SW Corridor Light Rail: Crossroads Route Evaluation

Crossroads Community Meeting #3
January 31, 2019
Agenda

6:00 Welcome

6:05 Presentation
  • What we’ve heard
  • New info and drawings

6:45 Circulate, talk to staff, write your comments: what’s important for ongoing design?

7:30 Turn in comments before you leave
Project timeline

- **Design**
  - Environmental Review
    - Draft EIS: Public and agency review
    - Final EIS: Preferred alternative selected
  - Funding
    - Regional funding vote
  - Construction
- **Testing**
  - Opening
Steering Committee recommendation more analysis of:
• Alternative B2
• Refinement 2

Your feedback

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

Further modification and narrowing

Your feedback today

Your feedback on ongoing design details

Steering Committee decision March 11

Portland City Council work session Feb 12*

*Date subject to change
December options discussed

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
What we heard

• Support for B2
• Concerns about Collins
  • Impacts to Woods Creek, park, businesses and homes
  • Comments generated by sign in park
• 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
New information

• No significant cost difference between Collins and B2
  • Support column for lower cost I-5 bridge would trigger additional impacts
• Complexity of utility conflicts via Collins
• Visual renderings
DRAFT 3D VIEWS - SEGMENT B - CROSSROADS

B2 Alignment - Plan (not to scale)
B2 – potential development scenarios
Collins – potential development scenarios
B2

DRAFT 3D VIEWS - SEGMENT B - CROSSROADS

B2 Alignment - View to S
Collins

DRAFT 3D VIEWS - SEGMENT B - CROSSROADS

Collins Alignment - View to S
DRAFT 3D VIEWS - SEGMENT B - CROSSROADS

B2 Alignment - View to E
Collins Alignment - View to E
DRAFT 3D VIEWS - SEGMENT B - CROSSROADS

B2 Alignment - View to E from Taylors Ferry Rd
Collins Alignment - View to E from Taylors Ferry Rd
DRAFT 3D VIEWS - SEGMENT B - CROSSROADS

B2 Alignment - View to E from SW Capitol Highway Viaduct
Collins Alignment - View to E from SW Capitol Highway Viaduct
DRAFT 3D VIEWS - SEGMENT B - CROSSROADS

B2 Alignment - View to N from SW Capitol Highway towards I5/ Viaduct
Collins Alignment - View to N from SW Capitol Highway towards I5/ Viaduct
DRAFT 3D VIEWS - SEGMENT B - CROSSROADS

B2 Alignment - View to NE from Barbur Blvd towards I5 / Viaduct
Collins Alignment - View to NE from Barbur Blvd towards I5/ Viaduct
Examples
Examples
Examples
<table>
<thead>
<tr>
<th>Displacements</th>
<th>Residential</th>
<th>Business1</th>
<th>Employee1</th>
<th>City property impacts</th>
<th>Natural environment</th>
<th>E-Zone impact1</th>
<th>Station visibility and access</th>
<th>Walking2</th>
<th>Land use</th>
<th>Auto traffic</th>
<th>Travel time</th>
<th>Capital cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative B2 – ped bridge station</td>
<td>None</td>
<td>25 businesses</td>
<td>197 employees</td>
<td>No impact</td>
<td>No impact</td>
<td>No impact</td>
<td>Behind Park &amp; Ride</td>
<td>Visible, easy access from Barbur</td>
<td>Improvements at two existing crossings</td>
<td>Farther south</td>
<td>Less opportunity</td>
<td>One gated track crossing of northbound Barbur lanes</td>
</tr>
<tr>
<td>Alternative B2 – Barbur station</td>
<td>5 residential units, including 2 single-family and 1 triplex</td>
<td>14 businesses</td>
<td>78 employees</td>
<td>More impact to City property; potentially complex utility relocations</td>
<td>No impact</td>
<td>Minor impact adjacent to creek riparian and wetland areas; mitigation required</td>
<td>Direct at Barbur TC</td>
<td>Visible, easy access from Barbur</td>
<td>Improvements at two existing crossings</td>
<td>Farther east (similar to Collins – Barbur station)</td>
<td>Farther east (similar to B2 – Barbur - station)</td>
<td>Similar to B2</td>
</tr>
<tr>
<td>Collins – Collins station</td>
<td>None</td>
<td>14 businesses</td>
<td>78 employees</td>
<td>More impact to City property; potentially complex utility relocations</td>
<td>No impact</td>
<td>Minor impact adjacent to creek riparian and wetland areas; mitigation required</td>
<td>Direct at Barbur TC</td>
<td>Visible, easy access from Barbur</td>
<td>Improvements at two existing crossings</td>
<td>Farther north</td>
<td>More opportunity</td>
<td>Collins becomes cul-de-sac at 41st Ave and connects to Taylors Ferry Frontage Rd.</td>
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<tr>
<td>Collins – Collins station w/bus*</td>
<td>5 residential units, including 2 single-family and 1 triplex</td>
<td>26 businesses</td>
<td>151 employees</td>
<td>More impact to City property; potentially complex utility relocations</td>
<td>No impact</td>
<td>Minor impact adjacent to creek riparian and wetland areas; mitigation required</td>
<td>Direct at new Collins stops</td>
<td>Visible, easy access from Barbur</td>
<td>Improvements at two existing crossings, plus one new crossing</td>
<td>Improvements at two existing crossings, plus one new crossing</td>
<td>Farther east (similar to B2 – Barbur - station)</td>
<td>Similar to B2</td>
</tr>
<tr>
<td>Collins – Barbur station*</td>
<td>None</td>
<td>29 businesses</td>
<td>220 employees</td>
<td>More impact to City property; potentially complex utility relocations</td>
<td>No impact</td>
<td>Minor impact adjacent to creek riparian and wetland areas; mitigation required</td>
<td>Across two lanes of Barbur</td>
<td>Visible, easy access from Barbur</td>
<td>Improvements at two existing crossings, plus one new crossing</td>
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<td>Farther east (similar to B2 – Barbur - station)</td>
<td>Similar to B2</td>
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</table>

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.
Next Steps – Alignment

- Community Advisory Committee (CAC) first Thursdays beginning February 7
- **Steering Committee** second Mondays beginning February 11
- **City Council Work Session** February 12*

- Steering Committee decision on Crossroads route March 11

*Date subject to change
Next Steps – Design

- Input on station locations, Park & Rides this spring
- Draft Conceptual Design Report fall 2019
- Ongoing community engagement in design
• Inclusive, people-centered work to plan for:
  • Healthy connected community
  • Housing choices and reduced displacement
  • Strengthened commercial district
  • Improved health and prosperity outcomes for low income residents

• 2019 through summer 2020 (City Council action on plan)

• Community Advisory Group and public engagement opportunities starting Spring 2019
What do you think?

Write on maps

Leave comments at door

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