

## PRESENTATION

### Jennifer Koozer, TriMet

- Review schedule / timeline
- Alignment map - LPA alignment
- DEIS concerns to focus on
  - Traffic at Upper Boones Ferry - look at grade separation
  - Village Inn Displacement - look at other alternative to preserve Village Inn and provide enhanced multi-modal connections
- Timeline for B2B community / design process / timeline
- Routes Explored
  - LPA elevated
    - Bridgeport Village east side station
    - Initial station layout ideas
  - 74th alignment with station layout

### Nolan Lienhart, Urban Design Team

- LPA as selected by Steering Committee
  - Need to reduce at-grade impacts at UBF and Village Inn displacement
- LPA Elevated
  - Longer elevated section to resolve traffic issues at UBF, expensive solution
  - More property impacts
  - Cost and complexity of an elevated UBF station, for a low ridership projected station
- 74th alignment
  - Shorter structure further to the west
  - Bonita station shifts slightly west
  - Property and impacts to PacWest need resolution
  - UBF station needed?
  - Requires wider street with bike/ped improvement but impacts properties
- Bonita station location - closer to parks and natural resources, but maybe floodplain concerns
- Walksheds - 1/2-mile comparison between LPA and 74th routes
- Station layouts
  - LPA Elevated
    - Options A-C evolution / progression of TC, P&R and station location
    - separation of elements versus co-location and resulting property impacts of each
    - Traffic and pedestrian benefits / conflicts of each
  - 74th
    - West of 72nd Ave - Station and TC closer to BV, but ped crossing needed from P&R east side of 72nd
  - Stations will continue to evolve after alignment determined

## QUESTIONS AND ANSWERS

Q: What was the criteria for moving station /alignment? (Don Hanson)

A: Cost, other impacts

Q: Do we know what the costs were / were they equal?

A: Rough estimates indicate 74th likely less expensive – due to shorter elevated track

Q: Will there be a significant difference in traffic impacts between the elevated and 74<sup>th</sup> alignments?

A: No, both have separated crossings of UBF; the 74<sup>th</sup> alignment, as currently shown, does cross Durham at grade

Q: Does TM have property acquisition costs - what are the costs?

A: Yes – these are being gathered/evaluated against current market values

Q: What is methodology for determining ridership?

A: Ridership model developed by Metro to project numbers; Chris Ford - regional travel demand model which looks at:

- Land use types;
- How people get here now;
- Parking consideration for future and current needs;
- based on federal guidelines;
- looks at many factors including station proximity

Q: What is the parking count for the P&R at Bridgeport Village now?

A: Approximately 700 spaces

Q: How does PMLR model ridership projection relate to actual?

A: Generally, a little lower; the recession impacted initial counts and its still within range of projections. Anomaly impacts on the modeling projections, such as recessions, have resulted in changes to the federal modeling standard that now consider a blend of current and future use projects

Q: Will bus ridership decrease?

A: Bus routes will evolve but LRT is faster and more reliable than bus due to dedicated trackway. Before light rail service opens there will be a public process to consider potential changes in the bus network, but it is likely that bus service that duplicates light rail service would be eliminated, and those service hours would be reinvested into other bus routes in the corridor.

Q: Will the 96 bus go away?

A: Will be reviewed later and there will be plenty of opportunity to talk to riders then – ridership surveys will inform decisions about bus service.

Q: What does bus turnaround look like for the 74<sup>th</sup> station option?

A: (zoomed into plans and walked through); this scenario shows a pass-thru configuration rather than a turn-around, but these are just some ideas, there lots of ways to design

Q: Will there be a bridge for pedestrians over 72<sup>nd</sup> for the 74<sup>th</sup> alignment station configuration?

A: No, pedestrian circulation would happen at grade at the existing signalized intersection.

Q: When was the ridership model developed?

A: Pre-2009, as this is updated every 5-10 years; the Orange Line models were from in 2006 – 2007, so ridership is approximately 10 yrs. behind

Q: Does ridership account for future technologies, A/V? Ride share

A: Hard to predict, since they are not in place now; but we would expect increased congestion with this type of service; also, due to cost (\$5 minimum) many low-income riders won't be able to access these services; equity is a major concern

Q: How much parking overall?

A: DEIS shows approximately 950, current surface lot is about 700

Q: Challenge with orange line - lack of parking pushes people into the neighborhoods

A: We will look at the right numbers as part of our next steps

Q: Rush hour traffic concerns

(Jennifer K - refocus on route topic)

Q: Without Village on concerned, would we be looking at a station west of 72nd?

A: Yes, responds to alignment alternative, closer to Bridgeport Village and employment

Q: What are "B" and "F" on the station diagrams?

A: "B" indicates the bus hub and "F" are transit oriented development opportunities

Q: Why is Village Inn a significant consideration?

A: 100's of comments identified as important community gathering place

A: Other reason Village Inn is a factor - previous location destroyed and needed to be rebuilt, moving it again would upset 3 generations of owners (Getting a bit disruptive)

Q: Do we have an employee count?

A: Estimate based on Metro public records; but we are interested in data from businesses for more accurate counts, if anyone has more information – talk to Jennifer K (after the meeting)

Q: Peter Bechen from PacTrust – made a statement on employment numbers and family wage jobs; the alternative route cuts through their most valuable properties and displaces numerous well-paying jobs. They had been working with TriMet and are not happy with the 74<sup>th</sup> alignment as shown. They would rather terminate the route in downtown Tigard if it requires this much impact to their properties.

A: The route shown tonight is one idea and we want to work together on options.

Q: Village Inn, employment impacts - how do you balance loss of jobs, social impacts, local economies when LRT doesn't reduce congestion?

A: LRT does address congestion by giving people faster, more reliable, more affordable options. Property values could rise, as LRT often results in development opportunities that can create new jobs. Results in building more compact communities where people spend less time commuting and driving for regular activities. Your elected officials ultimately make the decisions – please let them know your concerns.

Q: How does LRT work with the rest of TM and bus network?

A: Public process to review bus route changes and evaluate what people want

Q: How do options displacing businesses reconcile loss of tax revenues of land shifted to public ownership

Q: 2010 - 2035 transportation plan showed LRT down 99 to Sherwood

A: Vote changed alignment to Tigard, the stop at downtown Tigard is to allow extension to Sherwood in future

Q: 74th route - how does it impact businesses on west side

A: How much? Depends on location

Q: Durham at grade cross - what are plans to mitigate additional traffic

A: FTA / EIS analysis process; required to perform analysis at Durham to determine impacts and review with local jurisdictions; more analysis and traffic mitigations will be pursued

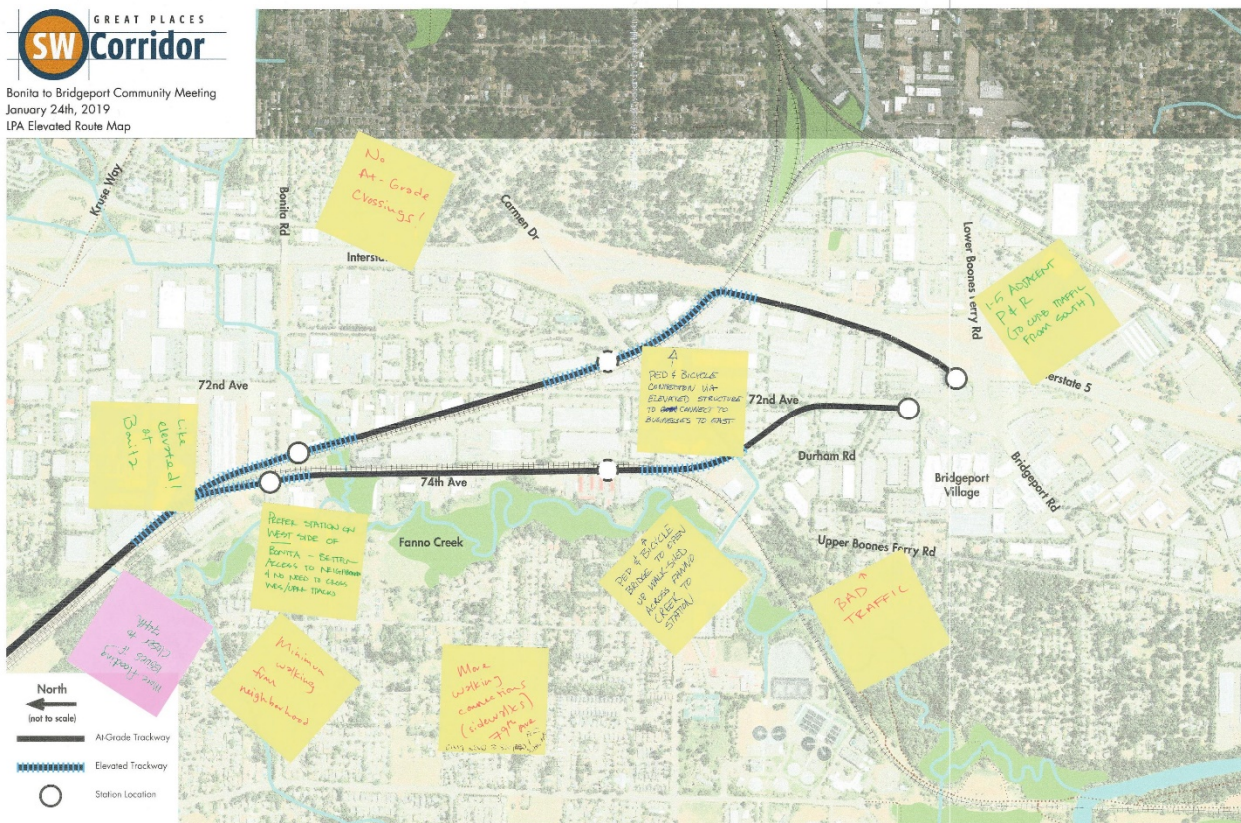
Q: How many business and homes will be displaced along entire alignment?

A: Hundreds will need to be acquired - not all will be displaced

Note: DEIS does not include 74<sup>th</sup> Alignment

## DISCUSSION TABLE COMMENTS

### Alignment Comparison



#### Summary for alignment options:

Positive comments for the 74<sup>th</sup> alignment and the access it provides to the western residential zones.

#### Selection of comments for alignment options:

- Like elevated Bonita – no at grade crossings a positive.
- Bad traffic around Bridgeport.
- Provide Ped / Bike bridge from UBF station to the eastern side of I-5.
- Provide sidewalk improvements around 79<sup>th</sup>.
- Provide a Ped / Bike bridge over Fanno Creek to a UBF station along the 74<sup>th</sup> alignment – expands the walkshed to the west.

## Station Diagrams East of 72<sup>nd</sup> (3 total)



Bonita to Bridgeport Community Meeting  
January 24th, 2019  
Bridgeport Station: 2018 DEIS Layout



### Summary for the DEIS station configuration east of 72<sup>nd</sup>:

Opposition to displacement of the Village Inn

### Selection of comments for the DEIS station configuration east of 72<sup>nd</sup>:

- Difficult bus access – suggests shifting further north.
- Building P&R on existing property reduces costs and the bridge provides a safe Ped crossing



**Summary for consolidated station and bus hub east of 72nd:**

Strong opposition to impacting retail.

**Selection of comments for consolidated station and bus hub east of 72nd:**

- Destroys cross-anchor agreement of tenants on this retail property.
- Impacts property tax revenue.
- Lost jobs.
- Stop alignment in Tigard.
- Easier to cross Bridgeport Rd. by REI



**Summary for consolidated station, bus hub and P&R east of 72nd:**

Strong opposition to impacting retail. Traffic access concerns.

**Selection of comments for consolidated station, bus hub and P&R east of 72nd:**

- Destroys cross-anchor agreement of tenants on this retail property.
- Impacts property tax revenue.
- Lost jobs.
- Keep surface parking south of LBF Rd. and provide a Ped bridge.
- Provide direct access to the interstate.



## Station Diagram West of 72<sup>nd</sup>



### Summary for consolidated station and bus hub west of 72<sup>nd</sup>:

Like access this provides to Bridgeport Village. Would prefer consolidation of station, bus hub and P&R.

### Selection of comments for consolidated station and bus hub west of 72<sup>nd</sup>:

- Swap land with Pac-Trust to consolidate P&R with the other facilities.
- If P&R remote provide a Ped bridge connection over 72<sup>nd</sup>
- Enhance sidewalks along 72<sup>nd</sup>
- Alignment impacts access to PacTrust properties
- Like connects this provides to the western residential area.
- Concerns about increased traffic on an area that is at capacity
- Existing P&R can be re-developed for other uses
- Walkable / visible station location