

# Barbur Refinement Concepts Under Study

## Two concepts under study:

**Narrow:** reduce auto through lanes on Barbur Blvd. to one in each direction for ~2.4 miles

**Hybrid:** combination of reducing lanes for ~1.2 miles and departing Barbur Blvd. to run adjacent to I-5 for ~# miles

### Southwest Corridor

●— Alignment & station

### Existing Transit

- MAX Light Rail
- WES Commuter Rail
- Portland Streetcar
- Portland Aerial Tram

**DRAFT 9/20/19**

### Narrow and Hybrid:

Reduce lanes between Capitol Hwy. and Brier Pl.

### Narrow:

Reduce lanes between Custer St. and Barbur TC

### Hybrid:

Adjacent to I-5 between 13th Ave. and 30th Ave.

### Hybrid:

Reduce lanes between 30th Ave. and Barbur TC

**Anticipated measurements of the technical viability of each concept include:**  
(not a comprehensive list of considerations)

### Traffic:

- Person throughput
- Motor vehicle capacity
- Diversion of auto traffic to other roadways
- Level of service at key intersections
- Queuing at I-5 off-ramps

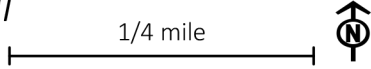
### Station areas / future development:

- Quality of station areas
- Development opportunity
- Jurisdictional transfer of Barbur Blvd.
- City of Portland's expectations

### Cost reduction



# Barbur Refinement Concepts: Segment A Detail

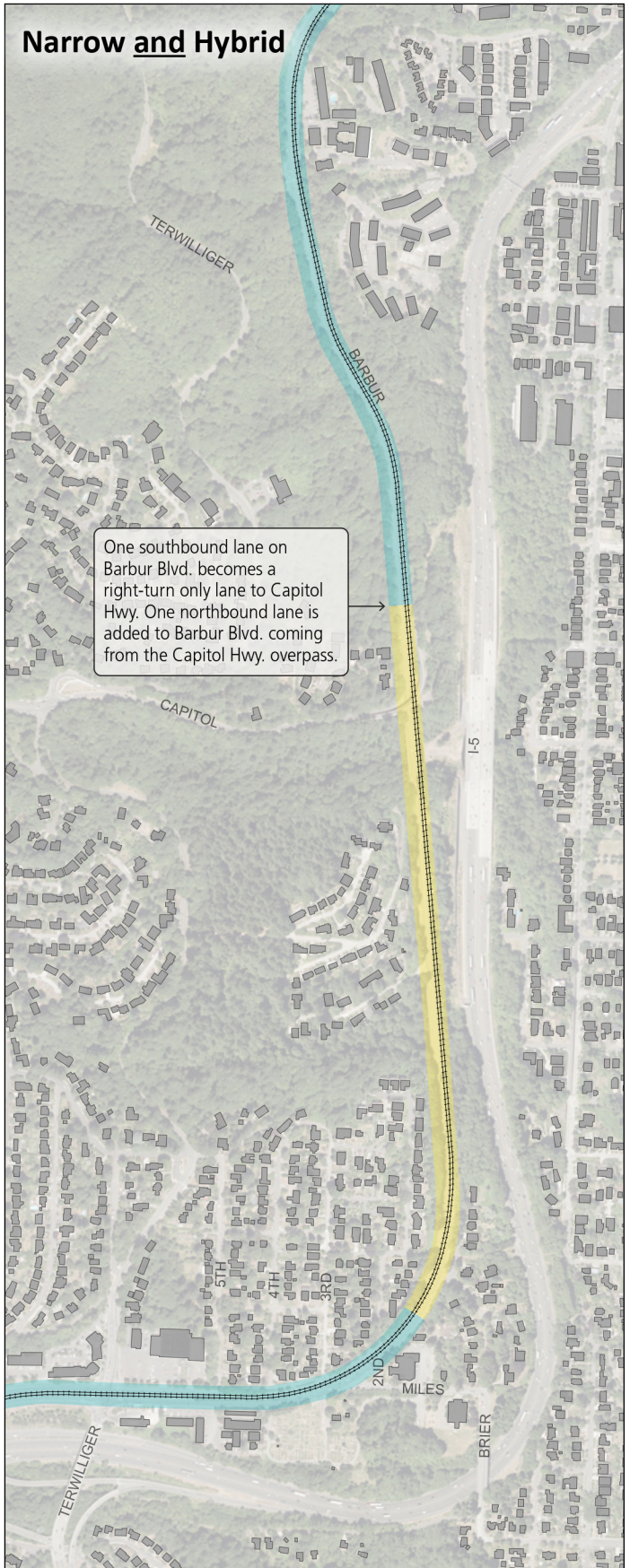


## Assumed Designs

- Light rail
- Track centerline

Barbur Blvd: number of auto through lanes in each direction

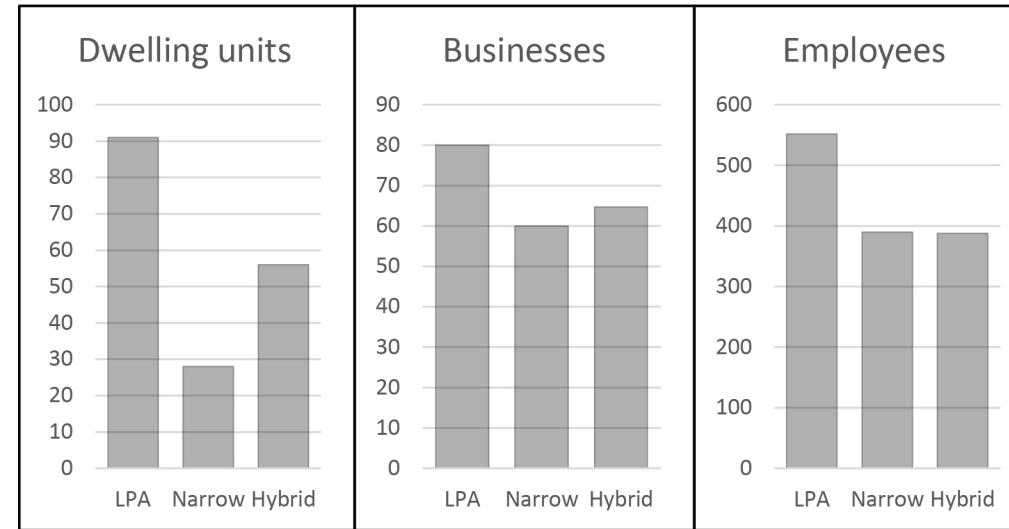
- Two lanes
- One lane



**Barbur Refinement Concepts:**  
*Segment B Detail*

*DRAFT 9/20/19*

**Draft Estimated Segment B Displacements/Relocations**



**Assumed Designs**

**Light rail**

- Track centerline
- Station platform

**Barbur Blvd: number of auto through lanes in each direction**

- Two lanes (match existing)
- One lane (narrowed)



1/4 mile

