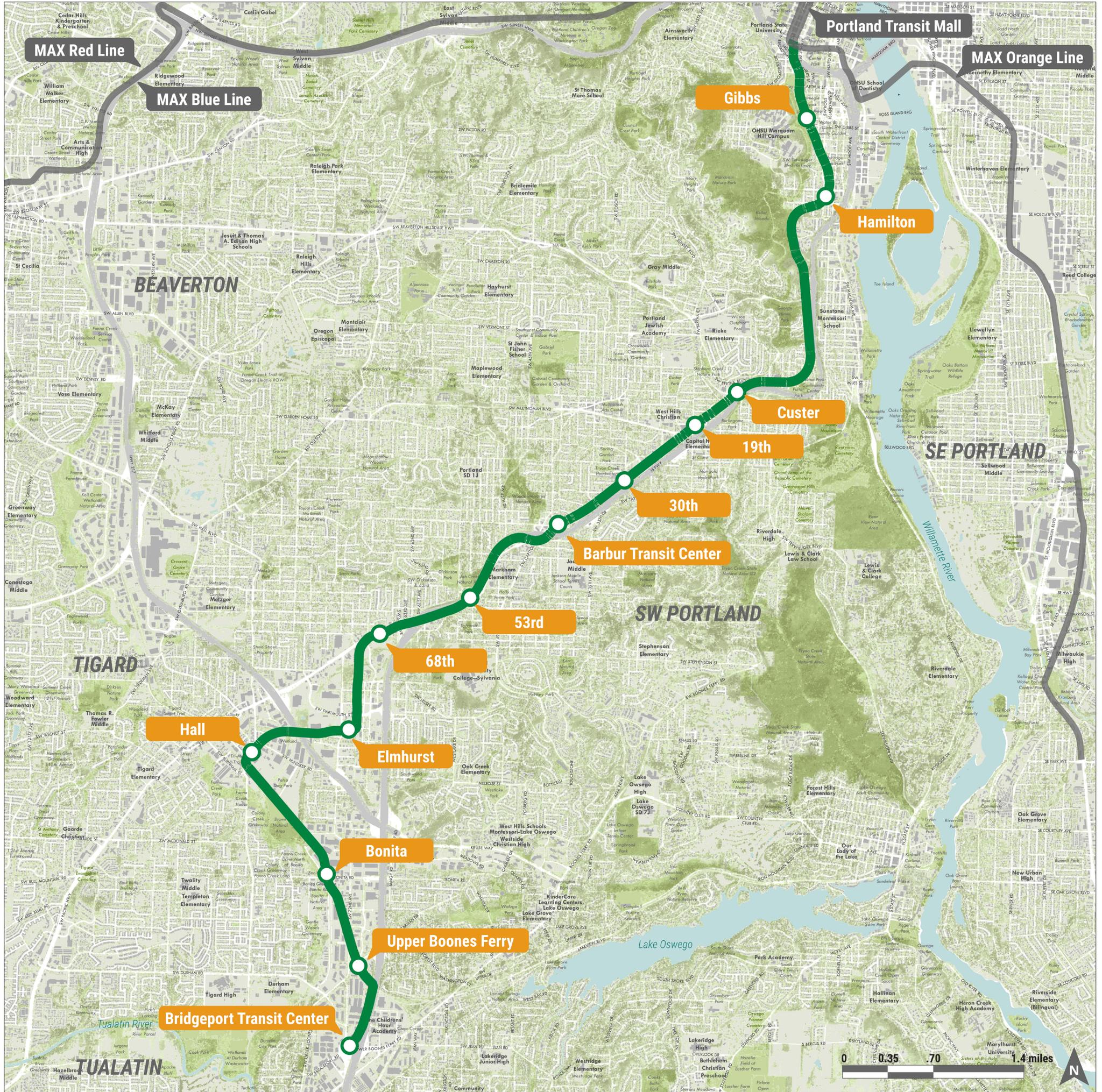


ROUTE AND STATIONS



11
MILES



13
STATIONS



30
MINUTES

BETWEEN DOWNTOWN PORTLAND AND BRIDGEPORT VILLAGE

In 2019, we had:

23,600 people commuting between Portland and Tigard/Tualatin.

By 2035, we could see:

37,500 additional light rail trips on an average weekday.

75,000 new residents in the Southwest Corridor.

17 percent increase in congestion on I-5 between Portland and Tigard.



MOVE AND **CONNECT** PEOPLE

- GOAL 1** Design and implement a safe, dependable transit project
- GOAL 2** Provide an attractive and desirable transit experience
- GOAL 3** Design to adapt to future modes and technology
- GOAL 4** Support the completion of a multi-modal transportation network



PRESERVE AND RESTORE NATURAL **ENVIRONMENT**

- GOAL 1** Preserve wildlife habitat and connectivity to the regional ecosystem
- GOAL 2** Be ecologically responsive and support the natural environment
- GOAL 3** Improve connections to nature, recreation, and green spaces



MAINTAIN AND CREATE **EQUITABLE COMMUNITIES**

- GOAL 1** Maintain and strengthen existing community and cultural resources
- GOAL 2** Promote equitable access to community resources, commerce, and transit benefits
- GOAL 3** Support creation of welcoming, intuitive spaces for all
- GOAL 4** Generate inclusive economic benefits for people and businesses in the corridor



DESIGN FOR THE **FUTURE**

- GOAL 1** Build robust, flexible infrastructure to support community sustainability
- GOAL 2** Minimize the project's carbon footprint
- GOAL 3** Plan responses to minimize the impact of potential future hazards



Efficiently moving more people to more places



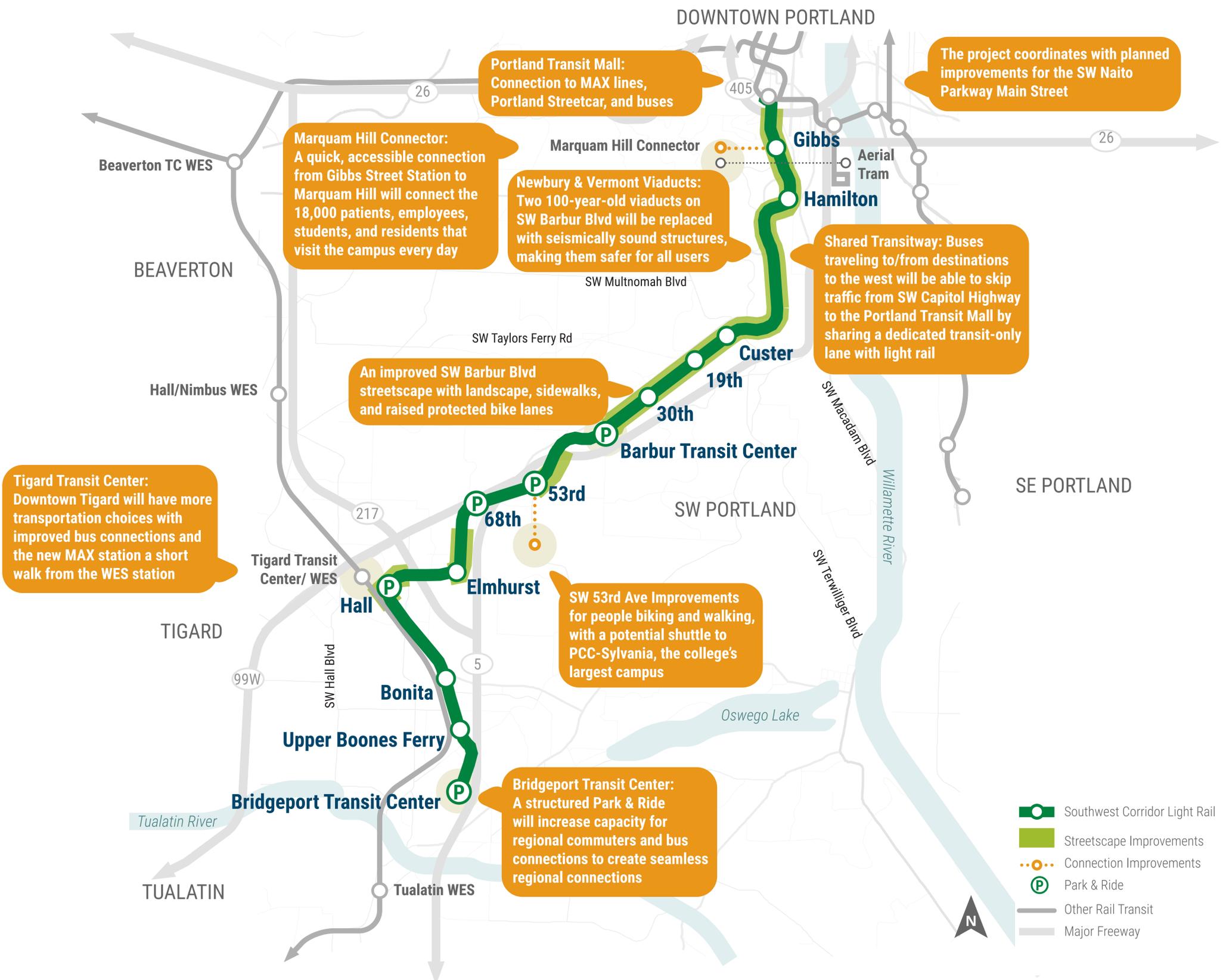
Contributing to the local economy



Building a project for everyone



Responding to local climate goals



Project partners are collaborating to ensure that low-income households and communities of color benefit from this major transportation investment and continue to live, work and thrive in the Southwest Corridor.



Source: Metro - Southwest Corridor Equitable Development Strategy



2011

Community engagement begins for **Southwest Corridor Plan**. The plan envisions livable, affordable, economically thriving community with reliable and safe transportation options for every resident and commuter.

2015

Metro awards **Equitable Housing Grants** to the cities of Portland and Tigard to develop a unified, strategic approach to affordable and market rate housing for the entire SW Corridor.

2016

Voters approve a \$652.8 million **affordable housing bond** that includes targets to preserve or construct 3,900 units for low-income renters throughout the region.

2016

The Federal Transit Administration awards Metro an \$895,000 grant to develop a **Southwest Equitable Development Strategy (SWEDS)**. The program aims to support Southwest Corridor neighborhoods with affordable housing choices for people of all incomes and cultures, a range of jobs for people of all backgrounds, learning opportunities that prepare people for those jobs, and wages that support people's desire to live and work in the corridor. Sub-grants are awarded to community-based organizations to develop **pilot projects** in the areas of business/workforce development and housing. The Portland and Tigard Equitable Housing Strategy becomes a part of SWEDS.



Source: Metro - Southwest Corridor Equitable Development Strategy

2018

A **memorandum of understanding (MOU)** among TriMet, Metro, Washington County and the cities of Tigard and Portland pledges to identify sites that could accommodate **750-950 units** of affordable housing, and identify the needed programs and regulatory support to make it happen.

2018

The cities of Portland and Tigard adopt **Equitable Housing Strategies** that include goals for affordable rental housing to be constructed, acquired or converted:

- City of Portland: minimum of **300-350 units**, with a **stretch goal of 1,050-1,400**
- City of Tigard: minimum of **500 units**, with a **stretch goal of 750-900**

2019

Metro requests a \$1.2 million grant from the Federal Transit Administration to **expand on SWEDS work**. The proposed project will focus on workforce stabilization, business stabilization and broad-based economic development

2020

SWEDS pilot projects conclude and program leadership evolves into a **Southwest Equity Coalition**, through funding from the Meyer Memorial Trust. The coalition serves as the collaborative organization for implementation and advocacy. With initial funding for the first two years, the coalition will test effective methods and establish a sustainable, community-led, collective impact model with a 10-year, \$10 million target.



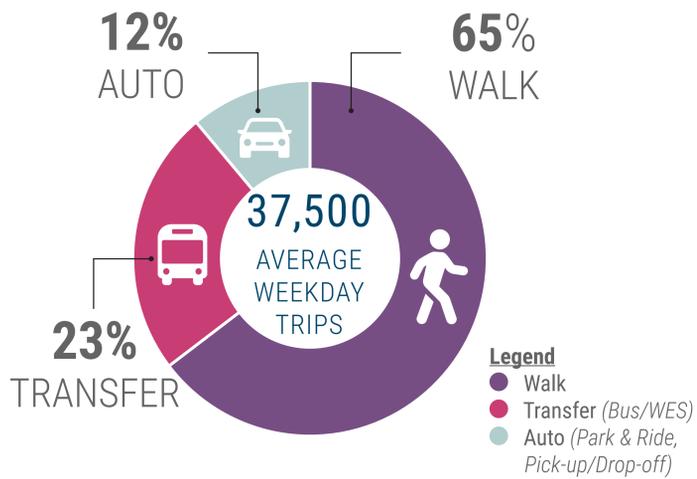
Source: Metro - Southwest Corridor Equitable Development Strategy



Source: Metro - Southwest Corridor Equitable Development Strategy

2035 STATION RIDERSHIP TOTAL MODE OF ACCESS (Ons/Offs)

Source: Metro, 2019



WALKING

Walking represents a sizable portion of how people access stations. The project will contribute to a more fully connected, safe street network.

PARK & RIDES

Park & Ride facilities serve riders traveling from farther distances or from locations without convenient transit service to access the light rail system.

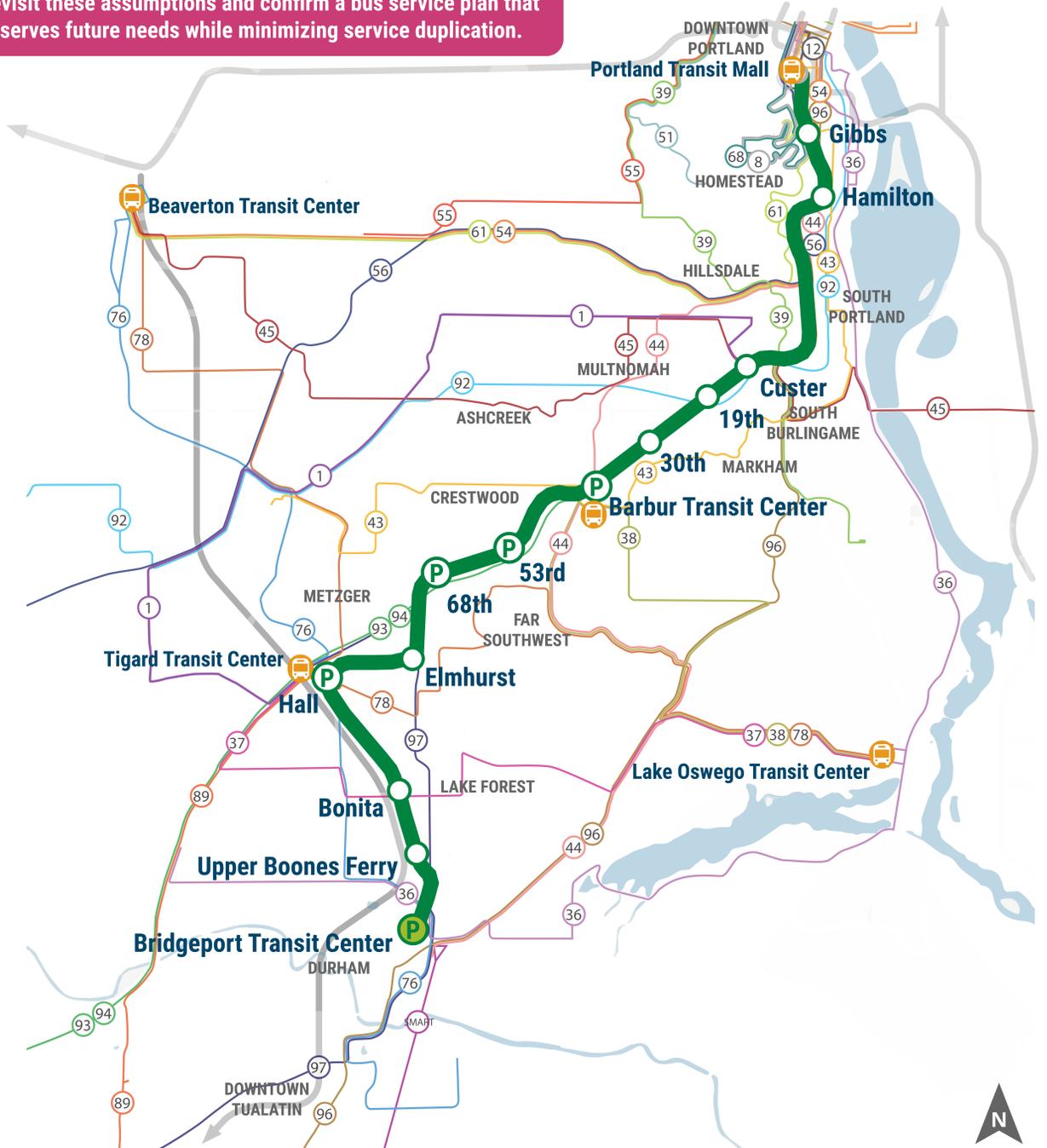
Station Name	Existing	Proposed Maximum Quantity	Description
Barbur Transit Center	368	up to 300	surface
53rd Avenue	0	up to 310	surface
68th Avenue	0	up to 350	surface
Hall Boulevard	0	up to 100	surface
Bridgeport Transit Center	368	up to 960	structure
Total Spaces		up to 2,020	

Ⓟ Surface Park & Ride

Ⓢ Structured Park & Ride

BUS CONNECTIONS

For purposes of ridership modeling, planners have made assumptions about potential bus service changes, based largely on TriMet's Southwest Service Enhancement Plan (SW SEP). About a year prior to beginning Southwest Corridor Light Rail service, TriMet will engage riders in a public process to revisit these assumptions and confirm a bus service plan that serves future needs while minimizing service duplication.



Potential bus network with the Southwest Corridor Light Rail Project

OTHER WAYS TO GET TO THE STATION

A key design feature for Southwest Corridor Light Rail Project stations will be the flexibility to evolve and accommodate the **changing mobility needs** of the community. Stations will be designed to help people get to where they need to be.

1 Station Access Hierarchy:
Access improvements for all modes will be planned, delivered and managed in collaboration with project partners.

2 Bike Facilities:
Southwest Corridor Light Rail Project will add over six miles to the region's system of bike facilities, bike crossings and neighborhood greenways.

- Walking
- Biking
- Transfers
- Pick-Up / Drop-Off
- Park & Rides



3 More and better travel choices can increase the comfort and convenience of transit service for all.



Bike Share
Bike sharing is a system of bicycles available to users to access as needed for point-to-point or round-trip trips.



E-Scooters
Scooter share is a system of electric scooters whereby users use an app to rent and ride to their destination.



Car Share
Car sharing programs allow people to access a shared fleet of vehicles on as-needed, per-hour or per-mile basis.



On-Demand Rideshare
Ride-hailing matches drivers with riders in real-time through mobile apps.



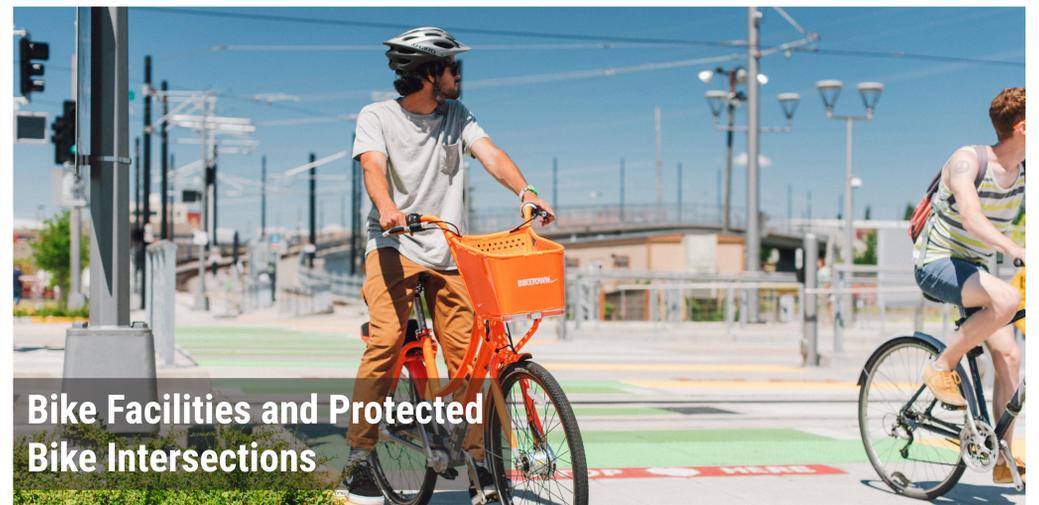
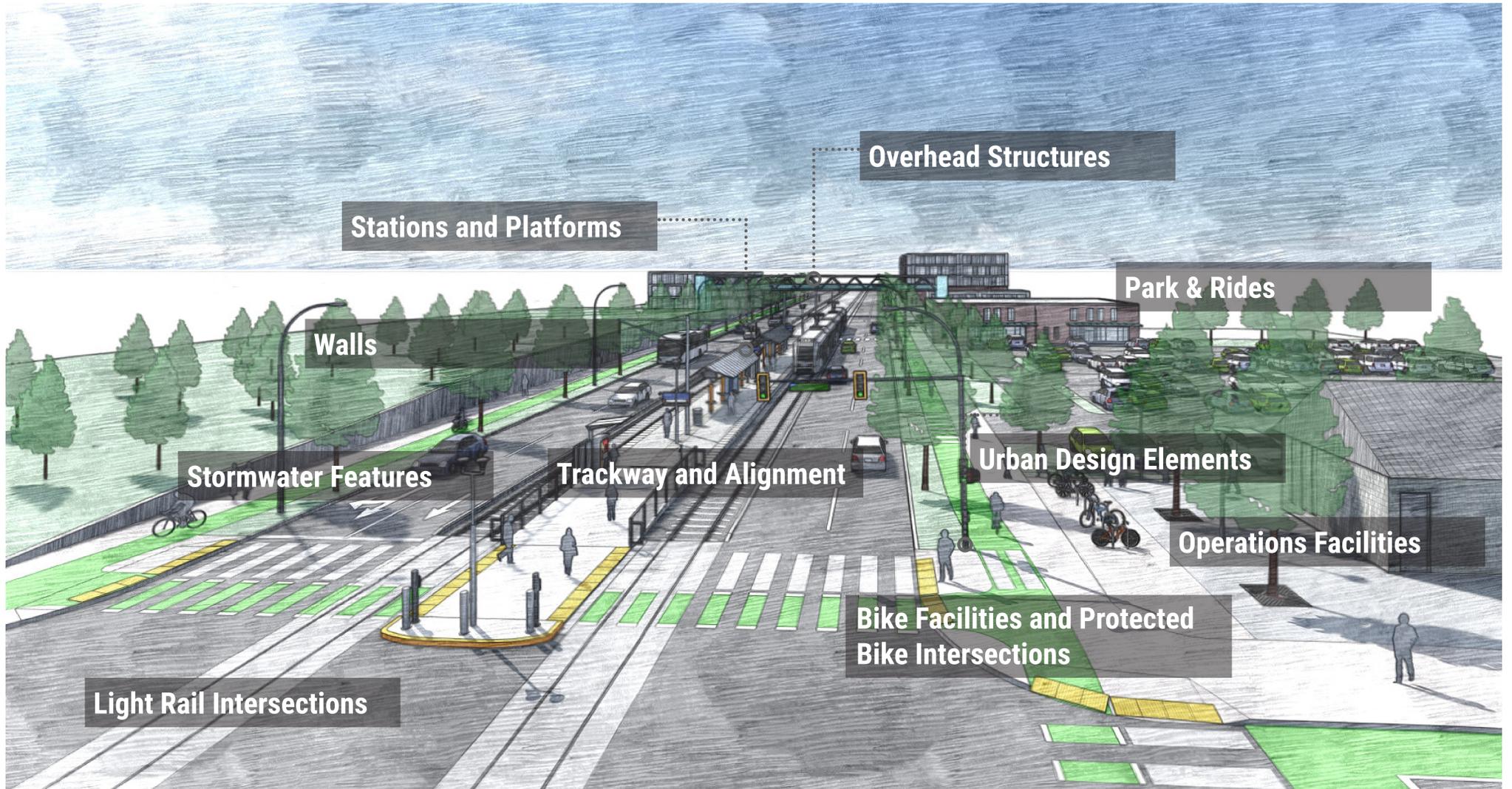
Microtransit
Microtransit is a shuttle service that can be on-demand in real-time or fixed route service updated frequently.



Autonomous Vehicle (AV) Shuttles
AV shuttles operate on pre-defined, fixed routes in controlled environments.

DESIGN ELEMENTS

The graphic below illustrates the typical design elements that will be found within a station area. This illustration is not representative of any specific location along the Southwest Corridor.



Consistent use of system-wide design elements will be familiar to regular users. Stations will also include unique elements to express local context.



The project will include major improvements to help treat the nearly 70 acres of existing impervious surface – all currently unmanaged in the corridor.

I-405 BRIDGE



BARBUR TRANSIT CENTER BRIDGE



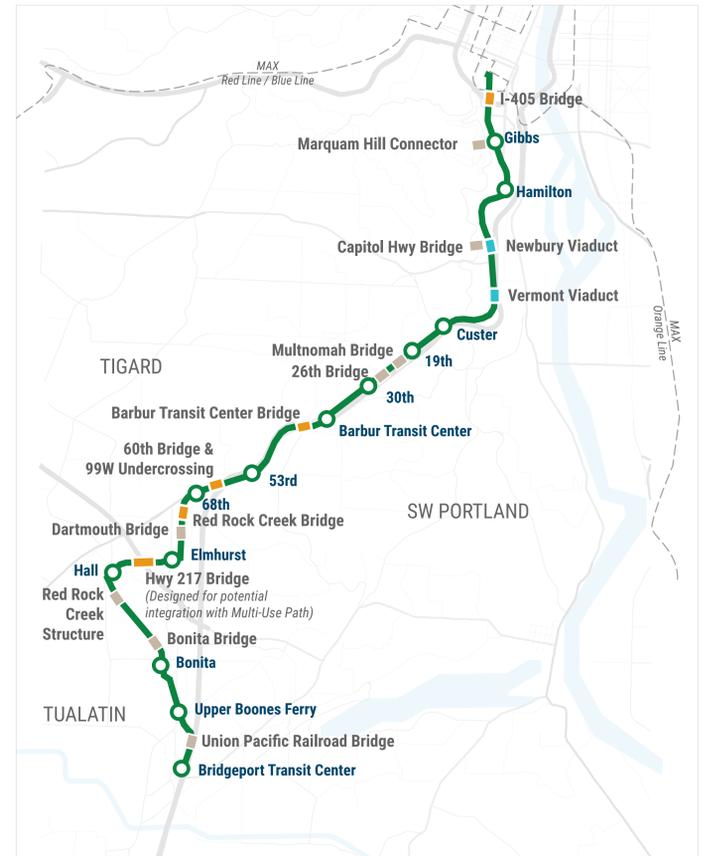
60TH BRIDGE & 99W UNDERCROSSING



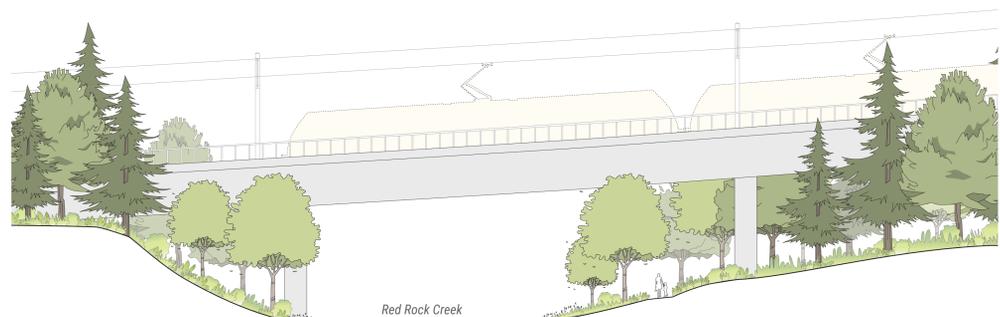
HWY 217 BRIDGE



- Bridges
- Major Structures
- Historic Viaducts



RED ROCK CREEK CROSSING



Red Rock Creek Crossing Draft Cross-Section

VIADUCT REPLACEMENTS



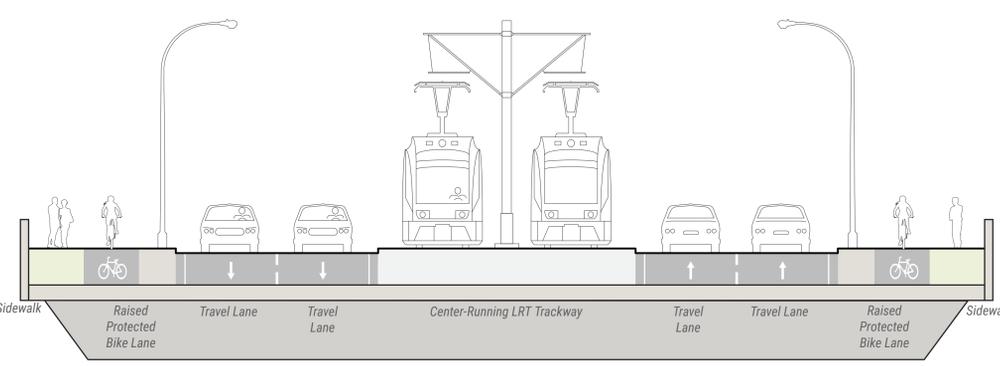
Newbury Viaduct

Source: Structurae



Vermont Viaduct

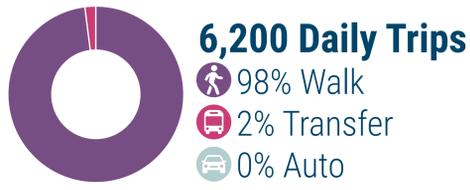
Source: Structurae



Typical draft cross section through SW Barbur Blvd viaducts

- Gibbs
- Hamilton
- Custer
- 19th
- 30th
- Barbur Transit Center
- 53rd
- 68th
- Elmhurst
- Hall
- Bonita
- Upper Boones Ferry
- Bridgeport Transit Center

2035 STATION RIDERSHIP



Source: Metro, 2019

An additional **7,600** trips are expected to get on and off the Gibbs Street Station from buses that share the same platform as the light rail line.

Source: Metro, 2019



PROJECT BENEFITS



- Three new and improved pedestrian crossings along SW Barbur Blvd
- Enhanced pedestrian crossings of SW Barbur Blvd and SW Naito Pkwy at SW Gibbs St intersections, connecting the neighborhoods Marquam Hill and South Waterfront
- Re-designed Barbur-Naito intersection for safer bike and pedestrian mobility
- Planned connections to bus lines 44, 56 (shared transitway), line 43 on 1st Ave, and lines 54, 96 on SW Naito Pkwy
- One travel lane retained in each direction along SW Barbur Blvd, north of SW Naito Pkwy



- Access to Lair Hill, Homestead, and South Waterfront neighborhoods, and Marquam Hill destinations
- Narrowed street section maintains emergency access while minimizing park and historic property impacts
- Access to Terwilliger Parkway, Duniway and Lair Hill Parks



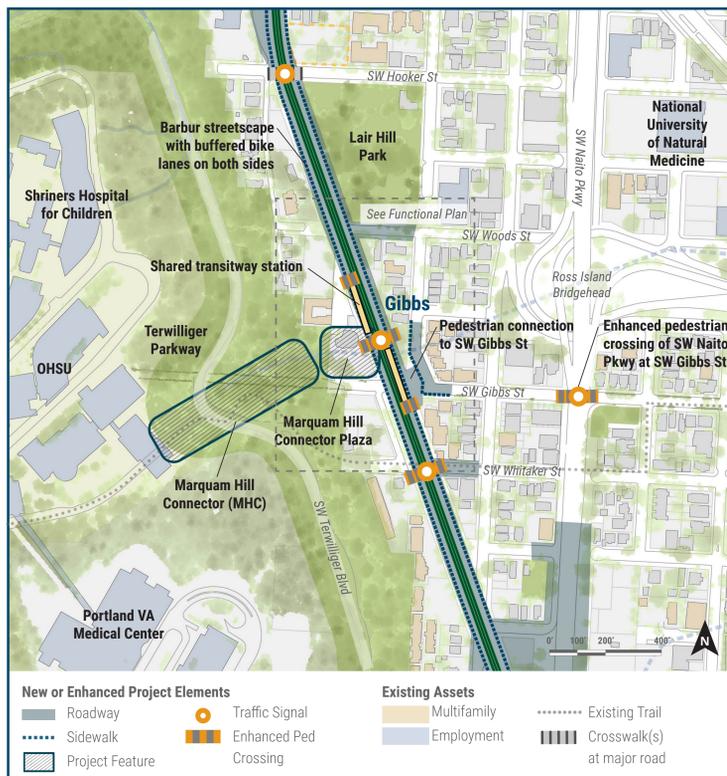
- Enhanced street tree canopies and stormwater treatment along SW Barbur Blvd

FUNCTIONAL PLAN



- ① Station environment for circulation to and visibility of Marquam Hill Connector (MHC)
- ② Synagogue building
- ③ Wide pedestrian crossings
- ④ New/Enhanced traffic signal
- ⑤ Pedestrian island
- ⑥ Buffered bike lanes
- ⑦ Potential pick-up/drop-off
- ⑧ Shared transitway platform
- ⑨ Existing stair to be rebuilt at new grade
- ⑩ Potential systems building location

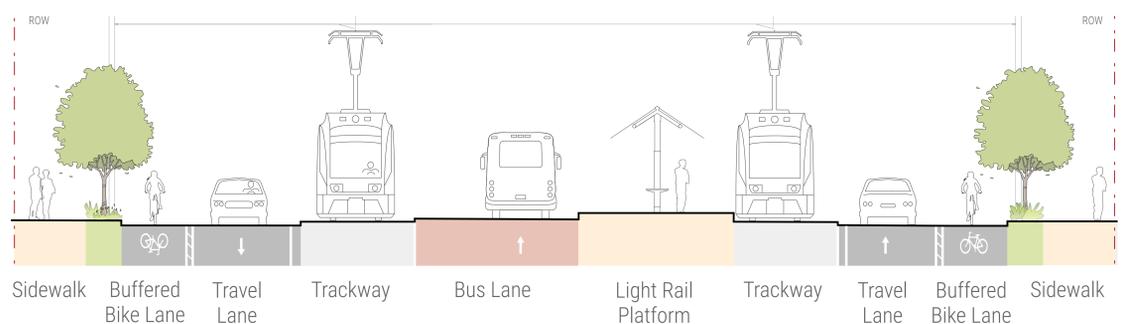
STATION AREA



- New or Enhanced Project Elements**
- Roadway
 - Sidewalk
 - ▨ Project Feature
 - Traffic Signal
 - ▨ Enhanced Ped Crossing

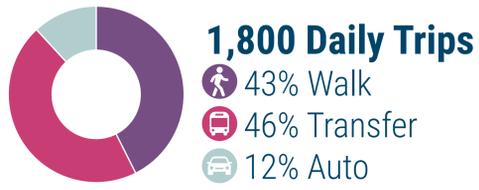
- Existing Assets**
- ▨ Multifamily
 - ▨ Employment
 - Existing Trail
 - ▨ Crosswalk(s) at major road

CROSS SECTION



- Gibbs
- Hamilton**
- Custer
- 19th
- 30th
- Barbur Transit Center
- 53rd
- 68th
- Elmhurst
- Hall
- Bonita
- Upper Boones Ferry
- Bridgeport Transit Center

2035 STATION RIDERSHIP



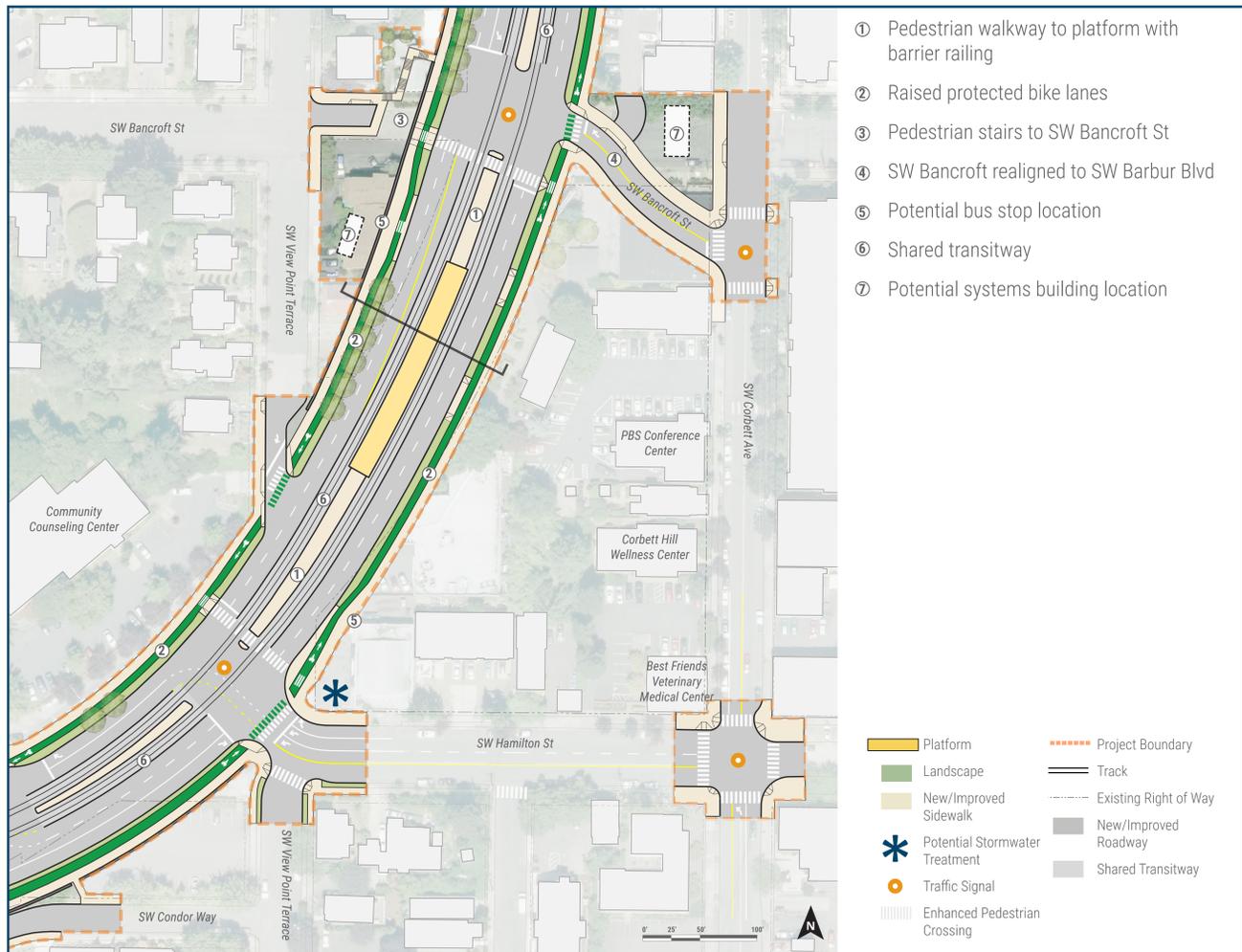
Source: Metro, 2019



PROJECT BENEFITS

- Two new and improved pedestrian crossings across SW Barbur Blvd and improved crossing along SW Corbett Ave, improving access to John's landing neighborhood
- Raised protected bike lanes and upgraded sidewalks along SW Barbur Blvd
- Planned connections to bus lines 43, 44, 54, 56, & 96
- Optimized SW Bancroft St realignment for truck access
- Supports the vision of the Barbur Concept Plan
- Access to South Portland and Homestead neighborhoods
- Access to Terwilliger Parkway
- Enhanced street tree canopies and stormwater treatment along SW Barbur Blvd

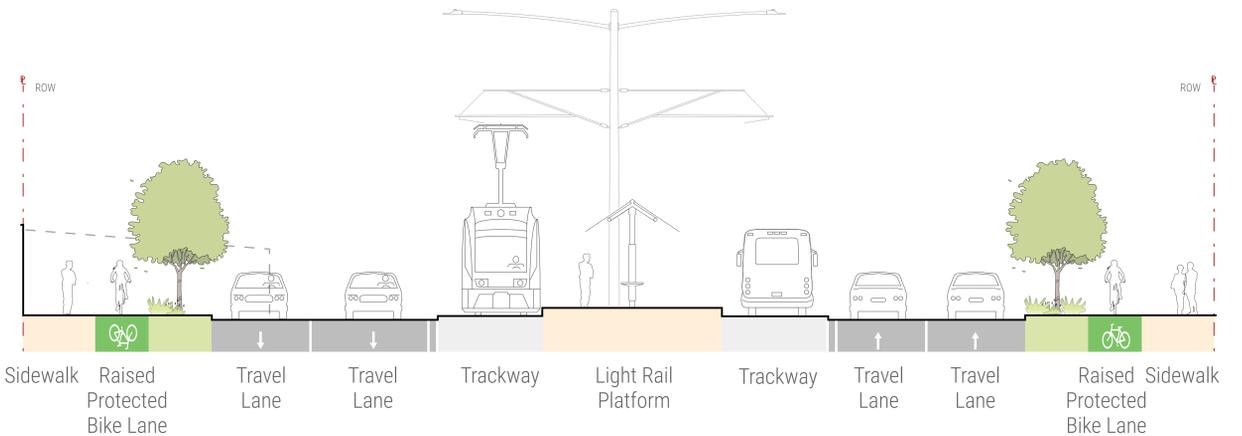
FUNCTIONAL PLAN



STATION AREA



CROSS SECTION





Marquam Hill, home to numerous health care destinations, attracts over 18,000 employees, patients, and students each day. To serve this major destination, the Southwest Corridor Light Rail Project will include a connection from the Gibbs Street Station to Marquam Hill. By 2035, this new connection is expected to serve 10,000 trips per day.

GREEN RIBBON COMMITTEE

In early 2019, a "Green Ribbon" committee (GRC) explored a wide variety of connector types to connect the station to destinations on the hill. The natural and historical context of Terwilliger Parkway was an important factor in the GRC's evaluation of ways to make this steep connection. Based on conceptual designs and public feedback, the GRC and the project steering committee selected two types for further study: a Bridge and Elevator and an Inclined Elevator. TriMet has evolved a concept for each technology in consultation with Portland Parks & Recreation. These options address input received from the GRC, Steering Committee and community, and follow federal law (Section 4(f) of the U.S. Department of Transportation Act) in working to minimize harm to a public park.

The next step is identifying potential actions that could mitigate impacts to the park and historic resources, and gathering public input on these mitigation measures.

This information, along with potential funding agreements, will help inform which connector the project will build.

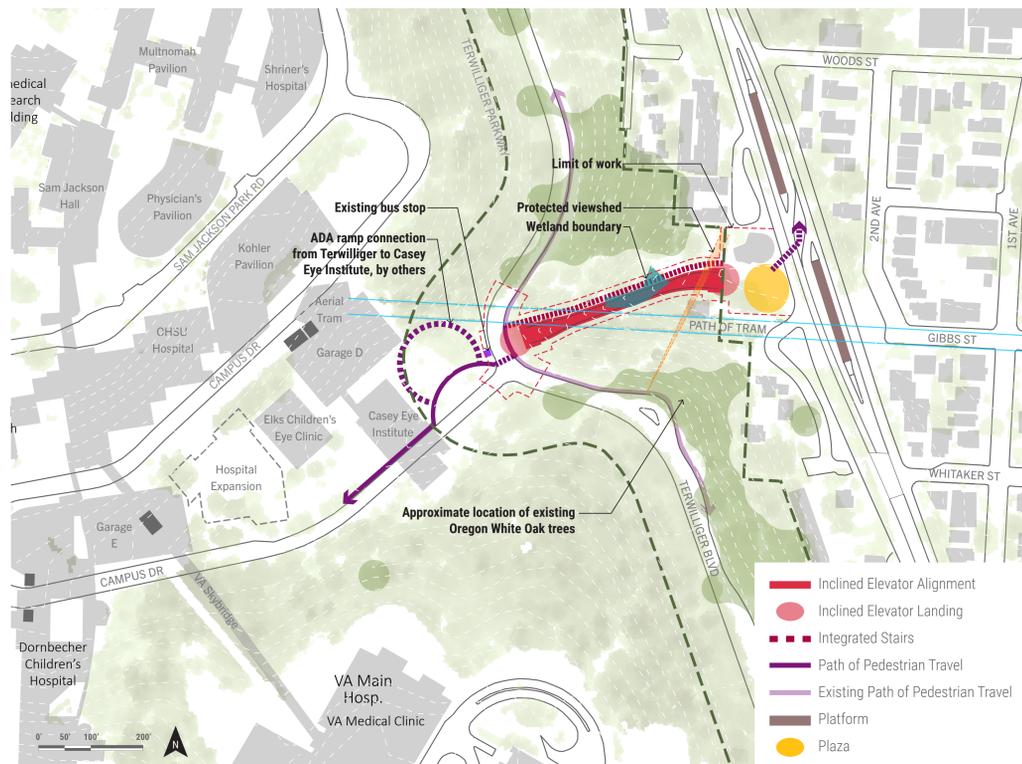
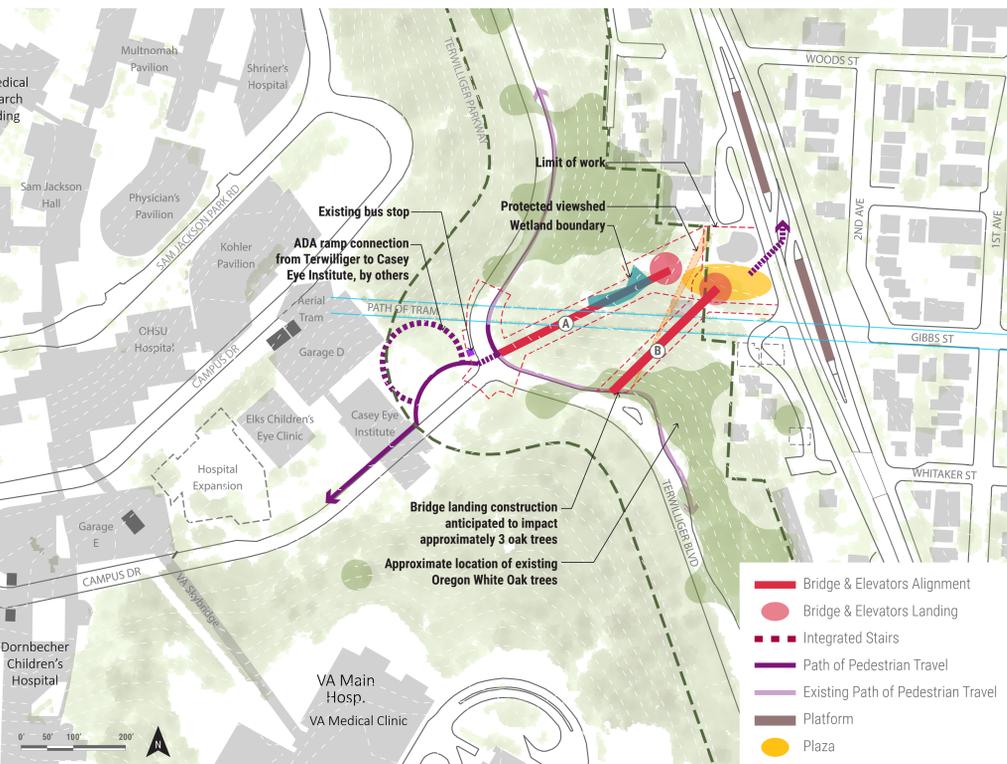
BRIDGE & ELEVATORS

(TWO ALIGNMENT VARIATIONS SHOWN)

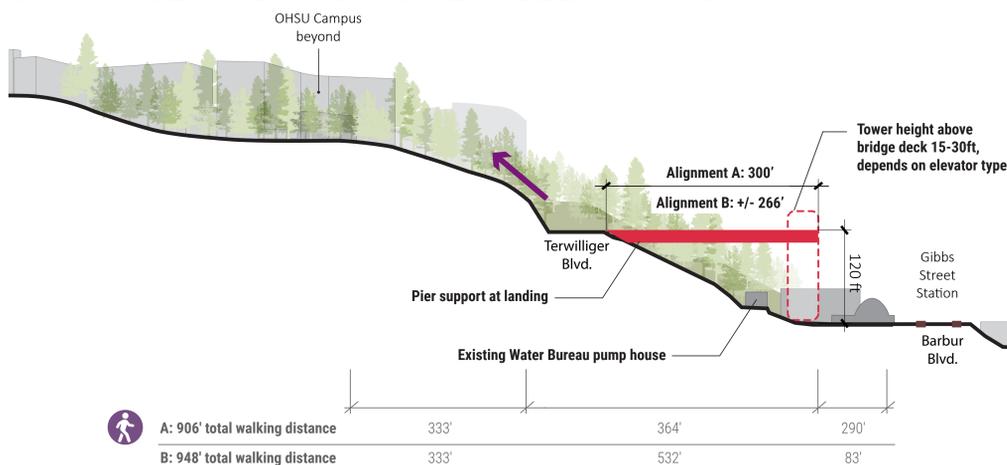
An elevator tower and pedestrian bridge may provide a "tree walk" experience, framing city, Mt. Hood and Mt. St. Helens views from Terwilliger Parkway to OHSU's campus. Multiple elevators and a stairway provide redundancy and reliable access for what will be a heavily used connector.

INCLINED ELEVATOR

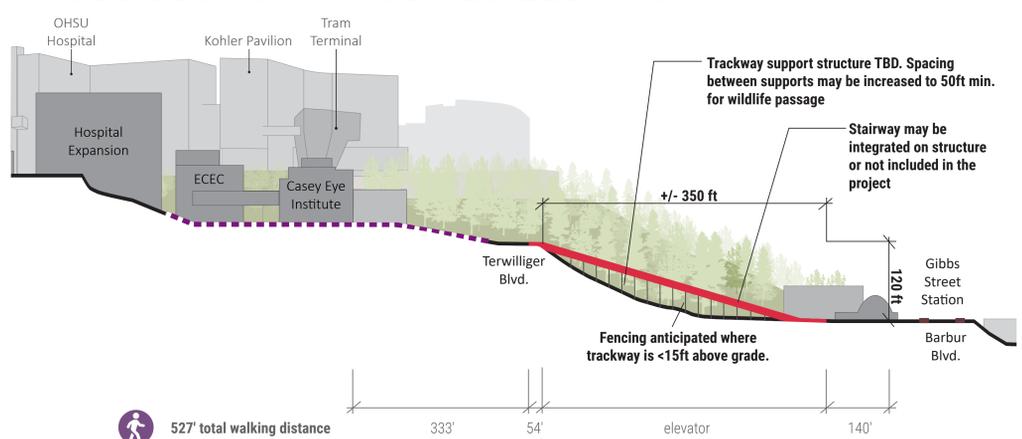
An inclined elevator may provide a new form of transportation in Portland. Two elevator cabs would run on parallel tracks to move people up the steep slope toward OHSU. Small shelters at the upper and lower landings would protect riders from the elements as they board and alight. A potential adjacent staircase could provide a route for those who prefer to walk.



CROSS SECTION - BRIDGE & ELEVATORS



CROSS SECTION - INCLINED ELEVATOR



BRIDGE & ELEVATORS ALIGNMENT A



View looking uphill from Barbur Blvd to Terwilliger Blvd

INCLINED ELEVATOR



View looking uphill from Barbur Blvd to Terwilliger Blvd



View looking downhill from Terwilliger Blvd to Barbur Blvd



View looking downhill from Terwilliger Blvd to Barbur Blvd

BRIDGE & ELEVATORS ALIGNMENT B



View looking uphill from Barbur Blvd to Terwilliger Blvd



View looking downhill from Terwilliger Blvd to Barbur Blvd

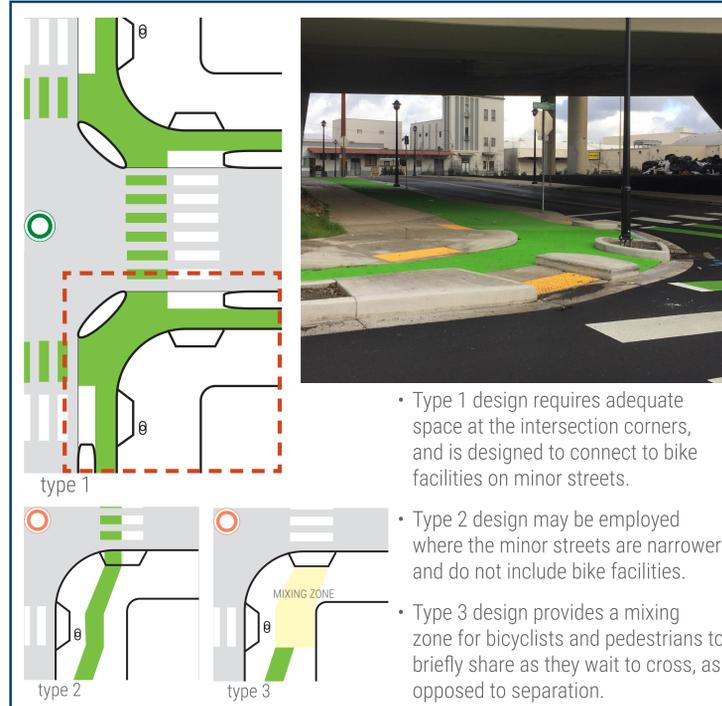
More than just light rail, the project will also include a variety of improvements to make it safer and easier to get around by all modes. It is estimated the Southwest Corridor project will **increase the person-throughput capacity of historic SW Barbur Blvd by as much as 57% in the AM peak and 46% in PM peak.**

BIKEWAY IMPROVEMENTS

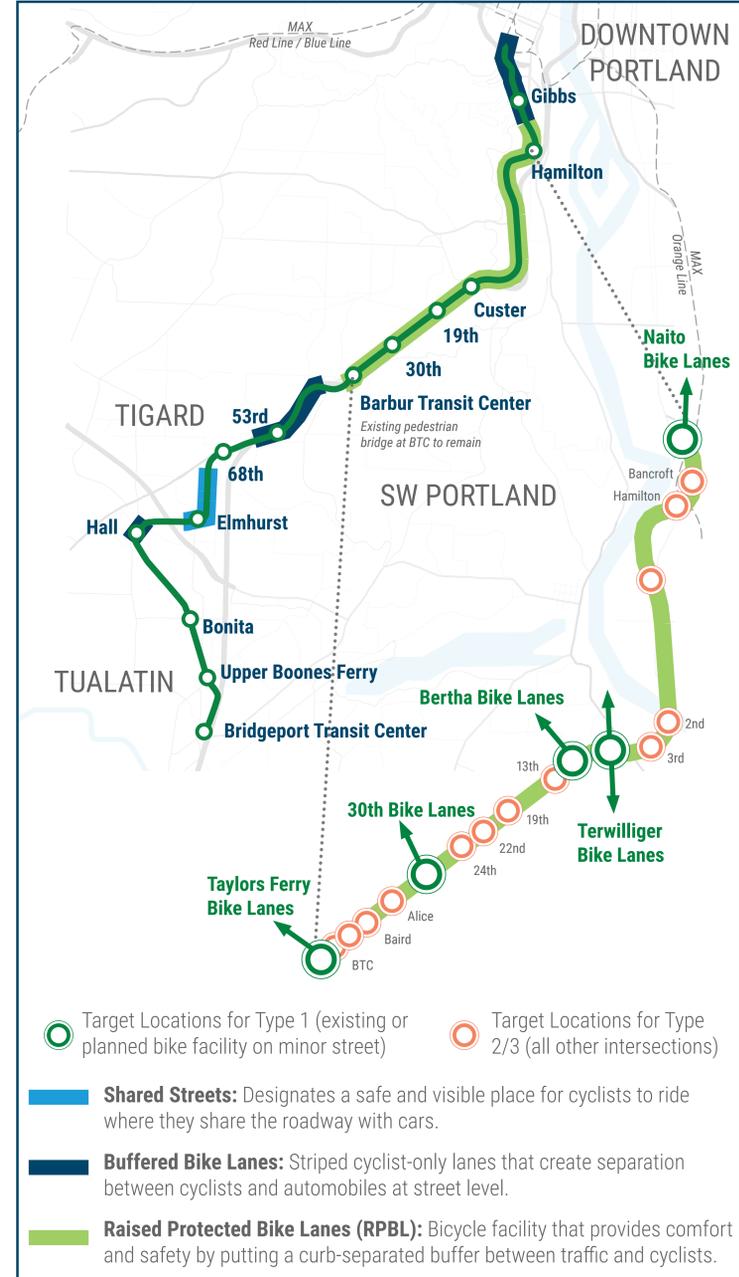
The project includes significant improvements to the bike facilities along SW Barbur Blvd, allowing cyclists of all ages and abilities to safely and comfortably access destinations along the corridor. **For four miles from Barbur Transit Center to Naito, this bikeway will consist of Raised Protected Bike Lanes.** These lanes separate people on bikes from automobiles by a curb-protected furnishing zone. The final section from SW Naito Pkwy to Downtown Portland will consist of buffered bike lanes, which are striped cyclist-only lanes that create separation between cyclists and automobiles at street level.

Additionally, protected intersections will be applied where raised protected bike lanes are present along SW Barbur Blvd. These intersections protect both people walking and biking from traffic by curbs, signal timings, and/or physical barriers. There are several types of intersection designs for protected intersections that will be applied along the corridor, described in the graphic at right.

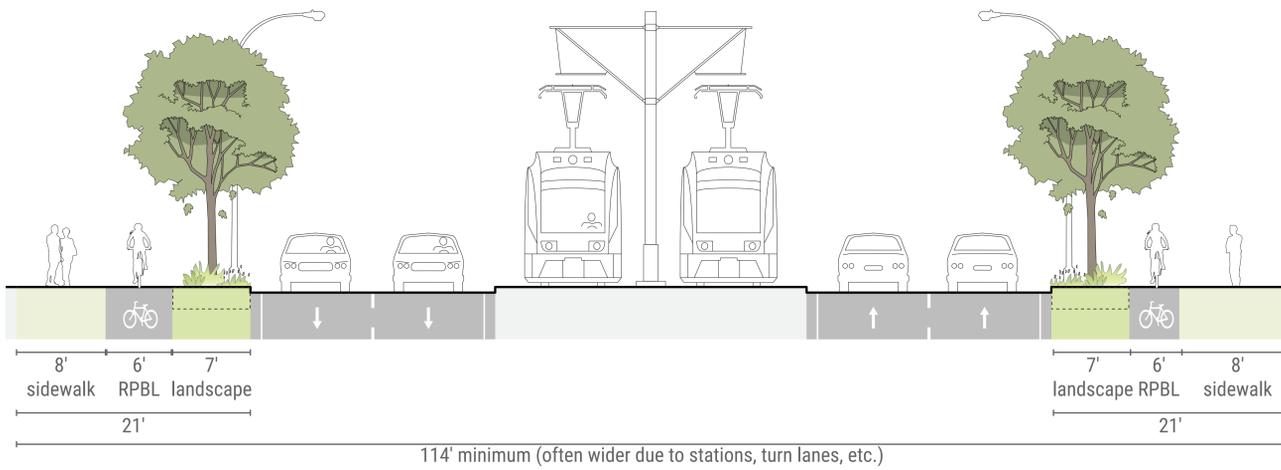
PROTECTED INTERSECTION TYPES



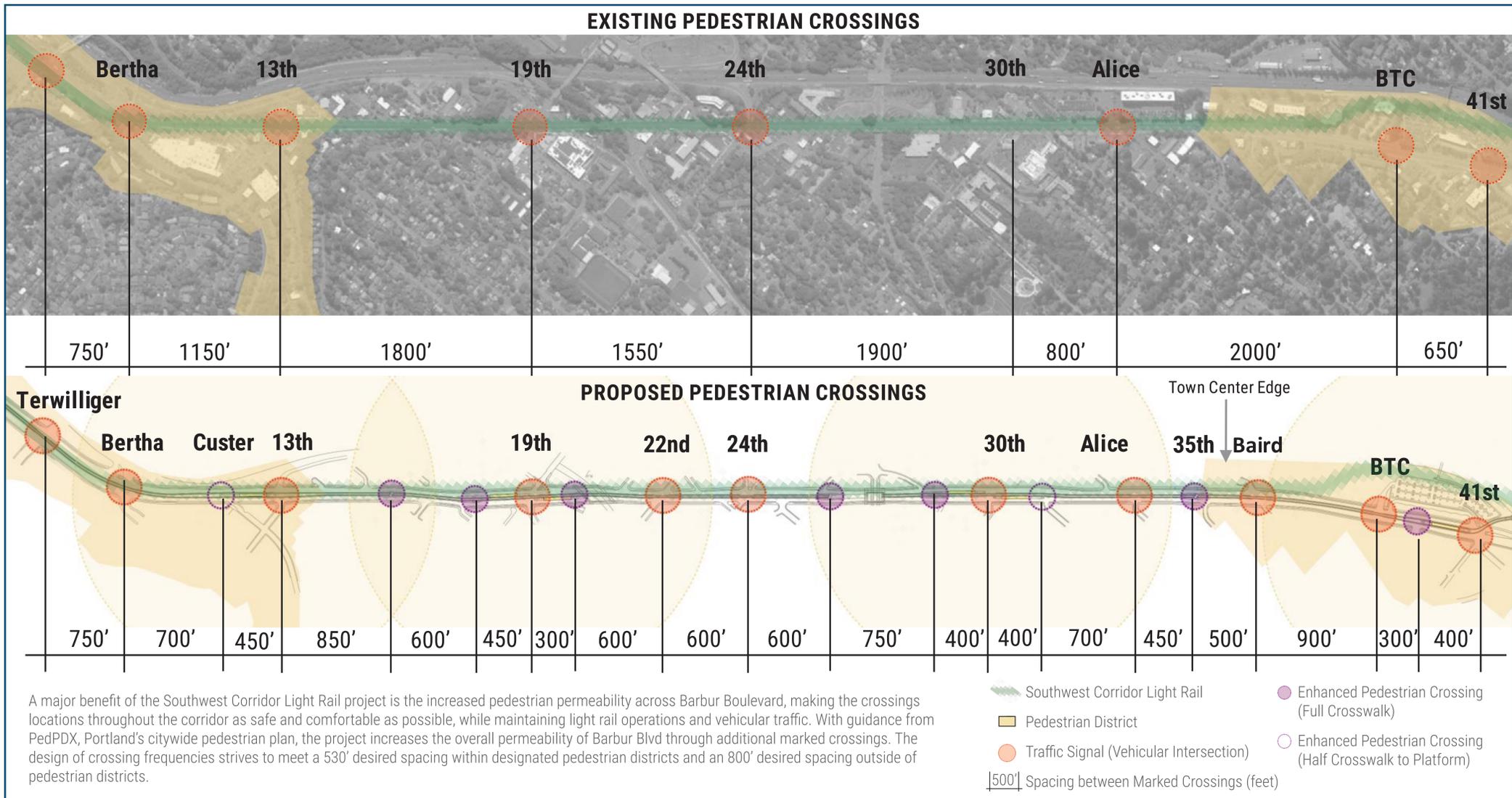
BIKE FACILITY LOCATIONS



CROSS SECTION - RAISED PROTECTED BIKE LANES

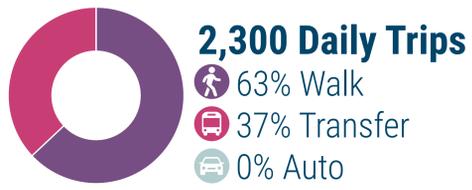


PEDESTRIAN CROSSINGS



A major benefit of the Southwest Corridor Light Rail project is the increased pedestrian permeability across Barbur Boulevard, making the crossings locations throughout the corridor as safe and comfortable as possible, while maintaining light rail operations and vehicular traffic. With guidance from PedPDX, Portland's citywide pedestrian plan, the project increases the overall permeability of Barbur Blvd through additional marked crossings. The design of crossing frequencies strives to meet a 530' desired spacing within designated pedestrian districts and an 800' desired spacing outside of pedestrian districts.

2035 STATION RIDERSHIP



- Gibbs
- Hamilton
- Custer**
- 19th
- 30th
- Barbur Transit Center
- 53rd
- 68th
- Elmhurst
- Hall
- Bonita
- Upper Boones Ferry
- Bridgeport Transit Center



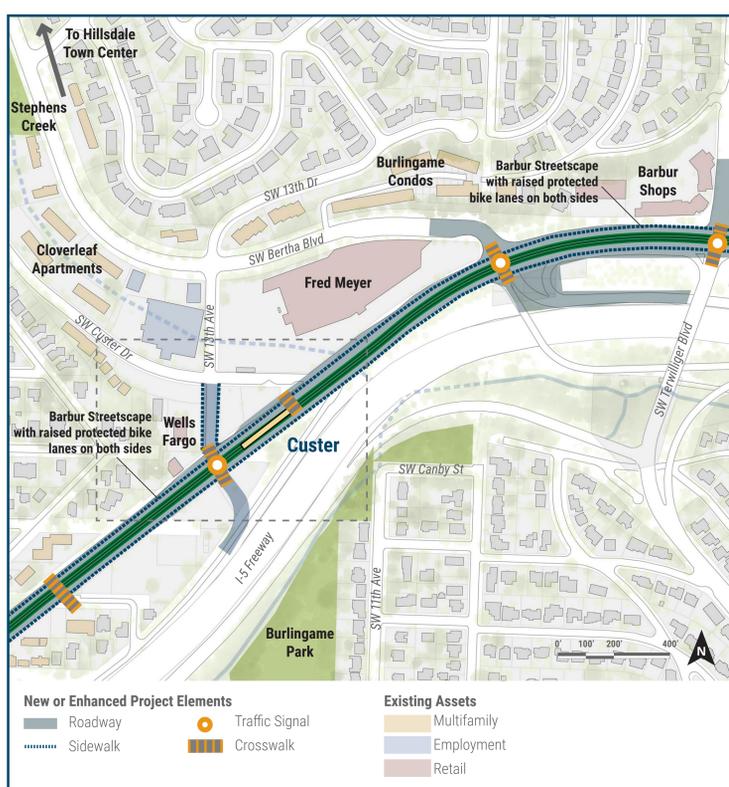
PROJECT BENEFITS

- Five new and improved pedestrian connections across SW Barbur Blvd
- Raised protected bike lanes and new sidewalks along SW Barbur Blvd
- Planned connections to bus lines 1, 39, and 45
- Two travel lanes retained in each direction along SW Barbur Blvd
- Supports creation of housing and employment opportunities as envisioned in the Barbur Concept Plan
- Access to Hillsdale and South Burlingame neighborhoods and Fred Meyer grocery store
- Access to Fulton Park, Custer Park, Stephens Creek Natural Area, and George Himes Park
- Enhanced street tree canopy and stormwater treatment along SW Barbur Blvd

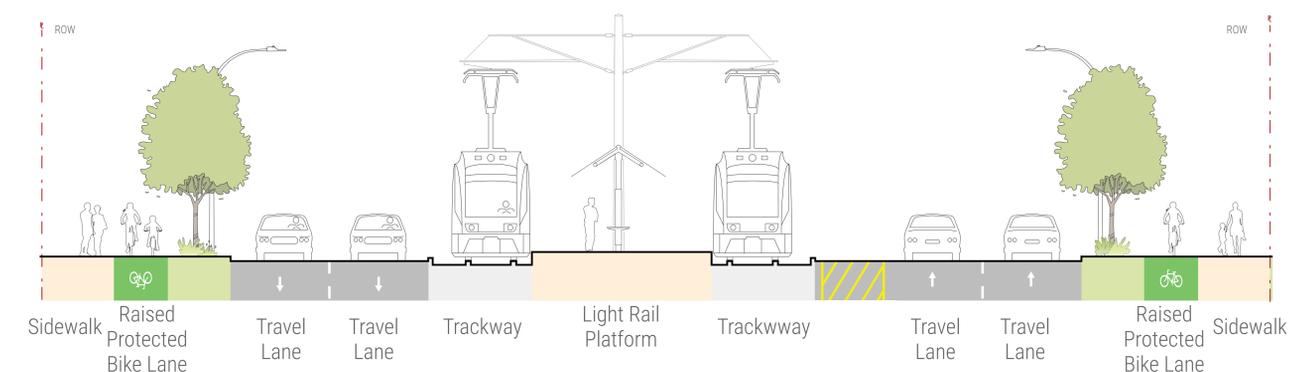
FUNCTIONAL PLAN



STATION AREA

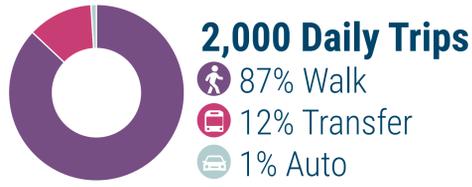


CROSS SECTION



- Gibbs
- Hamilton
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- **19th**
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- Barbur Transit Center
- 53rd
- 68th
- Elmhurst
- Hall
- Bonita
- Upper Boones Ferry
- Bridgeport Transit Center

2035 STATION RIDERSHIP



PROJECT BENEFITS

- Five new and improved pedestrian connections across SW Barbur Blvd
 - Raised protected bike lanes and upgraded sidewalks along SW Barbur Blvd
 - Planned connections to bus line 39
 - Two lanes retained in each direction along SW Barbur Blvd
- Supports the vision of the Barbur Concept Plan
 - Access to Multnomah and Markham neighborhoods, Capitol Hill St. Clare's and West Hills Christian schools, and Safeway grocery store
 - Access to Marigold Hydro Park, Custer Park, SW Trails #4 and SW Trails #6
- Enhanced street tree canopy and stormwater treatment along SW Barbur Blvd

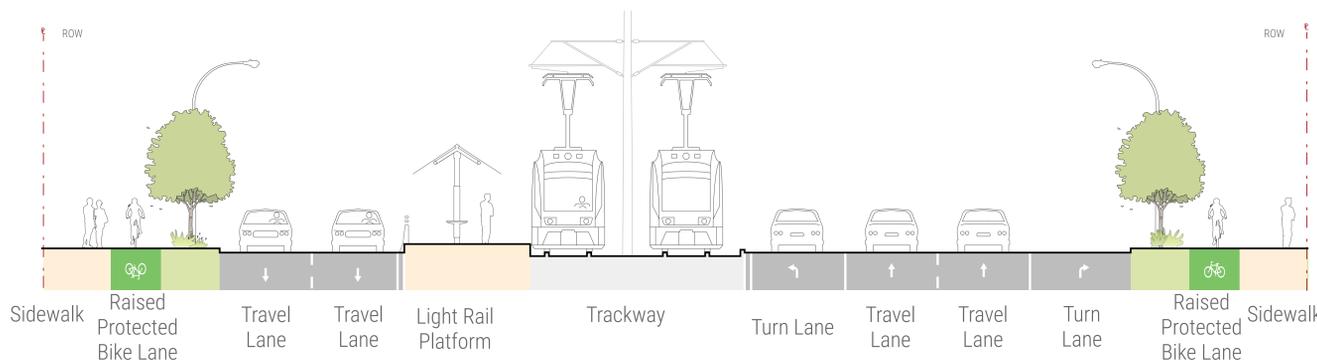
FUNCTIONAL PLAN



STATION AREA

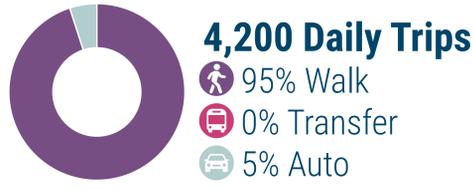


CROSS SECTION



- Gibbs
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2035 STATION RIDERSHIP



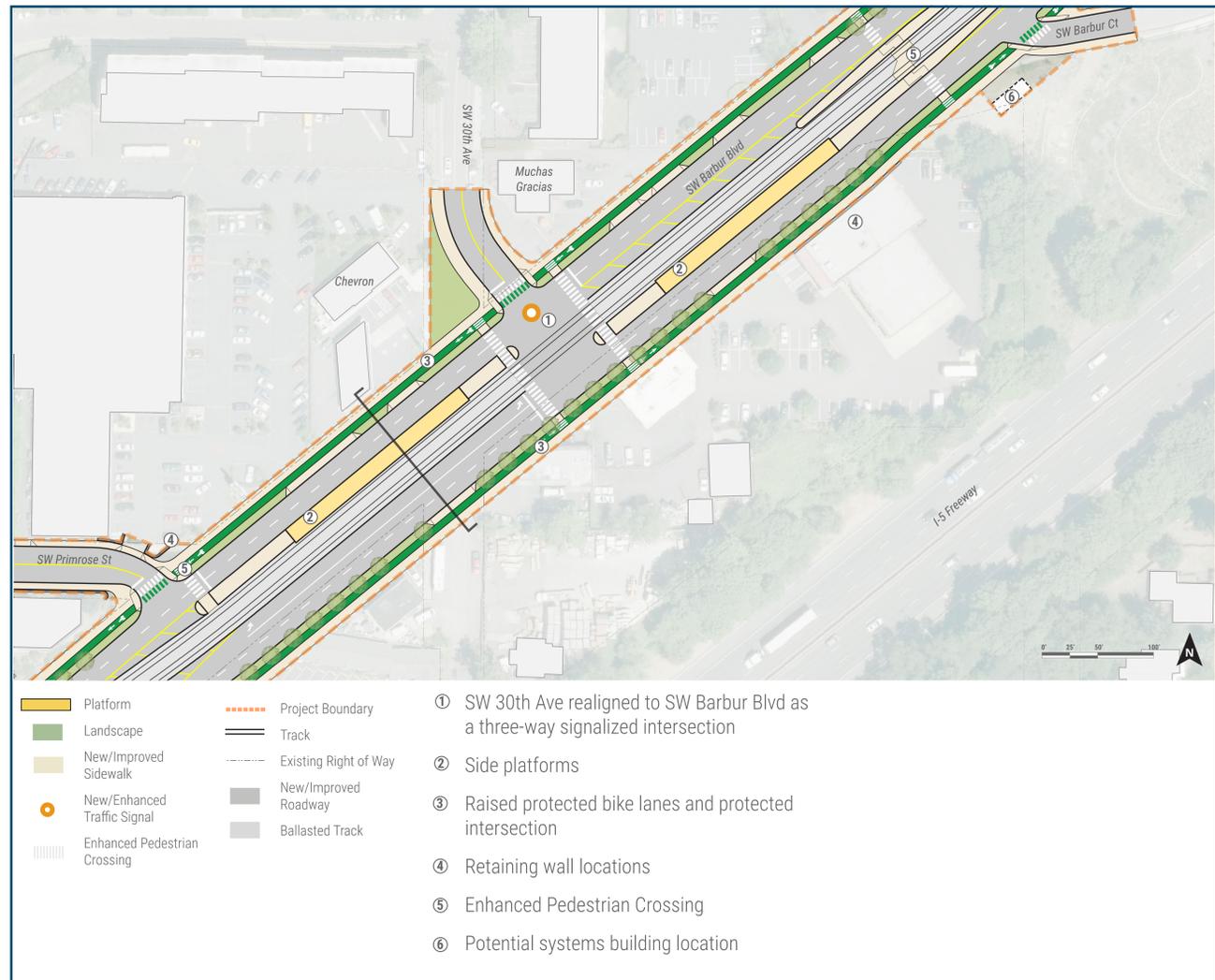
Source: Metro, 2019



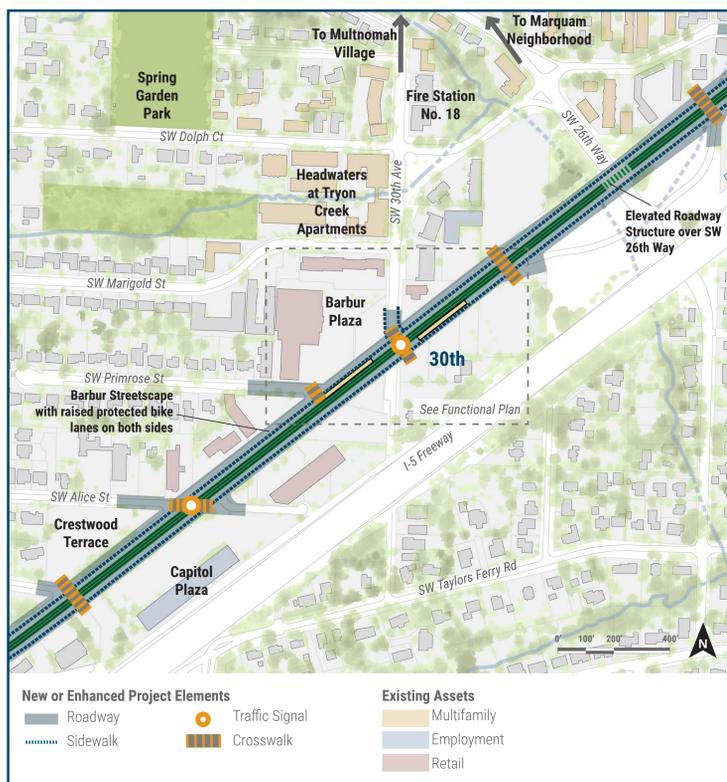
PROJECT BENEFITS

- Realignment of the SW 30th Ave intersection for safer bike and pedestrian connections
 - Seven new and improved pedestrian connections across SW Barbur Blvd
 - Raised protected bike lanes and upgraded sidewalks along SW Barbur Blvd
 - Two lanes retained in each direction along SW Barbur Blvd
- Supports the vision of the Barbur Concept Plan
 - Access to Multnomah and Markham neighborhoods
 - Access to Spring Garden Park and Tryon Creek Headwaters
- Enhanced street tree canopy and stormwater treatment along SW Barbur Blvd

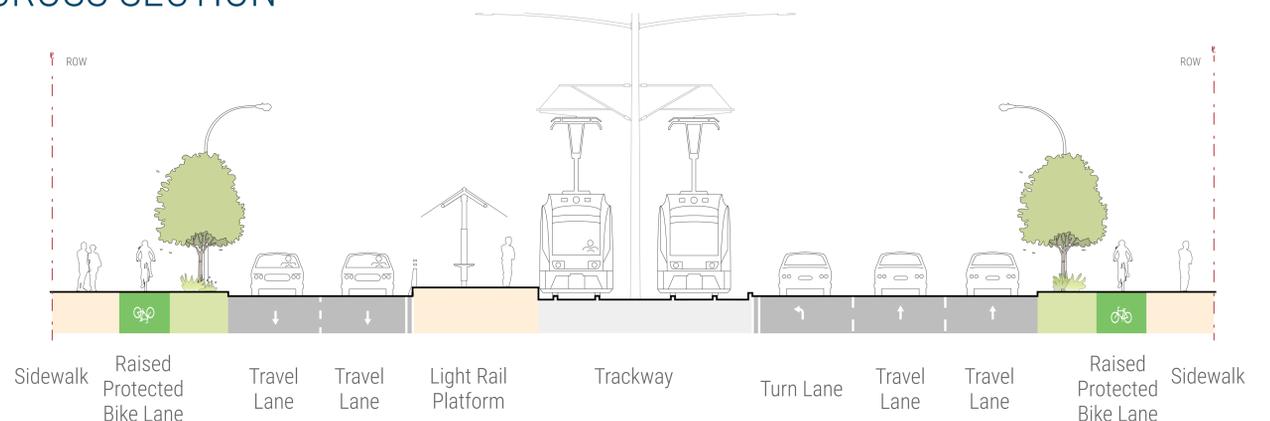
FUNCTIONAL PLAN



STATION AREA

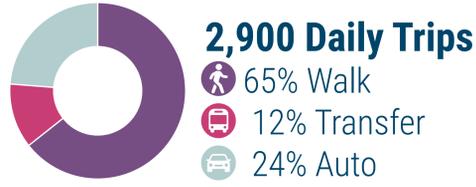


CROSS SECTION



- Gibbs
- Hamilton
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- 19th
- 30th
- **Barbur Transit Center**
- 53rd
- 68th
- Elmhurst
- Hall
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- Bridgeport Transit Center

2035 STATION RIDERSHIP



PROJECT BENEFITS

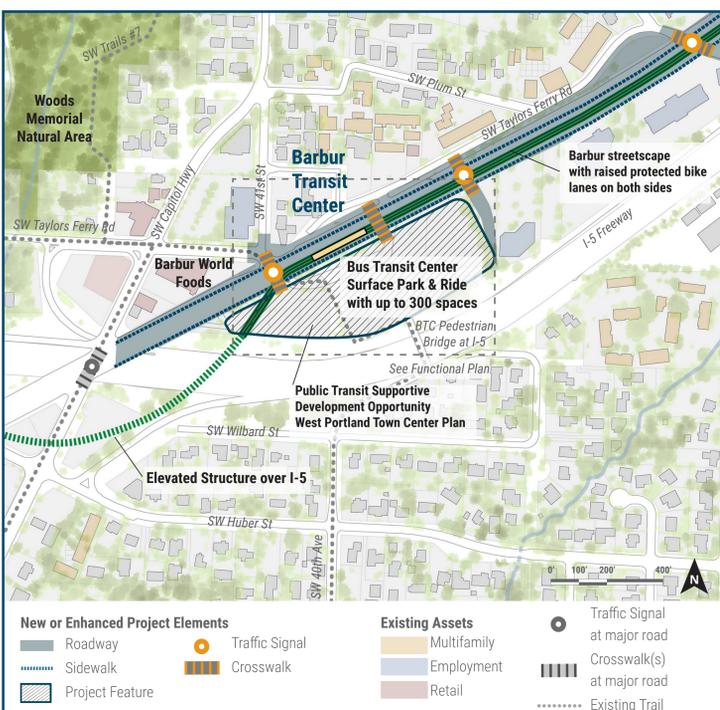
- Five new and improved pedestrian connections across SW Barbur Blvd
 - Raised protected bike lanes and upgraded sidewalks along SW Barbur Blvd
 - Planned connections to bus lines 38, 43, 44, 93 and 94
- Supports the visions of the West Portland Town Center and the Barbur Concept Plan
 - Access to West Portland Park, Marquam and Multnomah neighborhoods
 - Serves Jackson and Markham Schools, Capitol Hill Library and Barbur World Foods grocery
 - Opportunity to redevelop Barbur Transit Center with affordable housing and other community serving amenities
 - Access to Woods Memorial Natural Area, SW Trails #5 and SW Trails #7
- Enhanced street tree canopy and stormwater treatment along SW Barbur Blvd

FUNCTIONAL PLAN

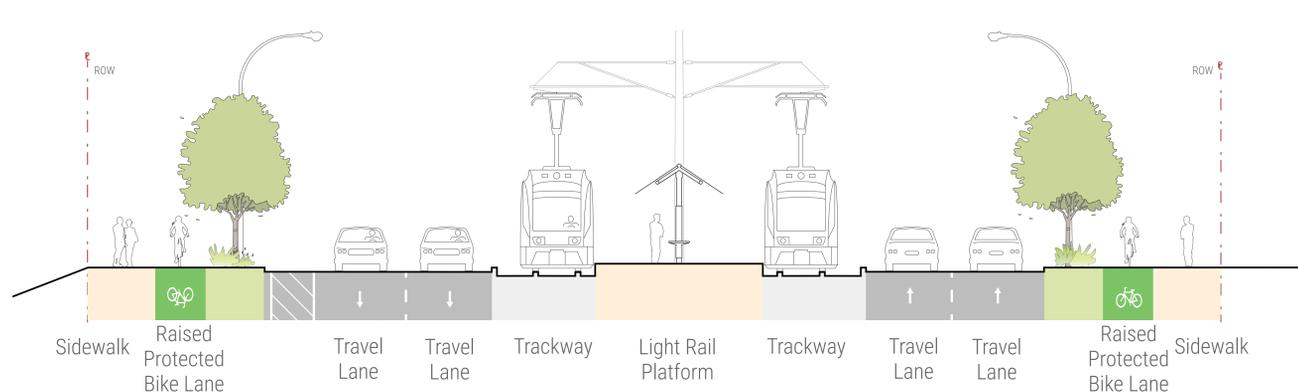


- | | | | |
|--------------------------------|-----------------------|--|--|
| Platform | Project Boundary | ① Center platform | ⑦ On-street bike lanes on SW Barbur Blvd |
| Landscape | Track | ② Connection to existing pedestrian bridge | ⑧ Potential systems building location |
| Potential Stormwater Treatment | Existing Right of Way | ③ Bus transit center | |
| New/Improved Sidewalk | New/Improved Roadway | ④ Surface Park & Ride with up to 300 spaces | |
| New/Enhanced Traffic Signal | Ballasted Track | ⑤ Raised protected bike lanes and protected intersection | |
| Enhanced Pedestrian Crossing | | ⑥ Existing pedestrian bridge | |

STATION AREA

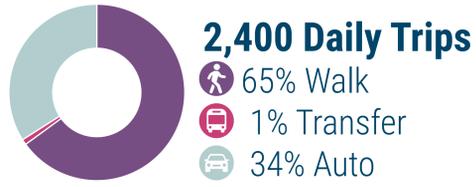


CROSS SECTION

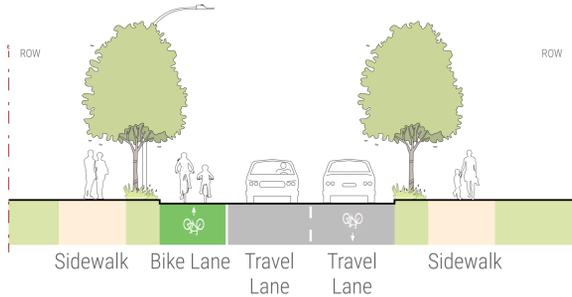


- Gibbs
- Hamilton
- Custer
- 19th
- 30th
- Barbur Transit Center
- 53rd
- 68th
- Elmhurst
- Hall
- Bonita
- Upper Boones Ferry
- Bridgeport Transit Center

2035 STATION RIDERSHIP



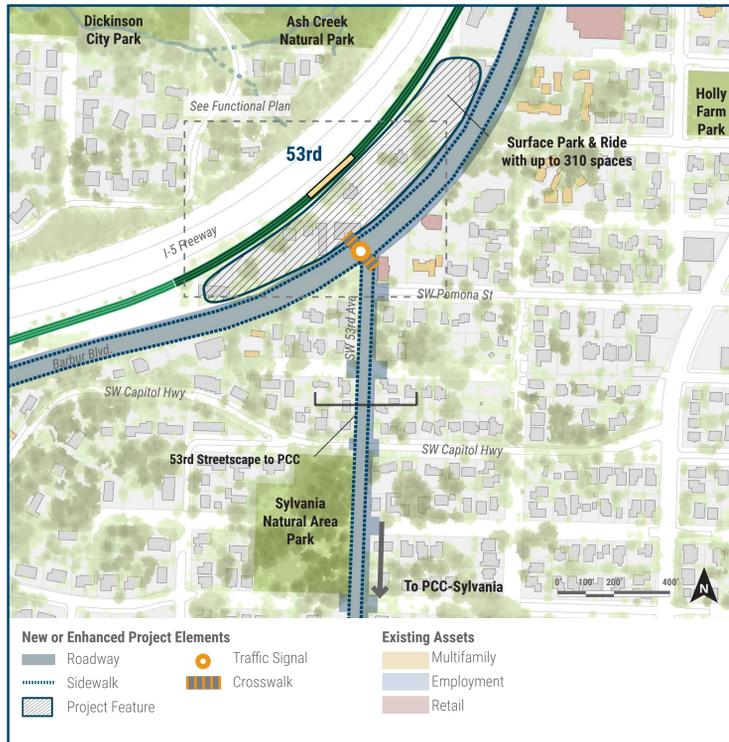
SW 53RD AVE CROSS SECTION



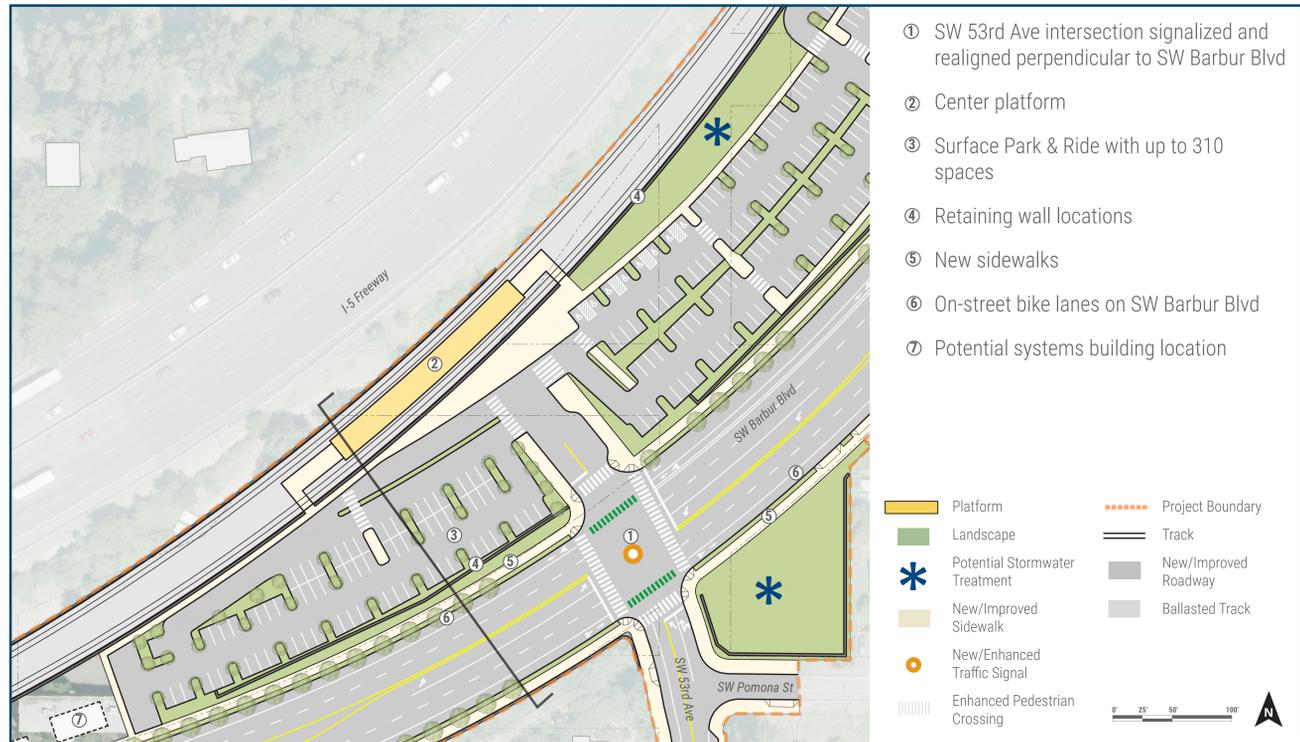
PROJECT BENEFITS

- New sidewalk along SW Barbur Blvd and an improved pedestrian crossing at SW 53rd Ave
 - New bike and walk access to PCC-Sylvania on SW 53rd Ave
 - Planned connections to bus lines 93 and 94
 - New Park & Ride with convenient access to I-5
 - Two lanes retained in each direction along SW Barbur Blvd
- Supports the vision of the Barbur Concept Plan and the PCC-Sylvania Master Plan
 - Access to Far Southwest and Crestwood neighborhoods and PCC-Sylvania campus
 - Access to Sylvania Natural Area, Holly Farm Park, Lesser City Park and SW Trail #7
- Enhanced street tree canopy and stormwater treatment along SW Barbur Blvd

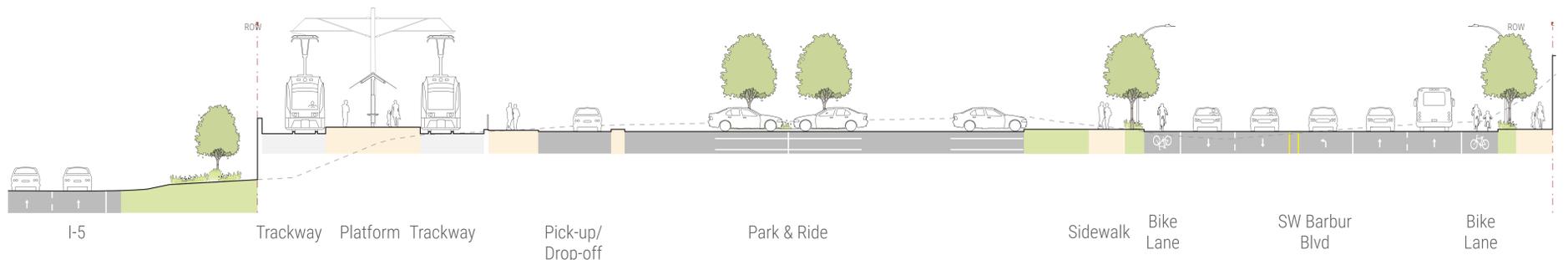
STATION AREA



FUNCTIONAL PLAN



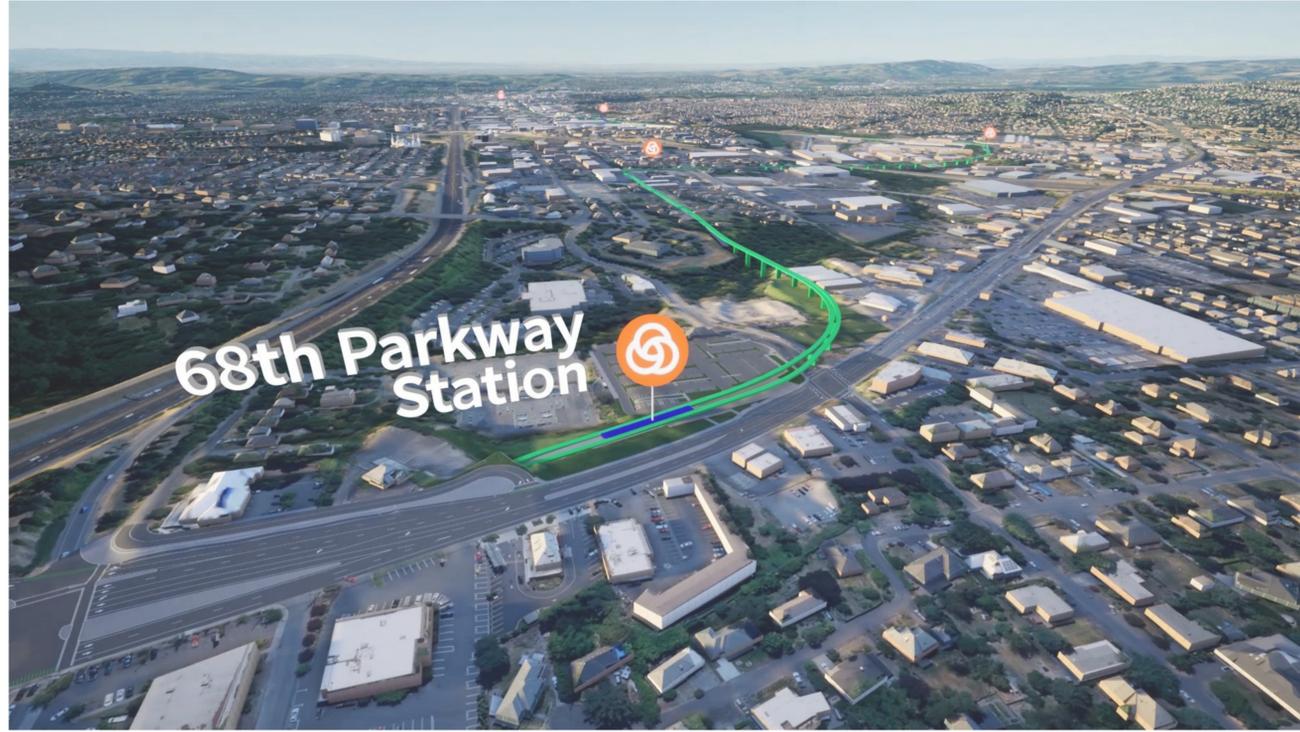
CROSS SECTION



2035 STATION RIDERSHIP



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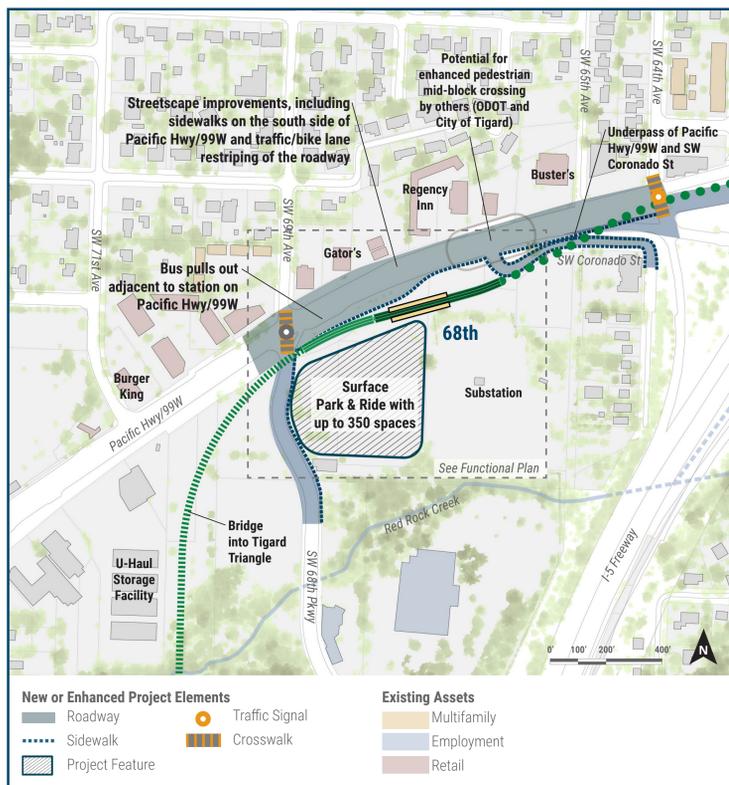
PROJECT BENEFITS

- Two improved pedestrian connections across Pacific Hwy/ 99W
- Planned connections to bus lines 93 and 94
- New Park & Ride with convenient access to I-5 & Pacific Hwy/99W
- Helps support the vision of the Tigard Triangle Plan
- Access to Metzger neighborhood and growing Tigard Triangle employment and residential center
- Access to planned Red Rock Creek Trail
- Views to Red Rock Creek natural area and Tualatin River Valley and emphasis of unique topography surrounding station context
- Stormwater treatment of station area and Park & Ride

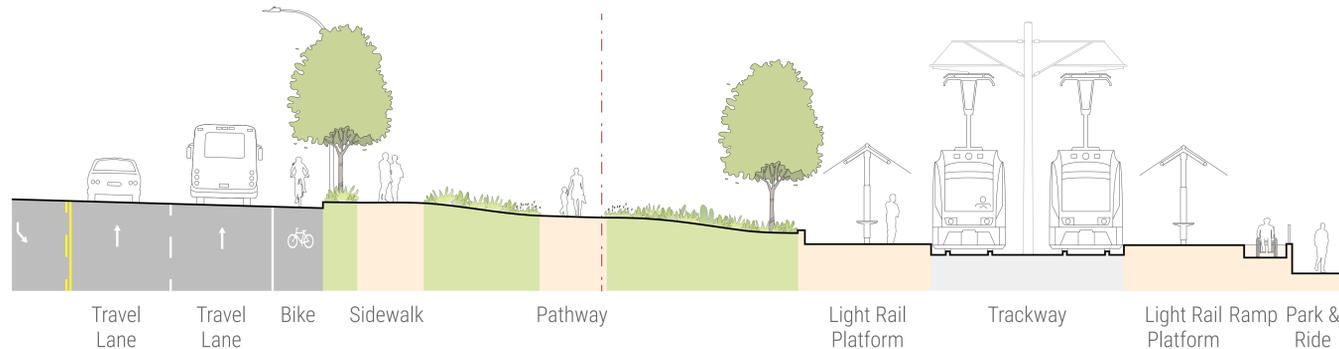
FUNCTIONAL PLAN



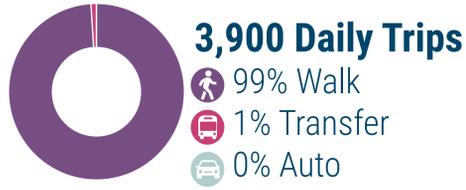
STATION AREA



CROSS SECTION



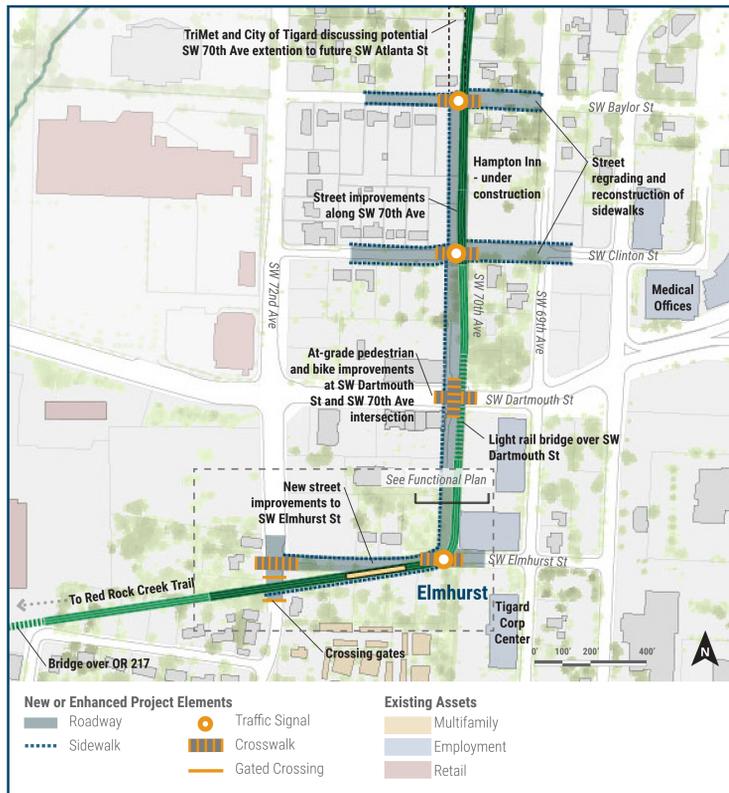
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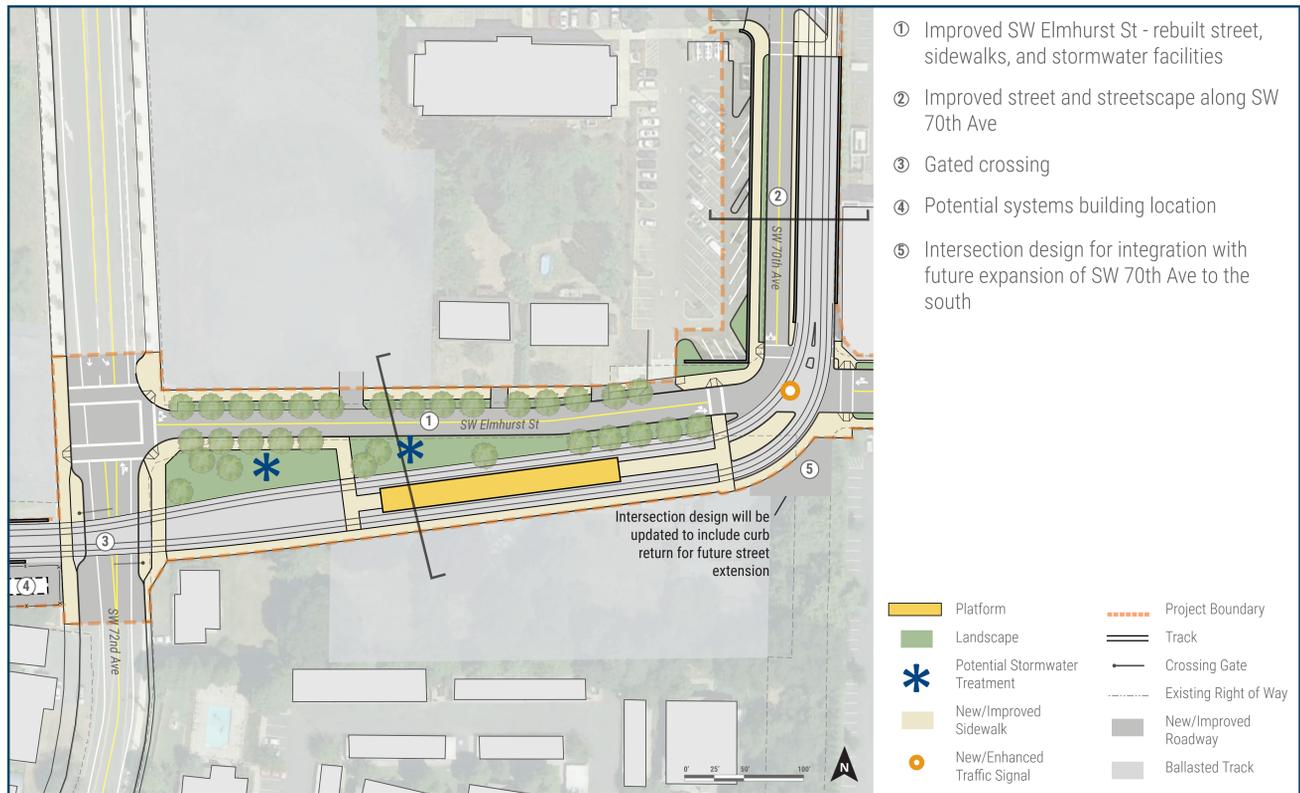
PROJECT BENEFITS

- New SW 70th Ave street extension through the center of Tigard Triangle
- Supports the street network and connectivity vision of the Tigard Triangle Plan and Tigard Lean Code
- New street tree canopy along SW 70th Ave
- New bike and walk facilities along SW 70th Ave and sidewalk improvements on SW Baylor St and SW Clinton St
- Design of light rail guideway and improved street quality enhance the experience of people walking and biking along SW 70th Ave and along SW Dartmouth St
- Enhanced tree canopy and stormwater treatment along SW Elmhurst St
- Planned connections to bus lines 78 and 97
- Access to planned Red Rock Creek Trail

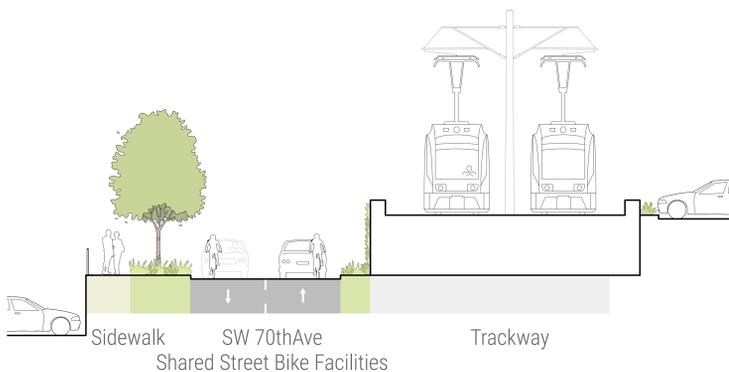
STATION AREA



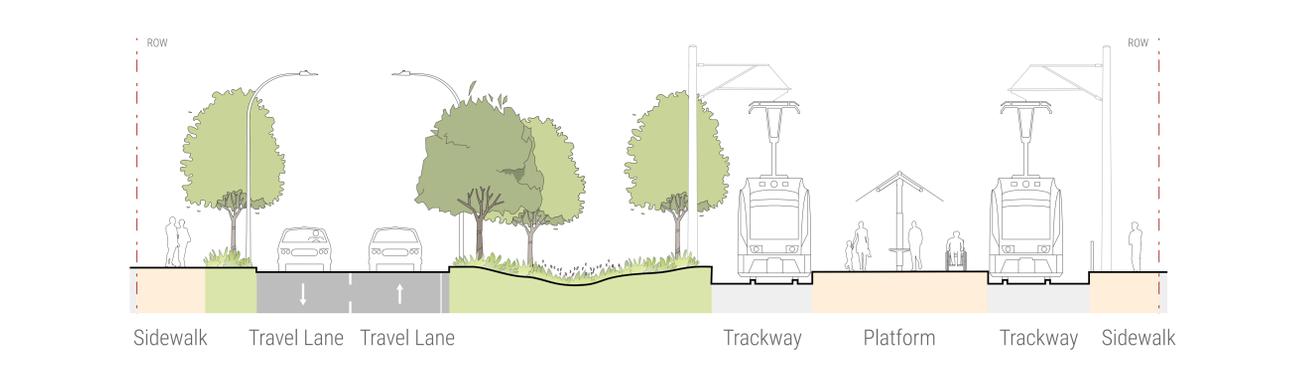
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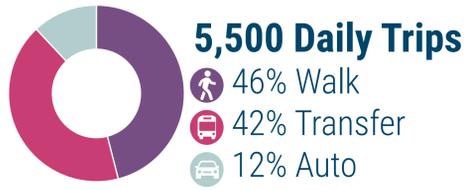
70TH AVE CROSS SECTION



ELMHURST STATION CROSS SECTION



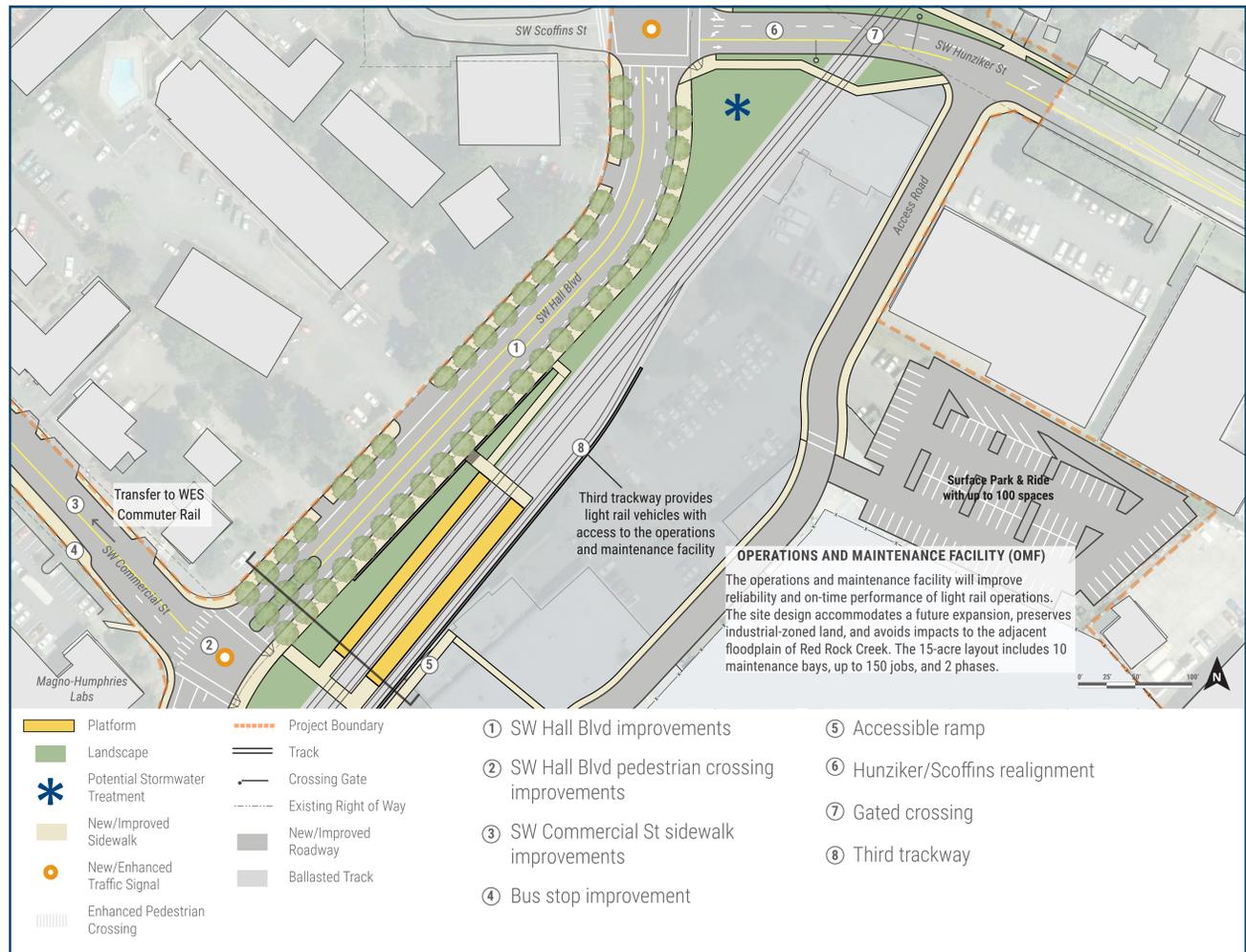
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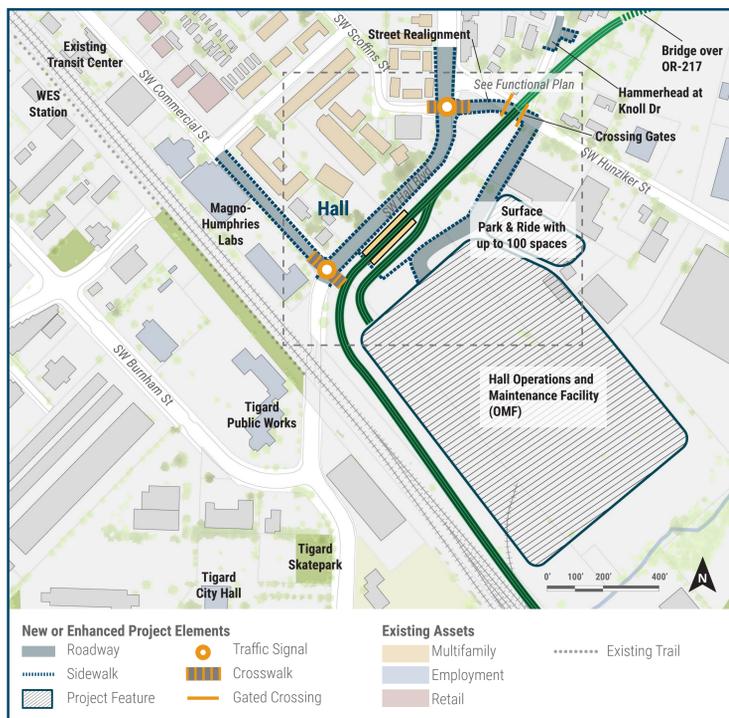
PROJECT BENEFITS

- Safer and easier pedestrian connections across SW Hall Blvd and along SW Commercial St
- Access to Tigard Transit Center and WES Commuter Rail
- Planned connections to WES Commuter Rail, Yamhill County Transit, and TriMet bus lines 1, 37, 76, 78, 89, 93, 94, 97
- Three-track configuration provides light rail access to the operations and maintenance facility
- Access to Historic Downtown Tigard and Tigard City Hall
- Access to Red Rock Creek and Fanno Creek Trail
- Enhanced street tree canopy and stormwater treatment along Hall Blvd
- Preservation of flood plain and views to Knez wetland

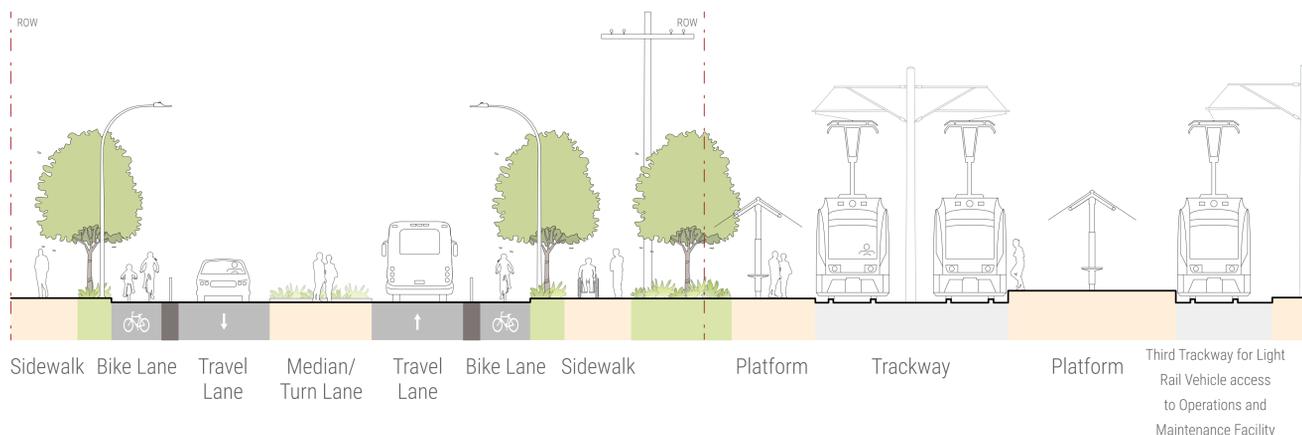
FUNCTIONAL PLAN



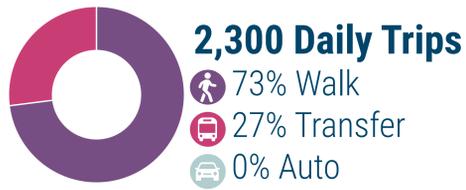
STATION AREA



CROSS SECTION



2035 STATION RIDERSHIP



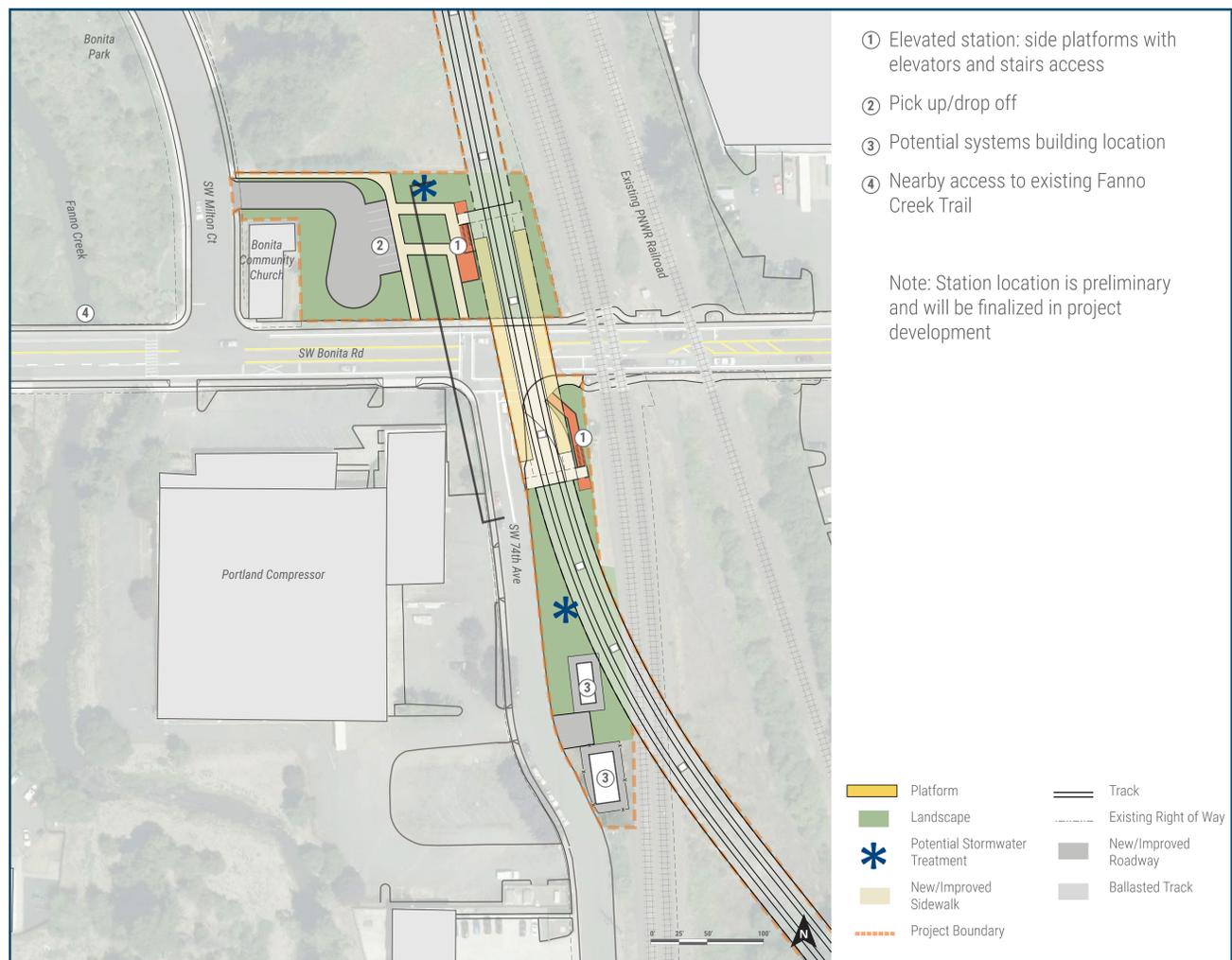
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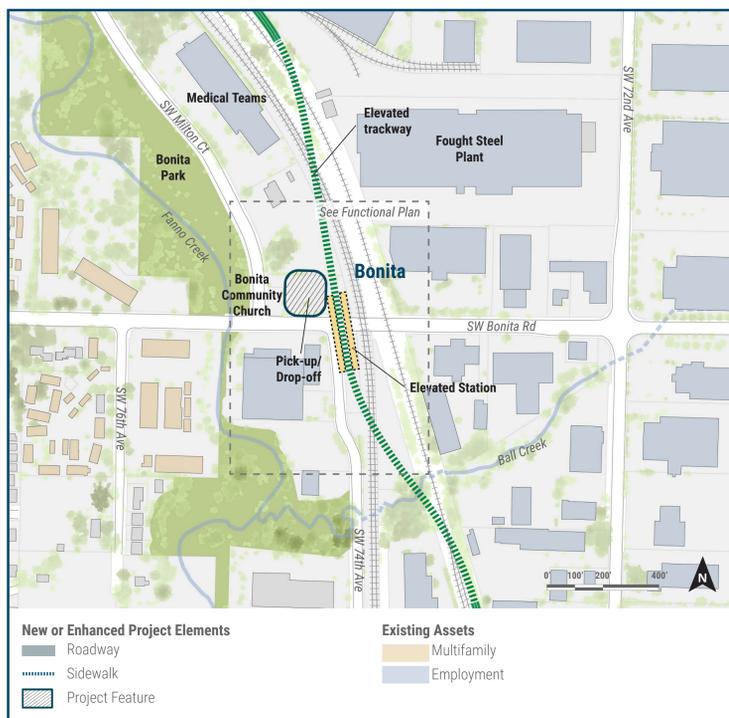
PROJECT BENEFITS

- Bike and walk connections to the existing Fanno Creek Trail System and planned extension
- Elevated over SW Bonita Rd, the visible station location avoids disruption of nearby businesses, existing railroad tracks, and roadway traffic
- Planned connections to bus line 37, 97
- Access to the Bonita neighborhood and SW Durham Rd industrial and employment center
- Access to Bonita Park, and natural areas along Fanno and Ball Creeks
- Located adjacent to the planned extension of Fanno Creek Regional trail system
- Serves diverse residential communities to the west and industrial employment to the east
- Enhanced street tree canopy at station area

FUNCTIONAL PLAN



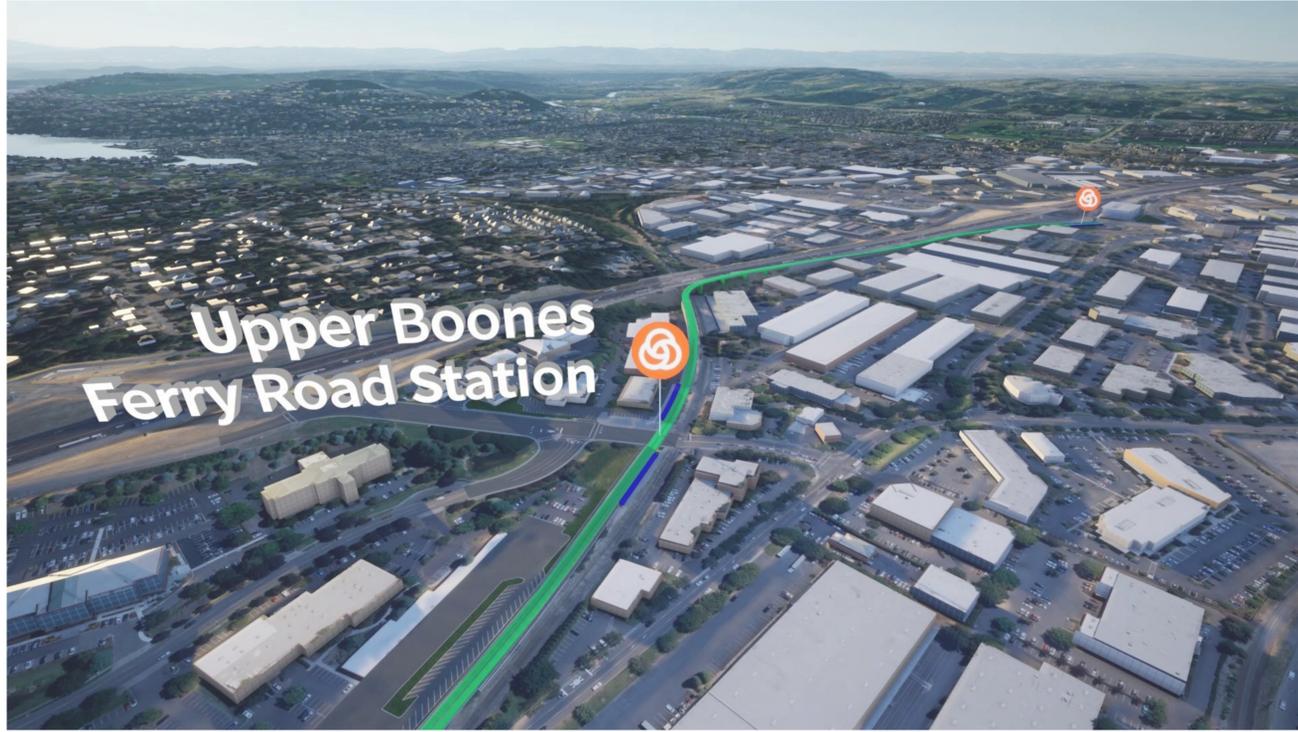
STATION AREA



CROSS SECTION



2035 STATION RIDERSHIP



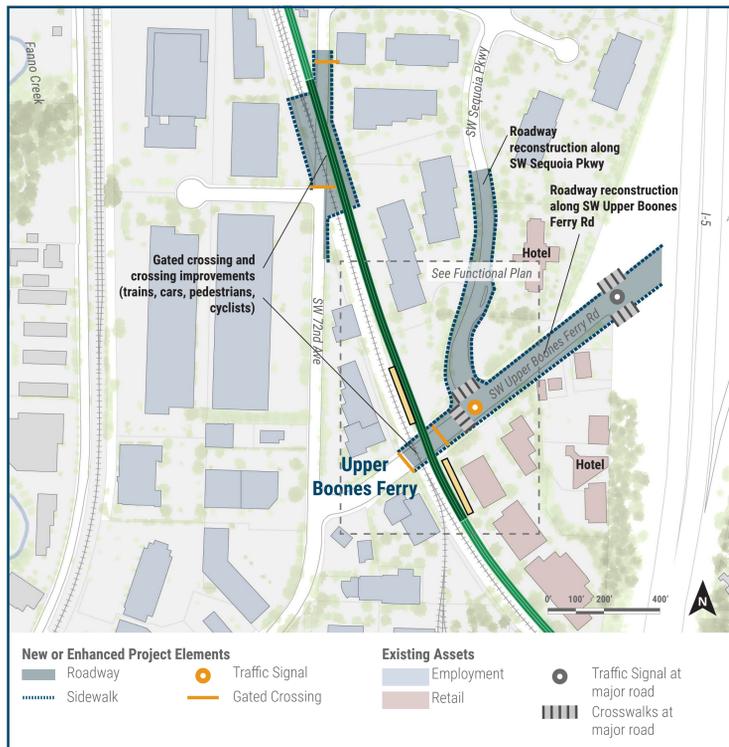
PROJECT BENEFITS

- Safer pedestrian crossings at SW 72nd Ave and the railroad tracks at SW Upper Boones Ferry Road
- Planned connections to bus line 97
- Access to the Durham Road industrial and office employment center
- Stormwater treatment at station area

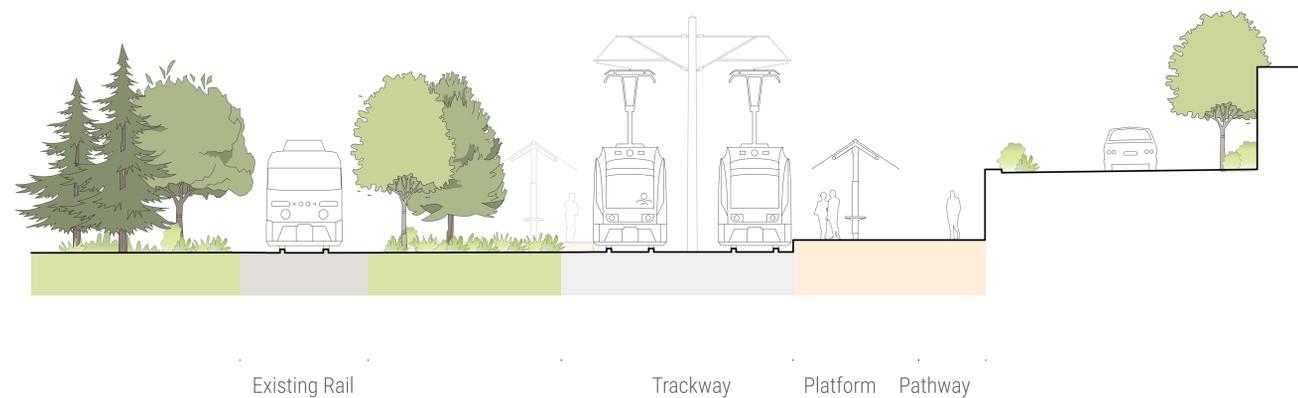
FUNCTIONAL PLAN



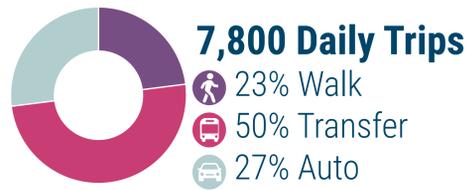
STATION AREA



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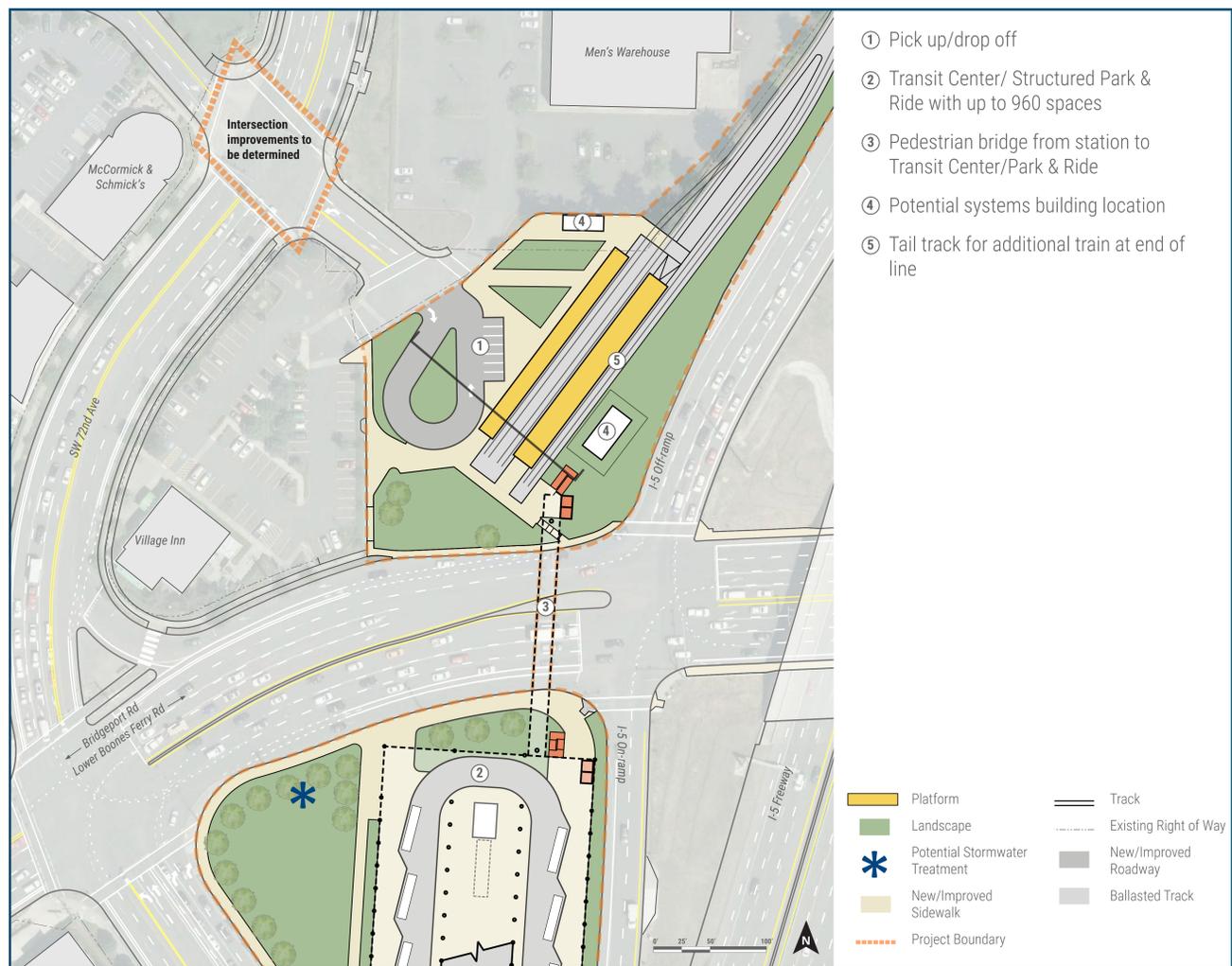
2035 STATION RIDERSHIP



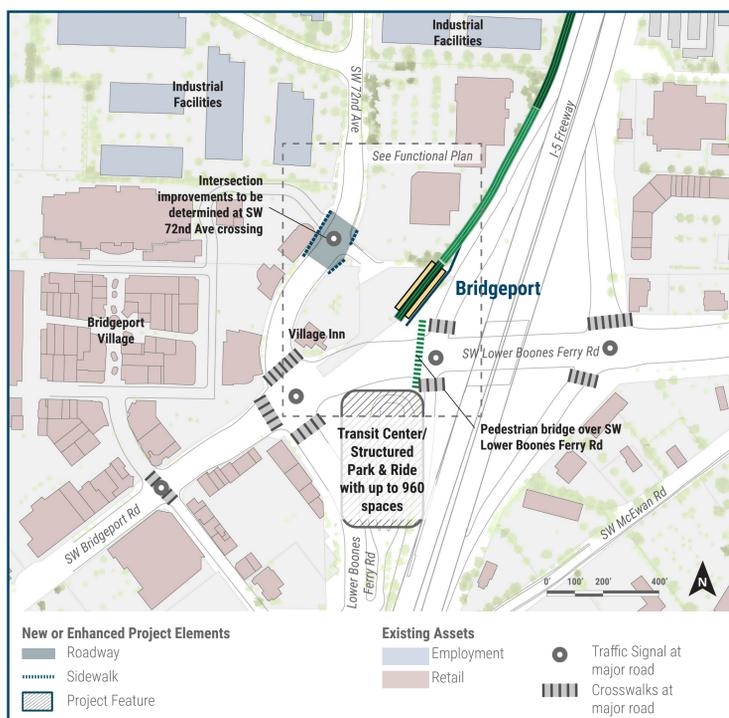
PROJECT BENEFITS

- Park & Ride provides parking for people riding light rail and bus
- Safer pedestrian access across SW 72nd Ave and Lower Boones Ferry Rd
- Planned connections to TriMet bus lines 36, 76, 96, 97 and SMART bus line
- Access to City of Durham, Bryant neighborhood and Bridgeport Village shopping center
- Access to Durham City Park, Heron Grove City Park and Tualatin Greenway
- Enhanced tree canopy and stormwater treatment at station

FUNCTIONAL PLAN



STATION AREA



CROSS SECTION

