

APPENDIX B
MAPS OF SELECTED ALTERNATIVE

Selected Alternative



Map dimensions are approximate. MOS=minimum operable segment

Alternatives 2 and 3
Replacement River Crossing
with BRT (Alt 2) or Light Rail (Alt 3)



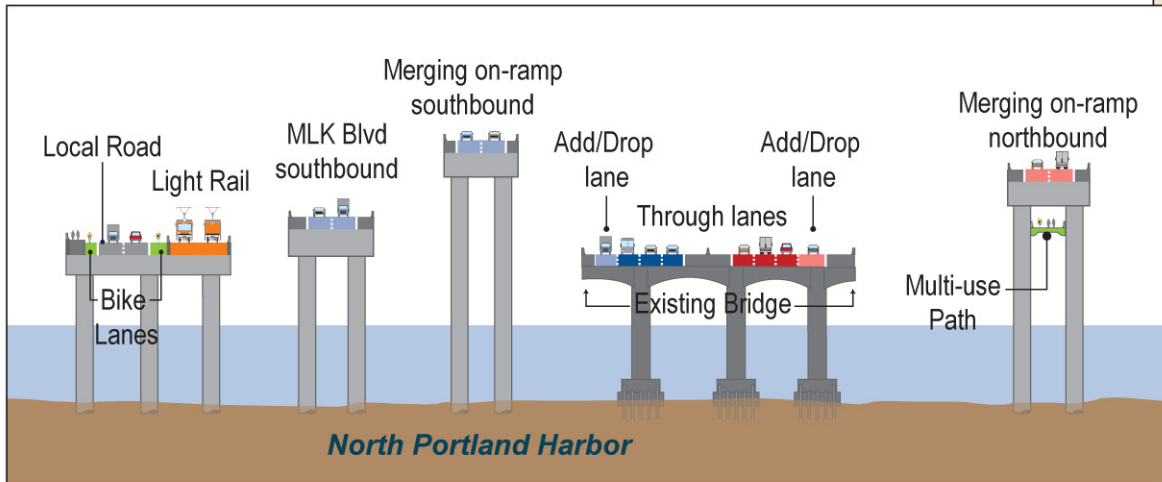
Alternatives 4 and 5
Supplemental River Crossing
with BRT (Alt 4) or Light Rail (Alt 5)











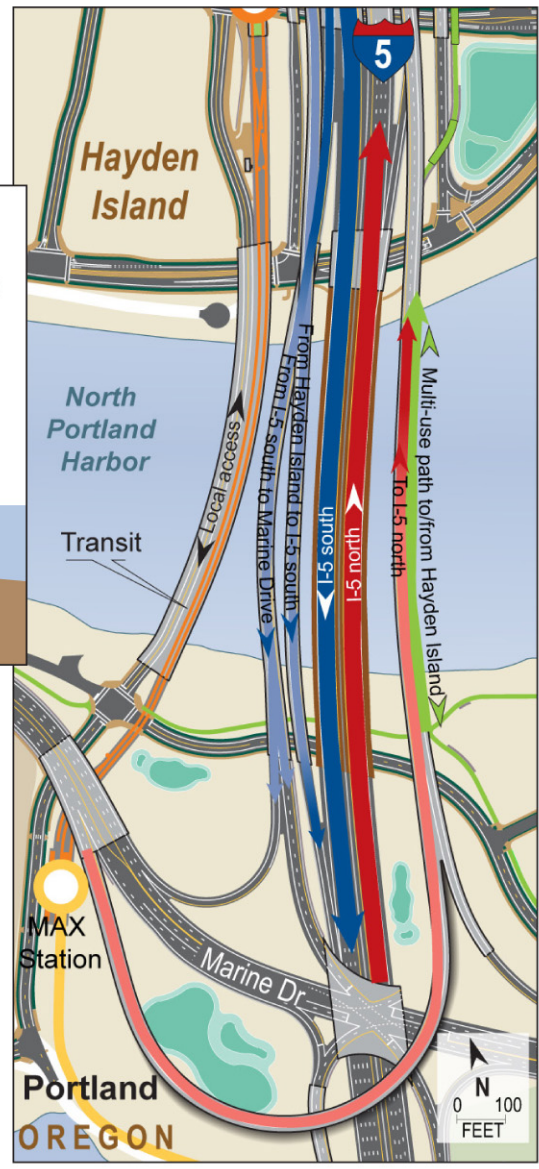
Figure B-1. Selected Alternative and Alternatives Evaluated in EIS
Record of Decision 2011



Figure B-2. Project Area Map
Record of Decision 2011



	Northbound Traffic		Proposed Transit Alignment
	Northbound Add/Drop Lane		Bicycle/Pedestrian Routes
	Southbound Traffic		Local Road
	Southbound Add/Drop Lane		Stormwater Facilities



Not to scale.
Dimensions are approximate.

Figure B-3.
North Portland Harbor Bridge Improvements
Record of Decision 2011

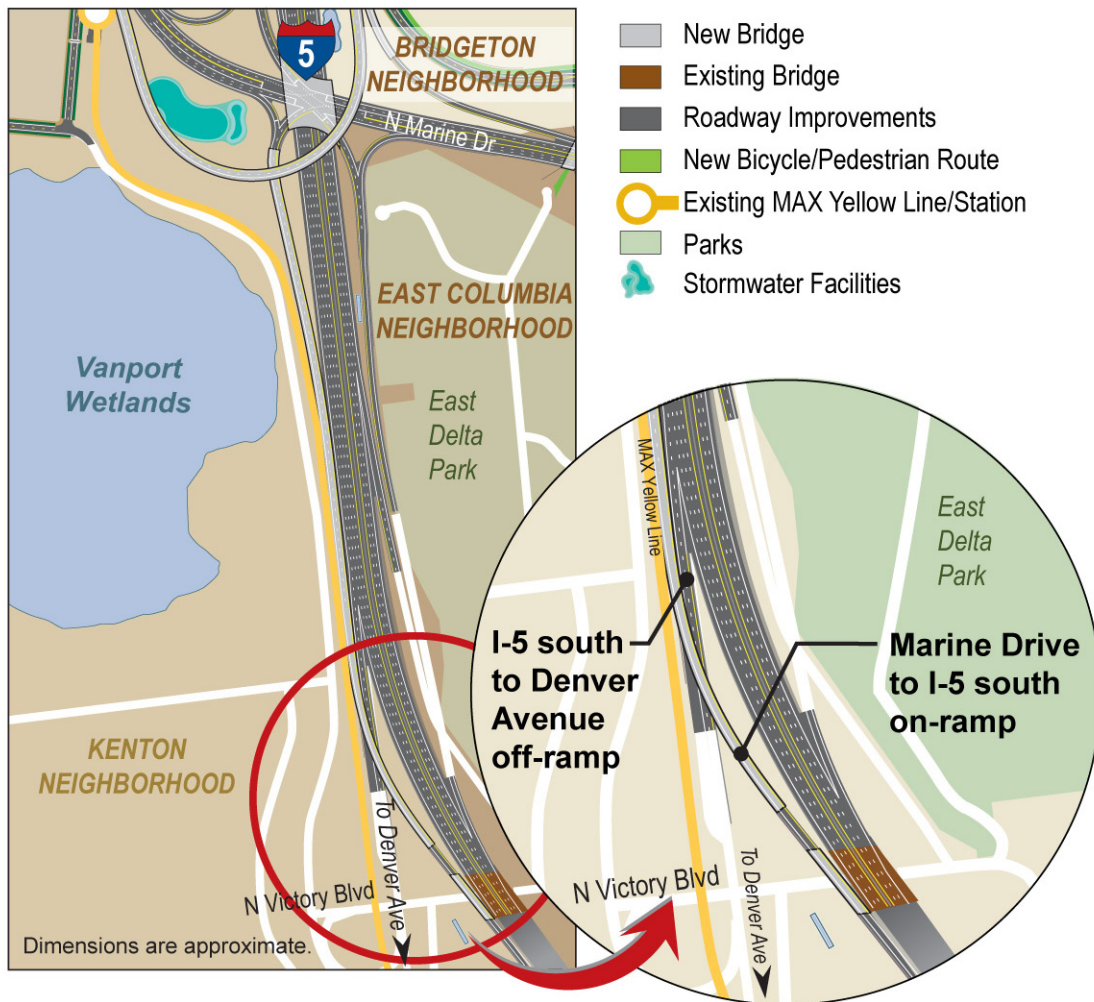
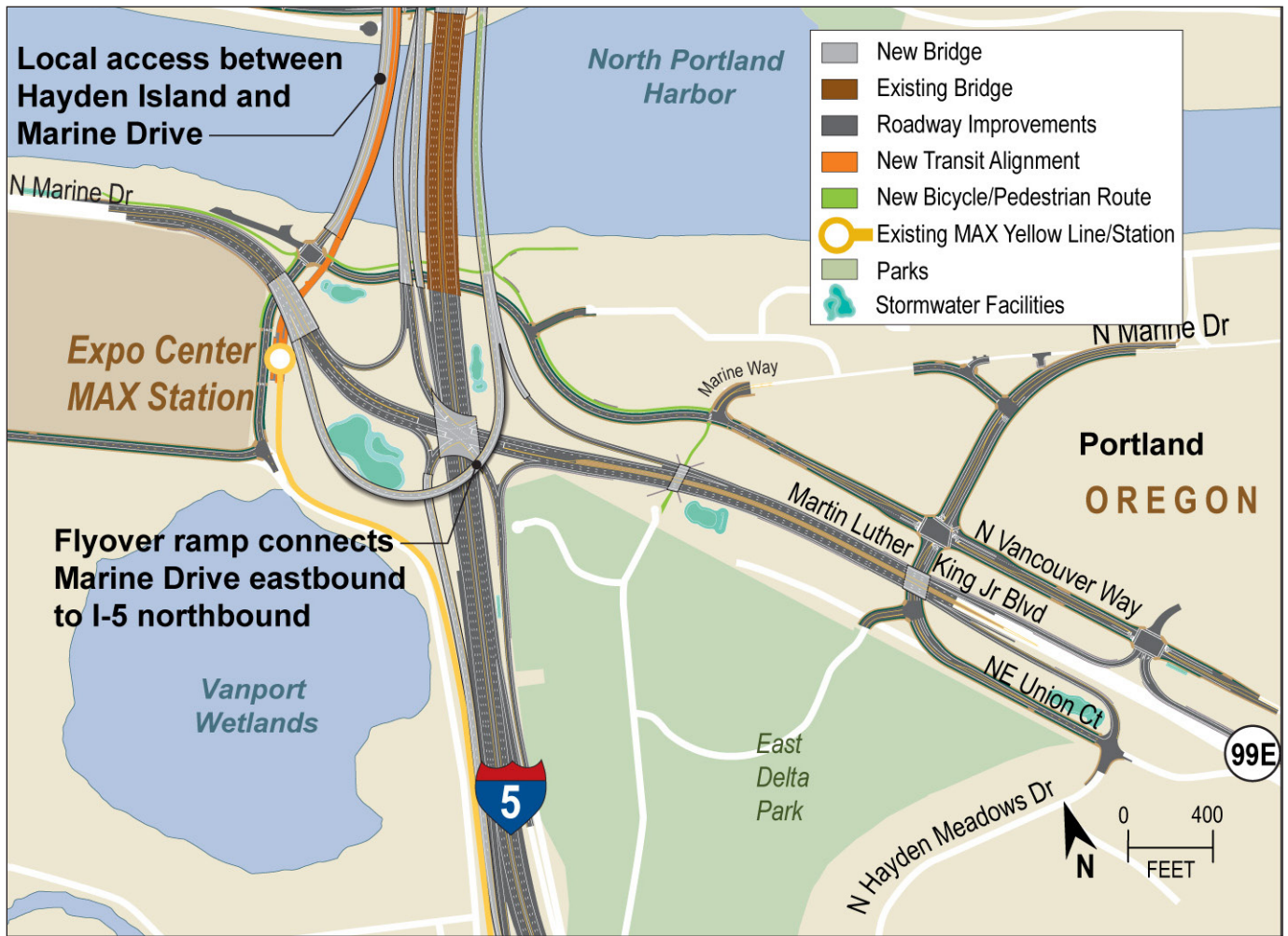


Figure B-4.
Victory Boulevard Interchange
Improvements

Record of Decision 2011



**Figure B-5.
Marine Drive Interchange
Improvements**

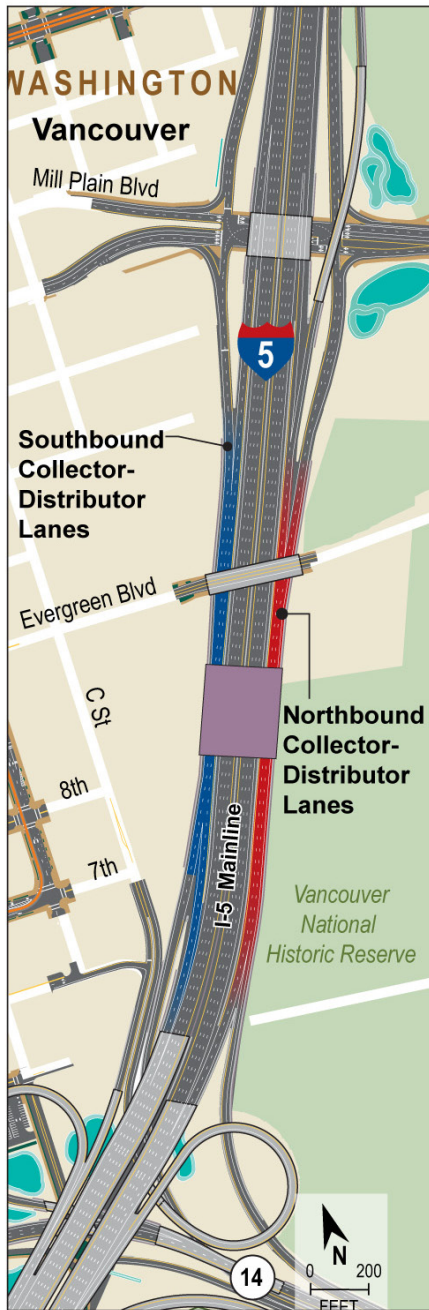
Record of Decision 2011



- | | | |
|----------------------|------------------------------|-----------------------|
| New Bridge | New Transit Alignment | Sidewalks |
| Existing Bridge | New Transit Station | Stormwater Facilities |
| Roadway Improvements | New Bicycle/Pedestrian Route | Planter Strip |

Figure B-6.
Hayden Island Interchange
Improvements

Record of Decision 2011



Dimensions are approximate.



Dimensions are approximate.

- | | | |
|-----------------------|------------------------------|-------------------------|
| New Bridge | New Park and Ride | Planter Strip |
| Roadway Improvements | New Bicycle/Pedestrian Route | Northbound Traffic |
| New Transit Alignment | Sidewalks | Southbound Traffic |
| New Transit Station | Parks | New Surface Parking Lot |
| Community Connector | Stormwater Facilities | |

Figure B-7.
SR 14 Interchange Improvements

Record of Decision 2011



Dimensions are approximate.

Figure B-8.
Mill Plain Boulevard
Interchange Improvements
 Record of Decision 2011



Figure B-9.
Fourth Plain Boulevard
Interchange Improvements
Record of Decision 2011



Dimensions are approximate.

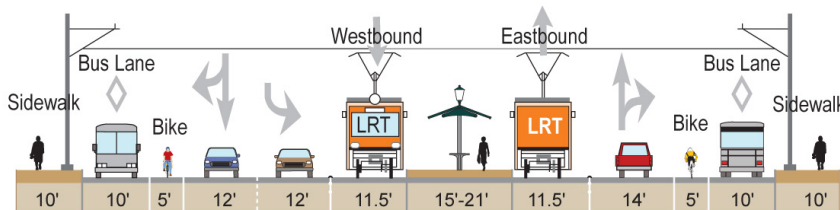
Figure B-10.
SR 500 Interchange Improvements
 Record of Decision 2011



Dimensions are approximate.

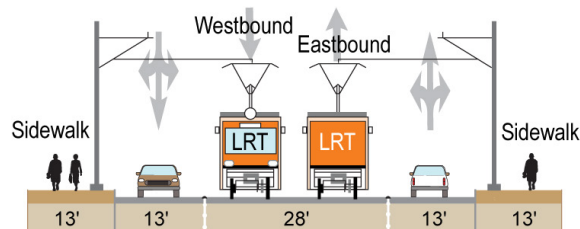
A. Terminus

Station block with center platform
 Double track in median and center platform



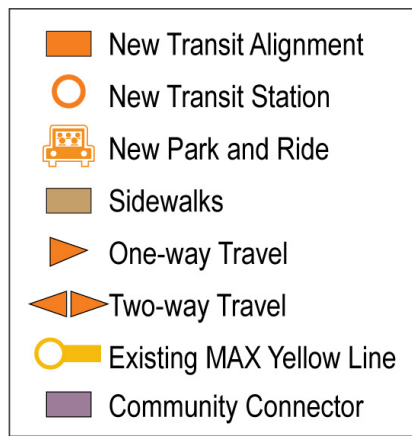
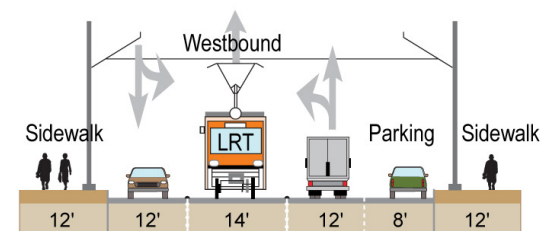
B. 17th Street

Non-station block from Broadway to G Streets
 Double track in median



C. 17th Street

Non-station block from Washington to Main
 Single track in median with parking lane



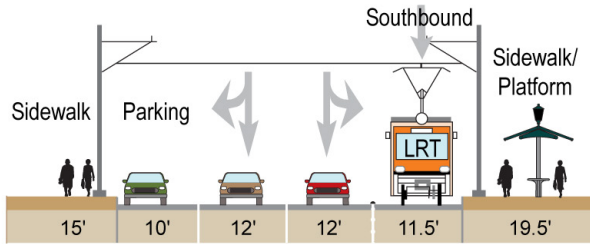
Not to scale. Conceptual designs.

Figure B-11.
Proposed Selected Alternative
Transit Alignment and Street
Cross Sections (1 of 2)

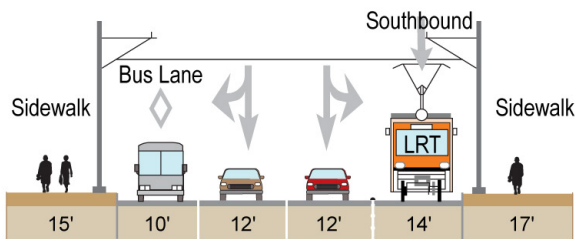
Record of Decision 2011

D. Washington Street

Station block with side platform
 Inside single track with one-way traffic
 and bus or parking lane (depending on block)

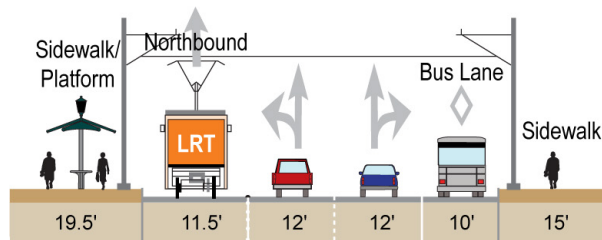


Non-station block
 Inside single track with one-way traffic
 and bus or parking lane (depending on block)

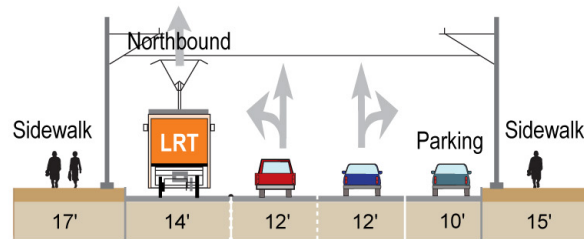


E. Broadway Street

Station block with side platform
 Inside single track with one-way traffic
 with bus or parking lane (depending on block)

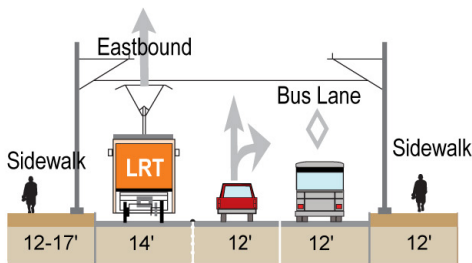


Non-station block
 Inside single track with one-way traffic
 and bus or parking lane (depending on block)



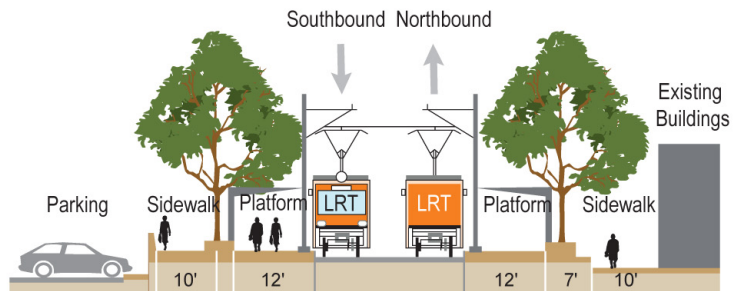
F. 7th Street

Between Washington and Main Streets
 Single track with one-way traffic
 and bus lane



G. Washington Street

Station block between 5th and 6th
 Double track with no traffic



H. Hayden Island

At Tomahawk Island Drive
 Elevated station at plaza

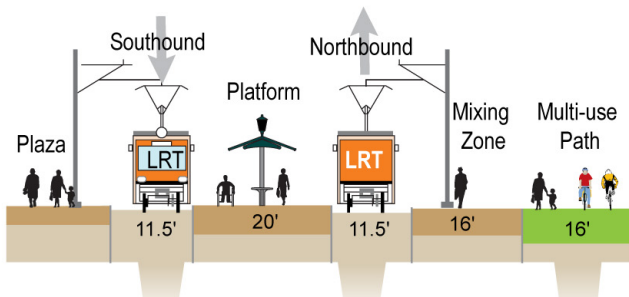
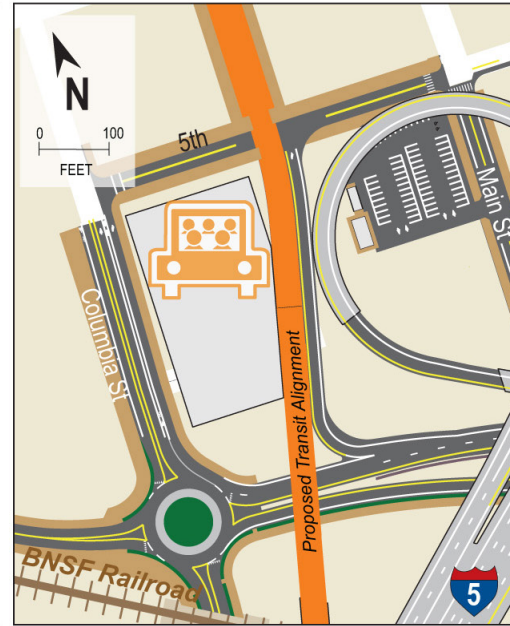
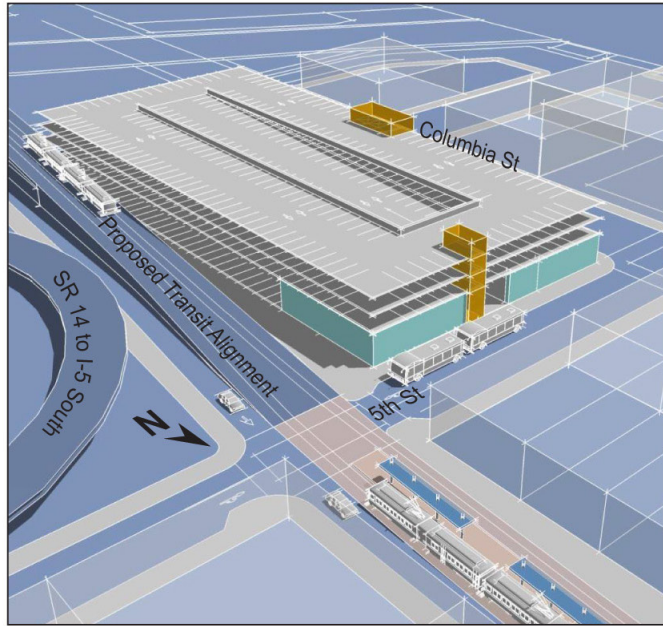


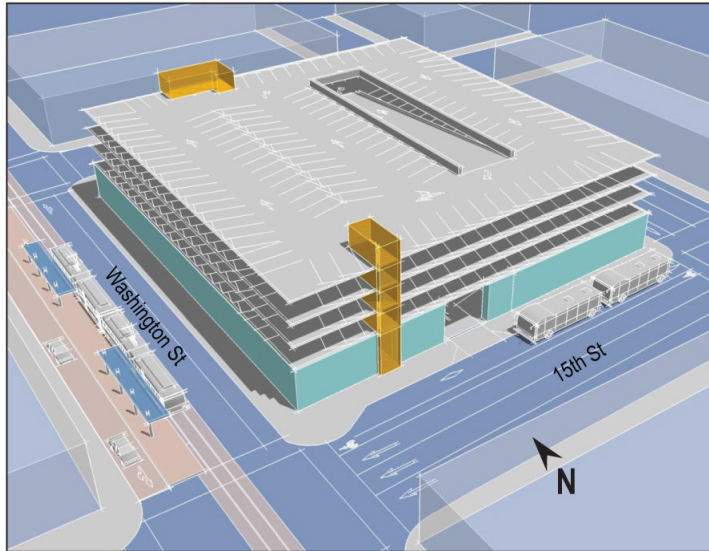
Figure B-11.
Proposed Selected Alternative
Transit Alignment and Street
Cross Sections (2 of 2)

Record of Decision 2011



Conceptual designs. Dimensions are approximate.

Figure B-12.
Columbia Park and Ride
Record of Decision 2011



Conceptual designs. Dimensions are approximate.

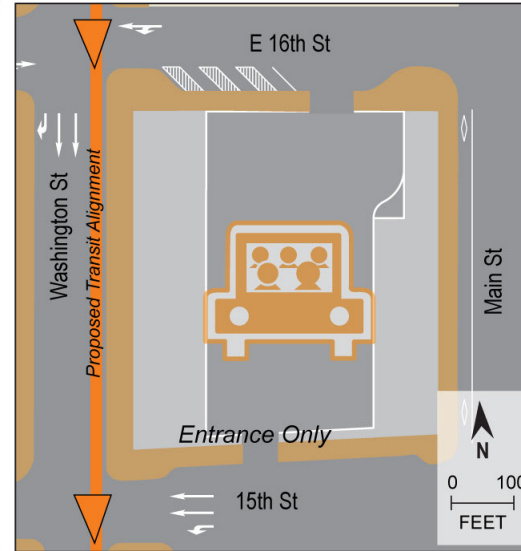
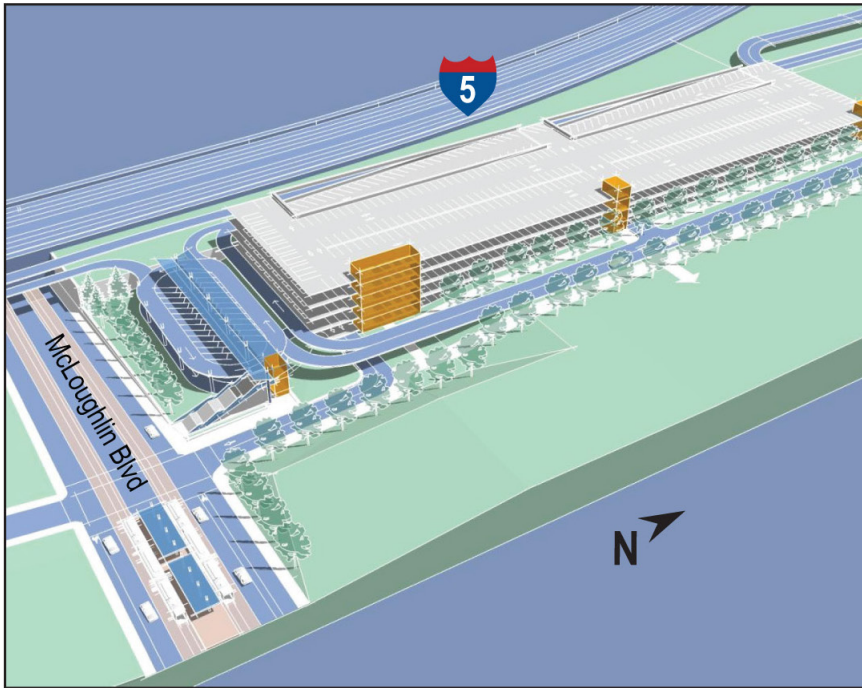


Figure B-13.
Mill Park and Ride
Record of Decision 2011



Conceptual designs. Dimensions are approximate.

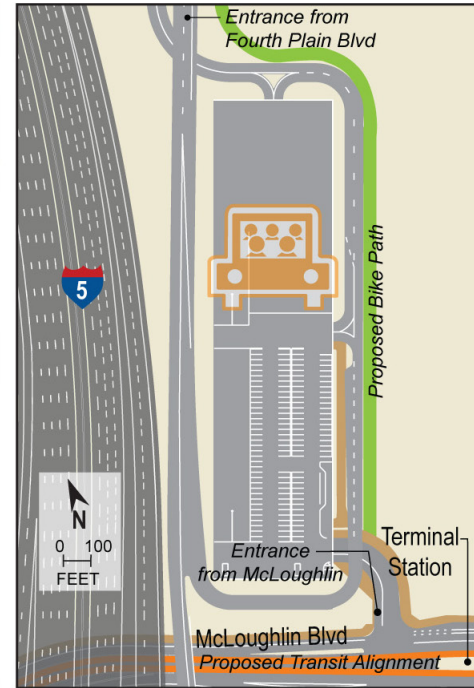


Figure B-14.
Clark Park and Ride
Record of Decision 2011



Dimensions are approximate.

Figure B-15.
Ruby Junction Maintenance Base
Facility Expansion

Record of Decision 2011



Dimensions are approximate.

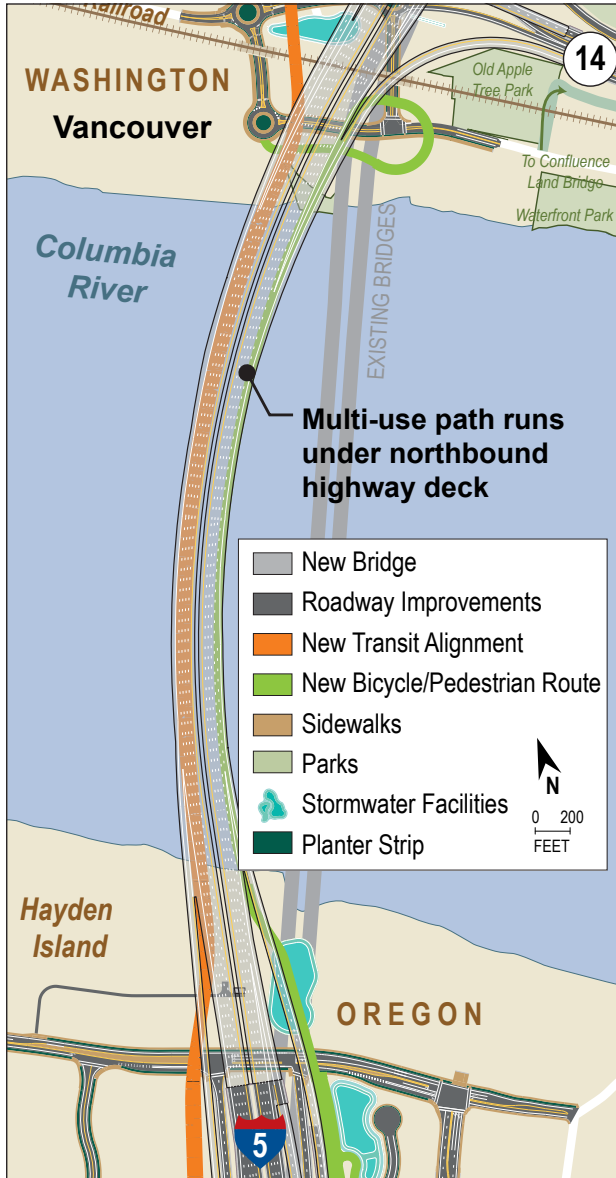
Figure B-16.
North Portland Bicycle and Pedestrian Improvements
 Record of Decision 2011



Dimensions are approximate.

Figure B-17.
Hayden Island Bicycle and Pedestrian Improvements

Record of Decision 2011



Dimensions are approximate. Conceptual designs.

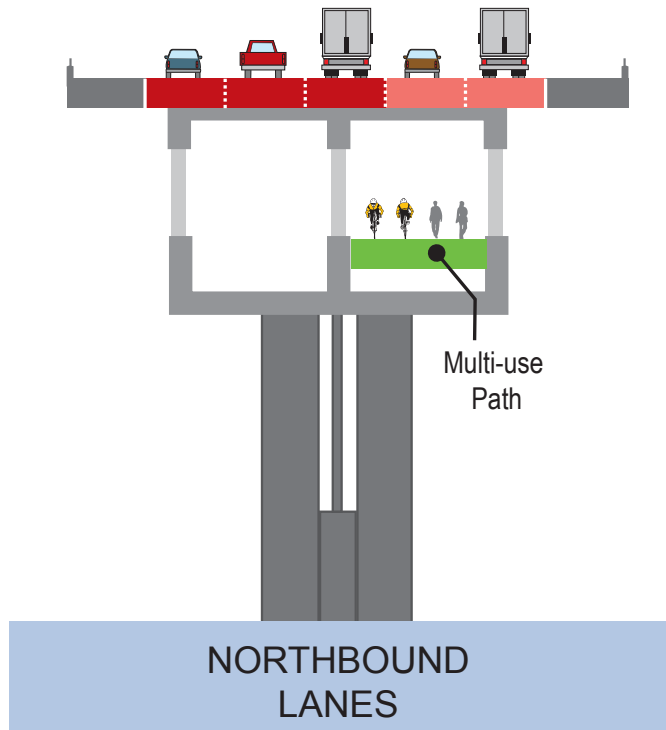
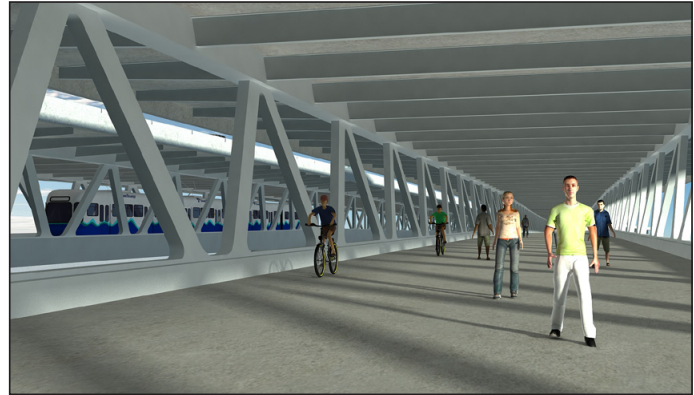


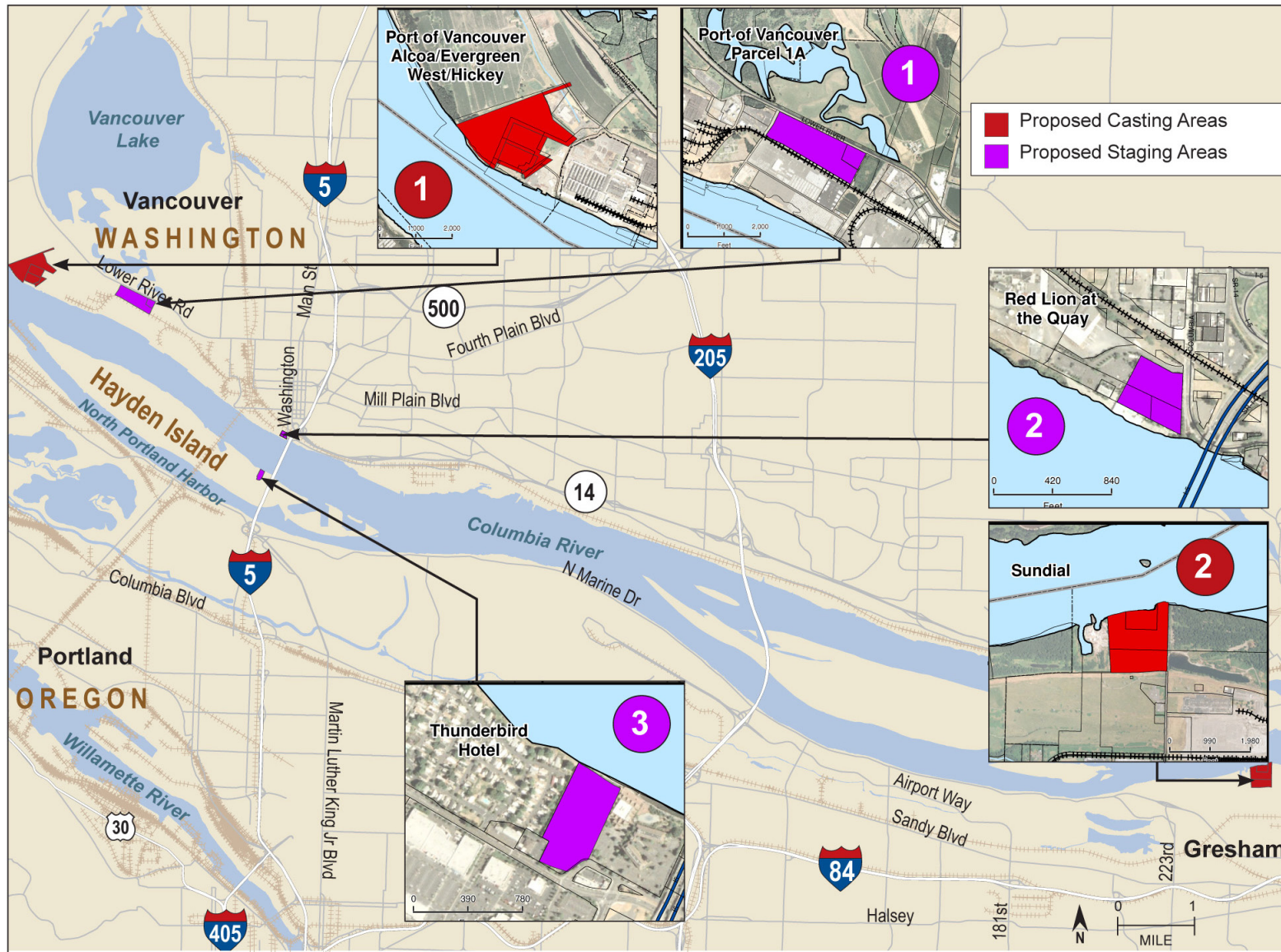
Figure B-18.
River Crossing Bicycle and Pedestrian Improvements

Record of Decision 2011



Dimensions are approximate.

Figure B-19.
Vancouver Bicycle and
Pedestrian Improvements
 Record of Decision 2011



Dimensions are approximate.

Figure B-20.
Staging Sites and Casting Yards
in Relation to Project Area
 Record of Decision 2011