SW Corridor Update

PCC Board of Directors
August 20, 2015
Timeline

- July 2015: Approved BRT direct access to remain in study and directed staff to further investigate:
  - Bored tunnel
  - Alternative connections via 53rd
- August 2015: Technical Memo released
- September 2015: Staff memo to be released
- October 2015: Decision on keeping light rail direct access to Sylvania in study (DEIS)
Timeline Continued…

• December 2015: Decision on BRT or LRT
• Spring 2016: Final preferred package adopted
• 2017: Comprehensive environmental review of preferred package
• 2021: Construction of HCT line could begin
PCC Committee Work

• Internal Staff Committee meeting (appointed by current president), meets every 2 weeks
  o Bond: Linda Degman, Gina Whitehill-Baziuk, Grant Bennett, Rebecca Ocken
  o Auxiliary Services: Linda Eden, Kathleen McMullen, Mark Gorman
  o FMS: Keith Gregory
  o Sylvania Campus: Lisa Avery, Karen Kane
  o Advancement: Meghan Moyer
  o SERA Architects
Internal Work

• Mini-campus planning process if direct HCT
  o Design around transit hub
  o Academic program potentials
• Preparing memo for Steering Committee
• Attending neighborhood association meetings
• Providing information to Metro, Trimet, CoP staff & meeting regularly with them
  o Student zip code data
  o Travel information
<table>
<thead>
<tr>
<th>DEMAND</th>
<th>SUPPLY - Transit Service</th>
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<tbody>
<tr>
<td>Potential Sylvania Program Expansion</td>
<td>Direct High Capacity Transit (HCT)</td>
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| General Academic Growth:  
  - Workforce training  
  - Science, Technology, Engineering, Mathematics (STEM)  
  - Honors/Transfer Degree  
  - Oregon Promise, etc. | + Reduces parking need freeing land for development; supports academic growth in high-demand regional corridor; connections to partner institutions | ? Minor opportunities for campus development; less reduction of parking demand  
- Transfer required with indirect transit option will reduce attractiveness and ridership |
| Health Professions Center (HPC)  
(Possible locations currently under review) | + Enhanced transit access to major headcount/program growth driver; connections to partner institutions/employers; regional hub for health patients | ? Some HPC concentration opportunities remain; less attractive transit options and connectivity throughout region |
| Student/Community Recreation | + Increased access leading to more facility use; Sylvania as PCC recreation hub | ? Opportunities for better facility use; SYL unlikely to thrive as a new recreation node without better transit |
| Residential Opportunities | + Transit makes residential development more viable via regional connections; transit village potential supports residential community | - Unsuitable, especially for possible international student target market; limited land availability for student village development |
| Student Resources and Services | + Increased access to campus; campus as longer-stay academic node serving students/college community | ? On-campus services remain viable; less demand for PCC-system-wide services at Sylvania, given removed proximity of the campus |
| Employment Growth - Faculty/Staff/Support | + Expanded academic programs increases the need for additional faculty/staff; HCT provides enhanced accessibility to campus from throughout PCC system | - Employment unlikely to grow without expanded academic programs; lack of HCT limits capacity to increase employee headcount |
Southwest Corridor Plan
Expanded transit service to PCC Sylvania Campus
Preliminary benefits assessment

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<tr>
<th>Community Partnerships</th>
<th>+ Vibrant place-making; enhanced community programs; transit makes campus a neighborhood node</th>
<th>? Less direct partnership ties without on-campus transit node serving as community hub</th>
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<tr>
<td>Community Access</td>
<td>+ Sylvania as community node, with over 600 annual events organized by the community and held on campus; more efficient sharing of facilities</td>
<td>? Opportunities remain for more community programs and improved campus gateways</td>
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<td></td>
<td>- Unlikely to develop as a significant regional destination</td>
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<td>Neighborhood Impacts</td>
<td>? Street improvements possibly accompany tunnel options; + Local access; neighborhood transit connections</td>
<td>- Improvements to 53rd Ave streetscape unlikely</td>
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<td>(Recent (August 14, 2015) alternative tunnel options suggest a bored tunnel option over a cut-and-cover option)</td>
<td>- Multi-year disruptions to a greater or lesser degree depending upon tunnel option</td>
<td>? Street improvements likely</td>
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<td>Sustainability / Parking / TDM</td>
<td>+ Helps reduce SOV - frees land for development; reduced parking/auto impacts</td>
<td>- Difficult to meet targets</td>
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<td></td>
<td>- Future growth at north end of campus to access Barbur Blvd station</td>
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College Outreach by Metro

- Sylvania Campus
  - General tabling – September 8, 14, 15
  - Presence at Welcome Week events

- All College Outreach
  - Meet with ASPCC leadership
  - Online survey to faculty and staff
  - Electronic communication (email)
  - ASPCC Newspaper article
Where Are We?

- Technical memo preliminary information:
  - Cut-and-cover tunnel
    - More costly
    - More significant impacts to adjacent properties
  - Bored Tunnel (2 options: long and short)
    - Less disruptive (less time to build and far less impact to neighborhood houses)
    - Less costly
    - Shorter travel time for riders
  - Direct LRT to Sylvania would bring an estimated 3,000 more daily trips than an LRT Barbur alignment (year 2035 projections)
Significance, Recommendations

- Why this is important to PCC
  - Helps the college meet Climate Action Plan goals
  - Facilitates better access for students to Sylvania and throughout the college
  - Allows further campus development
  - Creates hub, better activating the campus and integrating surrounding community
  - Reduces paved parking demand
  - Potentially allows for reallocation of shuttle bus funds and routes
Next Steps

• Board Role
  o Comments/thoughts/questions
  o Recommendation from staff to move forward
  o Sign off on memo
  o Present at the September and October SW Corridor Steering Committee meeting