SW Corridor Light Rail: Crossroads Route Evaluation

Crossroads Community Meeting
October 29, 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

Design

Environmental Review

- Draft EIS
- Final EIS

Public and agency review
Preferred alternative selected

Funding

- Regional funding vote
- Federal funding agreement

Construction

Testing

Opening
Crossroads DEIS routes

Alternative B1
Center-running in Barbur Boulevard entire alignment; requires Crossroads bridge replacement

Alternative B2
Center-running in Barbur Boulevard to Barbur Transit Center, bridge over Crossroads, adjacent to I-5

Alternatives B3 and B4
Adjacent to I-5 through Crossroads
Refinement 2:  
Taylors Ferry I-5 Overcrossing  
Center-running in Barbur Boulevard, adjacent to Taylors Ferry, cross Capitol Hwy, bridge over Taylors Ferry, I-5
August 2018
Steering Committee Recommendation

Refinement 2 and Alternative B2
and staff was directed to study these more prior to the Final EIS

CAC recommendation: above, plus new option suggested by neighborhood: Smith
What we’ve heard

- Walking and biking
- Traffic congestion
- Property impacts
- Barbur World Foods
- Park, trail, creek, vegetation impacts
- Visual, noise, vibration impacts
- Vision for West Portland Town Center

Other technical considerations:
Safety, track geometry, travel time, cost
Why not Alternative B1 (replace Crossroads bridge)?

Big footprint. Requirements for a replacement bridge:

• Wider (for light rail)
• Higher (for I-5 clearance)
• Support column in I-5 right of way

Doesn’t solve problems for people walking, biking, driving (retains existing skewed intersections)
Why not Alternative B1 (replace Crossroads bridge)?

Risks not studied in DEIS:

• FHWA requirements
• Interchange upgrade
• Constructability

Significantly larger footprint and cost
Tonight

Learn about route options studied since August

Provide feedback to inform further design and analysis
After tonight

• Share this info (swcorridorplan.org)
• Staff will use comments to further develop designs
• Discuss again in early December
• Steering Committee decision in early 2019
• Ongoing community input in continuing design process
Options studied since August:

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

Light rail
- Light rail track centerline
- Station platform
- Elevated structure

Land use
- West Portland Town Center

Intersections along alignment
- Gated and signalized

DRAFT
Designs are preliminary and subject to change

Signalized and gated crossing of northbound lanes

Bus Facilities + Park and Ride
Alternative B2

Advantages
• Least traffic impact
• Access to buses
• No park or E-zone impacts

Challenges
• Business impacts
• Station less visible
• Less redevelopment potential
Refinement 2

- Light rail
  - Light rail track centerline
  - Station platform
  - Elevated structure
- Land use
  - West Portland Town Center
- Intersections along alignment
  - Signalized
  - Gated and signalized
  - Pedestrian crossing only

DRAFT
Designs are preliminary and subject to change
Refinement 2

Advantages
• Station visibility
• Redevelopment potential

Challenges
• Significant traffic impact
• Business impacts, including Barbur World Foods
• Park user experience
• Impact to E-zone
• Modified Trail 7 access
Smith

Advantages
- Station visibility
- Fewer property impacts
- No park impacts
- Redevelopment potential

Challenges
- Highest cost and risk from bridge replacement
- Most traffic impact
- Longer crosswalk
- Small impact to E-zone
Smith Modified

Light rail
- Light rail track centerline
- Station platform
- Elevated structure

Land use
- West Portland Town Center

Intersections along alignment
- Signalized
- Gated and signalized
- Pedestrian crossing only

Map showing light rail structure, intersections, and land use. The map is a draft, indicating designs are preliminary and subject to change.
Smith Modified

Advantages
• Station visibility
• No park impacts
• Redevelopment potential

Challenges
• Business impacts, including Barbur World Foods
• Most traffic impact
• Longer crosswalk
• Small impact to E-zone
## Collins

### Advantages
- Least traffic impact
- Access to buses
- Fewer crossings for north neighbors
- Station visibility
- Redevelopment potential

### Challenges
- Potential residential impacts
- Park user experience
- Impact to E-zone
- Modified Trail 7 access
- Access to P&R
### Evaluation Considerations

#### Draft Comparison of Crossroads Route Options -- October 29

<table>
<thead>
<tr>
<th>Visual</th>
<th>Alternative B2</th>
<th>Refinement 2</th>
<th>Smith</th>
<th>Smith Modified</th>
<th>Collins</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light rail structures</td>
<td>None</td>
<td>3 single-family residential units</td>
<td>None</td>
<td>None</td>
<td>5 residential units, including 2 single-family and 1 triplex</td>
</tr>
<tr>
<td>Displacements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employees</td>
<td>197 employees</td>
<td>323 employees</td>
<td>63 employees</td>
<td>110 employees</td>
<td>64 employees</td>
</tr>
<tr>
<td>Woods Memorial Nature Park and SW Trails 7</td>
<td>No impact</td>
<td>Could increase noise and visual impact to Woods Memorial Nature Park, would change SW Trails 7 access</td>
<td>No impact</td>
<td>No impact</td>
<td>Could increase noise and visual impact to Woods Memorial Nature Park, would change SW Trails 7 access</td>
</tr>
<tr>
<td>E-Zone impact</td>
<td>No</td>
<td>Yes</td>
<td>Yes (minor)</td>
<td>Yes (minor)</td>
<td>Yes</td>
</tr>
<tr>
<td>Station visibility and access</td>
<td>Poor station visibility from Barbur</td>
<td>Station integrated with Barbur</td>
<td>Station integrated with Barbur</td>
<td>Station integrated with Barbur</td>
<td>Station integrated with streetscape, adjacent to Barbur</td>
</tr>
<tr>
<td>Bus access to station</td>
<td>Direct at Barbur TC</td>
<td>Across 2 northbound Barbur lanes</td>
<td>Across 2 northbound Barbur lanes</td>
<td>Across 2 northbound Barbur lanes</td>
<td>Direct at station (north of Barbur)</td>
</tr>
<tr>
<td>Park and ride access to station</td>
<td>Direct at Barbur TC</td>
<td>Across 2 northbound Barbur lanes</td>
<td>Across 2 northbound Barbur lanes</td>
<td>Across 2 northbound Barbur lanes</td>
<td>Across Barbur</td>
</tr>
<tr>
<td>Walking and biking</td>
<td>No change to crosswalk length across Barbur at Capitol</td>
<td>No change to crosswalk length across Barbur at Capitol</td>
<td>Lengthens skewed crosswalks across Barbur at Capitol</td>
<td>Lengthens skewed crosswalks across Barbur at Capitol</td>
<td>No change to crosswalk length across Barbur at Capitol</td>
</tr>
<tr>
<td>Land use</td>
<td>Least supportive of redevelopment</td>
<td>More opportunities for redevelopment</td>
<td>More opportunities for redevelopment</td>
<td>More opportunities for redevelopment</td>
<td>Most opportunities for redevelopment</td>
</tr>
<tr>
<td>Auto traffic</td>
<td>Least traffic impact. One gated track crossing of Barbur (northbound)</td>
<td>Significant traffic impact. Safety and circulation concerns with gated track crossings of Capitol (both directions, at Taylors Ferry) and Barbur (southbound)</td>
<td>Most traffic impact. Safety and circulation concerns with gated track crossings of Capitol (both directions, at Barbur) and Barbur (southbound)</td>
<td>Most traffic impact. Safety and circulation concerns with gated track crossings of Capitol and Barbur (both directions), 41st (southbound), Taylors Ferry (eastbound)</td>
<td>Least traffic impact. One gated track crossing of Barbur (southbound)</td>
</tr>
</tbody>
</table>

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1. Business and employee counts are estimated from Bureau of Labor Statistics data with field verification.  
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. The acreage of impact includes a 50-foot construction buffer.  
3. All options would add or replace sidewalks and bike facilities along streets that are rebuilt as part of the route.
Initial staff impression

**Alternative B2** and **Collins** have greatest potential for further evaluation

Biggest factors in staff’s evaluation:
1. Crossroads bridge replacement
2. Barbur World Foods displacement
3. Traffic impacts
What do you think?

Write comments on maps, matrix
Leave at door

Email comments to: swcorridorplan@oregonmetro.gov