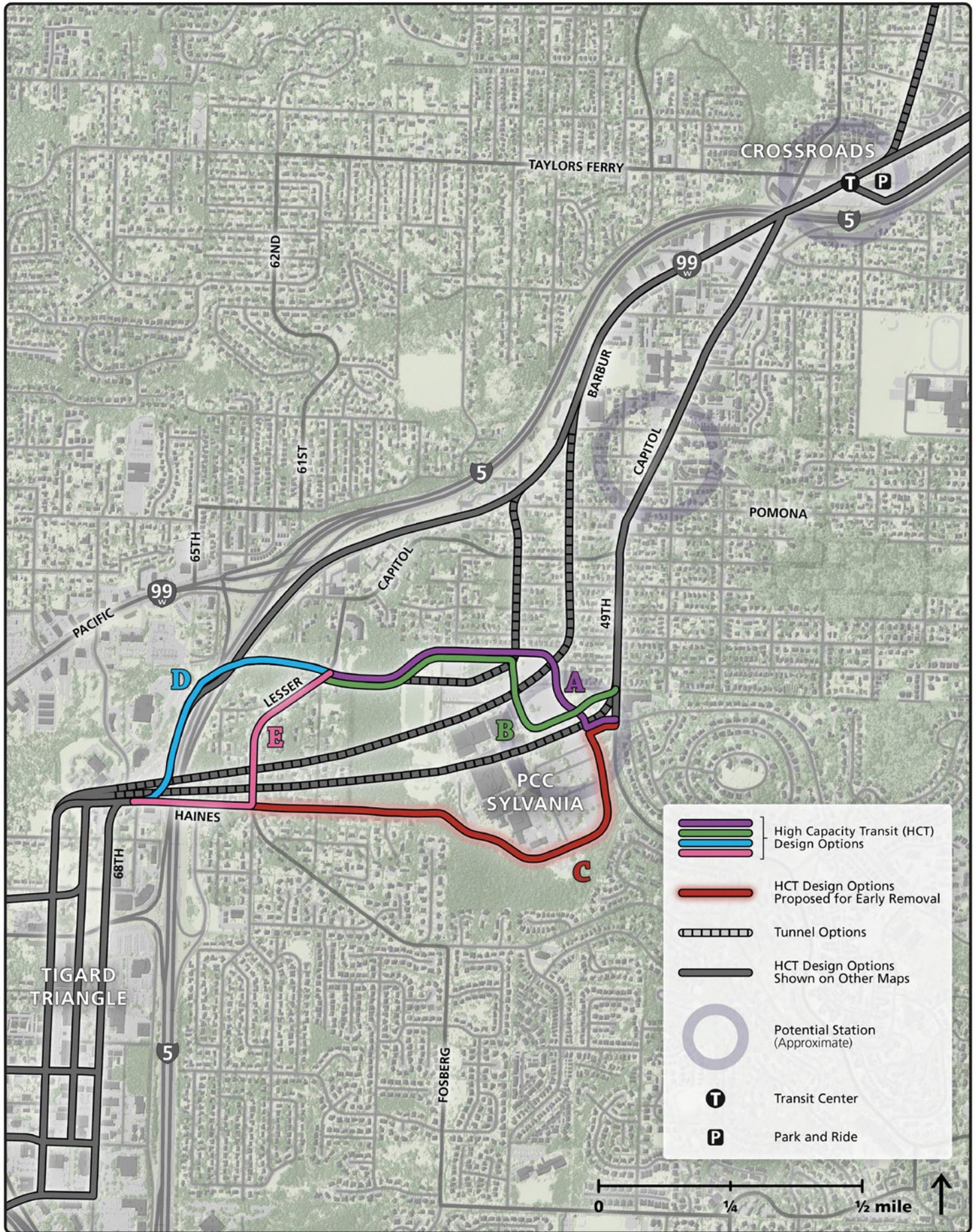


NOTE: The corridor alignment options maps and associated opportunities and constraints are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are very likely to change.

PCC Area – BRT-Only Options



- High Capacity Transit (HCT) Design Options
- HCT Design Options Proposed for Early Removal
- Tunnel Options
- HCT Design Options Shown on Other Maps
- Potential Station (Approximate)
- Transit Center
- Park and Ride



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.

PCC Area - BRT-Only Options

A. Circumferential around North End (BRT)

Opportunities

- Fewer impacts to the inner campus compared to front door option
- Slightly shorter travel times compared to front door option

Constraints:

- Longer walk to station compared to front door option
- More signalized crossings of internal streets needed

B. Front Door (BRT)

Opportunities:

- Front door access to PCC
- Station on Capitol Hwy that serves neighborhood

Constraints:

- Less-direct route through campus may result in longer travel times than circumferential routes
- Disruption to the inner campus road network and parking lots

C. Circumferential around South End

(BRT – recommended for early removal)

Reasons for Proposed Removal:

- Requires connection to Upper Haines Street, resulting in impacts to parks, old-growth trees, and properties
- Other design options provide comparable travel times and access to PCC with fewer impacts

D. New Bridge (BRT, LRT)

Opportunities:

- More direct route from PCC campus to the Tigard triangle, resulting in faster travel times compared to the Haines option
- Less disruption to the residential area along SW Lesser Road and SW Haines Street
- Can be built with grades appropriate for both BRT and LRT

Constraints:

- Higher capital cost compared to option of using existing Haines bridge

E. Haines Bridge (BRT)

Opportunities:

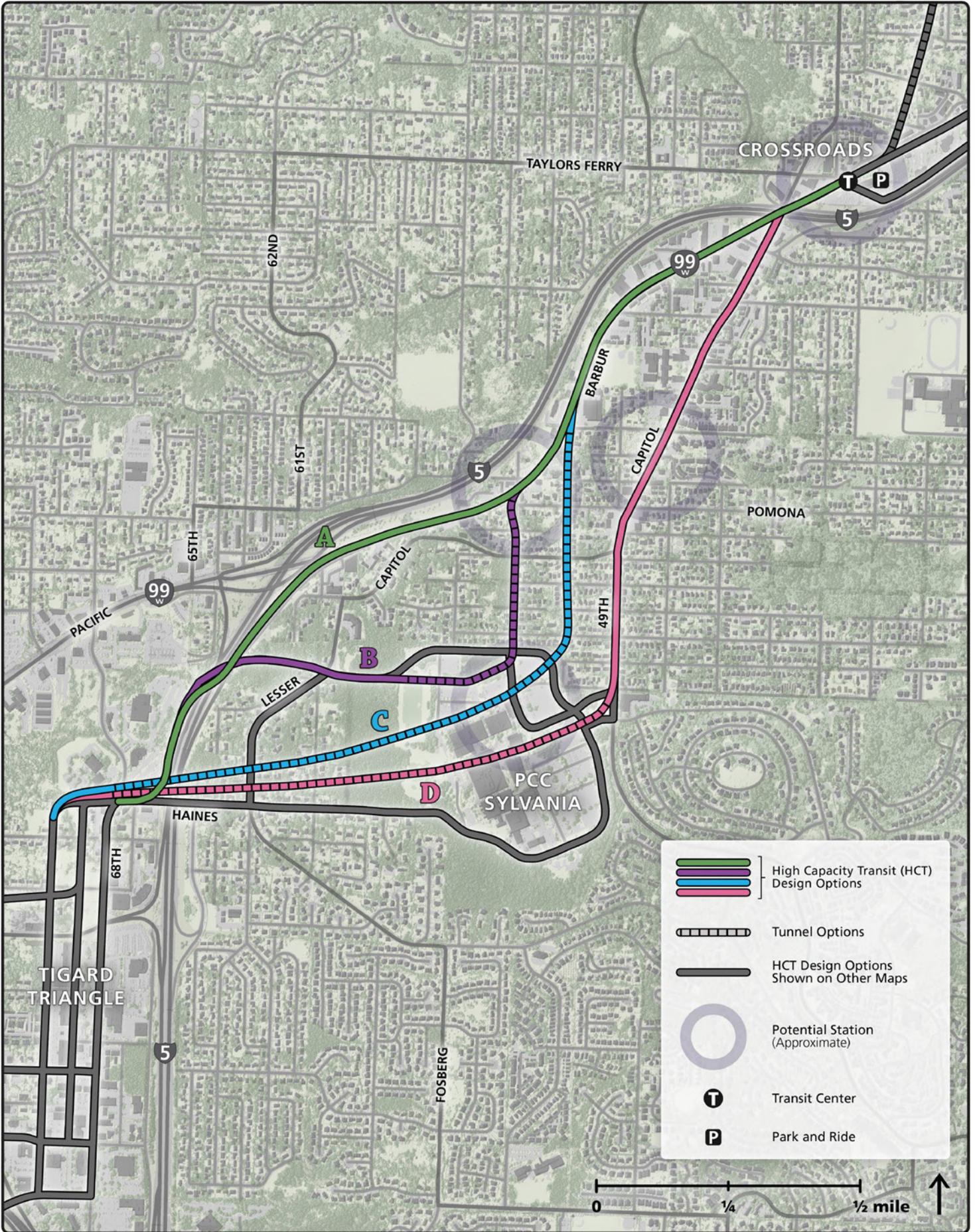
- Lower capital cost due to use of an existing bridge to cross -I-5 into the Tigard Triangle

Constraints:

- Less direct route from PCC campus to the Tigard Triangle, resulting in slower travel times compared to the new bridge option
- Potential disruption to residential area along SW Lesser Road and SW Haines Street
- Existing grades on bridge are not compatible with LRT maximum slopes (over 7%)

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.

PCC Area – BRT/LRT Options



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.

PCC Area - BRT/LRT Options

A. Barbur (BRT, LRT)

Opportunities:

- HCT would diverge from Barbur east of I-5, minimizing traffic impacts to the busy intersection of Barbur and SW 64th Avenue
- Faster travel times compared to BRT surface options serving campus
- Opportunity to site station and Park and Ride lot on ODOT property North of SW Barbur Boulevard at SW 55th Avenue

Constraints

- High capital cost due to construction of a new bridge crossing I-5
- No direct PCC access
- No station on SW Capitol Highway to serve neighborhood

B. Short Tunnel via Barbur (BRT, LRT)

Opportunities:

- Station north of heart of PCC campus
- Faster travel times compared to BRT surface options serving campus
- Shortest cut-and-cover tunnel, less expensive than other tunnel options

Constraints:

- Station not as close to center campus as other tunnel options
- More expensive compared to surface options
- No station on SW Capitol Highway to serve neighborhood
- More impacts during construction than bored tunnels (Options C & D)

C. Tunnel via Barbur (BRT, LRT)

Opportunities:

- Station at heart of PCC campus
- Faster travel times compared to BRT surface options serving campus

Constraints:

- More expensive compared to surface options or shorter tunnel options
- No station on SW Capitol Highway to serve neighborhood

D. Tunnel via Capitol Highway (BRT, LRT)

Opportunities:

- Station at heart of at PCC campus
- Faster travel times compared to BRT surface options serving campus

Constraints:

- Deep tunnel is more expensive compared to surface options or shorter tunnel options