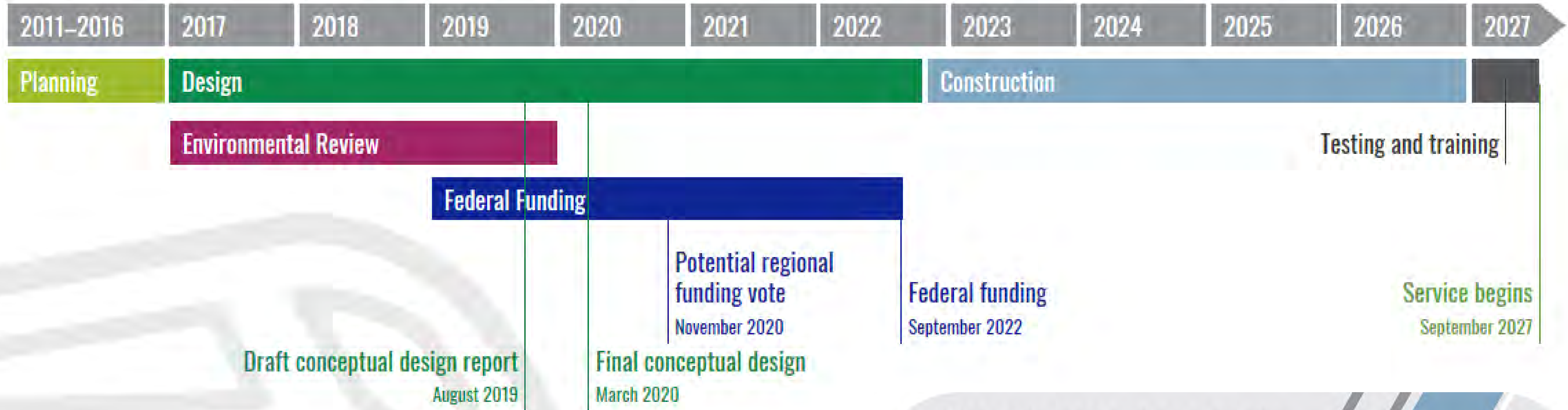


## TIMELINE



By 2035, we could see:



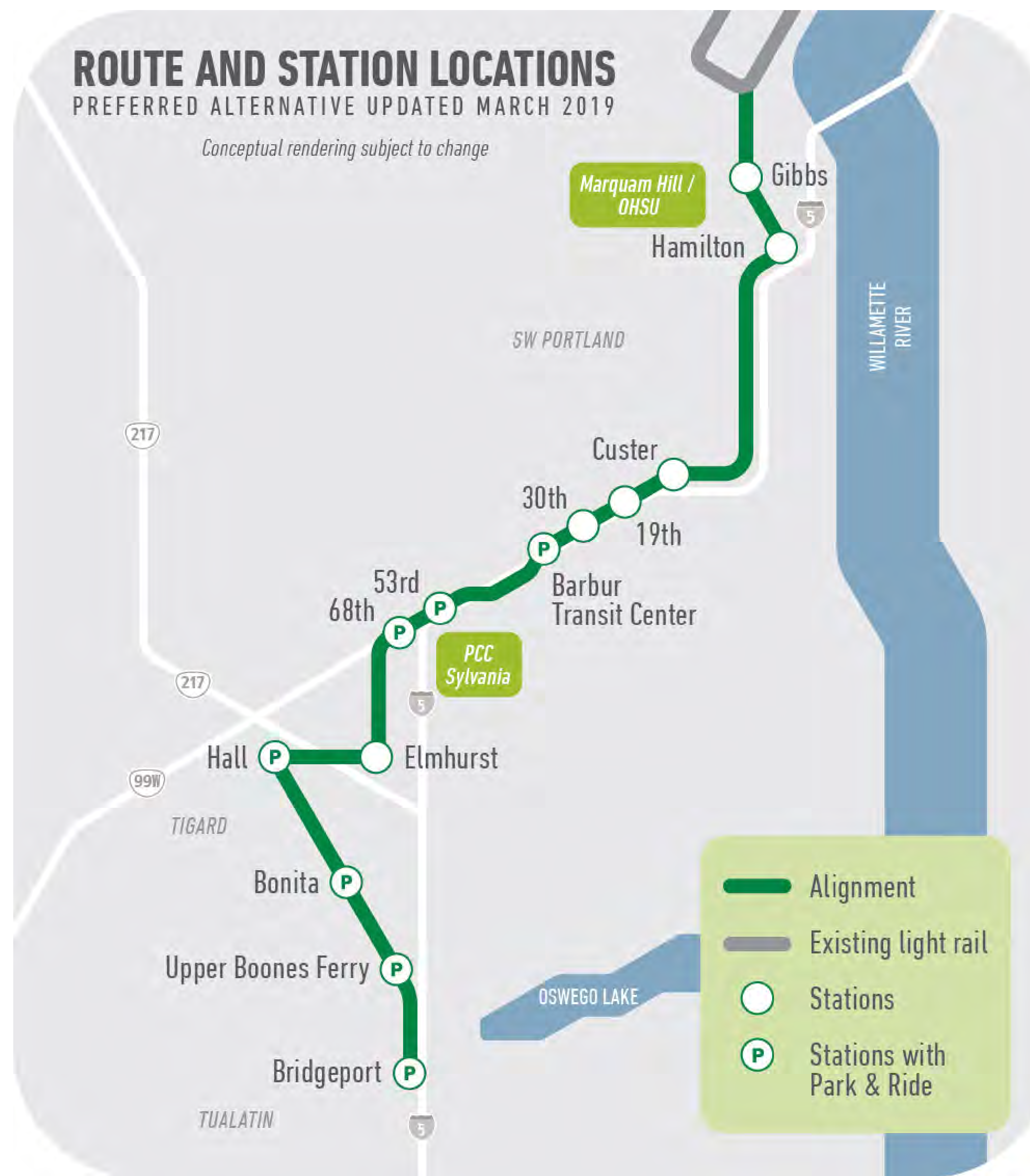
**75,000 new residents**  
along the Southwest Corridor



**17% increase of congestion**  
on I-5 between Portland and Tigard



**43,000 riders**  
on the line on an average weekday



## 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 rebuilt



### 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 3,600 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.





# BONITA TO BRIDGEPORT ROUTES OVERVIEW

LPA 2018

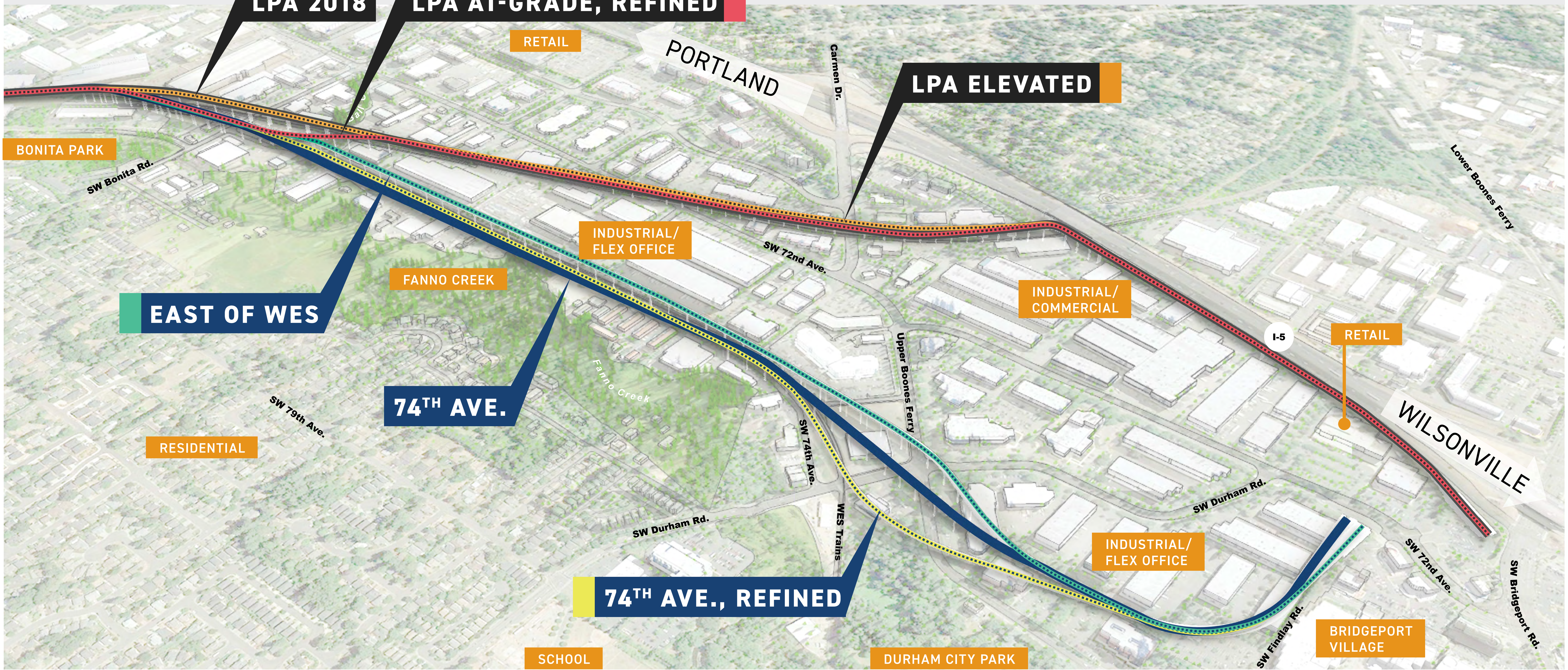
LPA AT-GRADE, REFINED

LPA ELEVATED

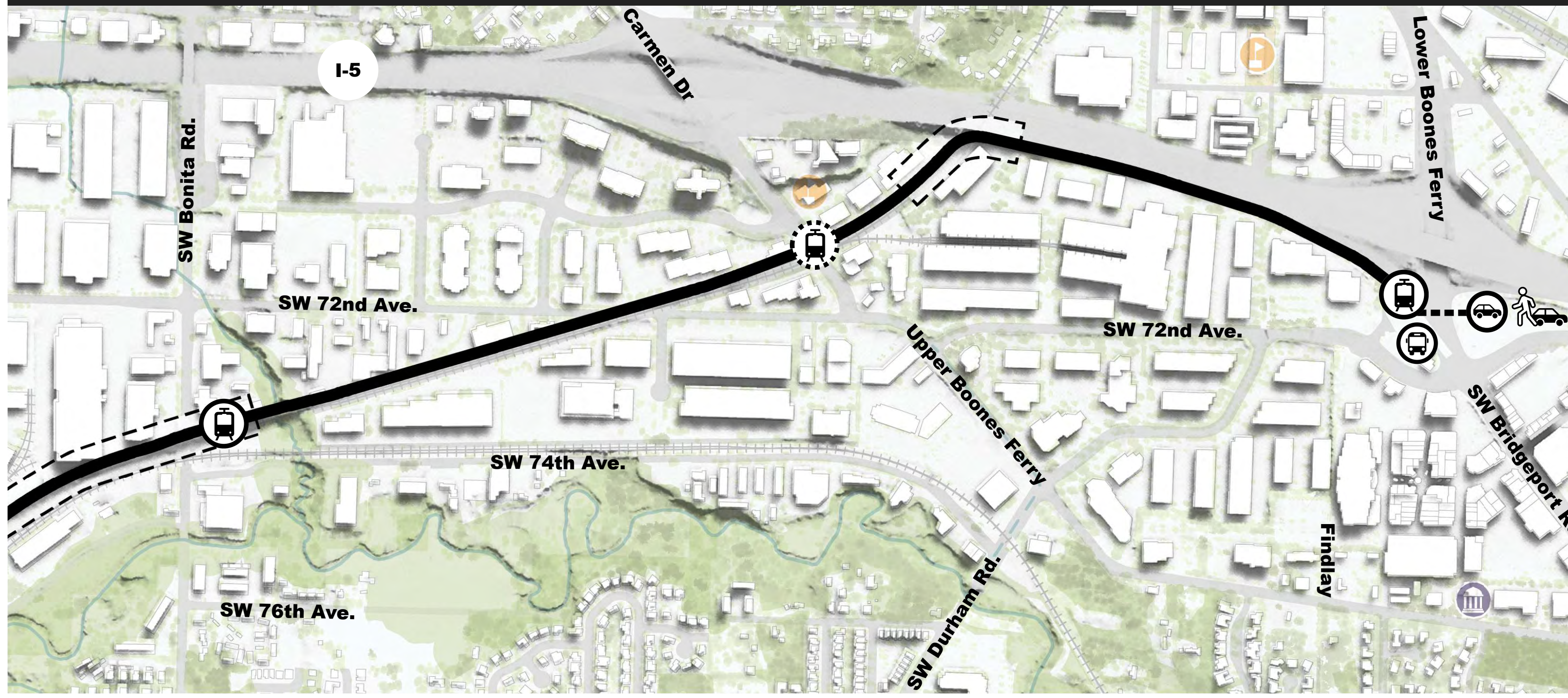
EAST OF WES

74<sup>TH</sup> AVE.

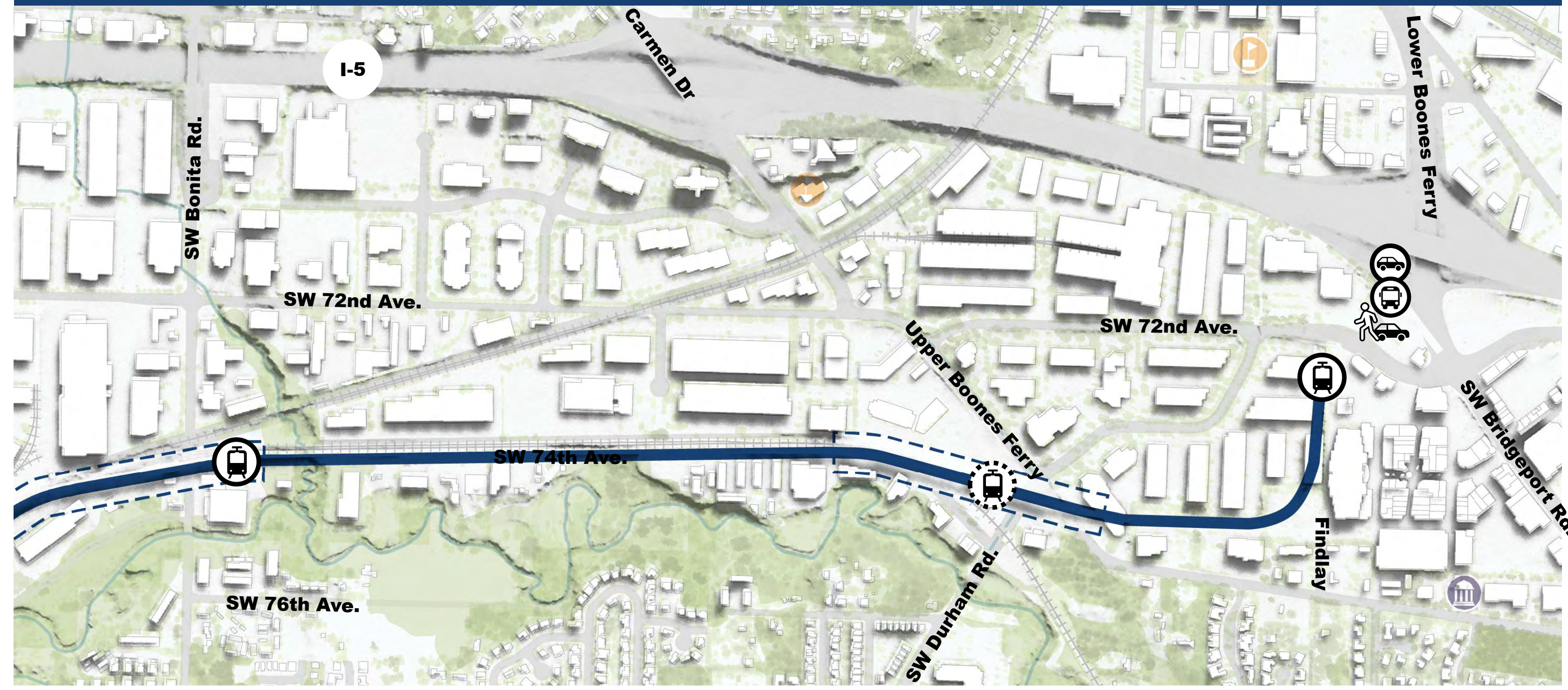
74<sup>TH</sup> AVE., REFINED



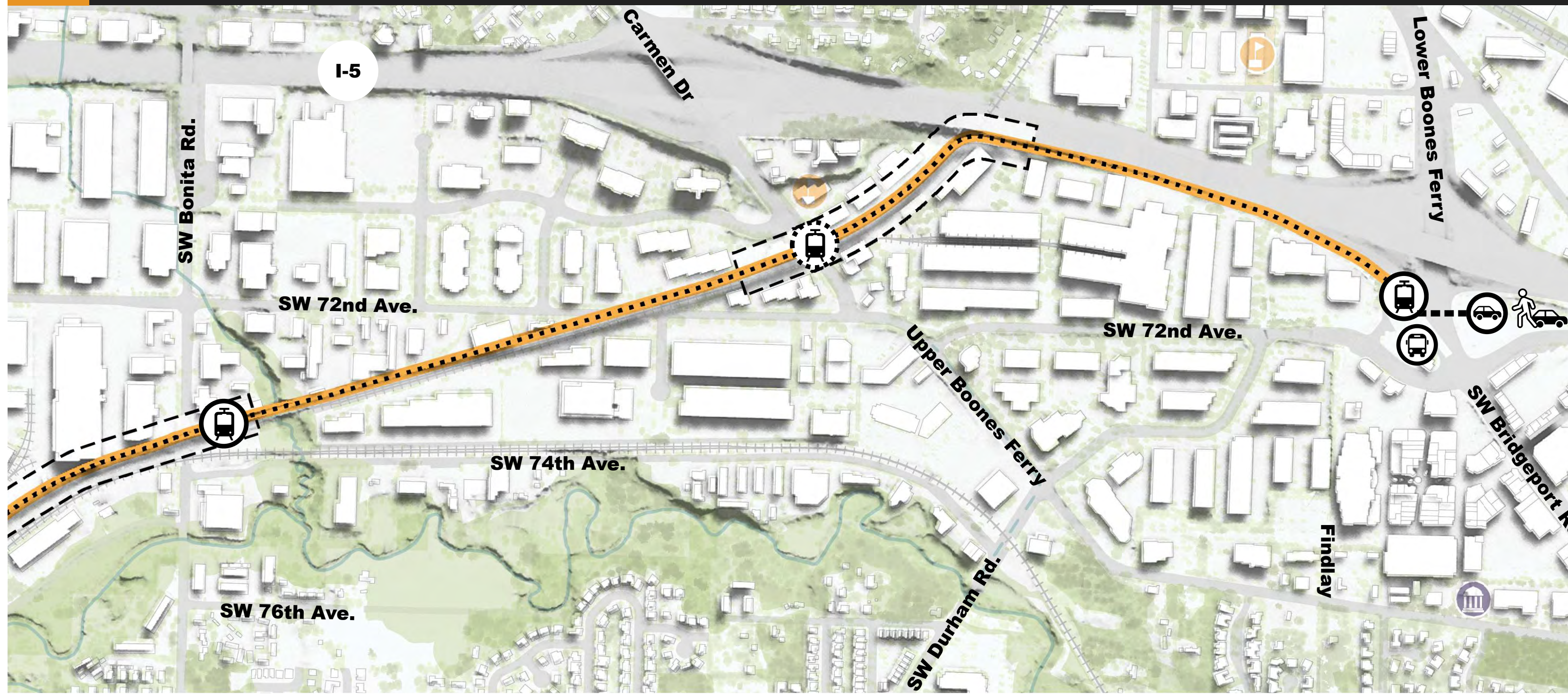
1. LPA 2018



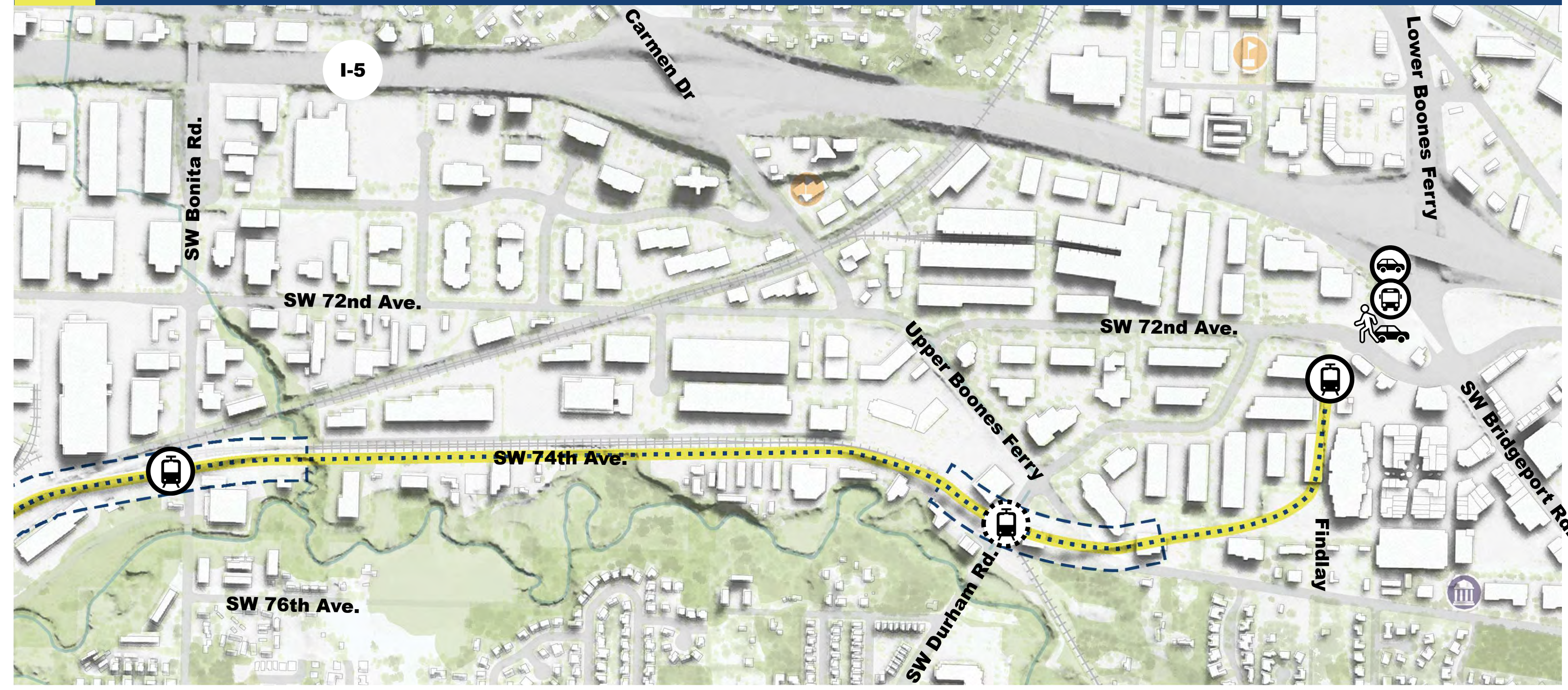
4. 74<sup>TH</sup> AVE.



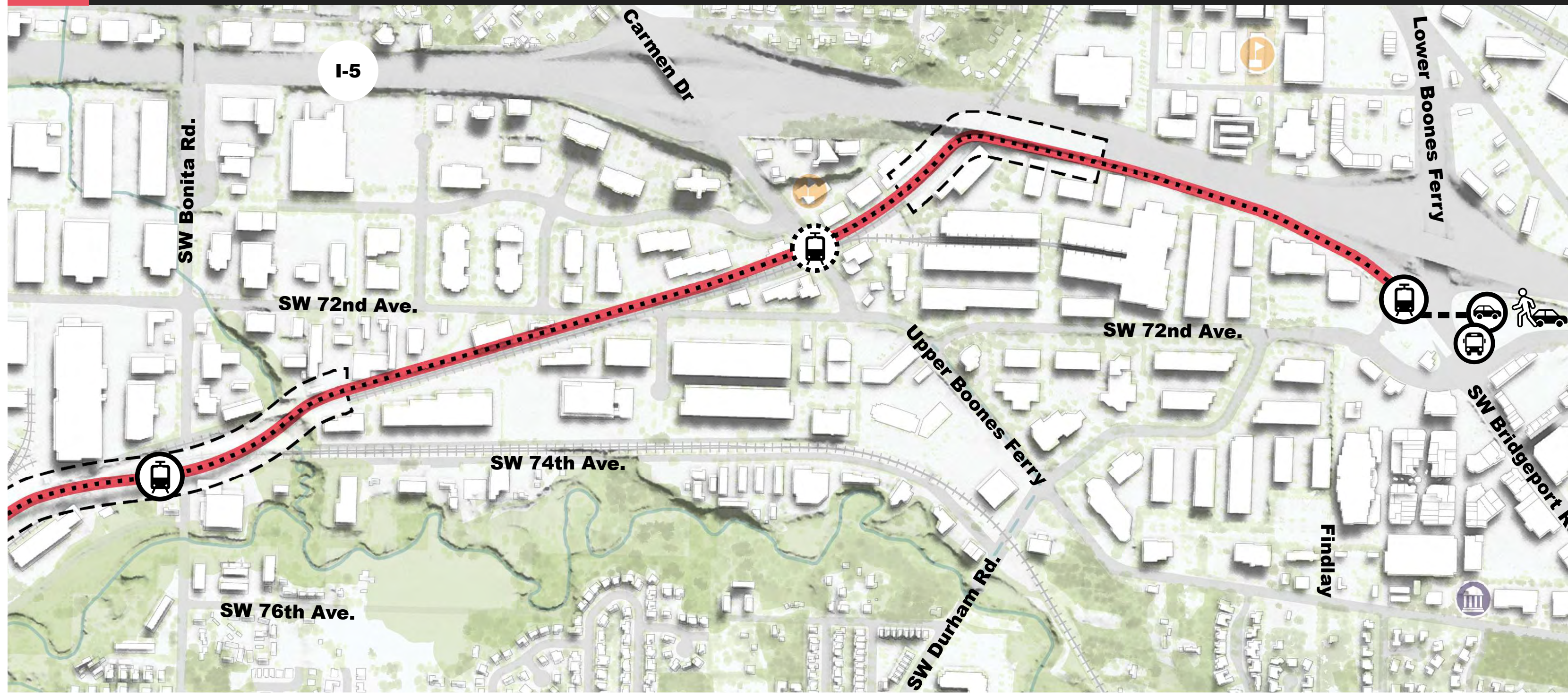
2. LPA ELEVATED



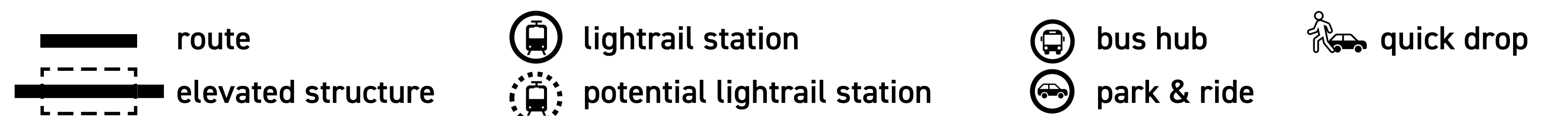
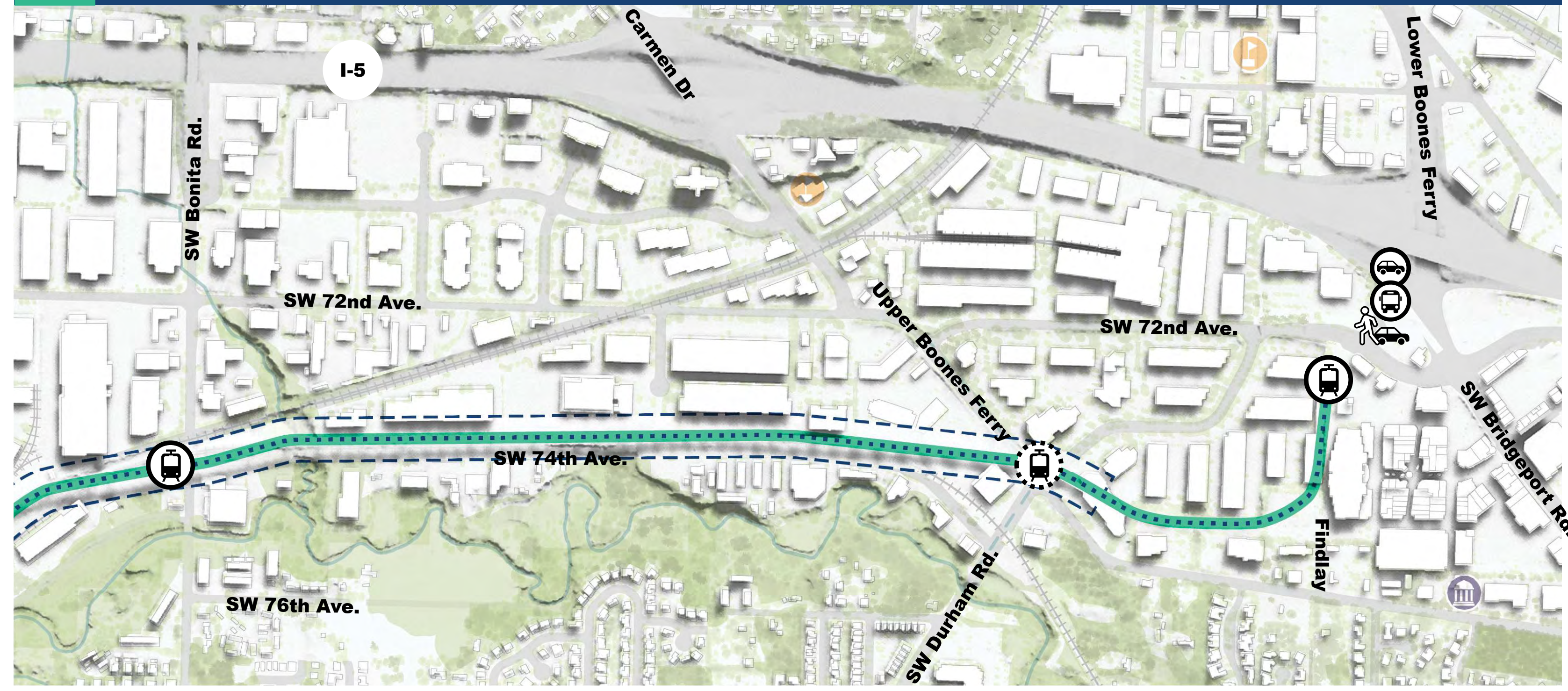
5. 74<sup>TH</sup> AVE., REFINED



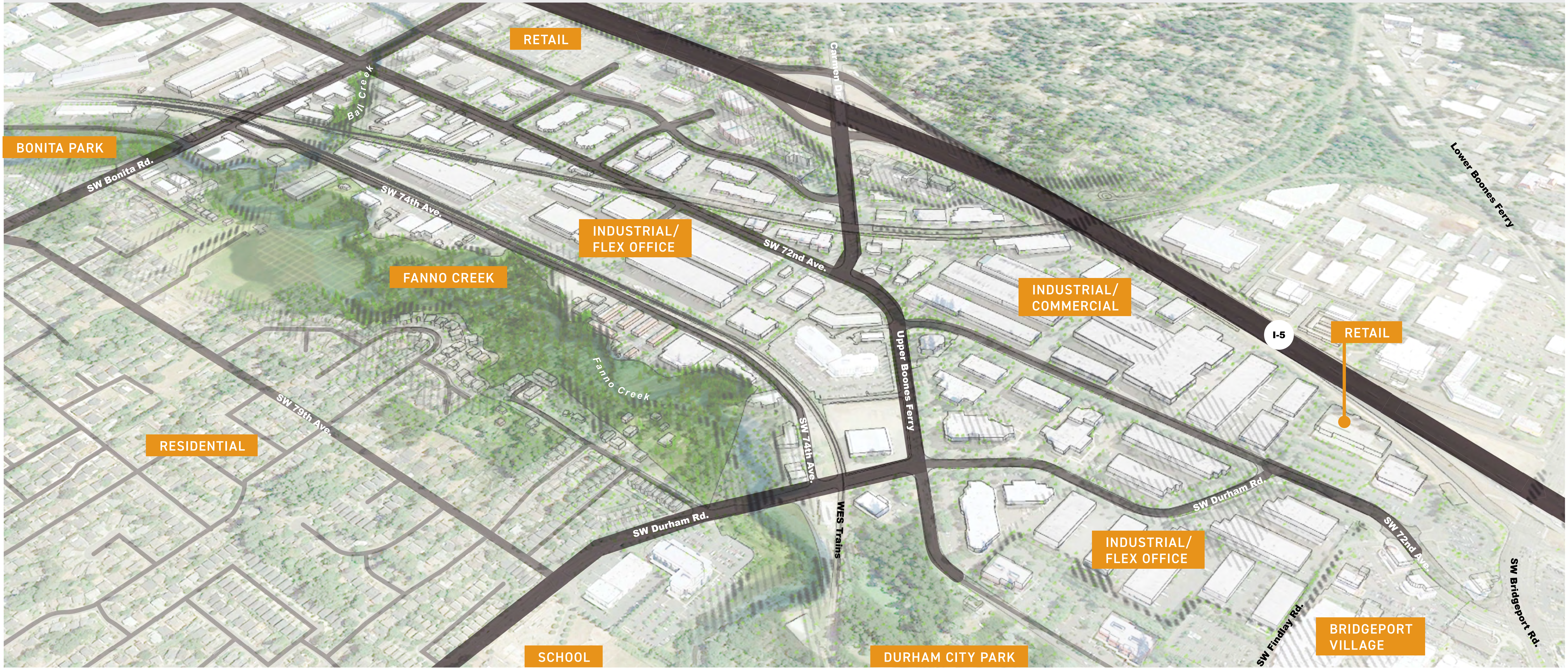
3. LPA AT-GRADE, REFINED



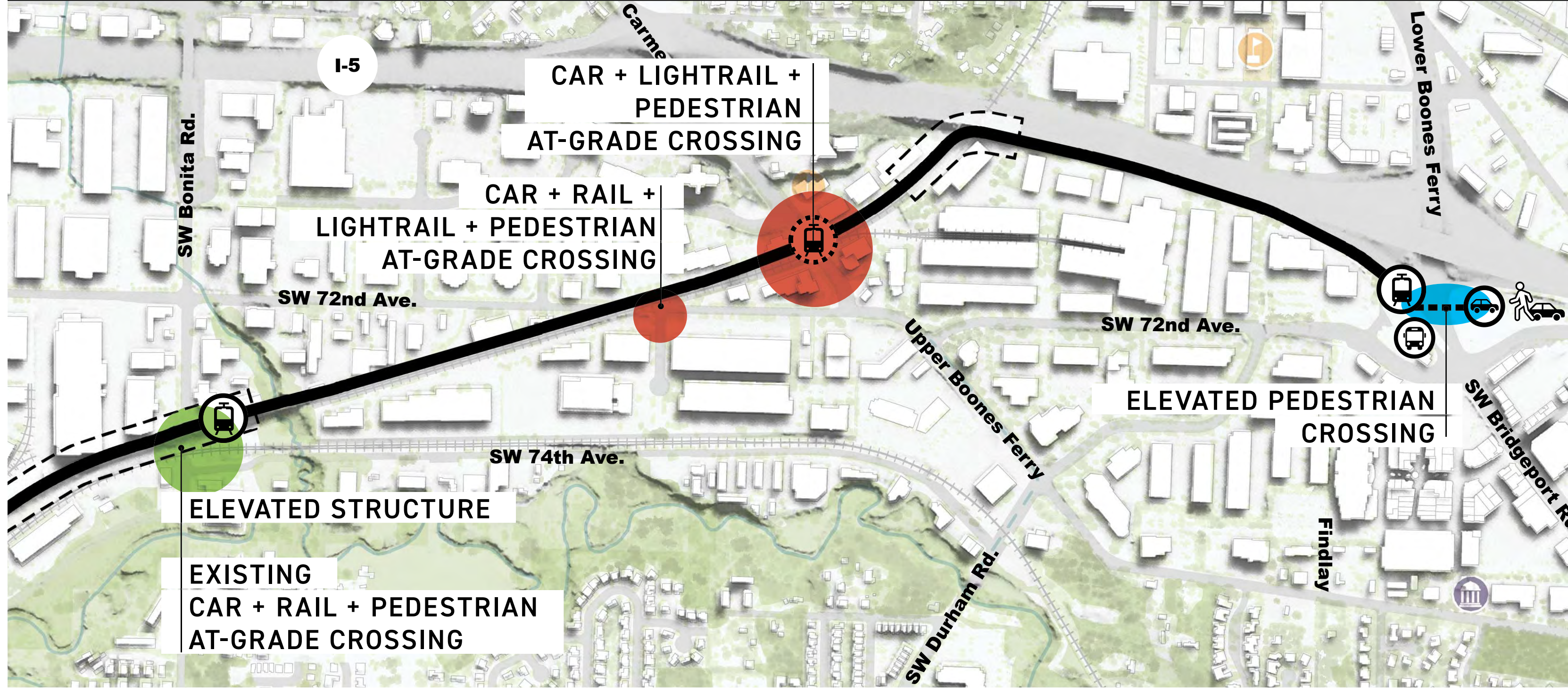
6. EAST OF WES



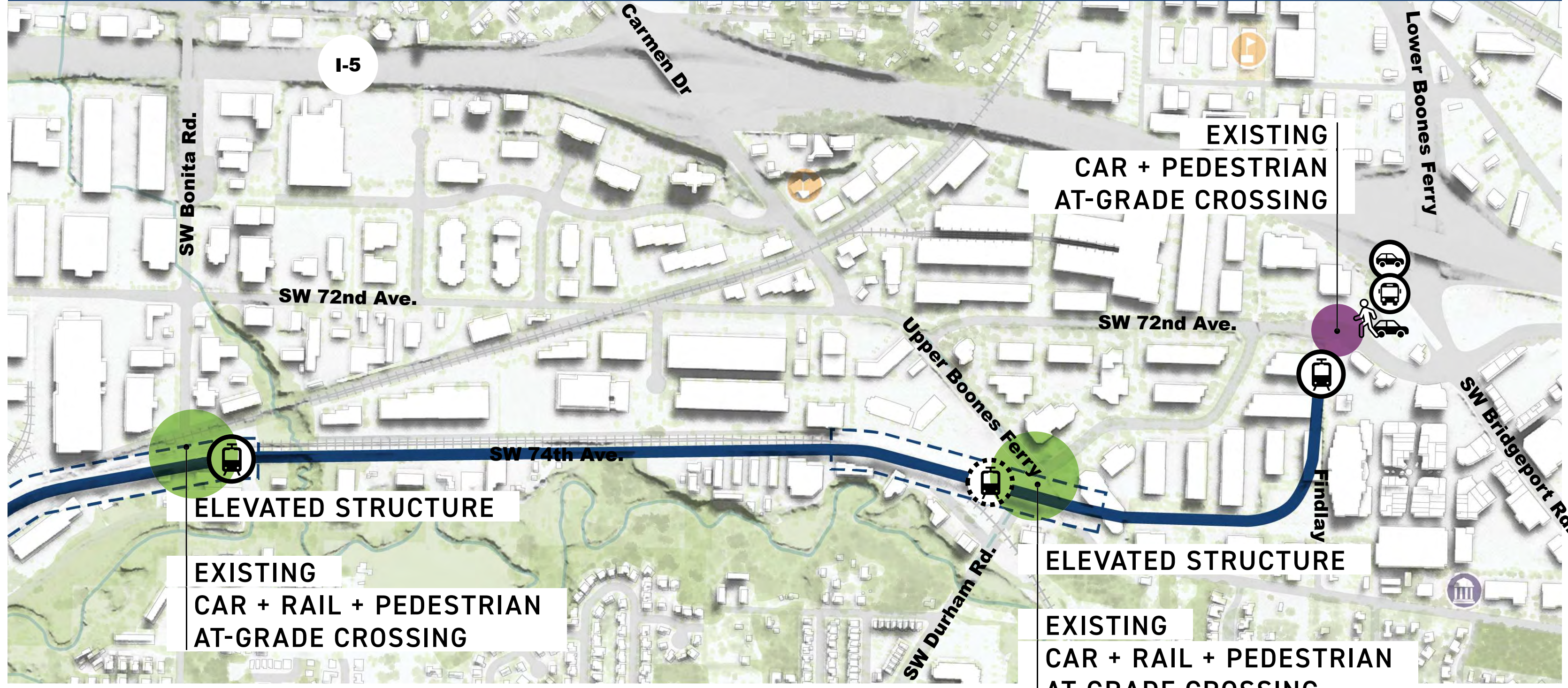




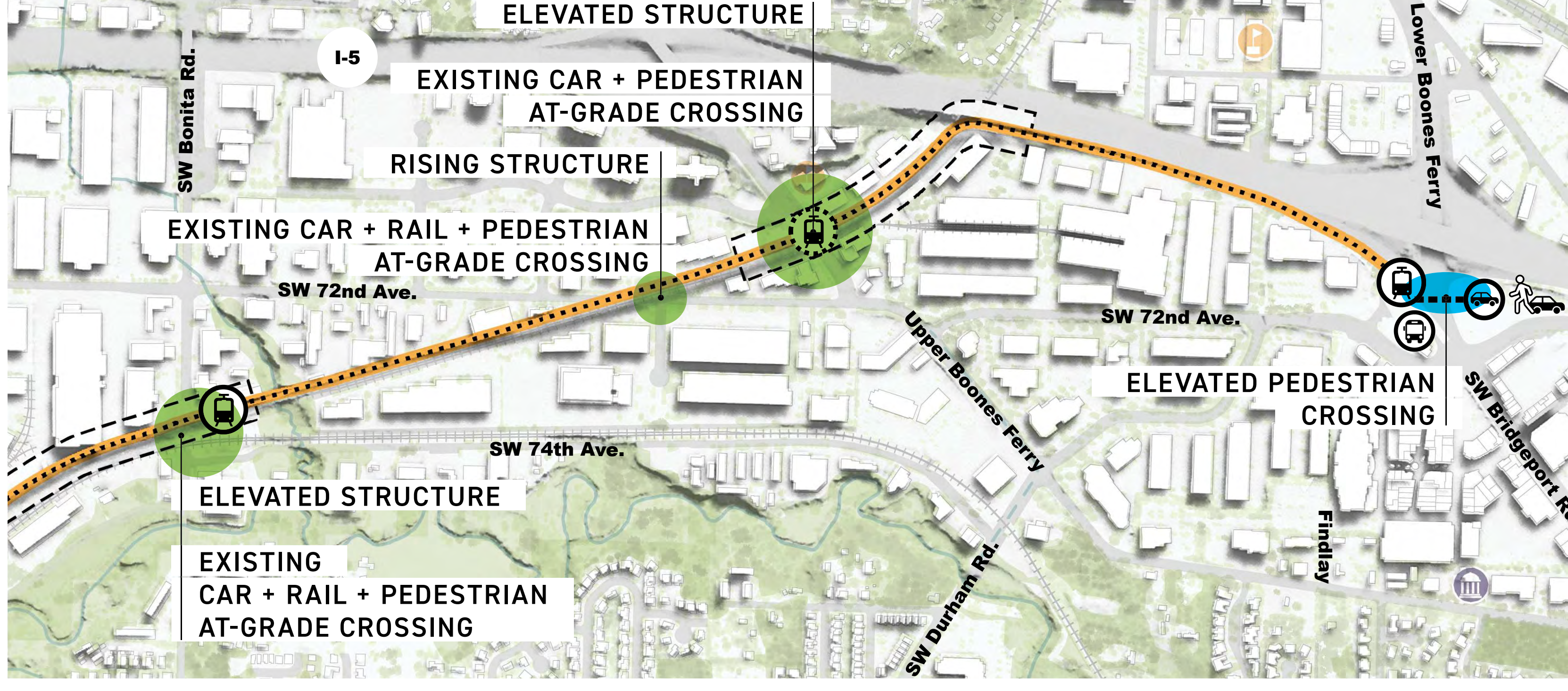
**1. LPA 2018** travel time from downtown Tigard to Bridgeport **6 min 12 sec**



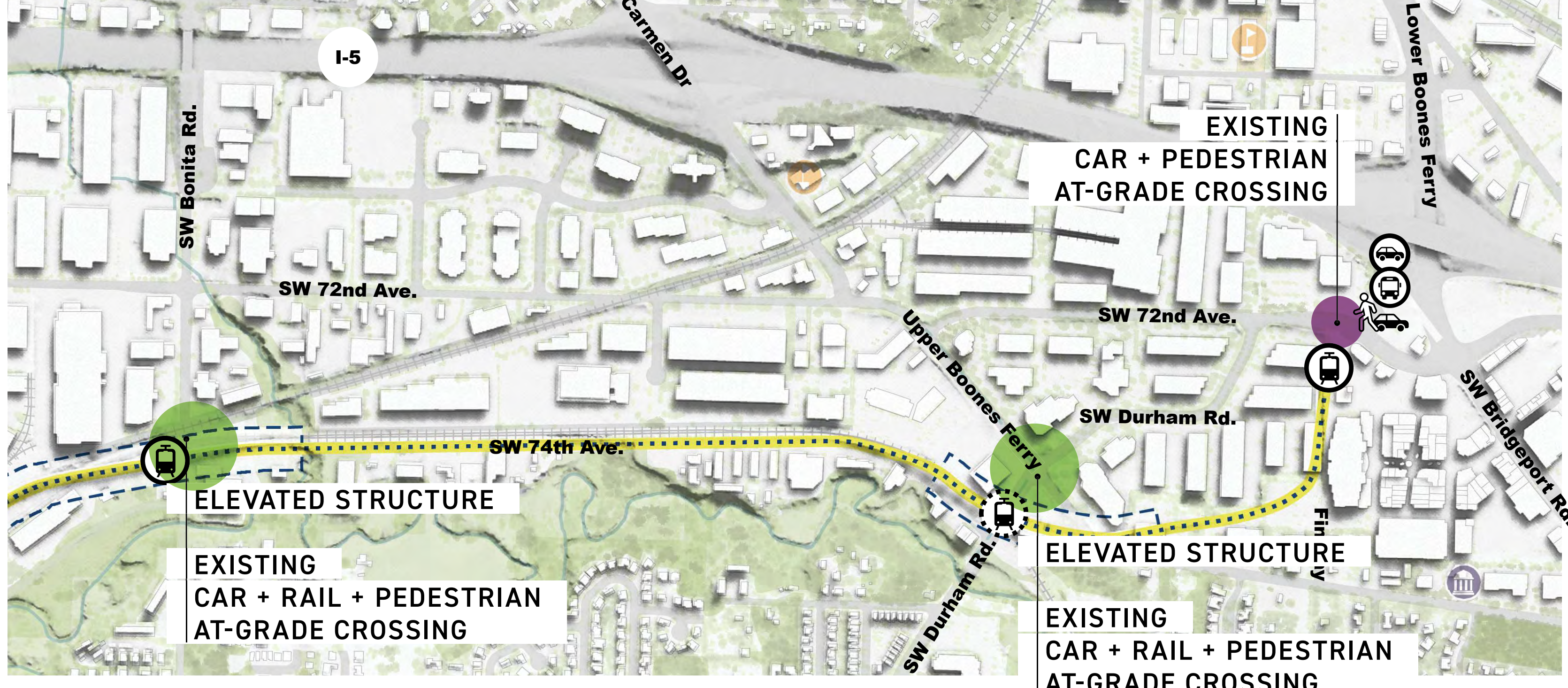
**4. 74TH AVE.** **28 seconds faster**



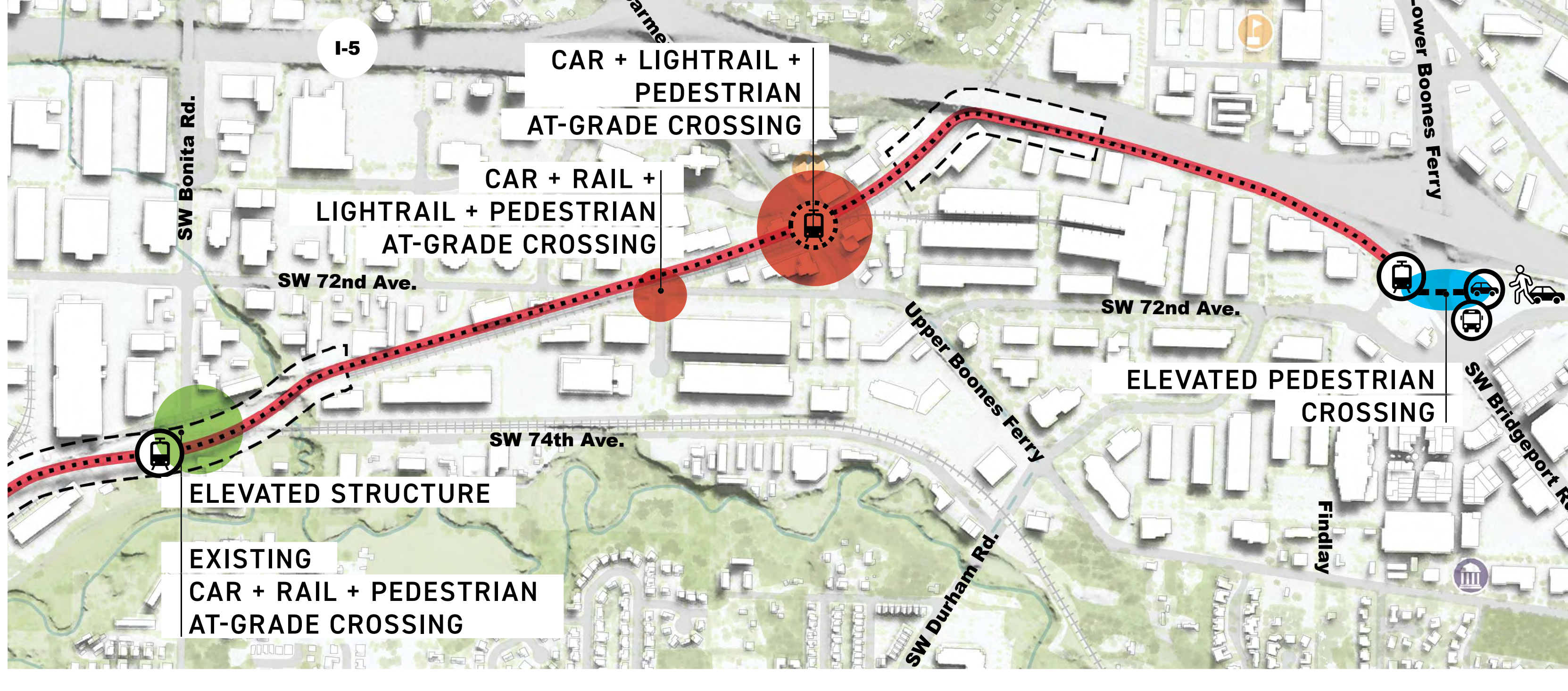
**2. LPA ELEVATED** **6 seconds slower**



**5. 74TH AVE., REFINED** **22 seconds faster**



**3. LPA AT-GRADE, REFINED** **60 seconds slower**



**6. EAST OF WES** **19 seconds faster**



**\*\* Lightrail route**

- high impact\*
- no additional impact\*
- mitigated impact
- safety improvements req'd
- route
- elevated structure
- 🚊 lightrail station
- 🚗 potential lightrail station
- 🚌 bus hub
- 🚶 park & ride
- 🚰 quick drop





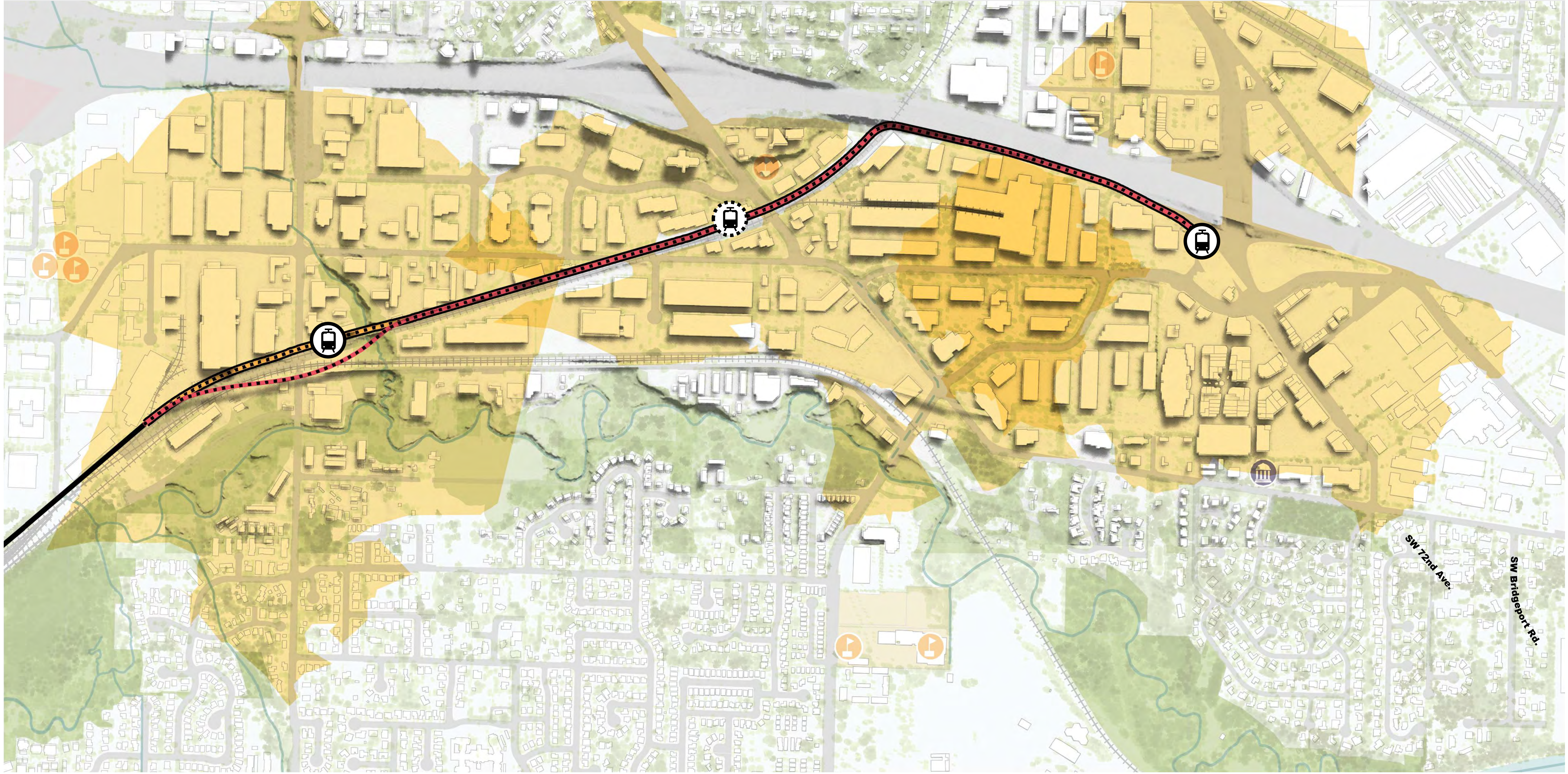
**CURRENT CONDITION AT UPPER BOONES FERRY ROAD  
 AT SEQUOIA PKWY AND 72ND AVE**



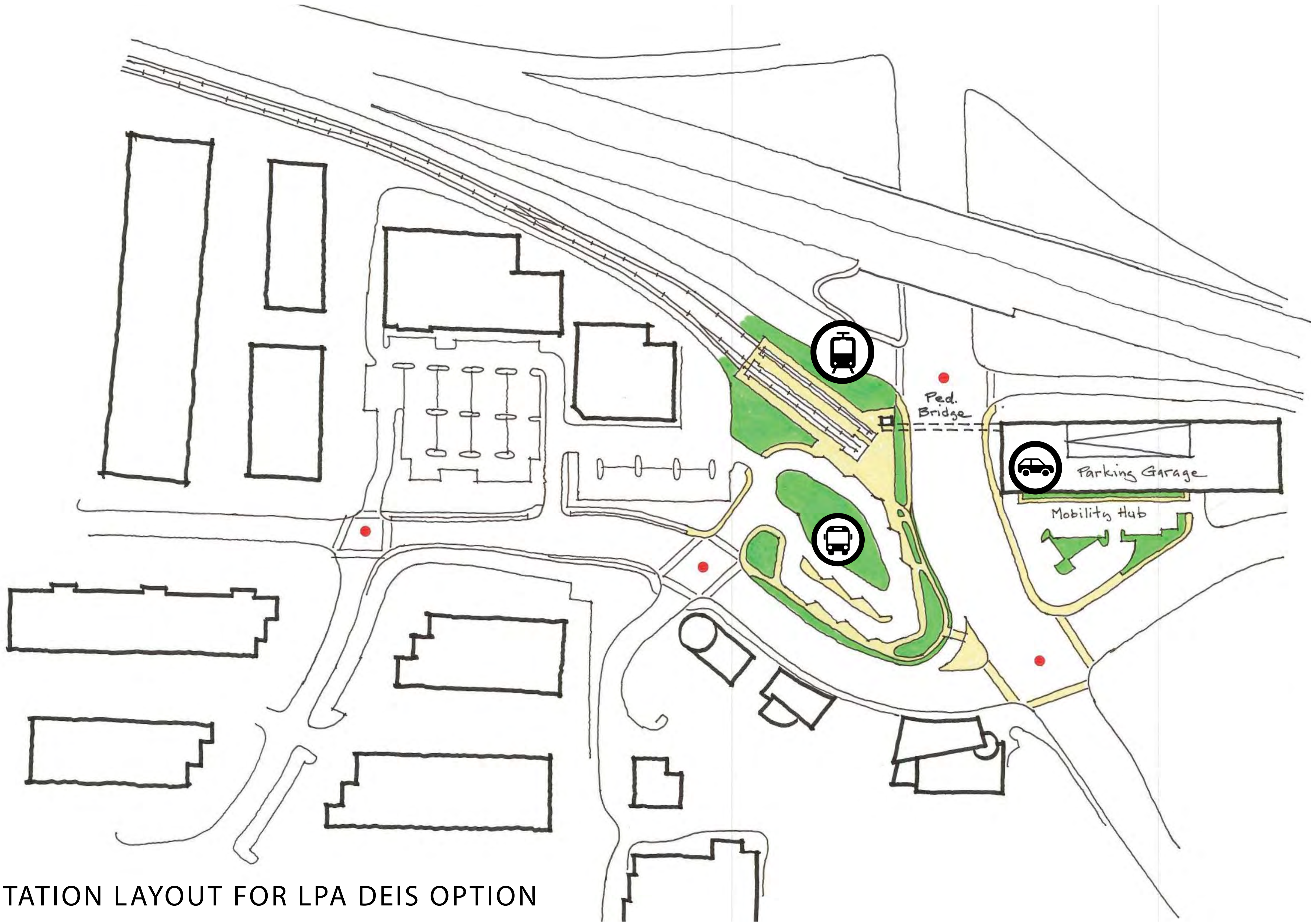
**EXAMPLES OF PEDESTRIAN / LIGHTRAIL /  
 VEHICLE AT-GRADE CROSSING**



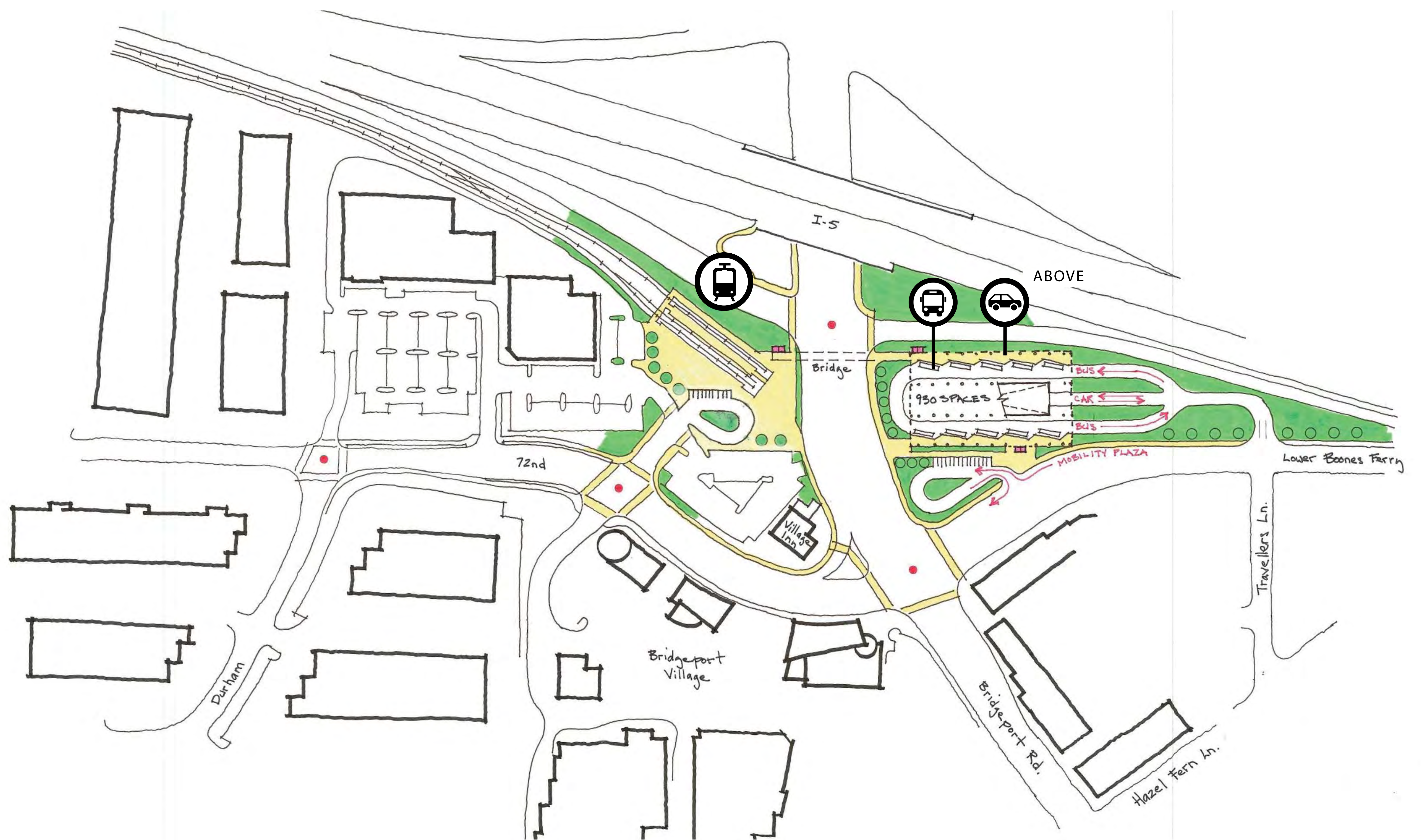
# LPA STATIONS & 1/2 MILE WALK DISTANCE



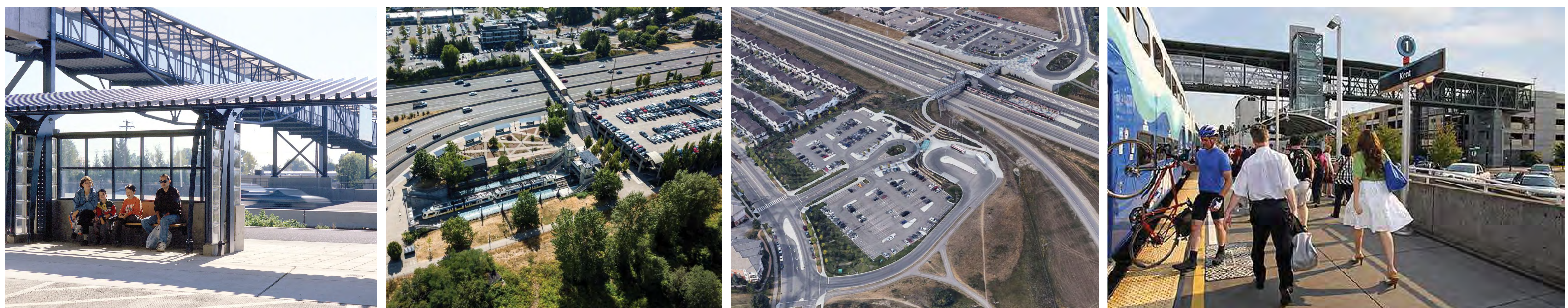




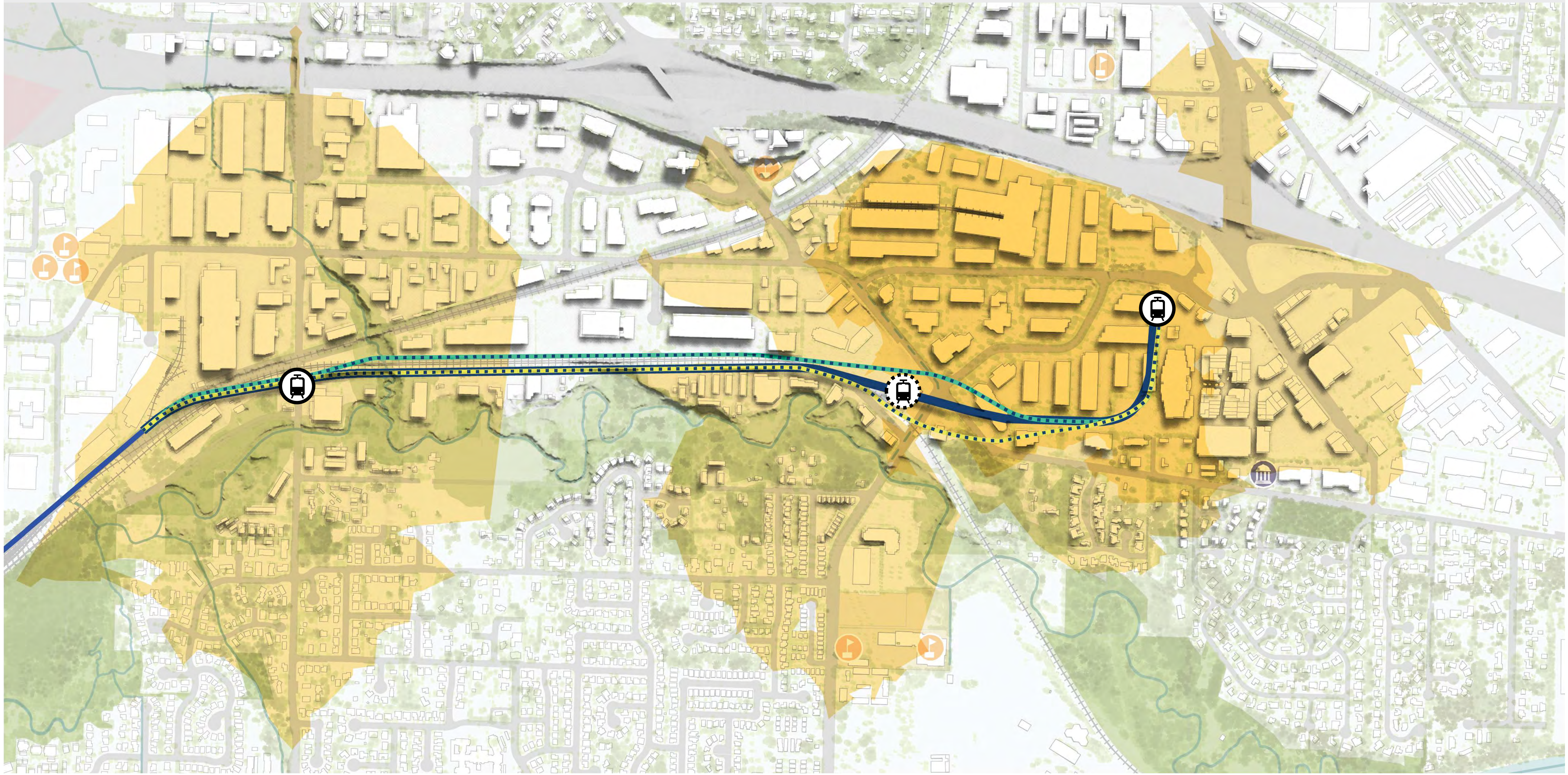
BRIDGEPORT STATION LAYOUT FOR LPA DEIS OPTION



BRIDGEPORT STATION LAYOUT FOR LPA REFINED OPTIONS









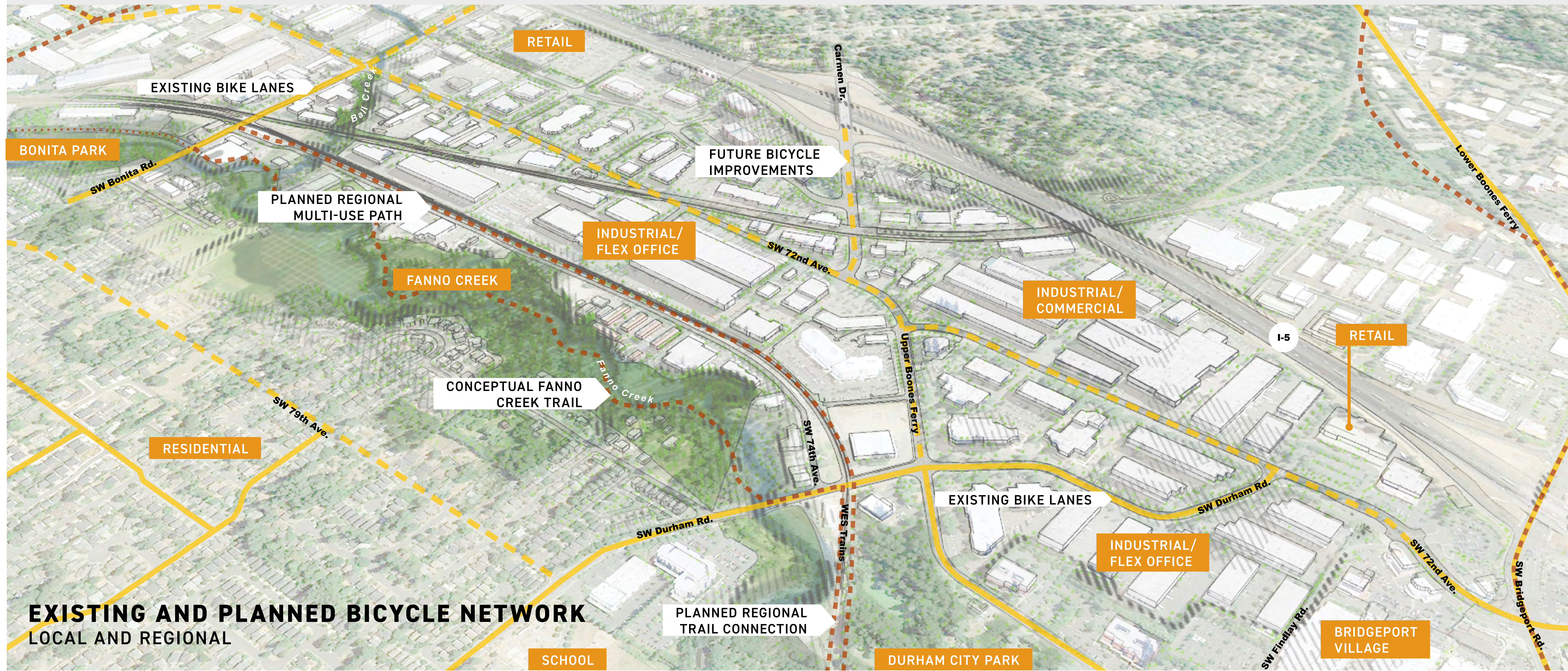


BRIDGEPORT STATION LAYOUT FOR 74TH ALIGNMENT OPTIONS

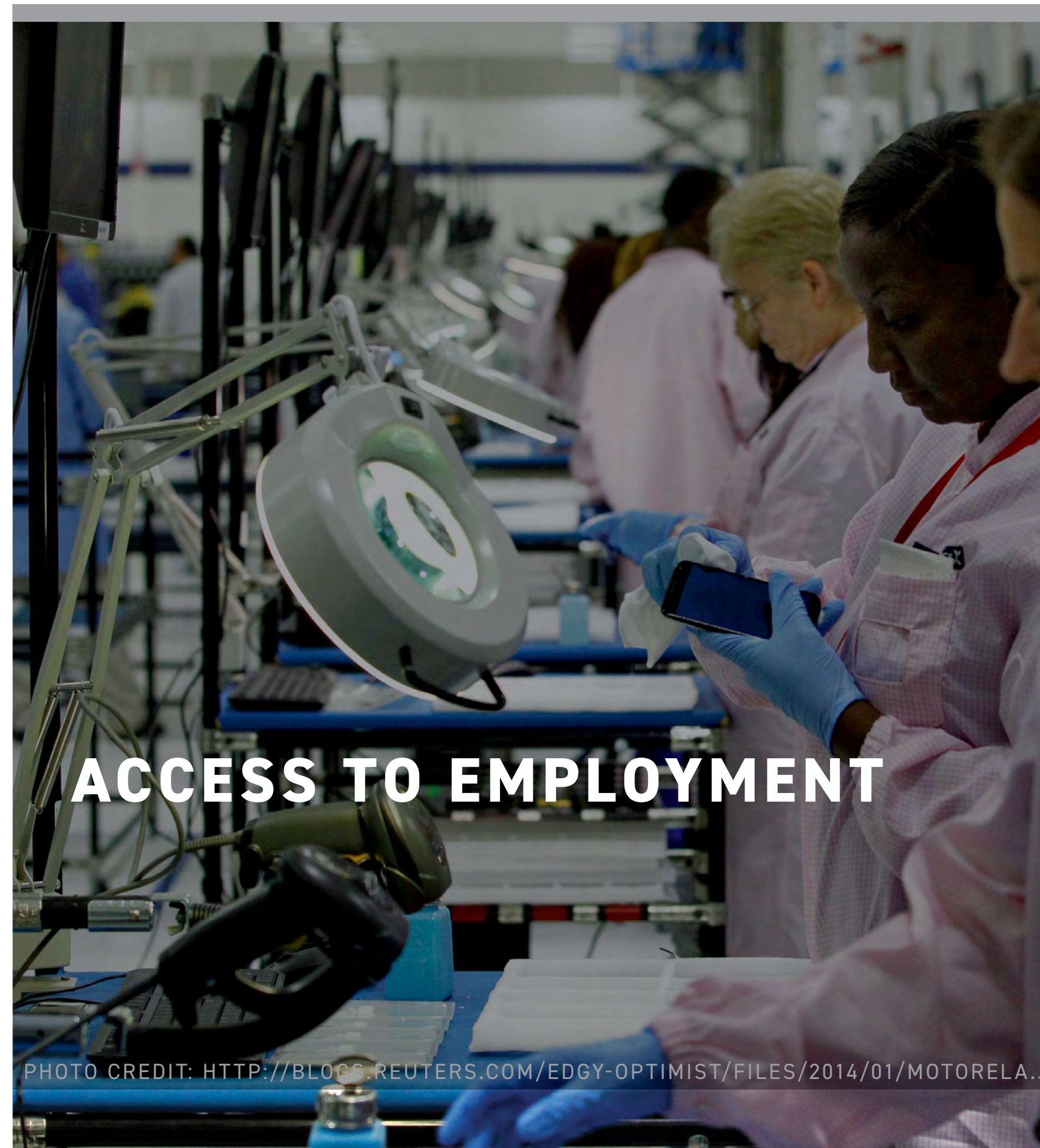


PEDESTRIAN CROSSING IMPROVEMENT - OXFORD CIRCUS LONDON, ENGLAND





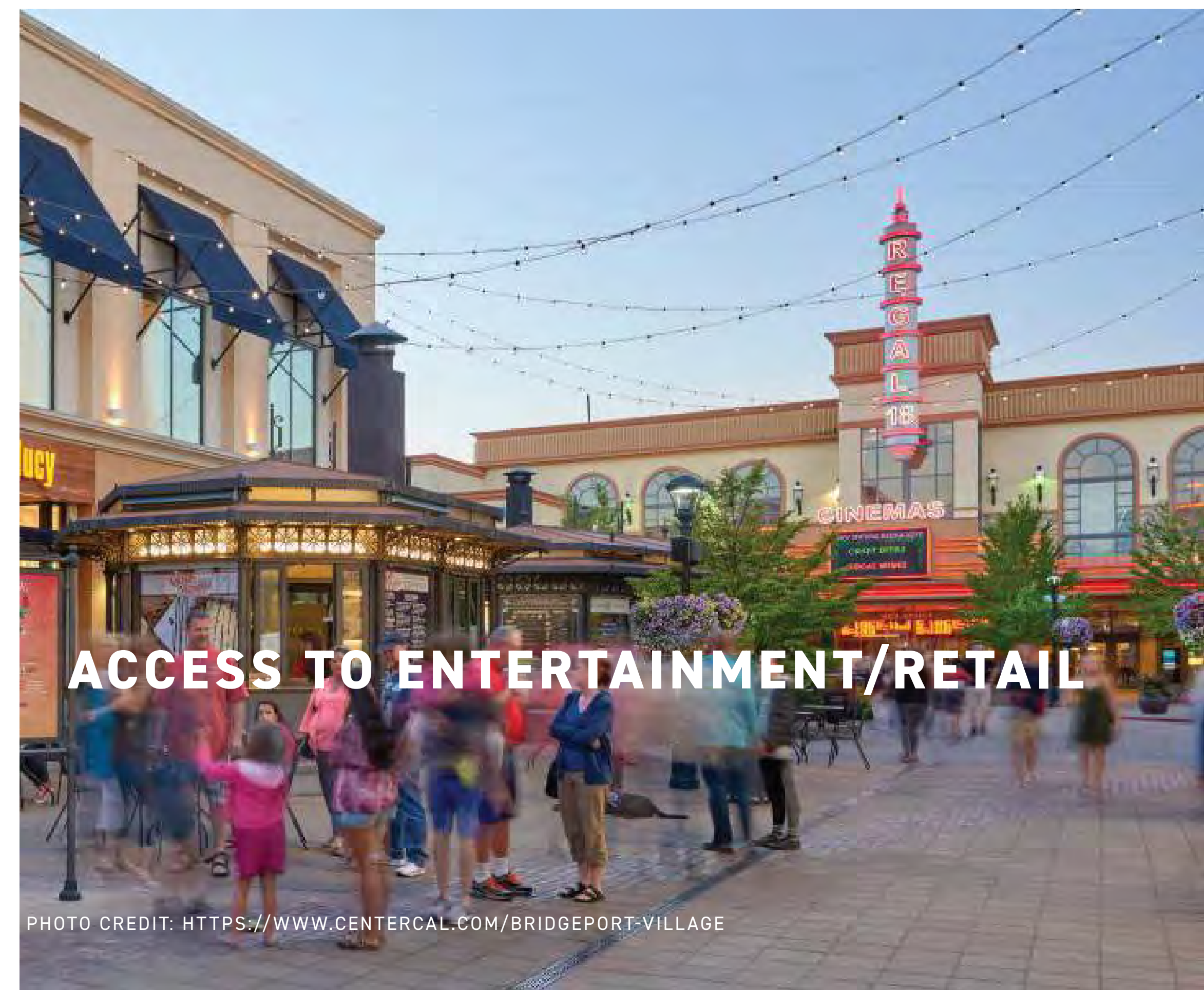
**EXISTING AND PLANNED BICYCLE NETWORK**  
LOCAL AND REGIONAL



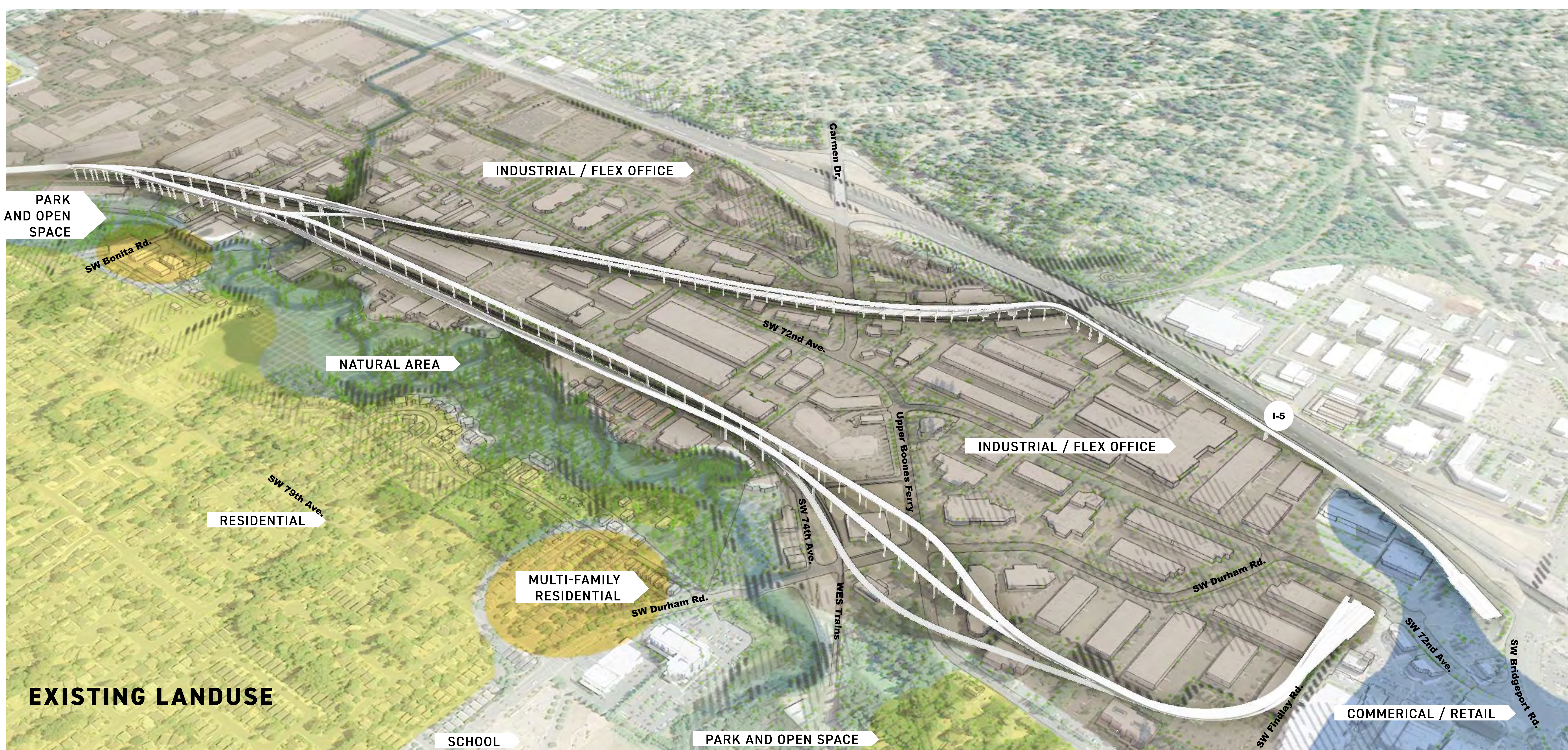
**ACCESS TO EMPLOYMENT**



**ACCESS TO NATURE**

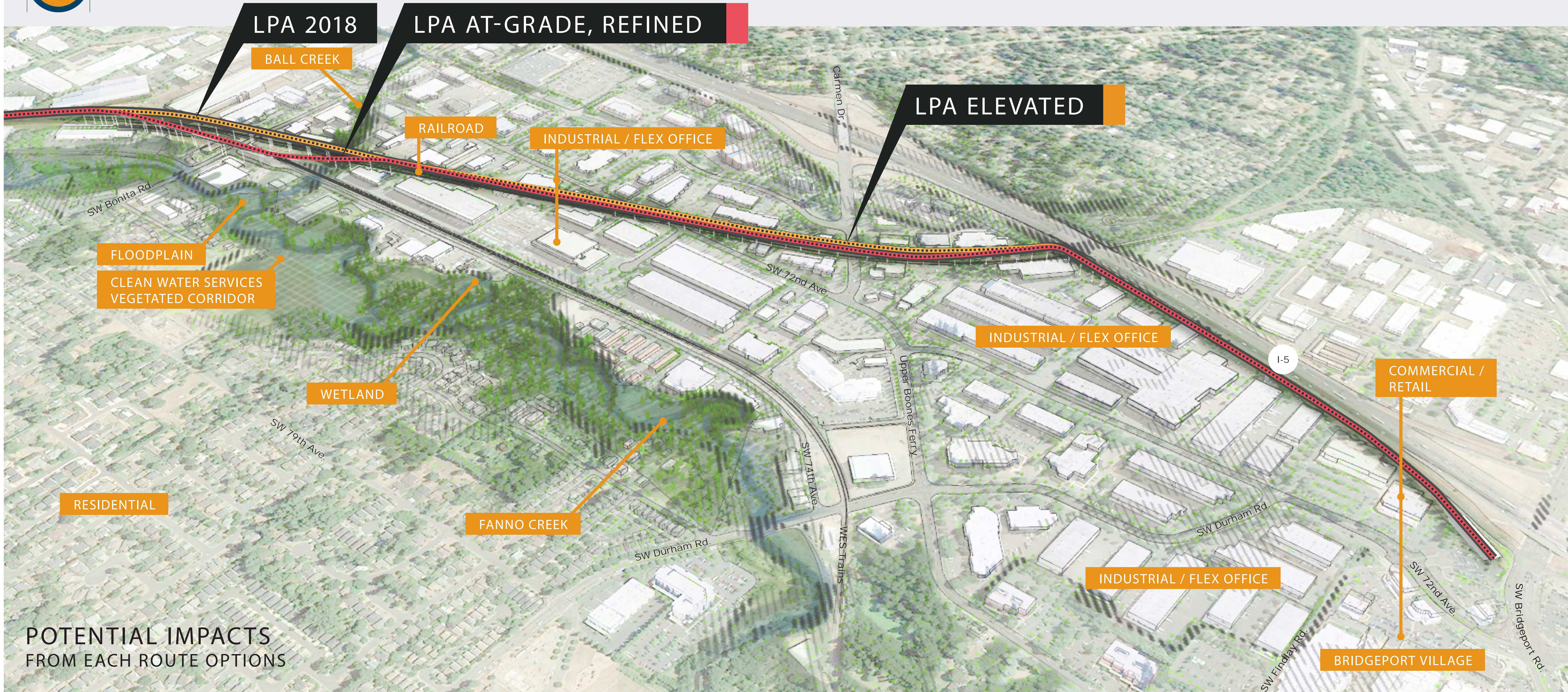


**ACCESS TO ENTERTAINMENT/RETAIL**



**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



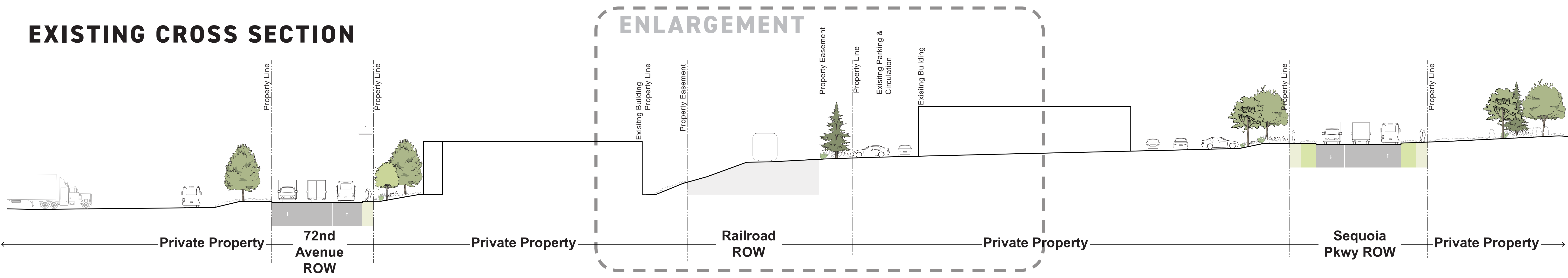
RAILROAD RISK ON CONSTRUCTION:	HIGH
NATURAL RESOURCE IMPACTS:	LOW
RESIDENTIAL IMPACTS:	NA
BUSINESS IMPACTS:	8
STRUCTURE LENGTH:	3155 LF
SAFETY IMPACTS:	MEDIUM
TRAFFIC IMPACTS:	HIGH

NOTE: Additional Temporary Construction Easement To Be Determined

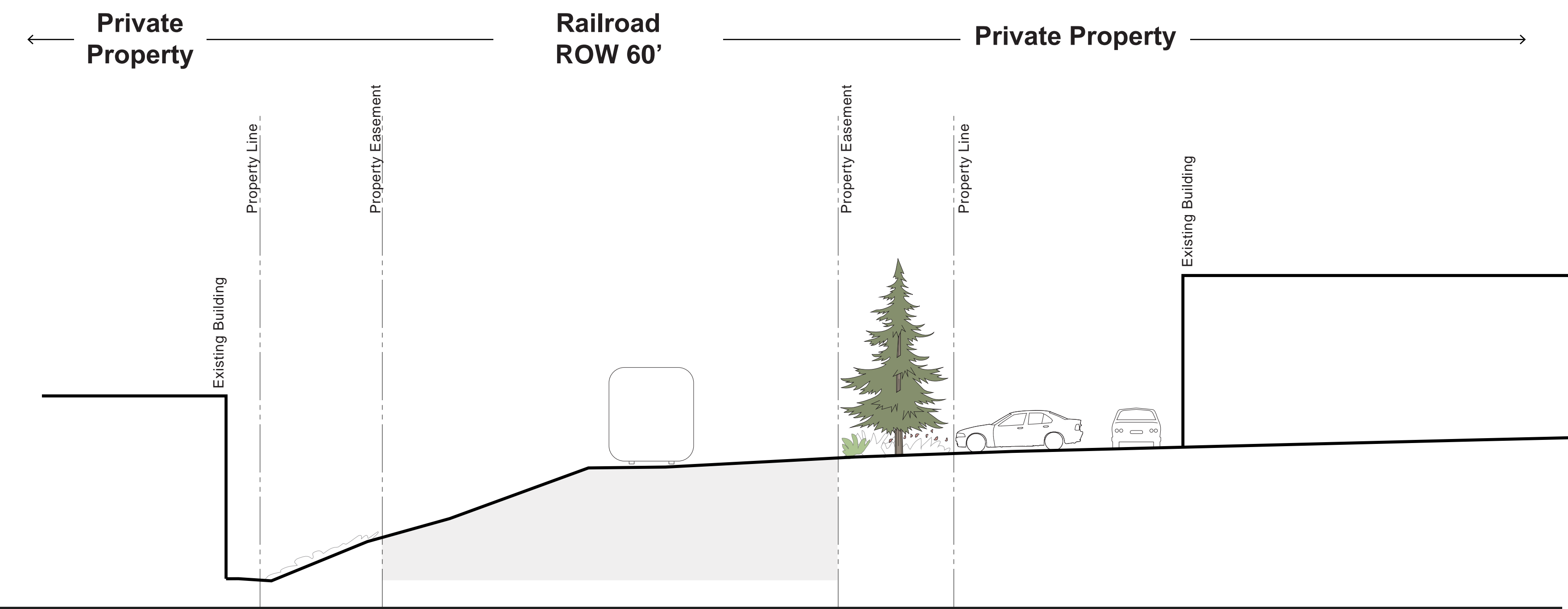
POTENTIAL FULL PARCEL IMPACT
  POTENTIAL PARTIAL PARCEL IMPACT
  POTENTIAL BUILDING IMPACT



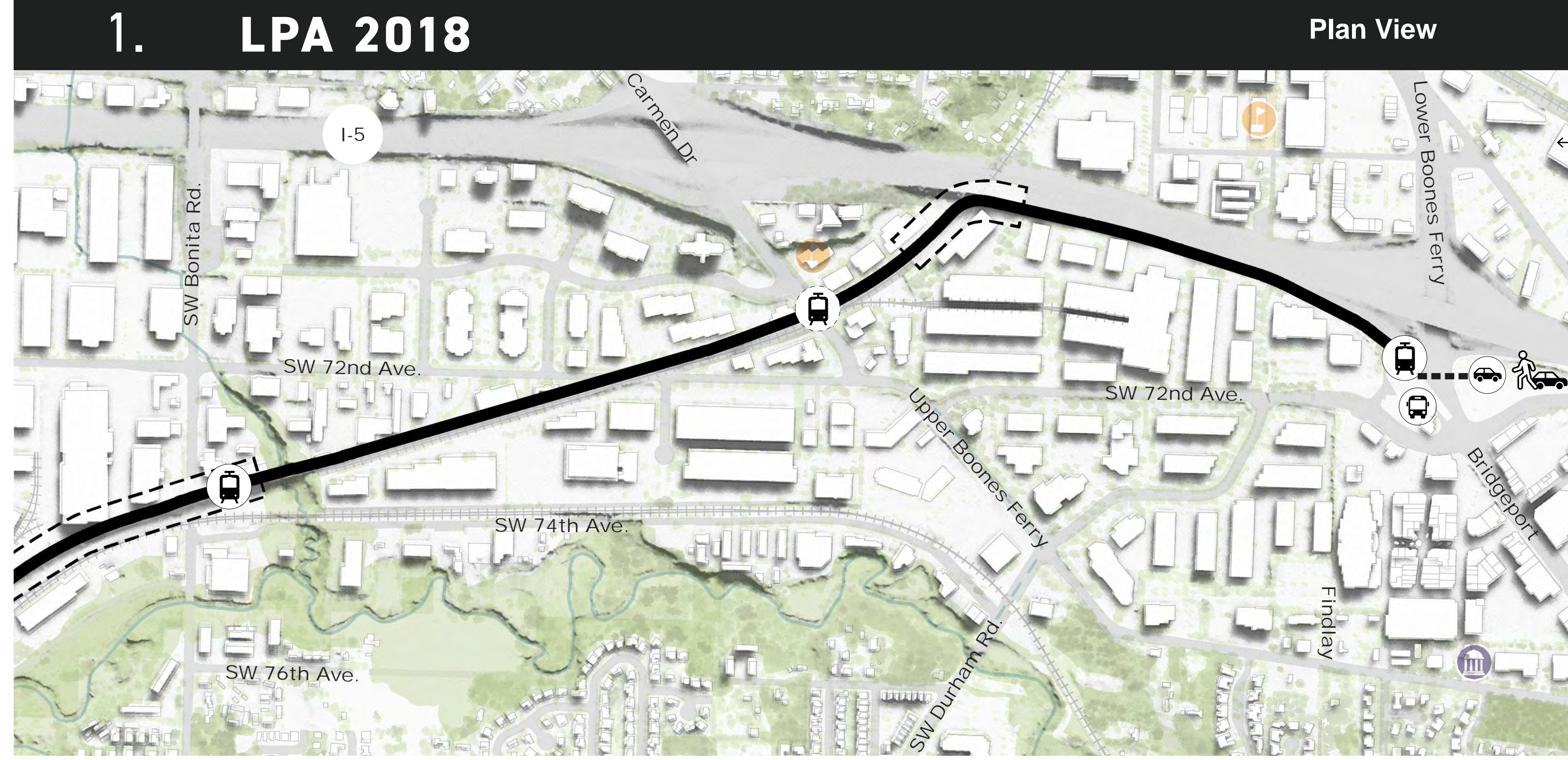
## EXISTING CROSS SECTION



## EXISTING CROSS SECTION AT ENLARGEMENT

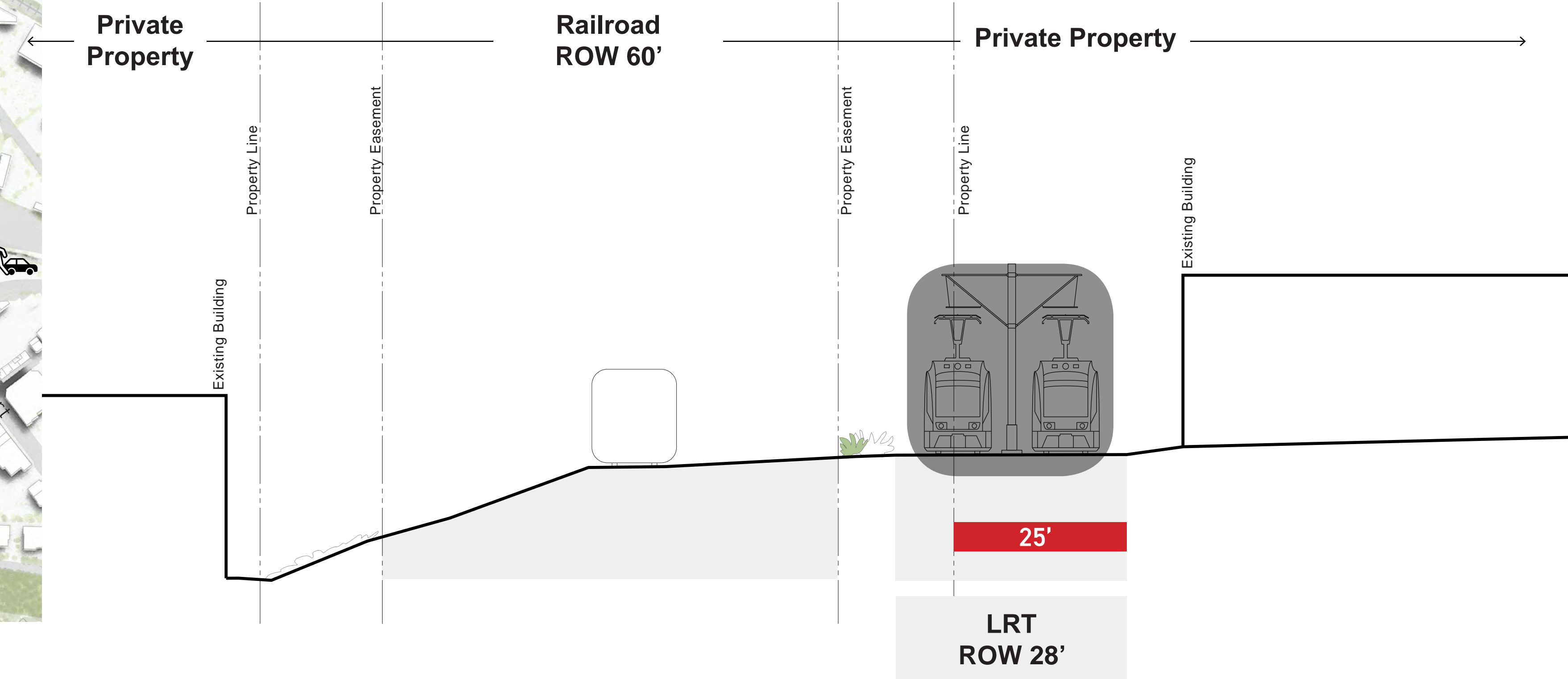


### 1. LPA 2018

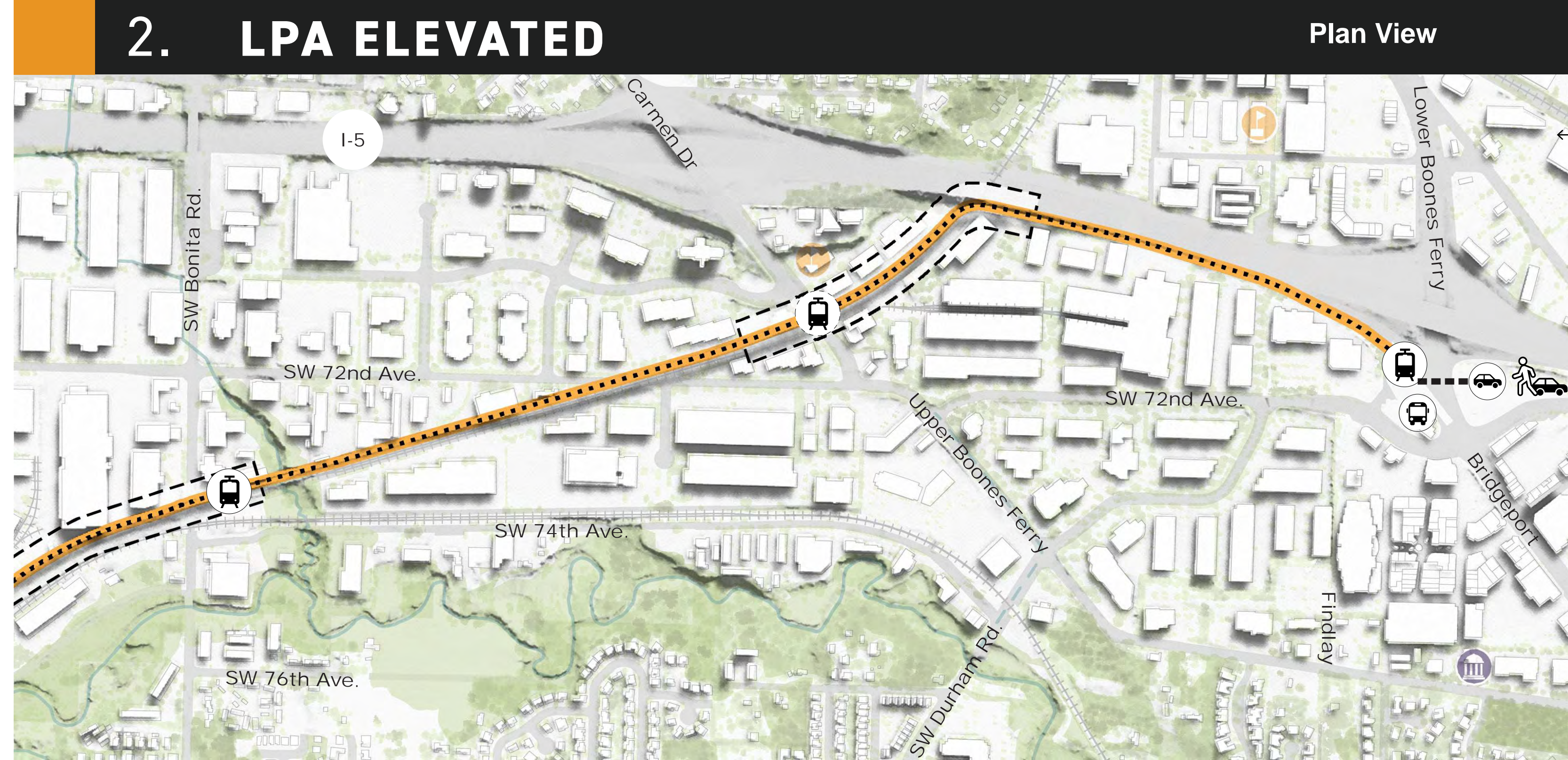


Plan View

LPA Route Cross Section

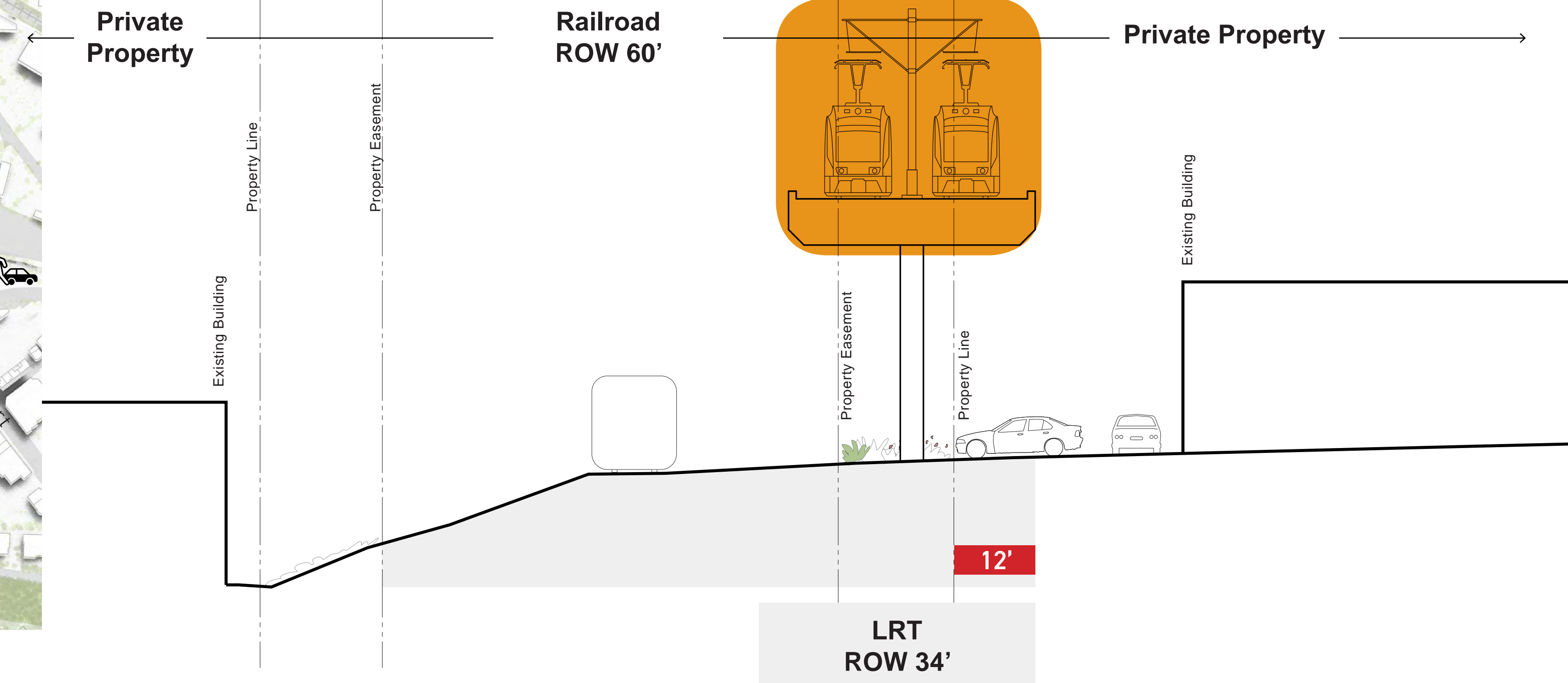


### 2. LPA ELEVATED

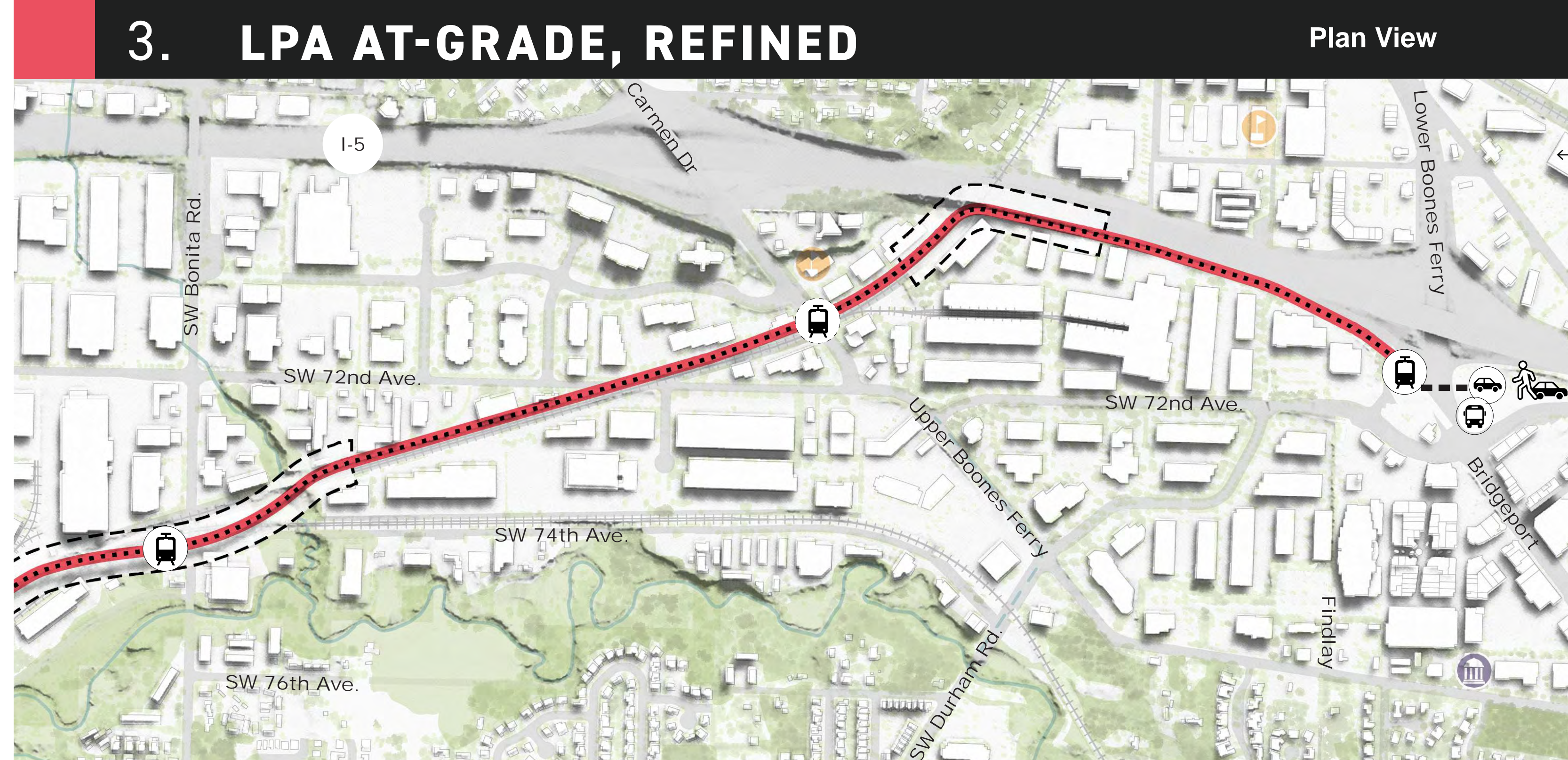


Plan View

LPA Elevated Route Cross Section

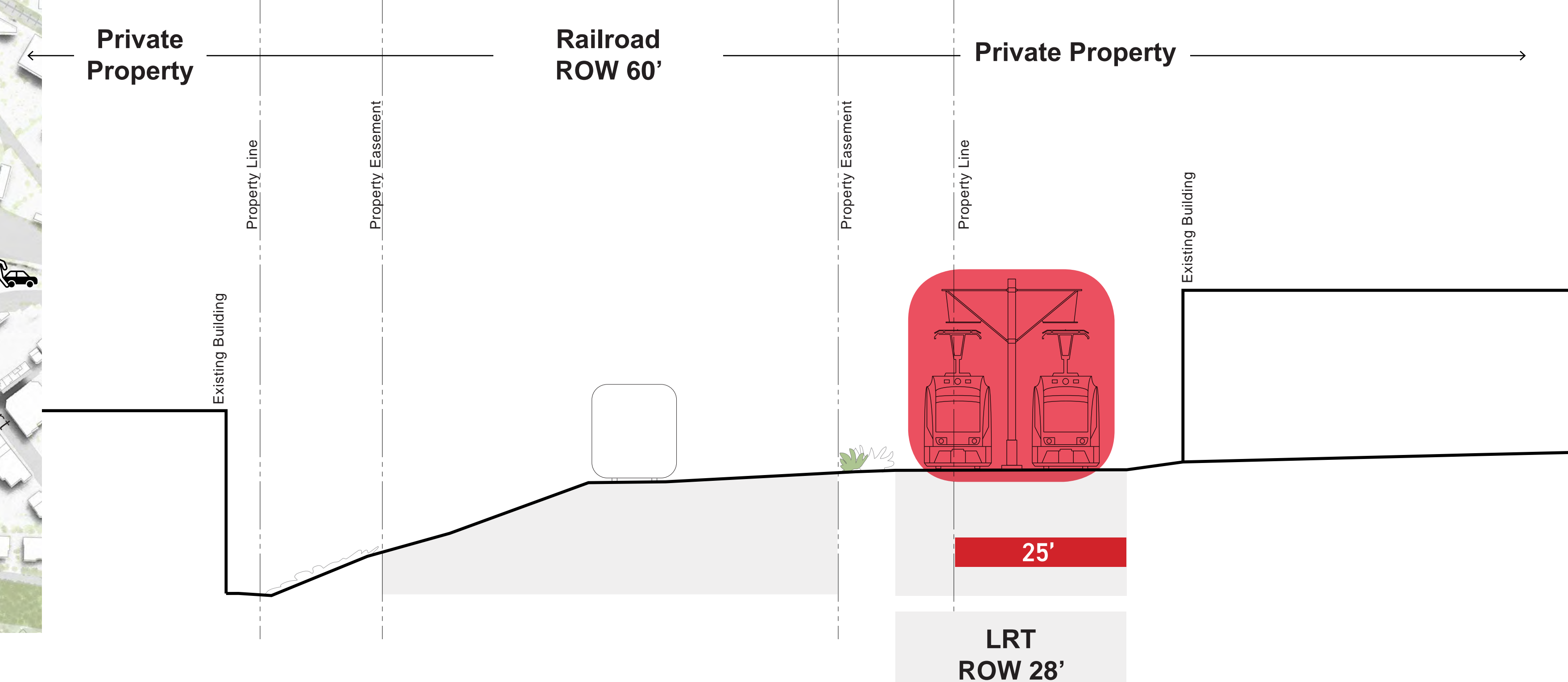


### 3. LPA AT-GRADE, REFINED



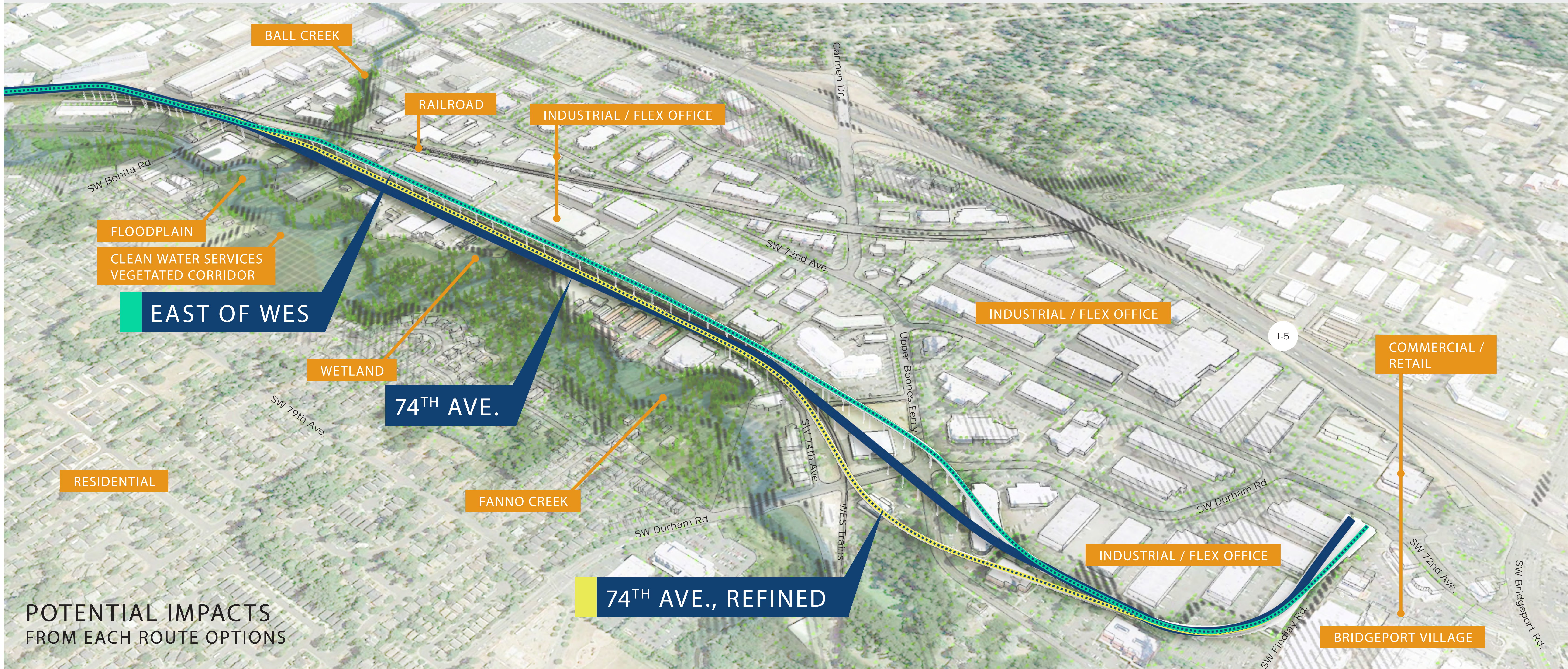
Plan View

LPA At-Grade, Refined Route Cross Section



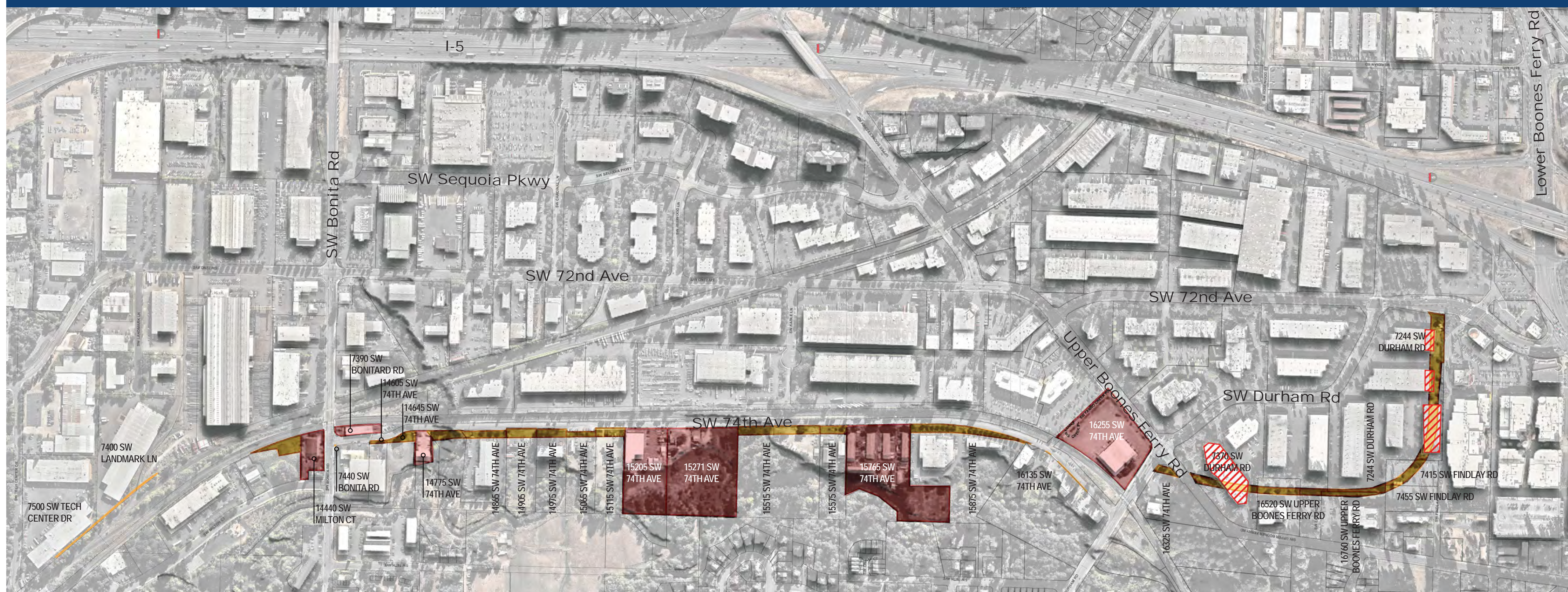
- route
- elevated structure
- lightrail station
- potential lightrail station
- bus hub
- park & ride
- quick drop





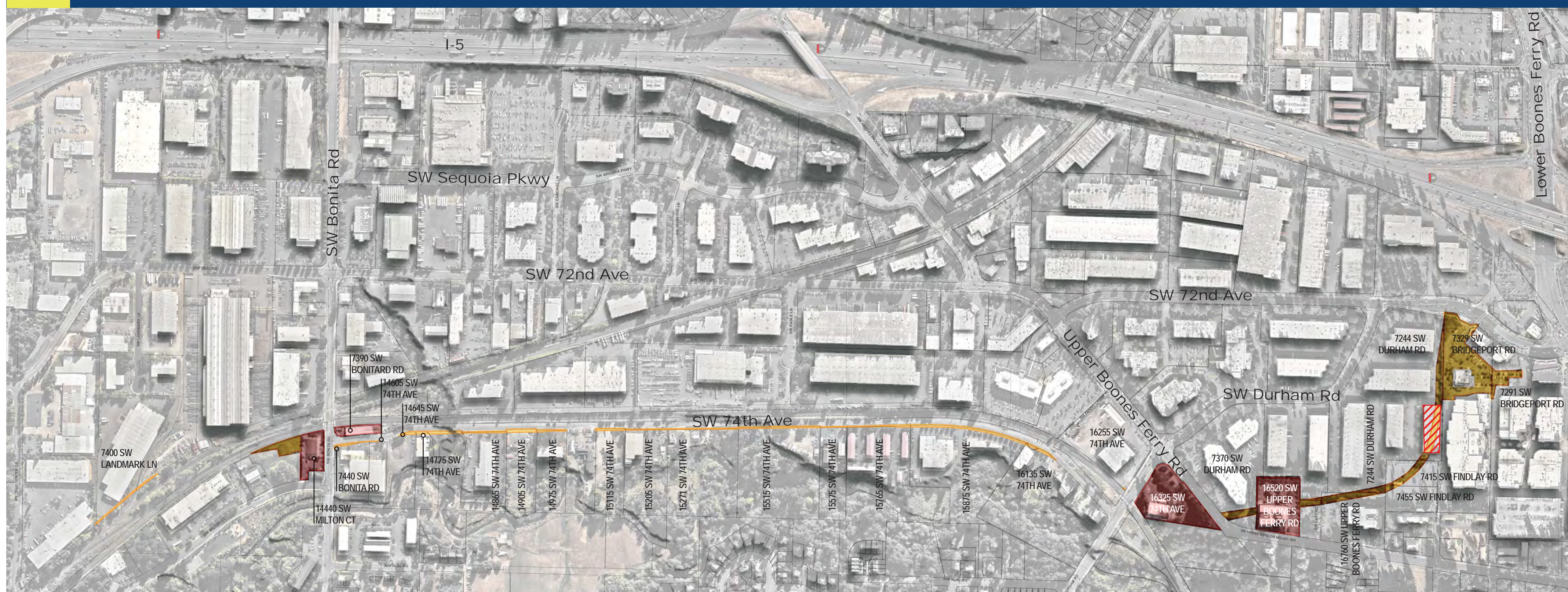
POTENTIAL IMPACTS FROM EACH ROUTE OPTIONS

## 4. 74TH AVE.



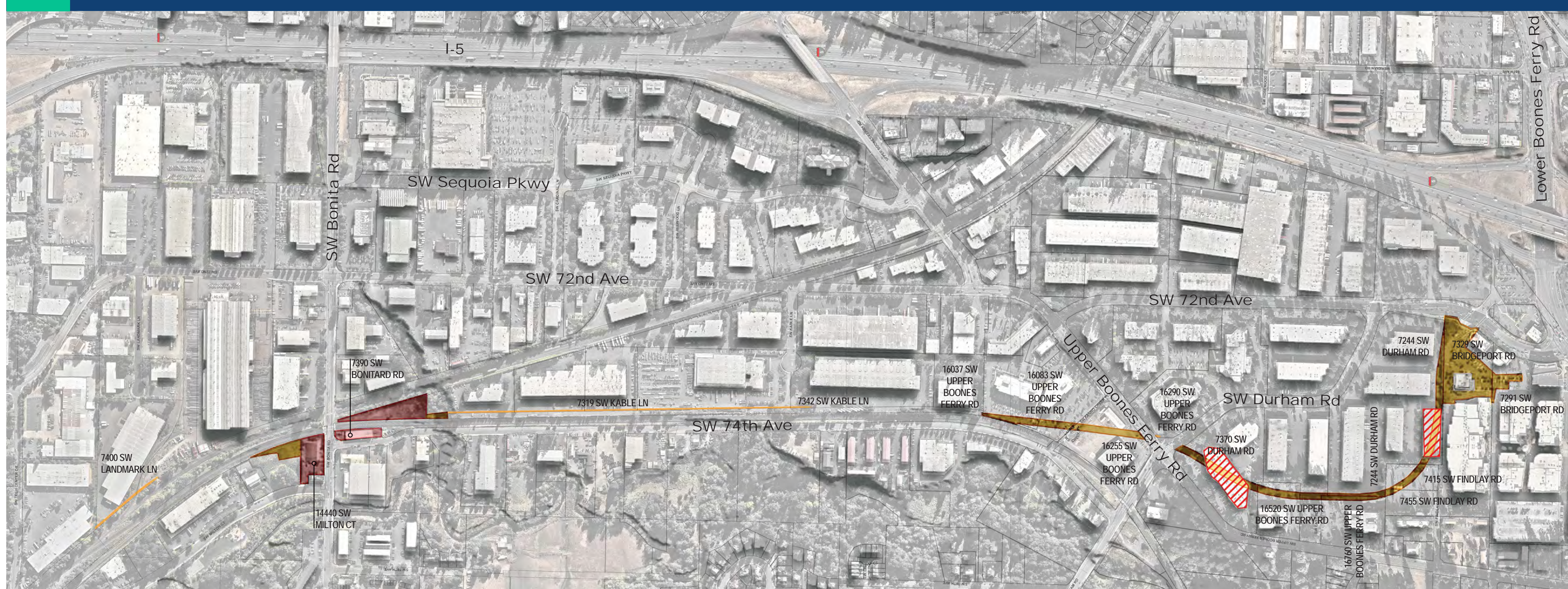
RAILROAD RISK ON CONSTRUCTION:	LOW
NATURAL RESOURCE IMPACTS:	MEDIUM
RESIDENTIAL IMPACTS:	NA
BUSINESS IMPACTS:	35
STRUCTURE LENGTH:	3092 LF
SAFETY IMPACTS:	LOW
TRAFFIC IMPACTS:	LOW

## 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

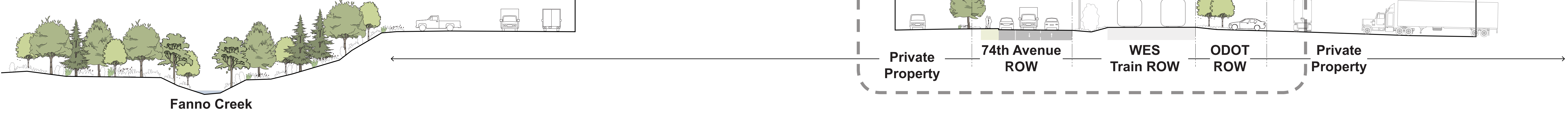


RAILROAD RISK ON CONSTRUCTION:	MEDIUM
NATURAL RESOURCE IMPACTS:	LOW
RESIDENTIAL IMPACTS:	NA
BUSINESS IMPACTS:	8
STRUCTURE LENGTH:	6550 LF
SAFETY IMPACTS:	LOW
TRAFFIC IMPACTS:	LOW

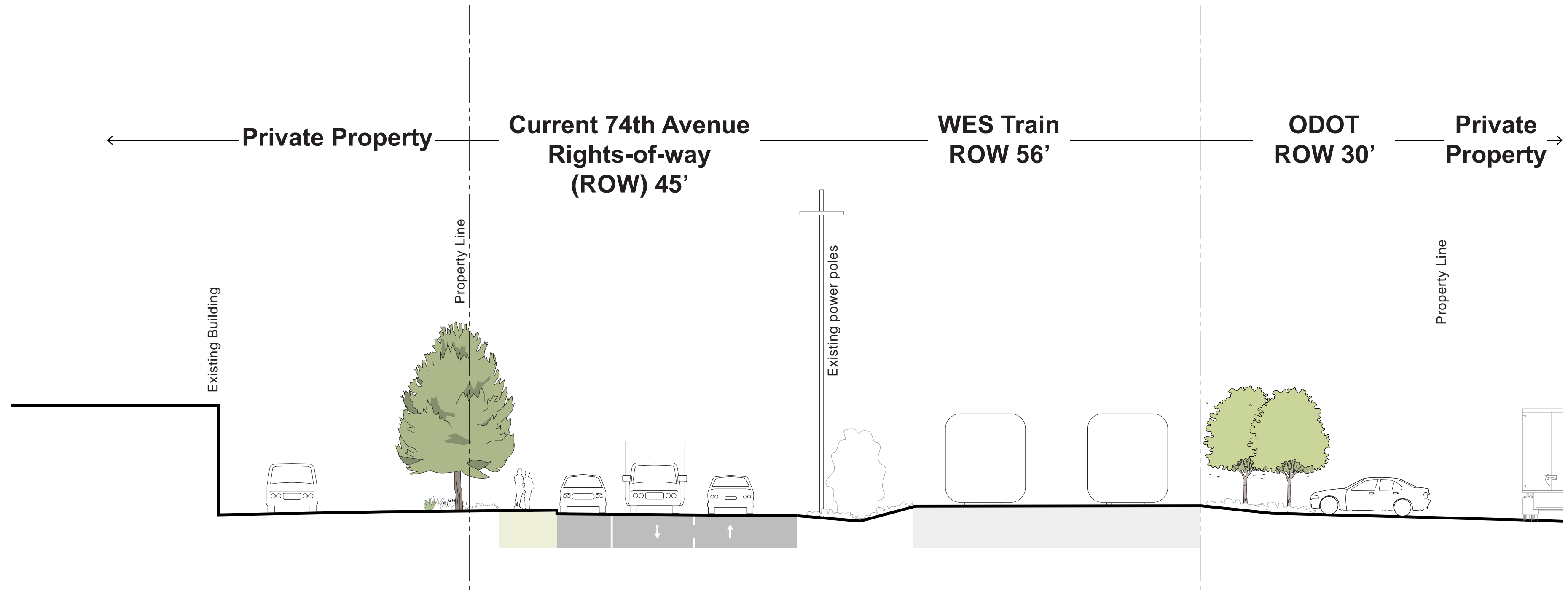
NOTE: Additional Temporary Construction Easement To Be Determined



## EXISTING CROSS SECTION



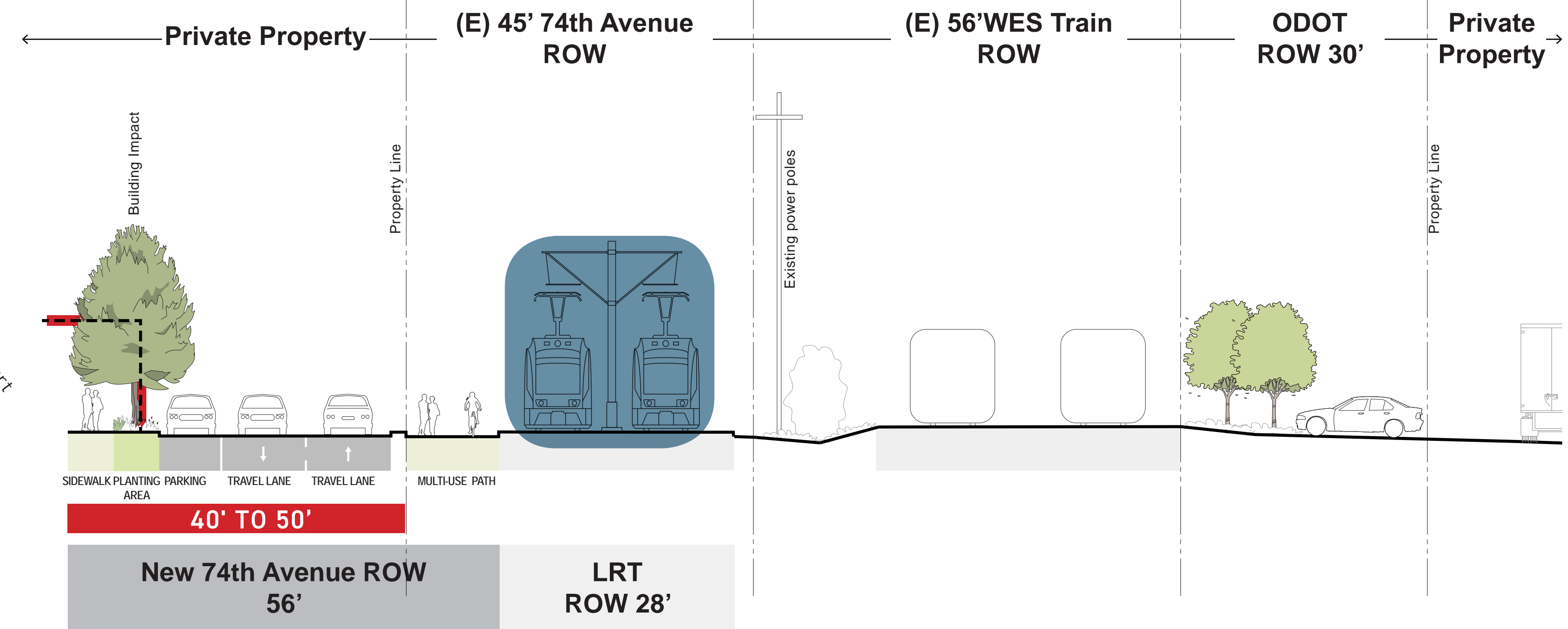
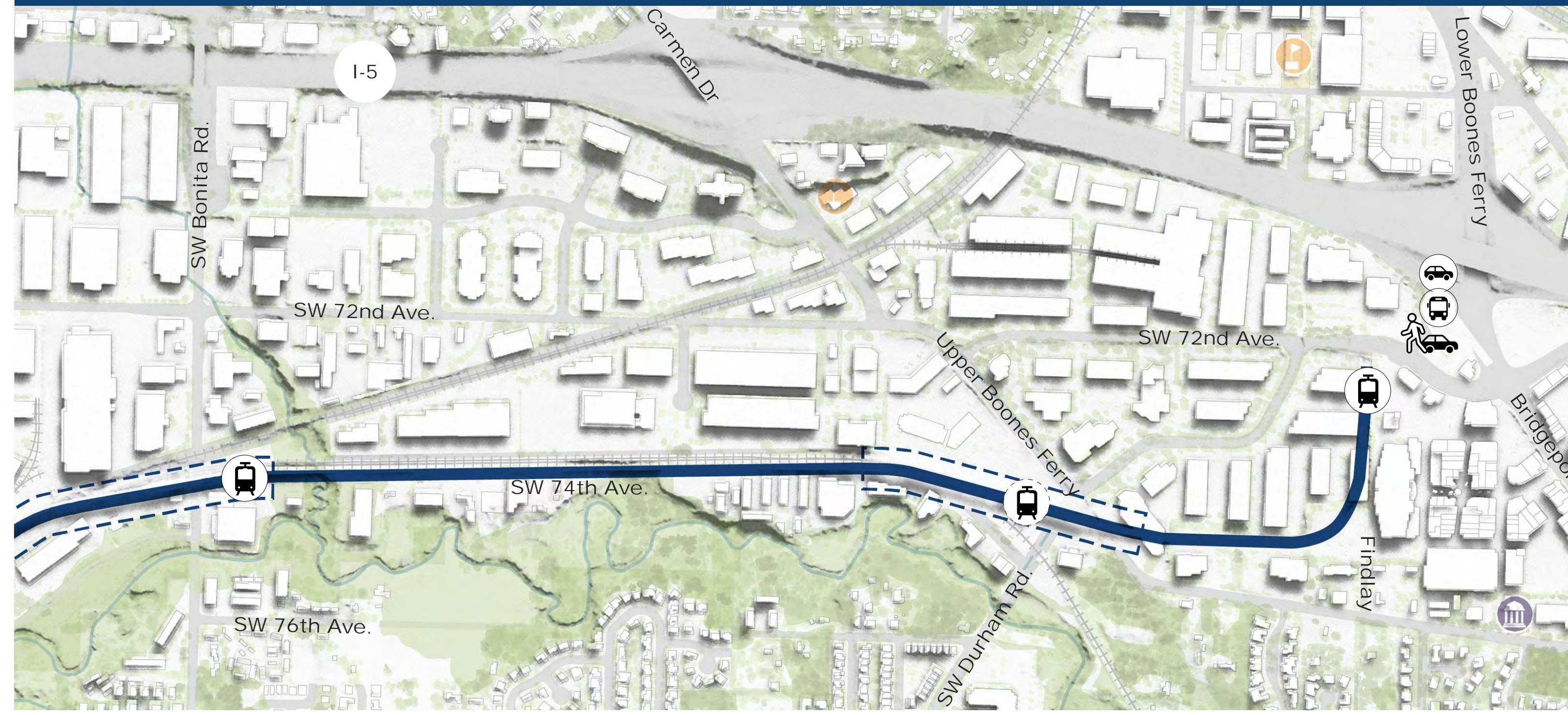
## EXISTING CROSS SECTION AT ENLARGEMENT



## 4. 74TH AVE.

Plan View

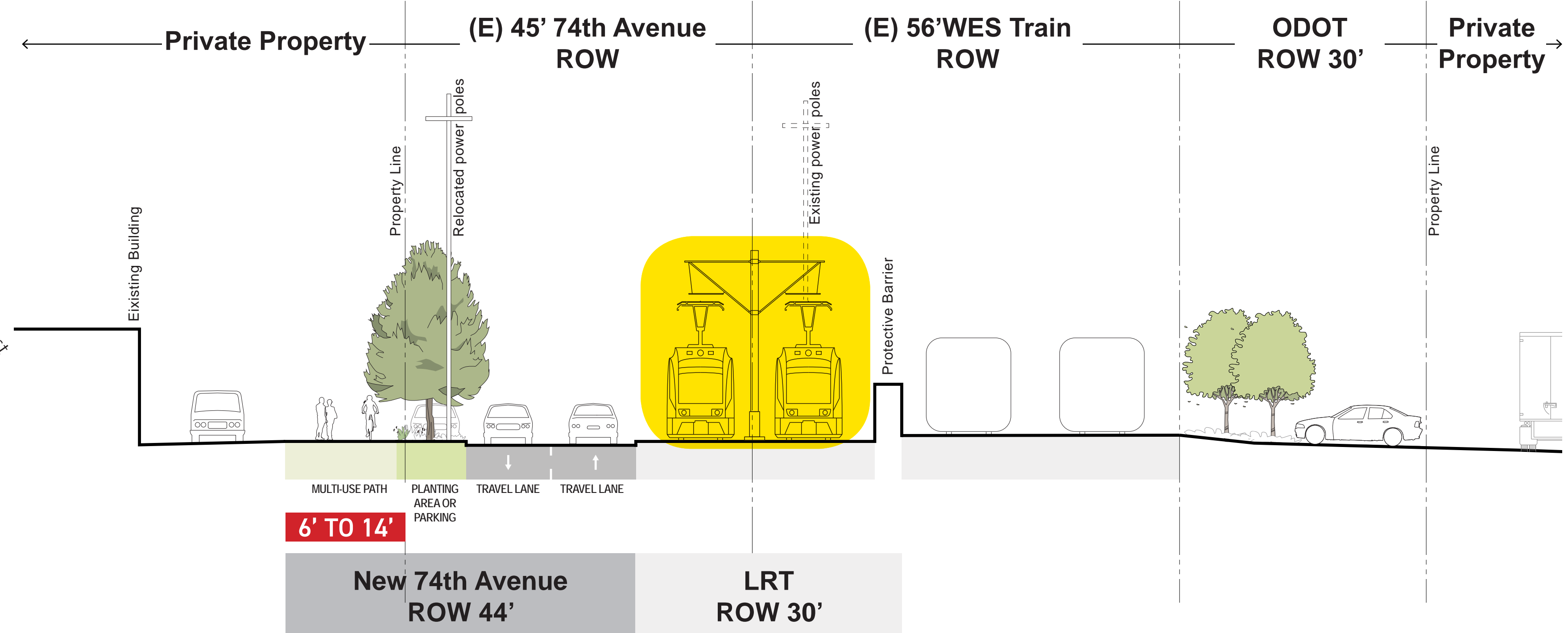
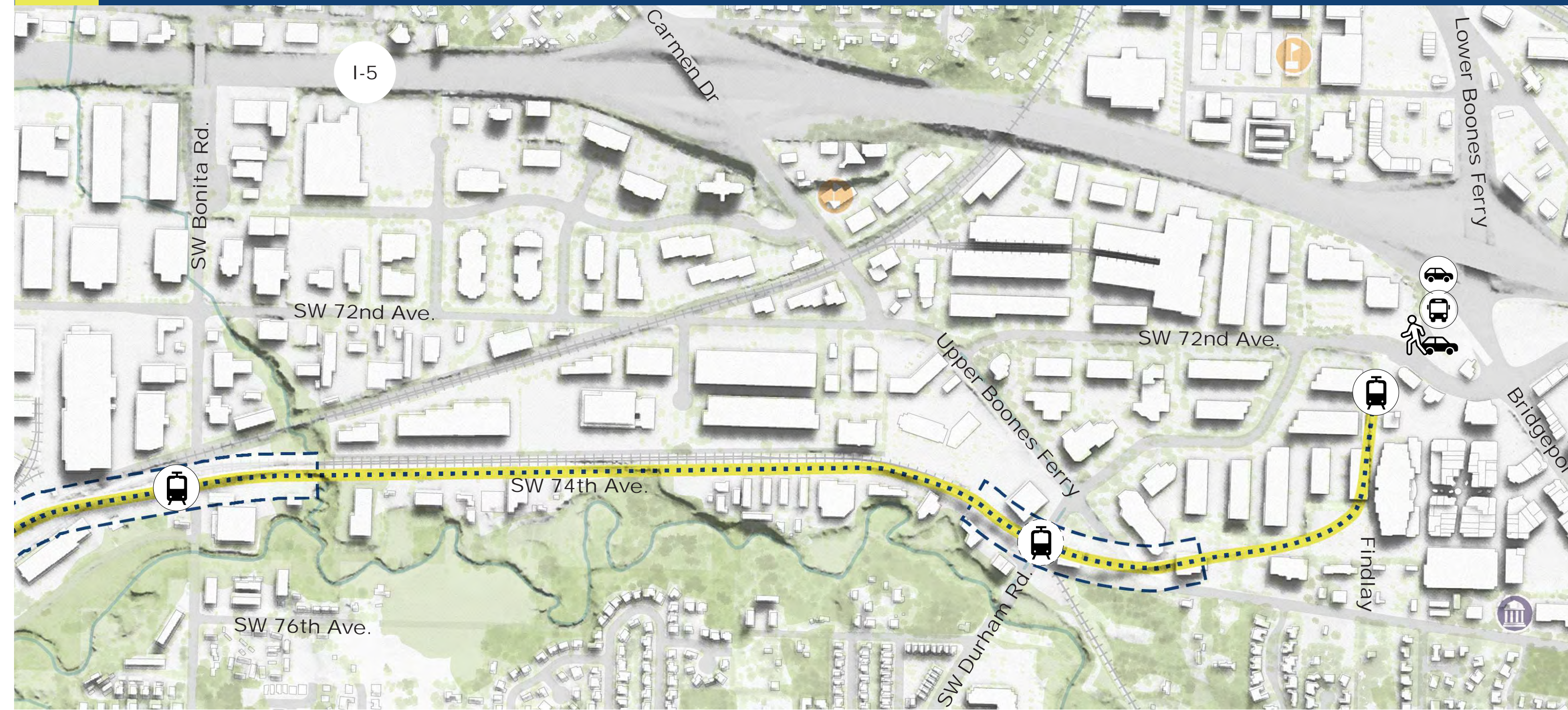
74th Ave. Route Cross Section



## 5. 74TH AVE., REFINED

Plan View

74th Ave. Refined Route Cross Sections



## 6. EAST OF WES

Plan View

East of WES Route Cross Section





