Bonita to Bridgeport
Goals and Objectives

- Fast, reliable, safe, LRT
- Accommodate regional growth
- Cost-effective to build & operate
- Expand transportation choices; multimodal
- Connect places; Get to Bridgeport
- Support adopted land use
- Foster opportunities
- Achieve sustainability goals
- Impacts; Avoid, minimize, mitigate
Locally Preferred Alternative (LPA) route between Bonita and Bridgeport

- Draft Environmental Impact Statement (DEIS) identified traffic issues at Upper Boones Ferry Rd at-grade crossing
- Received comments advocating against Village Inn displacement, and other businesses at Bridgeport station
LPA route

- Bonita Station
- Upper Boones Ferry Station
- Bridgeport Station

On-Grade LRT Route

- Elevated Structure
- Impact/Concern
## Exploration of Options

<table>
<thead>
<tr>
<th>Route</th>
<th>Bridgeport station</th>
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</thead>
<tbody>
<tr>
<td>1 LPA – 2018</td>
<td>East of 72nd</td>
</tr>
<tr>
<td>2 LPA – elevated</td>
<td>East of 72nd</td>
</tr>
<tr>
<td>3 74th Ave</td>
<td>West of 72nd</td>
</tr>
<tr>
<td>4 LPA – at-grade, refined</td>
<td>East of 72nd</td>
</tr>
<tr>
<td>5 East of WES</td>
<td>West of 72nd</td>
</tr>
</tbody>
</table>
Exploration of Options

- Bonita Rd.
- BRIDGEPORT VILLAGE
- Interstate 5
- Durham
- 72nd Ave.
- 74th Ave (3)
- On-Grade LRT Route
- Elevated Structure
- Station
LPA route: Bonita

ELEVATED BONITA STATION AREA
74th Ave route: Bonita
LPA route: Upper Boones
74th Ave route: Upper Boones
74th Ave – example widths

A – With complete amenities

B – Without on-street parking

C – Without multi use path
LPA route:
Bridgeport Station E of 72nd
74th Ave route: Bridgeport Station W of 72nd
Data
Traffic
Travel time
Walksheds
Displacements
Natural resources
Constructability
Cost
Traffic

• DEIS findings:
  ‣ Delay and queuing across Upper Boones rail crossing; at I-5 ramps
  ‣ Mitigate with signalization or grade separation

• Delay, queuing

• Volume-to-capacity ratios
Travel time

- Variables include distance, grades, curves, stations, signalization
- Faster trip means more riders
Walksheds

Destinations within 1/2-mile walk of station
Displacements

• Number of businesses and employees from regional data

• Assumption: relocation necessary if building is impacted or access is eliminated
Natural resources

• Floodplain
• Wetlands
• Vegetation
Constructability

- Access to work zones
- Construction staging areas
- Railroad requirements and risks
Cost

- Property acquisition
- Business relocation
- Construction
- Mitigation
Next steps

- Data for comparing options
- Open house March 28, 6 p.m. Tualatin Library
- Station characteristics
- Opportunities

Early 2019