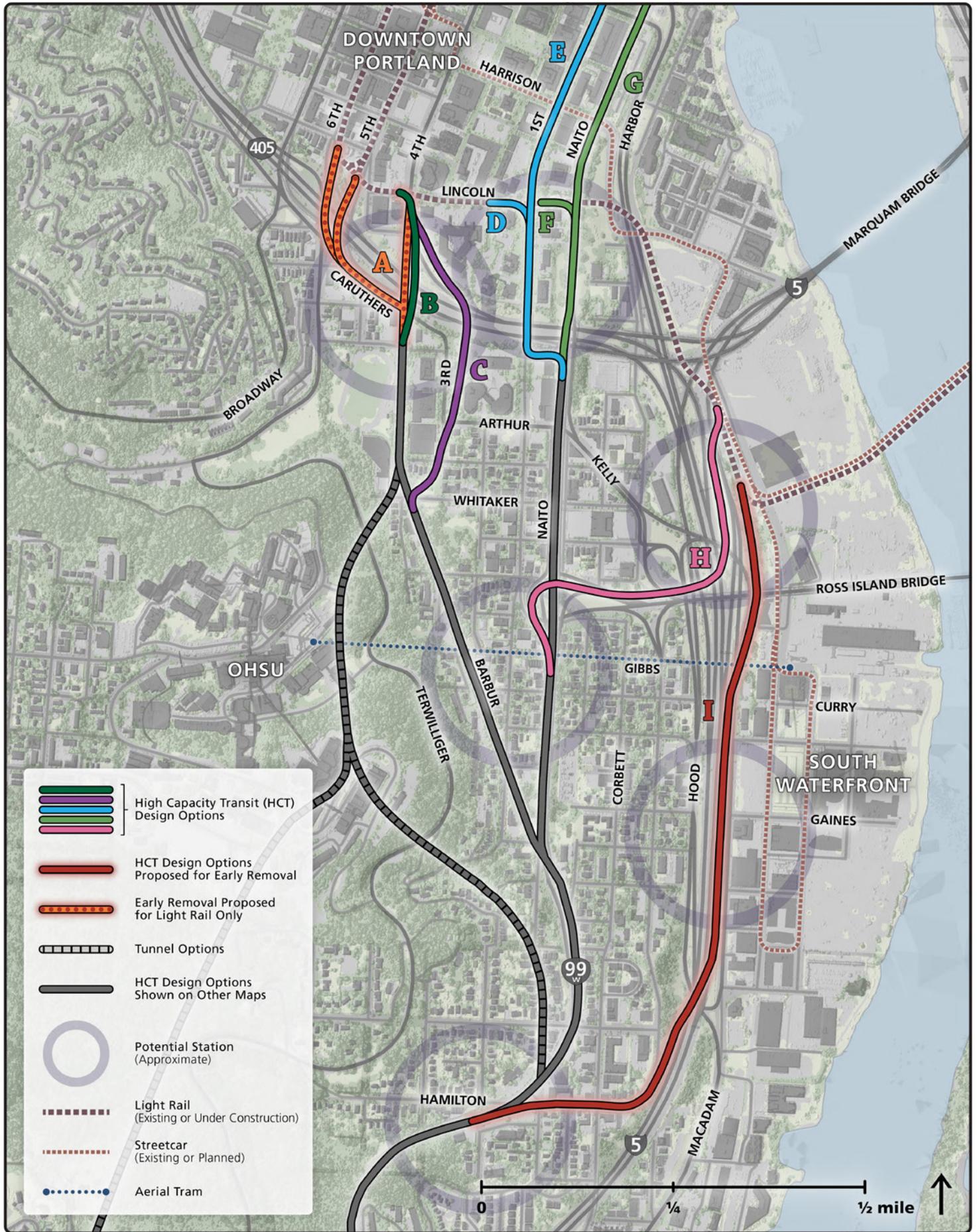


NOTE: The corridor alignment options maps and associated opportunities and constraints are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are very likely to change.

# Tie-In to Existing Transit



## Tie-In to Existing Transit (A-E)

### A. 4th & 5th Avenue Couplet

(LRT, BRT; proposed early removal for LRT only)

#### Opportunities for BRT:

- Most direct connection to SW Barbur Boulevard
- Good connection to tunnel options
- Good connection via 5th and 6th to transit mall

#### Reasons for Proposed Removal for LRT:

- Requires reconstruction of the SW 5th Avenue bridge over I-405 to connect to Milwaukie LRT tracks, impacting necessary clearance for I-405
- Requires reconstruction of portions of Portland - Milwaukie LRT tracks and street facilities
- Alternative options on Fourth Avenue, First Avenue, and Naito Parkway would require much less extensive modifications to existing infrastructure
- Adds more transit vehicles to heavily used pedestrian area

### B. SW 4th Avenue (LRT, BRT)

#### Opportunities:

- Good connection between transit mall and SW Barbur Boulevard
- Good connection to tunnel options

#### Constraints:

- *LRT ONLY*: requires new transit-only bridge over I-405 to accommodate existing traffic and HCT
- *BRT ONLY*: a direct and traffic segregated connection to transit mall is difficult to provide
- *BRT ONLY*: connection to transit mall is indirect and will be congested with buses using PMLR bridge
- Concerns about signal phasing because of traffic capacity constraints at SW 4th Avenue and SW Lincoln Street

### C. SW 4<sup>th</sup> Avenue to 2<sup>nd</sup> Avenue (LRT, BRT)

#### Opportunities:

- Good connection to transit mall for LRT
- Avoids intersections along SW Broadway south of I-405
- Good connection to OHSU tunnel options

#### Constraints:

- Requires tunnel and a new long bridge over I-405
- Significant property impacts along SW 3<sup>rd</sup> Avenue
- *BRT ONLY*: a direct and traffic-segregated connection to transit mall is difficult to provide

### D. SW 1st Avenue (LRT, BRT)

#### Opportunities:

- *LRT ONLY*: connection to Lincoln Street station provides walk access to River Place (within ½ mile)
- *BRT ONLY*: connection close to Lincoln Street station
- Uses existing bridge over I-405
- Alignment on SW 1st Avenue to Sheridan would have relatively few property impacts due to wide right-of-way

#### Constraints:

- Less direct connection between the transit mall and the corridor
- Potential impacts to condominiums at SW 1st and Lincoln
- Additional turns and signals at Naito, First and Sheridan will increase travel time
- *BRT ONLY*: connection to transit mall is indirect and will be congested with buses using PMLR bridge
- *BRT ONLY*: connection to transit mall is indirect and will be congested with buses using PMLR bridge

### E. Extended SW 1st Ave to Blue/Red Line LRT (LRT)

#### Opportunities:

- Supports City of Portland's West Quadrant Plan, which seeks to promote household growth near the waterfront in downtown Portland
- Potentially faster travel time through downtown Portland to eastside (more direct path to Steel Bridge) if with transit signal priority given over autos at Hawthorne Bridgehead

#### Constraints:

- Conflicts with traffic and signal timing at the Hawthorne Bridgehead. If transit given priority, signal timing designed to help traffic flow would be disrupted. If transit not given priority, LRT would suffer regular delays at signals.
- Misses transfer connections to buses on transit mall
- Misses the heart of downtown serving destinations only along the edge
- Traffic impacts with conversion of lanes on SW 1st Avenue to transit only lanes (also would constrain ability to make modifications to Ross Island bridgehead which would use SW 1st Avenue to distribute traffic displaced on SW Naito Parkway)

## Tie-In to Existing Transit (F-I)

### **F. SW Naito Parkway** (LRT, BRT)

#### **Opportunities:**

- Potential redesign of SW Naito Parkway to enhance neighborhood accessibility and ped/bike safety
- Avoids intersections along SW Broadway south of I-405
- Could catalyze Ross Island Bridgehead realignment to address current traffic issues

#### **Constraints:**

- Less direct connection between the transit mall and the corridor
- Current viaduct south of I-405 is narrow; adding bike lanes and sidewalks with HCT is challenging
- *LRT ONLY*: requires rebuild of PMLR track and change of elevation of Naito, which could also affect streetcar (vertical curve – can't construct a switch)
- Potential traffic impacts through Ross Island Bridgehead area if no other roadway realignments completed in conjunction with HCT project
- *BRT ONLY*: a direct and traffic segregated connection to transit mall is difficult to provide

### **G. Extended SW Naito Parkway to Steel Bridge** (BRT)

#### **Opportunities:**

- Supports City of Portland's West Quadrant Plan, which seeks to promote household growth near the waterfront in downtown Portland
- Faster travel time through downtown Portland to eastside (more direct path to Steel Bridge)

#### **Constraints:**

- Misses transfer connections to buses on transit mall
- Misses the heart of downtown, serving destinations only the edge
- Conflicts with traffic and signal timing at the Hawthorne Bridgehead. If transit given priority, signal timing designed to help traffic flow would be disrupted. If transit not given priority, BRT would suffer regular delays at signals.
- Traffic impacts with conversion of lanes on SW Naito Parkway to transit only lanes

### **H. South Waterfront – Short Tunnel** (LRT)

#### **Opportunities:**

- Direct connection between the corridor and South Waterfront
- Ties into Portland-Milwaukie LRT

#### **Constraints:**

- Duplicative of streetcar connection between downtown Portland and South Waterfront
- Construction impacts to I-5
- High cost of tunnel
- Would not support land use vision on Naito or Barbur
- Technically difficult to construct
- Out-of-direction route between corridor and transit mall

### **I. South Waterfront – Long**

(LRT; proposed for early removal)

#### **Reasons for Proposed Removal:**

- Requires extensive structure including bridges adjacent to and crossing over I-5 and tunnels to reach grade at SW Barbur Boulevard
- Traffic impacts on SW Hamilton Street
- Restricts future I-5 lane expansion/modification
- Out-of-direction route between corridor and transit mall which negatively effects travel time
- Doesn't support land use vision
- Options using SW Barbur Boulevard or SW Naito Parkway would provide a more direct and faster route between the corridor and the transit mall