By 2035, we could see:

- 75,000 new residents along the Southwest Corridor
- 17% increase of congestion on I-5 between Portland and Tigard
- 43,000 riders on the line on an average weekday

**KEEPING PEOPLE CONNECTED**

The project builds a key branch in the regional transit system, ensuring that everyone has affordable access to jobs, education, housing and recreation destinations. The 12-mile route will provide new travel options and improvements for the region.

- **Connecting the System**: Transfers to bus and MAX lines, and WES Commuter Rail
- **Bike and Pedestrian Friendly**: New sidewalks and protected bike lanes on Barbur Boulevard and other locations where streets are rebuilt
- **PCC Shuttle**: A shuttle between PCC-Sylvania and nearby stations to shorten the connection between light rail and the campus
- **Walk to OHSU**: An accessible pedestrian connection to OHSU, the VA Hospital, Doernbecher Children’s Hospital and other Marquam Hill facilities
- **Park & Rides**: Up to 3,000 Park & Ride spaces
COMMUNITY RESPONSE

168 COMMENT CARDS RECEIVED
OVER 325 ATTENDEES AT MEETINGS & OPEN HOUSES
OVER 350 EMAILS & LETTERS

MARCH AND APRIL COMMENT CARDS
GATHERED FROM PUBLIC OPEN HOUSES AND ONLINE

PREFERRED OPTIONS

- LPA Elevated (Option 2) 103
- 74th Ave Refined (Option 5) 57
- LPA Refined (Option 3) 57
- LPA 2018 (Option 1) 57
- East of WES (Option 6) 29
- 74th Ave (Option 4) 4

TOP OPEN-ENDED COMMENTS

- Concern about business impacts (117)
- Circuit Bouldering Gym (54)
- Concern about traffic impacts (52)
- Cost Considerations (26)
- Prefer lower cost option (17)
- Prefer higher cost for lower impacts (9)

BONITA TO BRIDGEPORT TIMELINE

PROCESS FOR REFINING ROUTE between Bonita and Bridgeport

2011–2016 Planning
2017 Design
2018 Environmental Review
2019 Federal Funding
2020 Potential regional funding vote
2021 Final conceptual design
2022 Federal funding
2023 Service begins
2024
2025
2026
2027

January February March April May
Mailing to potentially affected property owners
Conversations with individual property owners
Public meeting (Open House)
CAC meeting
Steering Committee meeting

recommendations
decision

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BONITA TO BRIDGEPORT ROUTES OVERVIEW

1. **LPA 2018**
   - Route
   - Elevated structure

2. **LPA ELEVATED**
   - Route
   - Elevated structure

3. **LPA AT-GRADE, REFINED**
   - Route
   - Elevated structure

4. **74TH AVE.**
   - Route
   - Lightrail station
   - Potential lightrail station
   - Bus hub
   - Park & ride
   - Quick drop

5. **74TH AVE., REFINED**
   - Route
   - Lightrail station
   - Potential lightrail station
   - Bus hub
   - Park & ride
   - Quick drop

6. **EAST OF WES**
   - Route
   - Lightrail station
   - Potential lightrail station
   - Bus hub
   - Park & ride
   - Quick drop

MAP LEGEND:
- Route
- Elevated structure
- Lightrail station
- Potential lightrail station
- Bus hub
- Park & ride
- Quick drop

APRIL 25, 2019 SWC BONITA TO BRIDGEPORT PUBLIC OPEN HOUSE
NOTE: Additional Temporary Construction Easement To Be Determined

Data updated as of April 23, 2019

1. LPA 2018

- Railroad Risk on Construction: High
- Natural Resource Impacts: Low
- Utility Impacts: Low
- Residential Acquisitions: NA
- Property Acquisitions*: 31
- Business Impacts: 12
- Employee Impacts: 320
- Structure Length: 2616 LF
- Safety Impacts: Medium
- Traffic Impacts: High

2. LPA Elevated

- Railroad Risk on Construction: High
- Natural Resource Impacts: Low
- Utility Impacts: Low
- Residential Acquisitions: NA
- Property Acquisitions*: 28
- Business Impacts: 11
- Employee Impacts: 270
- Structure Length: 4916 LF
- Safety Impacts: Low
- Traffic Impacts: Low

3. LPA At-Grade, Refined

- Railroad Risk on Construction: High
- Natural Resource Impacts: Low
- Utility Impacts: Low
- Residential Acquisitions: NA
- Property Acquisitions*: 33
- Business Impacts: 8
- Employee Impacts: 130
- Structure Length: 3155 LF
- Safety Impacts: Medium
- Traffic Impacts: High
1. LPA 2018
2. LPA ELEVATED
3. LPA AT-GRADE, REFINED
4. **74th Ave.**

- **Railroad Risk on Construction:** Low
- **Natural Resource Impacts:** Medium
- **Utility Impacts:** High
- **Residential Acquisitions:** NA
- **Property Acquisitions:** 32
- **Business Impacts:** 43
- **Employee Impacts:** 680
- **Structure Length:** 3192 LF
- **Safety Impacts:** Low
- **Traffic Impacts:** Low

5. **74th Ave., Refined**

- **Railroad Risk on Construction:** Medium
- **Natural Resource Impacts:** Medium
- **Utility Impacts:** High
- **Residential Acquisitions:** NA
- **Property Acquisitions:** 34
- **Business Impacts:** 10
- **Employee Impacts:** 190
- **Structure Length:** 3192 LF
- **Safety Impacts:** Low
- **Traffic Impacts:** Low

6. **East of WES**

- **Railroad Risk on Construction:** Medium
- **Natural Resource Impacts:** Low
- **Utility Impacts:** Low
- **Residential Acquisitions:** NA
- **Property Acquisitions:** 24
- **Business Impacts:** 9
- **Employee Impacts:** 250
- **Structure Length:** 6550 LF
- **Safety Impacts:** Low
- **Traffic Impacts:** Low
ASSUMPTIONS FOR RELOCATION VS. PARTIAL IMPACTS

BELOW ARE THREE DIFFERENT TYPES OF IMPACTS, SHOWN HERE ON THE 74TH ROUTE, BUT TYPICAL POTENTIAL IMPACTS ON OTHER ROUTES

- **POTENTIAL FULL PARCEL IMPACT (RELOCATION)**
  - Building and more than 50% parcel impacted

- **POTENTIAL BUILDING IMPACT (RELOCATION)**
  - Building, not entire parcel

- **POTENTIAL PARTIAL PARCEL IMPACT**
  - Landscaping, parking, drive aisle
### ROUTE COMPARISON MATRIX

#### TRAFFIC

<table>
<thead>
<tr>
<th></th>
<th>LPA 2018</th>
<th>LPA Elevated</th>
<th>LPA at-grade Refined</th>
<th>74th Ave Refined</th>
<th>East of WES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>At-grade crossings</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>72nd Ave Upper Boones, with queuing concern</td>
<td>--</td>
<td>--</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridgeport Park &amp; Ride Location</td>
<td>South of Lower Boones</td>
<td>South of Lower Boones</td>
<td>South of Lower Boones</td>
<td>North of Lower Boones</td>
<td>North of Lower Boones</td>
</tr>
</tbody>
</table>

#### LIGHT RAIL PERFORMANCE

<table>
<thead>
<tr>
<th></th>
<th>LPA 2018</th>
<th>LPA Elevated</th>
<th>LPA at-grade Refined</th>
<th>74th Ave Refined</th>
<th>East of WES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Travel time difference from LPA</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>At-grade crossings</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>On-time performance</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Risk of delay</td>
<td>--</td>
<td>--</td>
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</tr>
</tbody>
</table>

#### PROPERTY ACQUISITIONS

|                  |          |              |                      |                  |             |
| Fall or partial parcel acquisitions | --       | 20          | 33                   | 20               | 26          | 24          |

#### RELOCATIONS

|                  |          |              |                      |                  |             |
| **Businesses** | 12       | 11          | 8                    | 43               | 10          | 9           |
| **Employees**  | 220      | 210         | 130                  | 690             | 310         | 250         |

#### ENVIRONMENTAL IMPACTS

|                  |          |              |                      |                  |             |
| **Acres of floodplain** | 0.00     | 0.00        | 0.00                 | 0.80             | 0.00        |
| **Acres of wetland**   | 0.01     | 0.01        | 0.60                 | 0.56             | 0.14        | 0.26        |

#### LAND USE, TRAILS

|                  |          |              |                      |                  |             |
| Differences in land uses served by an Upper Boones station | More commercial, industrial | More commercial, industrial | More commercial, industrial | More residential | More residential |
| Regional trail opportunity | --       | On-street   | On-street             |                  |             |

#### RISKS

|                  |          |              |                      |                  |             |
| Railroad interface | Union Pacific; no existing agreement | Union Pacific; no existing agreement | Union Pacific; no existing agreement | Outside railroad right-of-way | Portland & Western (WES); shared use agreement |
| **Utilities** | --       | High risk    | High risk             |                  |             |

#### COST

|                  |          |              |                      |                  |             |
| Difference from most recent full-project cost estimate | (-$55m) | --           | (-$53m)              | (-$31m)*       | (-$77m)*    | +$12.5m*    |

* RISK OF ADDITIONAL ENVIRONMENTAL STUDY

---

### Map ID Potentially Impacted Businesses

- **A**: Fought & Co
- **B**: REFA Erectors
- **C**: Empire Batteries
- **D**: Tigard Auto
- **E**: Pro-Image Window Tint
- **F**: Club K-9
- **G**: Union Pacific; business unknown
- **H**: Pittman & Brooks
- **I**: Northwest Physical Therapy
- **J**: Bridgeport MRI
- **K**: Orthopedics Northwest
- **L**: The Village Inn
- **M**: Learning Tree Preschool
- **N**: Lakeside Motors
- **O**: Maid Brigade
- **P**: EVJ Labs
- **Q**: 1405 SW 74th (business unknown)
- **R**: Interstate Roofing
- **S**: Meyer Sign Co.
- **T**: West Coast Coatings
- **U**: Titan Towing
- **V**: Paradise Auto Care
- **W**: 74th Ave Industrial Park
- **X**: 21 businesses assumed
- **Y**: Esson Orthodontics
- **Z**: Synergy (not other businesses on same parcel)
- **AA**: The Circuit Boulder Gym
- **AB**: Airgas
- **AC**: Pinnacle Mortgage
- **AD**: Advantage Solutions
- **AE**: Pacific building A
- **AF**: 4 businesses assumed
- **AG**: Pacific building D
- **AH**: 2 businesses assumed
- **AI**: Pacific buildings P and Q
- **AJ**: 5 businesses assumed

**Total Businesses Potentially Displaced**: 12
**Total Employees Potentially Displaced**: 320
STAFF FINDINGS: LPA AT-GRADE REFINED

1. Fewer business impacts
2. Lower costs with fewer risks to project schedule
3. Station at Upper Boones Ferry Road serves employment center
4. Multiple potential designs for Bridgeport Station, including option with no business displacements

FOLLOW-UP ON LPA AT-GRADE, REFINED ROUTE

Detailed traffic study in late summer 2019 will help partners collaborate on at-grade crossing design:

- Safety – follow industry best practices
- Transit reliability and travel time – make transit fast and easy
- Traffic issue – motor vehicle queuing, level of service, delay – meet 2035 “no-build” conditions (2045 at I-5 ramps)
Adjacent freight and light rail tracks will require regrading of Upper Boones Ferry Road, traffic operation and project footprint to be studied.

The short distances between the existing signalized intersections (Sequoia and 72nd) and possible pedestrian crossing locations makes signal coordination challenging and may cause delays for all modes.
## LPA AT-GRADE REFINED

### POTENTIAL TRAFFIC AND CROSSING SOLUTIONS

#### TYPICAL CROSSING WITH PEDESTRIAN GATES
- **SE 12TH AVENUE**
  - Freight Tracks
  - Light Rail Tracks
  - Pedestrian Crossing Gate

#### TYPICAL CROSSING WITHOUT PEDESTRIAN GATES
- **SE 12TH AVENUE**
  - Freight Tracks
  - Light Rail Tracks
  - Flashing Pedestrian Warning Sign

#### TYPICAL CROSSING WITH PEDESTRIAN GATES
- **SE MONROE STREET**
  - Freigh Tracks
  - Light Rail Tracks
  - Pedestrian Crossing Gate

#### SIGNAGE, GATES, SIGNAL AND QUEUE DETECTION TECHNOLOGY
- **SE 8TH/DIVISION PL**
  - Signal and queue detection technology
  - Signage:
    - Do Not Stop on Tracks
    - 4 Tracks
    - Stop Here on Red

#### INTERSECTION AT SE 12TH/MILWAUKIE
- Freight Tracks
- Light Rail Tracks
- Pedestrian Crossing Gate

#### FLASHING PEDESTRIAN WARNING SIGN
- SE Clinton Ave.
- SE Monroe St.

#### INTERSECTION AT SE 12TH/MONROE
- Freight Tracks
- Light Rail Tracks

#### Pedestrian Refuge Island and Median
- Used here to Create a Safer Crossing Environment with Multiple Travel Lanes

#### Colored and Textured Tactile Markings
- For Isolated Pedestrian and Track Crossings, away from Travel Lanes Movement

**APRIL 25, 2019 SWC BONITA TO BRIDGEPORT PUBLIC OPEN HOUSE**
**STREET FUNCTIONAL CLASSIFICATION**

- Freeway
- Collector
- Local
- Neighborhood
- Private

**EXISTING TRAFFIC VOLUMES: AVERAGE DAILY TRAFFIC (ADT)**

- Average daily traffic >100K
- 32,000 to 49,999
- 10,000 to 19,999
- 50,000 to 99,999
- 20,000 to 31,999
- 1,000 to 9,999
- Average daily traffic <1,000

**FUTURE PLANNED PROJECTS**

ADOPTED IN JURISDICTIONS’ PLANS: FUNDING TBD

<table>
<thead>
<tr>
<th>name</th>
<th>type</th>
<th>description</th>
<th>timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>B2</td>
<td>bike lane</td>
<td>install eastbound bike lanes from 72nd Avenue to I-5 bridge</td>
<td>near-term</td>
</tr>
<tr>
<td>B15</td>
<td>bike lane</td>
<td>install bike facilities on both sides of the street from Pacific Highway to south City limits</td>
<td>near-term</td>
</tr>
<tr>
<td>8</td>
<td>road widening</td>
<td>widen Upper Boones Ferry from lower 72nd avenue to upper 72nd avenue</td>
<td>near-term</td>
</tr>
<tr>
<td>10</td>
<td>intersection improvement</td>
<td>intersection improvements</td>
<td>near-term</td>
</tr>
<tr>
<td>33</td>
<td>road widening</td>
<td>widen to 2/3 lanes</td>
<td>long-term</td>
</tr>
<tr>
<td>111</td>
<td>bike lane</td>
<td>install bike lanes on both sides of street from I-5 to Durham road</td>
<td>mid-term</td>
</tr>
<tr>
<td>7</td>
<td>road widening and/or reconfiguration</td>
<td>Realign/reconfigure/widen Durham Road, Upper Boones Ferry Road-72nd Avenue intersections/to accommodate traffic flow between Durham Road and I-5. Widen Upper Boones. A refinement study is needed to address specific alignment of Durham and Upper Boones Ferry and alignment of southern Durham Road and 72nd Avenue. As part of this project Upper Boones Ferry Road from Durham to Sequoia Parkway should be widened to five lanes</td>
<td>long-term</td>
</tr>
<tr>
<td>B2</td>
<td>sidewalk</td>
<td>complete gaps in sidewalk from Pacific Highway to Bonita road</td>
<td>near-term</td>
</tr>
<tr>
<td>B2</td>
<td>sidewalk</td>
<td>install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road</td>
<td>near-term</td>
</tr>
</tbody>
</table>
### Average Weekday Station Usage (Ons and Offs) by Mode of Access and Egress 2035

<table>
<thead>
<tr>
<th>Station</th>
<th>Through Configuration</th>
<th>Station Ons/Offs</th>
<th>% Total Ons/Offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jackson</td>
<td>56% walk 44% transfer</td>
<td>2,194</td>
<td>4%</td>
</tr>
<tr>
<td>Gibbs</td>
<td>94% walk 6% transfer</td>
<td>8,341</td>
<td>15%</td>
</tr>
<tr>
<td>Hamilton</td>
<td>55% walk 45% transfer</td>
<td>1,279</td>
<td>2%</td>
</tr>
<tr>
<td>Custer</td>
<td>61% walk 39% transfer</td>
<td>2,202</td>
<td>4%</td>
</tr>
<tr>
<td>19th Ave</td>
<td>70% walk 29% transfer</td>
<td>2,460</td>
<td>4%</td>
</tr>
<tr>
<td>26th Ave</td>
<td>95% walk 0% transfer</td>
<td>4,059</td>
<td>7%</td>
</tr>
<tr>
<td>Barbur TC</td>
<td>40% walk 25% transfer 35% auto</td>
<td>4,368</td>
<td>8%</td>
</tr>
<tr>
<td>53rd Ave</td>
<td>46% walk 2% transfer 52% auto</td>
<td>3,586</td>
<td>6%</td>
</tr>
<tr>
<td>Baylor</td>
<td>69% walk 1% transfer 30% auto</td>
<td>3,204</td>
<td>6%</td>
</tr>
<tr>
<td>Beveland</td>
<td>91% walk 0% transfer 9% auto</td>
<td>2,620</td>
<td>5%</td>
</tr>
<tr>
<td>Tigard TC</td>
<td>28% walk 61% transfer 11% auto</td>
<td>11,303</td>
<td>20%</td>
</tr>
<tr>
<td>Bonita</td>
<td>89% walk 11% transfer 0% auto</td>
<td>2,670</td>
<td>5%</td>
</tr>
<tr>
<td>Upper Boones Ferry</td>
<td>94% walk 0% transfer 6% auto</td>
<td>2,009</td>
<td>4%</td>
</tr>
<tr>
<td>Bridgeport</td>
<td>32% walk 35% transfer 33% auto</td>
<td>6,120</td>
<td>11%</td>
</tr>
</tbody>
</table>

Source: Metro, 2017

---

**Figure 3.3-2 Light Rail Project Rider Distribution**

*Project riders on alignment*