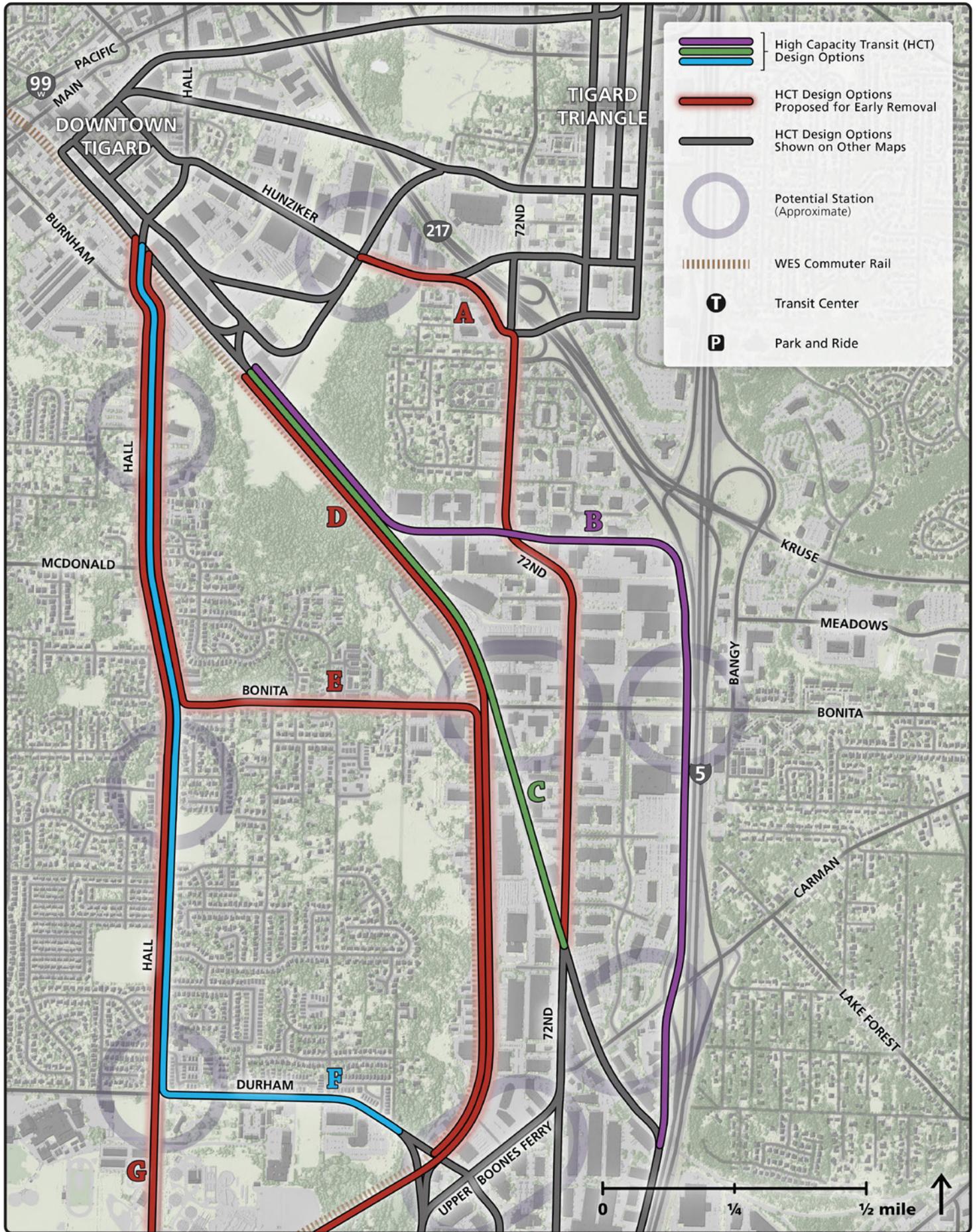


NOTE: The corridor alignment options maps and associated opportunities and constraints are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are very likely to change.

# Tigard to Durham



**High Capacity Transit (HCT) Design Options**

- HCT Design Options Proposed for Early Removal
- HCT Design Options Shown on Other Maps

**Potential Station (Approximate)**

- WES Commuter Rail
- 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.

## Tigard to Durham (A-D)

### A. 72nd Avenue

(BRT, LRT- recommended for early removal)

#### Reasons for Proposed Removal:

- Traffic impacts to intersections of SW Hunziker Road/SW 72nd Avenue and SW Varns Street/SW 72nd Avenue
- Poor transit performance relative to other options, as travel times would be longer with substantial out of direction travel and fewer locations would be served
- *LRT ONLY*: access to properties along 72nd would be restricted to right-turns only; vehicles circulating through the area would exacerbate current congestion
- *BRT ONLY*: buses can operate in mixed traffic to avoid access impacts, but transit performance and reliability would suffer greatly with buses trapped in congestion
- Alternative options provide more direct and reliable service while serving more locations, and avoiding the intersections impacted by this option

### B. WES to Tech Drive to I-5 (BRT, LRT)

#### Opportunities:

- Less impacts to existing roadways relative to some options.
- Provides increased access to HCT to areas east of I-5 at SW Bonita Road and SW Upper Boones Ferry Road via existing over passes.
- Avoids both SW 72nd Avenue / SW Upper Boones Ferry Road intersections
- Improved travel time as speeds could be greater than operating within roadway.

#### Constraints:

- Provides less access to SW 72nd Avenue employment area
- Limited development opportunity adjacent to I-5

### C. WES Alignment to 72nd (BRT, LRT)

#### Opportunities:

- Avoids impacts to residential area directly south of downtown Tigard
- Most direct route to Tualatin results in fastest travel times among options
- Provides service to Bridgeport Village

#### Constraints:

- Requires structure to cross over freight rail line at SW 72nd Avenue
- Doesn't serve Tigard library or municipal offices

### D. WES Alignment to 85th

(BRT, LRT – recommended for early removal)

#### Reasons for Proposed Removal:

- Does not serve Bridgeport Village, which has been identified as a key HCT station
- Impacts to Cook Park, Durham City Park and Tualatin Community Park
- Roadway project extension of 85th Avenue was removed from Tualatin TSP due to public opposition to new river crossing
- All alternative options not using an extension of SW 85th Avenue would serve Bridgeport Village and avoid park impacts

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.

## Tigard to Durham (E-G)

### **E. Hall to Bonita to 74th**

(BRT, LRT – recommended for early removal)

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

- SW Hall Boulevard and SW Bonita Road are mainly low density residential neighborhoods with little or no development/redevelopment opportunities
- Property impacts to fronting buildings including an historic building and park on SW Bonita Road
- Due to the narrow right-of-way on 74th, there would be property impacts and constraints to access for existing businesses

### **F. Hall to Durham** (BRT, LRT)

#### **Opportunities:**

- Serves Tigard library and municipal offices
- Provides direct connection out of downtown Tigard traveling south

#### **Constraints:**

- *LRT ONLY*: crossing of heavy rail line south of downtown Tigard requires grade separation, either with a long bridge or tunnel.
- *LRT ONLY*: structure required to cross heavy rail at SW Boones Ferry Road
- On Hall Boulevard, travels through a largely single family residential area, need for additional right-of-way would create property impacts to landscaping, decks, fences, etc.
- Does not provide access to the commercially developed area west of I-5 in Tigard
- Less direct route results in slower travel times and higher capital costs

### **G. Hall to 85th**

(BRT, LRT – recommended for early removal)

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

- An extension of SW 85th Avenue over the Tualatin River and into Tualatin would not serve Bridgeport Village, identified as a key HCT station location
- An extension of 85th Avenue as a roadway crossing the Tualatin River was strongly opposed by the community of Tualatin, and the project was removed from the Tualatin TSP.
- Impacts to Cook Park, Durham City Park and Tualatin Community Park.
- Alternative options utilizing the WES right-of-way would serve Bridgeport Village and would not result in a Tualatin River crossing near the three parks.