

Southwest Corridor Update

Bernie Bottomly

April 27, 2016

Today's briefing

- Refined alignments
- May 9 Steering Committee Decision
 - Mode - Light Rail or BRT
 - PCC connection – tunnel, bus hub, shuttle or other options



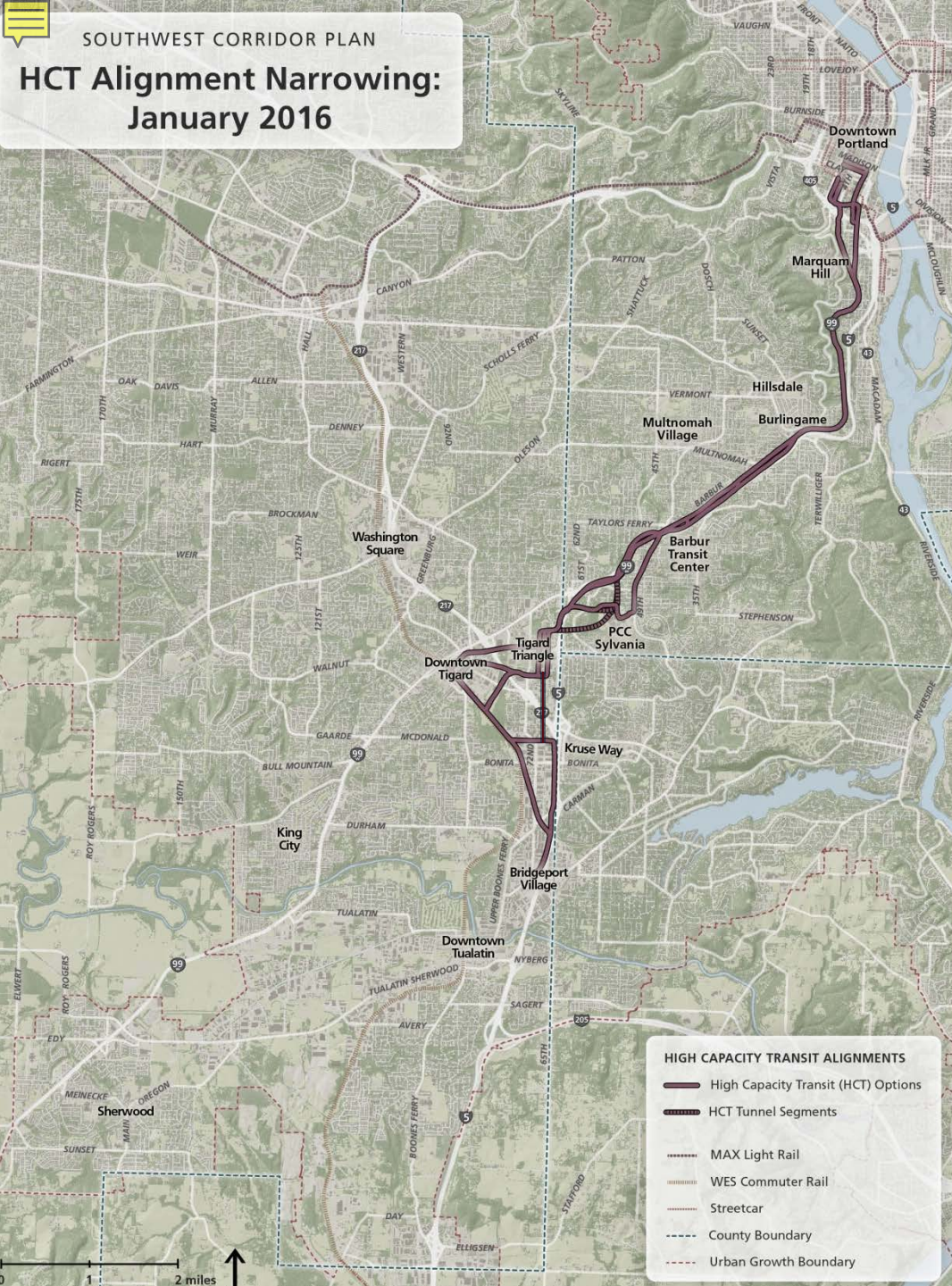
Key community connections

HCT Alignment Narrowing: 2013 Evaluation



2013 – many alignments

HCT Alignment Narrowing: January 2016



2016 – refined alignments

HIGH CAPACITY TRANSIT ALIGNMENTS

- High Capacity Transit (HCT) Options
- HCT Tunnel Segments
- MAX Light Rail
- WES Commuter Rail
- Streetcar
- County Boundary
- Urban Growth Boundary



LIGHT RAIL

MAX light rail in Portland



BUS RAPID TRANSIT


EmX bus rapid transit in Eugene


\$\$\$\$ Higher construction cost

\$\$ Lower construction cost


\$\$ Lower operating cost per passenger

\$\$\$\$ Higher operating cost per passenger

 266 passengers per vehicle

 86 passengers per vehicle

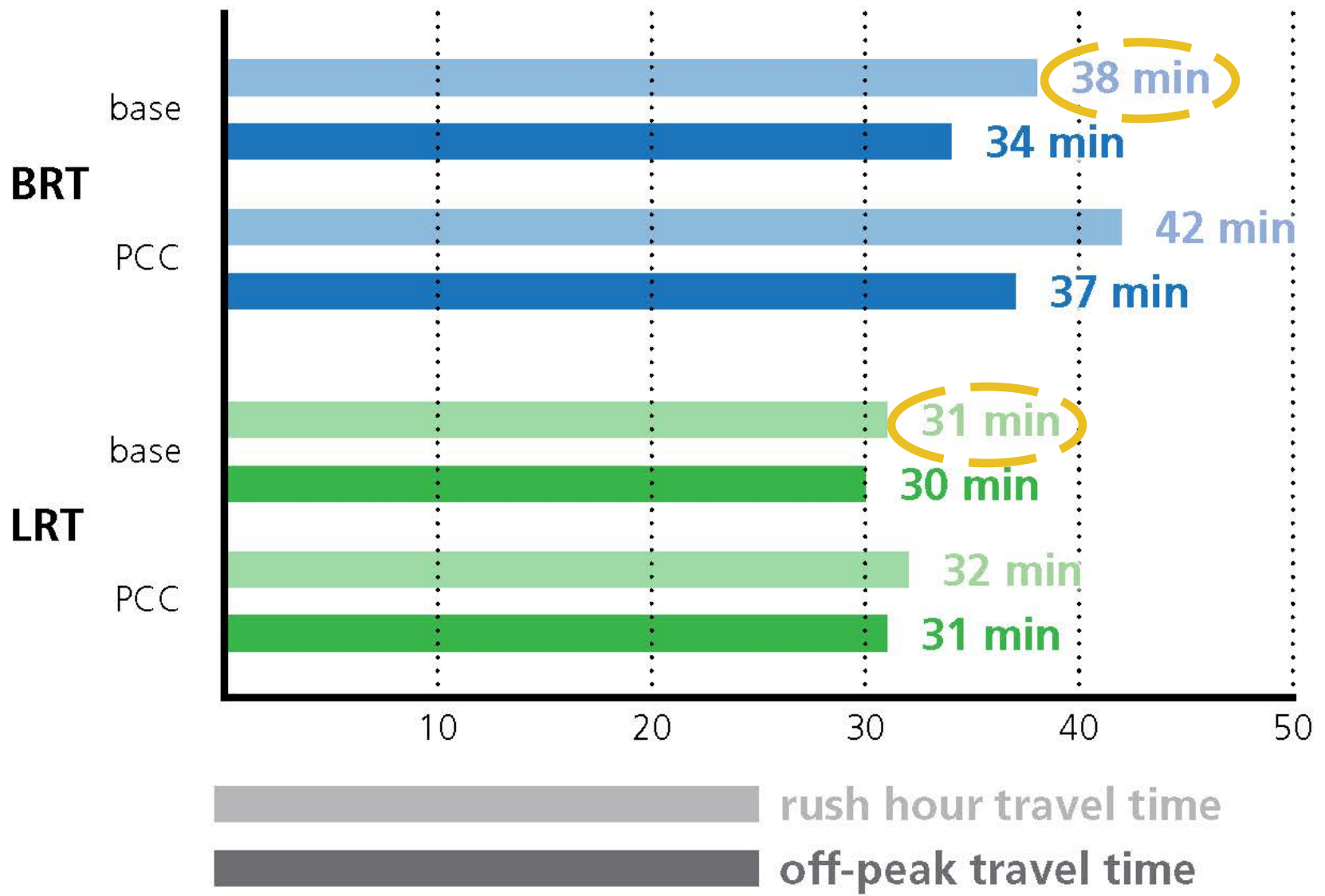
 100% in its own right-of-way

 50-80% in its own right-of-way

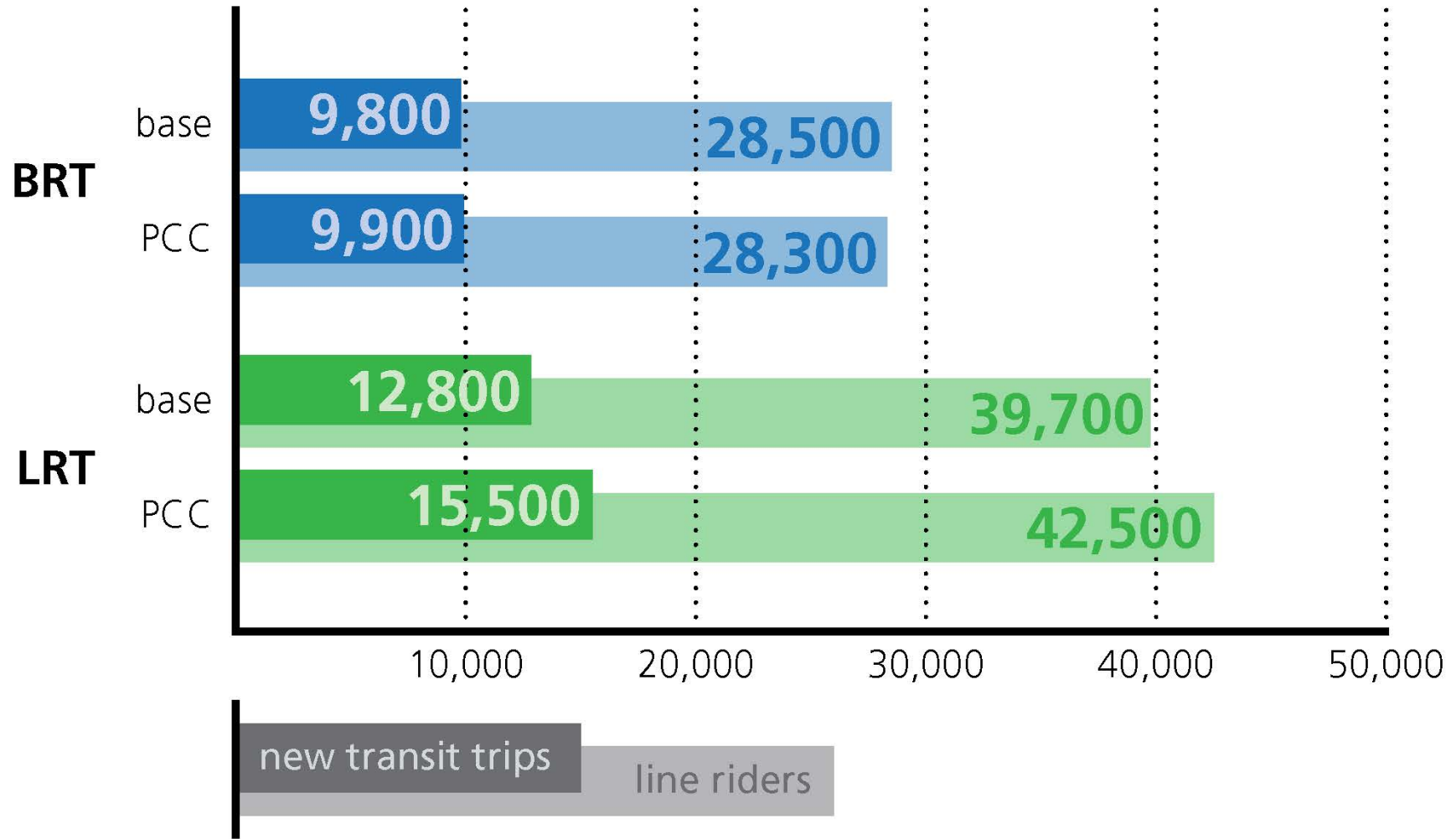
 Attracts more new transit riders

 Attracts fewer new transit riders

2035 TRAVEL TIME | PSU to Bridgeport Village



2035 AVERAGE WEEKDAY RIDERSHIP



Potential HCT Performance

Future projections (2035):

LRT 40,000 to 43,000 daily rides

BRT 28,000 daily rides

approximately 1/3 new transit riders

Current ridership (2013):

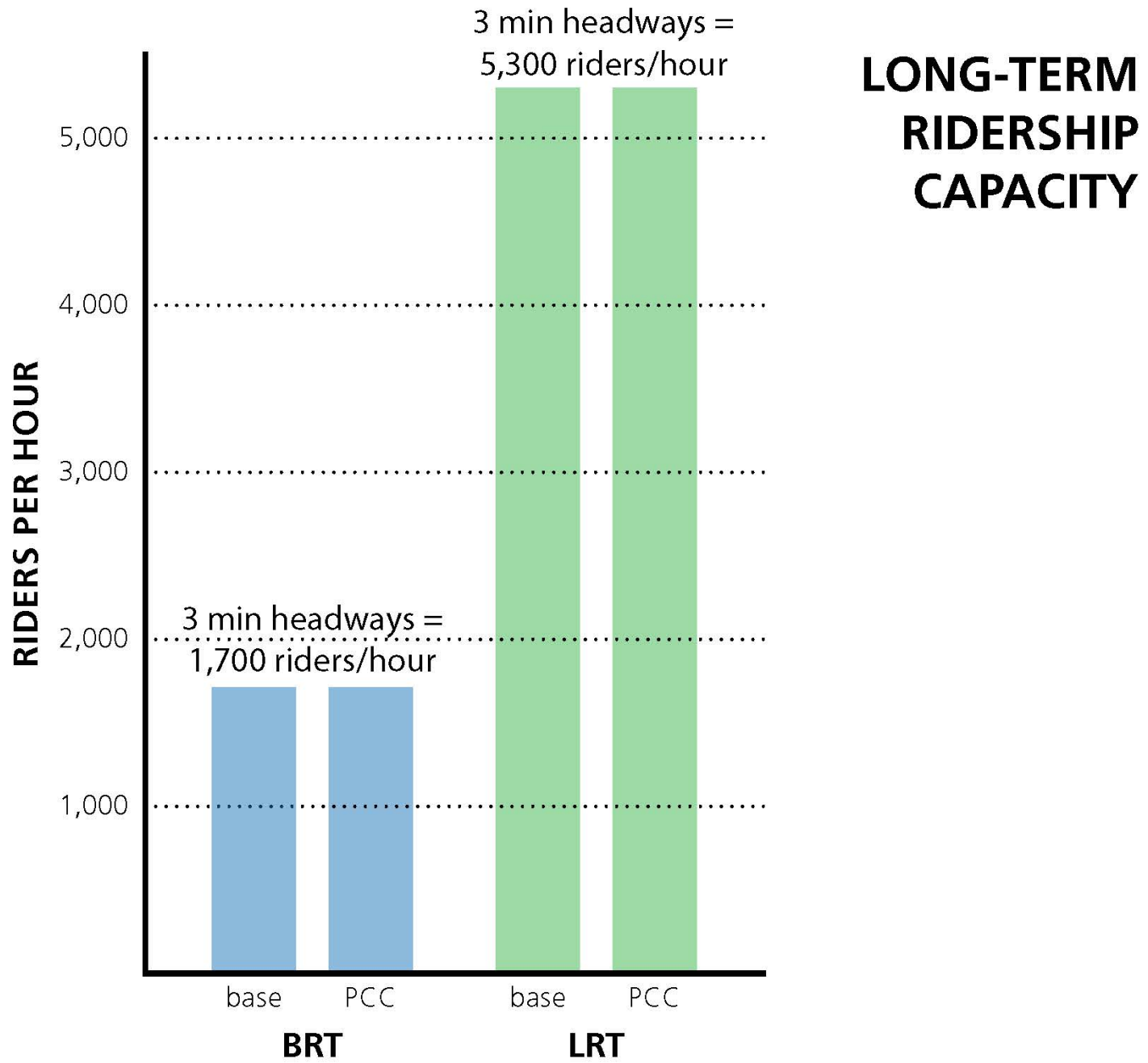
Blue Line: 64,600 (Hillsboro – Gresham)

Red Line: 23,400 (PDX – Beaverton)

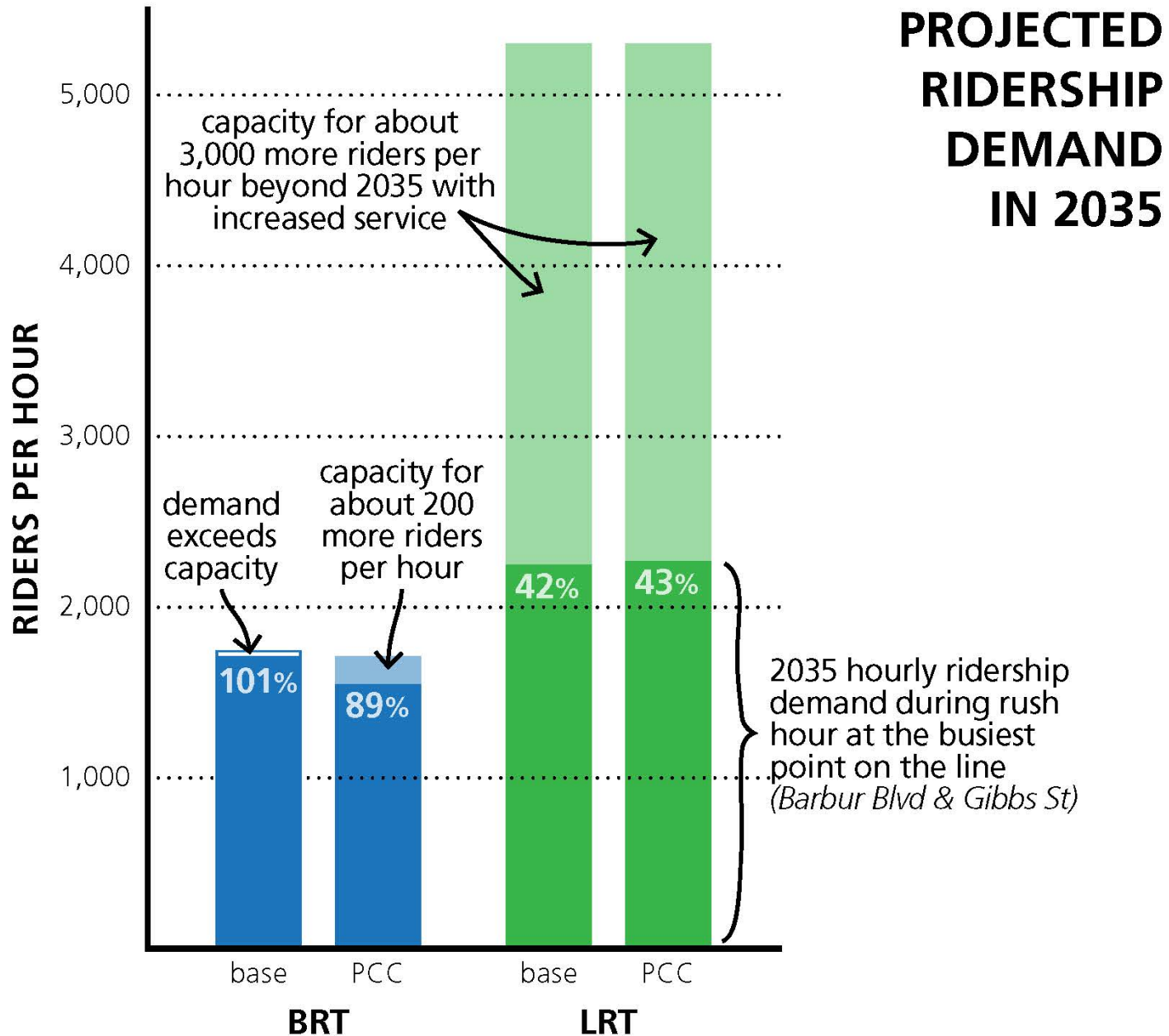
Green Line: 21,000 (Clack TC – PSU)

Yellow Line: 15,000 (Expo – PSU)

CAPACITY FOR LONG-TERM RIDERSHIP GROWTH

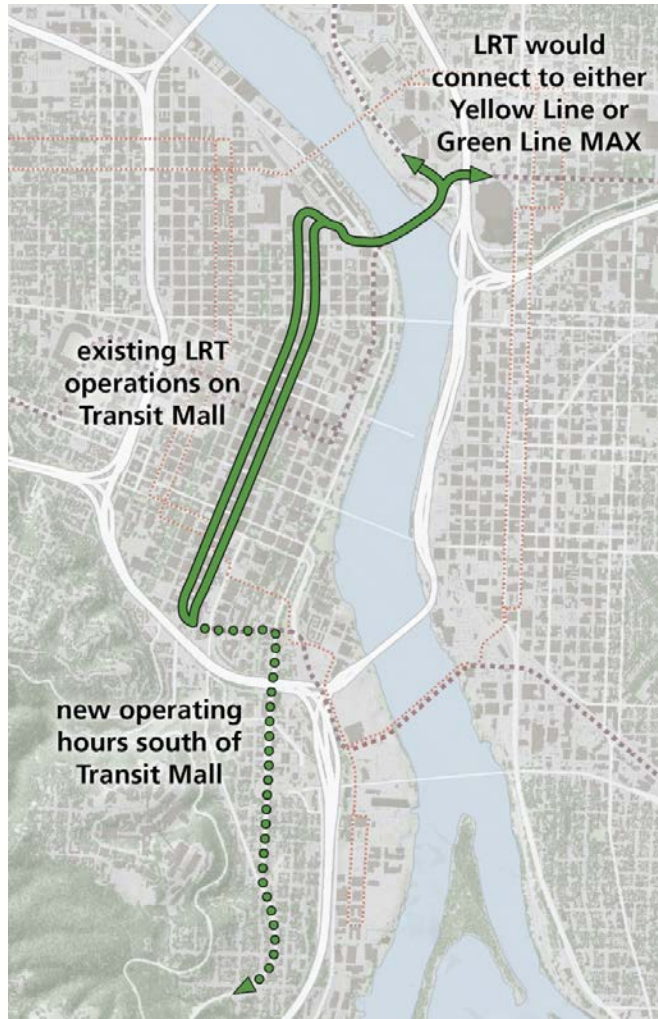


CAPACITY FOR LONG-TERM RIDERSHIP GROWTH



Integration with regional MAX system

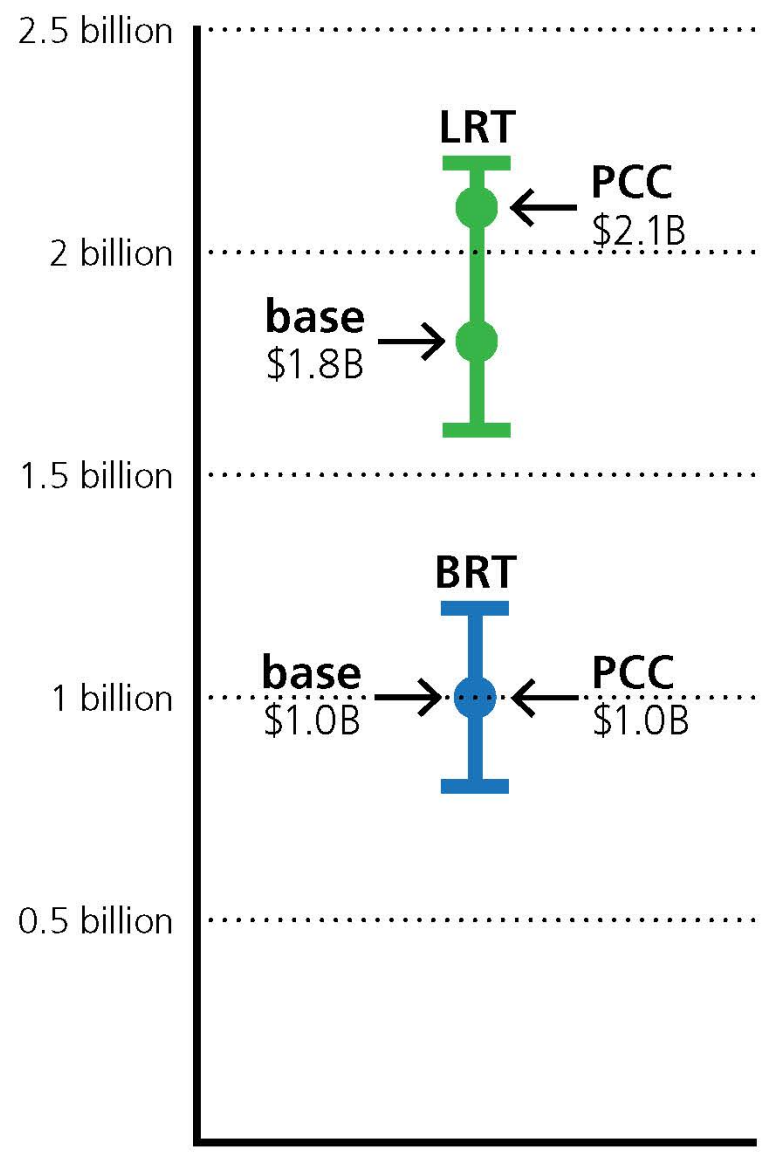
Light rail



BRT



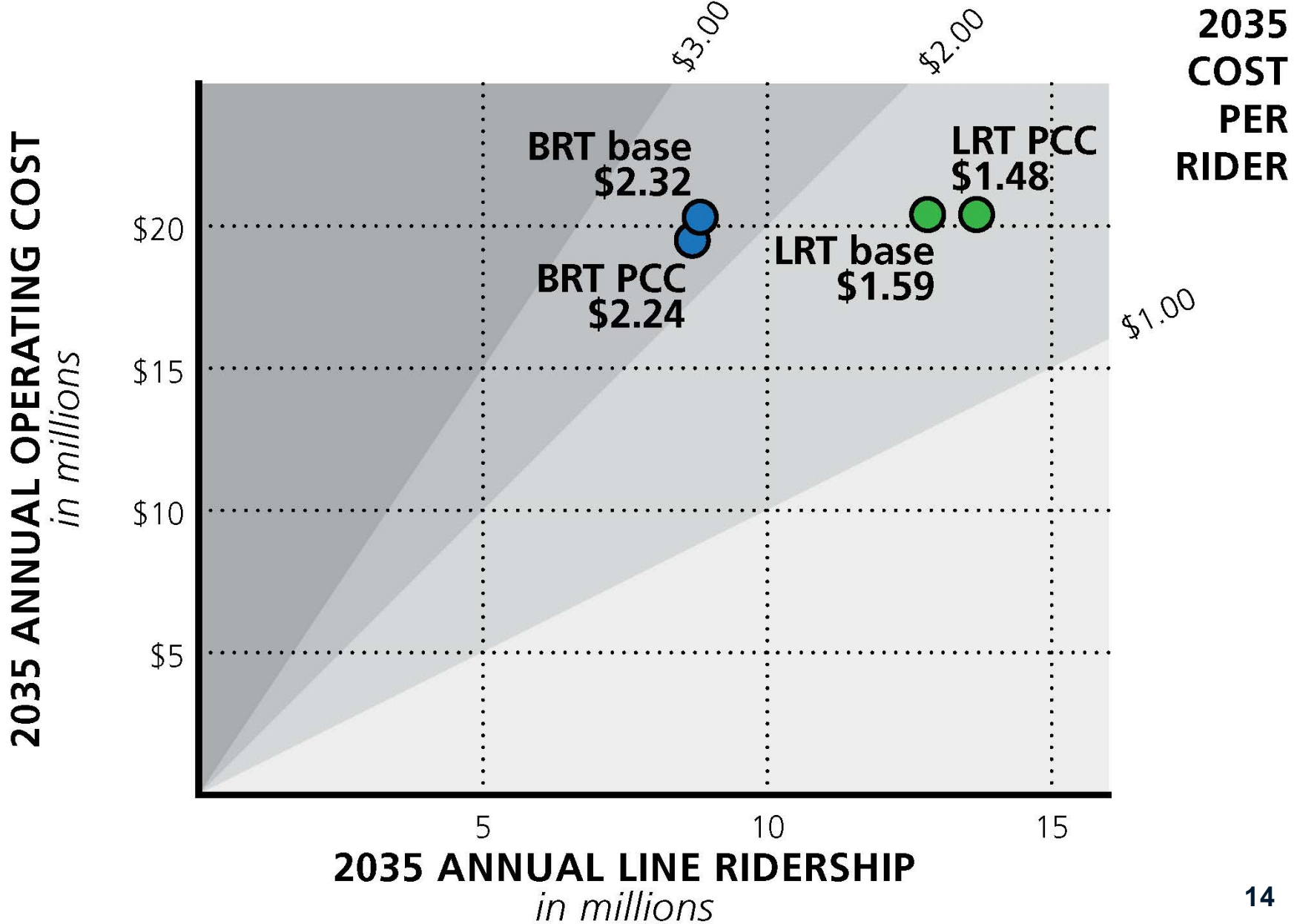
ESTIMATED CAPITAL COST *2014\$ excluding finance & escalation*



capital cost range
(Bridgeport Village terminus)

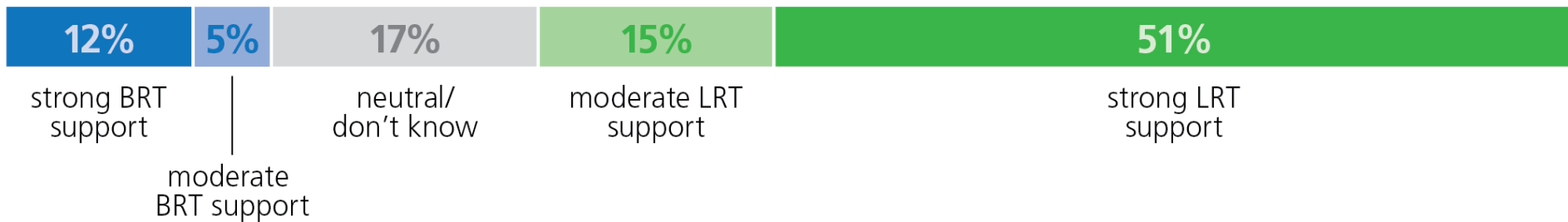
I highest cost alignment
I lowest cost alignment

OPERATING AND MAINTENANCE COSTS



Public input

Responses from Jan-Feb online survey (2400 responses)



Tigard Community Survey (Fall 2015)

If HCT is developed...

52% of respondents would prefer LRT

15% would prefer BRT

23% would prefer both options

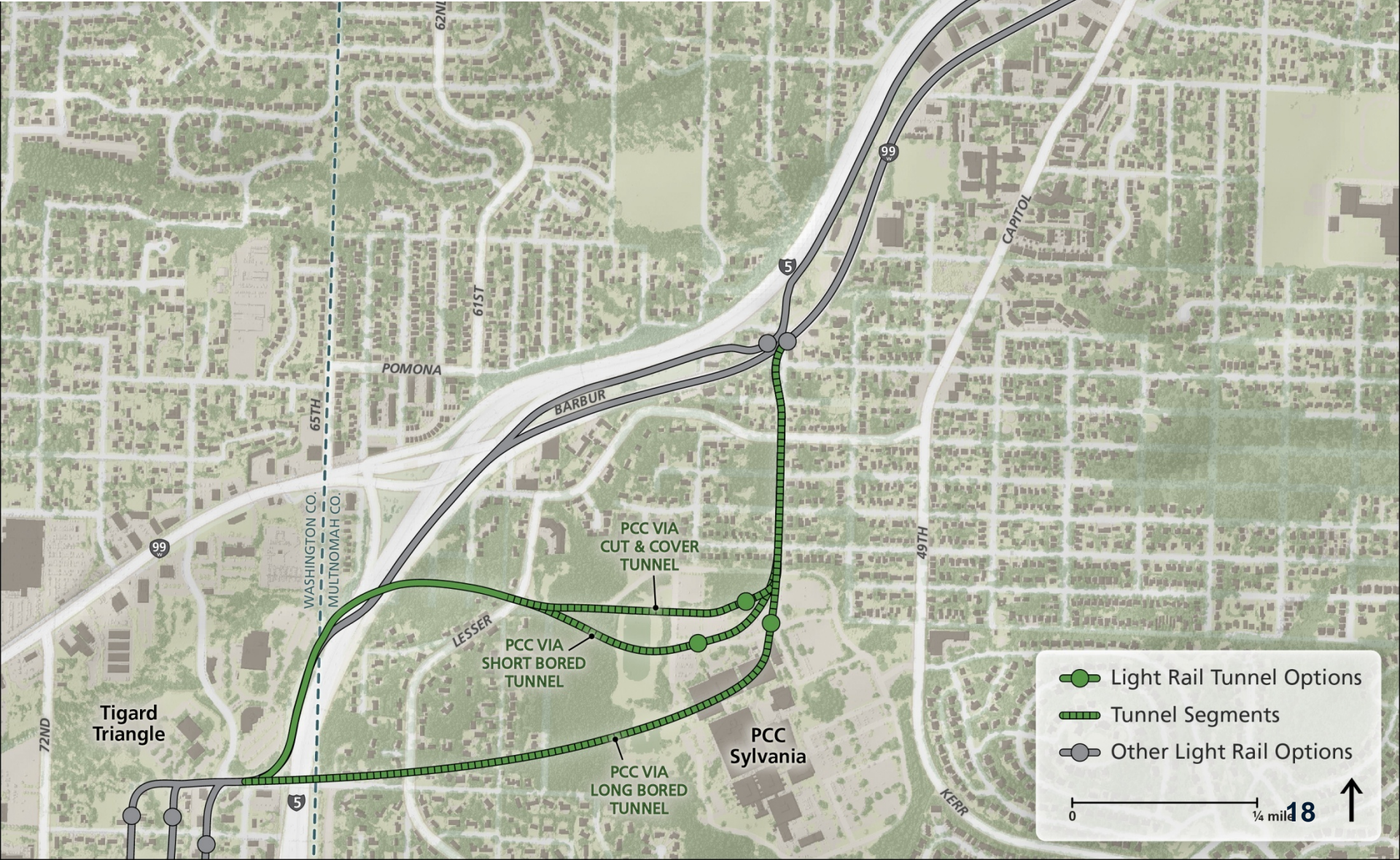
Reasons for Light Rail

- ❑ **Greater long term carrying capacity**
 - ✓ Can accommodate growth past 2035
- ❑ **Better transit performance**
 - ✓ **Travel time, reliability and ridership**
 - ✓ **Lower operating cost per rider**
- ❑ **Integration into existing MAX system**
 - ✓ Less impact on Transit Mall capacity
- ❑ **Higher level of public support**

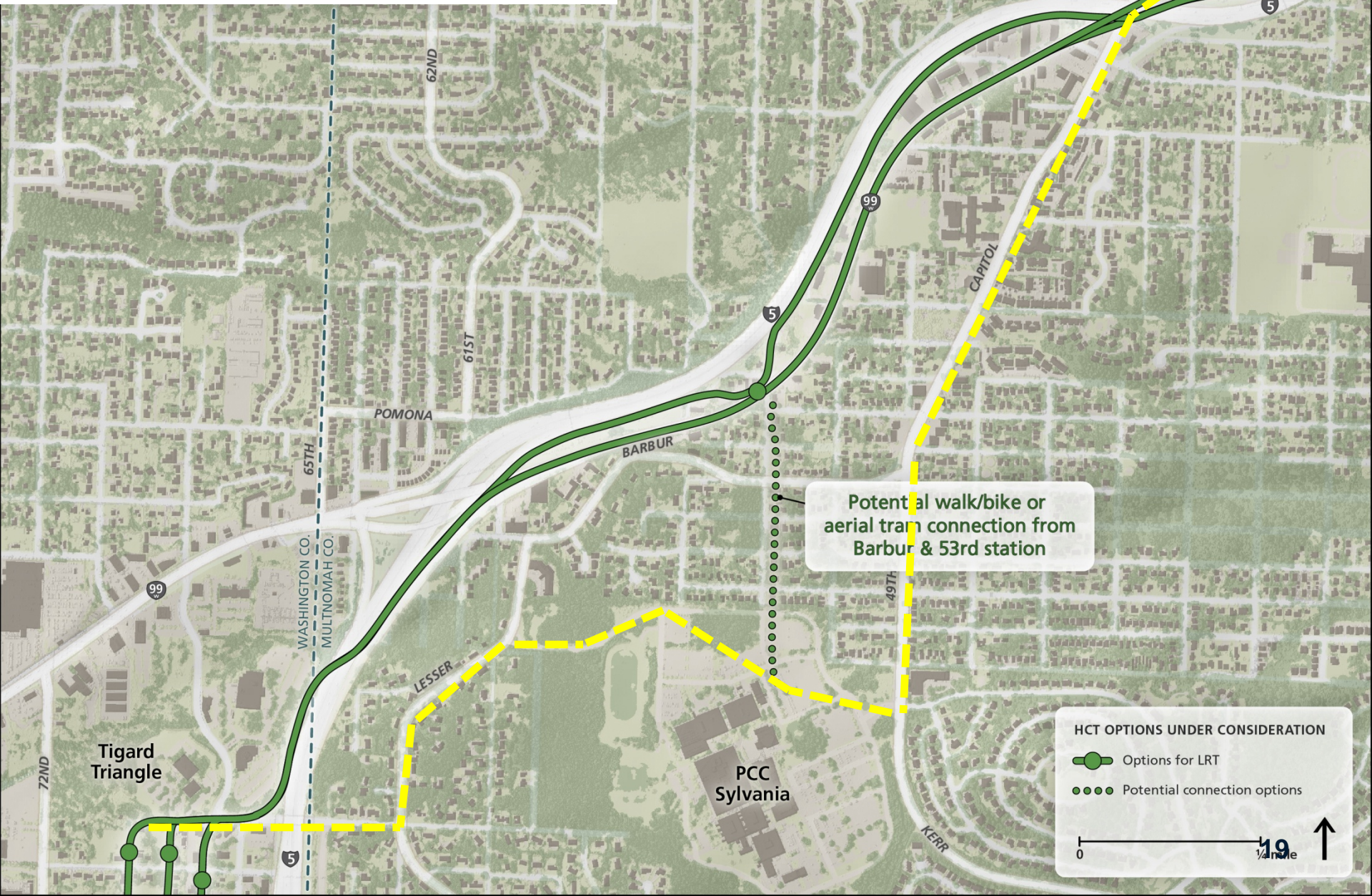
PCC Connection

- **Tunnel**
- **TriMet shuttle**
- **Bus Hub**
- **SW 53rd Ave**
 - Improved walk
 - Aerial Tram/Gondola
- **Shared transitway concepts**

Tunnel options (3)



TriMet shuttle



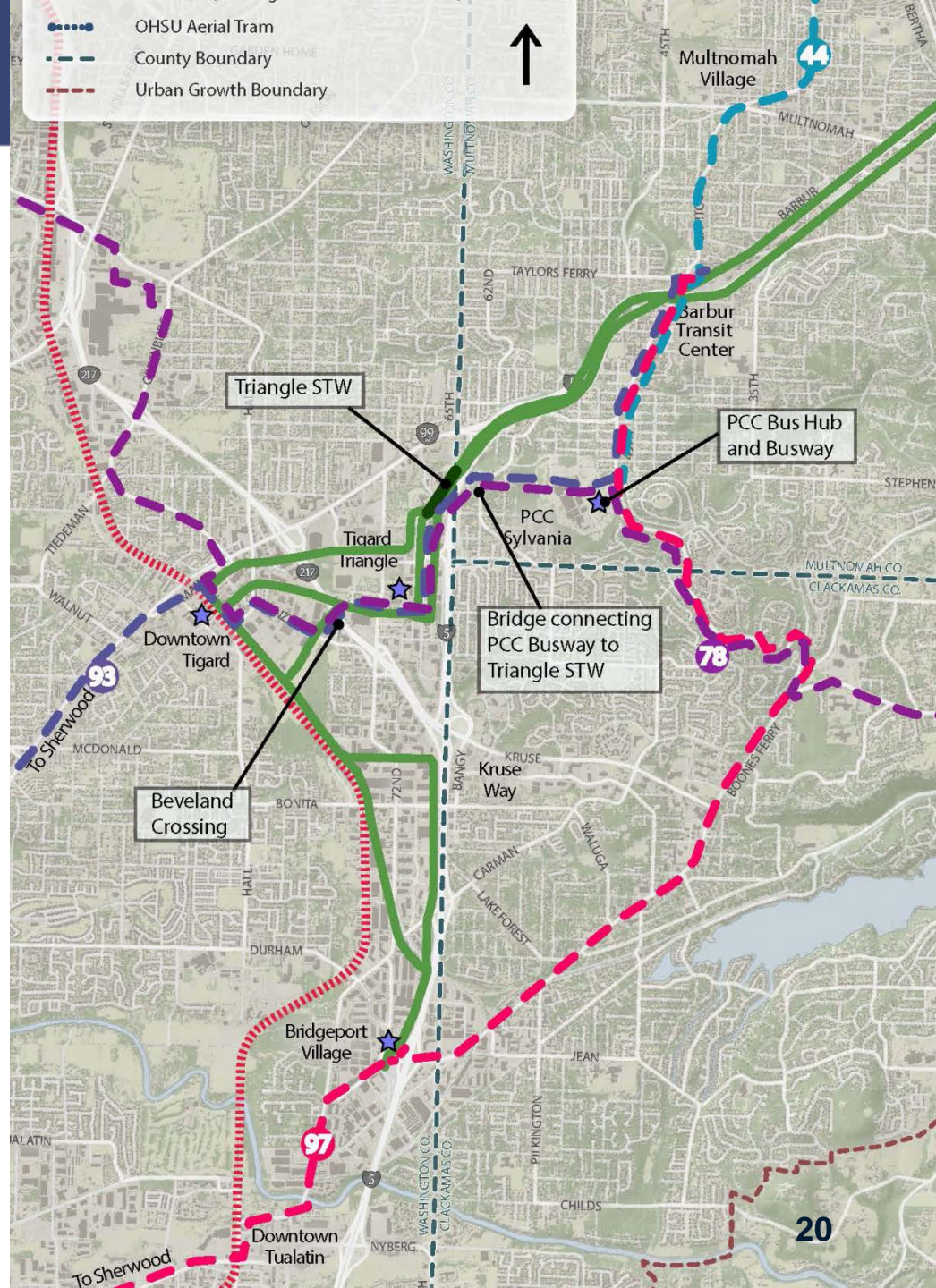
Potential walk/bike or aerial tram connection from Barbur & 53rd station

HCT OPTIONS UNDER CONSIDERATION

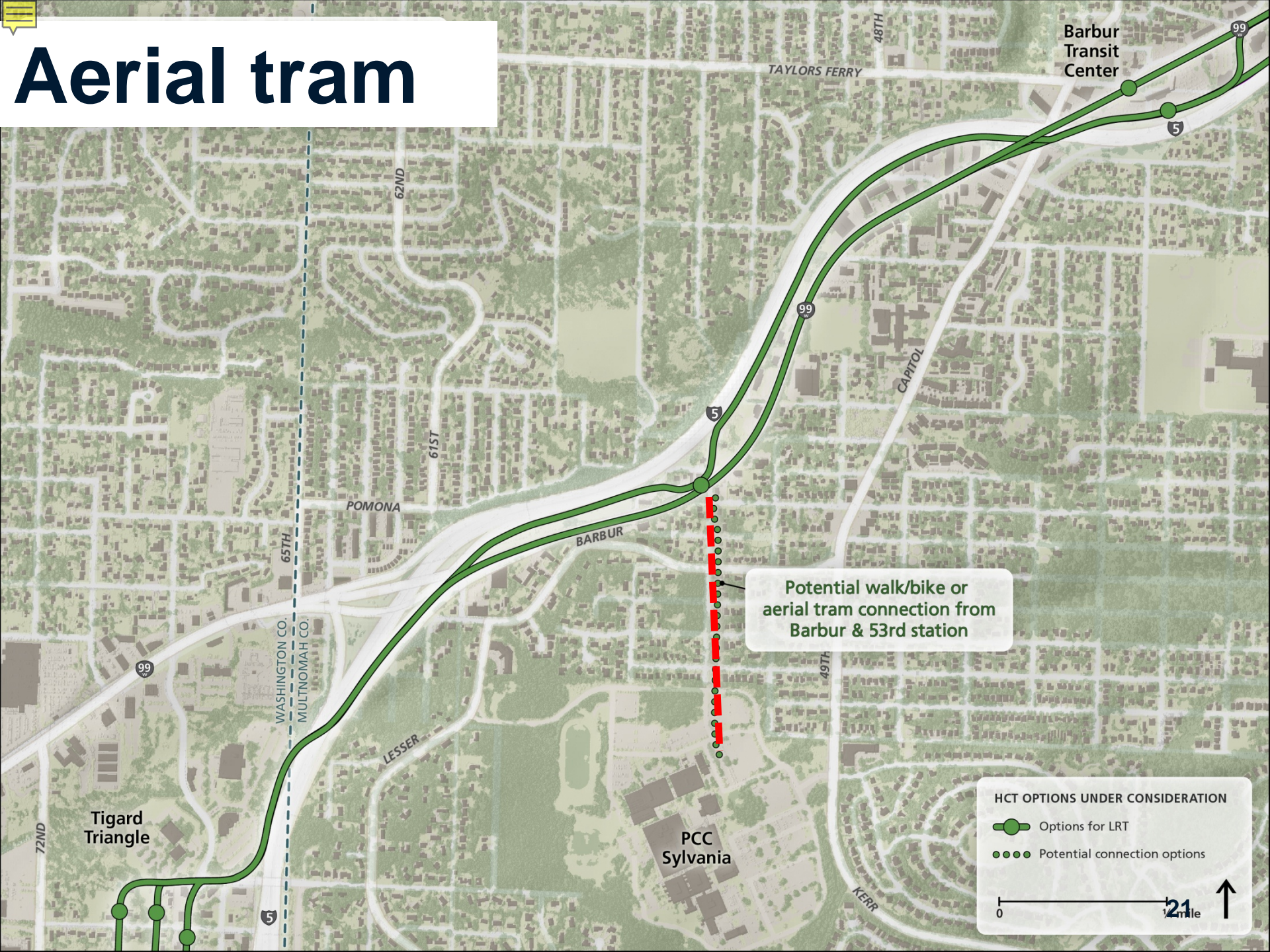
- Options for LRT
- Potential connection options

0 1/4 mile ↑

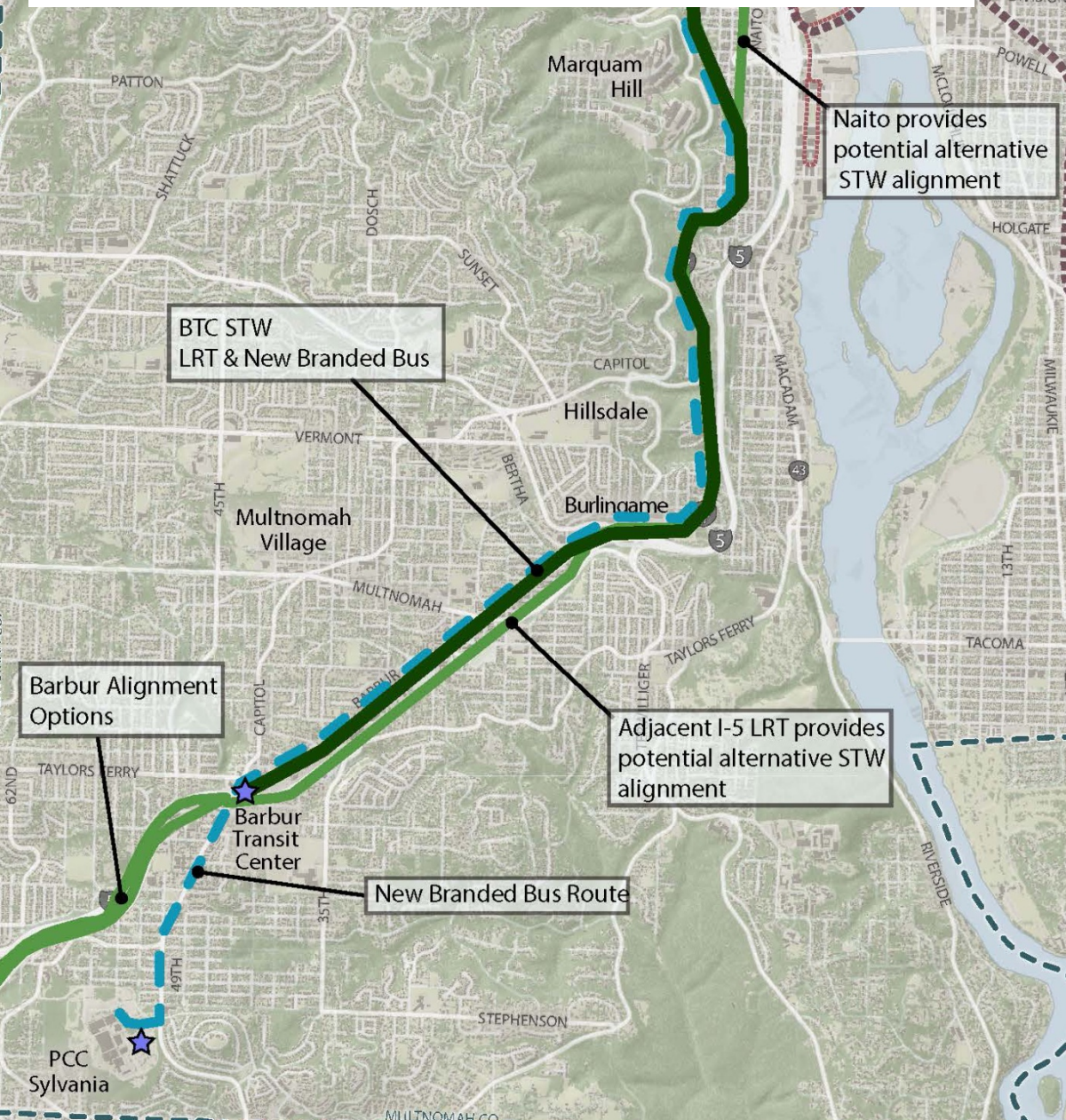
Bus hub



Aerial tram



Shared transitway





Preferred Package

**Begin
environmental
review (DEIS)**

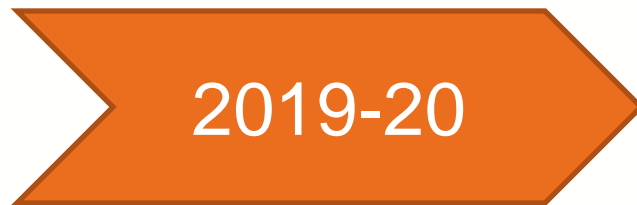


***DEIS
continues***

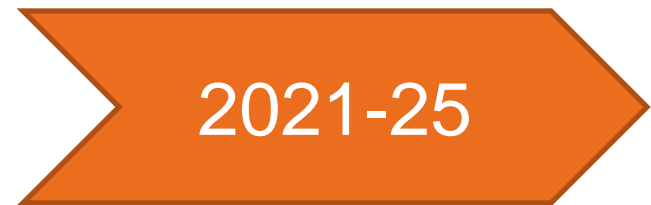


**Locally Preferred
Alternative (LPA)**

**Secure non-
federal funding
commitments**



**Advanced engineering
Federal rating and funding
agreement**



CONSTRUCTION

Questions