# SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

## TIMELINE

<table>
<thead>
<tr>
<th>Year</th>
<th>Planning</th>
<th>Design</th>
<th>Construction</th>
<th>Testing and Training</th>
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<tbody>
<tr>
<td>2011-2016</td>
<td>Environmental Review</td>
<td>Federal Funding</td>
<td>Potential regional funding vote</td>
<td>Federal funding</td>
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<tr>
<td>2017</td>
<td></td>
<td></td>
<td>November 2020</td>
<td>Service begins</td>
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<tr>
<td>2018</td>
<td></td>
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<td>September 2022</td>
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NOTE: Additional Temporary Construction Easement To Be Determined

By 2035, we could see:

- 75,000 new residents along the Southwest Corridor
- 17% increase of congestion on I-5 between Portland and Tigard
- 43,000 riders on the line on an average weekday

## ROUTE AND STATION LOCATIONS

### PREFERRED ALTERNATIVE UPDATED MARCH 2019

Conceptual rendering subject to change

- Alignment
- Existing light rail
- Stations
- Stations with Park & Ride

### KEEPING PEOPLE CONNECTED

The project builds a key branch in the regional transit system, ensuring that everyone has affordable access to jobs, education, housing and recreation destinations. The 12-mile route will provide new travel options and improvements for the region.

- **Connecting the System**
  - Transfers to bus and MAX lines, and WES Commuter Rail
- **Bike and Pedestrian Friendly**
  - New sidewalks and protected bike lanes on Barbur Boulevard and other locations where streets are rebuild
- **PCC Shuttle**
  - A shuttle between PCC-Sylvania and nearby stations to shorten the connection between light rail and the campus
- **Walk to OHSU**
  - An accessible pedestrian connection to OHSU, the VA Hospital, Doernbecher Children's Hospital and other Marquam Hill facilities
- **Park & Rides**
  - Up to 3,000 Park & Ride spaces

Project partners are refining design concepts based on the Locally Preferred Alternative. Project costs are approximately $2.6-2.8 billion, with state, regional, local and federal funding contributions expected.

NOTE: Additional Temporary Construction Easement To Be Determined
SAFETY, TRAFFIC & TRAVEL TIME

1. LPA 2018
   travel time from downtown Tigard to Bridgeport: 6 min 12 sec

2. LPA ELEVATED
   6 seconds slower

3. LPA AT-GRADE, REFINED
   60 seconds slower

4. 74TH AVE.
   28 seconds faster

5. 74TH AVE., REFINED
   22 seconds faster

6. EAST OF WES
   19 seconds faster

** Lightrail route

- high impact*
- mitigated impact
- no additional impact*
- safety improvements req’d

ROUTE:
- red: lightrail route
- blue: potential lightrail station
- green: bus hub
- orange: quick drop

ELEVATED STRUCTURE
- existing car + rail + pedestrian at-grade crossing
- rising structure
- existing car + rail + pedestrian at-grade crossing
- elevated structure
- potential lightrail station
- current

SAFE, TRAFFIC & TRAVEL TIME
- 60 seconds slower
- 28 seconds faster
- 22 seconds faster
- 19 seconds faster
SAFETY, TRAFFIC & TRAVEL TIME

CURRENT CONDITION AT UPPER BOONES FERRY ROAD AT SEQUOIA PKWY AND 72ND AVE

EXAMPLES OF PEDESTRIAN / LIGHTRAIL / VEHICLE AT-GRADE CROSSING
LPA STATIONS & 1/2 MILE WALK DISTANCE
BRIDGEPORT STATION LAYOUT FOR 74TH ALIGNMENT OPTIONS

PEDESTRIAN CROSSING IMPROVEMENT - OXFORD CIRCUS LONDON, ENGLAND
EXISTING AND PLANNED BICYCLE NETWORK
LOCAL AND REGIONAL

EXISTING BIKE LANES
PLANNED REGIONAL MULTI-USE PATH
CONCEPTUAL FANNO CREEK TRAIL
EXISTING BIKE LANES
FUTURE BICYCLE IMPROVEMENTS
PLANNED REGIONAL TRAIL CONNECTION

ACCESS TO EMPLOYMENT
ACCESS TO NATURE
ACCESS TO ENTERTAINMENT/RETAIL

EXISTING LANDUSE

EXISTING AND PLANNED BICYCLE NETWORK
LOCAL AND REGIONAL

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ACCESS TO EMPLOYMENT
ACCESS TO NATURE
ACCESS TO ENTERTAINMENT/RETAIL

EXISTING LANDUSE
POTENTIAL IMPACTS FROM EACH ROUTE OPTIONS

1. LPA 2018
   - Railroad Risk on Construction: High
   - Natural Resource Impacts: Low
   - Residential Impacts: NA
   - Business Impacts: 9
   - Structure Length: 2616 LF
   - Safety Impacts: Medium
   - Traffic Impacts: High

2. LPA Elevated
   - Railroad Risk on Construction: High
   - Natural Resource Impacts: Low
   - Residential Impacts: NA
   - Business Impacts: 8
   - Structure Length: 4916 LF
   - Safety Impacts: Low
   - Traffic Impacts: Low

3. LPA At-Grade, Refined
   - Railroad Risk on Construction: High
   - Natural Resource Impacts: Low
   - Residential Impacts: NA
   - Business Impacts: 8
   - Structure Length: 3155 LF
   - Safety Impacts: Medium
   - Traffic Impacts: High

**Note:** Additional Temporary Construction Easement To Be Determined
### Potential Impacts

#### 4. 74th Ave.
- **Railroad Risk on Construction:** Low
- **Natural Resource Impacts:** Medium
- **Residential Impacts:** NA
- **Business Impacts:** 35
- **Structure Length:** 3092 LF
- **Safety Impacts:** Low
- **Traffic Impacts:** Low

#### 5. 74th Ave., Refined
- **Railroad Risk on Construction:** Medium
- **Natural Resource Impacts:** Medium
- **Residential Impacts:** NA
- **Business Impacts:** 7
- **Structure Length:** 3192 LF
- **Safety Impacts:** Low
- **Traffic Impacts:** Low

#### 6. East of WES
- **Railroad Risk on Construction:** Medium
- **Natural Resource Impacts:** Low
- **Residential Impacts:** NA
- **Business Impacts:** 8
- **Structure Length:** 6550 LF
- **Safety Impacts:** Low
- **Traffic Impacts:** Low

*Note: Additional Temporary Construction Easement To Be Determined*
74TH • ROUTES, PLAN AND SECTIONS

EXISTING CROSS SECTION

EXISTING CROSS SECTION
AT ENLARGEMENT

4.  74TH AVE.

Plan View

74th Ave. Route Cross Section

5.  74TH AVE., REFINED

Plan View

74th Ave. Refined Route Cross Sections

6.  EAST OF WES

Plan View

East of WES Route Cross Section
More information coming soon