

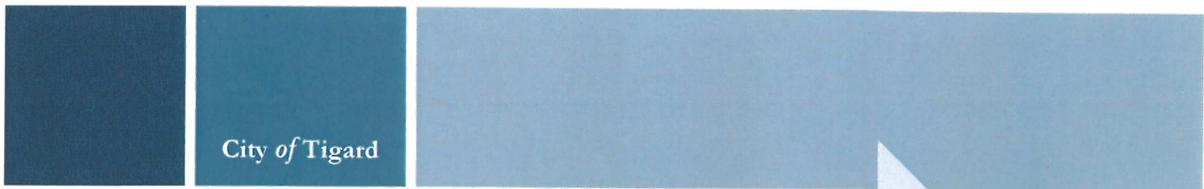


City of Tigard

Respect and Care | Do the Right Thing | Get it Done

Southwest Corridor Plan Phase 1 Update

May 2013



Phase 1 Decision
• July 2013

Refinement
• Fall 2013

Phase 2
• 2014-2016

HCT Options for
Further Study

Clarify Options

DEIS

Phase 1 Decision

• July 2013

HCT Options for Further Study

Local transit
Land use vision
Roadway
Ped/Bike
Parks & Natural Areas

Refinement

• Fall 2013

Clarify Options

Additional regional coordination
Transit: Southwest Service Enhancement
Highway 99W performance measures

Local actions
Tigard Triangle Refinement Plan
Amendments to TSP and other policies

Phase 2

• 2014-2016

DEIS

July decision: What HCT options need more study?

- What HCT modes need further study?
 - LRT? BRT? Both?
- What is the extent of HCT service?
 - Tigard? Tualatin? Sherwood?
- What kinds of lane treatment options should be considered for BRT?



Scope refinement & DEIS (through 2016)

- Alignment options
 - Connection to PCC
 - SW Hall or 72nd Avenue
 - Naito or Barbur
- Station locations
- Right of way options
- Transit system connections



How we got here



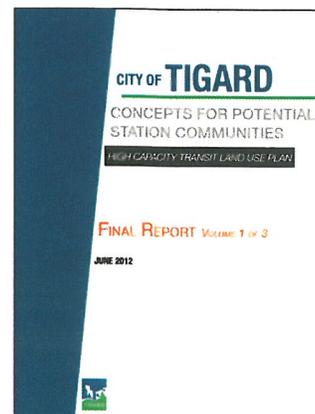
Southwest Corridor Plan Framework

Integrated Land Use
& Multimodal
Transportation Plan



Tigard HCT Land Use Plan Concepts for Potential Station Communities

- What areas are best suited for growth?
- What types of neighborhoods are the right fit for Tigard?
- What changes are needed?



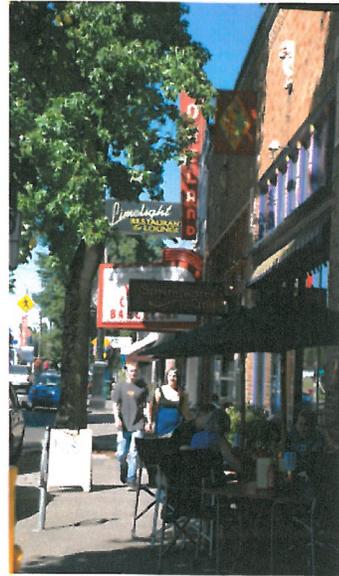
Downtown Tigard

People said

Create destinations and identity,
support existing businesses, improve
connections

Concept highlights

Consistent with Downtown Plan
Focuses on connections, emphasizes
existing assets



Tigard Triangle

People said

Increase intensity, create destinations and
housing, work on Pac Hwy,
don't compete with downtown

Concept highlights

Shift to mixed use east of 72nd
Additional policy &
planning work needed



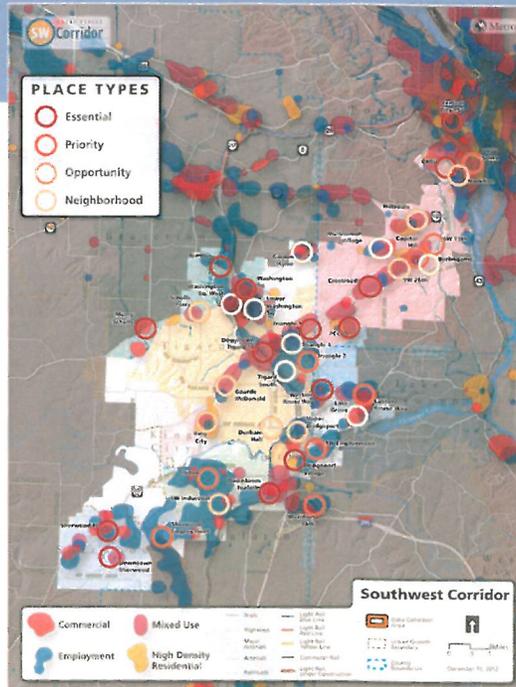
Land Use Visions & Transit Connections

Refined development types:

- Commercial, Mixed use, Employment, and Residential areas

Local connection priorities

- Essential, Priority, Opportunity, Neighborhood



Project Bundles

Roadway projects

- 46 projects

Transit

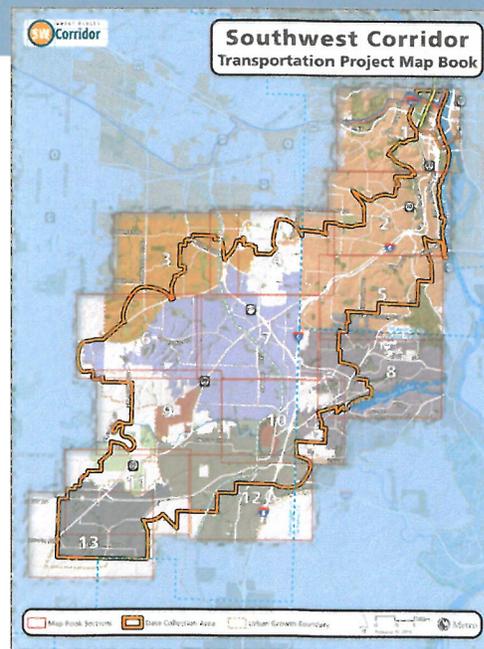
- 5 HCT alternatives
- Local service enhancement

Active transportation

- 84 projects

Parks & natural resources

- Related to above projects



High Capacity Transit (HCT) Alternatives

One Light Rail Transit (LRT) option

With possible extension to Tualatin

Four Bus Rapid Transit (BRT)

To Tigard

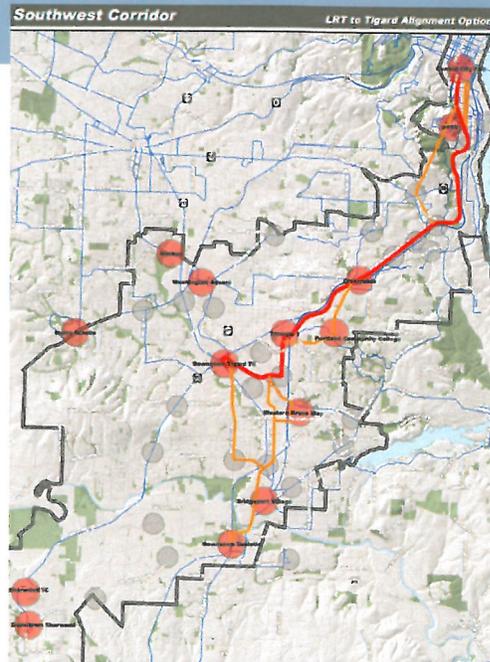
To Tualatin

To Sherwood

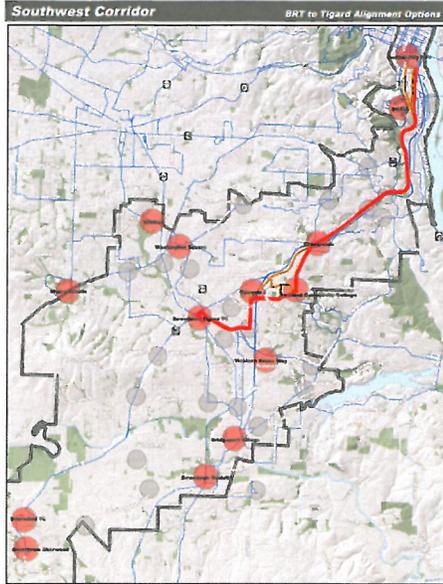
“Hub & Spoke” alternative



LRT alignment &
design options



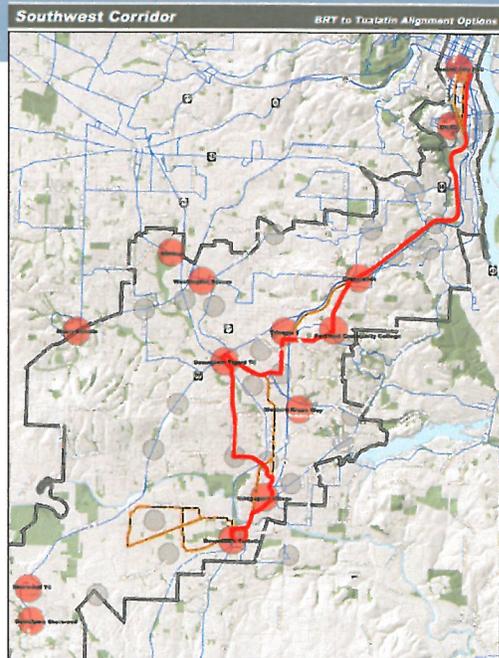
City of Tigard



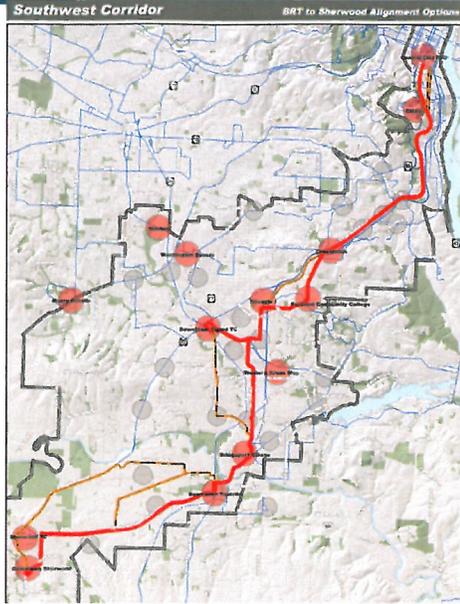
BRT to Tigard

City of Tigard

BRT to Tualatin

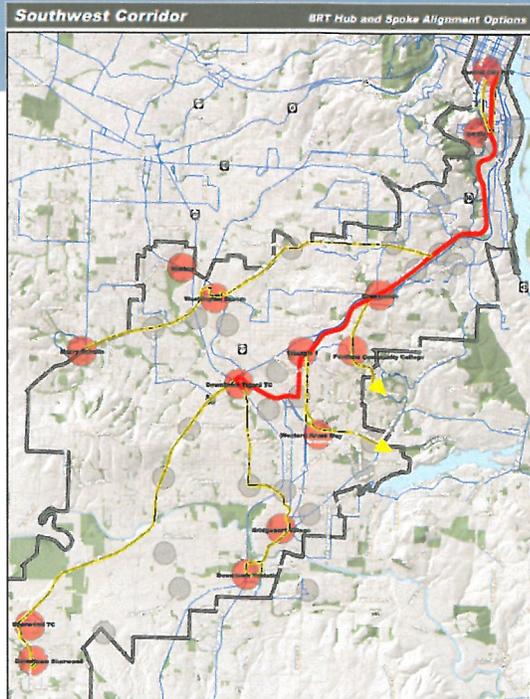


City of Tigard



BRT to Sherwood

City of Tigard



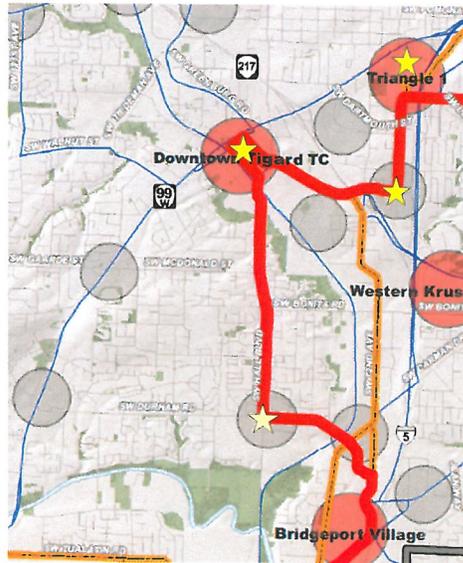
BRT Hub & Spoke

Key elements for Tigard

Potential HCT Stations

Two Tigard priorities for economic development

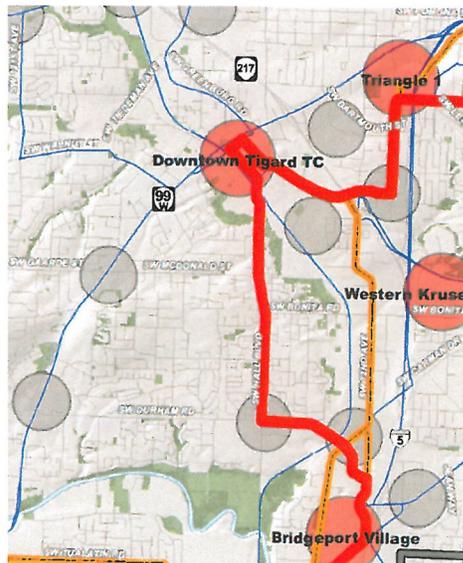
- Downtown
- Tigard Triangle (1 or 2)
- Hall Blvd/Durham Rd



Key elements for Tigard

Alignment Options

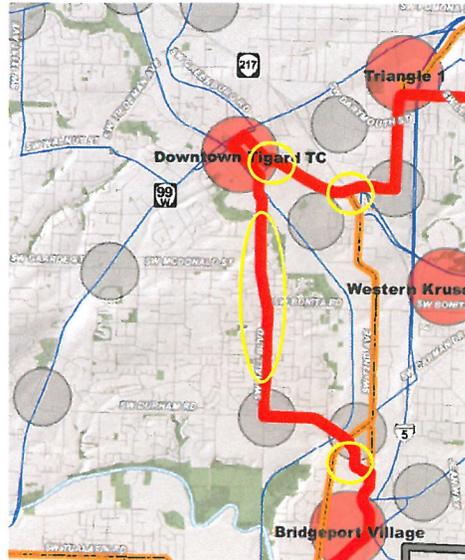
All alignments leave 99W before reaching Tigard



Key elements for Tigard

Tigard Transportation System Plan projects

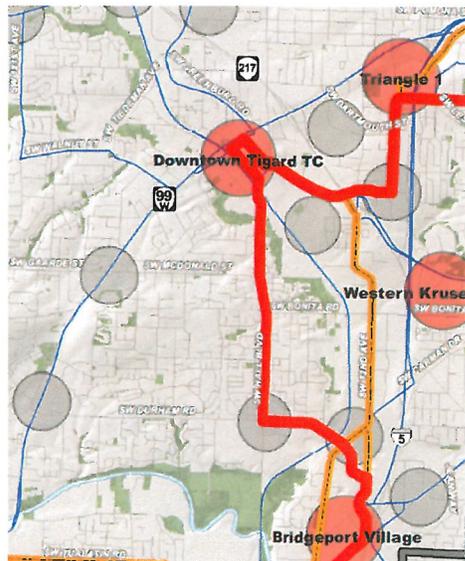
- Hwy 217 overcrossing at Hunziker
- Hunziker-Scoffins Realignment
- Upper Boones at Durham/72nd
- Hall Blvd or 72nd Avenue widening



Key elements for Tigard

Other HCT/Transit Access

- Downtown Portland
- PCC Sylvania; OHSU
- Bridgeport Village
- Sherwood
- Kruse Way
- King City



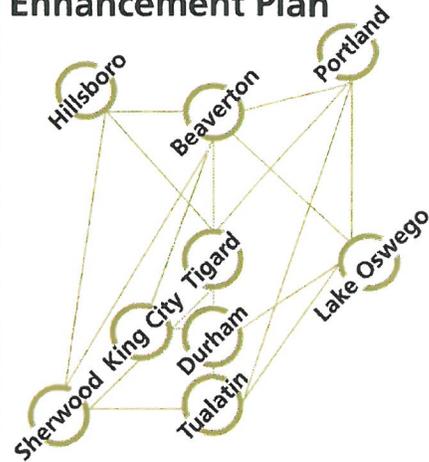
Key elements for Tigard

Local Service Enhancements

Any HCT option will require local connections

Southwest Service Enhancement Plan to proceed this fall

Southwest Service Enhancement Plan



Support access to high capacity transit and connect communities in the corridor.



Phase 1 Decision

• July 2013

HCT Options for Further Study

- What HCT modes need further study?
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- What kinds of lane treatment options should be considered for BRT?
 - How much is in dedicated lane? Where should lanes be used for business access or mixed traffic?

HCT Choices/Trade-offs

Preliminary Results		
Considerations	Light Rail	Bus Rapid Transit (Gold standard)
Daily Ridership (Demand)	22,500	20,100
Demand/Capacity (Peak)	1,300 / 2,100 = 62%	1,100 / 700 = Over Capacity
Annual Operating Cost	\$4.9 M	\$6.3 M
Capital Cost	Highest	55%-85% of LRT
Economic Development	Highest	Less certain; Local influences

Phase 1 decision timeline

Local Input

- Commissions & Advisory Committees
- Town Hall
- City web site questions
- Corridor Plan events

This Thursday

