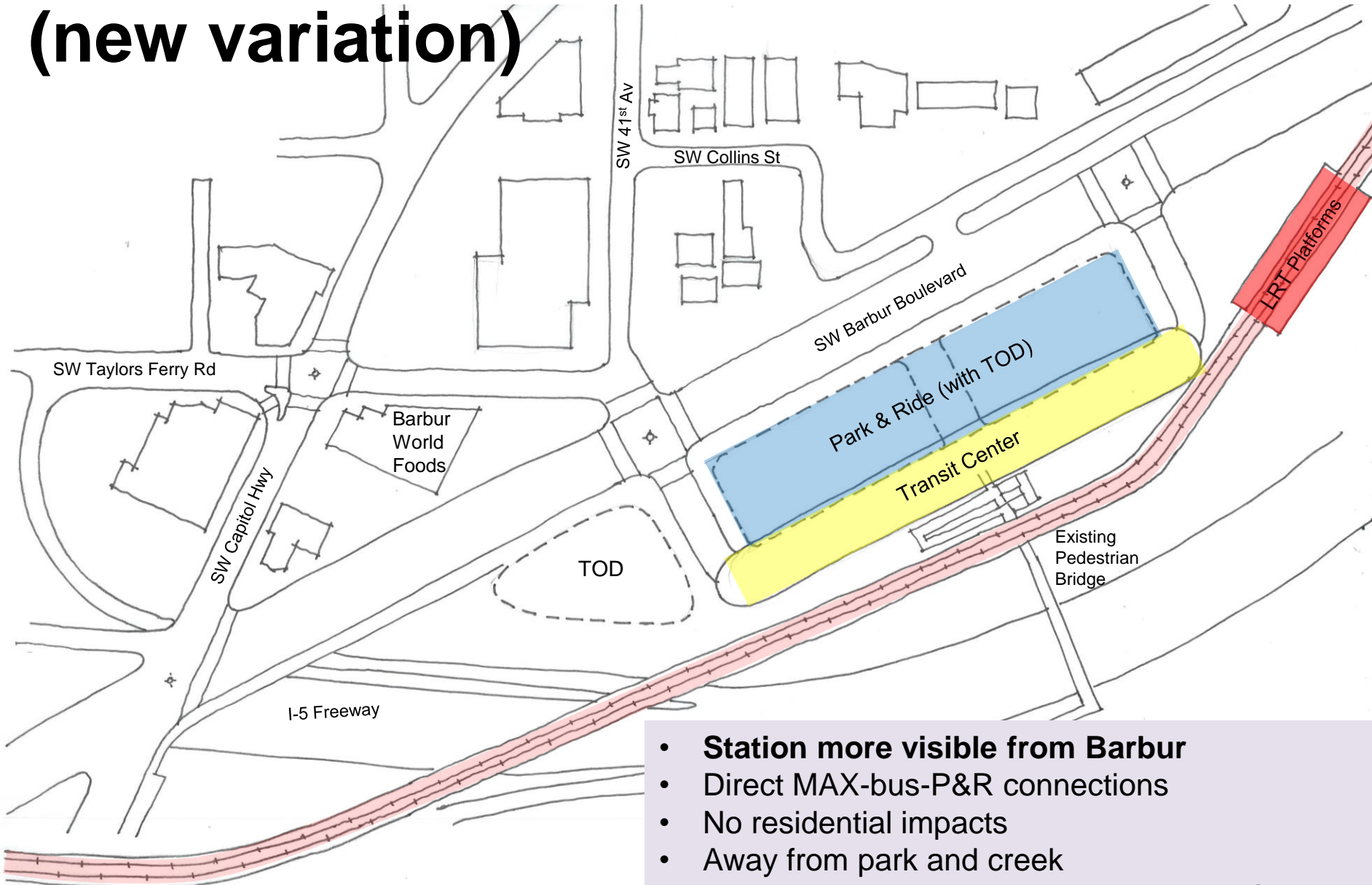
*** New variations**

B2: station near pedestrian bridge



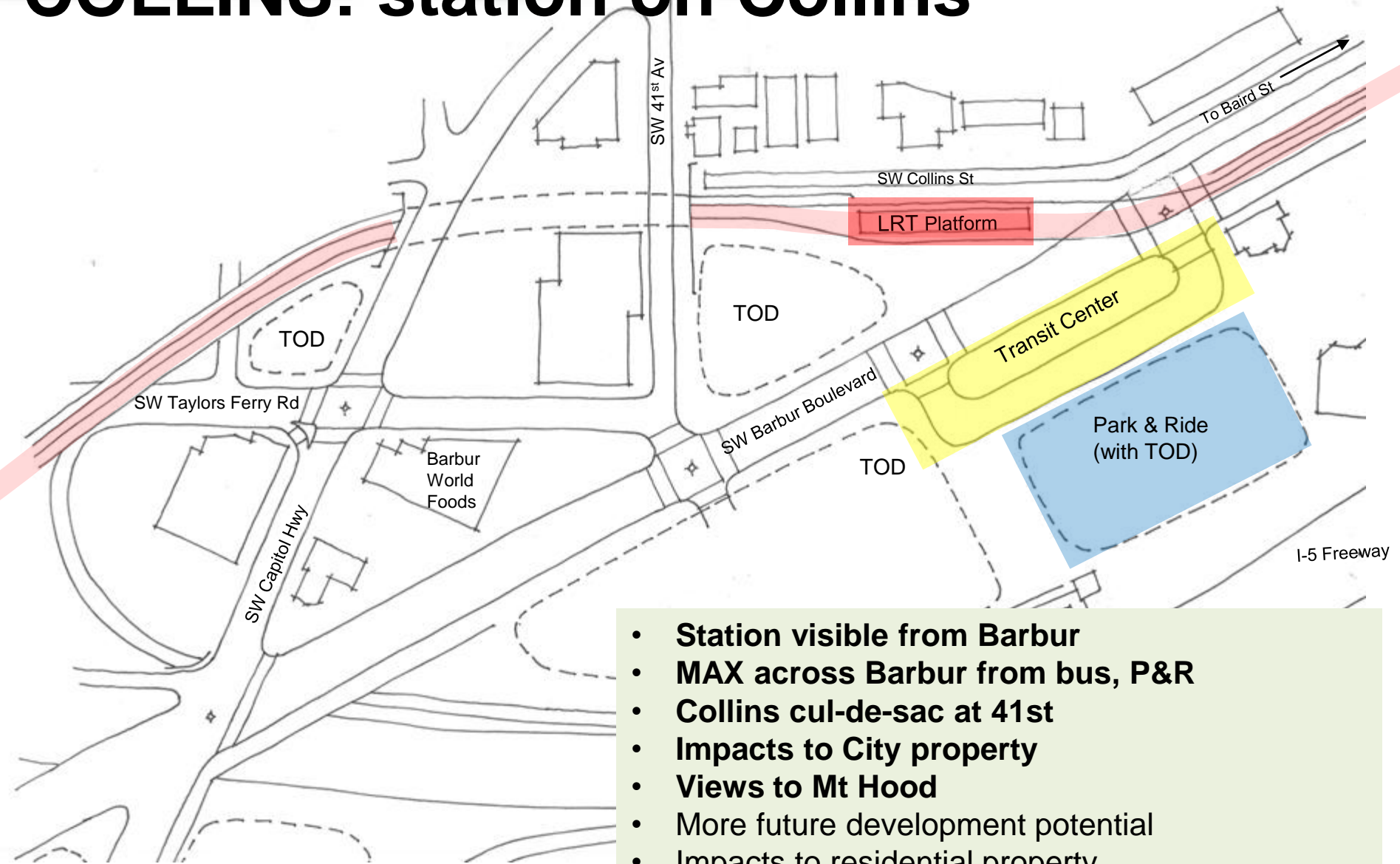
- **Station less visible from Barbur**
- Direct MAX-bus-P&R connections
- No residential impacts
- Away from park and creek
- Less future development potential than Collins

B2: station near Barbur (new variation)



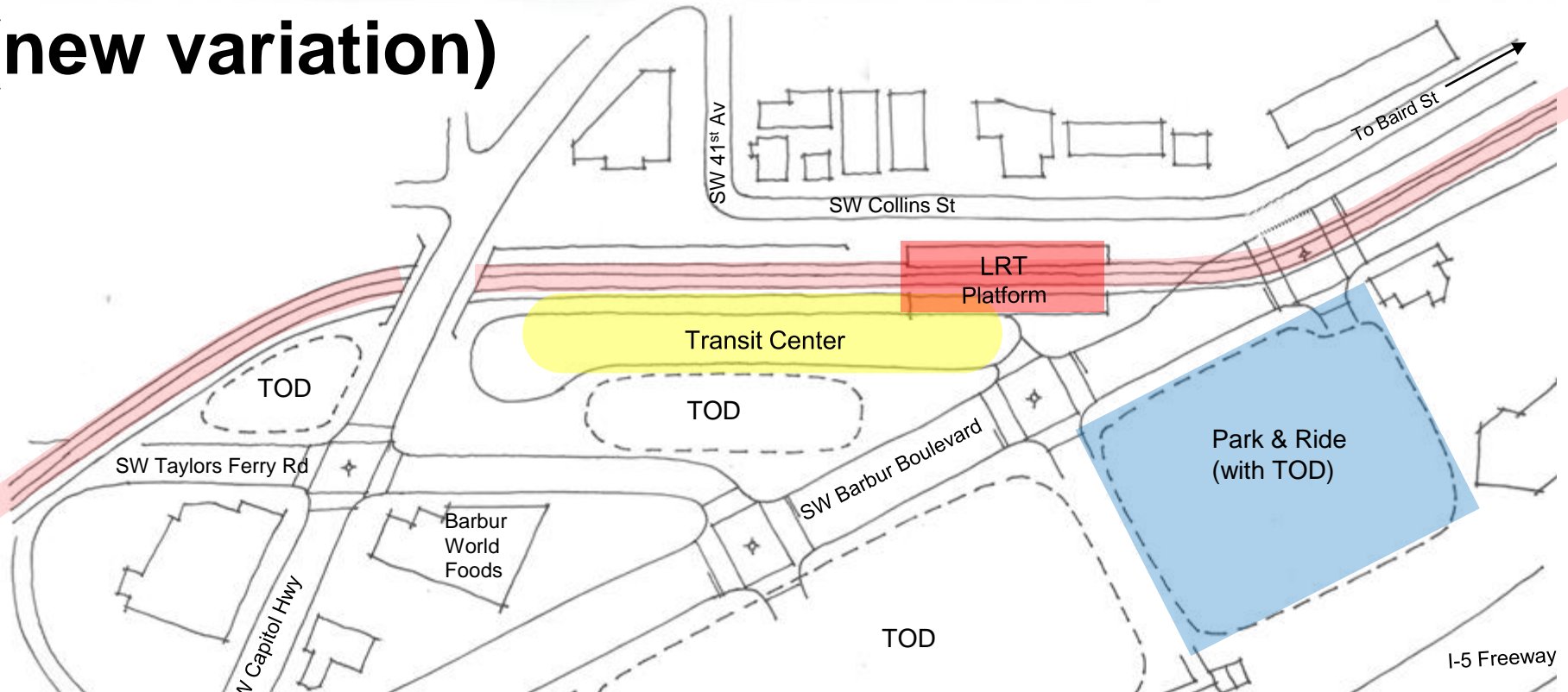
- **Station more visible from Barbur**
- Direct MAX-bus-P&R connections
- No residential impacts
- Away from park and creek
- Less future development potential than Collins

COLLINS: station on Collins



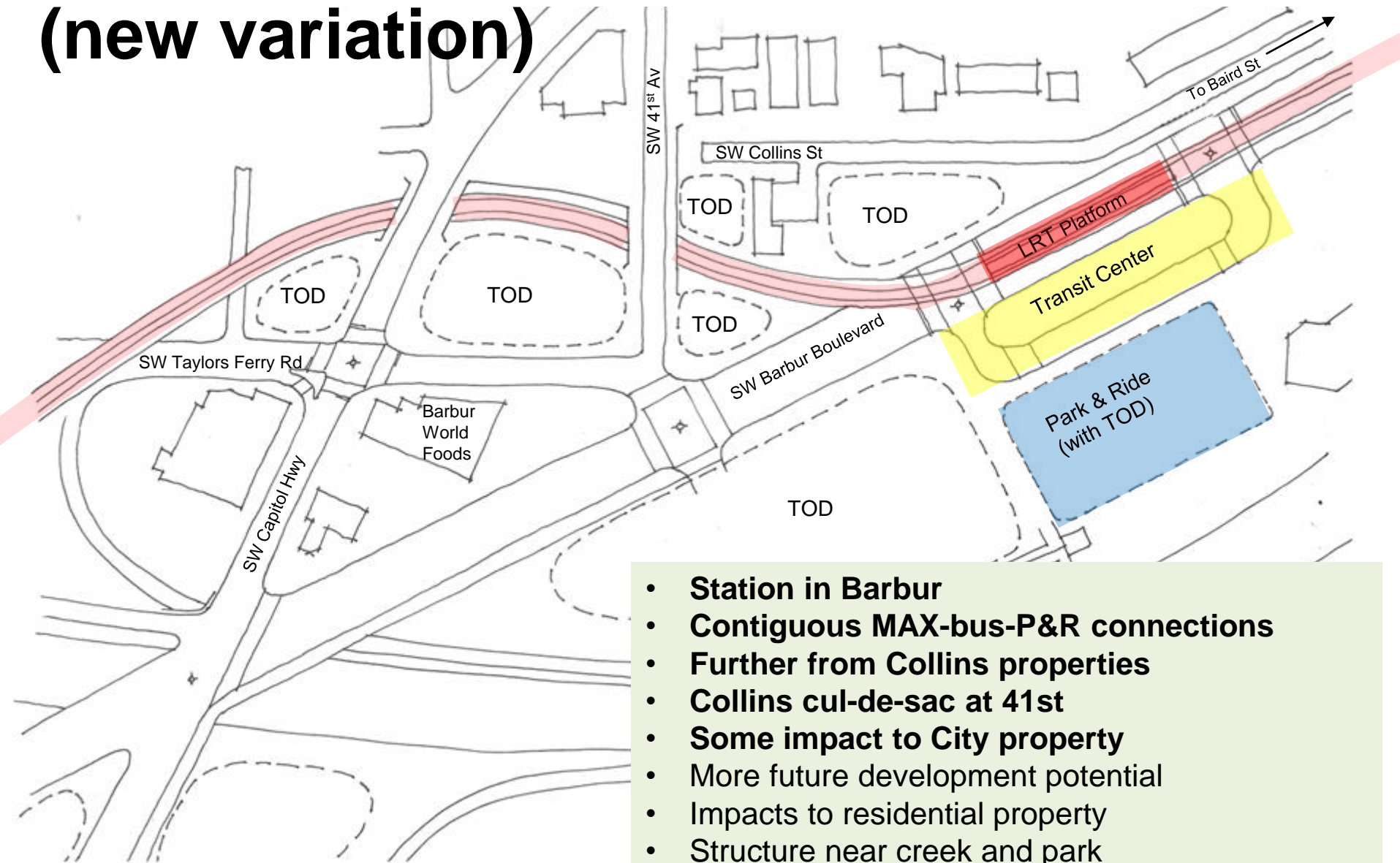
- **Station visible from Barbur**
- **MAX across Barbur from bus, P&R**
- **Collins cul-de-sac at 41st**
- **Impacts to City property**
- **Views to Mt Hood**
- More future development potential
- Impacts to residential property
- Structure near creek and park
- Realigns SW Trails access

COLLINS: station on Collins with buses (new variation)



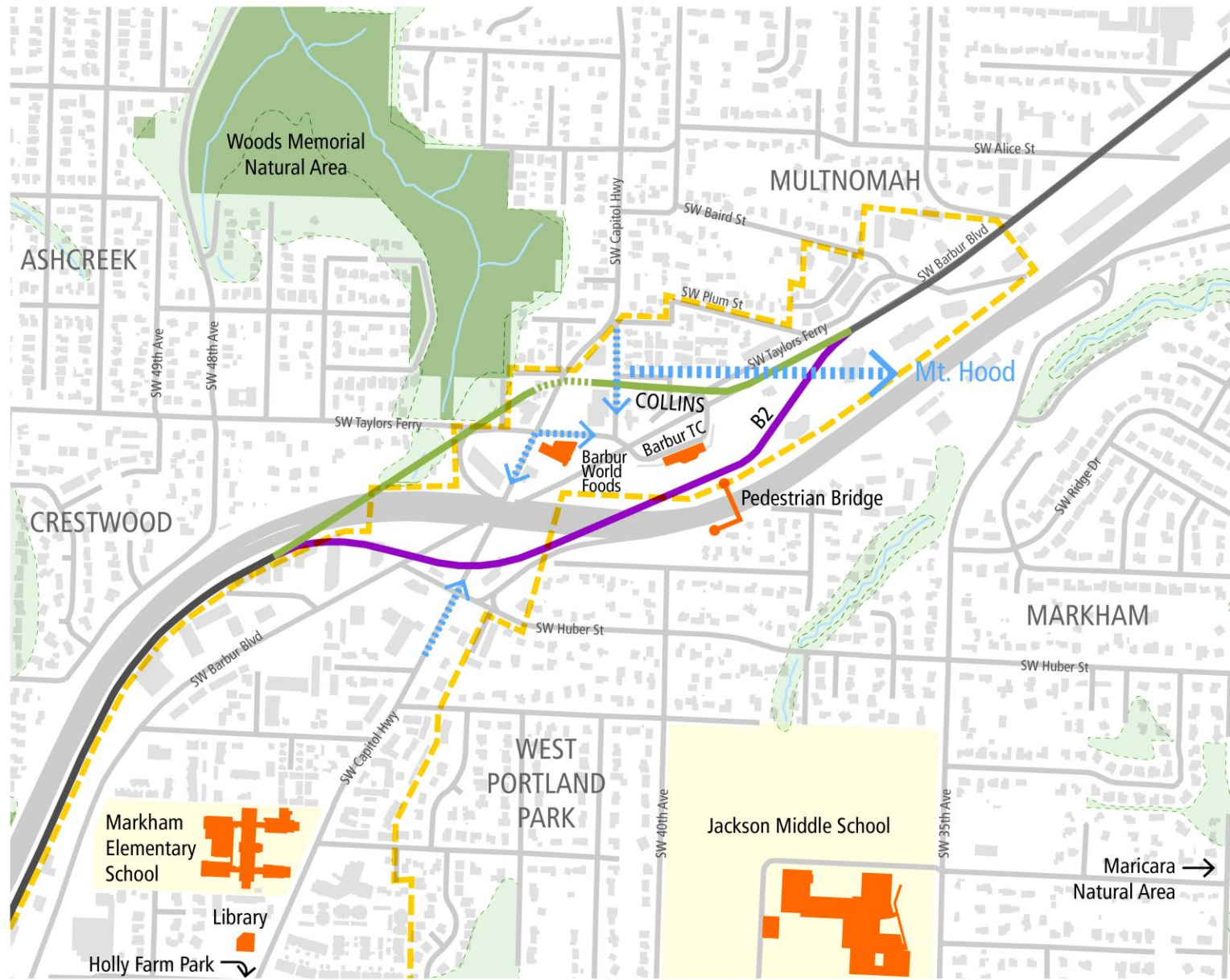
- **Station more visible from Barbur**
- **Direct MAX-bus connections; P&R across Barbur**
- **41st Ave closed between Barbur and Collins**
- **Impacts to City property**
- **Views to Mt Hood**
- More future development potential
- Impacts to residential property
- Structure near creek and park
- Realigns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

COLLINS: 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

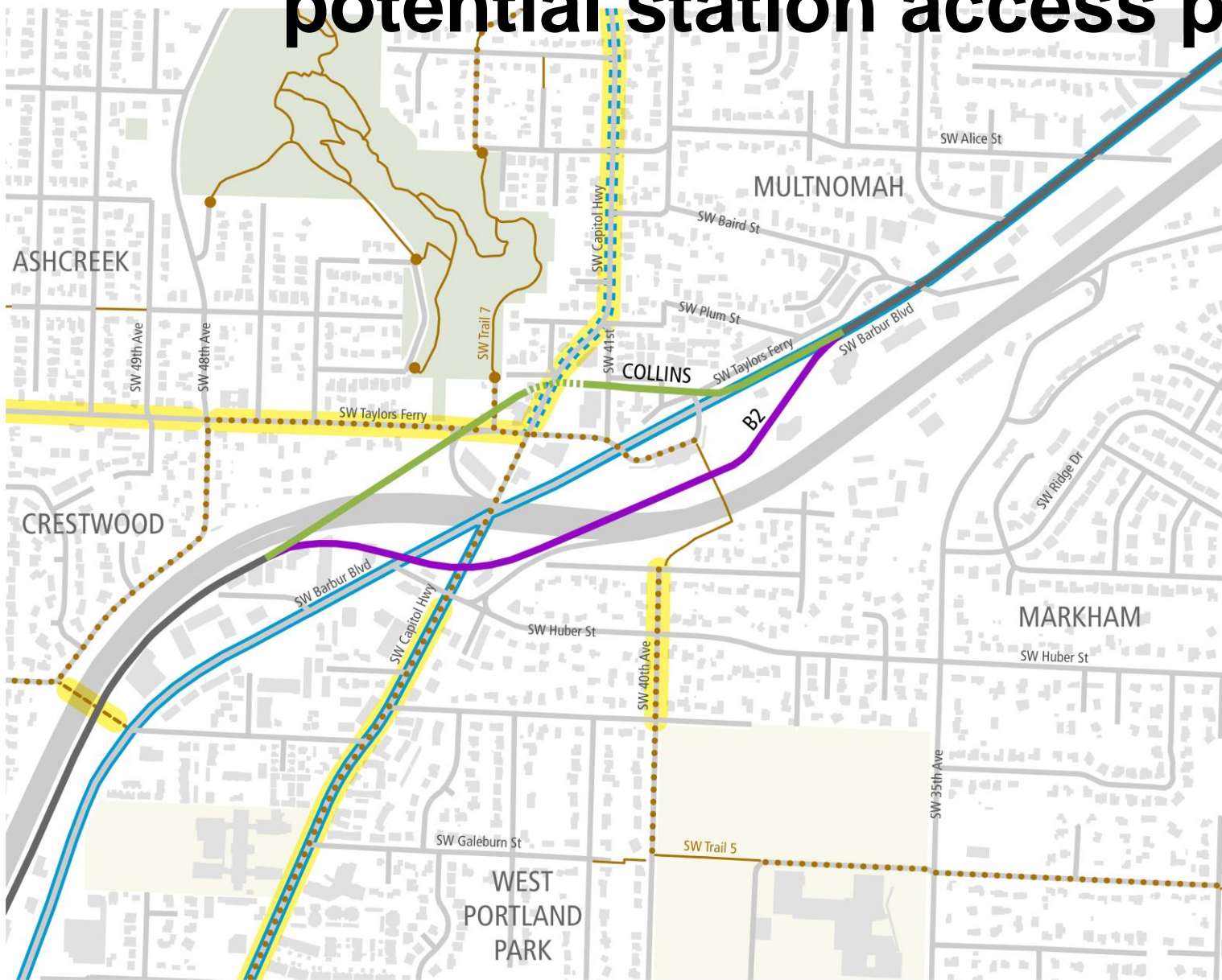
Assets and views



LEGEND

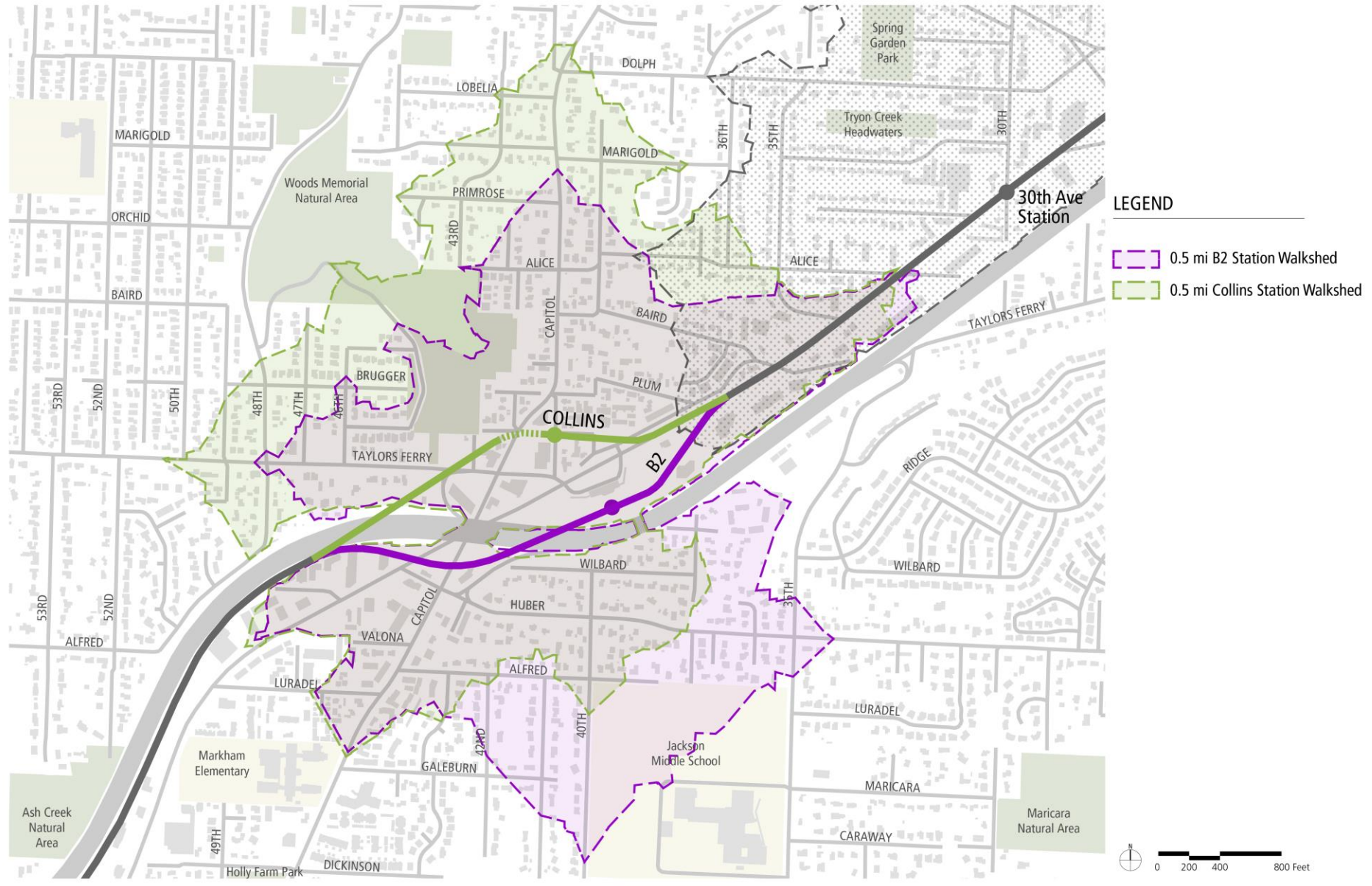
- Environmental Zone
- Open Space
- Community Assets
- Town Center Boundary
- Local High Point with View
- Long Distance View

Pedestrian network and potential station access projects



- LEGEND**
- Ex. Bike Lanes
 - - - Planned Bike Lanes
 - Ex. Trail
 - . . . On-street SW Trail
 - 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

Draft Comparison of Crossroads Route Options – December 6, 2018

12/06/18

		Alternative B2 – ped bridge station	Alternative B2 – Barbur station*	Collins – Collins station	Collins – Collins station w/bus*	Collins – Barbur station*
Displacements	Residential	None		5 residential units, including 2 single-family and 1 triplex		
	Businesses ¹	25 businesses		14 businesses	25 businesses	28 businesses
	Employees ¹	197 employees		78 employees	251 employees	320 employees
	City property impacts	No impact		More impact to City property		Some impact to City property
Natural environment	Woods Memorial Nature Park and SW Trails 7	No impact		Could increase noise and visual impact to Woods Memorial Nature Park Realigns access to SW Trail #7		
	E-Zone impact ²	No		Minor impact adjacent to creek riparian and wetland areas; mitigation required		
Station visibility and access	Station platform	Behind Park & Ride	Visible, easy access from Barbur	Visible, easy access from Barbur	Visible, easy access from Barbur	In Barbur; consistent with other Barbur stations
	Bus access to station	Direct at Barbur TC		Across four lanes of Barbur	Direct at new Collins stops	Across two lanes of Barbur
	Park & Ride access to station	Direct at Barbur TC		Across four lanes of Barbur		Across two lanes of Barbur
Walking ³	Crossings of Barbur	Improvements at two existing crossings	Improvements at two existing crossings	Improvements at two existing crossings, plus one new crossing	Improvements at two existing crossings, plus one new crossing	Improvements at two existing crossings, plus one new crossing
	Half-mile station walkshed	Farther south	Farther east (similar to Collins – Barbur station)	Farther north		Farther east (similar to B2 – Barbur - station)
Land use	Future development potential	Less opportunity		More opportunity		
Auto traffic	Track crossings	One gated track crossing of northbound Barbur lanes		One gated track crossing of southbound Barbur lanes		
	Auto circulation changes	No street changes		Collins becomes cul-de-sac at 41st Ave and connects to Taylors Ferry Frontage Rd.	Collins connects to Taylors Ferry Frontage Rd and 41st Ave. 41st Ave closes between Collins and Barbur	Collins becomes cul-de-sac at 41st Ave and connects to Taylors Ferry Frontage Rd.
Travel time	Light rail travel time	(Baseline)		~20 seconds faster		
Capital cost	Includes inflation & finance costs	(Baseline)		~\$5-25million lower cost		

* 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