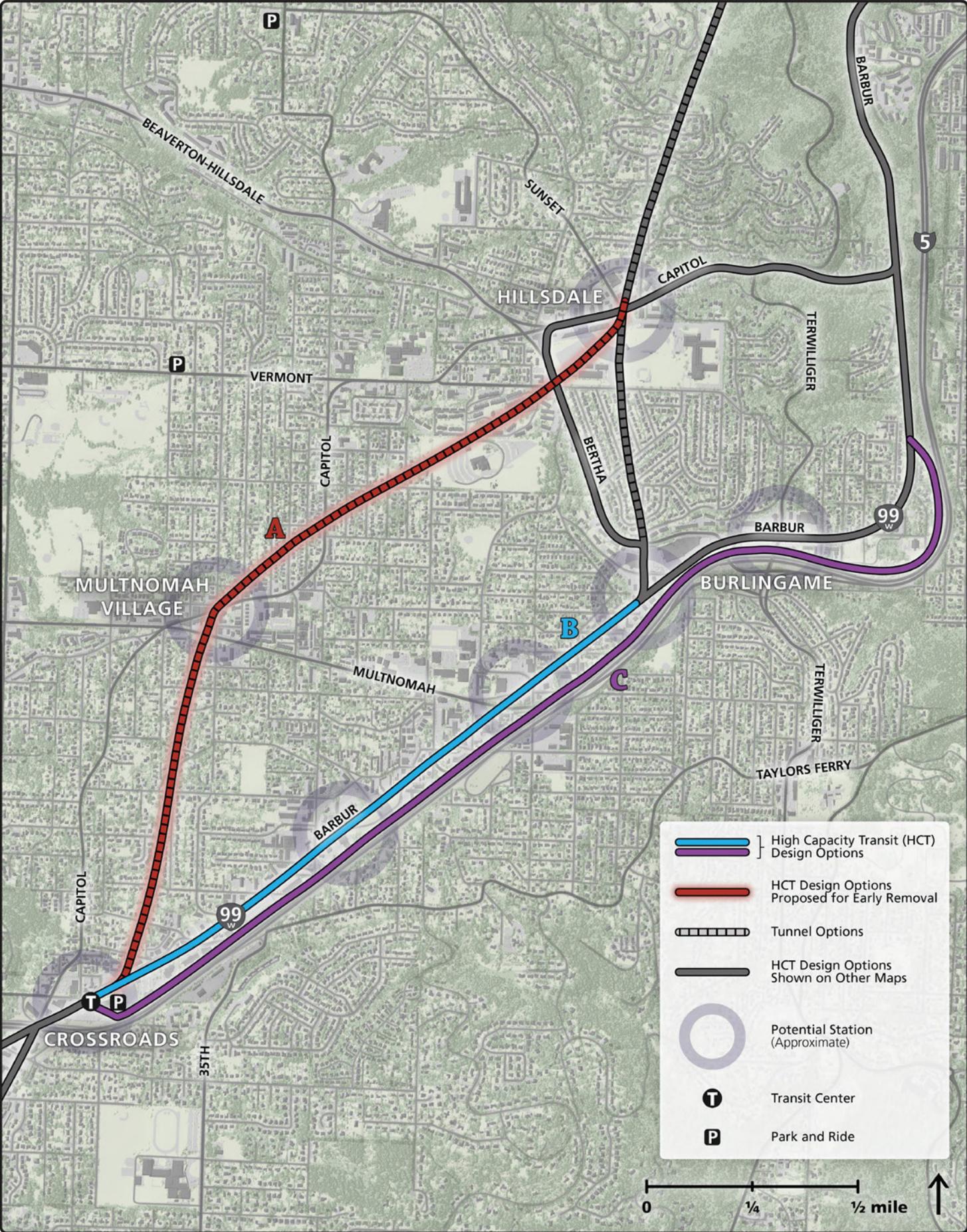


NOTE: The corridor alignment options maps and associated opportunities and constraints are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are very likely to change.

# Burlingame to Barbur Transit Center



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## Burlingame to Barbur Transit Center

### **A. Long Tunnel - Exit at Barbur Transit Center**

(proposed for early removal)

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

- At nearly twice the length of medium tunnel, very expensive relative to other tunnel options and surface options
- In order to serve Multnomah Village, misses historic portion of SW Barbur Boulevard, the focus area of Barbur Concept Plan
- Misses/foregoes land use redevelopment opportunities in South Portland
- Misses/foregoes opportunities for pedestrian, bicycle and stormwater improvements along SW Barbur Boulevard or SW Naito Parkway
- Potential vibration impacts at OHSU research facilities
- To serve Multnomah Village, does not serve historic portion of SW Barbur Boulevard, the primary goal of the Barbur Concept Plan

### **B. Barbur (BRT, LRT)**

#### **Opportunities:**

- Supports the development of historic SW Barbur Boulevard section identified in SW Corridor Plan land use vision and the City of Portland's Barbur Concept Plan
- Adds sidewalks, bike facilities stormwater features, streetscape, urban spaces etc. in addition to HCT facilities

#### **Constraints:**

- Potential to impact traffic at key intersections and restrict access to businesses, depending on design

### **C. Adjacent to I-5 (BRT, LRT)**

#### **Opportunities:**

- Avoids key intersections along SW Barbur Boulevard and business accesses

#### **Constraints:**

- More limited support of development along historic SW Barbur Boulevard section
- Technical challenges as routing would require significant structure on steep slopes to avoid Barbur, and to travel over or under ramps to SW Barbur Boulevard
- More difficult to make pedestrian connections to stations compared to options on SW Barbur Boulevard