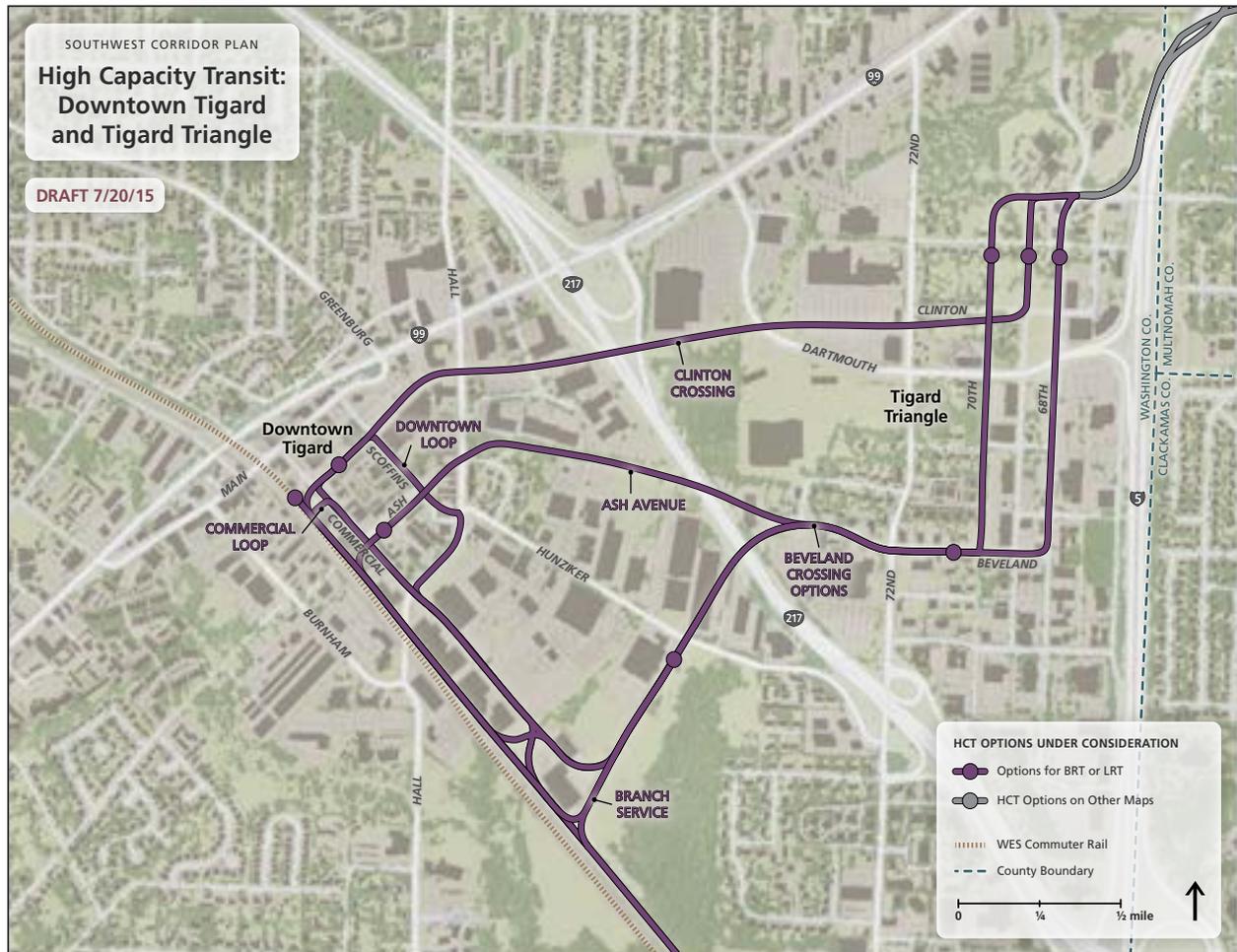


In Tigard, Five alignments are under consideration:



- All options would add transit stations in downtown that could help local stakeholders with commercial and residential development as envisioned in the Tigard Downtown Plan
- All but Clinton alignment would build a 2nd transit stop in the southern part of the Tigard Triangle which creates opportunities for residential and commercial development and a more connected street network
- All options will result in commercial, industrial and residential property impacts. The location and degree of property impacts will vary depending on the alignment option
- All options bring bike and pedestrian amenities that could include a new crossing of Highway 217 between the Tigard Triangle and downtown Tigard, sidewalks along new street connections, and crosswalks for access to station areas

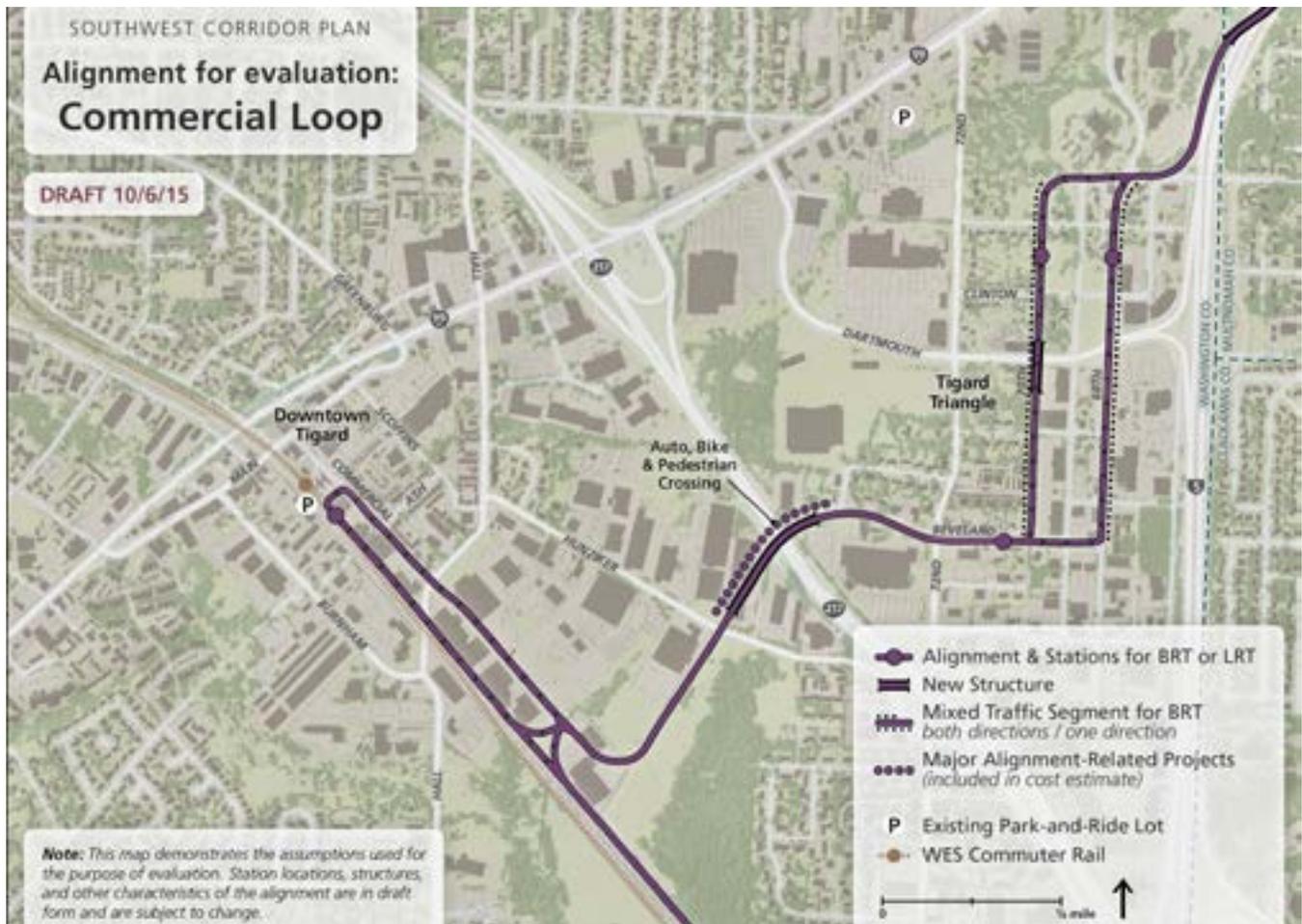
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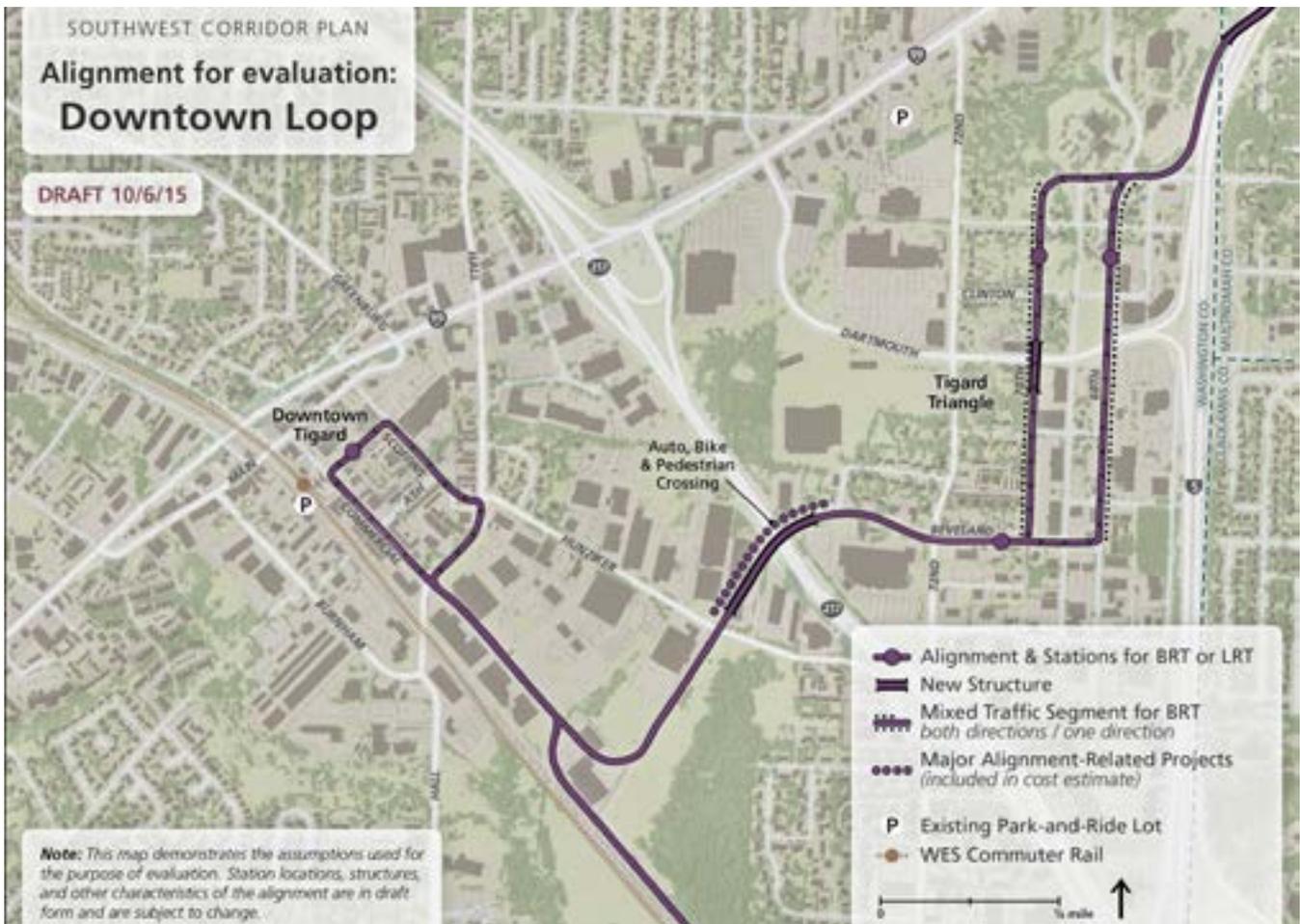
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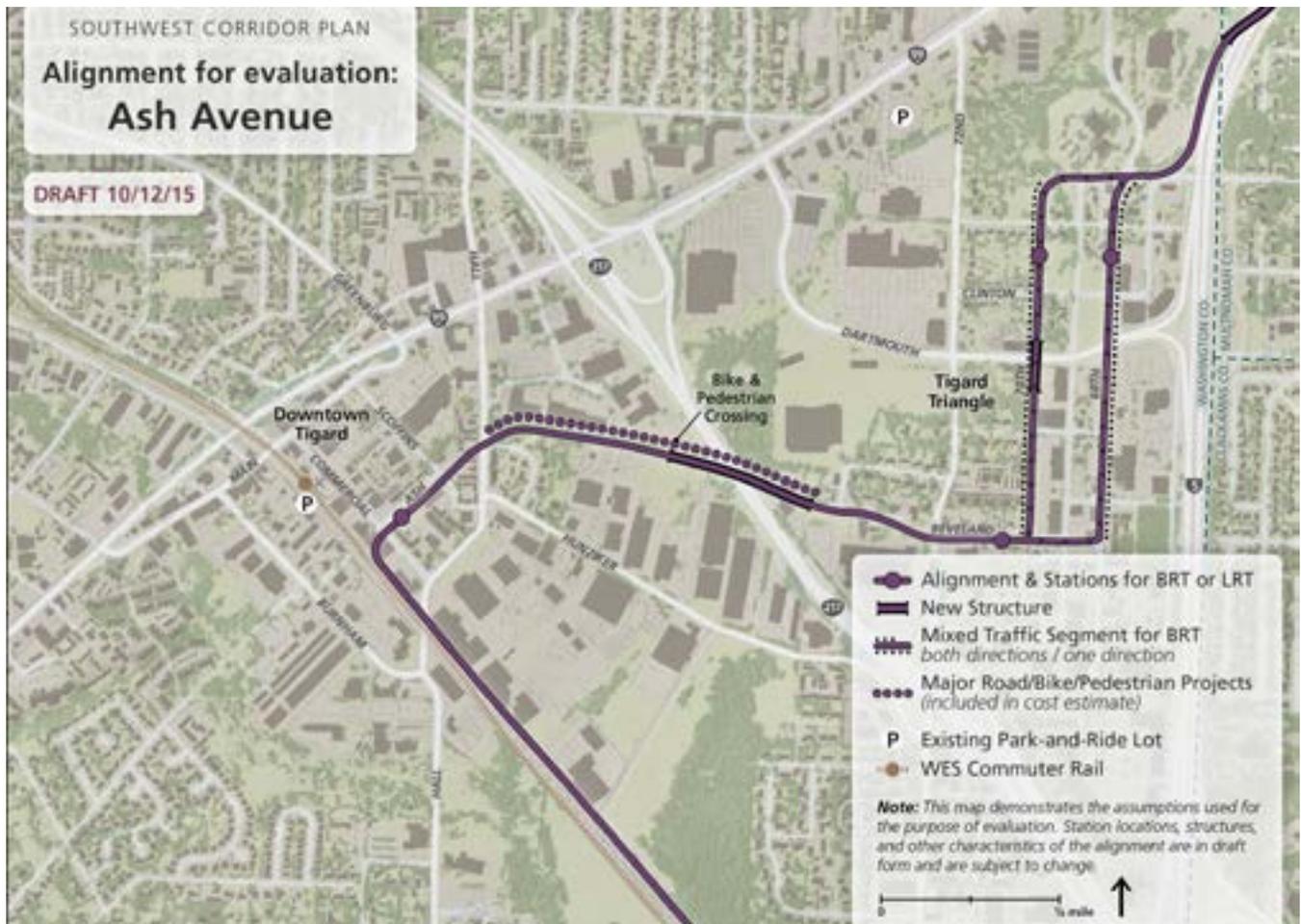
503-797-1756



- This option has a slightly slower travel time than other options because it includes a 2nd stop in the Triangle, loops through downtown and requires slowing for the very tight turn at the Transit Center
- Downtown business along SW Commercial St, SW Hall Blvd and SW Scoffins St may be affected by restricted vehicle left turn access to accommodate transit lanes
- A new bridge over OR-217 would accommodate transit, bikes, cars and pedestrians
- Could result in noise impacts for LRT vehicles travelling the tight loop near the Tigard Transit Center
- More expensive to construct than other options but includes auto crossing



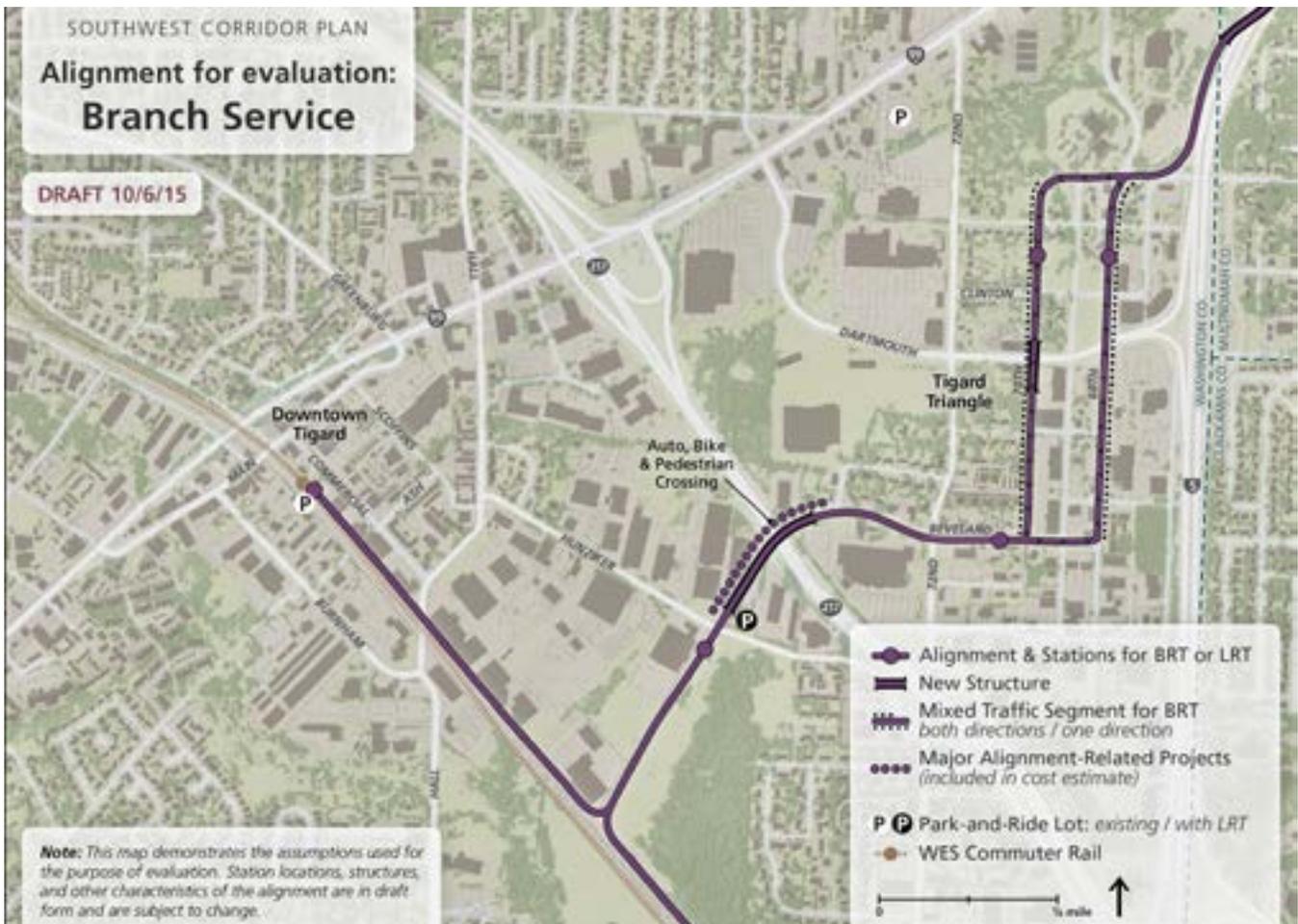
- This option has a slightly slower travel time than other options because it includes a 2nd stop in the Triangle, loops through downtown and requires slowing for a very tight turn at the Transit Center
- Includes reconstruction of a number of downtown streets with new sidewalks
- Downtown business along SW Commercial St, SW Hall Blvd and SW Scoffins St would be affected by restricted vehicle left turn access to accommodate transit lanes
- A new bridge over OR-217 would accommodate transit, bikes, cars and pedestrians
- More expensive to construct than other options but includes auto crossing



- This option has a slightly faster travel time than the loop options because it has a more direct route through downtown, minimal interaction with traffic and stops a short distance from the Tigard TC
- Creates a new bike/ped/transit street downtown between Scoffins and Commercial Streets
- May cause considerable residential and commercial property impacts
- Construction of a new bridge may impact wetlands near OR-217. Federal law requires mitigation for any wetland impact
- A new bridge over OR-217 at Beveland Street could accommodate transit and potentially bikes and pedestrians
- Lowest cost option but does not include auto crossing



- This option has a slightly faster travel time than other options because it does not include a 2nd southern stop in the Triangle and runs primarily in its own guideway that limits interaction with traffic
- This alignment choice means the project would not develop 68th Ave and 70th Ave. into a two-way couplet
- This option would not consolidate left turn vehicle access in downtown along SW Commercial St, SW Hall Blvd and SW Scoffins St because it does not follow existing streets
- Construction of a new bridge may impact wetlands near OR-217. Federal law requires mitigation for any wetland impact. The new bridge could accommodate transit and potentially bikes and pedestrians
- A separate pedestrian, bike and auto bridge south from Beveland St could be built as part of the project but is unlikely to be eligible for federal funding
- Lower cost option but does not include auto crossing



- This option would split HCT service, with one branch going to Tigard Transit Center and the other toward Tualatin
- This option has a slightly faster travel time than other options because it provides direct service from both Tigard and Tualatin to Portland, but does not provide direct service between Tigard and Tualatin
- This option would not limit left turn access by vehicles to downtown businesses because it does not follow existing streets
- A new bridge over OR-217 at Beveland Street could accommodate transit, bikes, cars and pedestrians
- This option runs in its own right-of-way, minimizing interaction with traffic except at crossings
- Moderate cost option that includes auto crossing