



SOUTHWEST CORRIDOR LIGHT RAIL PROJECT



75,000 new residents
estimated to live
in the Southwest
Corridor by 2035



17 percent increase
in congestion
expected by 2035
without project

FAST, EFFICIENT TRANSIT FOR GROWING COMMUNITIES

The Southwest Corridor Light Rail Project will bring high-capacity transit to one of the most congested travel corridors in our region. With current hours of congestion expected to increase by 17 percent by 2035, these new travel options and connections will reduce the strain on roads, getting people to jobs, schools and other destinations more quickly and reliably.

The new light rail line will provide a 30-minute travel time between Downtown Portland and Tualatin, connecting regional centers including West Portland Town Center, Tigard Triangle, Downtown Tigard and Bridgeport Village. It is expected to carry 43,000 riders on an average weekday by 2035, including 20 percent of commuters going southbound from Downtown Portland during afternoon rush hours.

KEEPING PEOPLE MOVING

- An accessible pedestrian connection to OHSU, Doernbecher Children's Hospital, the VA Hospital and other Marquam Hill facilities
- A shuttle connecting the new MAX to PCC-Sylvania, the largest campus in the Portland Community College system
- Transfers to bus and MAX lines, and WES Commuter Rail
- Park & Rides with mobility hubs at key stations
- New sidewalks and protected bike lanes on Barbur Boulevard and other locations where streets are rebuilt

ROUTE AND STATION LOCATIONS MARCH 2019 PREFERRED ALTERNATIVE



Conceptual rendering subject to change

THE LIGHT RAIL ROUTE AND STATIONS

In the summer and fall of 2018, the Southwest Corridor Steering Committee and project partners selected a 12-mile route for the light rail line, along with as many as 13 stations and several roadway, bicycle and pedestrian improvements along the alignment and at station areas.

The route travels south from the Portland Transit Mall near Portland State University via Barbur Boulevard until the Barbur Transit Center. From there, it crosses Interstate 5 on a new bridge and then runs adjacent to I-5 to Tigard. The route serves the Tigard Triangle with two stations, crosses Highway 217, serves Downtown Tigard and then travels to a station and Park & Ride at the end of the line at Bridgeport Village in Tualatin.



43,000 riders
on the line
on an average
weekday in 2035



30 minutes via
light rail between
Bridgeport Village and
Portland State University



13 proposed light rail stations

COORDINATION TO ADDRESS REGIONAL PRIORITIES

Southwest Corridor Light Rail is a key tool to address growth and congestion, supporting and coordinating with parallel initiatives:

→ Equitable housing strategies

Jurisdictions working on the project are also developing tools to help maintain and expand affordable housing opportunities, and avoid potential displacement.

→ Ross Island Bridgehead

The City of Portland is exploring options for simplifying access to the west end of the Ross Island Bridge, improving safety, shifting regional traffic out of the local neighborhood and opening up land for new development.

PROJECT FUNDING

Project costs are approximately \$2.6–2.8 billion, with state, regional, local and federal funding contributions expected.

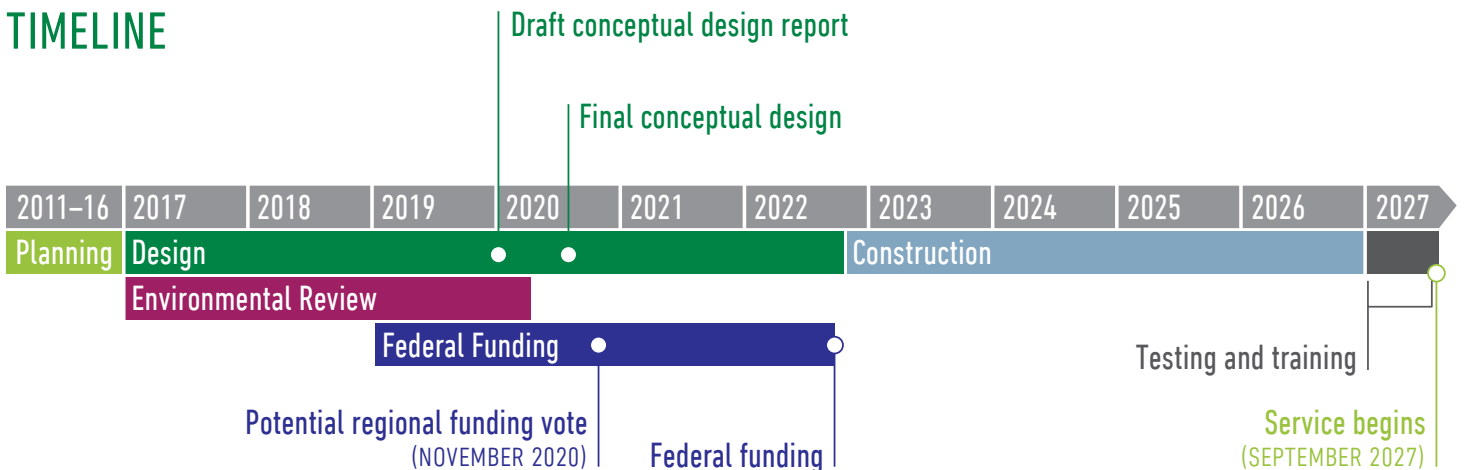
STAY INVOLVED

Sign up for project email updates and meeting notices at trimet.org/swcorridor. For more information, please call TriMet Community Affairs at 503-962-2150.

PROJECT PARTNERS

TriMet, Metro, Oregon Department of Transportation, Washington County and the cities of Durham, Portland, Tigard and Tualatin are working together to keep this growing corridor moving.

TIMELINE



For language assistance call
Si necesita interprete, llame al
Nếu cần trợ giúp về thông dịch xin gọi
如需语言帮助请致电
Для службы языковой поддержки
언어 통역이 필요하시면, 으로 전화 하시면 됩니다
503-238-7433

