



Corridor Concept Descriptions

Corridor concepts are early ideas for potential rail routes and station locations. They were developed based on public input received during the fall of 2012. The following list describes the corridor concepts that were screened against the project Purpose and Need statement and presented at a series of public open houses in January 2013.

Four Main Concepts

Four main corridors have been identified between Eugene-Springfield and Portland-Vancouver.

Blue: The blue corridor generally follows the existing Amtrak Cascades route, potentially within or near the Union Pacific rail line between Eugene-Springfield, Junction City, Albany, Salem, Keizer, Woodburn, Oregon City, Milwaukie, and Portland. It crosses the Willamette River in Portland near Union Station before continuing northward either on or near existing BNSF tracks to Vancouver, WA.

Red: The red corridor runs along Interstate 5, either within or near the current highway footprint. It follows the highway between Eugene-Springfield, Albany, Salem, Keizer, and Wilsonville. The red corridor would be all new track devoted to intercity passenger rail service.

- There is one option between Eugene and Harrisburg to use an abandoned railroad and then connect with the red corridor or blue corridor south of Halsey.
- South of Salem, the red corridor would require a tunnel to get through the hilly topography.
- Near Interstate 205, the red corridor concept would separate from I-5 and continue north through a new tunnel on the west side of the Willamette River.
- North of downtown Portland, the red corridor could continue on its own corridor, or connect with the blue corridor.

Purple: The purple corridor generally follows the existing Oregon Electric rail line, with several options.

- It travels westward through Eugene before turning north near the Eugene Airport, and then travels through Junction City and Harrisburg before connecting with the blue corridor in Albany.
- North of Albany, the purple corridor continues through a wildlife preserve.
- South of Salem, the corridor follows the existing Oregon Electric tracks or a new connection via a tunnel.
- North of Woodburn, the purple corridor could (1) travel east near Donald to connect to the blue corridor west of Canby, (2) continue on the Oregon Electric line to Tualatin, where it would transition to the Tillamook Branch line through Lake Oswego and connect to the blue corridor in Milwaukie, or (3) move to the red line north of Wilsonville to a tunnel on the west side of the Willamette River.

Yellow: The yellow corridor concept starts in the Eugene-Springfield area, and continues west of the purple corridor to travel through Monroe and Corvallis, and then either travels east to connect with the purple or blue line in Albany, or continues northward through Independence, McMinnville and Newberg, to connect to the purple line at Tualatin.

Partial Corridor Concepts

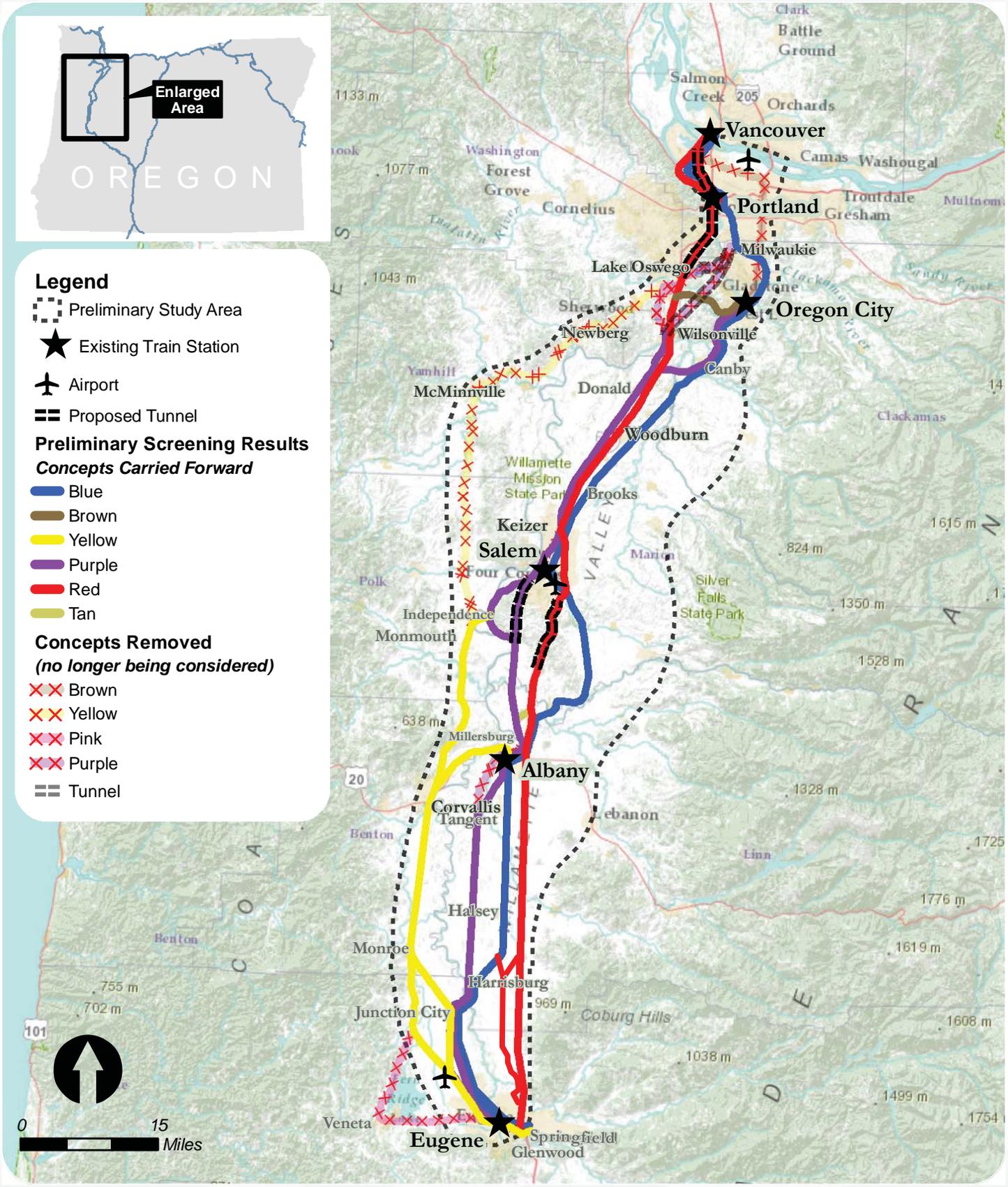
Some shorter corridor concepts are being considered that could serve communities between Eugene-Springfield and Portland-Vancouver, but would need to connect to one of the corridors described above.

Pink: The pink corridor travels west from Eugene to Veneta and then north to connect to the green line, southwest of Junction City.

Brown: The brown corridor begins near Wilsonville, but hugs the I-205 corridor, traveling inside or adjacent to the highway footprint before turning east near the Portland International Airport to tie into the blue corridor in North Portland.

Tan: The tan corridor is a short connection between the purple and red corridor north of Millersburg.

Corridor Concepts and Screening Results



Legend

Preliminary Study Area

Existing Train Station

Airport

Proposed Tunnel

Preliminary Screening Results

Concepts Carried Forward

Blue

Brown

Yellow

Purple

Red

Tan

Concepts Removed

(no longer being considered)

Brown

Yellow

Pink

Purple

Tunnel

