



TO: Tualatin Transportation Task Force

THROUGH: Alice Rouyer

FROM: Ben Bryant, Management Analyst

DATE: 06/25/2013

SUBJECT: Southwest Corridor Plan

ISSUE BEFORE TRANSPORTATION TASK FORCE:

1. Receive project overview
2. Review process for developing high capacity route options
3. Review evaluation results for high capacity route options
4. Provide input on draft recommendation to City Council

EXECUTIVE SUMMARY:

Meeting Purpose

At the beginning of the Transportation Task Force meeting, Tualatin staff members will provide a brief background on the Southwest Corridor Plan. However, the main purpose of the meeting is not just to receive an update, but to provide feedback on the draft recommendation of projects to continue to study. Specifically, items to consider include:

1. **Local Service:** TriMet will soon embark on a local transit service enhancement study. What should TriMet consider during this process? What local service connections are necessary in Tualatin?
2. **Draft Recommendation:** The draft recommendation suggests the region ought to continue to study light rail and bus rapid transit to Tualatin. Do you have feedback to provide on this recommendation? What questions do you have about the recommended options?
3. **Community Impacts:** What do you see are the costs and benefits of high capacity transit to our local community?

As Task Force Members seek to answer these questions, some background information is provided below. Additional detail will be provided at the meeting.

Background

The Southwest Corridor Plan is a comprehensive land use and transportation plan focused on identifying and prioritizing public investments in the corridor between downtown Portland and

Sherwood for the next 15 years. One of the most significant investments that is envisioned to be made in this corridor is transit service.

Potential High Capacity Transit Routes

Throughout the last year, the cities along the corridor have engaged their communities to establish a future land use and transit vision. In Tualatin, we called this effort, "Linking Tualatin." Specifically, Linking Tualatin was an effort to identify land use changes and public investments needed to create "transit ready places" in Tualatin. By combining the work developed in Tualatin along with the plans in Portland, Tigard, and Sherwood, many patterns were identified. Locally, it became clear that Bridgeport Village and Downtown Tualatin were the priority places to connect with high capacity transit in the future. Other cities were able to also direct the alignments to the locations that mattered most to their community.

Based on the land use visions established by the communities in the corridor, five high capacity transit routes were developed. Each of these alignments, and their evaluation results, are included in the presentation slides and will be discussed during the meeting.

Other Public Investments Identified

In addition to the transit investments, there has been a considerable effort in this process to identify and bundle together many other local projects which would help improve a future high capacity transit route. For example, in order for a transit stop to be accessible, local sidewalk gaps must be filled.

The City of Tualatin utilized the work completed by the Transportation Task Force and identified projects from the Transportation System Plan to include in the overall Southwest Corridor Plan. Specific projects are included in the presentation slides and will be discussed during the meeting.

Draft Recommendation

Metro, in partnership with TriMet and the cities within the corridor, developed a draft recommendation to address future transit service, as well as other transportation related projects. The draft recommendation includes the following:

1. Transit

Options To Remove From Study:

- High capacity transit to Sherwood will not be studied further given its high cost and minimal benefits.
- The "Hub and Spoke" option will not be studied further given its high cost.

Options To Study More:

- TriMet will conduct a local bus service enhancement study in 2014 to identify short and long term bus improvements in recognition that local service is of paramount importance.
- Bus-Rapid Transit to Tualatin, via Tigard will be studied in more detail.

- Light-Rail to Tualatin, via Tigard will be studied in more detail.

At this point in the process, an exact alignment has not been chosen. Throughout 2014, the City of Tualatin will work with the community and our regional partners to further study the merits of bringing high capacity transit to Tualatin. If it is determined that high capacity transit is feasible and beneficial, alignment options will be evaluated and discussed in the coming year.

2. *Other Projects*

The draft recommendation includes many projects identified during Tualatin's Transportation System Plan update that will support corridor-wide goals and a high capacity transit alignment. The most significant of these projects include:

- Tualatin-Sherwood Road Widening
- Boones Ferry Road Bridge Widening
- Cipole Road Widening
- Herman Road Improvements
- Tualatin River Greenway
- Nyberg Creek Greenway
- North/South I-5 Parallel Path
- Westside Trail
- Ice Age Tonquin Trail

Discussion

Tualatin staff members will ask for your thoughts and feedback on the draft recommendation at the meeting.

Next Steps

The input gathered at this meeting will be shared with the City Council on July 8th in an effort to provide guidance to the SW Corridor Steering Committee which will make a decision on July 22nd. In addition, there is an open house in Tigard on June 26.

Attachments:

Attachment A: Presentation



G R E A T P L A C E S

Corridor

Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City • Lake Oswego
Multnomah County • Washington County
ODOT • TriMet • Metro

Southwest Corridor Plan

Transportation Task Force

June 25, 2013

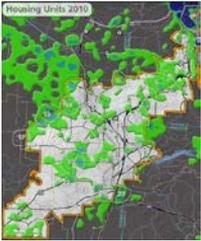
Tonight's Agenda

1. Receive Project Overview

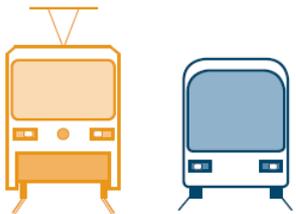
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Capital Cost Magnitudes			
LRT	\$1.7B - \$2.4B	\$2.4B - \$3.1B	
BRT	\$670M - \$1.3B	\$970M - \$2.5B	\$870M - \$2B
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LRT	\$4.0M	\$5.5 - \$7.2*	Not Modeled
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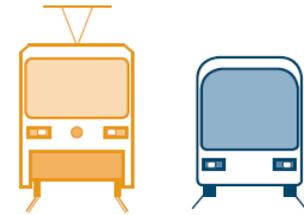
Sneak Peak Draft Recommendation Transit

Options To Remove From Study:

- High capacity transit to Sherwood
- "Hub and Spoke" option

Options To Study More:

- TriMet local bus service enhancement study
- Bus-Rapid Transit to Tualatin, via Tigard*
- Light-Rail to Tualatin, via Tigard*



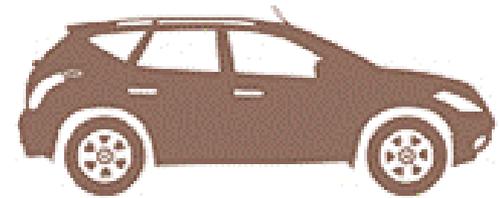
* Exact alignments to be determined through public process in 2014.

Sneak Peak

Draft Recommendation Roadway & Parks Projects

Roadway Projects

- Tualatin-Sherwood Road Widening
- Boones Ferry Road Bridge Widening
- Cipole Road Widening
- Herman Road Improvements



Parks/Trails Projects

- Tualatin River Greenway
- Nyberg Creek Greenway
- North/South I-5 Parallel Path
- Westside Trail
- Ice Age Tonquin Trail



Your Role Tonight

Provide Input on Draft Recommendation to City Council

Items to Consider:

- ▶ ***Local Service:*** What should TriMet consider during the local service enhancement study? What local service connections are necessary in Tualatin?
- ▶ ***Draft Recommendation:*** Do you have feedback to provide? What questions do you have?
- ▶ ***Community Impacts:*** What do you see are the costs and benefits of high capacity transit to our local community?

Fall 2012 Task Force Message

- 1. Better east west connections, not all travel is to and from Portland**
- 2. Respect riders time, make transit convenient and reliable**
- 3. It is imperative to Tualatin's economy and livability to improve transit in Tualatin**
- 4. Define a transit hub in Tualatin that connects the City**
- 5. Improve WES, consider rail where appropriate but focus on providing bus service**

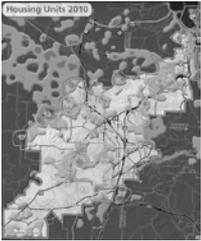
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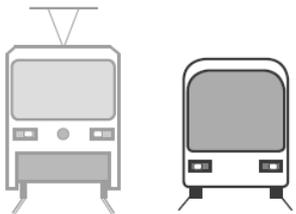
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SW Corridor Plan: Objectives

Accountability and partnership

Manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.

Prosperity

People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.

Health

An environment that supports the health of the community and ecosystems.

Access and mobility

People have a safe, efficient and reliable network that enhances economic vitality and quality of life.



SW Corridor Plan: Collaborative Effort



High Capacity Transit (HCT) Decision Timeline

October 2012	July 2013	mid-2014	early 2017
<p>Narrow from 10 alternatives concepts to five</p>	<ul style="list-style-type: none"> • Destination • Which modes to carry forward for further study • Policy direction on “level” of BRT for further study • Direction on Southwest (Transit) Service Enhancement Plan 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments <ul style="list-style-type: none"> • Naito or Barbur? • Surface or tunnel (if light rail)? • Direct connection to PCC? • Hall or 72nd? • Tualatin-Sherwood Road or Industrial Area? • Add a lane or convert a lane? • Potential station locations • Funding strategies 	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

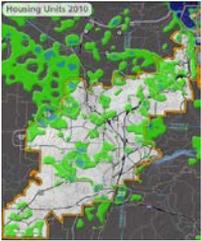
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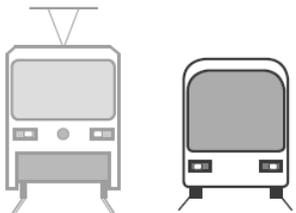
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Designing HCT Route Options



Evaluate Existing & Future Conditions

Identify travel patterns, current land uses, travel time, transit service, etc.

Gather Public Input

Provide opportunities at open houses and on-line for citizens to offer comments, suggestions, and ideas.

Combine Local Land Use Plans

Lead transit planning efforts with local land use aspirations in the corridor and combine those efforts into a larger regional context.

Identify Key Places

Utilize all the information above to draw conclusions and identify key places to connect.

Existing & Future Conditions

Plan Elements:
Land Use & Transportation

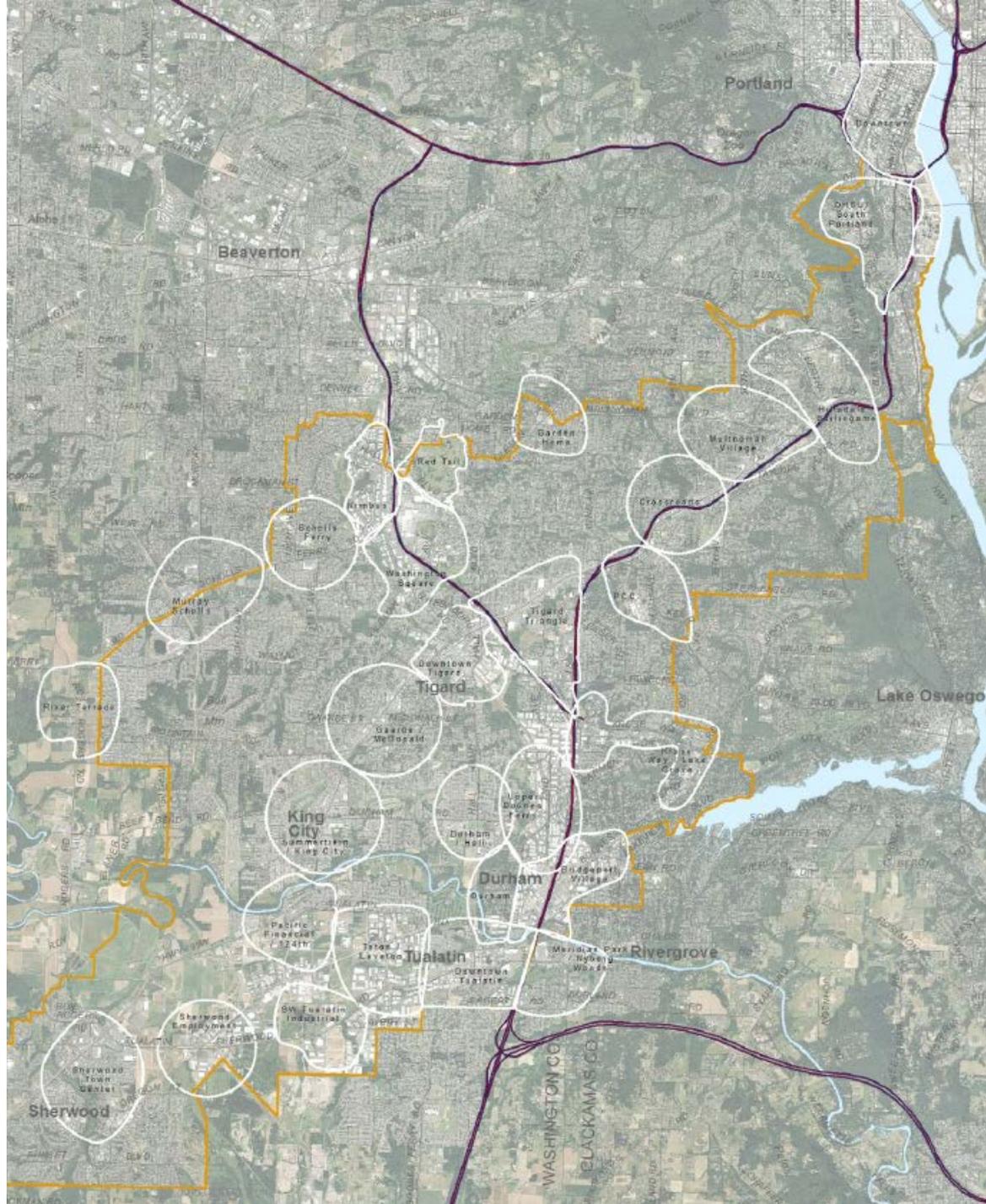
Corridor Location:
Portland to Sherwood (not limited to HWY 99W)

Length: 14.4 miles

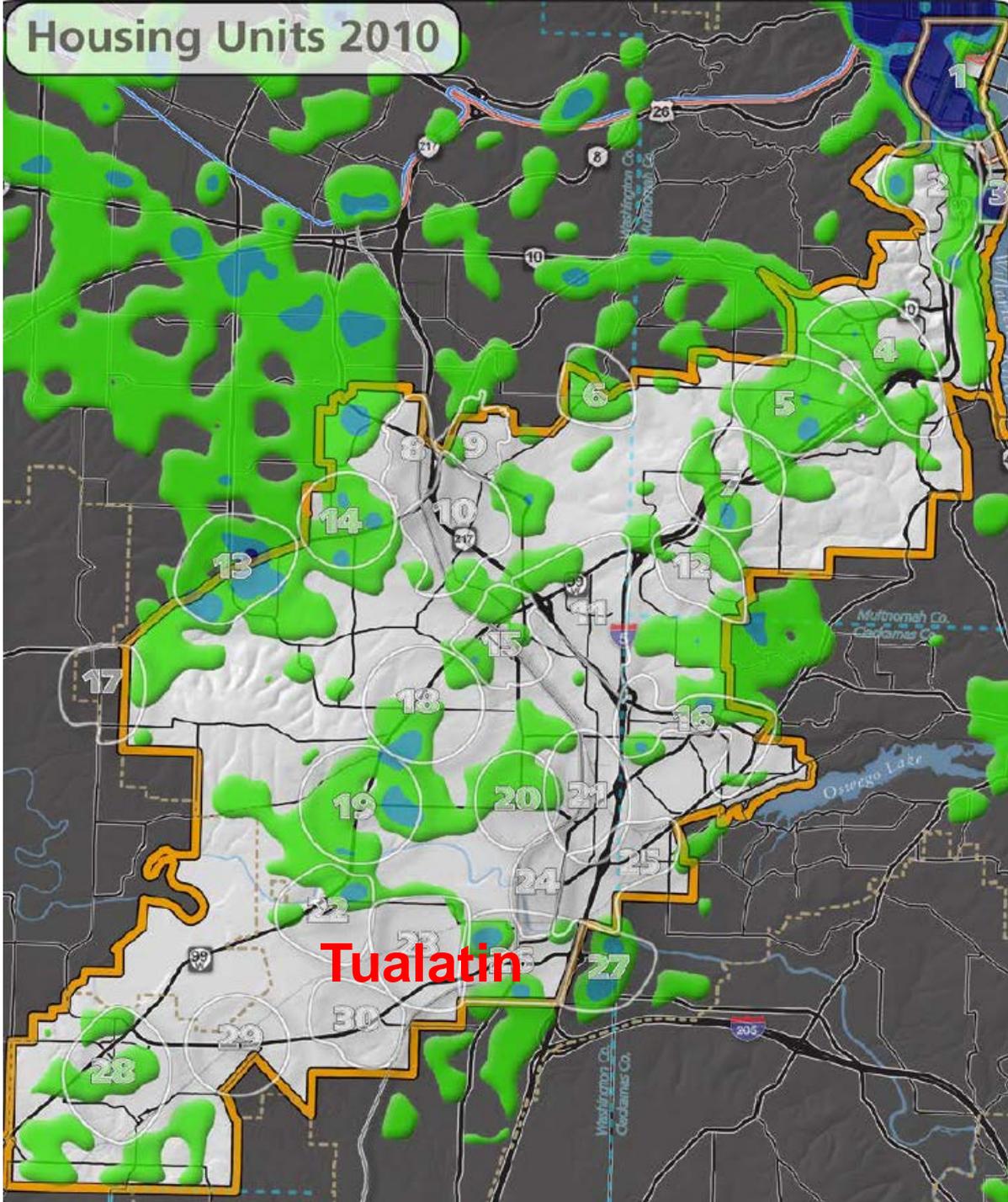
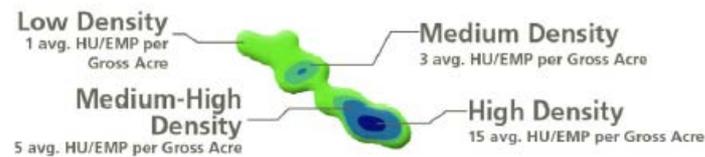
Population:
2010 = 140,000 (10% of metro)
2035 = 206,000

Employees
2010 = 163,000 (19% of metro)
2035 = 251,000

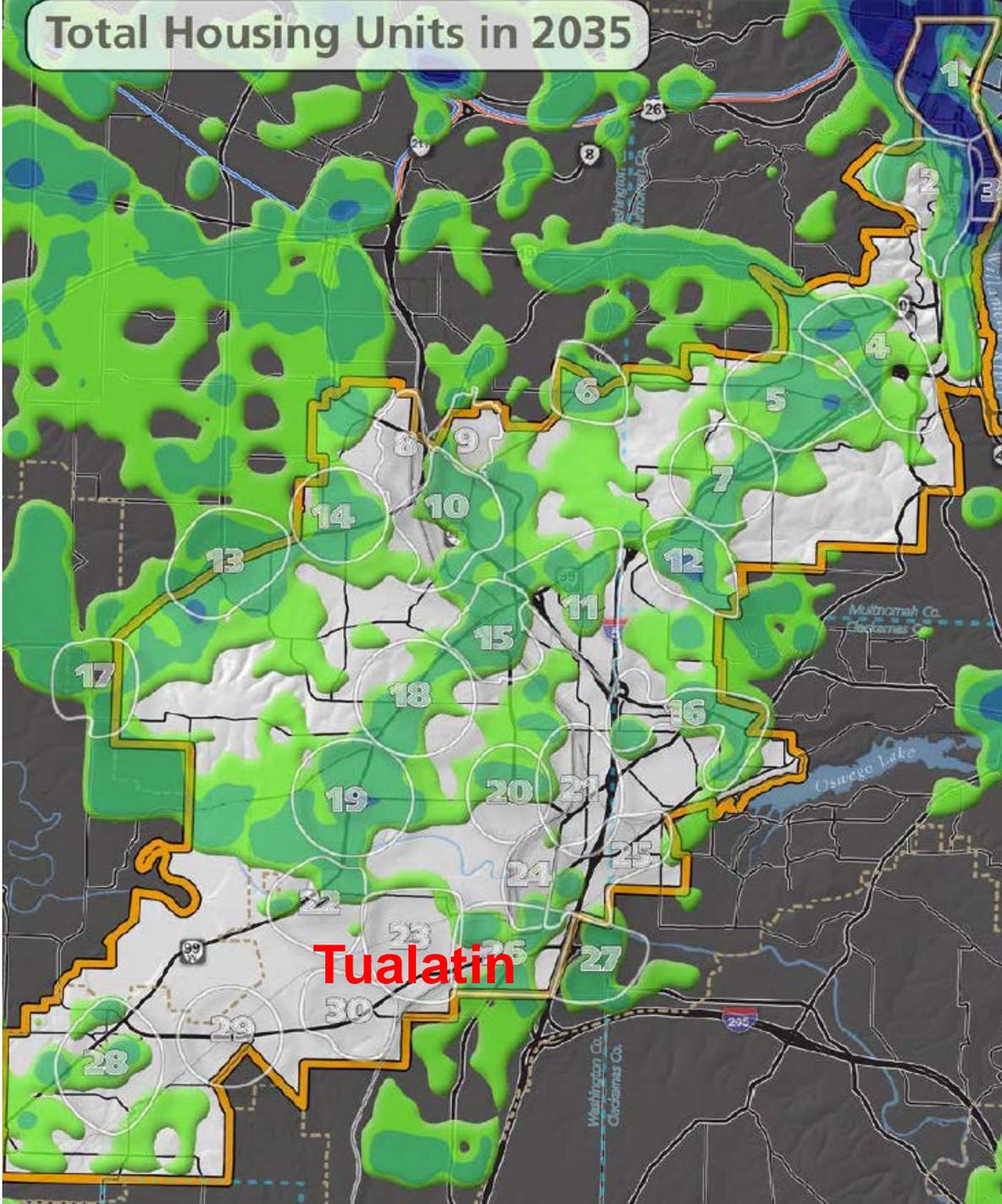
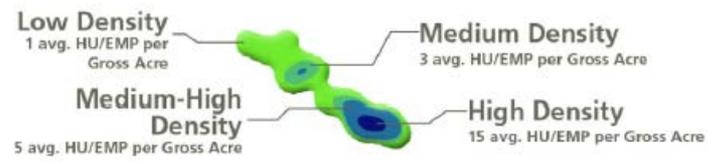
Projected travel time increase:
30%



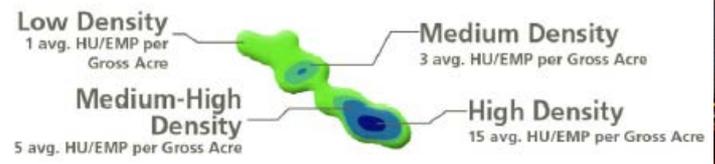
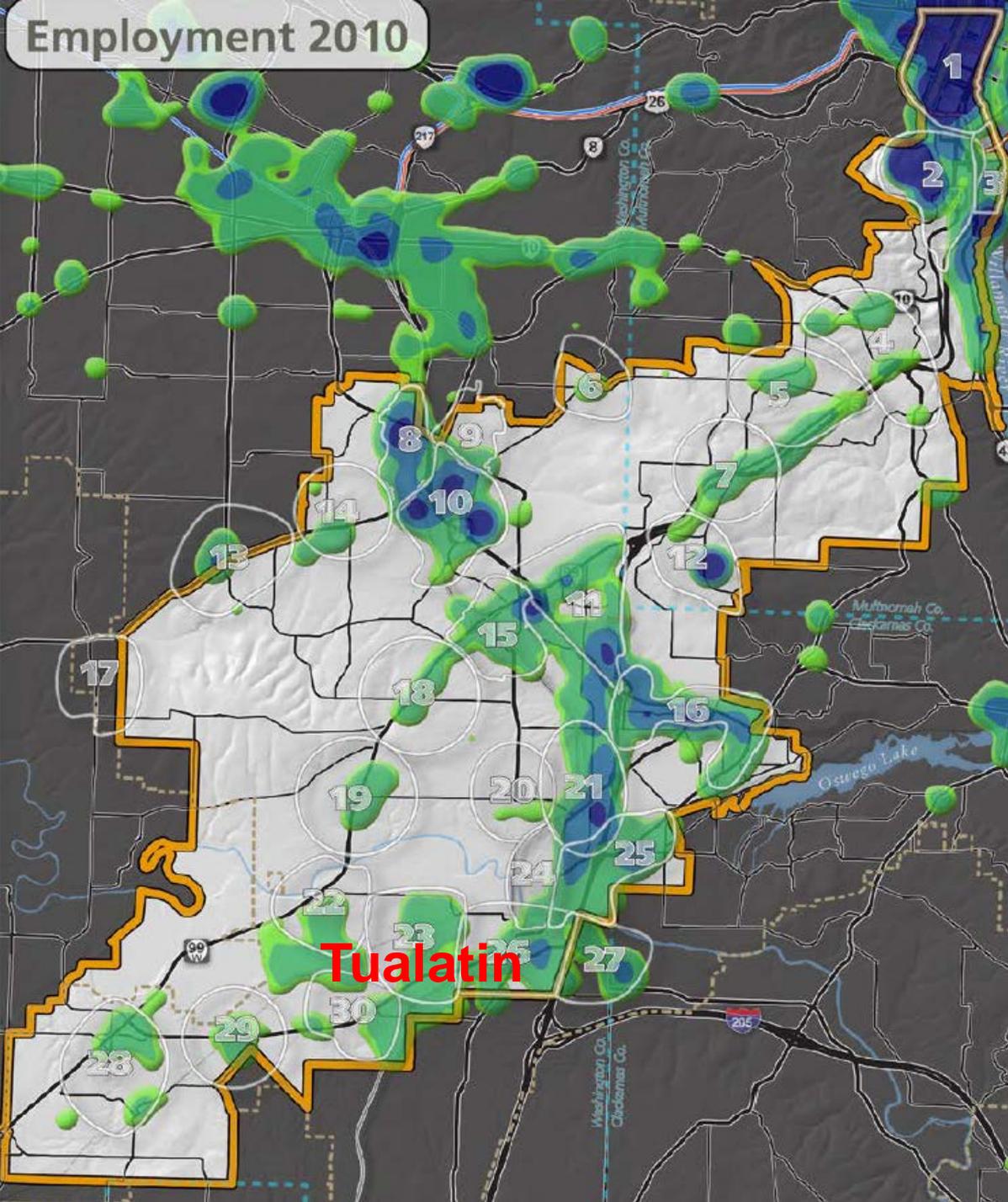
Local Land Use Plans: Housing



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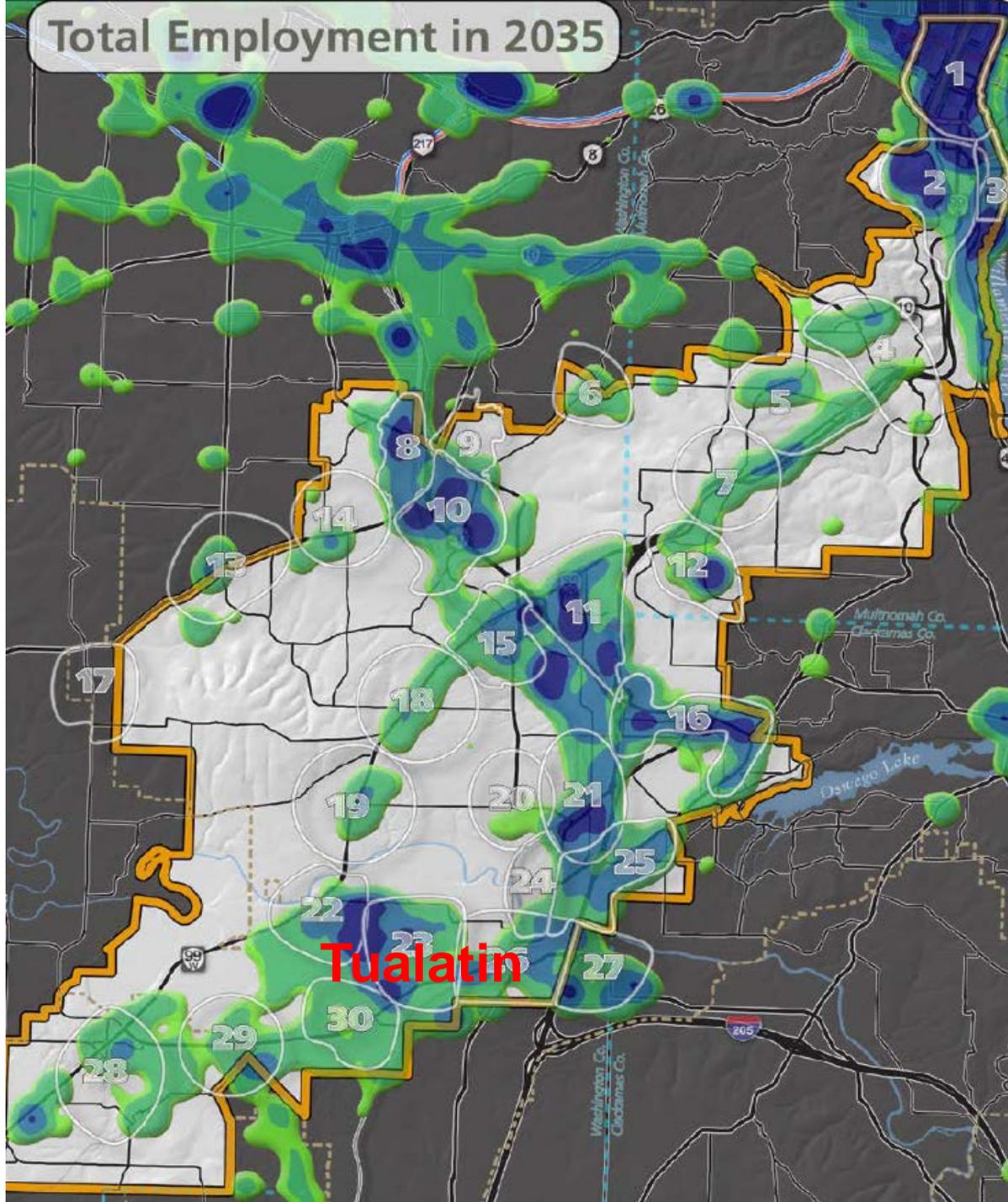
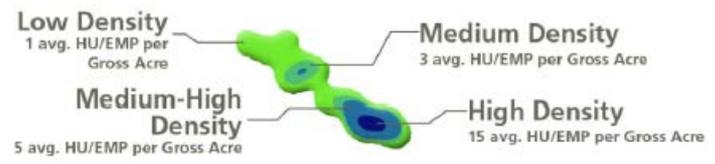


**Local Land Use Plans:
 Employment**

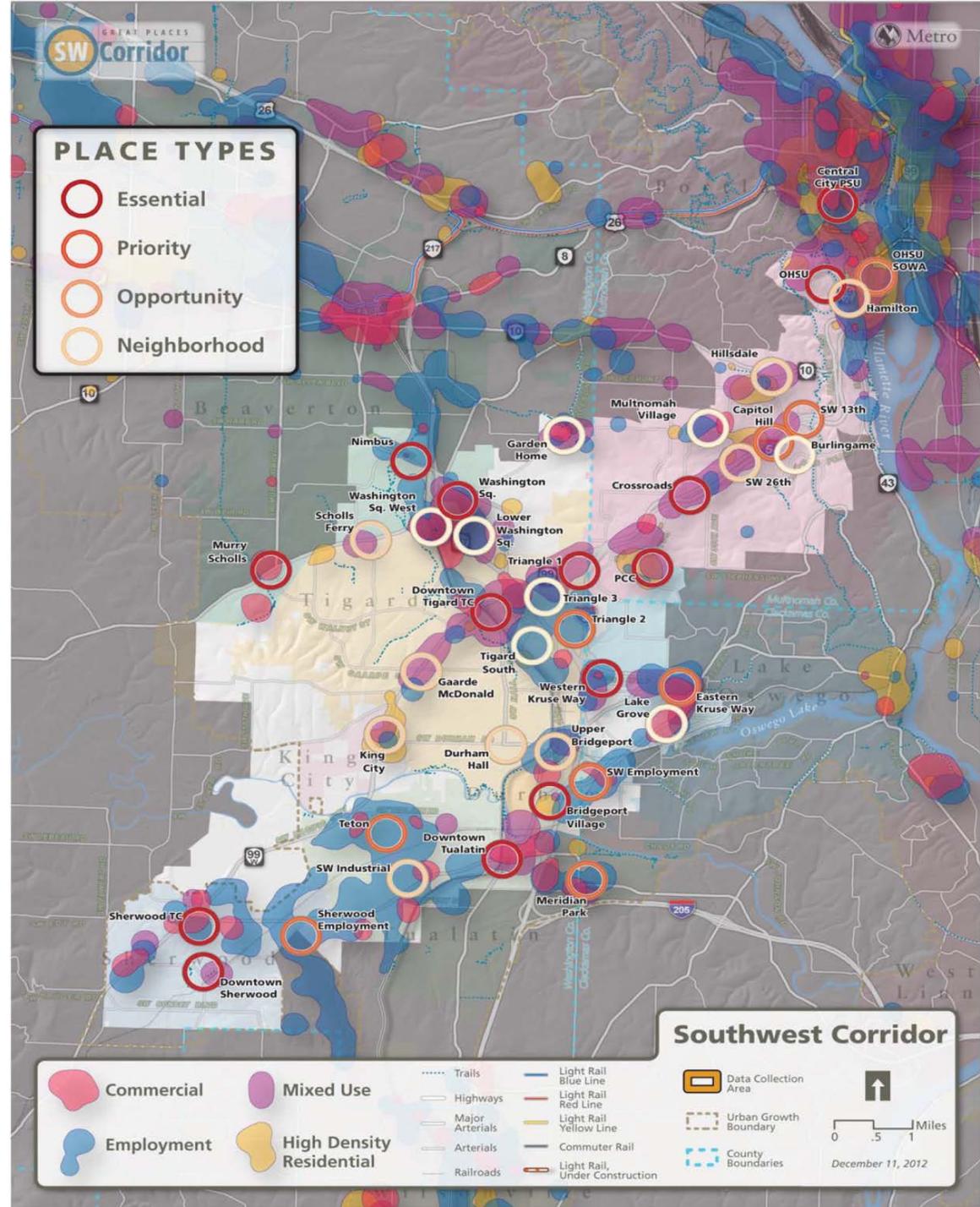


Tualatin

**Local Land Use Plans:
 Employment**

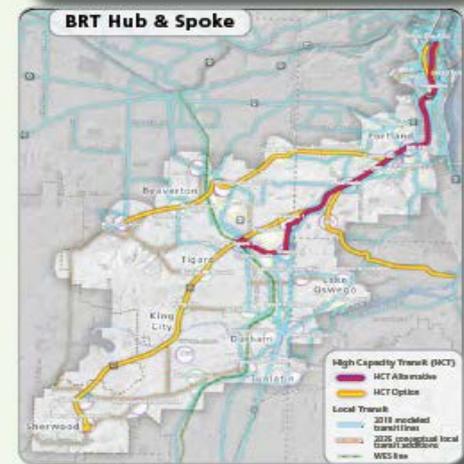
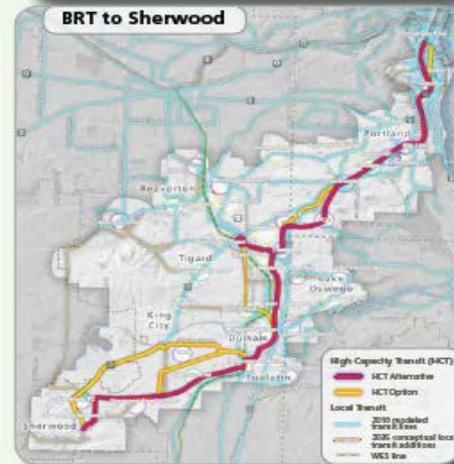
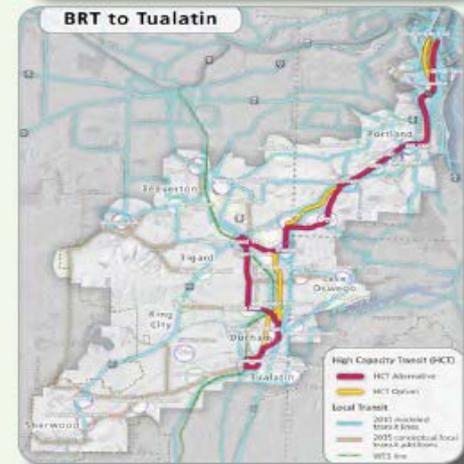
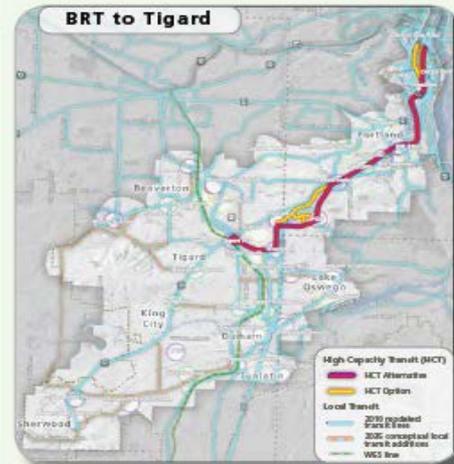
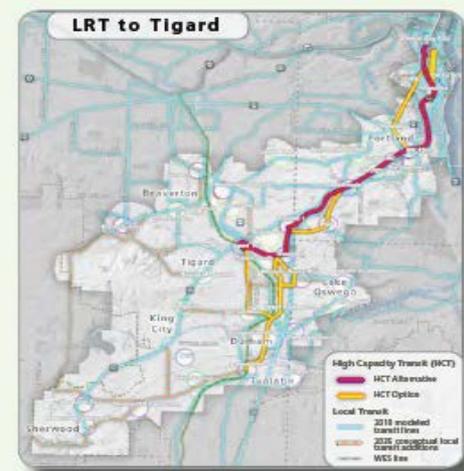


Key Places to Connect



SW Corridor Plan High Capacity Transit Plan Alternatives for Evaluation

The alternatives shown in red were analyzed using the regional travel demand model. Potential impacts are analyzed at a conceptual level. Elements of each, as well as options, which are shown in yellow, would be available to mix and match to define alternatives to be studied further.



High Capacity Transit Routes

- LRT to Tigard / Tualatin
- BRT to Tigard
- BRT to Tualatin
- BRT to Sherwood
- BRT Hub & Spoke

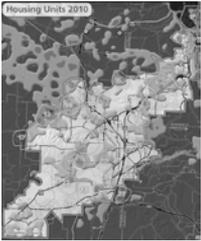
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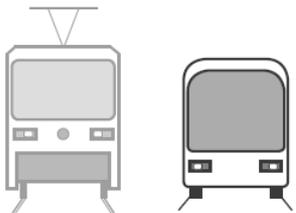
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BRT	37 min	54 min	66 min



Findings:

Capital Cost

- \$1.7B-\$2.4B – Tigard
- \$2.4B-\$3.1B – Tualatin
- Upper range (w/ OHSU tunnel)

Annual Operating Cost

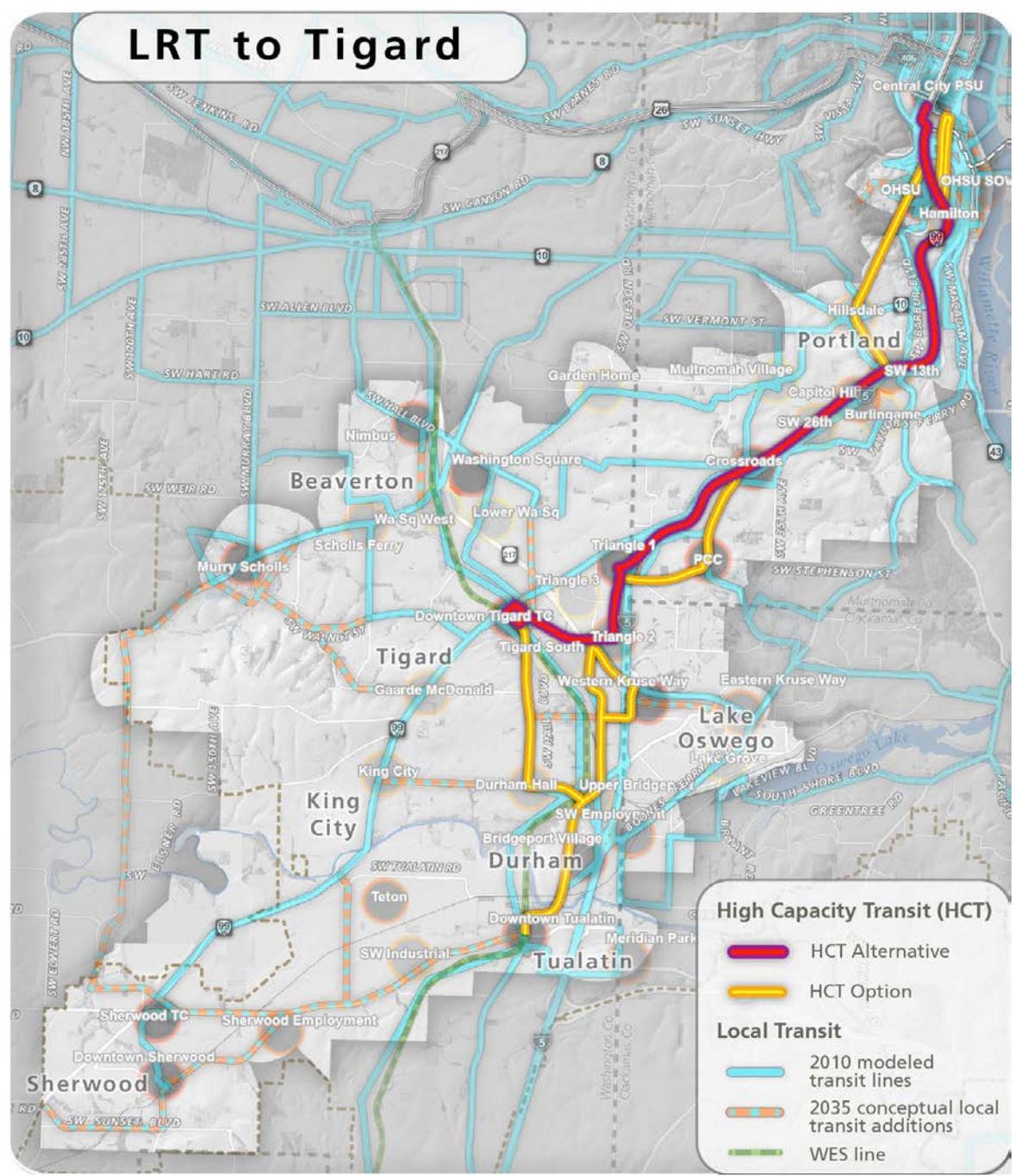
- \$4.9M – Tigard
- \$5.5-\$7.2 – Tualatin

Transit Ridership (2035)

- No-build: 12,400
- LRT-Tigard: 22,500
- LRT-Tualatin: 30,000

Travel Time (2035)

- No-build: 43 minutes
- LRT-Tigard: 34 minutes
- LRT-Tualatin: 49 minutes



Findings:

Capital Cost

40 – 80% LRT Costs
 Approx. \$670M – \$1.3B

Annual Operating Cost

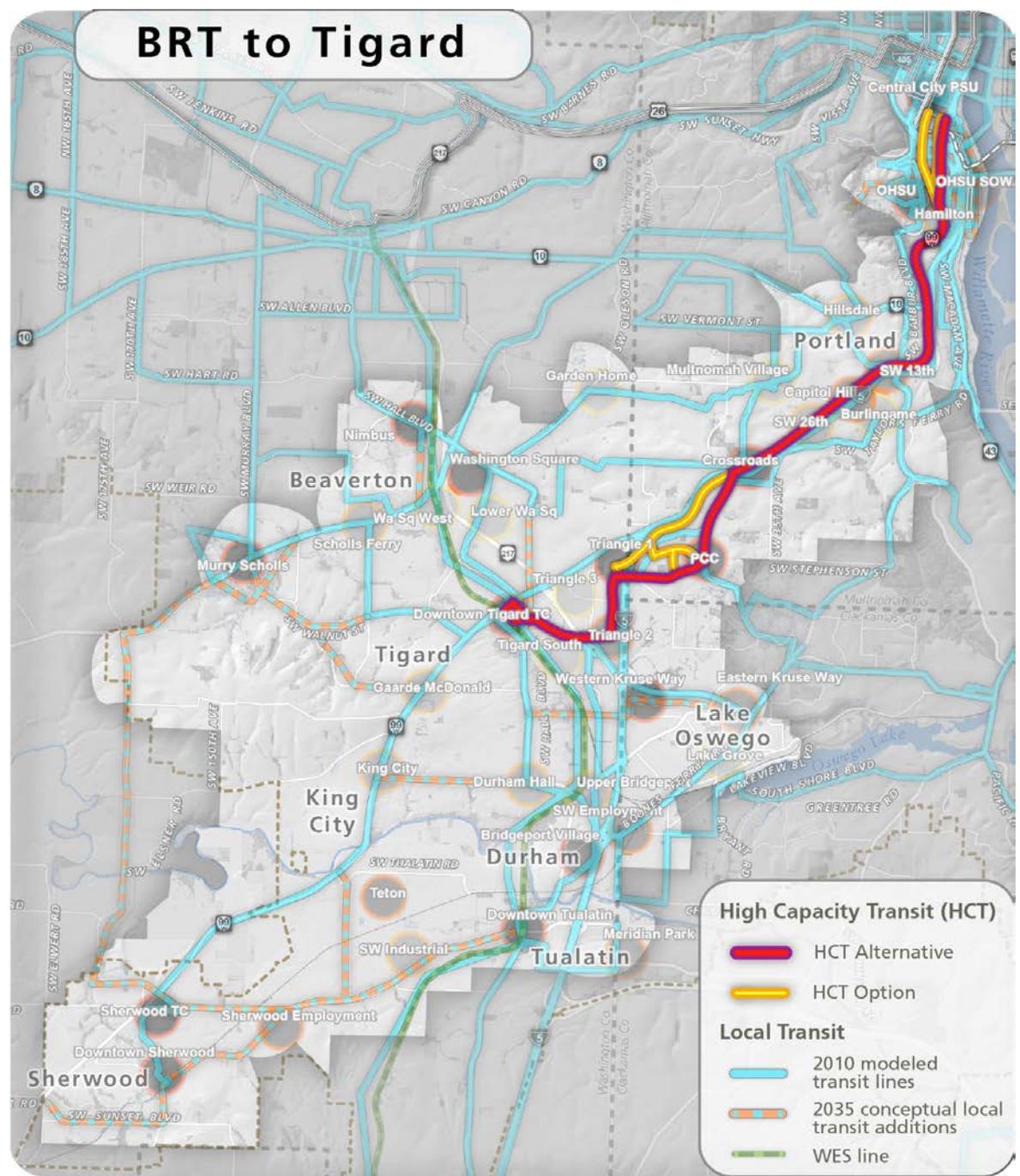
\$6.3M

Transit Ridership (2035)

No-build: 12,400
 BRT-Tigard: 20,100

Travel Time

No-build: 43 minutes
 BRT-Tigard: 37 minutes



Findings:

Capital Cost

\$970M - \$2.5B

Annual Operating Cost

\$7.5M

Transit Ridership (2035)

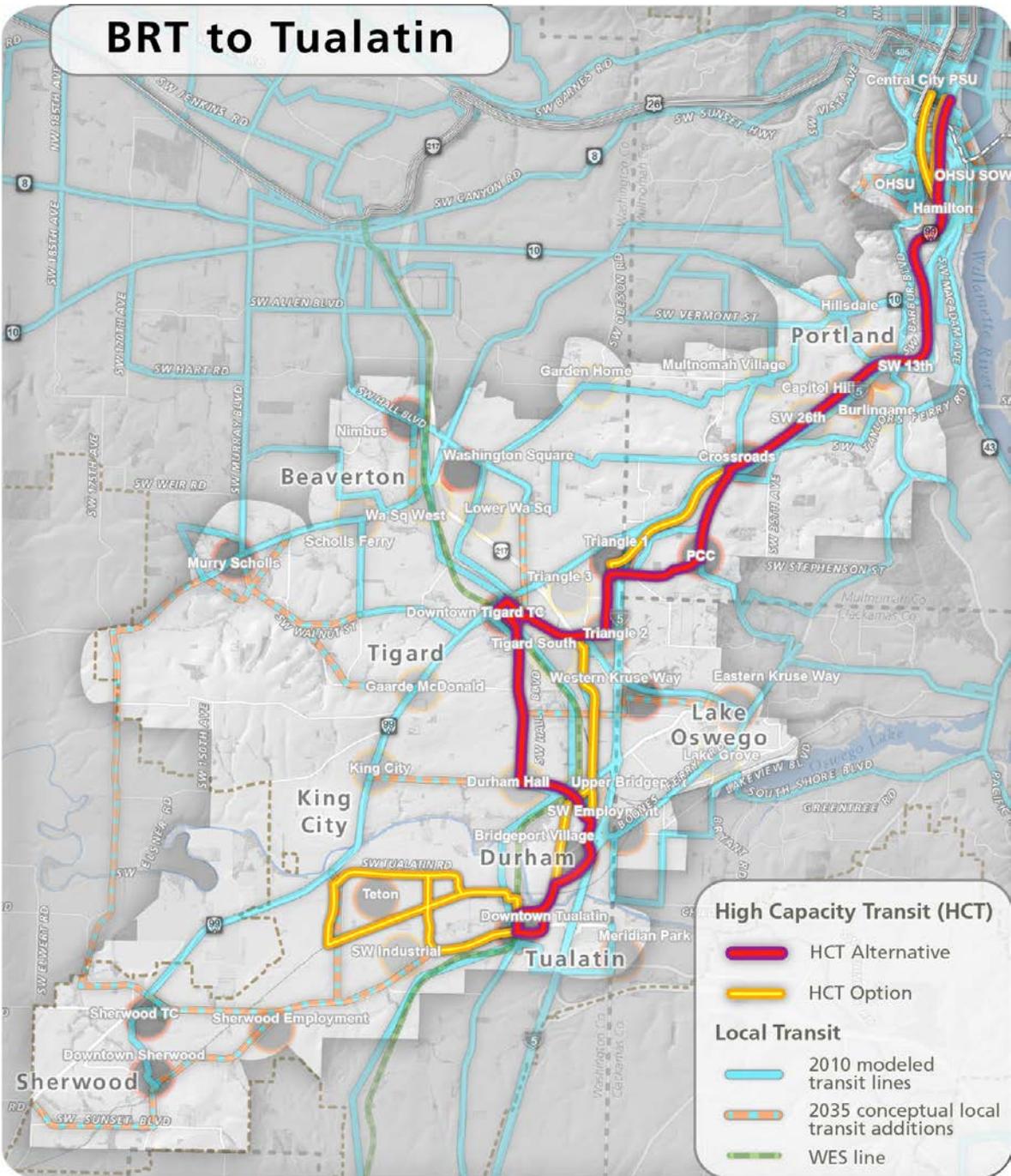
No Build: 15,800

BRT-Tualatin: 26,900

Travel Time

No-build: 65 minutes

BRT-Tualatin: 54 minutes



Findings:

Capital Cost

\$870M - \$2B

(assumes mostly mixed traffic between Tualatin and Sherwood)

Annual Operating Cost

\$10.1M

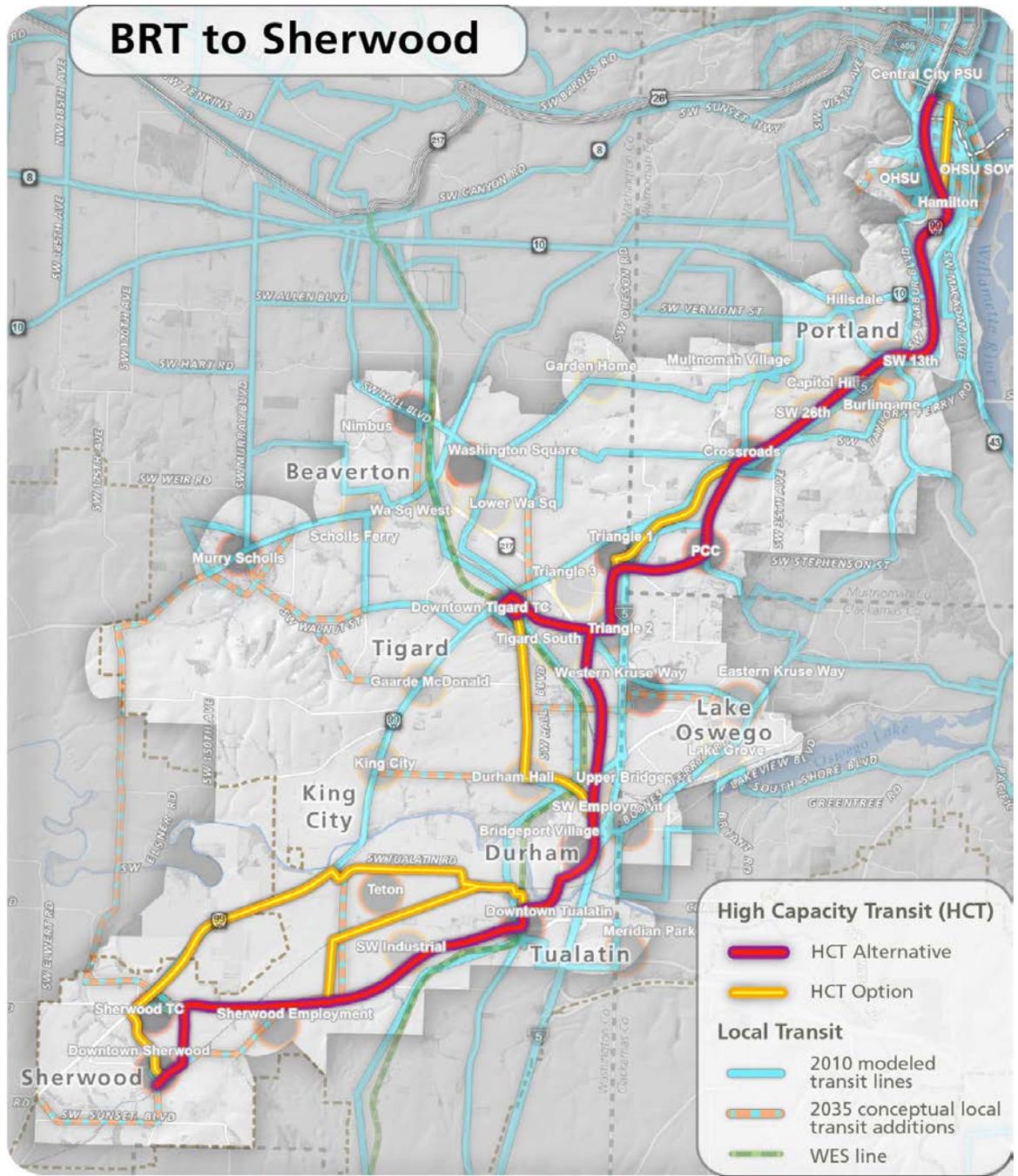
Transit Ridership (2035)

BRT-Sherwood: 28,900

Travel Time

No-build: 81 minutes

BRT-Tualatin: 66 minutes



Findings:

Capital Cost

Approx. \$600M – \$1.3B

Annual Operating Cost

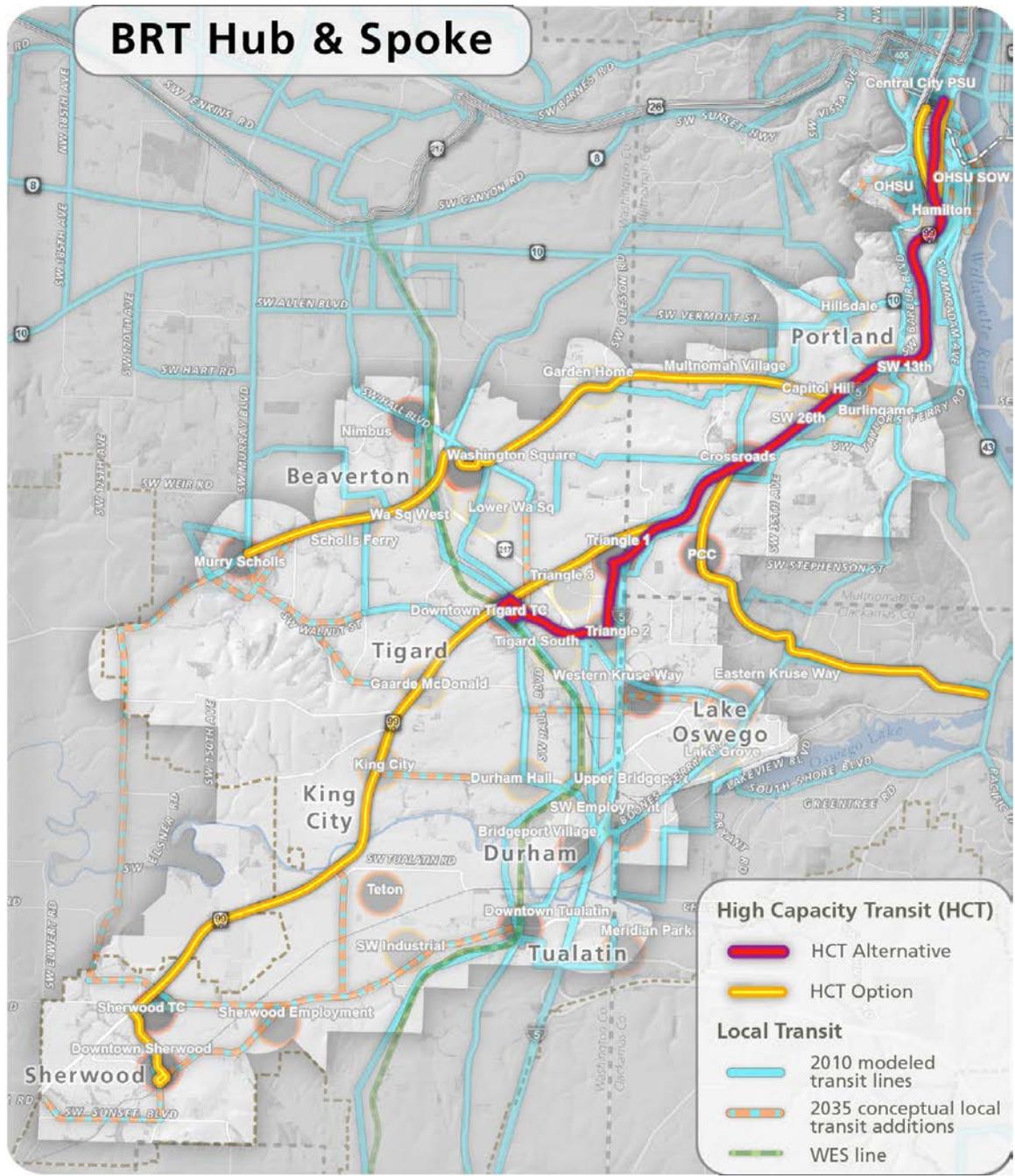
\$19.5M

Transit Ridership (2035)

No-build: 12,400

Hub: 10,000

Spokes: 13,100



Destination and Mode

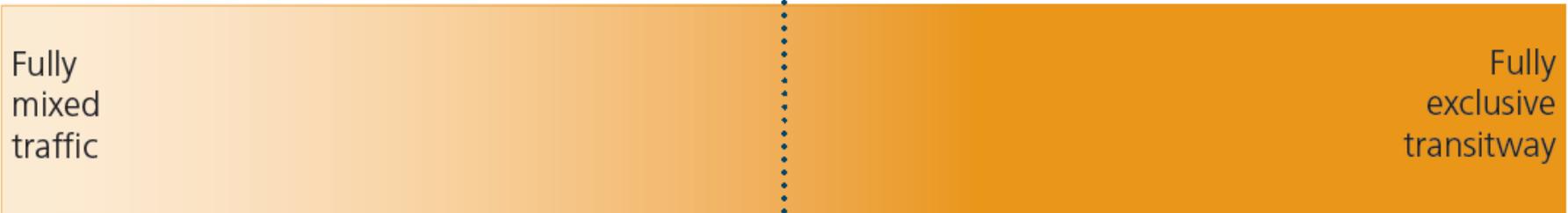


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* These figures were not gathered from the Metro travel model, but projected using trends

** This figure does not include the 96 bus which has 2,000 daily riders. The 96 bus is proposed to remain with all HCT options.

If bus rapid transit is studied further, where on the spectrum should we focus?



Mixed traffic

- Slower
- Lower ridership
- Less reliable
- Lower construction costs

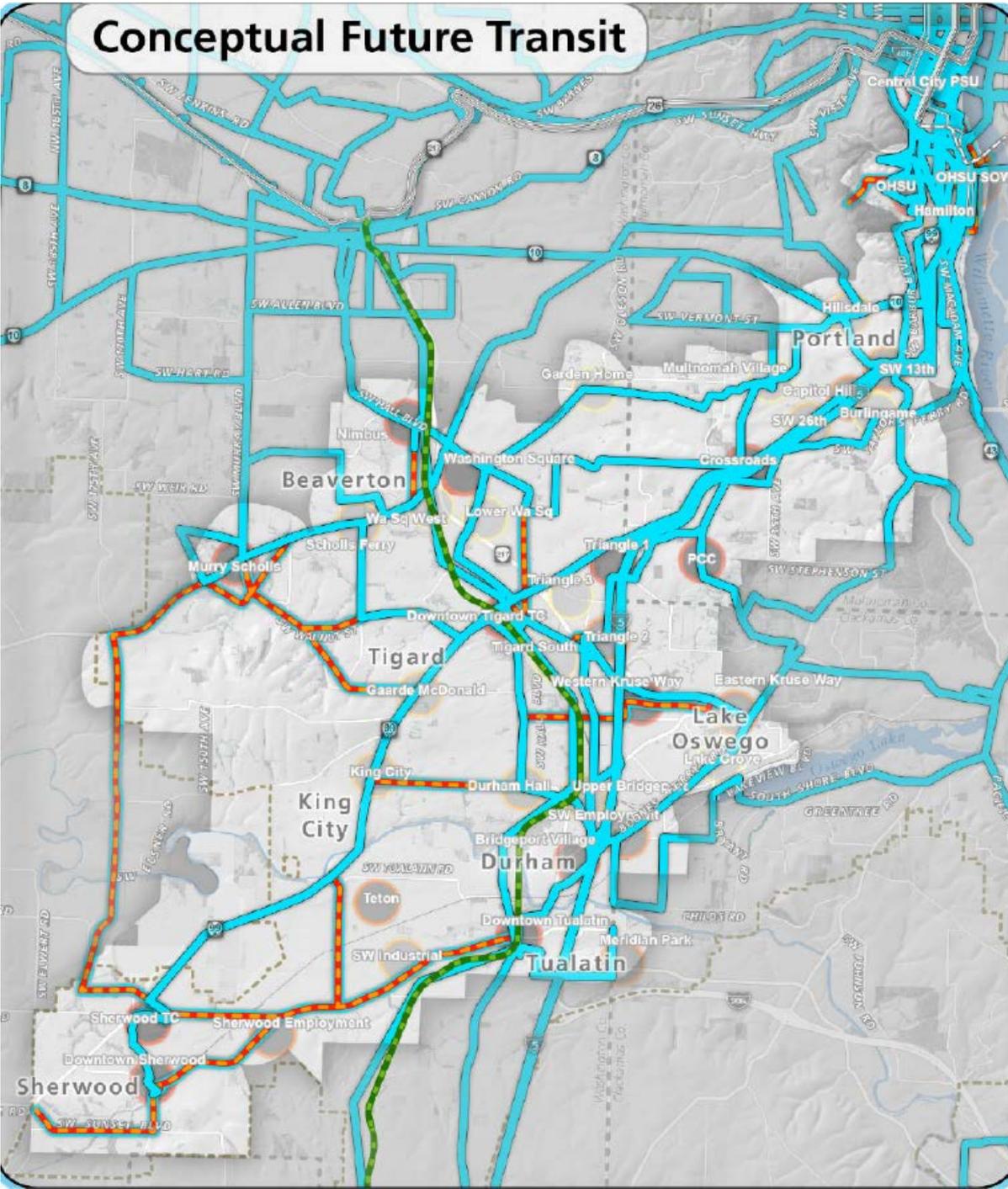
Eligible for federal
New Starts funding
at 50% dedicated
right of way

Exclusive transitway

- Faster
- Higher ridership
- More reliable
- Higher construction costs

Southwest Service Enhancement Plan

- Evaluate the demand for transit service to connect people with jobs and educational opportunities
- Look at near-term and long-term enhancements
- Explore public-private partnerships

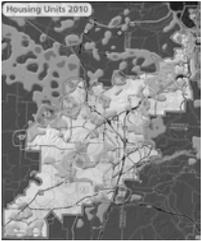


Key Findings

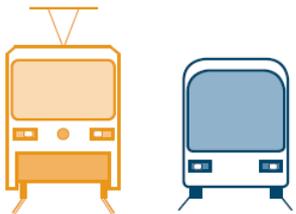
- Strong future transit demand in corridor between Portland, Tigard, and Tualatin.
- All destinations need better transit service.
- HCT “trunkline” can improve local service.
- More data is needed to evaluate differences between BRT and LRT.

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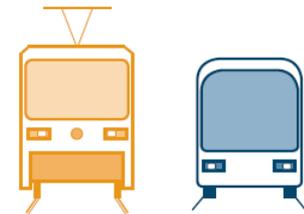
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- Light-Rail to Tualatin, via Tigard*

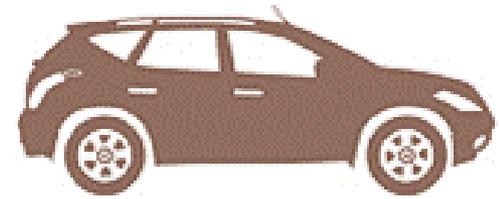


* Exact alignments to be determined through public process in 2014.

Draft Recommendation Roadway & Parks Projects

Roadway Projects

- Tualatin-Sherwood Road Widening
- Boones Ferry Road Bridge Widening
- Cipole Road Widening
- Herman Road Improvements



Parks/Trails Projects

- Tualatin River Greenway
- Nyberg Creek Greenway
- North/South I-5 Parallel Path
- Westside Trail
- Ice Age Tonquin Trail



Next Steps

Transportation Task Force Meeting (June 25)

Objective: Review and provide input on draft recommendation



Community Planning Forum (June 26)

Objective: Review and provide input on draft recommendation



Steering Committee (July 8)

Objective: Provide Feedback on draft recommendation



City Council (July 8)

Objective: Review input from TPC, TPARK, and Task Force; provide direction on draft recommendation



Steering Committee (July 22)

Objective: Adopt draft recommendation to further study options

Your Role Tonight

Provide Input on Draft Recommendation to City Council

Items to Consider:

- ▶ ***Local Service:*** What should TriMet consider during the local service enhancement study? What local service connections are necessary in Tualatin?
- ▶ ***Draft Recommendation:*** Do you have feedback to provide? What questions do you have?
- ▶ ***Community Impacts:*** What do you see are the costs and benefits of high capacity transit to our local community?

Fall 2012 Task Force Message

- 1. Better east west connections, not all travel is to and from Portland**
- 2. Respect riders time, make transit convenient and reliable**
- 3. It is imperative to Tualatin's economy and livability to improve transit in Tualatin**
- 4. Define a transit hub in Tualatin that connects the City**
- 5. Improve WES, consider rail where appropriate but focus on providing bus service**