



Southwest Corridor Plan Key Issues: PCC Sylvania Executive Summary, April 13, 2015 Updated May 4, 2015

The Southwest Corridor Plan is a comprehensive approach to achieving community visions through integrated land use and transportation planning. The Southwest Corridor Plan incorporates high capacity transit (light rail or bus rapid transit) alternatives with roadway, bike and pedestrian projects and adopted local land use visions. These include the Barbur Concept Plan, the Tigard High Capacity Transit Land Use Plan, Linking Tualatin and the Sherwood Town Center Plan. The plan is exploring bus rapid transit and light rail alternatives for several alignments that connect downtown Portland, Southwest Portland, Tigard and Tualatin.

In July 2013, the Southwest Corridor Plan Steering Committee recommended a Shared Investment Strategy that includes key investments in transit, roadways, bikeways, sidewalks, parks, trails and natural areas. A refinement study was initiated in August 2013 to narrow high capacity transit

options, identify a preferred alternative and create a subset of roadway, bike and pedestrian projects. In June 2014, the steering committee accepted the recommendation of a narrowed set of design options and requested additional refinement work from staff.

From March 2015 through spring 2016, the steering committee will discuss technical findings and community input to develop a Preferred Package of transportation investments to support community livability. The Preferred Package will be defined in spring 2016 and include:

- **High Capacity Transit Preferred Alternative**
Preferred alignments, mode, terminus and associated roadway, bike and pedestrian projects to receive further environmental review through a Draft Environmental Impact Statement



What is a Southwest Corridor Key Issues memo?

The Southwest Corridor project partners are taking a place-based approach to understanding the key issues as they relate to local concerns and community aspirations. The PCC Sylvania Key Issues memo is part of a series of memos and technical information on key places throughout the corridor that the public and steering committee can review before giving input and making recommendations on major project decisions.

The full PCC Sylvania Key Issues memo is available at www.swcorridorplan.org and includes an overview of the decision-making process, description of the three proposed high capacity transit alignments to serve PCC Sylvania, summary of technical information and description of key issues for decision-makers and the public to consider. Appendices contain supplemental information including maps and project lists of Shared Investment Strategy roadway, bike and pedestrian projects being considered for the PCC Sylvania area, a discussion of general transit mode considerations and maps highlighting demographic factors in the study area.

A summary of stakeholder feedback and findings from additional technical analysis will be incorporated into a draft recommendation document that will be available prior to the July 2015 steering committee decision.

- **Corridor Connections** Roadway, bike and pedestrian projects identified in the Shared Investment Strategy with associated potential funding sources and timeframes
- **Land use and development strategy** Partnership agreements and other pre-development work to activate land use and place-making strategies identified in local land use visions



Defining a Preferred Package

To reach a Preferred Package by spring 2016, there are two key steering committee decision-making points in 2015.

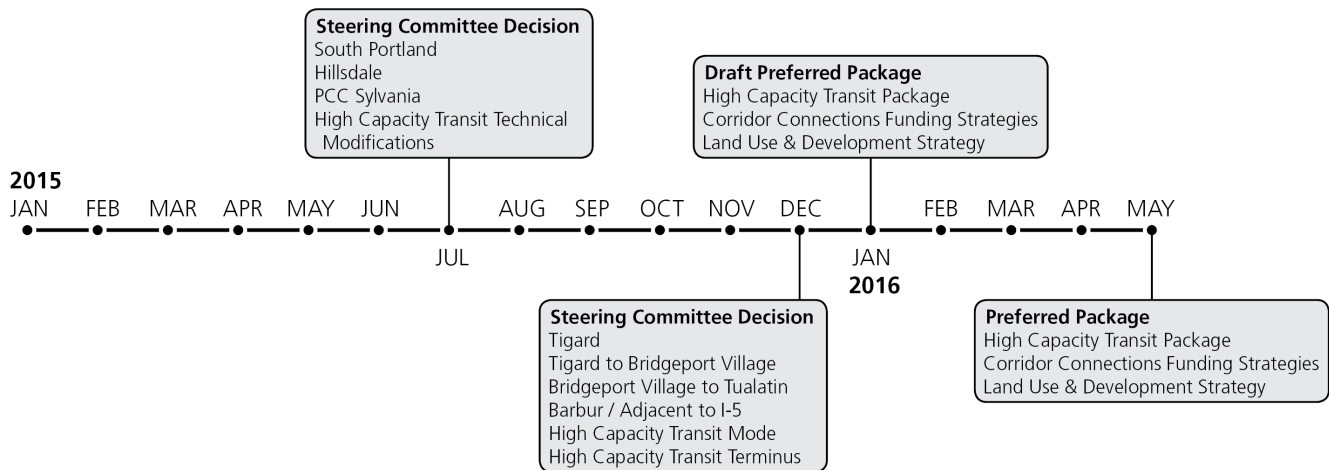
In July 2015, the Southwest Corridor Plan Steering Committee will be asked to make a decision on which proposed high capacity transit alignments choices serving the South Portland, Hillsdale and PCC Sylvania areas will advance to further environmental review that could begin in 2017.

July 2015: Major decisions for PCC Sylvania

- Should the DEIS include study of a direct access BRT option along Capitol Highway to PCC-Sylvania?
- What are the travel time and ridership tradeoffs of a lengthier direct BRT route to campus?
- Should the DEIS include study of a direct access LRT option with a cut-and-cover tunnel to PCC-Sylvania?



Steering Committee decisions



- What are the construction impacts and cost tradeoffs of this option? Are future campus plans commensurate with such an investment?
- Should the DEIS include study of a Barbur option with a surface pedestrian/bike connection between a Barbur station and the PCC-Sylvania campus? How viable would such a connection be for providing campus access and how would it impact the neighborhood?

In December, the steering committee will focus on the remaining alignment and terminus options as well as a high capacity transit mode decision between light rail and bus rapid transit.

December 2015: Major decisions for PCC Sylvania

- Is bus rapid transit or light rail the preferred mode for the corridor to study in the Draft Environmental Impact Statement?
- What is the timeframe for designing and implementing local transit service improvements to enhance connections to and through the PCC Sylvania area from the high capacity transit project?

- What is the best implementation approach for roadway, bicycle and pedestrian Corridor Connection projects defined in the Shared Investment Strategy for PCC Sylvania?

In January 2016, the steering committee will identify a draft Preferred Package, including high capacity transit mode, alignment options, terminus options, and associated roadway, bike and pedestrian projects for further study in a Draft Environmental Impact Statement anticipated to begin as early as late 2016 pending steering committee direction. The Preferred Package also includes a funding strategy for additional priority roadway, bike and pedestrian projects throughout the corridor and integrated land use and development strategies.

CONNECT

www.swcorridorplan.org

swcorridorplan.blog.com

[@SWCorridor](https://twitter.com/SWCorridor)

trans@oregonmetro.gov

503-797-1756

PCC Sylvania findings

Deliberation and decision-making will be driven by how well each element of the proposed project meets the Southwest Corridor Plan’s overarching goals, including improved mobility and safety for all users and modes of transportation, efficient and reliable transportation choices, wise use of public resources, improved access to key places and equitable distribution of the benefits and burdens of transportation and land use development.

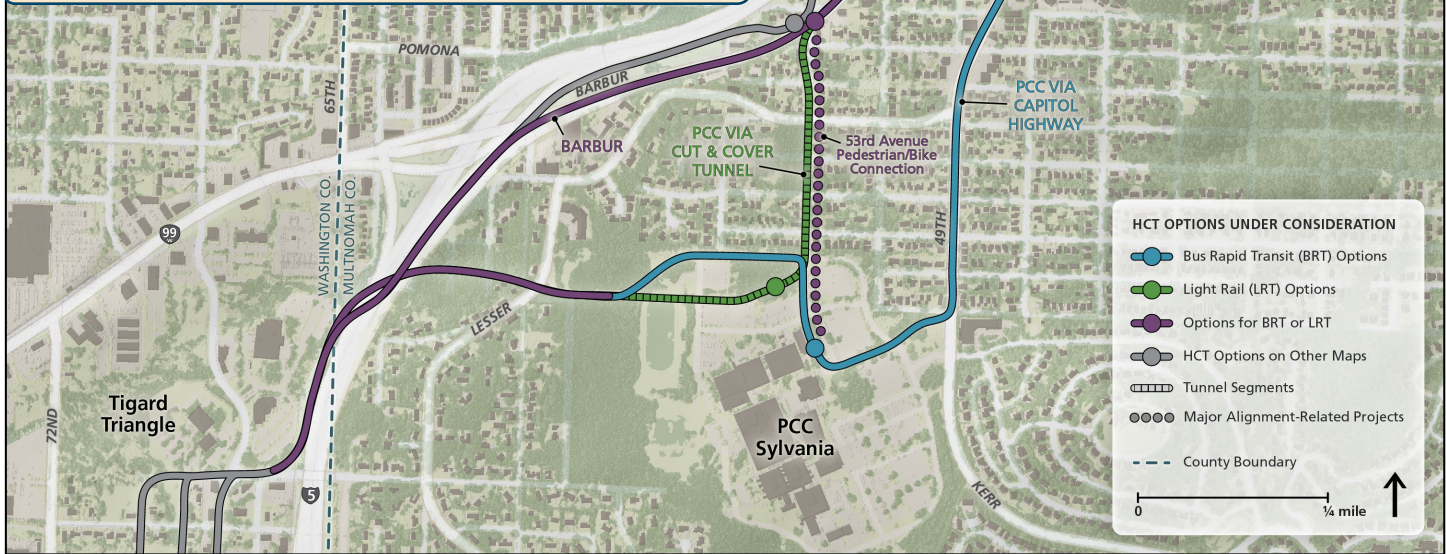
The following PCC Sylvania Key Issues table highlights data collected through technical analysis, community knowledge and discussions with partners that will influence this decision, including:

- **transit performance** ridership, travel time, reliability
- **community development** station access, redevelopment opportunities
- **mobility** connectivity, freight movement, safety, traffic, bike and pedestrian access
- **cost:** initial capital cost estimates
- **engineering complexity and risk** construction impacts, engineering risks
- **community impacts** distribution of benefits and burdens, property impacts.

A full copy of the PCC Sylvania Key Issues memo and appendices is available at www.swcorridorplan.org.

The PCC Sylvania area encompasses the portion of the Southwest Corridor between the Crossroads intersection (Barbur Blvd. and Capitol Highway) and the Tigard Triangle and includes three high capacity transit options under consideration:

- **Barbur Boulevard** (bus rapid transit or light rail) from the Crossroads intersection to the Tigard Triangle, including a new transit, bicycle and pedestrian bridge crossing over I-5 and an enhanced bicycle/pedestrian connection along 53rd Ave. between a station on Barbur and the PCC campus
- **PCC via Capitol Highway** (bus rapid transit only) from the Crossroads intersection along Capitol Highway and 49th Ave. to campus, then west to the Tigard Triangle via a new transit, bicycle and pedestrian bridge crossing over I-5
- **PCC cut-and-cover tunnel** (light rail only) on Barbur from the Barbur Transit Center to 53rd Ave., then on toward campus via a cut-and-cover tunnel underneath 53rd Ave. to Lesser Road, then to the Tigard Triangle via a new transit, bicycle and pedestrian bridge crossing over I-5



PCC-Sylvania area summary

The following table summarizes key considerations, evaluation factors, and analysis results for consideration in the PCC-Sylvania area.

Key considerations	Evaluation factors	Barbur – (BRT or LRT)	PCC via Capitol (BRT)	PCC via cut-and-cover tunnel (LRT)
Transit Performance <ul style="list-style-type: none"> How should the tradeoffs in transit performance be weighed between alignments that serve PCC directly and those that stay on Barbur, including travel time, cost, construction complexity and risk, and community development impacts? 	<p>2035 new transit trips</p>	<p>New transit trips: 8,400 (BRT) 15,700 (LRT)</p>	<p>New transit trips: 9,700</p>	<p>New transit trips: 17,800</p>
	<p>2035 line riders</p>	<p>Line riders: 30,800 (BRT) 43,500 (LRT)</p>	<p>Line riders: 32,900</p>	<p>Line riders: 46,200</p>
Community Development <ul style="list-style-type: none"> Can local transit and an improved bike and pedestrian connection on or near 53rd Ave effectively connect the PCC Campus to an HCT alignment on Barbur? Are there land use changes that could occur on the PCC-Sylvania campus in the next 15-20 years that would support a high-cost tunnel investment required for a direct LRT connection? 	<p>Travel time (PSU to Tualatin)</p>	<p>Travel time: 34 minutes (BRT) 31 minutes (LRT)</p>	<p>Travel time: 36 minutes</p>	<p>Travel time: 32 minutes</p>
	<p>Access</p>	<ul style="list-style-type: none"> Station at Barbur and 53rd Ave with improved walk/bike connection to campus (1/3- to ½- mile uphill to campus) 	<ul style="list-style-type: none"> PCC campus station Station on Capitol near Comus serving diverse neighborhood 	<ul style="list-style-type: none"> PCC campus station
Mobility <ul style="list-style-type: none"> How do alignment choices affect cars, bikes and pedestrians? How do alignment choices impact road, bike and pedestrian improvement projects that could serve PCC and the neighborhood? 	<p>Redevelopment potential</p>	<ul style="list-style-type: none"> Some redevelopment potential at Barbur and SW 53rd Ave 	<ul style="list-style-type: none"> Opportunity for significant campus redevelopment Current PCC master plan would require changes to allow redevelopment 	<ul style="list-style-type: none"> Opportunity for significant campus redevelopment Current PCC master plan would require changes to allow redevelopment
	<p>Accessibility</p>	<ul style="list-style-type: none"> Includes sidewalk/bike improvements along Barbur Includes sidewalk/bike improvements along 53rd to link PCC to Barbur station (1/3- to ½- mile uphill to campus) Could consider converting lanes on Barbur to HCT-only 	<ul style="list-style-type: none"> Includes sidewalk/bike improvements along Capitol and to access station Could consider converting lanes on Capitol to HCT-only 	<ul style="list-style-type: none"> Includes sidewalk/bike improvements to access station and along Barbur east of 53rd Could consider converting lanes on Barbur to HCT-only

Discussion Draft: PCC Sylvania Area Key Issues – updated 5/4/15

Key considerations	Evaluation factors	Barbur – (BRT or LRT)	PCC via Capitol (BRT)	PCC via cut-and-cover tunnel (LRT)
	<i>Mode considerations</i>	<ul style="list-style-type: none"> 23 BRT vehicles per hour in the peak 10 LRT vehicles per hour in the peak 	<ul style="list-style-type: none"> Same as Barbur alignment option 	<ul style="list-style-type: none"> Same as Barbur alignment option
<p>Capital Costs</p> <ul style="list-style-type: none"> Are the trade-offs between cost of a project and other factors such as reliability, safety, access and community development opportunities clear? How does cost impact the length of the final high capacity transit alignment? 	<i>Cost estimates in 2014 dollars</i>	<ul style="list-style-type: none"> LRT: \$1.9B - \$2.4B line, \$272M PCC area segment BRT: \$680M - \$1.2B line, \$140M PCC area cost 	<ul style="list-style-type: none"> \$144M segment cost 	<ul style="list-style-type: none"> \$515M segment cost (\$244M more than LRT on Barbur)
<p>Engineering complexity/risk</p> <ul style="list-style-type: none"> What are the benefits and risks associated with construction of a deep-bored tunnel or a cut-and-cover tunnel? What aspects of each alignment option present noteworthy risk? 	<i>Risk</i>	<ul style="list-style-type: none"> At-grade option with station on Barbur Requires major improvements to 53rd Avenue to provide walk access from station (1/3- to ½- mile uphill to campus) 	<ul style="list-style-type: none"> At-grade option with dedicated transitway on PCC campus 	<ul style="list-style-type: none"> Requires cut-and-cover tunnel along length of 53rd Avenue Potential geotechnical and construction risks involved with mining operation
<p>Community impacts</p> <ul style="list-style-type: none"> How would construction of a cut-and-cover tunnel impact the neighborhood? How would the Barbur to PCC campus bicycle and pedestrian connection along 53rd Ave impact the neighborhood? 	<i>Access Property Impacts</i>	<ul style="list-style-type: none"> Shortest in-vehicle travel time but longest walk between station and campus Opportunity for station area and park and ride along Barbur near 53rd Avenue 	<ul style="list-style-type: none"> Provides more direct service to diverse Capitol Highway neighborhoods Provides front door service to PCC Sylvania staff and students 	<ul style="list-style-type: none"> Substantial construction impacts and potential displacement of neighborhood residents along cut-and-cover tunnel alignment Provides station at edge of campus