Southwest Corridor Plan Transit Project Wide Range and Recommendation for Narrowed Alternatives

DRAFT 10/8/2012

	Project	Description	Design options	Considerations
Additional analysis and study for SWCP	1. Bus Rapid Transit operating generally between Portland and Tigard and possibly Tualatin with other potential connections	BRT operating on or near Hwy 99W/Barbur Blvd from Portland to Tigard, and possibly continuing to Tualatin, including other corridor locations either as an alternative to Tigard or Tualatin or as additional branches of service by lines that extend beyond the BRT transitway. These locations could include PCC, Washington Square, Kruse Way/Lake Grove, or others.	• Dedicated transitways, either in both directions or in a single direction, and either over extended distances or in targeted locations, either as added new lanes, converted from existing traffic lanes, or a combination of both • All-day bus priority lanes that would allow autos to use the lane only for the next turn or to enter businesses (referred to as **BAT** lanes – Business Access and Transit lanes), either as added new lanes, converted from existing traffic lanes, or a combination of both	The flexibility in routing BRT potentially makes it a good fit for serving the polycentric Southwest Corridor. Identified focus areas are generally aligned linearly between Portland and Tigard, but more broadly distributed past Tigard. A transitway with BRT lines between Portland and Tigard could be branched into multiple lines past Tigard to maximize service to focus areas. Typically, BRT is less expensive to construct than LRT and is adaptable to right-of-way constraints, but it has higher operating cost per boarding in high demand corridors. Where right-of-way is relatively less expensive, BRT could operate in exclusive transitways. Where right-of-way is more expensive, BRT could operate in converted lanes or in mixed traffic. The ability to mix-and-match the infrastructure could help balance the needs for transit improvements with the realities of funding limitations. Because of this flexibility of design leading to lower costs, BRT investment could be constructed sooner than an LRT investment. BRT could support land use goals in focus areas it serves, if designed appropriately to match land use aspirations of the local jurisdictions.
	2. Extensions of Bus Rapid Transit (BRT) operating on-street generally between Sherwood and Tigard or Tualatin	Extension of BRT line described above, connecting to Sherwood, but in mixed traffic or with more limited and targeted transit priority treatments which could include short transit-only sections, but not for long distances.	Designs would exclude addition of transitway or conversion of lanes, except possibly in short, targeted locations, but would likely include improvements such as signal priority.	Transportation needs analysis suggests that the trip demand from Sherwood to the rest of the corridor is not currently at, nor forecasted to reach, a level that would require HCT. However, extending a BRT route to Sherwood (or other destinations) as on-street BRT would not be prohibitively expensive and riders would benefit from more robust BRT capital improvements further north in the corridor.
	3. Local bus service enhancement	Review current travel patterns and locations of jobs and housing along with current local bus service and identify changes that best support travel demands and leverage future investments in high capacity transit.		Local service planning is typically done along with considering an investment in high capacity transit but it can also be done significantly prior to investments in HCT to better support travel demands that have changed along with the region's employment and residential growth.
TBD	4. Light rail transit (LRT) to Tigard	LRT operating on or near Hwy 99W/Barbur Blvd from Portland to Tigard, potentially including other corridor locations such as PCC.	Dedicated right of way, either as added new lanes or converted from existing traffic lanes, or a combination of both. Design options could include either LRT or streetcar.	LRT could serve a strong spine of demand along the corridor but would not directly serve as many focus areas identified for development as a multi-branched or "open" BRT could. LRT would support land use goals in the focus areas it could serve. The technical conclusion based on investment magnitudes, existing identified funds and anticipated FTA share is that LRT projects would be long-term; however, local voluntary commitments can vary and the Steering Committee may determine that LRT could reasonably be funded within 5-15 years.
	5. Extension of LRT to Tualatin	LRT operating on or near Hwy 99W/Barbur Blvd from Portland to Tigard, and continuing to Tualatin, which could include PCC and Bridgeport Village or downtown Tualatin.	Dedicated right of way, either as added new lanes or converted from existing traffic lanes, or a combination of both. Design options could include either LRT or streetcar.	LRT could serve a strong spine of demand along the corridor but would not directly serve as many focus areas identified for development as BRT could. LRT would support land use goals in the focus areas it could serve. The technical conclusion based on investment magnitudes, existing identified funds and anticipated FTA share is that LRT projects would be long-term; however, local voluntary commitments can vary and project partners and Steering Committee may determine that LRT could reasonably be funded within 5-15 years.
Supports future vision(not studied further in the SWCP)	6. Extension of LRT and/or transit-exclusive right-of-way BRT to Sherwood	Extension of LRT or BRT operating on or near Hwy 99W to Sherwood.	• LRT dedicated right-of-way; or • BRT dedicated transitway(s), either in both directions or in a single direction, over extended distances, either as added new lanes, converted from existing traffic lanes, or a combination of both.	Transportation needs analysis suggests that the trip demand from Sherwood to the rest of the corridor is not currently at, nor forecasted to reach a level that would require HCT. Sherwood may be best served by bus transit connections to nearby communities. As an Implementing Action to follow the SW Corridor Plan, TriMet has committed to conduct a Southwest Service Enhancement Plan. This plan will propose future improvements in the bus network to serve the future of the corridor and the surrounding communities and employment areas. Other shorter representative projects would serve the transportation needs of the corridor. Lower investment magnitude BRT options to Sherwood (those that do not add dedicated right of way except perhaps for short stretches) remain under consideration for the Southwest Corridor Plan.
	7. WES improvements: Construction improvements to allow increased frequencies during the peak and/or all-day service	This represents substantial capital improvements which might include the *addition* of dedicated north and southbound WES tracks to accommodate frequent, all-day commuter rail service between Wilsonville and Beaverton.	Capital improvements allowing for additional WES service, which could include addition of double tracks for the length of the WES line. This would allow for a continuous freight track and double tracks for transit usage, as well as any potential new station locations.	WES serves circumferential travel demand in the corridor but not demand along the spine of the corridor. Improvements would only serve the limited locations that already have WES service, and would not sufficiently support identified land use goals within the corridor. These issues combined with the project's high property impact magnitude and high costs per boarding ride suggest that WES improvements should not be prioritized as a near- or mid-term project as part of the Southwest Corridor Plan. The WES corridor (Beaverton to Wilsonville) ranked as a Near Term Regional Priority Corridor in Metro's High Capacity Transit System Plan. As such, WES merits further study as a corridor separate from the Southwest Corridor Plan.
No further consideration	8. I-5 options to convert a lane or to add a lane for HOV/HOT/ BRT use	The addition or conversion of a lane to I-5 for all hours use or peak period use by buses, high occupancy vehicles (HOV), or high occupancy toll (HOT).		The SW Corridor Plan integrates local land use plans with transit and other investments. Most of the identified potential station areas in the corridor are not near enough to freeway accesses for freeway-based transit in the entire corridor to serve them effectively, and physical barriers would make new access difficult in some locations.
	9. Streetcar to Sherwood using existing lanes	Streetcar on or near 99W/Barbur from Portland to Sherwood with a significant proportion of the route using existing lanes mixed with auto traffic.		Streetcar is most typically and most effectively utilized as an urban city circulator and not as a long-distance HCT mode (where BRT or LRT is more typical). Streetcar in exclusive right of way, or rapid streetcar, would be similar to LRT and should be considered as a design option of the LRT representative projects.

Discussion draft 10/8/12