Bybee Station Resource Notebook

Table of Contents

V. Community Outreach

a. Spring 2013 Outreach Plan
b. Bybee Max Station Open House postcard
c. Bybee Station Open House Summary
d. Committee on Accessible Transit Transcript March 20, 2013
e. Summary f Outreach for the Bybee Station
f. Bybee Station Outreach Chronology
g. Committee on Accessible Transit Minutes September 21, 2011
h. Committee on Accessible Transit Transcript September 21, 2011

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Table of Contents

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a. Spring 2013 Outreach Plan
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f. Bybee Station Outreach Chronology
g. Committee on Accessible Transit Minutes September 21, 2011
h. Committee on Accessible Transit Transcript September 21, 2011

Bybee Station Access Executive Summary

May 1, 2013

In October 2012, the Federal Transit Administration (FTA) notified TriMet of a citizen's complaint about the design of the Portland-Milwaukie Light Rail Transit Project (Project)'s Bybee Station. The Bybee Station is one of ten stations planned for Project. This Executive Summary will provide a brief background on the Project, a description of the proposed Bybee Station, and the context surrounding the design of the new Station, including TriMet's extensive community outreach efforts. TriMet will also explain how the design of the Bybee Station (Station) complies with the Americans with Disabilities Act (ADA).

General Project background

The Project is a 7.3-mile light rail alignment that connects the Portland's City Center with the communities of Southeast Portland, Milwaukie, and northern Clackamas County. The Project will have 10 stations, 675 park and ride spaces, and approximately 400 bike parking spaces. The line is projected to carry an average of 25,000 weekday rides by year 2030.

The Project is funded through FTA's New Starts Program. FTA will provide 50% of the Project cost (which totals $1.49 billion), with the local and state jurisdictions funding the remaining 50%.

In 2010, the Project completed the Final Environmental Impact Statement (FEIS), and received a Record of Decision (ROD) from the FTA. The line is schedule to open for service in the Fall of 2015.

Description of the Bybee Station and Station Context

The Bybee Station is located in a dedicated light rail right of way that runs in between the Union Pacific Railroad tracks to the east, and Oregon Hwy 99 to the west. The Station is located between two transportation corridors that are not traversable by a pedestrian route. The only route available to pedestrians in the area is via the existing Bybee Bridge and Bybee Blvd., which provides a grade separated perpendicular crossing of both the State Highway and the railroad tracks. The Bybee Bridge and Bybee Blvd. connect the Eastmoreland neighborhood to east of the bridge, and the Westmoreland neighborhood to the west of the bridge.

The Bybee Bridge structure was originally constructed over the Union Pacific tracks in 1911. Improvements to that crossing were made in 1934 and 1943. The City of Portland replaced the Bybee Bridge in 2004, and designed it to meet existing grades and required clearances over the tracks and Oregon Hwy 99. (See attached artist rendered aerial view).

The Project selected the location of the Bybee Station during the environmental phase of the Project. The FTA included the location in the FEIS published in October

2010, and in the ROD published in November 29, 2010. (See attached FEIS Public Comments and Responses related to the Bybee Station).

Operational Characteristics

The Station will be accessed from the crest of the Bybee Bridge on both the north and south sides. Each Station access point will include a bus pullout and an elevator and stairs to provide circulation between the Bybee Bridge above and station platform below. The new pullouts will provide a bus stop for the line 19 to pickup or drop off passengers coming from or headed to either the east or west neighborhoods. TriMet will also maintain the existing bus stops located at the east and west approaches to the Bybee Bridge.

Outreach to Station Constituents

Outreach for the Project began during the environmental phase (managed by Metro), dating back to the mid-1990s. TriMet's outreach began with the Project's preliminary engineering phase in early 2009.

The constituent groups that TriMet regularly engages on this Project are the Project's Citizens Advisory Committee (CAC), and the two surrounding neighborhood associations—Eastmoreland Neighborhood Association (ENA) and Sellwood-Moreland Improvement League (SMILE) -- and TriMet's Committee on Accessible Transit (CAT). TriMet continues to be in regular contact with these groups and will sustain this stakeholder engagement through opening day of the Project.

In addition, TriMet has hosted community meetings to discuss specific design elements, particularly pull-outs and elevators, and to address safety and accessibility concerns. Staff has also met with management and residents of the Westmoreland Union Manor, a 300-unit apartment building for senior citizens, located about a one-third-mile from the station entrance.

In the Spring of 2012, TriMet engaged CH2M Hill, an outside engineering firm not previously involved with this Station, to bring a fresh perspective to the design, and work with a group of neighborhood stakeholders to study concerns related to safety, security, and accessibility.

The outcome of the CH2M Hill effort was a recommendation to include a second pullout and elevator on the south side of the Bybee Bridge. The resulting design augments the accessibility of the station by allowing fixed route buses and LIFT paratransit vehicles to stop in pullouts outside the travel lane at both station entrances, connecting users with elevators to the boarding platforms below. The neighborhood organizations, ENA and SMILE, and the project CAC have supported this outcome

ADA Compliance

Under the ADA, TriMet must provide meaningful access to individuals with disabilities to its system. The design of the Bybee Station does that. TriMet has designed the Station to offer access via the Bridge sidewalks, TriMet bus stops, and multiple elevators. TriMet will offer regularly scheduled bus service between stops at the bottom of each side of the Bridge, and at the crest of the Bridge, in both directions. The Station will be accessible via bus, light rail, and paratransit service. The specific architectural

element alleged to make the Station inaccessible – the slope of the existing sidewalks on Bybee Bridge and its approaches – is fully compliant with the latest relevant authority and TriMet is neither required to alter it, nor does TriMet have the authority to alter it. The ADA Title II covers discrimination in the provision of public services. 42 U.S.C.S. § 12131 et seq. Title II is divided into two parts: part A covers public services generally, 42 U.S.C.S. § 12131 et seq; part B covers public transportation, 42 U.S.C.S. § 12141 et seq. The purpose of Title II is to guarantee that qualified disabled persons enjoy meaningful access to public services, programs, and activities. *Alexander v. Choate*, 469 U.S. 287, 301-02 (1985). Not every public agency facility, or element of a single facility, must be fully accessible to provide meaningful program access. Rather, each program or service must be viewed in its entirety to determine whether that program or service is accessible. 28 CFR Pt. 35, Sec. 150(a).

The Bybee Station provides meaningful access to the TriMet system because TriMet will provide transportation to get passengers from point A to point B, via the Bybee Station, whether through use of bus, light rail, paratransit, or a combination of each. If a passenger is able to take the bus, the passenger can take the bus to the bridge, and then access the station via the elevators. If a passenger is unable to take the bus but can take light rail, the passenger can take light rail to the station, and then the elevator to access the bridge. If a passenger is unable to take bus or light rail but can take paratransit, the passenger can take paratransit to the bridge, and then access the station via the elevators.

The bridge sidewalks are also accessible; but, even if they were not, TriMet does not have the jurisdictional authority to alter them. The Federal Highway Administration, which is the transportation authority responsible for roads, recognizes that "the grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway." *FHWA, "Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way,"* (July 26, 2011). The maximum grade for roadways and sidewalks in urban areas is allowed to be "consistent with the terrain." *United States Dep't of Transp., "Designing Sidewalks and Trails for Access, Part I of II: Review of Existing Guidelines and Practices."* (1999). The Bybee Bridge sidewalks match the slope and terrain of the bridge, which slope and terrain are a consequence of the existing conditions - i.e., connecting two fixed points over a railroad. Even if the sidewalks were found to be inaccessible, TriMet has no jurisdictional authority to alter the existing slope. The bridge, inclusive of the road and sidewalks, is owned and controlled by the City of Portland, not TriMet. A recent FTA Letter of Finding recognizes that sidewalks are generally not under the control of the transit agencies and provides "there is no responsibility or expectation under the ADA for a transit agency to make improvements unilaterally to sites it does not own or control." *Metropolitan Transit, San Antonio, TX, 2011 FTA Complaint No. 08-0297* (July 27, 2011).

Conclusion

In summary, TriMet has done an extensive outreach to the adjacent neighborhoods and community users. TriMet's ridership statistics indicate that patrons that require the use of mobility assistance to board the buses predominantly board on the west side of the Station. These patrons will have access to the Station via the new bus pullouts at the crest of the Bridge, and then via the elevators to the Station platform.

TriMet will also continue to operate bus stops on each of the Bridge approaches, and at the bus pullouts, to provide access to Station.

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PORTLAND-MILWAUKIE
LIGHT RAIL TRANSIT PROJECT

GROWING PLACES

Portland-Milwaukie: a vital transportation link

An exciting future lies ahead for the Portland-Milwaukie corridor. Metro forecasts one million new residents in the region by 2030, and this corridor is expected to experience significant growth. With this influx of new residents, Metro also forecasts:

- Nearly 100,000 new jobs along the corridor by 2030, driven by growth at Oregon Health and Science University (OHSU), Portland State University (PSU) and in SE Portland and north Clackamas County
- Nearly 40,000 new jobs in downtown Portland within the next 25 years
- More than 9,900 residents and 13,600 jobs in South Waterfront by 2030

The new 7.3-mile light rail line is critical to building transit capacity to support this growth. The project itself will have a significant economic impact, creating up to 14,500 jobs and generating up to $573 million in personal earnings.

Efficient light rail

The new Portland-Milwaukie light rail line will have 10 stations, 675 Park & Ride spaces and more than 400 bike parking spaces. The line is projected to carry an average of 22,765 to 25,500 weekday rides by 2030. Light rail uses its own right of way and offers an efficient and reliable mode of transportation. The new line will:

- Increase work commutes from this corridor to downtown Portland by 20 percent
- Reduce vehicle trips each weekday by more than 9,100 (or 60,000 vehicle miles)
- Improve travel time between Milwaukie and the South Waterfront by 58 percent, and Milwaukie and PSU by 29 percent

GROWING PLACES

The Portland-Milwaukie Light Rail Transit Project is about more than bringing high-capacity transit to under-served communities—it is also about helping communities envision and achieve their aspirations. Combining infrastructure improvements, quality design features and new transit-oriented development along the alignment will connect neighborhoods, encourage walking and cycling, and create engaging public spaces where people want to be.

Portland-Milwaukie Light Rail Bridge

The project will include a new bridge across the Willamette River, between OHSU's future South Waterfront campus on the west bank and OMSI on the east bank. The bridge will provide convenient access to downtown Portland and OHSU jobs and services from SE Portland and Milwaukie, carrying Portland-Milwaukie light rail and providing a new route for buses, bikes and pedestrians.

- Bus lines 9-Powell/Broadway, 17-Holgate/NW 21st and 19-Woodstock/Glisan may move from the Ross Island Bridge to the new bridge, potentially reducing traffic congestion.
- The bridge will be designed to accommodate Portland Streetcar in the future and connections to future Willamette River greenways as development occurs.

Anchor for innovation

The Portland-Milwaukie Light Rail Transit Project will serve as an anchor for the Innovation Quadrant, connecting PSU, OHSU, OMSI and Portland Community College's workforce training center.

- Visitors to OMSI are expected to grow from 900,000 to 1.4 million annually.
- OHSU will have 19,800 jobs on Marquam Hill and 4,500 at the South Waterfront by 2030.
- PSU is the region's No. 1 transit destination with 27,000 students and 4,000 employees today. Forty percent of people traveling to PSU go by transit. Within 10 years, PSU expects 35,000 students and nearly 4,800 employees.

Project funding

Project costs are approximately $1.49 billion, with the federal share set at 50 percent. State, regional and local contributions constitute the remaining 50 percent.

Timeline

Preliminary Engineering and
Final Environmental Impact Statement ... 2009-10

Final Design 2011-12

Full Funding Grant Agreement 2012

Construction 2011-15

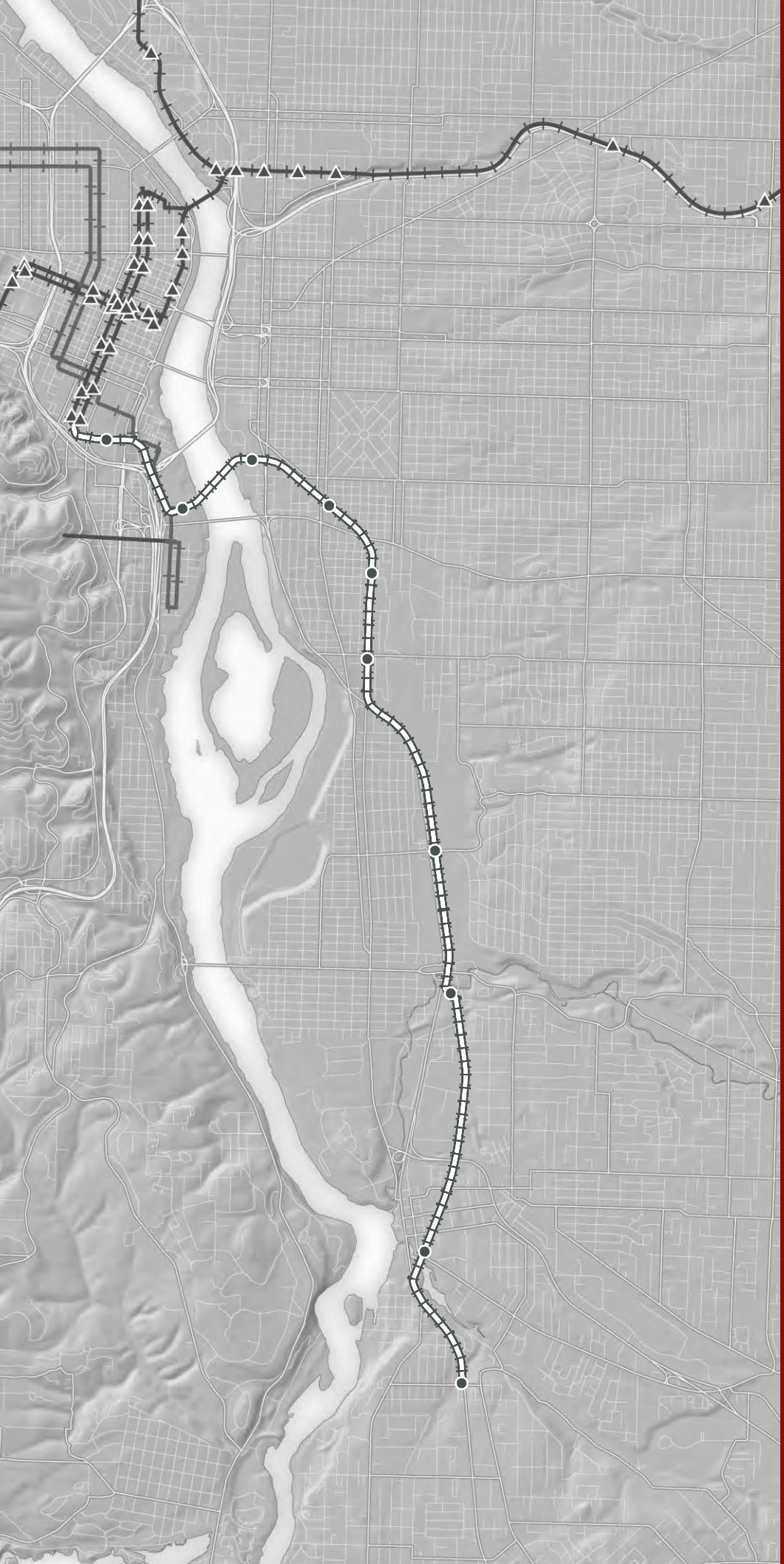
Service begins 2015

Stay involved

Sign up for project email updates and meeting notices at *trimet.org/pm*. For more information, please call TriMet Community Affairs at 503-962-2150.

Available in other formats:
trimet.org
503-238-7433
TTY 503-238-5811

Favor de llamar al 503-238-7433 si necesita ést a información en español



SOUTH CORRIDOR

Portland-Milwaukie Light Rail Project

Locally Preferred Alternative Report

Metro Council

July 24, 2008

METRO

TRIMET

U.S. Department
of Transportation
Federal Transit Administration

Portland-Milwaukie Light Rail Project
Locally Preferred Alternative Report

Adopted by the Metro Council
July 24, 2008

Metro | *People places. Open spaces.*

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Transit Administration (FTA). The opinions, findings and conclusions expressed in this report are not necessarily those of the FTA.

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TABLE OF CONTENTS

LIST OF FIGURES

APPENDICES

Appendix A: Metro Council Resolution No. 08-3959 adopting the Portland-Milwaukie Light Rail Project Locally Preferred Alternative

Appendix B: Adopted local jurisdictions, agency resolutions and letter in support of the Portland Milwaukie Light Rail Project Locally Preferred Alternative

- City of Milwaukie
- City of Oregon City
- City of Portland
- Clackamas County
- Multnomah County
- Portland Development Commission
- Tri-County Metropolitan Transportation District of Oregon (TriMet)

Appendix C: Citizen Advisory Committee Future Work Program Considerations Amendment to the Portland-Milwaukie Light Rail Project Locally Preferred Alternative Report

1. SUMMARY

1.1 Report Purpose

This *Portland-Milwaukie Project Locally Preferred Alternative Report* presents the recommended implementation strategy and the Locally Preferred Alternative (LPA) for transit improvements in the Portland-Milwaukie Corridor. This Report documents the amendment to the 2003 LPA and defines the elements of the 2008 Portland-Milwaukie LPA. The LPA recommendation has been made based on information documented in the *Portland-Milwaukie Supplemental Draft Environmental Impact Statement* (SDEIS) (Metro: May 2008), public comment received, as well as other studies listed in section 5.1. The recommended LPA is shown in Figure 1.

1.2 Locally Preferred Alternative Recommendation

The recommended Portland-Milwaukie Light Rail Project Locally Preferred Alternative (LPA) is a light rail transit with alignment, terminus, stations, park-and-ride facilities, a new bridge for transit, bicycles and pedestrians across the Willamette River, and bus and streetcar elements as follows:

Alignment

- Connecting to the southern end of the new light rail mall alignment in downtown Portland with a SW Lincoln Street alignment.
- Refined SW Porter Street to SE Sherman Street Willamette River Crossing.
- Tillamook Branch Alignment south of Tacoma.

Terminus

- Park Avenue terminus

Light Rail Stations

Stations would include stops and shelters at: SW Lincoln Street/Harbor Drive, South Waterfront, Oregon Museum of Science and Industry (OMSI), SE Clinton Street, SE Rhine Street, SE Holgate Boulevard, SE Bybee Boulevard, SE Tacoma Street, SE Lake Road, and SE Park Avenue. A future station is planned at SE Harold Street.

Park-and-Ride

Park-and-ride facilities would be located at the Tacoma and Park Avenue stations. Both facilities would include 1,000 parking spaces.

Bus Improvements

The Portland-Milwaukie Light Rail Project LPA includes bus use of a transitway from SW 1st Avenue to approximately SE 8th Avenue and bus-related improvements at intersections and stations, including a new Bus Stop Shelter Area near the downtown Milwaukie (SE Lake Road) station.

Ruby Junction Maintenance Facility

The Portland-Milwaukie Light Rail Project LPA includes an expansion of the existing Ruby Junction Operations and Maintenance Facility to accommodate additional light rail vehicles associated with the operation of the Portland-Milwaukie Light Rail Project.

Future Streetcar Improvements

The Portland Streetcar, a distinct transit mode from light rail, could share some of the improvements made for light rail including the new Willamette River crossing, with light rail tracks also used by streetcars. Track connections would need to be made by a separate streetcar project plan and funding effort.

Project Finance Consideration

Securing local matching funds to complete the finance package has not yet been completed. If project revenues and project cost estimates cannot be balanced, a minimum operating segment (MOS) with a shorter alignment and a southern terminus at SE Lake Road could be pursued, consistent with the 2008 Portland-Milwaukie SDEIS.

A decision to proceed with a SE Lake Road minimum operating segment (MOS) will require prior Steering Committee consultation. Prior to making the decision on the MOS, the timing and specific level of the priority for the future SE Lake Road to SE Park Avenue segment would be addressed by the Project Steering Committee given required local match and the status of Small/New Starts program and ratings. The SE Lake Road to SE Park Avenue segment, if required, will remain a regional transit priority until constructed.

1.3 Next Steps

The LPA would include local approval to proceed with the following next steps:

- Submit FTA New Starts and Preliminary Engineering applications.
- Initiate a Final Environmental Impact Statement (FEIS).
- Clarify and reach agreement on the project elements that will be reduced, deferred or eliminated to reduce project costs by the time the FEIS is published.
- Undertake actions to finalize the capital and operating financial plan for the project by the time the FEIS is published.
- Resolve project issues identified during and after publication of the SDEIS.
- Conduct analysis with City of Portland by January 2009, to determine the optimal location of a single station to serve the RiverPlace and the South Auditorium areas.
- Control Project scope and cost. There will be consultation with the Steering Committee prior to major discretionary scope changes such as addition or deletion of stations, park and ride lots and bridge type.

Figure 1.1 2008 Locally Preferred Alternative

** Lake Road Minimum Operable Segment (MOS):*
A Lake Road MOS terminus would include a 275 space park and ride at Lake Road, and a 1250 space park and ride at Tacoma.

*** The Lincoln and Harbor Stations will be consolidated into a single station. The New Starts application will include the Lincoln Station.*

2. ALTERNATIVES CONSIDERED

The purpose of this section is to provide a brief description of how the previous 2003 South Corridor LPA decision was made and how it relates to the Light Rail Alternative and design options that were examined in the *Portland-Milwaukie Project Supplemental Draft Environmental Impact Statement (SDEIS)* (Metro: May 2008). For a complete description of these alternatives, please see the *Portland-Milwaukie Light Rail Project SDEIS*, Chapter 2 Alternatives Considered and Appendix L, Background on Alternatives Development. Chapter 5 of this report describes the modes and alignments that have been studied in the corridor.

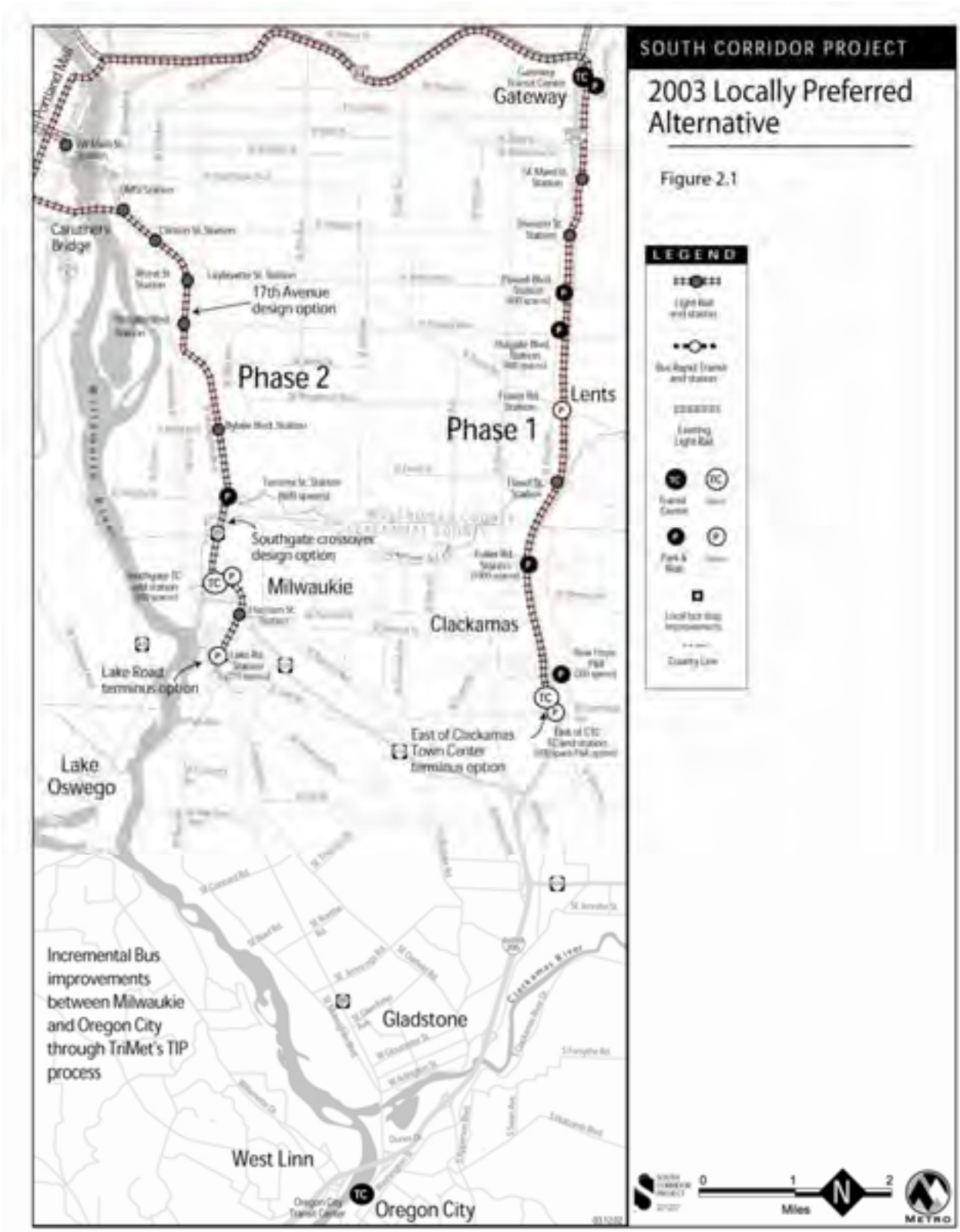
2.1 Portland-Milwaukie Light Rail Project Context in the South Corridor

On April 17, 2003, the Metro Council adopted a two-phased major transit investment strategy for the South Corridor (see Figure 2.1). Phase 1, the I-205/Portland Mall Light Rail Project, was selected as the Phase 1 Locally Preferred Alternative (LPA), to be followed by Phase 2, the Portland-Milwaukie Light Rail Project. The I-205/Portland Mall Light Rail Project was approved by the Federal Transit Administration (FTA) in a full funding grant agreement, with construction that commenced February 2007, with an opening scheduled for September 2009.

This LPA Report addresses Phase 2 of the South Corridor—the Portland-Milwaukie Light Rail Project.

In 2003, the project sponsors and Metro found that in the Portland-Milwaukie segment, the Light Rail Alternative was preferred over busway, bus rapid transit (BRT) and a No-Build Alternative because:

- **In 2020, Milwaukie Light Rail would have the highest number of transit trips in this segment** of any alternative, adding over 20,000 light rail trips in addition to I-205 light rail for a combined total of over 53,000 daily light rail trips in the South Corridor.
- **The Milwaukie Light Rail Alternative would provide the fastest travel time** of any of the Alternatives between Milwaukie and downtown Portland.
- **Light rail station areas would provide excellent opportunities for transit oriented development** in southeast Portland and in downtown Milwaukie.
- **Milwaukie Light Rail would provide better neighborhood transit service** than the BRT or Busway Alternatives, by providing accessible, high-capacity transit service to southeast Portland neighborhoods, Milwaukie and downtown Portland.
- **The Milwaukie Light Rail Alternative generated significant community support** in Milwaukie, southeast Portland and downtown Portland.
- **The Milwaukie Light Rail Alternative would have fewer environmental and displacement impacts** than the Busway Alternative.
- **Milwaukie Light Rail would be compatible with and would augment the regional light rail transit system** offering direct service to downtown Portland, the Rose Quarter and north Portland as well as easy transfers to the Blue and Red Lines between Hillsboro, downtown Gresham and the Portland Airport.



Note:
This figure shows the 2003 South Corridor LPA which, for the Portland-Milwaukie Corridor (Phase 2), is superseded by the 2008 LPA.

2.2 2008 Portland-Milwaukie Project SDEIS Alternatives

The 2008 SDEIS Light Rail Alternative was developed in response to modifications to the 2003 LPA proposed by citizens and local governments. These modifications were based on:

- A 2003 LPA work program element directing that options to the LPA alignment in the vicinity of the Milwaukie North Industrial area be investigated in order to mitigate impacts to businesses on SE McLoughlin Boulevard. This resulted in the creation of the Milwaukie Working Group that recommended the Tillamook Branch alignment design option in 2004 to the Milwaukie City Council.
- Demand for park-and-ride in the South Corridor.
- Interest by the City of Milwaukie and Clackamas County in a more southerly terminus outside downtown Milwaukie to serve light rail riders and park-and-riders further to the south and to maximize the quality and availability of downtown Milwaukie real estate for mixed-use, moderate density redevelopment.
- Substantial development in the South Waterfront area including a new Oregon Health & Science University (OHSU) building and plans for a future campus that include additional medical-related research and health facilities; an estimated increase in employment of over 10,000; ten planned new residential towers for 5,000 residents; and a need to have light rail be a part of an improved transportation system for the area.
- Completion of the Portland Aerial Tram and the desire for a closer connection between the tram and light rail.

Accordingly, starting in 2006 the Refinement Phase for the Portland-Milwaukie project examined and the Steering Committee narrowed alignment options in and south of Milwaukie and for the Willamette River crossing. As a result, Willamette River crossing alignment options, a Tillamook Branch alignment option and alignment options with a 0.84 mile extension of the southern terminus to SE Park Avenue were included in a 2008 Portland-Milwaukie SDEIS as part of the Light Rail Alternative. A No-Build Alternative was also included.

2.2.1 Portland-Milwaukie Light Rail Alternative

In 2008, the SDEIS Light Rail Alternative, including alignment and design options, included:

- **2003 LPA** from the Portland Mall to SE Lake Road in Milwaukie, with approximately 6.4 miles of light rail, 11 stations, and a new bridge across the Willamette River joining OMSI and RiverPlace.

- **Willamette River crossing options** between the South Waterfront District and southeast Portland, with four new alignment options in addition to the 2003 LPA river crossing, plus options for bridge height, bridge type, and whether the bridge would accommodate buses in addition to light rail, streetcar, bicycles and pedestrians.

- **Tillamook Branch Line**, an alignment option in the Milwaukie North Industrial Area that would transition to an alignment along the existing Tillamook Branch Railroad Line just south of the Tacoma Station and would include the extension to SE Park Avenue.

- **Extension to SE Park Avenue**, an alignment terminus option that would extend light rail approximately 0.84 mile from SE Lake Road to SE Park Avenue, add up to two stations, and provide additional park-and-ride capacity at SE Park Avenue.

Other localized options included:

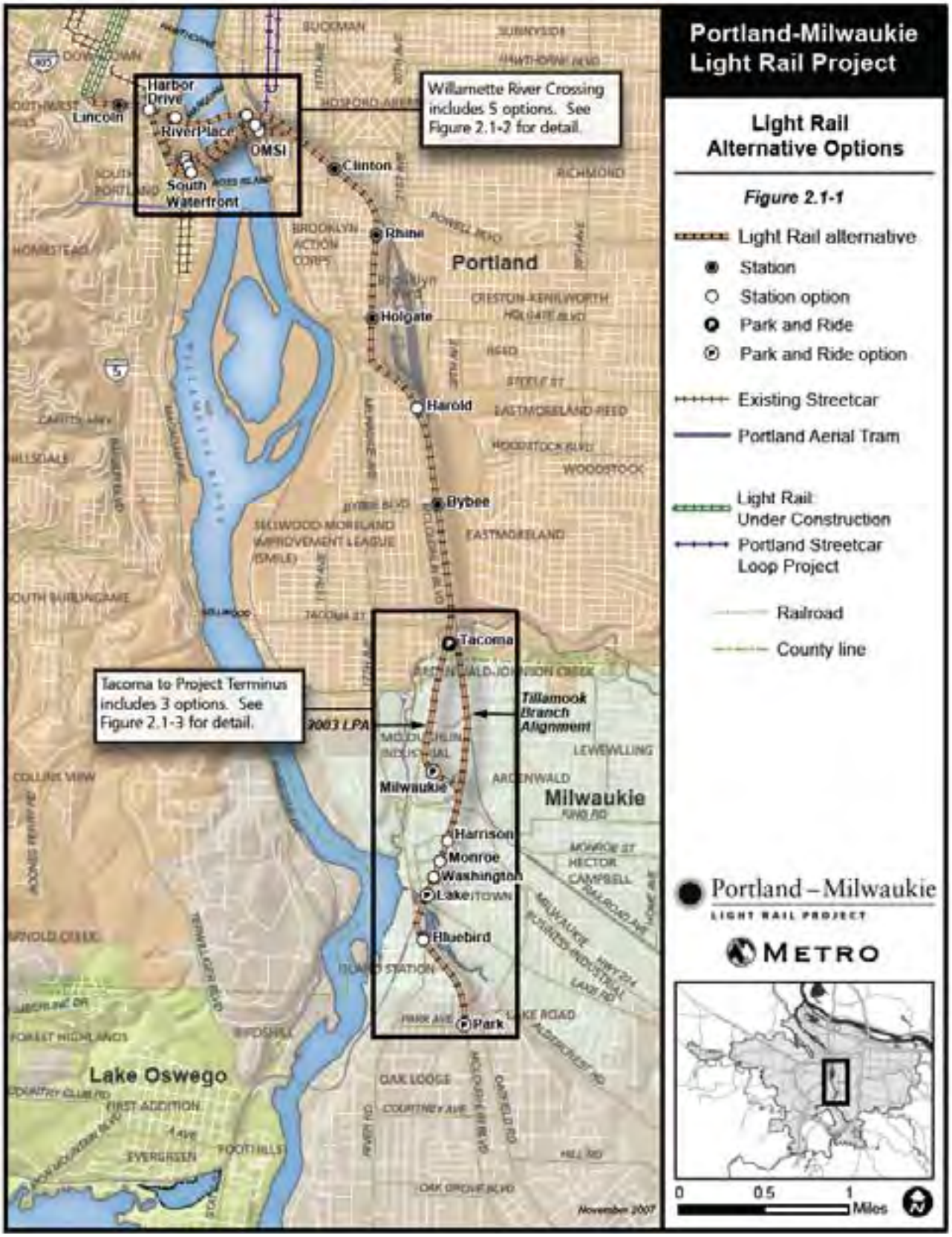
- SE Harold Street Station, an additional station in southeast Portland between the Bybee and Holgate Stations.
- Washington and Monroe Station options in downtown Milwaukie, in addition to the station at SE Harrison Street that was identified in the 2003 LPA.
- Options for elevated or at-grade crossings of the Oregon Pacific Railway (OPR) Line east of the Willamette River and across SE McLoughlin Boulevard south of downtown Milwaukie.
- Expansion of the Ruby Junction Operating and Maintenance Facility.

The analysis of the Light Rail Alternative was based on comparing the 2003 LPA to the alignment and design options, and each design and alignment option was combined with the 2003 LPA for analysis. For example, the Tillamook Branch Line option was combined with the 2003 LPA river crossing, and the Willamette River crossing options were combined with the 2003 LPA terminus at SE Lake Road. Figures 2.1-1 through 2.1-3 illustrate the alignment options evaluated in the Portland-Milwaukie SDEIS.

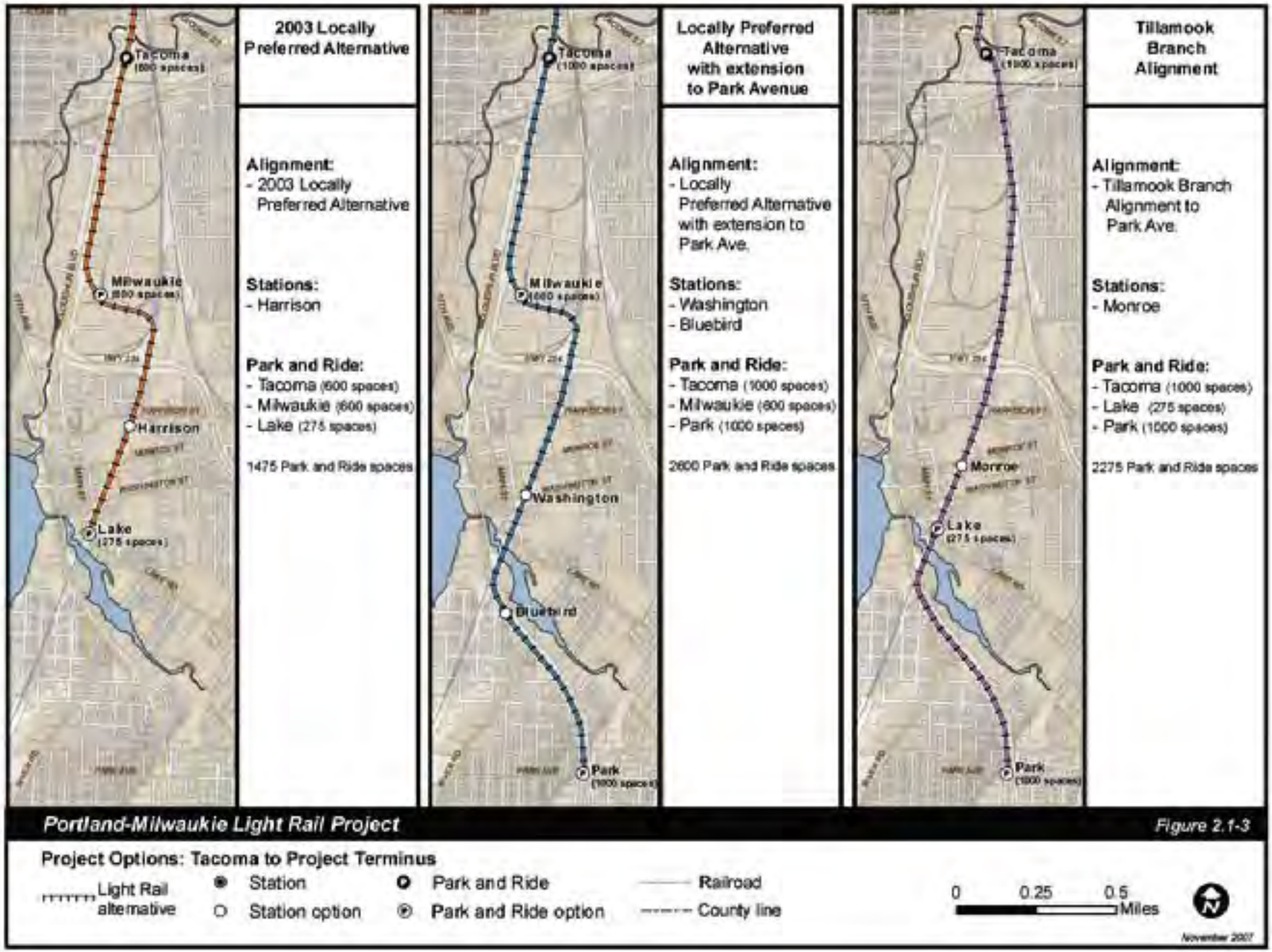
2.2.2 No-Build Alternative

The **No-Build Alternative** is required under NEPA and represents future conditions without the Portland-Milwaukie Light Rail Project. The No-Build Alternative represents both a possible outcome of the process and a reference point to gauge the benefits, costs, and impacts of the Light Rail Alternative.

The No-Build Alternative includes assumptions about future growth in population and employment in the region and in the project corridor through the year 2030, and the regional transportation system with the committed transportation investments that would occur with or without the Portland-Milwaukie Light Rail Project. The No-Build Alternative roadway improvements are projects in the corridor that are currently planned and for which a source of funding has been identified. They are the projects listed in the "financially constrained" project list of the 2004 Regional Transportation Plan, the currently adopted transportation plan for the region. Transit service would increase at a rate of 0.5% a year. See Table 2.1-1 of the SDEIS for a summary of the transit and roadway improvements included in the No-Build Alternative


Portland-Milwaukie Light Rail Project
Light Rail Alternative Options
Figure 2.1-1
Light Rail alternative
Station
Station option
Park and Ride
Park and Ride option
Existing Streetcar
Portland Aerial Tram
Light Rail Under Construction
Portland Streetcar Loop Project
Railroad
County line
Willamette River Crossing includes 5 options. See Figure 2.1-2 for detail.
Tacoma to Project Terminus includes 3 options. See Figure 2.1-3 for detail.
2003 LPA
Tillamook Branch Alignment
Harbor Drive
Lincoln
RiverPlace
OMSI
South Waterfront
Clinton
Rhine
Holgate
Harold
Bybee
Tacoma
Milwaukie
Harrison
Monroe
Washington
Lake
Bluebird
Park
Portland
Milwaukie
Lake Oswego
Portland – Milwaukie
LIGHT RAIL PROJECT
METRO
0
0.5
1
Miles
November 2007


Portland - Milwaukie Light Rail Project
Project Options: Willamette River Crossing
Figure 2.1-2
1. 2003 LPA
2. Meade-Sherman
3. Meade-Caruthers
4. Porter-Sherman
5. Porter-Caruthers
Station option
Existing Streetcar
Portland Aerial Tram
Portland Streetcar Loop Project
Railroad
Arterial road
Portland – Milwaukie
LIGHT RAIL PROJECT
METRO
0
500
1,000
Feet
Harbor Drive
RiverPlace
Eastside Willamette River Greenway
OMSI
Union Pacific RR
Oregon Pacific RR
Meade Options
Porter Options
South Waterfront
Crossing Options:
1. 2003 LPA
2. Meade-Sherman
3. Meade-Caruthers
4. Porter-Sherman
5. Porter-Caruthers
South Waterfront Willamette River Greenway (Planned)
Portland Aerial Tram
MARQUAM BRIDGE
ROSS ISLAND BRIDGE
HAWTHORNE BLVD
MARTIN LUTHER KING BLVD
GRAND AVE
SHERMAN ST
CARUTHERS ST
DIVISION ST
POWELL BLVD
MARKET ST
HARBOR DR
NAITO PKWY
HOOD AVE
MACADAM AVE
McLOUGHLIN BLVD


2003 Locally Preferred Alternative
Alignment:
- 2003 Locally Preferred Alternative
Stations:
- Harrison
Park and Ride:
- Tacoma (600 spaces)
- Milwaukie (600 spaces)
- Lake (275 spaces)
1475 Park and Ride spaces
Tacoma (600 spaces)
Milwaukie (600 spaces)
Harrison
Lake (275 spaces)
Locally Preferred Alternative with extension to Park Avenue
Alignment:
- Locally Preferred Alternative with extension to Park Ave.
Stations:
- Washington
- Bluebird
Park and Ride:
- Tacoma (1000 spaces)
- Milwaukie (600 spaces)
- Park (1000 spaces)
2600 Park and Ride spaces
Tacoma (1000 spaces)
Milwaukie (600 spaces)
Washington
Bluebird
Park (1000 spaces)
Tillamook Branch Alignment
Alignment:
- Tillamook Branch Alignment to Park Ave.
Stations:
- Monroe
Park and Ride:
- Tacoma (1000 spaces)
- Lake (275 spaces)
- Park (1000 spaces)
2275 Park and Ride spaces
Tacoma (1000 spaces)
Monroe
Lake (275 spaces)
Park (1000 spaces)
Portland-Milwaukie Light Rail Project
Figure 2.1-3
Project Options: Tacoma to Project Terminus
Light Rail alternative
Station
Station option
Park and Ride
Park and Ride option
Railroad
County line
0
0.25
0.5
Miles
November 2007

3. PUBLIC OUTREACH AND INVOLVEMENT

3.1 Portland-Milwaukie SDEIS Distribution and Public Comment

The *Portland-Milwaukie Project Supplemental Draft Environmental Impact Statement* was distributed on May 1, 2008, and notice of availability was published in the *Federal Register* on May 9, 2008. This document was also circulated and discussed at four community open houses (May 21, 22, 27, and 28, 2008). The 45-day local public comment period ends at noon, June 23, 2008 and has included numerous neighborhood meetings and a public hearing on June 9, 2008. The South Corridor Steering Committee made the initial recommendation for the Locally Preferred Alternative (LPA) for the Portland-Milwaukie Light Rail Project. This *Portland-Milwaukie Project Locally Preferred Alternative Report* documents the amendment to the 2003 LPA and defines the elements of the 2008 Portland-Milwaukie LPA.

3.2 Portland-Milwaukie LPA Decision Process

The South Corridor Steering Committee considers the LPA recommendation on June 26, 2008. It will then be considered by local jurisdictions, ODOT and TriMet, the Joint Policy Advisory Committee on Transportation (JPACT) and by the Metro Council (See Figure 1.4-1). The final LPA decision will be made by the Metro Council after consideration of:

- Public comments on the Portland-Milwaukie SDEIS made during the public hearings and as documented in the *Portland-Milwaukie Project Public Comment Report* (Metro, June 2008).

- Data and analysis included in the *Portland-Milwaukie Project Supplemental Draft Environmental Impact Statement.*

- Consistency with the study Purpose and Need and the project's adopted goals and objectives.

- Consideration of recommendations from the following committees and jurisdictions on the following dates:

Portland-Milwaukie Citizen Advisory Committee	June 12
City of Oregon City Commission	July 2
TriMet Board of Directors	July 9
Multnomah County Board of Commissioners	July 10
Joint Policy Advisory Committee on Transportation	July 10
Milwaukie City Council	July 14, 15
City of Portland Council	July 17
Clackamas County Board of Commissioners	July 17
Metro Council	July 24

The recommendations and resolutions adopted by the committees and jurisdictions listed above will be contained in Appendix B of the Metro Council's Final LPA Recommendation.

Figure 3.1 Locally Preferred Alternative Adoption Process and Schedule

4. LOCALLY PREFERRED ALTERNATIVE DESCRIPTION AND RATIONALE

The recommended locally preferred alternative is a Light Rail transit project that would extend the light rail that is currently under construction on the Portland Transit Mall to a terminus at SE Park Avenue in Clackamas County. The LPA is based on the 2003 LPA and the options analyzed in the SDEIS. Specific elements of the LPA are discussed below. Figure 4.1 illustrates the Portland-Milwaukie LPA.

4.1. Willamette River Crossing Alignment: Refined Porter-Sherman

A. Location

From the terminus of the Portland Mall Light Rail alignment located between SW 5th and SW 6th Avenues at SW Jackson Street in downtown Portland, light rail alignment would be extended east crossing SW 5th Avenue and the I-405 on-ramp and would continue east in the center of SW Lincoln Street, then cross SW 1st Avenue and through to SW Naito Parkway in the location of a currently existing building. Proceeding east and crossing SW Naito Parkway, the light rail alignment would turn south on the east side of SW Naito Parkway. The light rail would proceed over SW Harbor Drive on a structure and under the I-5/I-405 elevated roadways on a structure and continue south along the east side of SW Moody Avenue to an intersection of SW Moody Avenue and a future SW Porter Avenue in an alignment proximate to the southern edge of the OHSU campus. The light rail would then turn east and cross the Willamette River on a modified Porter-Sherman alignment to a point on the east side of the Willamette River at SE Sherman Street, just north of the Portland Opera building.

B. Alignment Options Considered

The following alignment options were considered for the Willamette River crossing. Additional alignments were considered in the refinement phase and were narrowed by the Steering Committee to the alignments listed below.

- 2003 LPA (SW RiverPlace to south OMSI parking lot)
- SW Meade to SE Sherman
- SW Meade to SE Caruthers
- SW Porter to SE Sherman
- SW Porter to SE Caruthers

C. Rationale for Selection

The City of Portland convened the Willamette River Partnership, a committee of local property owners, businesses and agencies in the vicinity of the proposed bridge crossings. The committee was charged with coordinating private development plans and investments with City utility, street and park improvements and the light rail project. After a series of meetings, they recommended a refined Porter-Sherman crossing described in "A", above. All the more southerly river crossing design options (Meade and Porter on the west bank and Sherman and Caruthers on the east bank) share similar advantages over the 2003 LPA river crossing alignment.

Figure 4.1 2008 Locally Preferred Alternative

** Lake Road Minimum Operable Segment (MOS):*
A Lake Road MOS terminus would include a 275 space park and ride at Lake Road, and a 1250 space park and ride at Tacoma.

*** The Lincoln and Harbor Stations will be consolidated into a single station. The New Starts application will include the Lincoln Station.*

The refined Porter-Sherman crossing compared to the 2003 LPA would:

- Serve almost 3,000 more residents and more than 4,000 additional employees.
- Add 1,200 to 1,400 light rail trips a day between downtown Portland and Milwaukie or Oak Grove.
- Reduce total transit travel time to South Waterfront by 5 minutes (23 minutes compared to the No-Build).
- Have fewer noise impacts and would impact one less park.
- Be more likely to serve as a catalyst for development in the area.
- Provide substantive travel time benefits for buses, with over 13,000 riders gaining benefits.

In addition, the refined Porter-Sherman crossing would have several additional advantages not shared by all of the other southerly crossing options. It would:

- Avoid the greater business and property impacts required by the Meade-Caruthers or Porter-Caruthers options.
- Be compatible with the OHSU and OMSI master plans.
- Be more compatible with the South Waterfront Willamette River Greenway Plans for natural habitat area between SW Porter Street and the Marquam bridge.
- Offer a short walk connection to the Portland Aerial Tram, which provides access to more than 10,000 jobs on Marquam Hill.

D. Issues to be Addressed by Staff

The following issues will need to be further addressed

- Final bridge height, and bridge type (including number and size of in-water piers).
- Coordination with City of Portland on Willamette Greenway plan modifications.
- In-water and riparian habitat avoidance, mitigation and enhancement measures.
- Amount, extent, timing, cost and light rail Project cost burden for an elevated alignment in the South Waterfront area.

4.2 Preferred Light Rail Alignment: Tillamook Branch to Park

A. Location

The locally preferred alternative includes the Tillamook alignment in the Milwaukie North Industrial Area and a terminus at SE Park Avenue. From SE 8th Avenue to SE Tacoma Street the alignment is the same as the LPA adopted in 2003. On the east side of the river, following along the west/south side of the Union Pacific Railroad (UPRR), the light rail alignment would cross SE Powell Boulevard and go south along SE 17th Avenue to SE McLoughlin Blvd. The alignment would then continue south between SE McLoughlin Boulevard and the UPRR tracks to SE Tacoma Street.

At SE Tacoma Street the preferred Tillamook alignment would proceed south about 300 feet and then turn southeast. The Tacoma Street Station would be located south of Johnson Creek and a 1,000 space parking structure would be located at this site. The alignment would cross under the Springwater corridor bridge then be elevated to just north of Highway 224. The alignment would cross under Highway 224 and then run south along the west side of the Tillamook Branch railroad right-of-way to SE Lake Road. The light

rail would cross over SE McLoughlin Boulevard on a grade-separated structure and proceed south along the west side of SE McLoughlin Boulevard to SE Park Avenue.

B. Alignment Options Considered

The following alignment options were considered for the portion of the light rail alignment between SE Tacoma Street and SE Park Avenue:

- The 2003 LPA alignment along SE McLoughlin Boulevard and SE Main Street through the Milwaukie North Industrial Area with southern terminus at SE Lake Road.
- 2003 LPA alignment as described above with a southern terminus at SE Park Avenue.
- The Tillamook Branch Alignment with the extension to SE Park Avenue.

C. Rationale

Tillamook Branch Alignment. Compared to the 2003 LPA or the 2003 LPA to SE Park Avenue, this option would:

- Require fewer impacts to traffic and freight access for businesses in the Milwaukie North Industrial Area.
- Result in fewer acquisitions and displacements of North Industrial Area businesses.
- Reduce light rail travel time by one minute along the length of the segment.
- Cost less to construct (approximately $39 million).
- Avoid adverse impacts to the historic ODOT building and grounds on SE McLoughlin Boulevard.
- Have support of the businesses in the North Industrial Area and is similar to the Milwaukie Working Group Recommendation from the 2004 process.
- Avoid traffic impacts at SE Ochoco and SE Milport Streets.

Park Terminus. The SE Park Avenue terminus is preferred, although funding is not assured. While substantial efforts will be made to find sufficient funds to construct to Park Avenue, a minimum operating segment (MOS) to Lake Rd is also indicated. Compared to the Lake Road terminus, the Park Avenue terminus would:

- Increase the number of people using transit to get to downtown Portland.
- Put up to 1,600 more households and approximately 1,250 jobs within a ½ mile walk of the light rail system.
- Reach more commuters in north Clackamas County by maximizing park-and-ride opportunities with 1,000 more spaces.
- Increase ridership by over 2,000 rides each day.
- Would intercept significant park-and-ride trips south of downtown Milwaukie before it reaches the Milwaukie Town Center.
- Avoid impacts of a park-and-ride in downtown Milwaukie.

D. Issues to be Addressed by Staff

With the SE Park Avenue terminus, the following issues would need to be addressed:

- Developing cost reduction strategies that will allow for the extension to SE Park Avenue terminus.
- Developing capital and operating finance plan for the SE Park Avenue terminus.
- Addressing the additional noise and vibration impacts.
- Mitigating the potential impacts to two additional parks.

4.3 Locally Preferred Alternative Light Rail Stations: Portland

A. Location

The recommended Locally Preferred Alternative includes stations at the following locations:

- Lincoln/Harbor
- South Waterfront
- OMSI
- Clinton
- Rhine
- Holgate
- Bybee
- Tacoma

The station at Tacoma includes a structured park-and-ride with 1,000 spaces.

B. Options Considered

The following station locations were considered based on the 2003 LPA, findings of the *Refinement Report* (Metro 2007) and recommendations of the Willamette River Partnership, and the project Steering Committee:

- Lincoln
- Harbor Drive
- RiverPlace
- South Waterfront
- OMSI
- Clinton
- Rhine (formerly Lafayette)
- Holgate
- Harold (studied as an optional station)
- Bybee
- Tacoma

C. Rationale

The station locations selected in Portland are based on the adopted 2003 LPA, except as follows:

- The Lincoln Station was relocated from the 2003 LPA location on SE Harrison Street because the light rail alignment was relocated to SE Lincoln Street because the Portland Streetcar has been constructed on SE Harrison Street.
- The selection of the revised Porter-Sherman Willamette River crossing alignment precludes a station at RiverPlace. The Harbor Station, which was intended to serve RiverPlace, is discussed below.
- A station option at SE Harold Street was studied the SDEIS, though it was not included in the 2003 LPA. It is also discussed below.

4.3.1 Lincoln and Harbor Stations

A. Location.

The Lincoln Station studied in the SDEIS would be located in the South Auditorium District on SW Lincoln Street between SW 4th and SW 1st Avenue. The Harbor Station studied would be located over SW Harbor Drive and SW Moody Street in SW Portland near RiverPlace. Because of topography and light rail alignment grade considerations, the Harbor Station would be required to be an elevated station. The location of these two stations will be reexamined prior to January 2009.

B. Reasons to Consolidate Lincoln and Harbor Stations

The Harbor Station was preliminarily evaluated and is recommend to be consolidated with the Lincoln Station in the 2008 LPA because:

- Ridership to and from the Harbor station is estimated to be among the lowest of any station (900-1,200 boardings per day).
- The delay to each trip due to an additional stop reduces overall ridership, reduces the transit user benefits, and negatively affects the cost effectiveness to a significant degree—17,000 light rail riders and 21,000 bus riders daily would pass through Harbor Station and be slowed by 30-60 seconds if there were an additional stop.
- 70 percent of the riders at the Harbor Station would be transfers.
- The Lincoln Street station would be only 500-800 feet from the Harbor station.
- Most trips are within walk access to another station and have access to streetcar that will serve OHSU and OMSI as well as downtown.
- The cost of the Harbor Station, elevated 35 feet above SW Harbor Drive, ($17 million) would be substantially more than other at-grade stations.
-
- An elevated station would require property from PDC redevelopment parcels.
- An elevated station would require steps, a ramp and possibly an elevator, which would make it less convenient for passengers than at-grade stations.

C. Consideration

Prior to January 2009, the project will reexamine the Lincoln and Harbor stations and identify a single station location that optimizes ridership, is fiscally responsible and serves the RiverPlace and the South Auditorium areas.

4.3.2 Harold Station

Examination of the potential for a future Harold Street station is identified as a future work element. See Chapter 6 Future Work Program for additional detail.

A. Location

The Harold Street Station would be located between SE Harold Street and SE Ellis Streets on the east side of SE McLoughlin Boulevard in SE Portland.

B. Reasons Not to Advance

The Harold Street Station was not recommended to be included in the 2008 LPA:

- Low ridership (1,400 boardings per day even with a pedestrian bridge that would provide access to neighborhoods to the east) compared with other stations.

- Most of the station area is within ½ mile of either Bybee or Holgate Stations.
- Most riders could be served by the existing #19 Woodstock or other routes that will benefit from using the new Willamette River bridge, which will increase reliability and decrease bus travel times
- 19,000 daily light rail riders traveling through the station would experience a 30 to 60 second delay, thereby reducing the cost effectiveness of the Project.
- Harold Station would be considered as a future station with track offsets designed to accommodate a station.

C. Considerations

Current land uses and zoning do not adequately support a Harold Station at this time. A Harold Street Station would benefit by having a multi-use bridge over the railroad tracks at SE Reedway Street to connect the Reed neighborhood and Reed College. The cost of the bridge is estimated at $6-8 million.

D. Future Evaluation

The Harold Station is considered a future station with track offsets and infrastructure designed to accommodate a future station. Reasonable accommodations will be made for infrastructure requirements, which may include signal communication handholes, manholes, casings and conduits for utility feeds to the track, during design and construction.

As part of PE and future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a future Harold Station will be evaluated.

4.4 Locally Preferred Alternative Light Rail Stations: Milwaukie and Clackamas County

The preferred locations for stations are at Lake Road in Milwaukie and at SE Park Avenue in the Oak Grove neighborhood of Clackamas County.

4.4.1 Preferred Milwaukie Station: Lake Road

A. Location

The station is located on the north side of SE Lake Road, south of SE Adams and west of SE 21st Avenue adjacent to the railroad tracks in the downtown Milwaukie.

B. Alternatives Considered

Stations at SE Harrison Street, SE Monroe Street, SE Washington Street and SE Lake Road were studied in the 2008 SDEIS. A park-and-ride with 275 spaces was studied in the SDEIS. This option is discussed in section 4.5.1 below.

A station and park-and-ride at the former Southgate Theatre site was included in the 2003 LPA, and studied as part of 2003 LPA alternative in the SDEIS. A station at Bluebird was studied as an option with the extension to SE Park Avenue.

C. Rationale

Under the Park Avenue terminus option, one station in downtown Milwaukie is recommended.

A single station at SE Lake Road is preferred because it:

- Is the closest of the four stations studied, to Main Street, the retail spine of downtown Milwaukie.
- Encourages the greatest possible use of Main Street, helping to activate the entire length of the street with pedestrian activity compared with the other station alternatives in downtown Milwaukie.
- Provides downtown Milwaukie with the anchor the Downtown Plan suggests is necessary for strengthening Main Street.
- Supports the City of Milwaukie's plans for redevelopment.
- Will be highly convenient to the Milwaukie High School.
- Has community support and was recommended by the Milwaukie City Council.

Selection of a Tillamook Branch alignment in the North Industrial Area precludes the station and park-and-ride at the former Southgate Theatre site.

4.4.2 Bluebird Station

A. Location

The SE Bluebird Street Station would be located just north of SE Bluebird Street, on the east side of SE 22nd Avenue and along SE McLoughlin Boulevard in the City of Milwaukie.

B. Reasons Not to Advance

The Bluebird Station was not recommended to be included in the 2008 LPA or advance to the 2008 FEIS because:

- The station would need to be elevated and station construction costs and visual impact would be substantially greater than at-grade stations.
- The light rail ridership would be significantly lower than other stations along the light rail line (the Bluebird station is estimated to have only about 1,400 boardings and alightings daily compared with the station median of 2,748)
- The real estate potential of the surrounding area is very limited because of existing zoning and land uses.
- There are existing commercial uses that would have to be acquired and displaced at the site.

4.4.3 Lake Road Park-and-Ride

A. Location

A park-and-ride facility for the Lake Road Station located at SE Lake Road and SE Washington Street in downtown Milwaukie was evaluated in the SDEIS. It is not recommended to be included in the LPA.

B. Reasons Not to Advance

The Lake Road park-and-ride facility is not recommended to be included in the 2008 LPA for the Project to SE Park Avenue. It is included in a Minimum Operating Segment (MOS), which is discussed below. The reasons for the recommendation include:

- The park-and-ride would not conform to the City of Milwaukie's guidelines for parking within the downtown area.
- The extension to Park would provide a location further south for many park-and-ride trips and would bring less traffic into downtown Milwaukie.
- This 275 space structured park-and-ride lot would be difficult to construct next to Kellogg Creek and would be expensive ($17 million).
- If an MOS with a Lake terminus is constructed, this park-and-ride would be needed in order to serve the southern portion of the alignment and to provide sufficient park-and-ride for the project.

4.5 Minimum Operating Segment: Lake Road

Final cost estimates and finance plans have not yet been completed. A Minimum Operating Segment (MOS) terminating at SE Lake Road would only be pursued if sufficient funds to construct the preferred alignment with a terminus at SE Park Avenue can not be identified. The preferred alternative would remain a SE Park Avenue terminus.

A. Location

A Lake Road Minimum Operating Segment (MOS) would use the Tillamook Branch alignment and would have a southern terminus at SE Lake Road – until such time as additional funds were secured to extend the light rail further south. A station would be located at SE Lake Road. The Park Avenue Park-and Ride would not be constructed until the line was extended to Park Avenue. Therefore, the Lake Road MOS would include a park-and-ride with 275 parking spaces located south of SE Washington Street and west of SE Main Street, and the Tacoma Park-and-Ride would increase to up to 1,250 spaces.

B. Rationale

This option would only be selected if sufficient funds to construct the preferred alternative can not be identified. The preferred alternative is the terminus at Park Avenue. In order to accommodate the demand for park-and-ride at the southern end of the project area, a park-and-ride would be necessary with the terminus at SE Lake Road. The park-and-ride structure could transition to city use when the project is completed to the Park Avenue terminus.

4.6. Additional Improvements

4.6.1 Ruby Junction Operations and Maintenance Facility

A. Location

The Ruby Junction Operations and Maintenance Facility is located in the City of Gresham near SE 199th and SE Burnside.

B. Rationale

The Ruby Junction facility would need to be expanded to accommodate the additional light rail vehicles that will be required for the Portland-Milwaukie project.

4.6.2 Bus Improvements

A. Location

Capital improvements for buses associated with the project include a transitway and bus-related intersection improvements from SW 1st and Lincoln to approximately SE 8th and SE Powell Boulevard. Service improvements include a new bus route to connect Milwaukie and the Clackamas Regional Center.

B. Rationale

Use of the new bridge and transitway decreases travel time and increases reliability because the buses do not have to travel on congested roads and bridges.

C. Considerations

Access control for buses entering SE Powell has yet to be determined and will be coordinated with the Oregon Department of Transportation.

4.6.3 Future Streetcar Improvements

A. Location

The Portland Streetcar could be accommodated on the Willamette River Bridge and portions of the transitway.

B. Rationale

The Portland Streetcar alignment could share some of the improvements constructed as part of the Portland-Milwaukie project, and has been planned to use the Willamette Bridge that would be constructed. The streetcar it is a distinct project and mode and the track connections and switches would be a separate project.

4.6.4 SE Water Avenue Relocation

Location

The project will seek to accommodate the development of the current SE Water Avenue detour as the permanent SE Water Avenue alignment.

5. BACKGROUND AND ALTERNATIVES CONSIDERED AND NOT ADVANCED

5.1 Project History

The *Portland-Milwaukie Light Rail Project SDEIS* is a supplement to the *South Corridor Project Supplemental Draft Environmental Impact Statement* (2002).

In addition to the 2002 and 2008 SDEIS's, the following documents were prepared and public has reviewed and comments have been gathered in association with these documents in the long-term work effort to assess an LPA for the Portland-Milwaukie Light Rail Project:

- *Tier I and Tier II South/North Alternatives Analysis* (1993)
- *South/North Draft Environmental Impact Statement* (1998)
- *Portland-Milwaukie Transportation Alternatives Study* (2000)
- *Downtown Amendment to the Portland-Milwaukie Project Supplemental Draft Environmental Impact Statement* (2003)
- *Portland-Milwaukie Refinement Report* (May 2007)
- *Portland-Milwaukie Light Rail Project Downtown Milwaukie Alignments Review* (June 2007)
- *Portland-Milwaukie Light Rail Project Downtown Milwaukie Workshop Summary SE Main Streets/SE 21st Avenue* (August 2007)
- *Portland-Milwaukie Light Rail Project 2008 SDEIS Public Comment Report* (June 24, 2008)

5.2 Transit Modes and Transit Substitutes Considered

The transit modes (in addition to light rail) and transit substitutes (HOV and HOT lanes) that have been evaluated or considered[1] in the past for the South Corridor and Portland-Milwaukie area include:

- River transit
- Commuter rail
- High Occupancy Toll (HOT) and High Occupancy Vehicle (HOV) lanes
- Busway
- Bus Rapid Transit (BRT) including intelligent transportation management (ITS)
- Streetcar

The reasons the modes were not advanced are detailed in Chapter 2 of the 2008 SDEIS.

[1] Streetcar was not evaluated in an environmental document in this corridor, but was rejected due to operational cost and lower carrying capacity.

Figure 5.2.1: South/North Corridor Project Development Process

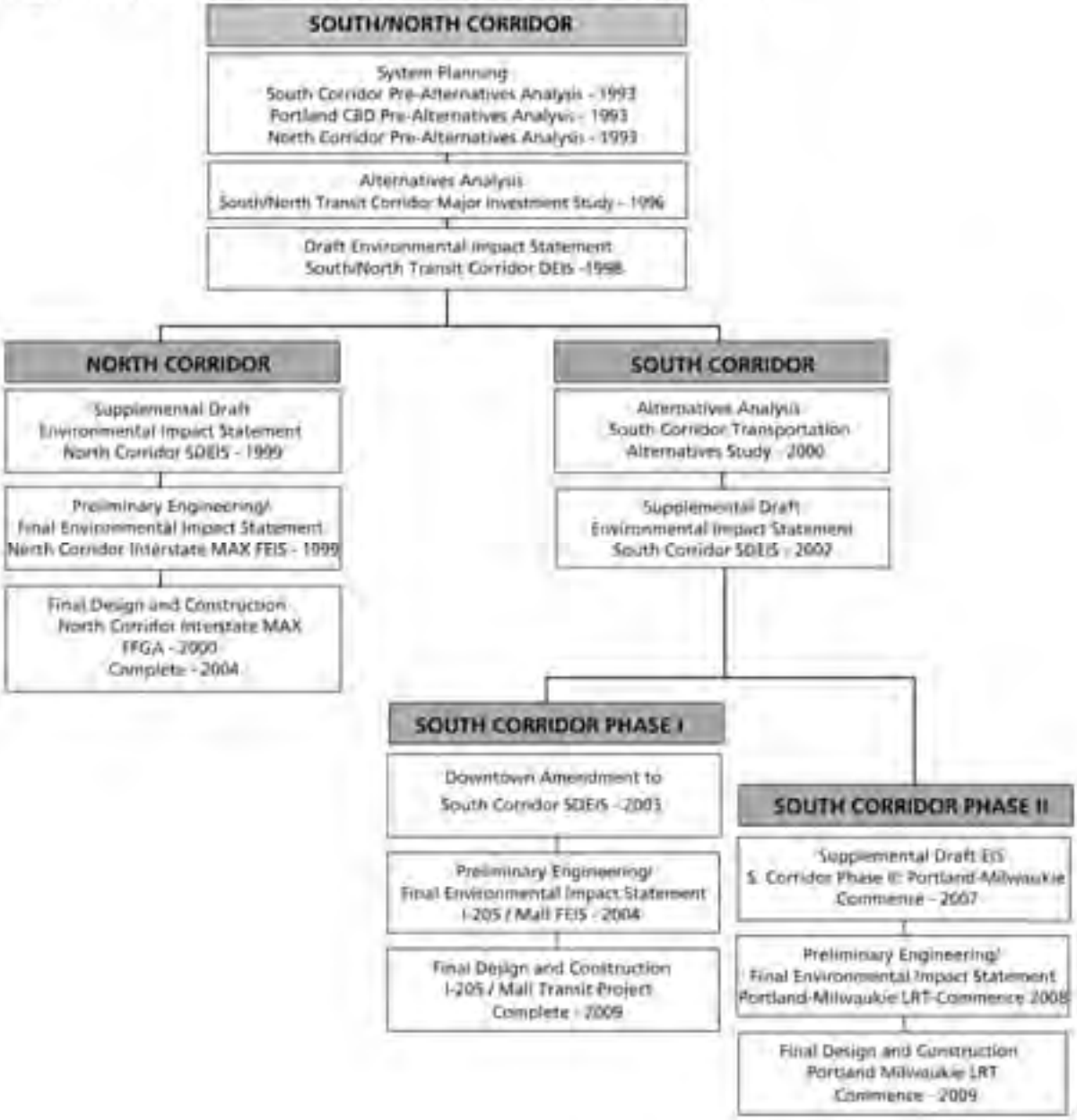
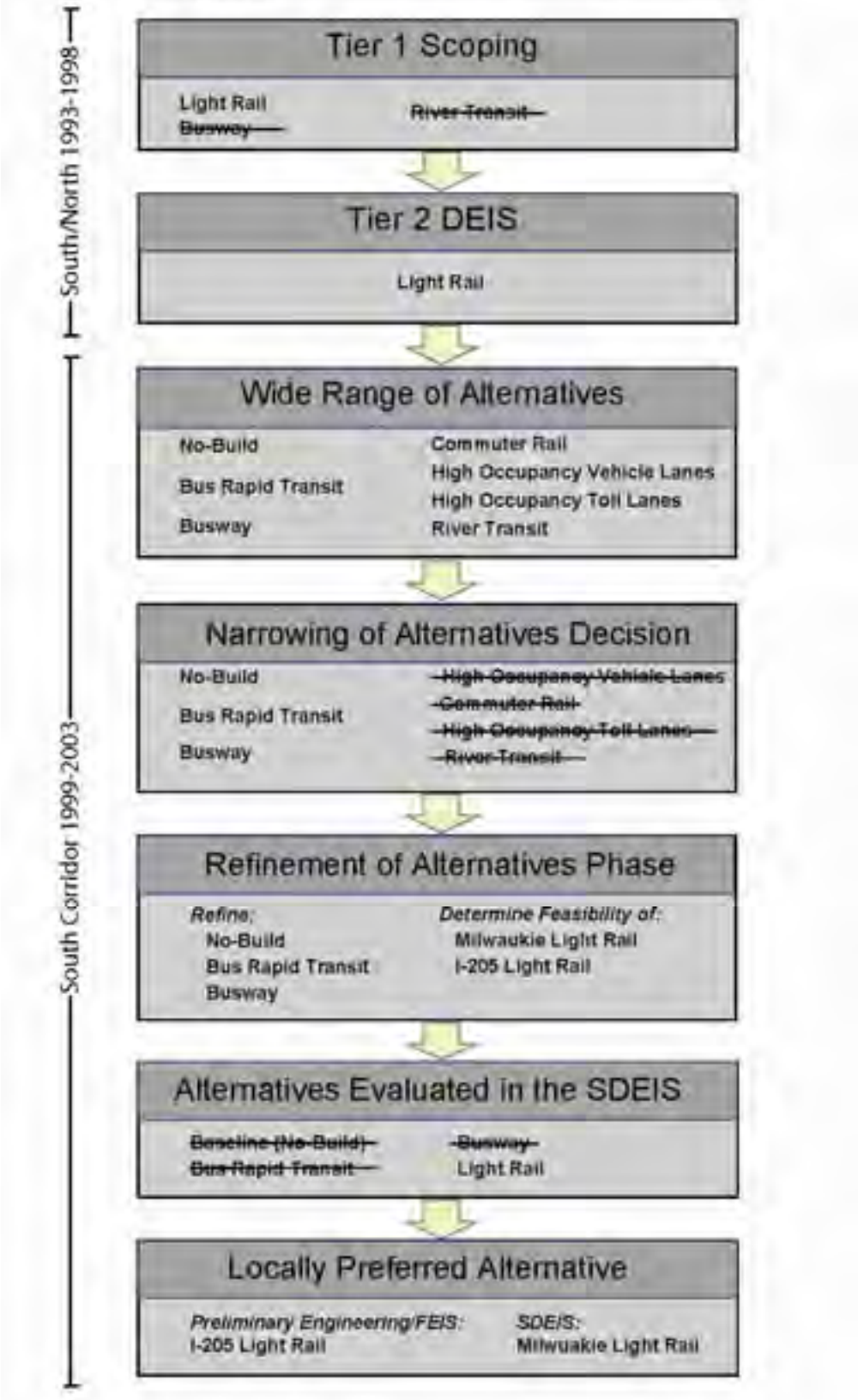


Figure 5.2.2
Narrowing and Refinement of Modal Alternatives
1993-2003



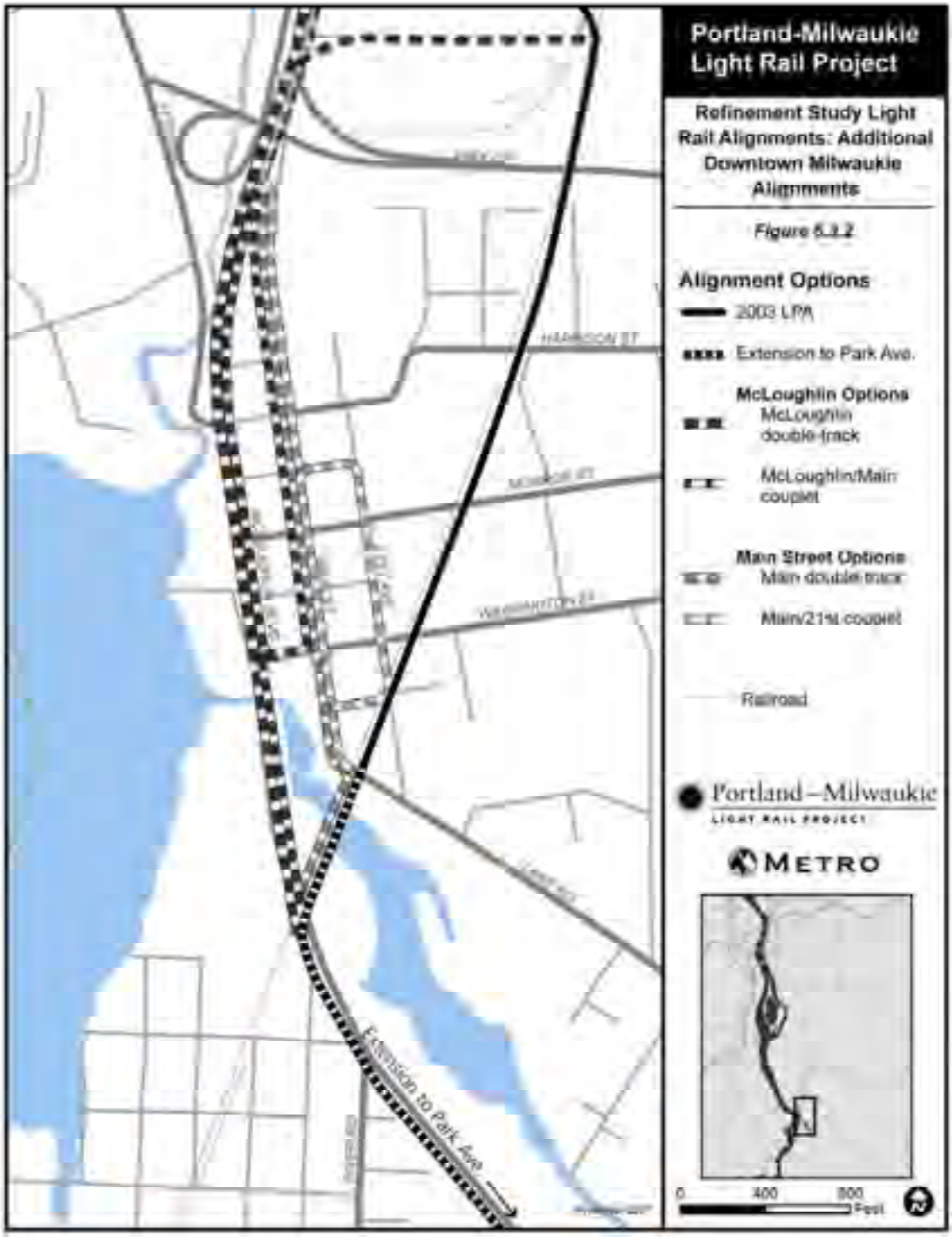
5.3 Transit Alignments Considered and Not Advanced

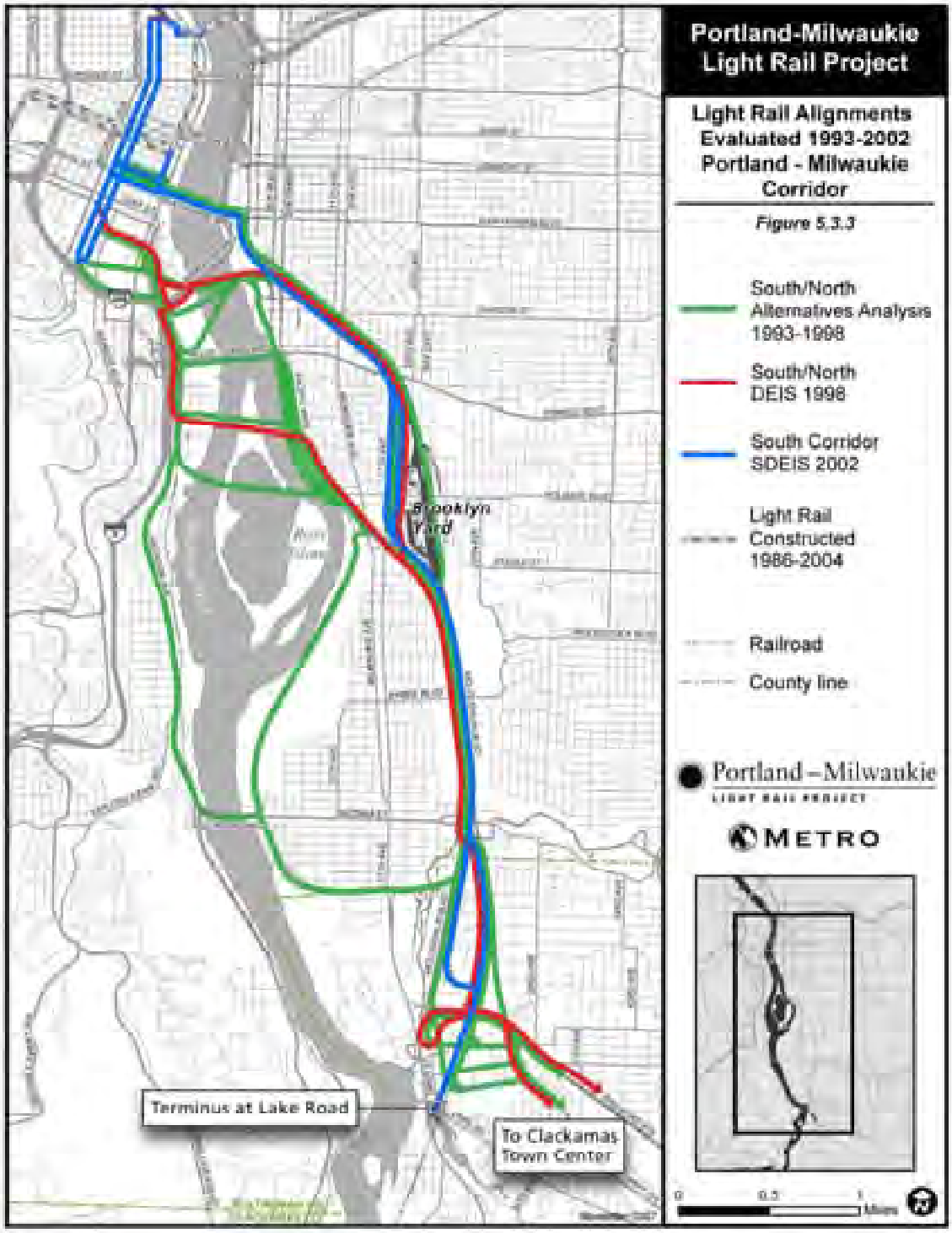
The following transit alignments were considered and not advanced:

- Nine options considered in 2004 Milwaukie Working Group situated in the Milwaukie Industrial area transitioning between McLoughlin Blvd and the Tillamook Branch line shown in Figure 5.3.1
- Six alternatives analyzed in 2007 Refinement Study with alignments located in the downtown Milwaukie area along McLoughlin Blvd, Main Street and 21st Ave shown in Figure 5.3.2
- Numerous alignments and combinations of alignments in the Portland-Milwaukie corridor studied between 1993 and 2002 illustrated in Figure 5.3.3

More details about these alignments and why they were eliminated may be found in Chapter 2 and Appendix L of the 2008 SDEIS.


Portland-Milwaukie Light Rail Project
Working Group: Milwaukie Alignment Options 2004
Figure 5.3.1
Working Group Alignments
Railroad
County line
9 options were studied as part of the Milwaukie Working Group in 2003-2004
TACOMA AVE
MCLOUGHLIN BLVD
32ND AVE
HARRISON
MONROE ST
MAIN ST
WASHINGTON ST
RAILROAD AVE
34TH AVE
HWY 224
LAKE RD
Terminus at Kellogg Lake
Portland – Milwaukie
LIGHT RAIL PROJECT
METRO
0 500 1,000
Feet


Portland-Milwaukie Light Rail Project
Refinement Study Light Rail Alignments: Additional Downtown Milwaukie Alignments
Figure 5.3.2
Alignment Options
2003 LPA
Extension to Park Ave.
McLoughlin Options
McLoughlin double-track
McLoughlin/Main couplet
Main Street Options
Main double track
Main/21st couplet
Railroad
Portland – Milwaukie
LIGHT RAIL PROJECT
METRO
Extension to Park Ave
0
400
800
Feet


Portland-Milwaukie
Light Rail Project
Light Rail Alignments
Evaluated 1993-2002
Portland - Milwaukie
Corridor
Figure 5.3.3
South/North
Alternatives Analysis
1993-1998
South/North
DEIS 1998
South Corridor
SDEIS 2002
Light Rail
Constructed
1986-2004
Railroad
County line
Portland–Milwaukie
LIGHT RAIL PROJECT
METRO
Brooklyn
Yard
Terminus at Lake Road
To Clackamas
Town Center
0
0.5
1
Miles

6. FUTURE WORK PROGRAM

The following additional work has been identified that should proceed in order to complete the project:

- Develop and submit a New Starts Program Application.
- Develop and submit an application to enter Preliminary Engineering.
- Finalize the project financing plan.
- Prepare a Final Environmental Impact Statement.

Staff should consider the interplay between desired project features and cost and financing considerations in completing the above work program. Considerations include:

- Reducing the number of light rail vehicles initially purchased for opening year plus five years instead year 2030 capacity.
- Examination of the potential for an at-grade crossing of SE McLoughlin Blvd near SE Lake Road, recognizing substantive ODOT concerns.
- Building a combination of smaller structure and surface or surface only park-and-ride at SE Park Avenue.
- Removing the Darigold freight rail spur located at approximately SE 6th Avenue.
- Selecting an appropriate bridge type based on input from the community and consideration of the environment impacts, cost, aesthetics, greenway, transit and navigational needs.
- Relocating bike lanes to SE16th Avenue or location other than SE17th Avenue and redesigning SE 17th Avenue.
- Conducting a technical and public involvement analysis to optimize a station location to best serve the RiverPlace and South Auditorium areas.
- Defining specific project finance, ridership, and land use performance measures that would trigger a future light rail station at Harold Street.
- Further examination of the Tacoma Park-and-Ride to better calibrate optimal number of parking spaces.
- Development of Minimum Operating Segment (MOS) to Lake Road if project revenues and project estimates cannot be balanced. If the MOS to Lake Road is constructed, it would include a 275 space park-and-ride at SE Main and SE Washington Streets, and an increase at Tacoma Park-and-Ride up to 1,250 spaces.
- Development of a Bus Routing Plan to maximize use of the transit investment.
- Measures to minimize impacts to existing businesses and properties along the corridor, including a relocation strategy to find locations in the immediate vicinity and the future economic viability of remainder parcels.
- Coordination with the Portland Office of Transportation and ODOT on the design of the Sheridan Street intersection to accommodate the future I-405 northbound off-ramp.
- Further examination of an alternative to the SE 8th Avenue/SE Powell Boulevard intersection for bus access to the transitway across the Willamette River, recognizing ODOT's concern regarding a new bus only signal on SE Powell Boulevard.
- Completion of the station area planning work, which commenced in the fall of 2007, in partnership with the Cities of Portland and Milwaukie, and development of recommendations for further study.
- Jointly managing with the City of Portland, completion of any further station location evaluations called for by the station area planning recommendations prior to March 2009.

- Coordinate with the City of Portland on station area development strategies it may undertake on specific stations in the corridor in order to optimize ridership and future redevelopment potential.
- Coordinate with City of Portland as it develops a Central Eastside/Southern Triangle Circulation Plan that addresses bus access and circulation needs for the Central Eastside area, including the potential for a relocated SE Water Avenue with the City of Portland. The project will seek to accommodate the development of the existing SE Water Avenue detour as the permanent location for SE Water Avenue, however, design and construction of the permanent relocation are not included in the project.

APPENDIX A

Metro Council Resolution No. 08-3959 adopting the Portland-Milwaukie Light Rail Project Locally Preferred Alternative

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE 2008 PORTLAND-MILWAUKIE LIGHT RAIL PROJECT LOCALLY PREFERRED ALTERNATIVE AND FINDING CONSISTENCY WITH THE METRO 2035 REGIONAL TRANSPORTATION PLAN	))))))	RESOLUTION NO. 08-3959 Introduced by Councilor Robert Liberty

WHEREAS, the corridor between Portland, Milwaukie and unincorporated Clackamas County has experienced rapid population and employment growth and this growth is expected to continue over the next twenty years, worsening traffic congestion and increasing the need for improved transportation options; and

WHEREAS, no build, river transit, commuter rail, busways, bus rapid transit, high occupancy vehicle lanes, high occupancy toll lanes and light rail transit have been analyzed since the early 1990's, culminating in the 2000 South Corridor Transit Alternatives Study and the 2002 South Corridor Supplemental Draft Environmental Impact Statement; and

WHEREAS, in 2003, in consultation with its local government partners, Metro Council adopted Resolution No. 03-3303, "For the Purpose of Amending the Locally Preferred Strategy for the South/North Corridor Project to Define a Two-Phased Major Transit Investment Strategy for the South Corridor," which established a Locally Preferred Alternative (LPA) light rail alignment between Portland and Milwaukie as Phase 2 (the "2003 South Corridor Decision"); and

WHEREAS, since the 2003 South Corridor Decision, interest has been expressed in providing a Phase 2 Portland-Milwaukie light rail alignment that would better serve the newly emerging South Waterfront development, an alignment that would have fewer impacts to the North Milwaukie Industrial Area and a southern terminus that would serve unincorporated Clackamas County south of the City of Milwaukie; and

WHEREAS, Metro in partnership with TriMet, the cities of Portland and Milwaukie, Clackamas and Multnomah Counties and the Oregon Department of Transportation, identified several alternative light rail alignments to the 2003 LPA to address concerns raised about the 2003 LPA alignment; and

WHEREAS, Metro, TriMet and the Federal Transit Administration completed a 2008 Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) that includes analysis of a No-Build and Light Rail Alternative, which included the 2003 LPA as well as alignment options at the Willamette River Crossing, in the North Industrial Area of Milwaukie and at the southern terminus; and

WHEREAS, the 2008 SDEIS found that the Light Rail Alternative would have daily ridership of approximately 25,000 in 2030, reduce single occupant vehicle use, improve air quality and support local land use plans; and

WHEREAS, the 2008 SDEIS was provided to the public via Metro's web site and by libraries in the project area as well as to those who requested it by e-mail, telephone or in person; and

WHEREAS, a public 45-day comment period was provided between May 9, 2008 and June 23, 2008 and public comments were taken at four open houses, a public hearing, by mail, telephone, comment card and e-mail; and

WHEREAS, all public comment from the various sources was compiled in the Portland-Milwaukie Light Rail Project Public Comment Report (June 2008); and

WHEREAS, the Portland-Milwaukie Citizen Advisory Committee was formed in summer 2007 and met regularly, reviewing the project plans and the SDEIS, and the Committee has made recommendations concerning a 2008 Portland-Milwaukie LRT LPA; and

WHEREAS, the South Corridor Steering Committee, comprised of elected officials from affected jurisdictions along the alternative alignments and directors of TriMet and ODOT, have met regularly during the preparation of the 2008 SDEIS and have made recommendations concerning a LPA; and

WHEREAS, the Metro 2035 Regional Transportation Plan (RTP) Financially Constrained System includes Project number 10901, MAX light rail: South Corridor Phase 2: Portland to Milwaukie amendment; and

WHEREAS, Metro 2035 RTP Financially Constrained Project number 10901 describes an LRT alignment that connects Portland, North Macadam, OMSI, Brooklyn, Milwaukie and has a Park Avenue terminus which is consistent with the Portland-Milwaukie LRT LPA; and

WHEREAS, the South Corridor Phase II (PE) Portland to Milwaukie is in the Metropolitan Transportation Improvement Program (Metro no. 1149); and

WHEREAS, the refined Portland-Sherman Willamette River crossing would better serve existing and planned land uses in the South Waterfront area, would provide a short walk connection to the Portland Aerial Tram which serves over 10,000 jobs on Marquam Hill, would have fewer business impacts on the Central Eastside and is supported by area property owners; and

WHEREAS, the Tillamook Branch Alignment would have fewer business and traffic impacts, is less costly and is supported by the North Industrial Area businesses and the City of Milwaukie; and

WHEREAS, the Park Avenue Terminus would better serve Clackamas area commuters, would have greater ridership and would have fewer impacts on downtown Milwaukie; and

WHEREAS, at its meeting on July 10, 2008, the Joint Policy Advisory Committee on Transportation recommended approval of the following; now therefore,

BE IT RESOLVED that Metro Council:

1. Adopts the Portland-Milwaukie Light Rail Locally Preferred Alternative as described in the Portland-Milwaukie Light Rail Project Locally Preferred Alternative Report, attached as Exhibit A to this resolution and that generally includes the following:
    a. A new Willamette River bridge for light rail, buses, streetcars, bicycles and pedestrians along a refined Porter-Sherman light rail alignment near

the southern boundary of OHSU South Waterfront campus on the west bank and near OMSI on the east bank; and

b. A Milwaukie light rail alignment that follows the Tillamook Branch alignment;

c. A southern terminus at Park Avenue.

2. Finds that the Portland-Milwaukie Light Rail Locally Preferred Alternative as described in Exhibit A is consistent with the Metro 2035 Regional Transportation Plan Financially Constrained System Project number 10901, MAX light rail: South Corridor Phase 2: Portland to Milwaukie amendment.
3. Directs Metro staff to work with TriMet, the Federal Transit Administration, the Oregon Department of Transportation, the City of Portland, the City of Milwaukie and Clackamas County to initiate Preliminary Engineering and the Final Environmental Impact Statement for the Portland-Milwaukie Light Rail Project.
4. Directs Metro staff to work with TriMet, the Oregon Department of Transportation, the City of Portland, the City of Milwaukie and Clackamas County on the work program considerations, including a shorter alignment with a terminus at Lake Road as a Minimum Operating Segment if project revenues and project costs can not be balanced for a Park Avenue terminus, as included in the Locally Preferred Alternative Report.

ADOPTED by the Metro Council this 24th day of July, 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Officially Approved — Approvato Ufficialmente — Consiglio Metropolitano — Metro Council — METRO COUNCIL

APPENDIX B

Adopted local jurisdictions, agency resolutions and letter in support of the Portland Milwaukie Light Rail Project Locally Preferred Alternative

RESOLUTION NO. 69-2008

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, endorsing the Portland-Milwaukie light rail locally preferred alternative, which includes an updated alignment that follows the Tillamook Branch rail line through Milwaukie, locates a station at Lake Road, and terminates at Park Avenue.

WHEREAS, the City of Milwaukie has endorsed previous Portland-Milwaukie light rail project alternatives (known also as South Corridor Phase 2) in 2003 and 2004 (by resolutions 12-2003 and 31-2004); and

WHEREAS, the City's Comprehensive Plan, Downtown and Riverfront Framework Plan and Transportation System Plan each support the revitalization of downtown Milwaukie such that transportation options, including transit, are more readily available for Milwaukians; and

WHEREAS, Milwaukie's downtown redevelopment efforts require both the availability of transportation options for new residents and employees, as well as the infusion of capital investment both private and public; and

WHEREAS, the Portland-Milwaukie light rail project is planned such that Milwaukie would benefit from enhanced transportation service, public facility improvements and new visibility to real estate developers and investors; and

WHEREAS, a recently completed Supplemental Draft Environmental Impact Statement (SDEIS) describes a No-Build Alternative and various light rail design options and related impacts, all of which having now informed the recommendation of a Locally Preferred Alternative (LPA) by the South Corridor Steering Committee, on which Milwaukie has been represented; and

WHEREAS, the public was invited to participate and comment on the SDEIS through an extensive process, and a public comment period was held from May 9, 2008 to June 23, 2008; and

WHEREAS, the Steering Committee's recommendation is consistent with that of both a Citizens Advisory Committee, which included Milwaukie citizens and business representatives, and a Project Management Group, which included City of Milwaukie staff; and

WHEREAS, the recommended LPA, by making use of the Tillamook Branch railroad right-of-way in Milwaukie, is consistent with the City Council's recommendation in 2004 (by resolution number 31-2004) to reflect the consensus among the participants of the "Working Group" process of 2003-2004; and

WHEREAS, the recommended LPA, by making use of the Tillamook Branch railroad right-of-way through downtown Milwaukie, is consistent with the Council's request of the Steering Committee regarding this section of the alignment in the summer of 2007, but which raises mitigation issues for nearby schools, neighborhoods,

parks, and businesses that are partially described in the SDEIS and Umbrella Agreement with TriMet (adopted by Council by Resolution number 59-2008) but which require further actions that will be defined in the Final Environmental Impact Statement; and

WHEREAS, the recommended LPA, by extending the alignment to Park Avenue, maximizes ridership on the line while minimizing traffic impacts in downtown Milwaukie and optimizing Milwaukie's downtown revitalization potential by locating terminal infrastructure outside of Milwaukie's small downtown; and

WHEREAS, the Council and residents of Milwaukie expect that the Umbrella Agreement with TriMet (adopted by Council by Resolution number 59-2008) will lead to TriMet's fulfilling a commitment to construct, maintain, and operate a light rail system that is safe, clean, and consistently operable, from stations and fare equipment to light rail cars, with the goal of creating a culture of respect for the system and its riders; and

WHEREAS, the Council's endorsement of the Portland-Milwaukie light rail project is based on the expectation of the Council and residents of Milwaukie that TriMet will take every possible action to ensure that intersections of surface streets and the light rail line will receive federal Quiet Zone designations; and

WHEREAS, the recommended LPA includes a single station in downtown Milwaukie at Lake Road, consistent with City Council resolution number 51-2008; and

WHEREAS, on July 14 and 15, 2008, the City Council conducted a public hearing whereupon, after hearing from those in attendance and wishing to speak, public input was closed and Council deliberated on the Steering Committee's LPA Recommendation; and

WHEREAS, the City Council wishes its recommendations to be known to future decision makers who consider the construction and operation of light rail in Milwaukie;

NOW, THEREFORE, BE IT RESOLVED that the City of Milwaukie endorses the Portland-Milwaukie light rail locally preferred alternative, which includes an updated alignment that follows the Tillamook Branch rail line through Milwaukie, locates a station at Lake Road, and terminates at Park Avenue; and

BE IT FURTHER RESOLVED that the City of Milwaukie hereby states its commitment to support the completion of the Portland-Milwaukie light rail project to Park Avenue and requests a statement of similar commitment from the Metro Council.

Introduced and adopted by the City Council on July 15, 2008.

This resolution is effective on July 15, 2008.

James Bernard, Mayor

ATTEST:

Pat DuVal

Pat DuVal, City Recorder

APPROVED AS TO FORM:
Jordan Schrader Ramis PC

City Attorney

RESOLUTION NO. 08-26

SUPPORTING THE 2008 SOUTH CORRIDOR PHASE 2 PORTLAND TO MILWAUKIE LIGHT RAIL TRANSIT (LRT) PROJECT LOCALLY PREFERRED ALTERNATIVE (LPA)

WHEREAS, the corridor between Portland, Milwaukie and unincorporated Clackamas County has experienced rapid population and employment growth and this growth is expected to continue over the next twenty years, worsening traffic congestion and increasing the need for improved transportation options; and

WHEREAS, Metro, TriMet and the Federal Transit Administration completed a 2008 Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) that includes analysis of a No-Build and Light Rail Alternative, which included the LPA from the previous 2003 South Corridor Study as well as alignment options at the Willamette River Crossing, in the North Industrial Area of Milwaukie, and at the southern terminus; and

WHEREAS, the 2008 SDEIS found that the Light Rail Alternative would have daily ridership of approximately 25,000 in 2030, reduce single occupant vehicle use, improve air quality and support local land use plans; and

WHEREAS, a Citizen Advisory Committee; the South Corridor Steering Committee, comprised of elected officials from Portland, Milwaukie, Oregon City, and Clackamas County and the directors of TriMet and ODOT; and the Project Management Group, comprised of staff from the same jurisdictions, met regularly, reviewing the project plans and the SDEIS; and

WHEREAS, these three committees each made recommendations concerning a 2008 Portland-Milwaukie LRT LPA; and

WHEREAS, the refined Porter-Sherman Willamette River crossing would better serve existing and planned land uses in the South Waterfront area, would provide a short walk connection to the Portland Aerial Tram which serves over 10,000 jobs on Marquam Hill, would have fewer business impacts on the Central Eastside and is supported by area property owners; and

WHEREAS, the Tillamook Branch Alignment would have fewer business and traffic impacts, is less costly and is supported by the North Industrial Area businesses and the City of Milwaukie; and

WHEREAS, the Park Avenue Terminus would better serve Clackamas area commuters, would have greater ridership, and would have fewer impacts on downtown Milwaukie; and

NOW, THEREFORE, BE IT RESOLVED by the City Commission of Oregon City, a municipal corporation of the State of Oregon that Oregon City supports the Portland-Milwaukie Light Rail LPA that generally includes the following:

a. A new Willamette River bridge for light rail, buses, streetcars, bicycles and pedestrians along a refined Porter-Sherman light rail alignment near the southern boundary of OHSU South Waterfront campus on the west bank and near OMSI on the east bank; and

b. A Milwaukie light rail alignment that follows the Tillamook Branch alignment;

c. A southern terminus at Park Avenue.

ADOPTED by the City Commission this 2nd day of July 2008.

~~Mayor~~ Commissioner

Commissioner

Commissioner

Commissioner

~~Commissioner~~ Mayor

Comprising the City Commission
of Oregon City, Oregon

RESOLUTION No. 36625

Adopt the South Corridor Phase II: Portland-Milwaukie Light Rail Project Locally Preferred Alternative and project conditions (Resolution)

WHEREAS, the Council approved Resolution No. 33225 on August 19, 1982, adopting the McLoughlin Boulevard Project including the Tacoma Overcrossing and other corridor improvements and supported efforts to build light rail in the corridor; and

WHEREAS, the Council approved Resolution No. 34033 on February 2, 1986 the recommendations for the Tacoma Interchange, which further reinforced the importance of neighborhood livability and transit in the McLoughlin Corridor, particularly light rail; and

WHEREAS, the Council approved the Central City Plan on March 24, 1988 that recommended improving the Central City's accessibility to the rest of the region to accommodate growth and develop the Central City as the region's transportation hub through the construction of the light rail system, and working with TriMet and other metropolitan area jurisdictions to locate and obtain funding to complete the regional light rail system; and

WHEREAS, the Council approved Resolution No. 35704 on June 18, 1998 approving the South/North Project's Locally Preferred Strategy (LPS) and Land Use Final Order for a preferred light rail alignment in the South Corridor-Southeast Portland to Clackamas County, North Corridor - North Portland to Clark Co, and downtown Portland; and

WHEREAS, the Council approved Resolution No. 35800 on June 16, 1999 amending the South/North LPS to designate the N. Interstate Avenue MAX alignment from the Steel Bridge to the Expo Center as the preferred alignment for the North Corridor in North Portland and the first construction segment; and

WHEREAS, the Council adopted on November 13, 2002 the South Waterfront Plan, and has the objective of achieving an overall a mode split of at least 30 percent and a work trip mode split of at least 40 percent for public transit, pedestrian and bicycle trips to the district by the year 2019; and

WHEREAS, the Council approved Resolution 36130 on March 19, 2003 that amended the South/North Locally Preferred Strategy to include a two-phased approach to the South Corridor with the I-205 and downtown mall segments as the first phase and the Milwaukie segment as the second phase; and

WHEREAS, the Council adopted Ordinance No. 178815 on October 13, 2004 the Transportation System Plan (TSP) (Update) that implemented the region's 2040 Growth Concept and State of Oregon transportation requirements, recommended the development of a light rail system and bus connections as the foundation of the regional transit system, and incorporated the South Waterfront Street Plan as part of the TSP and the Portland Comprehensive Plan; and

WHEREAS, the Council adopted Resolution 36188 on December 4, 2003, the South Corridor Project Locally Preferred Alternative Report and Recommendations and the South Corridor Land Use Final Order, which extended light rail service between Union Station and Portland State University along SW Fifth and SW Sixth Avenues; and

WHEREAS, Council adopted Resolution 36425 on July 5, 2006 approving the Eastside Transit Alternative Analysis Locally Preferred Alternative to establish the Portland Streetcar Loop connect the current streetcar with Lloyd District, Central Eastside, and OMSI and would connect RiverPlace utilizing the proposed Milwaukie light rail transit bridge, and

WHEREAS, OHSU has initiated master planning for the proposed 19-acre Schnitzer Campus and wishes the City of Portland to consider alternatives to the street options in the adopted South Waterfront Street Plan for the North District; and

WHEREAS, OMSI has initiated master planning for expansion of their facilities and wishes the City of Portland to consider a realignment of SE Water Avenue that involves the current temporary construction re-route of SE Water Avenue due to the Eastside Combined Sewer Overflow Project; and

WHEREAS, Metro and TriMet initiated the South Corridor Phase II-Portland to Milwaukie LRT Corridor Project in 2006 and prepared the Draft Environmental Impact Statement (DEIS), evaluating different alignments; and

WHEREAS, the project's Citizen Advisory Committee (CAC), comprised of citizens and representatives from the corridor, met numerous times during the preparation of the DEIS and reviewed public testimony to formulate an Locally Preferred Alternative (LPA) recommendation; and

WHEREAS, the Willamette River Crossing Partnership, a group made of key stakeholders in both banks of the River and representatives of government organizations, met numerous times and made recommendations for the alignment, bridge crossing and station locations in the South Waterfront and OMSI/Central Eastside areas; and

WHEREAS, the project's Steering Committee has adopted an LPA that closely resembles the CAC's recommendation, which includes a the modified Porter Sherman alignment, the Tillamook Branch alignment, a terminus at Park Avenue, and location of park and ride facilities and stations; and

WHEREAS, based on the findings in the Draft Environmental Impact Statement, the LPA recommendation best meets the project's Purpose and Need and generates higher transit riders than the No Build and 2003 LPA alternatives; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the Steering Committee's South Corridor Phase II: Portland-Milwaukie Light Rail Project Locally Preferred Alternative (Exhibit A); and

BE IT FURTHER RESOLVED that the Council accepts the Willamette River Crossing Partnership's modified Porter/Sherman alignment and the program items identified in the Partnership's recommendations (Exhibit B); and

BE IT FURTHER RESOLVED, that the Council instructs the Portland Office of Transportation (PDOT), the Bureau of Planning (BOP), and the Portland Development Commission (PDC) to examine as part of the Central Portland Plan and the Portland Plan the optimal station locations to maximize development opportunities, community access, and further the goals of the 2040 Plan for compact and transit oriented developments; and

BE IT FURTHER RESOLVED, that the Council instructs City bureaus and PDC to work collaboratively with the Oregon Museum of Science and Industry (OMSI) and stakeholders in the Central Eastside on the proposed realignment of SE Water Avenue and future development plans; and

BE IT FURTHER RESOLVED, that Council directs City bureaus and PDC to work collaboratively with OHSU, Zidell Marine Corporation and other property owners in the North district of South Waterfront area on their future development plans, and directs PDOT to report back to Council on the progress of the Willamette River Crossing Partnership's recommendations regarding street improvements, greenway plans and phasing plans; and

BE IT FURTHER RESOLVED, that the Council instructs City bureaus and PDC to work collaboratively with TriMet in the design of the future bridge, and that said design shall be reported back to Design Commission and the Council; and

BE IT FURTHER RESOLVED, that the Council instructs PDOT to work with Metro,TriMet and project partners in the development of a Financial Strategy for the Portland-Milwaukie light rail project, to work with the Office of Management and Finance and other city bureaus and PDC to develop a financial strategy for the City of Portland's contribution and to report back to Council on the City's financial contribution to the project prior to finalizing any commitment by the City; and

BE IT FURTHER RESOLVED, that the Council requests thatTriMet prepare a Conceptual Design Report in coordination with PDOT and to report back to the Council on the issues in Exhibit C as measures to be addressed during the next phases of the South Corridor Portland-Milwaukie Light Rail Project.

Adopted by the Council, JUL 17 2008

GARY BLACKMER
Auditor of the City of Portland
BY

DEPUTY

Commissioner Sam Adams
Paul Smith/ Mauricio Leclerc
July 10, 2008

Exhibit C

Post Locally Preferred Alternative (LPA) Recommendations

The City Council requests that TriMet prepare a Conceptual Design Report, in collaboration with the Portland Office of Transportation (PDOT), to be reviewed by the Portland Design Commission, Planning Commission, Portland Development Commission (PDC) and City Council prior to the completion of the preliminary engineering phase of the project. The report should address and resolve the following issues and opportunities.

A. General Recommendations

1. Willamette River Crossing: Coordinate with TriMet's bridge study to determine a bridge option that meets habitat, Willamette Greenway and navigational needs and is of high aesthetic value.
   a. Provide access for pedestrians and bicycles with a minimum width of 20 feet if travel in both directions is combined onto one side of the bridge.
   b. Coordinate with PDOT, the Bureau of Planning, PDC, the Bureau of Environmental Services and the Bureau of Parks and Recreation, on the bridge design and associated impacts to the Willamette Greenway, water quality and wildlife habitat and mitigation of associated impacts. Use the Streamline Permit Process for preliminary bridge design and permit uses.
   c. Include the Portland Design Commission in reviewing and advising on the bridge design.
   d. Report findings to City Council.

2. Station Development Strategies: Coordinate with the City of Portland to develop comprehensive station development strategies for stations located in the City of Portland and coordinate with the Portland Plan and Central Portland Plan.
   a. Continue to partner with OHSU, PSU, and OMSI to develop a Science-Technology Corridor.
   b. Coordinate with the Portland Development Commission's development activities along the alignment.
   c. Evaluate station locations to optimize ridership and provide for spacing, access and future redevelopment.
   d. Develop a public planning process for station area plans and development strategies for the stations along SE 17th Avenue and SE McLoughlin Boulevard.

3. Conceptual Bus Routing Plan: Undertake a conceptual bus plan to evaluate community transit service needs, minimizing overlapping bus routes by examining new cross town bus service between southeast Portland and southwest Portland, and north Portland and northeast Portland.
   a. Bus Plan should define bus routes serving the recommended Willamette River Transit Bridge, and should insure adequate bus service to the South Portland area.
   b. Consider new crosstown bus service options for the Bybee Station and Holgate Station.
   c. Coordinate transit service with the Portland Streetcar Loop.
   d. Prepare a comprehensive bus routing plan to address the bus service needs for the original South/North Corridor prior to opening of the line.

4. Work Force Plan: Work collaboratively to support TriMet's and PDC's work force diversity goals to foster apprenticeship training, maximize training opportunities and increase recruitment and retention of women and minorities involved with the construction of the project.

5. Property Impacts: Work with TriMet to minimize impacts to existing businesses and properties along the corridor as a result of the alignment.
   a. Consider future economic viability of sites in designing alignment and stations.
   b. Minimize right-of-way acquisitions.
   c. Minimize loss of on-street parking.
   d. Minimize loss of access to properties.
   e. Encourage TriMet to partner with the Portland Development Commission to develop a business relocation strategy for businesses displaced by this project, with a priority for relocation within the immediate community and then the City of Portland as the next priority.

6. Bicycle and Pedestrian access: Provide adequate pedestrian and bicycle access to the stations and neighborhoods. Integrate stations to the adjacent areas by providing direct access, adequate sidewalks, lighting, signage, street crossings, public art and place-specific station design.
   a. Provide ample, safe and convenient bicycle parking at stations.
   b. Continue working with TriMet to resolve bicycle conflicts along the alignment and improve the bicycle network.
   c. Explore the opportunity for multi-use paths along the alignment as part of right-of-way acquisitions, particularly in the segment between SE 11th Avenue and SE Sherman Street, and in the SE McLoughlin Boulevard corridor.

7. Natural Habitat: Provide for stormwater control and water quality treatment consistent with the Portland Stormwater Manual.

B. Station Recommendations

1. Station Locations: Perform additional public outreach and technical analysis to optimize location for the stations. Consider spacing, local access, efficient transit operation, cost and future redevelopment potential. Provide the results in the Conceptual Design Report.

   a. Lincoln/Harbor Stations
      i. Evaluate how to provide access to the regional transit system in the South Auditorium and RiverPlace areas to meet Central City transit commute mode split goals.
      ii. Consider reducing the size of the light rail structure by eliminating the bus lanes.
      iii. Evaluate the opportunities to optimize station location and integrate the station with adjacent vacant development parcels.
      iv. Address capital costs and other trade-offs.
      v. Compare results of a single station to two stations.

   b. Southeast Stations

      i. Optimize the station locations between the OMSI and Harold stations.

2. Specific Stations

   a. SW Lincoln Street/RiverPlace Station Area
      i. Create a streetscape plan for the reconstruction of SW Lincoln Street that addresses street trees, lighting, bicycle facilities and standard width (12-foot) sidewalks.
      ii. Address multimodal circulation conflicts, specifically bicycle and pedestrian movements, at the 5th Avenue tie-in of South Corridor Phase II with Transit Mall light rail.
      iii. Consider utilizing an off-street multiuse path adjacent to I-405 as an alternative to bike lanes on SW Lincoln Street.
      iv. Coordinate station design with PDC development plans for the adjacent properties.
      v. Consult with PDC and Design Commission on design of elevated structure between Naito and Sheridan to ensure that the alignment preserves the aesthetic qualities of the Harbor Drive gateway and enhances pedestrian connections in the area.

   b. South Waterfront Station
      i. Support the recommendations of the Willamette River Light Rail Crossing Partnership Committee.
      ii. Work with the City of Portland to coordinate with the development plans for the OHSU Schnitzer Campus and Zidell (ZRZ) properties, the LRT and the Streetcar Loop to specifically address any increase in the base elevation, including phasing, transitions, and cost-sharing/funding strategy.
      iii. Coordinate with the City of Portland to amend the South Waterfront Street Plan to reflect the recommended light rail and streetcar alignments.
      iv. Coordinate with the City of Portland to amend the South Waterfront Willamette Greenway Plan to reflect the recommended light rail alignment and design modifications to accommodate the light rail project while preserving the overall goals of the Plan, including pedestrian and bicycle connections to the Willamette Greenway.
      v. Coordinate with the Portland Office of Transportation and ODOT on the light rail guideway design to incorporate the future I-5 northbound off-ramp at SW Sheridan Street.

   c. OMSI Station
      i. Coordinate with the City of Portland to address light rail project impacts on the Willamette Greenway, including pedestrian and bicycle connections between the bridge and station to the Willamette Greenway and impacts of the bridge structure over the Greenway.
      ii. Coordinate the station design with the adjacent property owners (OMSI and Portland Opera).
      iii. Allow for a future connection to the Eastside Loop streetcar.
      iv. Ensure adequate access routes to provide for oversized freight loads.
      v. Optimize the number of economically viable parcels resulting from acquisitions for the project.
      vi. Coordinate the development of OMSI Master Plan with the LRT Project, the Central Portland Plan, PDC's URA plan, and access and circulation needs of the district, including the proposed realignment of SE Water Avenue.

vii. Develop a Central Eastside/Southern Triangle Circulation Plan as part the Milwaukie LRT Project. Continue to evaluate the proposed signal on SE Powell/ SE 8th Avenue for bus access and circulation as well as consider truck access as part of this recommended signal.
viii. Examine access and circulation needs for the Central Eastside area and for potential redevelopment adjacent to light rail stations.

d. Clinton Station
   i. Optimize the station location based on an analysis of connectivity and redevelopment potential.
   ii. Maintain a convenient east-west connection from SE Clinton Street bike boulevard to the west side of SE Milwaukie Avenue.
   iii. Analyze the feasibility, design and placing of a pedestrian/bike bridge over railroad tracks.
   iv. Analyze impacts and best location for third light rail track.

e. Rhine and Holgate Stations
   i. Conduct a feasibility study of the bicycle facility alternatives between 11th Avenue/Division Street and 17th Avenue/McLoughlin Boulevard, including improved north/south connections across Powell Boulevard.
   ii. Ensure adequate access and freight truck turning movements from SE Holgate Boulevard to SE 17th Avenue.
   iii. Analyze the feasibility, design and placing of a pedestrian/bike bridge over railroad tracks.

f. Harold Station
   i. Define specific project finance, ridership, and land use performance measures that would trigger this future light rail station.
   ii. Analyze the structural and financing requirements to provide an east-west pedestrian connection along SE Reedway Street from Reed College to Westmoreland.

g. Bybee Station
   i. Coordinate with the Bureau of Environmental Services on the water quality and habitat impacts and mitigation of associated impacts of the Crystal Springs stream crossing.
   ii. Enhance safety and security of the station design, including creating opportunities for active uses integrated into the station.

h. Tacoma Station
   i. Coordinate with the Bureau of Environmental Services on the water quality and habitat impacts and mitigation of associated impacts of the Johnson Creek stream crossing.
   ii. Coordinate with the Bureau of Environmental Services on the impacts to the existing Combined Sewer Overflow line.
   iii. Analyze the transportation system impacts, including impacts to the SE 17th Avenue/Tacoma Street intersection, of increasing the number of park and ride spaces to 1,250.
   iv. Explore opportunities for redevelopment of the site, in addition to the park-and-ride structure, and joint development opportunities with adjacent properties.

BEFORE THE BOARD OF COUNTY COMMISSIONERS

OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Endorsing the 2008 South Corridor Phase 2 Portland to Milwaukie Light Rail Transit (LRT) Project Locally Preferred Alternative (LPA)

Board Order No. 2008-130

WHEREAS, the corridor between Portland, Milwaukie and unincorporated Clackamas County has experienced rapid population and employment growth and this growth is expected to continue over the next twenty years, worsening traffic congestion and increasing the need for improved transportation options; and

WHEREAS, Metro, TriMet and the Federal Transit Administration completed a 2008 Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) that includes analysis of a No-Build and Light Rail Alternative, which included the LPA from the previous 2003 South Corridor Study as well as alignment options at the Willamette River Crossing, in the North Industrial Area of Milwaukie, and at the southern terminus; and

WHEREAS, the 2008 SDEIS found that the Light Rail Alternative would have daily ridership of approximately 25,000 in 2030, reduce single occupant vehicle use, improve air quality and support local land use plans; and

WHEREAS, a Citizen Advisory Committee; the South Corridor Steering Committee, comprised of elected officials from Portland, Milwaukie, Oregon City, and Clackamas County and the directors of TriMet and ODOT; and the Project Management Group, comprised of staff from the same jurisdictions, met regularly, reviewing the project plans and the SDEIS; and

WHEREAS, these three committees each made recommendations concerning a 2008 Portland-Milwaukie LRT LPA; and

WHEREAS, the refined Porter-Sherman Willamette River crossing would better serve existing and planned land uses in the South Waterfront area, would provide a short walk connection to the Portland Aerial Tram which serves over 10,000 jobs on Marquam Hill, would have fewer business impacts on the Central Eastside and is supported by area property owners; and

WHEREAS, the Tillamook Branch Alignment would have fewer business and traffic impacts, is less costly and is supported by the North Industrial Area businesses and the City of Milwaukie; and

WHEREAS, the Park Avenue Terminus would better serve Clackamas area commuters, would have greater ridership, would have fewer impacts on downtown Milwaukie, and would provide opportunities for transit oriented development near the terminus; and

WHEREAS, the public involvement and comment process has been an integral part of the SDEIS process and has included participation from Clackamas County residents; and,

BEFORE THE BOARD OF COUNTY COMMISSIONERS

OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Endorsing the 2008 South Corridor Phase 2 Portland to Milwaukie Light Rail Transit (LRT) Project Locally Preferred Alternative (LPA)

Board Order No. 2008-130

WHEREAS, the citizens of Oak Grove and unincorporated Clackamas County will need to have continued involvement to ensure that community issues specific to a light rail terminus can be addressed as the project continues,

NOW, THEREFORE, BE IT RESOLVED that the Board of Clackamas County Commissioners supports the Portland-Milwaukie Light Rail LPA that generally includes the following:

a. A new Willamette River bridge for light rail, buses, streetcars, bicycles and pedestrians along a refined Porter-Sherman light rail alignment near the southern boundary of OHSU South Waterfront campus on the west bank and near OMSI on the east bank; and

b. A Milwaukie light rail alignment that follows the Tillamook Branch alignment;

c. A southern terminus at Park Avenue.

And,

BE IT FURTHER RESOLVED that the Board of Clackamas County Commissioners will expect an active and proactive citizen involvement effort from the project team that focuses specifically on engaging the citizens and businesses in the vicinity of the Park Avenue Terminus to ensure that community issues are identified and addressed

ADOPTED THIS 24th DAY OF JULY 2008

BOARD OF COUNTY COMMISSIONERS

Lynn Peterson, Chair

Recording Secretary

Ted Wheeler, Multnomah County Chair

501 SE Hawthorne Blvd., Suite 600
Portland, Oregon 97214
Phone: 503.988.3308
Email: mult.chair@co.multnomah.or.us

July 9, 2008

JPACT Members
c/o the Honorable Rex Burkholder, JPACT Chair
600 NE Grand Ave.
Portland, OR 97232-2736

Colleagues:

I am informing you that the Multnomah County Board of Commissioners will not be taking up a resolution on the Locally Preferred Alternative(LPA) for Phase 2 of the South Corridor Project Supplemental Draft Environmental Impact Statement(SDEIS). It is my understanding that a Board resolution is not required for the SDEIS.

I am proud to support the LPA for the Portland-Milwaukie Light Rail Project. The LPA was developed in good faith with regional partners and with the participation and input from the public. The various segments of the LPA reflect this such as the river crossing location, the station locations, the Tillamook Branch alignment, and the southern terminus. The successful completion of the SDEIS and LPA is the result of a vision with patient persistence that began over ten years ago with Southeast Portland residents and businesses. Connecting Southeast Portland and Milwaukie to the regional MAX system is long overdue.

I believe in collaboration around regional challenges and opportunities. As Chair of Multnomah County, I encourage the county to be active or supportive of regional efforts and partnerships. We need to bring the same level of collaboration demonstrated by the LPA around the maintenance of regional transportation infrastructure such as Willamette River bridges.

I commend and congratulate Metro, TriMet, Clackamas County, and the cities of Portland and Milwaukie on reaching an important milestone in the Portland-Milwaukie Light Rail Project. I appreciate the hard work that the Steering Committee, the Citizen Advisory Committee and staffs involved with managing the SDEIS and LPA recommendation. I look forward to supporting the project as it moves into the next phase of development and to working with Multnomah County's partners on a regional solution to maintaining Willamette River bridges.

Sincerely,

TED WHEELER

Ted Wheeler
Multnomah County Chair

Cc The Honorable Robert Liberty, Metro
The Honorable Carlotta Collette, Metro
The Honorable Lynn Peterson, Clackamas County
The Honorable Sam Adams, Portland
The Honorable Jim Bernard, Milwaukie
The Honorable Alice Norris, Oregon City
Richard Brandman, Metro
Fred Hansen, TriMet
Jason Tell, ODOT
Sue Keil, PDOT
Rick Williams, Citizen Advisory Committee Chair

PORTLAND DEVELOPMENT COMMISSION
Portland, Oregon

RESOLUTION NO. 6617

RECOMMENDING THE CITY COUNCIL ADOPT THE SOUTH CORRIDOR PHASE II: PORTLAND–MILWAUKIE LIGHT RAIL PROJECT 2008 LOCALLY PREFERRED ALTERNATIVE AND PROJECT CONDITIONS

WHEREAS, the 1988 Central City Plan recommended improving the Central City's accessibility to the rest of the region to accommodate growth and develop the Central City as the region's transportation hub through the construction of the light rail system, and working with TriMet and other metropolitan area jurisdictions to locate and obtain funding to complete the regional light rail system;

WHEREAS, City of Portland Resolution 35704, on June 18, 1998, approved the South/North Project's Locally Preferred Strategy ("LPS") and Land Use Final Order for a preferred light rail alignment in the South Corridor-Southeast Portland to Clackamas County, North Corridor- North Portland to Clark County, and downtown Portland;

WHEREAS, City of Portland Resolution 35800, on June 16, 1999, amended the South/North LPS to designate the N. Interstate Avenue MAX alignment from the Steel Bridge to the Expo Center as the preferred alignment for the North Corridor in North Portland and the first construction segment;

WHEREAS, City of Portland Resolution 36130, on March 19, 2003, amended the South/North LPS to include a two-phased approach to the South Corridor with the I-205 and downtown mall segments as the first phase and the Milwaukie segment as the second phase;

WHEREAS, City of Portland Ordinance No. 178815, on October 13, 2004, adopted the Transportation System Plan ("TSP") Update that implemented the region's 2040 Growth Concept and State of Oregon transportation requirements, recommended the development of a light rail system and bus connections as the foundation of the regional transportation system, and incorporated the South Waterfront Street Plan as part of the TSP and the Portland Comprehensive Plan;

WHEREAS, Metro and TriMet initiated the South Corridor Phase II – Portland to Milwaukie LRT Corridor Project in 2006 and prepared the Draft Environmental Impact Statement ("DEIS"), evaluating different alignments;

WHEREAS, all alignments considered travel through the North Macadam and Central Eastside Urban Renewal Areas;

WHEREAS, the project serves the North Macadam area and provides multi-modal opportunities for the district; thereby furthering goals of the South Waterfront Plan, including the objective of achieving an overall mode split of at least 30 percent and a work trip mode split of at least 40 percent for public transit, pedestrian and bicycle trips to the district by the year 2019;

WHEREAS, City of Portland Resolution 36425, on July 5, 2006, approved the Eastside Transit Alternative Analysis Locally Preferred Alternative to establish the Portland Streetcar Loop, connecting the current streetcar with the Lloyd District and Central Eastside district, and would connect to South Waterfront and RiverPlace utilizing the proposed light rail transit bridge;

WHEREAS, the Oregon Health Sciences University ("OHSU") has initiated master planning for the proposed 19-acre Schnitzer Campus, within the North Macadam Urban Renewal Area, including alternatives to the street options identified in the adopted South Waterfront Street Plan;

WHEREAS, the Oregon Museum of Science and Industry ("OMSI") has initiated master planning for the expansion of their facilities within the Central Eastside Urban Renewal Area, including consideration of the realignment of SE Water Avenue;

WHEREAS, the project's Citizen Advisory Committee ("CAC"), comprised of citizens and representatives from the corridor, met numerous times during the preparation of the DEIS and reviewed public testimony to formulate a Locally Preferred Alternative ("LPA") recommendation;

WHEREAS, the Willamette River Partnership, a group made of key stakeholders on both banks of the River and representatives of government organizations, met numerous times and made recommendations for the alignment, bridge crossing and station locations in the South Waterfront and OMSI/Central Eastside areas;

WHEREAS, the project's Steering Committee has adopted an LPA that closely resembles the CAC's recommendation, which includes the modified Porter Sherman alignment, the Tillamook Branch alignment, a terminus at Park Avenue, and locations of park and ride facilities and stations; and

WHEREAS, based on the findings in the Draft Environmental Impact Statement, the LPA recommendation best meets the project's Purpose and Need and generates higher transit riders than the No Build 2003 LPA alternatives.

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NOW, THEREFORE, BE IT RESOLVED that the Portland Development Commission ("PDC") Board of Commissioners recommends the City Council adopt the Steering Committee's South Corridor Phase II: Portland-Milwaukie Light Rail Project Locally Preferred Alternative (Exhibit A);

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council accept the Willamette River Crossing Partnership's modified Porter/Sherman alignment and the program items identified in the Partnership's recommendations (Exhibit B);

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council adopt Park Avenue as the terminus for the alignment;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council adopt the following as light rail stations inside City limits, pending additional analysis to determine the final number and location: Lincoln/Harbor Drive, South Waterfront, OMSI, Clinton, Rhine, Holgate, Bybee and Tacoma; and Harold is designated as a future station;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council instruct the Portland Office of Transportation ("PDOT"), the Bureau of Planning ("BoP"), and PDC to examine as part of the Central Portland Plan and the Portland Plan the optimal station locations to maximize development opportunities, community access, and further the goals of the 2040 Plan for compact and transit oriented developments;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council instruct City bureaus and PDC to work collaboratively with OMSI and stakeholders in the Central Eastside on the proposed realignment of SE Water Avenue and future development plans;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council direct City bureaus and PDC to work collaboratively with OHSU, Zidell Marine Corporation and other property owners in the North district of South Waterfront area on their future development plans;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council instruct City bureaus and PDC to work collaboratively with TriMet in the design of the future bridge, and that said design shall be reported back to the Design Commission and the Council;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council instruct PDOT to coordinate with TriMet to conduct a technical analysis and public involvement process to optimize a station location that supports the development goals and mode split goals for the south downtown area to best serve the RiverPlace and South Auditorium areas;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners instructs PDC to analyze options for generating funds to help finance the project, and, based on this analysis, recommend to the PDC Board a financially feasible plan for assisting the City of Portland in its contribution to a financial strategy for the project;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners instructs PDC to work with PDOT, Metro, TriMet and project partners in the development of a financial strategy for the project, understanding the Tax Increment Financing ("TIF") limitations in the Central Eastside and North Macadam Urban Renewal Areas, which includes a recommended contribution from the City of Portland, and work with the Office of Management and Finance and other city bureaus to devise a financial strategy for the City's contribution and recommend such strategy to the City Council for approval;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council adopt Lake Road in downtown Milwaukie as a first phase terminus (or Minimum Operable Segment) if the Financial Strategy cannot identify sufficient local matching funds to balance project costs;

BE IT FURTHER RESOLVED that the PDC Board of Commissioners recommends the City Council request that TriMet prepare a Conceptual Design Report in coordination with PDOT and to report back to the Council on the conditions in Exhibit C as measures to be addressed during the next phases of the South Corridor Portland-Milwaukie Light Rail Project; and

BE IT FURTHER RESOLVED that this resolution shall become effective immediately upon its adoption.

Adopted by the Portland Development Commission on July 9, 2008.

PDC
PORTLAND DEVELOPMENT COMMISSION

Resolution Number 6617

TITLE: **RECOMMENDING THE CITY COUNCIL ADOPT THE SOUTH CORRIDOR PHASE II: PORTLAND–MILWAUKIE LIGHT RAIL PROJECT 2008 LOCALLY PREFERRED ALTERNATIVE AND PROJECT CONDITIONS**

Adopted by the Portland Development Commission on July 9, 2008.

PRESENT FOR VOTE	COMMISSIONERS	VOTE		
		Yea	Nay	Abstain
☒	Mark Rosenbaum, Chair	☒	☐	☐
☒	Sal Kadri	☒	☐	☐
☒	Bertha Ferrán	☒	☐	☐
☐	Charles Wilhoite	☐	☐	☐
☒	John Mohlis	☒	☐	☐
☐ **Consent Agenda**		☒ **Regular Agenda**		

Certification

The undersigned hereby certifies that:

The attached resolution is a true and correct copy of the resolution as finally adopted at a Board Meeting of the Portland Development Commission and duly recorded in the official minutes of the meeting.

Renee A. Castilla, Recording Secretary

Date: July 15, 2008

Portland Development Commission

The Portland Development Commission's resolution included the same Post-LPA Work Program Considerations as the City of Portland's resolution. Please refer to Exhibit C of the City of Portland resolution.

RESOLUTION 08-07-56

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE PORTLAND-MILWAUKIE SEGMENT OF THE SOUTH/NORTH CORRIDOR LIGHT RAIL PROJECT

WHEREAS, TriMet is authorized by Oregon statute to plan, construct and operate fixed guideway light rail systems; and

WHEREAS, on May 9, 2008, Metro, TriMet and the Federal Transit Administration (FTA) published the Portland-Milwaukie Supplemental Draft Environmental Impact Statement (the "Portland-Milwaukie SDEIS"), evaluating light rail alignment options at the Willamette River Crossing, in the North Industrial Area of Milwaukie and at the southern terminus; and

WHEREAS, the public was invited to comment on the Portland-Milwaukie SDEIS during the public comment period from May 9, 2008 through June 23, 2008, and comments received during the comment period, including at a public hearing, seven open houses, three segment meetings, two community workshops, six station area planning meetings, are documented in the *South Corridor Portland-Milwaukie Light Rail Project SDEIS Public Comment Report* (June 2008); and

WHEREAS, the South Corridor Steering Committee and Project Management Group, Citizen Advisory Committee, City of Oregon City and Multnomah County have recommended that the Locally Preferred Alternative ("LPA") for the Portland-Milwaukie Segment of the South Corridor Light Rail be confirmed;

NOW, THEREFORE, IT IS HEREBY RESOLVED:

1. **THAT** the Board of Directors recommends to Metro Council the adoption of a resolution confirming the LPA of light rail on the Portland-Milwaukie Segment of the South Corridor Light Rail Project as shown in Attachment A, and that Metro Council amend the South/North Locally Preferred Strategy to reflect this change.

2. **THAT** the General Manager is authorized to request authority from FTA to enter into preliminary engineering in support of light rail on the Portland-Milwaukie Segment of the South/North Corridor Project.

Dated: July 9, 2008

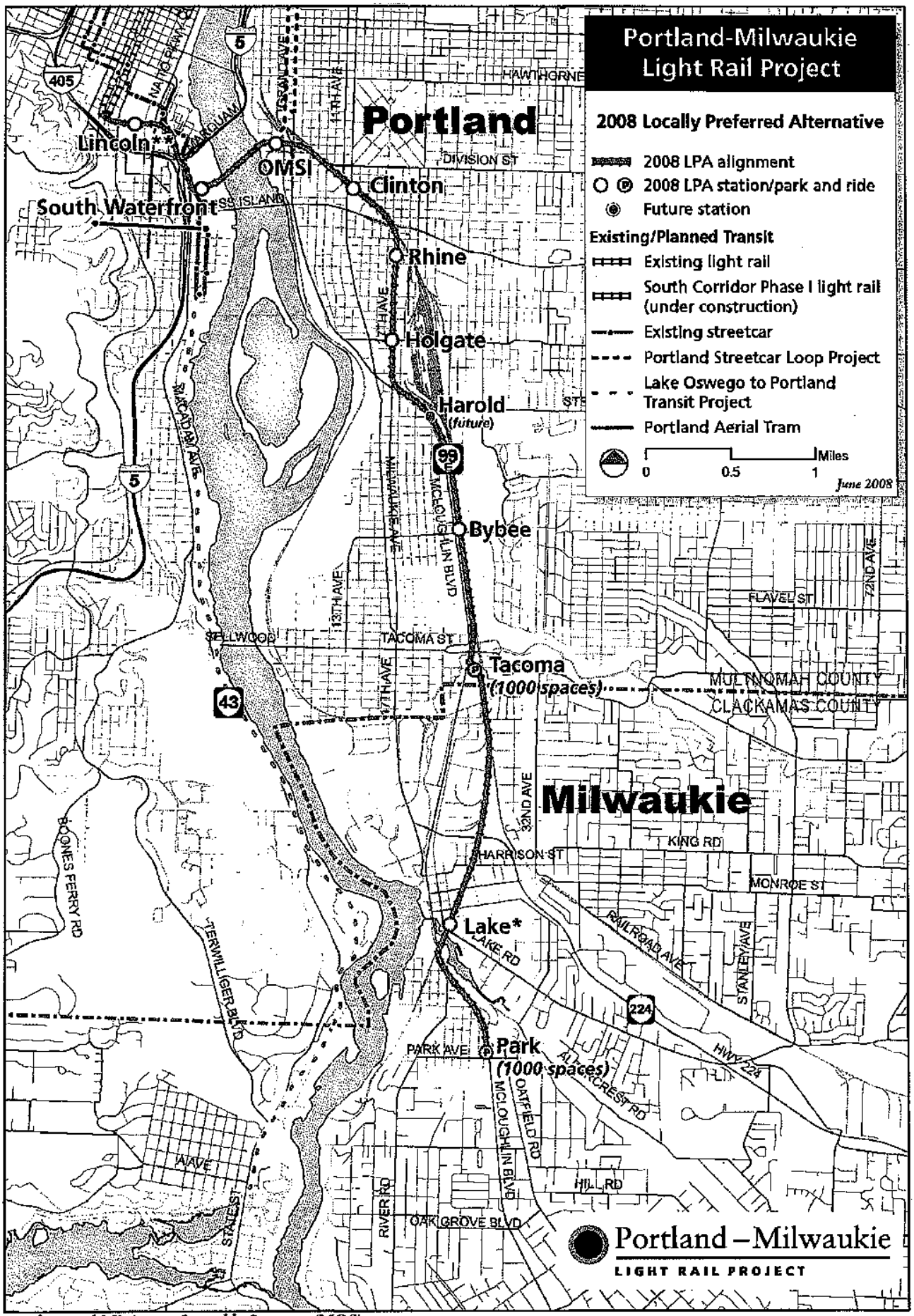
Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:

Legal Department



** Lake Road Minimum Operable Segment (MOS):*
A Lake Road MOS terminus would include a 275 space park and ride at Lake Road, and a 1250 space park and ride at Tacoma.

*** The Lincoln and Harbor Stations will be consolidated into a single station. The New Starts application will include the Lincoln Station.*

APPENDIX C

Citizen Advisory Committee Future Work Program Considerations Amendment to the Portland-Milwaukie Light Rail Project Locally Preferred Alternative Report

Citizen Advisory Committee Future Work Program Considerations
Amendment to the Portland-Milwaukie Light Rail Project Locally Preferred Alternative Report

The Citizen Advisory Committee (CAC) was formed in the summer 2007 and met 14 times over the course of the project. The twenty-one CAC members were appointed by the project Steering Committee and include local residents, business leaders and representatives from public institutions and community groups. On June 12, 2008, the CAC came to consensus on an LPA recommendation, which was presented to the Steering Committee. The CAC forwards the following issues and suggestions for consideration as the project moves forward into Preliminary Engineering and implementation.

The CAC recommended the refined Porter-Sherman river crossing. Given that:

- The bridge decision should be evenly weighed in consideration to other alignment choices or options in the neighborhoods.
- Bridge landings need to support bike and pedestrian connections on both the east and west side.

The CAC recommended the Tillamook branch alignment. Given that:

- Need to consider future access to light rail for employees in Milwaukie's north industrial area.
- Concern about loss of park and ride spaces with a Tillamook alignment, thereby creating a need to consider future park and ride needs as the system grows.
- The CAC strongly supports moving the park and rides as far south as possible to get people onto transit as soon as possible.
- Need to solve future traffic issues at the Tacoma park and ride and access to McLoughlin Blvd;
- Strong consideration and efforts to assure safe pedestrian crossing of McLoughlin Blvd.
- Add a connector bus line through the industrial area to downtown Milwaukie.
- Improve bus alignments and connections to augment transit not served by the stations.

The CAC recommended the Park Avenue terminus. Given that:

- Explore the development of a green space at the Park Avenue park and ride that ties into the Trolley Trail and creates a "park" destination at the terminus.

The CAC recommended the following with regard to station areas:

- **Lake -** Provide shuttle service to North Main area of Milwaukie.
- **Harold** - The stations needs a pedestrian crossing to Reed College – perhaps a funding partnership with Reed and/or the railroad; hard wire the station now for potential development in the future.
- **Harbor -** Decision makers should consider the overall viability for the project, access, economic development, ridership and connectivity.

The CAC did not recommend a station at Bluebird. Given that:

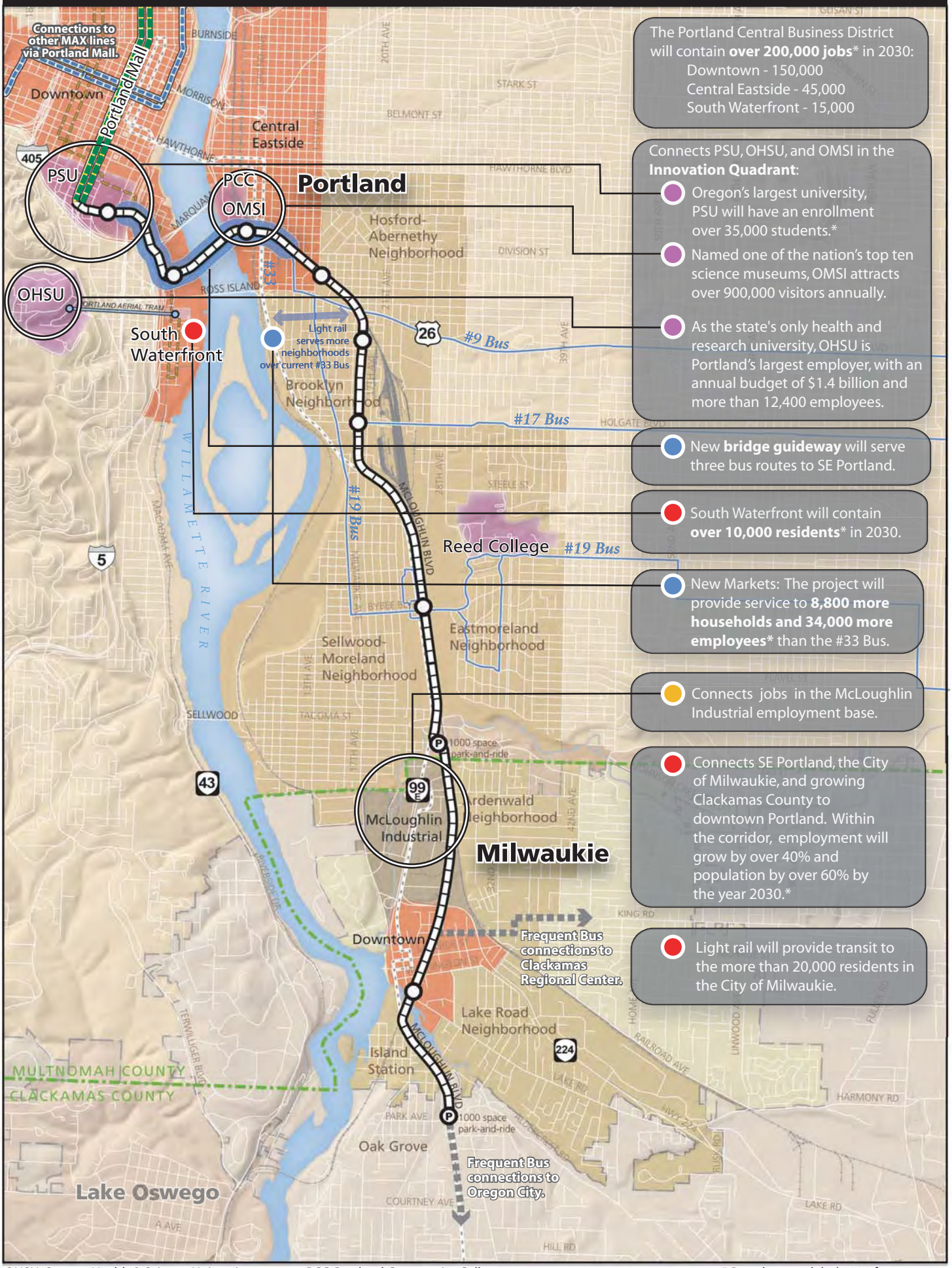
- Provide attractive and safe pedestrian and bike access between the Bluebird area and downtown, Park and a Lake Road station; improve bus/transit service to Lake Road station; and the design of the line through the Bluebird area needs to be sensitive to local businesses that could have been served by a Bluebird station.

Additional considerations:

- Tacoma Street needs a dedicated lane onto McLoughlin Avenue southbound.
- A crosswalk at 17th Avenue and McLoughlin Avenue needs to be on north side.
- Bike and pedestrian access from Division/Powell bike corridor needs to have access to the bridge.

- Local transit service improvements are needed to serve the light rail line.
- Build to a quiet zone standard.
- The CAC concurs with the recommendations in the Safety and Security Task Force report – specifically increasing transit security including local police service.
- Maintain and develop pedestrian and bike routes from Clinton St./11th and 12th Avenues (Gideon Station) to the Willamette River at Caruthers, connecting with the Eastbank Esplanade and Springwater Corridor trails, as well as creating access to the bridge.

Portland - Milwaukie Light Rail Project



The Portland Central Business District will contain **over 200,000 jobs*** in 2030:
- Downtown - 150,000
- Central Eastside - 45,000
- South Waterfront - 15,000

Connects PSU, OHSU, and OMSI in the **Innovation Quadrant**:

- Oregon's largest university, PSU will have an enrollment over 35,000 students.*
- Named one of the nation's top ten science museums, OMSI attracts over 900,000 visitors annually.
- As the state's only health and research university, OHSU is Portland's largest employer, with an annual budget of $1.4 billion and more than 12,400 employees.

- New **bridge guideway** will serve three bus routes to SE Portland.
- South Waterfront will contain **over 10,000 residents*** in 2030.
- New Markets: The project will provide service to **8,800 more households and 34,000 more employees*** than the #33 Bus.
- Connects jobs in the McLoughlin Industrial employment base.
- Connects SE Portland, the City of Milwaukie, and growing Clackamas County to downtown Portland. Within the corridor, employment will grow by over 40% and population by over 60% by the year 2030.*
- Light rail will provide transit to the more than 20,000 residents in the City of Milwaukie.

OHSU: Oregon Health & Science University
OMSI: Oregon Museum of Science and Industry
PCC: Portland Community College
PSU: Portland State University

* Based on modeled 2030 forecast year

Trans System Accounts - Proposed Harold Street Station

From: "Axel Bergman" <axel.bergman@comcast.net>
To: <trans@oregonmetro.gov>
Date: 6/9/2008 1:26 PM
Subject: Proposed Harold Street Station

I just wanted to let you know that I favor the Harold Street Station on the proposed Max line via McLaughlin Blvd from Portland to Oregon City eventually.

I-051-001 I agree with the Editor of the *Sellwood Bee* that your proposal to scrap the station because Clackamas County residents wouldn't ride the max line because of an extra 1 minute delay at this station. Since computer models output is only as good as the input, it begs the question what did you input to your model to get that result?

I agree with the reasons stated in the Bee that your conclusion seems ludicrous because of such realities as: the high price of gasoline, increased traffic on McLaughlin and other feeder routes, increased population over the coming years that will only make traffic worse and light rail more attractive, the Westmoreland neighborhood and its association have approved the project with the Harold Street Station, and virtually eliminate light rail to the Reed College neighborhood for lack of an access to the Harold Street station.

I-051-002 In addition to those reasons I would like to add a couple more: The Westmoreland neighborhood is becoming increasingly more densely populated. Almost all dwellings that have been built in recent years on vacant property or on property where a dwelling was torn down have been multi-resident properties. Secondly, if there is only a station at Bybee and Holgate, those people who would mostly likely be serviced by a Harold Street station could end up driving to the Bybee or Holgate stations. Neither neighborhood can support that kind of increased parking traffic. A third reason is that a Harold Street station would encourage foot and bicycle traffic for nearby residents to catch the Max thereby reducing carbon emissions which is what we need to do more of. Finally, one wonders if

I-051-003 your computer model took into account how much longer it would take a bus to travel the same distance on McLaughlin Blvd both northbound and southbound during rush hour as opposed to the Max, even when the extra 60 second delay is included.

Eliminating the Harold Street station, in my view, is short sighted that may or may not save a few bucks today but cost the city, the neighborhood, and its residents considerably more money over the life of its lack of existence. A Harold Street station would also encourage a greener city which I believe is one of our city's short and long term goals.

I-051-004 Finally, as to input on where to end this first leg of the project, I think you should take it as far south as possible. I believe that was somewhere near Oak Grove.

Sincerely,

Axel Bergman
5733 SE 22nd Avenue
Portland, Oregon 97202

I-051-001

Thank you for submitting your comments for consideration. The Metro travel forecasting model uses a variety of inputs, including socioeconomic and land use data, and auto and transit network characteristics. The inputs include survey data to help determine what are the factors important to people when deciding to travel by any mode (auto, walk, transit or bike). A full description of the model, including inputs, is included in the Travel Demand Forecasting Methods Report.

In the travel demand modeling, travel time is an important determinant of any trip. When looking at all modes, the model shows that the longer a trip takes, the less attractive it is compared to trips using a different mode or trips to alternative destinations. The model uses a series of mathematical equations to calculate transit trips; as such, any delay in travel time for transit users results in a decrease in ridership.

I-051-002

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-051-003

In the modeling for the project, No-Build conditions were analyzed along with the various Build alternatives. Please see Table 4.2-2 of the FEIS for travel times. The transit travel times in the No-Build column reflect bus travel times.

Finally, the light rail project will accommodate a future station at Harold Street. See Chapter 4 for more information.

I-051-004

The Locally Preferred Alternative for the light rail project includes a terminus at SE Park Avenue in Oak Grove.

BROOKLYN ACTION CORPS

NEIGHBORHOOD ASSOCIATION

RECEIVED
JUN 23 2008
By

via email

Lance D. Lindahl
4904 SE 16th AVE
Portland, OR 97202

June 23, 2008

Dear Members of the Steering Committee,

As the current Chair of the Brooklyn Action Corps (BAC) neighborhood association, I am submitting this letter in support for the proposed MAX light rail extension between Portland and Milwaukie.

Our neighborhood has a strong history of support for public transportation. In fact, we already have some of the highest transit ridership rates in the region. The 2000 Census found that about 20% of all trips in Brooklyn are done by using public transportation. With the rapidly increasing price of gas and diesel, this percentage has certainly grown over the past eight years.

The introduction of MAX light rail is highly supported by a vast majority of Brooklyn residents. Most residents support alternative modes of transportation, and see this project as an excellent opportunity for the continued economic investment and revitalization of the neighborhood.

The following proposed stations are of particular importance to the future growth of the Brooklyn neighborhood:

1. **OMSI**
   This station will provide direct access from Brooklyn to OMSI, the Portland Opera headquarters, the soon to be constructed Portland City Storage facility, and the planned Oregon Rail Heritage Foundation Museum. Just as important, area residents will have improved access to both the Willamette River and the Springwater Corridor Trail.

2. **SE Clinton and Gideon**
   This station will serve the high number of transit riders that currently transfer bus lines in this area. A station in this area will also support the historic commercial center of Brooklyn at the nearby intersection of Milwaukie Avenue and Powell Boulevard. It will also promote redevelopment of the nearby Northwest Natural property to the west.

3. **SE Rhine**
A station at this location will serve workers at Winterhaven School, TRIMET, and PGE. Fred Meyer employees will be able to access this station through the reconstruction of the Lafayette Street pedestrian overpass. This overpass over the rail yards is currently in a very poor condition and should be upgraded so that it is compliant with the Americans with Disabilities Act. A station in this area will also serve the existing residential neighborhood to the west.

C-007-001

4. **SE Holgate**
A station at this location is ESSENTIAL to the redevelopment of the SE 17TH Avenue Corridor. Many existing commercial and industrial properties in this area will have to be acquired and demolished for construction of this project. Providing a station in this area is of vital importance if the surrounding area is to be rebuilt and redeveloped as a transit-oriented community.

C-007-002

5. **SE Harold**
A station at this location would provide a much needed connection to Reed College and the Reed neighborhood. This portion of the Brooklyn Rail Yards has zero legal pedestrian and bicycle crossings. Area residents must currently travel up to a mile away to use the existing crossings at Holgate and Bybee Boulevards. A station at this location would serve the southern most portion of Brooklyn, and would serve a portion of the Sellwood-Moreland neighborhood that can not easily access the station at SE Holgate.

The impacts on the Brooklyn Neighborhood will be considerable. The following issues need to be addressed in the months and years to come.

C-007-003

1. Single-family, residential properties on SE 16th Avenue should be retained and buffered from the impacts along SE 17TH Avenue as much as possible. Sound walls and landscaping should be used to shield these homes from the added light and noise that will come from an expanded SE 17TH Avenue right of way

C-007-004

2. Increased parking regulation and enforcement should be studied more closely. A significant number of regional commuters are already using neighborhood streets for park-and-ride purposes. Several local businesses have already voiced concerns about on-street parking spots near them being used by both TRIMET drivers and by people seeking to park near easy transit access. The loss of off-street parking near TRIMET's headquarters must be mitigated. Nearby residential and commercial areas may need to form a parking permit district in order to help limit the use of area streets for park-and-ride purposes.

C-007-005

3. Aesthetic and safety improvements must be made where SE Powell Boulevard travels under SE 17TH Avenue and the Brooklyn Rail Yard. The introduction of light rail to this area could make a very unattractive and dysfunctional area even more so.

C-007-001

Thank you for submitting your comments for consideration. Stations along SE 17th Avenue will be located at SE Holgate and SE Rhine Streets.

C-007-002

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

C-007-003

The visual analysis of the LPA showed that visual impacts are expected to be high for residences on 16th Street. Mitigation suggested in the FEIS includes use of elements such as landscaping or fencing to provide a buffer between the corridor and the neighborhood. As the project design is refined, mitigation will also be adapted to each location and incorporated as commitments into the Record of Decision. Section 3.4 of the FEIS details the visual quality and aesthetics. Noise and vibration impacts appear in Section 3.10.

C-007-005

4. Heavy truck access to and from the Brooklyn Rail Yard needs to be planned for and better accommodated by this project. Trucks currently have to use a very narrow and busy intersection at SE 17Th and Schiller in order to access McLoughlin. A traffic signal and a wider turning radius should be added to this intersection.

5. Increased signalization along SE 17TH Avenue would go a long ways towards calming the chaotic traffic environment that exists here currently. Heavy congestion during peak commute times makes it very difficult to access 17TH from side streets. During non-peak travel times, vehicles travel up and down SE 17TH at very high rates of speed due to there only being one signal in this mile long corridor. The placement of additional signals and/or stop signs along this corridor would go a long ways towards addressing these issues.

6. Safety improvements are desperately needed at the intersection of SE 17Th and McLoughlin Boulevard. This intersection had a fatal pedestrian accident last year, and car on car collisions are a regular occurrence. A crosswalk needs to be added to the west side of the intersection. Pedestrian crossings here are now illegal, even though by many standards this is the safest place to cross. Pedestrians currently seeking to cross McLoughlin can only cross on the east side, and must share the walk signal with cars that are turning left off of 17TH at a very high rate of speed.

Overall, the introduction of MAX light rail is a welcome addition to the historic Brooklyn neighborhood. We hope that what has long been an underutilized commercial and industrial corridor along SE 17TH Avenue will soon be an attractive and thriving mixed-use area that incorporates industrial, commercial and residential uses.

Sincerely,

Lance Lindahl
Chair, Brooklyn Action Corps

C-007-004

As part of the FEIS, the Transportation Impacts Results Report shows the Locally Preferred Alternative (LPA) has an impact to about 50 on-street parking spaces around the Rhine Street Station. Based on a survey conducted in June 2009, there are about 230 available spaces within 1,000 feet of the Rhine Street Station and the current daytime usage is about 95 spaces. Based on current usage, there would be about 180 available spaces and mitigation would not be required. The LPA also shows an impact to about 55 on-street parking spaces within 1,000 feet of the Holgate Station, and an impact of about 110 off-street parking spaces at the TriMet employee parking lot on SE 17th Street. Based on a survey conducted in June 2009, there are about 135 available on-street spaces within 1,000 feet of the Holgate Station and the current daytime usage is about 70 spaces. Based on current usage, there would be about 80 available spaces and mitigation would not be required.

The off-street parking lot is currently fully occupied and the loss of spaces due to the project would require mitigation. The Transportation Impacts Results Report states that a parking mitigation strategy will be developed for off-steet parking, and will consider other off-street parking locations for TriMet employee parking.

C-007-005

A new light rail and automobile bridge will be constructed over SE Powell Blvd, which will allow TriMet to reconstruct the pedestrian sidewalk connections on the west side to allow for improved pedestrian connections.

A traffic signal is planned for the intersection of SE 17th/Schiller. However TriMet is also working with the UPRR to relocate their main truck egress to Harold in order to help alleviate traffic concerns at this intersection.

New signals along SE 17th Ave. are planned at Rhine, Center, and Schiller Streets and a signal modification is planned for SE Holgate Boulevard.

TriMet is working with ODOT and the City of Portland whether a crosswalk on the west side of 17th/99E is feasible and a desired addition to the project.

(6/5/2008) Trans System Accounts - Harold St. Station. Page 1

From: Jules Boykoff <boykoff@thetangentpress.org>
To: <trans@oregonmetro.gov>
Date: 5/31/2008 1:54 PM
Subject: Harold St. Station.

Thank you for holding an open comment period regarding the inner Southeast light rail line.

I-076-001 I am writing in support of building a Harold St. station, as it would serve numerous neighborhoods in the area. Having such a large gap between Holgate Blvd and Bybee Blvd would not help these neighborhoods, including Reed College.

Thank you for all your hard work,
Jules Boykoff
Brooklyn neighborhood, Portland

I-076-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

(6/3/2008) Trans System Accounts - harold station comment Page 1

From: "Jim & Amy Carpenter" <carpjam@comcast.net>
To: <trans@metro.dst.or.us>
CC: "A" <james.d.carpenter@providence.org>
Date: 5/6/2008 11:32 AM
Subject: harold station comment

Metro Portland to Milwaukee Light Rail Project:

Hi - I live in the Westmoreland neighborhood and have been following the SE light rail conversation. I like the idea of MAX adding us to the system, but contrary to the editorial opinions of The Sellwood Bee editor, my vote is against the Harold St. station. My thoughts:

I-024-001 1. A Bybee Street station is more centrally-located to Westmoreland/Eastmoreland. Sellwood and Reed College also have pretty easy access to that site, especially by adding bike or bus transportation to the station.

2. A Harold St station in addition to the Bybee station is just redundant and would add an extra stop only 6-7 blocks from the latter, while not enlarging the catchment area. North Westmoreland residents can access Bybee just as easily (if not more easily) than Sellwood and Reed College people.

I-024-002 3. Using a traffic signal to cross McLaughlin is just dangerous - it is now and will continue to be even more so if the foot traffic at that intersection goes up. Cars on that highway are going much faster than on regular neighborhood streets; crossing the road on foot endangers pedestrians and drivers. Unless a pedestrian overpass is added, which at this point would be a waste of money, I firmly believe we would see fatal accidents at that intersection.

I-024-003 4. The only reason to reconsider adding the Harold Street station would be if the original plan to add high-density housing in the railyard area comes back on the table. In the absence of those plans, I suggest we leave it off but with the possibility of a future addition when that area gets built up. Ony then would a station with pedestrian overpasses over McLaughlin and any remaining Union Pacific tracks (to access the Reed College area) be reasonable.

Thanks -
Amy C.

I-024-001

Thank you for your comments. Your comments have been noted. Bicycle parking will be provided at every light rail station and the #19 bus will serve the Bybee Station.

I-024-002

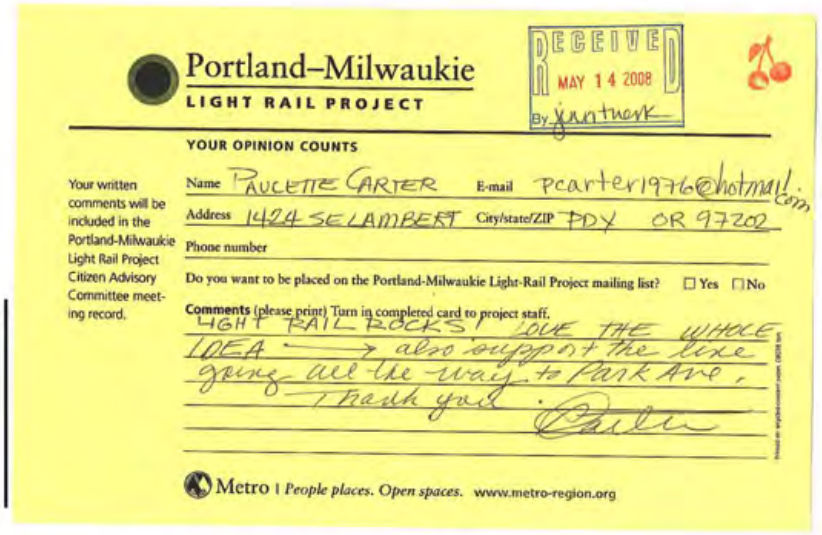
The SDEIS states that a future planning effort will determine the viability of a future station at SE Harold. As part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-024-003

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-025-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By Jun Mark

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name PAULETTE CARTER E-mail pcarter1976@hotmail.com
Address 1424 SE LAMBERT City/state/ZIP PDX OR 97202
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
LIGHT RAIL ROCKS! LOVE THE WHOLE IDEA → also support the line going all the way to Park Ave. Thank you.

Metro | People places. Open spaces. www.metro-region.org

I-025-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by all participating jurisdictions in summer 2008. The Park Avenue terminus option was selected as the Locally Preferred Alternative.

(6/5/2008) Trans System Accounts - Re: Milwaukie light rail, Harold St. station Page 1

From: Pat Conrad <palconrad@comcast.net>
To: Jenn Tuerk <Jenn.Tuerk@oregonmetro.gov>
Date: 5/17/2008 4:27 PM
Subject: Re: Milwaukie light rail, Harold St. station

Jenn Tuerk wrote:
> Thank you for your interest in the Portland-Milwaukie Light Rail
> Project. Your comment will be included in the public record that is
> shared with project decision-makers and the Federal Transit
> Administration. The public comment period runs from May 9 to noon on
> June 23.
>
> If you need an immediate response from our technical staff, please
> call Karen Withrow, Metro public involvement specialist, at 503-797-1932.
>
> Sincerely,
>
> Jenn Tuerk
>
> Jenn Tuerk, Administrative Specialist
> Planning
> Metro
> 503-797-1756
> jenn.tuerk@oregonmetro.gov <mailto:jenn.tuerk@oregonmetro.gov>
>
> www.metro-region.org <http://www.metro-region.org/>
> Metro | People places. Open spaces.

I-036-001

> I have an addition to my previous comments because I just received
> your mailed newsletter. In the section regarding the Harold St.
> Station it states that the community strongly supports this station
> and the land use plans which call for higher density development in
> the station area. That may have been true several years ago, but it
> no longer is, as witnessed by the community members at the last Smile
> meeting. We are just now starting to see some high density
> development proposed at 2103 SE Ellis Street. No one expected high
> density to come into the residential neighborhood such as in this
> proposal. The developer wants to put a building for 6 families on a
> regular 50 x 100 foot lot in the middle of the block on Ellis and make
> it so tall that it will tower over neighboring houses and block sun
> from yards. High density for Light Rail to most of us meant a few
> apartments along McLaughlin such as the one at 22nd and Harold. We
> know we will have disruptions and noise while the Light Rail is being
> built, but it should not be changing our quiet neighborhood to this
> extent. Sincerely, Mrs. Bruce Conrad (Patricia)
>
>
>
> >>> On 5/15/2008 at 10:40 AM, Pat Conrad <palconrad@comcast.net> wrote:
> I attended the Smile meeting (Sellwood-Moreland Improvement League) this
> month about the Light Rail to Milwaukie especially about the possible
> Harold St. Station. My husband and I live on Harold St. two houses in
> from McLaughlin and feel that a station at Harold would not be valuable
> for several reasons. Since no Park and Ride area is planned there,
> people would drive and park on Harold which is already crowded because
> many houses do not have driveways and residents must park on the
> street. We have lived here since 1971 and have not seen very many

I-036-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-036-001 > people use the Harold St. bus stop. It is too difficult to get across
> McLaughlin even with a light there. In fact, at one point Trimet removed
> our covered wait area because the ridership was so low, but left us an
> uncovered bench. 17th and Milwaukie Avenues provide good bus service
> for this area. A better place for a Light Rail station, in my opinion,
I-036-002 > would be on McLaughlin at 17th or 18th after the sewer work is finished
> where a park and ride area could be provided.
> Thank you for the chance to comment. Sincerely, Mrs. Bruce Conrad,
> 2102 SE Harold St., Portland, OR 97202

I-036-002

The closest station to SE McLoughlin Blvd and SE 17th Ave is the Holgate station, located at SE Holgate and SE 17th Ave. The LPA would accommodate future stations at Harold Street and SE McLoughlin Blvd.

Trans System Accounts - Portland to Milwaukie Light Rail project

From: "Davenport, Dan" <Dan_Davenport@adp.com>
To: <trans@metro.dst.or.us>
Date: 5/14/2008 10:45 AM
Subject: Portland to Milwaukie Light Rail project

Dear Sir,

I-044-001 I live in the north end of Westmoreland. I noted that the current proposal for stops along the route does not have any between Holgate and Bybee. That will probably put the light rail out of the reach of residents in north Westmoreland.

I would like to propose that you folks consider an additional stop in the vicinity of Harold or Reedway Streets.. There is already a pedestrian crossing of McLaughlin at Harold St. Also, there is a walk way from 28th along what would be Reedway as far as the railroad. If there were a pedestrian crossing of the railroad there, this additional light rail stations would be pretty accessible to the Reed College campus.

Thanks for your consideration

Dan Davenport
ADP Dealer Services
2525 SW 1st Ave.
Portland, OR 97201
(503) 402-3297

I-044-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

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(6/23/2008) Trans System Accounts - Harold Street station Page 1

From: Mike and Teresa Dunbar <mtjl@comcast.net>
To: <trans@oregonmetro.gov>
Date: 6/20/2008 7:18 PM
Subject: Harold Street station

Greetings!

I-063-001 I live in the northern part of Westmoreland. I know that you are currently considering cutting plans for a Harold street Station. I ask that you consider my comments and suggestions. I am aware of the funding issue and the expense of having two foot brides for Harold St. and that this would be necessary in order to make it safe and usable. I am also aware that some of the West side MAX's stations were added later. I think in our situation that this would be ideal. Please keep the Harold street station in your plans so that the track can be set properly to add in a station later. I saw the circle diagrams on the maps suggesting that the Holgate and Bybee stations would overlap mostly. However, I don't think you have properly considered that people in my area (I live just four blocks south and west of McLoughlin) would not use the Holgate station due to the risk of crossing McLoughlin. Also, with the two foot bridges you would get more ridership from the Reed College community.

Thanks for taking the time to read and consider my comments.

Sincerely,
Teresa Dunbar
Westmoreland resident for 30 + years

I-063-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - KEEP The Harold Street Station!

From: Eileen Murray <berdwmn41@hotmail.com>
To: <trans@oregonmetro.gov>
Date: 6/9/2008 10:31 AM
Subject: KEEP The Harold Street Station!

I-162-001 I support the building of The Harold St. Station; It will bring property values up, and encourage quality development and restoration of this already good neighborhood! Don't EXLUDE the plans for Harold St. PLEASE!

Eileen Murray

I-162-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

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Trans System Accounts - Portland Milwaukie Light Rail Project - comments

From: <norbu72@comcast.net>
To: <trans@oregonmetro.gov>
Date: 5/31/2008 8:28 PM
Subject: Portland Milwaukie Light Rail Project - comments

Thank you for the opportunity to comment.

I-069-001 I would like to register my strong support for having a light rail station at Harold Street. I think it's needed for the population there, now and in the future, and do not think it will slow down the trips into and out of Portland to the point of losing riders.

I am a resident of inner SE Portland.

Rebecca Esau
norbu72@comcast.net

I-069-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

(6/3/2008) Trans System Accounts - Portland-Milwaukie Light Rail Project: Comment Page 1

From: Chris Forney <chris@brightworks.net>
To: "trans@oregonmetro.gov" <trans@oregonmetro.gov>
Date: 5/5/2008 9:17 PM
Subject: Portland-Milwaukie Light Rail Project: Comment

Metro,

I-073-001

I am a huge proponent for the Portland-Milwaukie light rail project. The inner east side light rail has been long over due and I am eager to see the project finally move forward. As a bus rider on the #33 I catch the bus downtown on the north side of 99/McLaughlin which I dread crossing. A woman died crossing that intersection last year and I think it is time for the city to take responsible action to improve transit user safety near that intersection. I will be very disappointed if Metro doesn't seize this opportunity to create a safe and convenient transit access for the north end of Moreland either at the 17th and McLaughlin location or Harold street location.

Onward!

Chris Forney
Resident
5225 SE 18th ave
Portland, OR 97202

Chris Forney
sustainable buildings group, director
LEED2.2 accredited professional
503.290.3004 www.brightworks.net

[cid:image001.gif@01C8AEF5.74090D70]
Intelligent Strategies for Sustainability

I-073-001

Thank you for submitting your comments for consideration. The project will modify the intersections at McLoughlin/17th and McLoughlin/Harold. Crosswalks on all four legs of the intersections are being considered but design is not yet resolved.

From: <gadda@comcast.net>
To: <trans@oregonmetro.gov>
Date: 5/25/2008 12:19 PM
Subject: Harold Station

I-080-001 I am writing in support of the Harold Street Station and the Light rail alignment on mcLoughlin blvd. This plan has strong support from my neighborhood and from the Reed neighborhood. Please include this important station and pedestrian bridge to your transit plan

Regards
Dean and Jenny Gadda
5815 SE 18th Ave
Portland, OR 97202
5023-234-4989

I-080-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

Page 1 of 1

Trans System Accounts - Portland Milwaukie Light Rail Project comment:

From: "Arlene Glueck" <gluecka@ohsu.edu>
To: <trans@oregonmetro.gov>
Date: 6/16/2008 11:36 AM
Subject: Portland Milwaukie Light Rail Project comment:

I-094-001 I am distraught over the design of the Portland Milwaukie Light Rail Project where it addresses the stop at Harold Street. I do not know how you came to the conclusion that this was not a necessary stop! I do not know how you reached the conclusion that this stop would decrease rider ship from those catching the MAX in Milwaukie as it would add a minute to their commute. Come on now! A minute would really make a difference? Who are you trying to convince...maybe yourselves? People who I have asked (who this would affect) can't figure out how you came up with this either. I would be very interested to know how you arrived at these conclusions and the hard data that lead to these conclusions.

I-094-002 Harold Street connection is NECESSARY. It will not only connected the northern part of West Moreland, but will tie in with the pedestrian bridge crossing over the railroad from Reed College. I for one, would be willing to stop driving and take the MAX, but only if there is a connection at Harold Street connection.....as I can walk there. Walking to the Bybee or Holgate station is beyond walking distance for a lot of this part of West Moreland. High density housing has been going in around the area of Harold Street with the belief that there would be a MAX station there also.

I request that the Harold Street Station be included. I can speak for my neighbors that this station will be used more than you believe it will. We have been talking about leaving our cars behind and taking the Max and were thrown by your statements in the newsletter.

Arlene Glueck
5845 SE 23rd Ave
Portland OR 97202

file://C:\Documents and Settings\tuerk\Local Settings\Temp\XPgrpwise\4856504DMetCen... 6/16/2008

I-094-001

Thank you for submitting your comments for consideration. The Metro travel forecasting model uses a variety of inputs, including socioeconomic and land use data, and auto and transit network characteristics. The inputs include survey data to help determine what are the factors important to people when deciding to travel by any mode (auto, walk, transit or bicycle). A full description of the model, including inputs, is included in the Travel Demand Forecasting Methods Report.

In the travel demand modeling, travel time is an important determinant of any trip. When looking at all modes the model shows that the longer a trip takes, the less attractive it is compared to trips using a different mode or trips to alternative destinations. The model uses a series of mathematical equations to calculate transit trips; as such, any delay in travel time for transit users results in a decrease in ridership.

Specifically regarding the Harold station, the riders lost due to the delay at the station is only one reason the station is designated a "future station", and is not planned to be constructed when the line opens. First, a pedestrian bridge would have to be constructed to provide access to the Reed neighborhood in order to make the station viable. Second, it would not serve a large number of households or employment that would not otherwise have access to either the Holgate station (just over 0.6 mile to the north) or Bybee station (under 0.6 mile to the south).

For these reasons, the Harold station is a less cost-effective station than others in the line.

Finally, the light rail project would accommodate construction of a future station at Harold Street. See Chapter 4 for more information.

I-094-002

Thank you for submitting your comments for consideration. The Locally

Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

(6/20/2008) Trans System Accounts - East side Light Rail and the Harold Station Page 1

From: "Margaret Gunn" <gunnm@nwrel.org>
To: <Trans@metro.dst.or.us>, <Robert.Liberty@oregonmetro.gov>, <planningcomm...
Date: 6/20/2008 2:32 PM
Subject: East side Light Rail and the Harold Station

I-103-001

I am writing to support the Milwaukie-Portland Eastside Light Rail and a stop at Harold Street. Rapid transit has been a long time in coming to the eastside of Portland and we have waited patiently.

My neighborhood is the Reed Neighborhood and I would like to see project designers retain the plan to build a station at Harold Street between the Bybee and Holgate Stations. A location of a station there, with access to the Reed Neighborhood by way of a footbridge over the rail tracks at the south end of the yard, will give our whole neighborhood access to an easy and economical commute.

The Bybee and Holgate Stations are really just too far to walk in order to catch a train. The Harold station, via a bridge over the rail yard, would make light rail conveniently accessible to Reed College students, residents, elders, and those with bicycles. It is particularly exciting for me, as I choose not to have a car and do all my travel by public transit.

The light rail would be more frequent and efficient for commuters than the buses currently serving Steele Street (the line which runs through our neighborhood and has only limited service on Saturday and none on Sunday). If there were a station at Harold, I believe ridership on light rail would increase and more people would forgo driving downtown to work or recreation. But access must be close and inviting.

Bicyclists would have a safer route via Reedway and a bridge to the Harold stop than riding down Holgate to load their bikes at the Holgate station. There are areas between the Reed Neighborhood and downtown which are still not safe for the bicycle commute.

Congestion via McLoughlin (the chosen route from town to this area) would be lightened. There would probably be less traffic via the Sellwood Bridge from our neighborhood as well.

Residents would have a more direct commute to the airport without having to take a bus and transfer.

With the emphasis on infill in the city, we are aware that the infrastructure for transportation is not keeping up. If light rail is to take up the load, please put as many stations in as will serve each and every neighborhood safely and conveniently.

Please include the Harold Street station and make those residing in the Reed Neighborhood able to enjoy fast, safe, and easy access to your system. Don't pass us by!

Thank you for considering this request.

Margaret Gunn
Reed Neighborhood resident
503-774-1661

I-103-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

(6/5/2008) Trans System Accounts - Comments on Portland-Milwaukie Light Rail Project Page 1

From: Jussi Heikkola <jheikkola@yahoo.com>
To: <trans@metro.dst.or.us>
Date: 5/21/2008 7:17 PM
Subject: Comments on Portland-Milwaukie Light Rail Project

Hi,

I-108-001 I strongly support extending the MAX line from Portland to Milwaukie and I would use this line daily. Also, I think the Harold street station is necessary for people living in northern Westmoreland and Reed College students.

Thank you,
Jussi Heikkola

I-108-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - Light Rail South Corridor - Harold St Station

From: Martin Heim <mheim1@yahoo.com>
To: <trans@metro.dst.or.us>
Date: 6/22/2008 2:36 PM
Subject: Light Rail South Corridor - Harold St Station

Greetings!

I-113-001 I'm reading in newspapers, newsletters, online about how the Harold Street station is likely to be dropped from the plan for the Light Rail South Corridor Project. I will be greatly disappointed if this comes to pass. This station would be ideally situated in that it will serve the neighborhood communities of Westmoreland and Reed College and therefore garner much higher ridership in these locations. If left to travel either north or south to the next nearest station, we may decide not to take advantage of this new branch of light rail at all.

Several years ago we bought our house in Westmoreland in part because of the promise of the Harold Street Station's location to our home, as indicated in earlier plans for the south corridor. Our family strongly supports public transit and while we are very pleased with our city's bus system, the thought of having a light rail station nearby would be that much greater incentive to keep the car at home and rely almost entirely on rail and bus.

I would love to see the Harold Street light rail station become a reality.

Thank you,
Martin Heim

I-113-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - Light Rail Station at Harold Street Station

From: "Jan Winkel" <jan@barbomachinery.com>
To: <trans@oregonmetro.gov>
Date: 6/3/2008 8:19 AM
Subject: Light Rail Station at Harold Street Station

B-014-001 Please include a station at Harold Street on your proposed Inner Southeast Light Rail Plan. A one minute stop to unload passengers would not be to long of a delay, many people in the Selwood area can use bikes to get to town, but a light rail station would be a welcome addition in our area, especially as the population ages. The run between Holgate and Bybee stations is to long, we need a station at Harold street to encourage more rider ship
B-014-002 om the neighborhoods, especially a neighborhood that is so conscience of pollution and one that wants to make a difference. Jeanie Mountjoy, Barbo Machinery, 4617 SE Milwaukie Ave, Portland, OR 97202, 503-232-8158.

B-014-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

B-014-002

See response B-014-001, above.

Trans System Accounts - Harold street station for Inner Southeast MAX

From: "LaDouceur, Nicole" <Nicole.LaDouceur@nike.com>
To: <trans@oregonmetro.gov>
Date: 6/9/2008 3:18 PM
Subject: Harold street station for Inner Southeast MAX

Hi,

I-127-001 I wanted to voice my concern that the Harold street station may not be included as a stop on the inner southeast max line. This station will serve not only the north section of Westmoreland, but also Reed College and the neighborhood north of Reed College. I think that the additional stop will not delay the max line unduly enough to warrant removing this stop. Please keep the Harold street station in the final light rail plan for inner southeast.

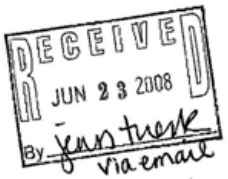
Thank you.
Nicole LaDouceur
6725 SE 21st Ave

I-127-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

LANCE R. CLARK
ATTORNEY AT LAW
1607 NE 41ST AVENUE
PORTLAND, OR 97232
(503) 284-6899 (PHONE)
(503) 249-8500 (FAX)



June 23, 2008

Mark Turpel
Metro
Portland-Milwaukie Light Rail Project
SDEIS Manager
600 NE Grand Avenue
Portland, OR 97232

RE: **Comments on South Corridor Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement**

Dear Mr. Turpel:

Thank you for the opportunity to comment on the South Corridor Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS). Most of my comments are focused on construction of a proposed Harold Street light rail station as I am a homeowner in the vicinity and purchased my home in anticipation a station would be built nearby.

First of all, I strongly support the light rail alternative as I would regularly use the line and I am generally supportive of light rail and other public transit integral to the Metro 2040 planning exercise.

General Comments

I-029-001

I support the Porter-Sherman crossing alternative as it runs closest to the heart of the new South Waterfront neighborhood and OMSI. I support the cable-stayed bridge option with two supporting cable towers. While it is a bit more expensive than the other options, I believe the bridge clearance height for water traffic should match that of the Sellwood Bridge. I am also one of the citizens that "prefer[s] the more dramatic profile from an aesthetic standpoint" (SDEIS p. 2-13). The nearby OHSU tram provides an excellent lesson in the importance of aesthetics. While the aesthetics of the tram increased the cost of the tram, the final result changed the minds of several Portlanders about the tram project. It is now an essential part of the skyline and a source of local pride.

I support the Tillamook Branch alignment for several reasons. For the most part, I am happy to defer to the City of Milwaukie stakeholder process thoroughly described in the SDEIS and because it runs to a point farther south than downtown Milwaukie. It seems important commuters be able to use a park and ride south of Milwaukie without clogging the downtown area with cars. It would have been unfortunate if a light rail line decreased the acreage of Milwaukie's new waterfront park, which I believe to be a centerpiece of the city's downtown revitalization. Further, I am pleased to see analysis that the project will not further degrade the Kellogg Creek watershed nor impact future watershed restoration of Kellogg Creek

I-029-001

Thank you for submitting your comments for consideration. The Sellwood Bridge is 75 feet above the Willamette River and the Portland-Milwaukie Willamette River Transit Bridge is designed to be 77.52 feet above the Willamette River – similar, but slightly higher than the Sellwood Bridge. It will be difficult to visually notice any significant difference in bridge heights – especially given that the Ross Island Bridge is between these two bridges.

The hybrid cable stayed bridge design has been endorsed by the Willamette River Bridge Advisory Committee, which includes design professionals.

I-029-002 I am not concerned about potential affects on wetlands or creeks in the planning area. In fact, I think the construction phase is a great time to coordinate with the Johnson Creek Watershed Council and various government agencies to engage in restoration work along with mitigation work to achieve financial efficiencies in environmental work. The various LRT stops between Lake Road and Harold Street then offer an additional benefit in attracting LRT riders traveling to observe environmental restoration work.

Comments Related to the Proposed Harold Street Station

I strongly support the construction of a Harold Street Station for the reasons set forth below. In the *Portland to Milwaukie Light Rail Station Assessment: Potential Harold Station Area* (Metro, November 2007) found on the Metro project website, almost all comments listed in the document were positive.

I-029-003 A Harold Street Station is the closest access point to Reed College, the Crystal Springs Rhododendron Garden, the Reed-Eastmoreland neighborhood (not to be confused with the Eastmoreland neighborhood), and the north entrance to the Oaks Bottom Wildlife Refuge and associated access to the Springwater Corridor. While some of this access is outside the ¼ mile radius studied by Metro, all of these destinations are still a quick walk from Harold and much closer than either the Bybee or Holgate stations. Development of the Harold Street Station would inevitably lead to a pedestrian bridge over the railroad tracks at the northwest corner of the Eastmoreland Golf Course. Currently, the only pedestrian access to the McLoughlin Boulevard Corridor and the new light rail in this area is either on Holgate Boulevard or Bybee Boulevard, streets which are approximately 1.5 miles apart. Further, pedestrians and bicyclists in the Reed-Eastmoreland area would feel much safer walking to the Harold Street Station than through the stretch of Holgate Boulevard that crosses the Brooklyn rail yard. On that stretch of Holgate, automobiles regularly drive 15-25 miles per hour over the posted 30 mph speed limit.

I-029-004 There are mixed use development opportunities near the optional station. The land near the optional Harold Street Station appears to be the only land near a proposed station along the McLoughlin corridor zoned RHd with an adjacent Commercial General zone. Because many homes and lots are smaller near or on Harold Street than other parts of Sellwood-Moreland, it will be easier to replace single family homes with higher density housing such as townhouses or apartments. While most Portland neighborhoods are generally resistant to higher density housing, it is important to strategically locate more high density housing close to the city center.

I-029-005 I cannot find the basis for the SDEIS estimate of only 400 riders using the station or the 200 riders who otherwise will not use the system discouraged by one extra minute of ride time (SDEIS p. 5-41). Metro staff suggested to me that some of that analysis is very new. I find the 400/200 numbers questionable, and difficult to analyze because the methodology used to produce the numbers cannot be found in the SDEIS, various 2002 South Corridor Project Transportation Alternatives reports, or other documents provided me at Metro headquarters.

Metro staff explained to me that the analysis for the proposed Harold Street Station is so new that it is not explained in the May 2008 SDEIS. This is understandable considering recent pressure to include this station. However, the combination of not including the data (or at least an explanation of the analysis) for the Harold Street "local option" and the cursory paragraph in the SDEIS implying the station not be built will likely lead to a recommendation that Metro seems to have already made. As

I-029-002

Compensatory mitigation and required enhancement activities are being investigated in relation to further design, impact avoidance and minimization, and in coordination with regulatory agencies. Mitigation and enhancement will be completed in an effort to meet regulatory criteria and to increase overall ecosystem functions. Specific actions are included in the FEIS.

I-029-003

The Locally Preferred Alternative decision called for the station at SE Harold to be a future station. The alignment would accommodate future construction of a station at SE Harold, however, the specific design characteristics of pedestrian improvements associated with the station would be determined in a future design process for adding the station. The value of and potential for a pedestrian connection to areas east of the UPRR tracks may also be evaluated in the station design process.

I-029-004

The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accommodate construction of a future station at SE Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridershipship, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a station at Harold Street will be evaluated.

I-029-006 someone who has professionally reviewed environmental impact statements for over a decade, the breadth of discussion of a project facet can directly influence public comments. In this case, little discussion, unsupported analysis, and language implying the station is a waste of time and money will likely lead to few comments outside of neighborhood residents that have been closely following the project. By comparing the thorough discussion of the downtown Milwaukie LRT alignment public involvement and stakeholder process (albeit one of the largest project issues) with almost no mention of the Harold Street debate, the SDEIS treatment of the Harold Street Station "local option" seems arbitrary and capricious.

I-029-007 The closest available numbers for comparison are the projected year 2030 on/off ridership numbers for various stops found in Table 4.2-9 (SDEIS p. 4-23). That table, for example using the LPA with the Tillamook Branch alternative, estimates the average weekday on/offs for the Holgate, Bybee, and Tacoma stations near Harold Street are 1949, 3507, and 4324 passengers, respectively. Compared to these numbers, and the fact that Harold Street station is the only proposed stop for roughly 1.5 miles between Holgate and Bybee, the estimate of 400 additional riders is highly questionable. The SDEIS does not state whether the number was analyzed with or without construction of a pedestrian bridge connecting the Harold Street Station to the Reed neighborhood. It is reasonable to estimate that the analysis did not do this, as one supporting report noted little pedestrian activity at Harold Street (South Corridor Portland-Milwaukie Light Rail Project Local Traffic Impacts Results report, p. 4-22, Parametrix and Metro, May 2008).

I have heard that a recent Metro study supported by a computer model appears to conclude that ridership/households served near Harold Street would not provide an adequate project return on investment due to low ridership (See, e.g., www.southeastmax.org). I understand the return on investment calculation is critical to receiving federal transportation funds. However, without the analysis or information on assumptions used in the computer model, I am left to speculate whether there would be in fact a return on investment. My best guess is that the assumptions are faulty for the reasons stated above. Further evidence of potentially inaccurate modeling is found in recent newspaper articles on the proposal to build a new I-5 bridge over the Columbia River (see *Willamette Week*, "A Bridge over the River Why", Vol. 34-28, September 21, 2008, and "Murmurs", Vol. 34-32, June 18, 2008). The implication of the two stories is that the forecasting model to show road demand does not sufficiently take into account rising gas prices, and thus exaggerates demand for auto trips. For the light rail project, the inverse is probably true. Demand for public transit in 2030 is likely higher than forecasted, as it is probable the same basic travel forecast model used for the Columbia River Crossing analysis was used for this light rail proposal. A higher demand for light rail would ultimately change the return on investment calculation. While this is only speculation, the rapidly escalating cost of gasoline will likely increase demand for light rail beyond that forecasted in the SDEIS and slow the increase in road use. While this will hopefully be addressed in the project's Final EIS, common sense suggests building as many stations as practical.

I-029-008 The Sellwood-Moreland Improvement League (SMILE) negotiated for years with Metro, the City for Portland, and Tri-Met for a station, and signed off on high density zoning around the proposed station location consistent with light rail. This is never discussed in the SDEIS. SMILE believed they had negotiated a deal under which the Harold Street station would be included in the SDEIS LPA and needed to lobby no further for the station. Failing to include a station after promising local leaders is bad policymaking. Nearly as troubling is labeling the proposed station as a "local option" which appears to the casual reader as a last-minute addition as opposed to misunderstandings between neighborhood and project leaders over previous negotiations. The Sellwood Bee neighborhood newspaper ran several articles chronicling the negotiations and subsequent actions by Metro and Tri-

I-029-005

Complete information about the modeling methodology is included in Metro's Travel Demand Forecasting Methods Report. Specifically regarding the Harold Station, the added travel time with the station included causes potential riders from other stations to choose different paths or modes for their trip in the model. While this occurs with every station added, the Harold Station did not attract enough new riders to counter that effect.

I-029-006

The LPA decision to defer implementation of the Harold Station was based on insufficient ridership forecast for the 2030 planning horizon for the environmental impact analysis and impact on through travel time. Existing land use characteristics in the station area limit ridership generation potential. The analysis used in the LPA decision assumed pedestrian connections over SE McLoughlin Boulevard and the Union Pacific Railroad to capture as much potential ridership as possible.

I-029-007

The Harold station was analyzed both with and without a pedestrian connection to the Reed neighborhood. The reported number of 400 additional riders on the Milwaukie light rail line with a Harold station is from analysis with the pedestrian connection. This line ridership measure, however, is distinct from the station boardings and exits reported in Table 4.2-9 in the SDEIS, and the two are not comparable.

First, boardings and exits at specific stations don't equate to line ridership. A single rider counts as both a boarding at one station and an exit at another station.

Met that I believe have already been shared with project staff. I have similar concerns about the failure of regional government to live up to their promises as discussed in these articles.

I-029-009 By not building a Harold Station, this inconveniences regular riders of the four buslines that will be discontinued north of the City of Milwaukie once the project is completed (SDEIS p. 2-16). For example, instead of walking a few blocks to catch the #33 bus, I personally will have to walk at least a half mile to the nearest LRT stop to quickly get downtown.

I-029-010 The estimated station cost and associated cost is $7.5 million. (SDEIS page 5-41). Assuming the LPA plus the Tillamook Branch is selected, the cost to build a Harold Street station is only 0.82 percent of the $916,889,000 estimated project cost (see Table 2.2-1, SDEIS p. 2-22). This marginal increase is acceptable considering that for less than a one-percent increase in overall cost, the number of stations increases by almost ten percent.

Thank you again for the opportunity to comment on the project. I look forward to future involvement in the project.

Sincerely,

LANCE R. CLARK
Attorney at Law

Second, activity at specific stations, as shown in Table 4.2-9, does not show the effect on total line ridership of each station. In the travel forecasting model, households within a half-mile of a station generally have access to that station. Some households have access to multiple stations. The Harold station is just over 0.6 miles from the Holgate station and just under 0.6 miles from the Bybee station. Some of the boardings and exits that would be "lost" with the removal of the Harold station would instead occur at the Holgate and Bybee stations, so the change in the line ridership would not match the change in boardings and exits at a single station. Also, the time required for the light rail to stop at each station affects the ridership in the model. For any trip which would travel through a station, but not use it, any added travel time would make that trip less attractive, and line ridership bypassing the station would decline.

Specifically regarding the Harold station, the additional riders served by station compared to the number of riders who would have access to another station and the number of riders negatively affected by the added travel time, and the cost of constructing the pedestrian access, make it a less cost-effective station than others in the vicinity.

I-029-008

The FEIS Chapter 2 Alternatives Considered provides further information on the factors influencing the decision of the Metro Council, after considering the SDEIS information and public comments, to define a Locally Preferred Alternative that defers the Harold Station.

I-029-009

The Portland-Milwaukie light rail project would provide travel time savings and improved reliability compared to bus service, benefiting most transit riders in the corridor. With a change in service from bus to light rail, however, some people would experience longer walks to a light rail station compared to existing bus stops.

I-029-010

Travel time is an important determinant of transit trips in the model. The longer a certain trip takes, the less attractive it is compared to trips using a different mode or trips to alternative destinations. In the model, any delay in travel time for transit users results in a decrease in ridership. Specifically regarding the Harold station, the riders lost due to the delay at the station is only one reason the station is designated a "future station," and is not planned to be constructed when the line opens. First, a pedestrian bridge would have to be constructed to provide access to the Reed neighborhood for the station to provide access to many nearby households. Second, many of the people who would use the Harold station would have access to either the Holgate station (just over 0.6 mile to the north) or Bybee station (under 0.6 mile to the south). For these reasons, the Harold station is a less cost-effective station than others in the immediate vicinity.

Trans System Accounts - light rail project

From: <slechert@aol.com>
To: <trans@oregonmetro.gov>
Date: 5/21/2008 11:51 PM
Subject: light rail project

I was unable to attend the Cleveland comment session and will try to make one of the other ones, but in case I don't, I wanted to ask a question.

I-129-001 Does the light rail plan for a Bybee station include a North bound exit from McLoughlin? Currently, there is not a northbound exit and I would like it to stay that way. A northbound exit would increase traffic substantially on Bybee. People would hop off McLoughlin onto Bybee when it is busy and try to take Milwaukie or 17th. Or if Tacoma is busy, they would then take Bybee to 13th to the Sellwood bridge. I do not want Bybee to turn into a Tacoma Street. A northbound exit would ruin Bybee and have a bad impact on the neighborhood.

scott lechert
westmoreland

I-129-001

Thank you for submitting your comments for consideration. The Portland-Milwaukie Light Rail Project does not include a northbound exit ramp from SE McLoughlin Boulevard to SE Bybee Boulevard for the Bybee Station location. Also, ODOT does not have any current plans to increase access to SE Bybee Boulevard from SE McLoughlin Boulevard, which is a state highway.

Harold St. station Page 1 of 1

Trans System Accounts - Harold St. station

From: "Marcus Lester" <Books@harborcare.net>
To: <trans@oregonmetro.gov>
Date: 6/17/2008 1:48 PM
Subject: Harold St. station
CC: <readthebee@myexcel.com>

Dear Metro Planners,

I just read the editorial in the Bee about the proposal to add the Harold St. station to the light rail line to Milwaukie.

First, I'm a business owner in the general area - 1 block south of Powell Blvd. at 35th. Second, I have some background (from a university a bit farther north, generally held in some disrepute by folks hereabouts) in transportation planning and analysis as well as a professional background in transportation computer systems, including about 5 years at ODOT.

With all due respect to the efforts your staff has surely put into revving up the computer model you use -- it is not enough to use this model as the only reason not to include the proposed station at Harold St. So, how'd you get it to show that loss, anyway? Hmmmm...

B-011-001

1. You say you reckon ridership will go down, but not how much. Given the real congestion and choices faced by area drivers, I reckon it's effect on ridership will be very, very small.

2. You built many assumptions into your model to make it work the way you want. Change those assumptions, and the model works differently. You don't explain what your assumptions are. For example, what factors other than travel time influence your model's rider decisions, and how big or small are those influences?

3. You don't explain how your model works. Do you set fixed amounts for your variables, or do you allow for variable variation in multiple iterations of the model?

Whoa, Nellie! That's enough model mumbo-jumbo. My point is, I don't believe what your model says. I'd like to, but I don't. When I think about all the other high-priority things you must be wrestling with (choice of route, getting all the funding and resources, balancing neighborhood interests, balancing contractor interests, balancing political interests, balancing business community interests, etc.), I really don't think this model's claim of some tiny loss of ridership is important at all.

In other words, it feels like you're snowing me with this little story about the model, but there's a whole lot of really important things you're not telling me. Sorry, but that's the flavor I get, and it just doesn't wash. If there are good reasons for not placing a station at Harold St., then explain them. Otherwise, the community has a reasonable expectation for a station in the middle of the longest unserved section of the route - an area that is overwhelmingly residential. I'd think that would serve your interests admirably.

Thanks for listening to the ramblings of a deranged old man roaming the streets of SE Portland.

Marcus Lester
Harbor Care Reedwood
3540 SE Francis St.
Portland, OR 97202
Phone: (503) 232-5767

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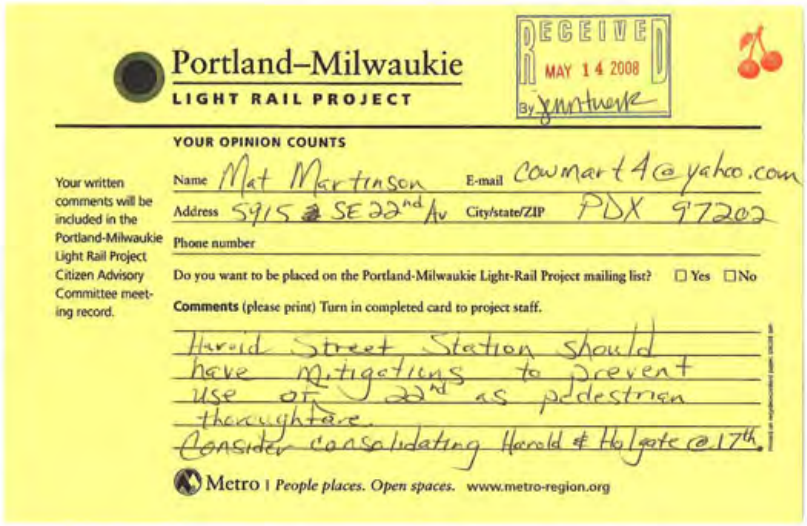
B-011-001

As identified in the Locally Preferred Alternative examined in the FEIS, the Harold Station remains a future station and is not eliminated from the project. However, it does add substantial costs to the project and ridership estimates did not warrant its development. The Portland to Milwaukie Light Rail ridership is projected to decrease by over 200 daily riders with the addition of the Harold Station, primarily due to the changes in overall travel times over the length of the corridor. The model responds to the delay and longer travel times for all riders when the train stops at Harold. This would encourage some riders from other stations to choose different modes such as auto or bus, or to choose other trips. This loss would not be offset by ridership at the Harold Station.

The Travel Demand Forecasting Methods Report contains a full description of the model and all factors influencing ridership, including trip purpose, demographic information, and the characteristics of other travel choices that are available. This document is referred to in Appendix C: Supporting Documents. All supporting documents are available upon request. The model is reviewed by the Federal Transit Administration and by modeling professionals from academia, consulting firms, and MPO agencies.

I-140-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By ynrtuerke

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Mat Martinson E-mail cowmart4@yahoo.com
Address 5915 SE 22nd Av City/state/ZIP PDX 97202
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

Harold Street Station should have Mitigations to prevent use of 22nd as pedestrian thoroughfare.
Consider consolidating Harold & Holgate @ 17th.

Metro | People places. Open spaces. www.metro-region.org

I-140-001

Thank you for submitting your comments for consideration. Consolidation of the stations that will be built on SE 17th Avenue and at SE Harold Street was considered during Preliminary Engineering phase. The Project will move forward with a station at SE Holgate and SE Bybee Boulevard bridge. A future station at SE Harold Street will provide more convenient access to the light rail line for residents and businesses in that station area. When a determination is made to add the Harold Station, a design study will be conducted that will address pedestrian connections to the station.

Trans System Accounts - Include Harold Street Station in Portland to Milwaukie LRT

From: "SEAN AND CATHY MURRAY" <nwmurrays5@msn.com>
To: <trans@oregonmetro.gov>
Date: 6/4/2008 9:33 PM
Subject: Include Harold Street Station in Portland to Milwaukie LRT
CC: "Sean Murray" <s.murray@alliant-systems.com>

Dear Metro Planning Team-

I-158-001 As a property owners and residents of North Westmoreland, we are writing to declare our strong support for inclusion of the Harold Street Station in the Portland to Milwaukie Light Rail Project.

When we and our three young children had the opportunity to move to Portland eight years ago, we focused our housing search in Sellwood-Westmoreland because of the relative affordability of homes, family focused community, and excellent public schools.

In the intervening years we have seen many changes. While Sellwood-Moreland has remained a vibrant and popular neighborhood, the steady rise in property values has priced many families out of the area. We have witnessed the impact of this situation first-hand with declining school enrollment threatening closure of Llewellyn Elementary, and increased development of multi-unit, car centered condominium projects which are not typically suitable for families.

Of all of the areas bordering the Portland to Milwaukie route, North Westmoreland is unique in providing high density zoning and relatively affordable property adjacent to an established and popular neighborhood. As we have already seen, development of this end of Sellwood is inevitable. The question remaining to be answered is what type of development we will see.

We believe that the addition of the Harold Street station can be the cornerstone for rebuilding north Westmoreland into a dynamic neighborhood of affordable, family centered homes. With the amenity of easy access to LRT provided by the Harold Street Station, the incentive for investment to renovate existing housing and develop quality multi-family housing is much higher. Besides increasing light rail ridership, this type of development will lead to stability in the local schools, and increased support for local businesses.

Without inclusion of the station, our neighborhood will remain a mis-zoned oddity. With the combination of high density requirements, and "cheap" property due to limited transportation access, I believe that we will see more car centered, single lot developments forced into the neighborhood. This will lead to reduced property values, lack of cohesive communities, and reduced quality of place. I do not believe that this type of development is in anyone's best interests.

Portland constantly touts the livability of its neighborhoods, focus on sustainability, and willingness to lead on design issues. Inclusion of the Harold Street Station in the Portland to Milwaukie line is a golden opportunity to demonstrate these values and expand a vibrant and sustainable community.

For all of these reasons, I strongly urge you to please include the Harold Street Station in the final planning for the Portland to Milwaukie light rail Project.

Sincerely,

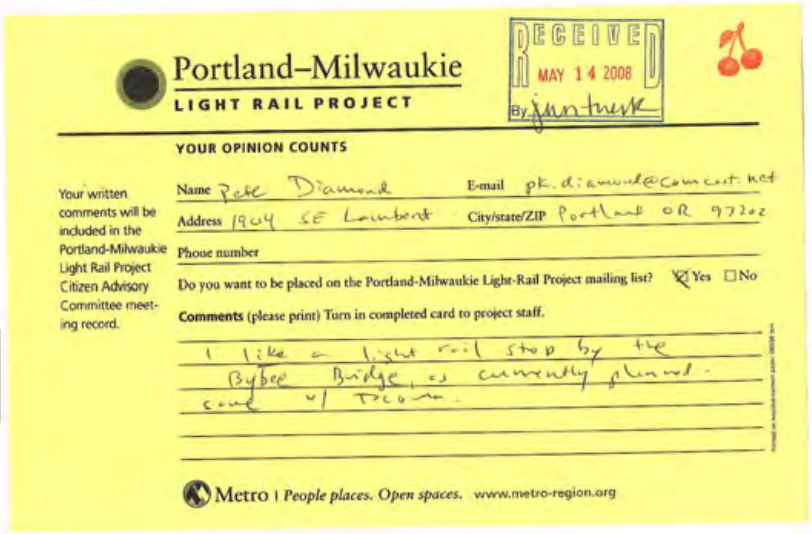
Sean & Cathy Murray
2043 SE Ellis
Portland, Or
503-619-4044

I-158-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-057-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Pete Diamond E-mail pk.diamond@comcast.net
Address 1904 SE Lambert City/state/ZIP Portland OR 97202
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I like a light rail stop by the Bybee Bridge, as currently planned. Count w/ Tacoma.

Metro | People places. Open spaces. www.metro-region.org

I-057-001

Thank you for submitting your comments for consideration. The light rail project, including a station at Bybee and a station and park-and-ride at Tacoma, was endorsed by participating jurisdictions in summer 2008.

(6/5/2008) Trans System Accounts - proposed Harold St station Page 1

From: Rachel Brown <brown.rachel@comcast.net>
To: <trans@oregonmetro.gov>
Date: 6/1/2008 8:39 AM
Subject: proposed Harold St station

I-079-001 As a resident of the Reed neighborhood and a member of the Reed Neighborhood Association, I would like to express my support for the proposed Harold St light rail station. This would be the most convenient station for my neighborhood and for the students of Reed College. It would encourage our neighbors to use the new light rail, especially if there is parking available at Harold Street at the East end of the proposed foot bridge. It would serve a large population of elderly residents who might not otherwise use the light rail.

Please consider this station as it would serve a large community and would encourage inner city residents to use the new light rail instead of driving into the city.

Sincerely,

Rachel Brown
Reed Neighborhood Association

I-079-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - Harold St. Station letter of support

From: Jennifer Bates <batesj@reed.edu>
To: <trans@oregonmetro.gov>
Date: 6/22/2008 10:35 PM
Subject: Harold St. Station letter of support

Portland-Milwaukie LRT SDEIS
Metro
600 N.E. Grand Avenue
Portland, OR 97232

Dear Metro councilors,

I am writing to express Reed College's support of the Harold Street station on the proposed Portland-Milwaukie Light Rail Project, given the following stipulations:

The neighborhoods surrounding the station support it.
A bridge or safe pedestrian crossing is added over the Union Pacific Railway tracks, east of the station.
The station is in addition to, not instead of, the Bybee and Holgate stations.

E-001-001

Reed College has more than 1,300 students, plus an additional 450 faculty and staff. Starting this fall, 650 students will live on the northwest side of campus, just blocks from the station, bringing the total student residential population to more than 900 students.

Reed is committed to sustainability, and encourages students, staff and faculty to use alternative transportation methods other than the single-occupancy vehicle. The Harold Street station will be just a few short blocks from campus. Due to its proximity, the station is sure to be used for commuting and leisure trips by students, staff and faculty each day. However, we believe a bridge or safe pedestrian crossing over the railroad tracks is necessary to ensure safety.

Sincerely,

Colin S. Diver
President
Reed College
3203 S.E. Woodstock Blvd.
Portland, OR 97202

This letter was sent on behalf of President Colin S. Diver by,

---

Jennifer Bates
Interim Director of Public Affairs
Reed College
3203 SE Woodstock Blvd.
Portland, OR 97202
phone: (503) 777-7289
cell: (503) 927-1625
fax: (503) 788-6588
jennifer.bates@reed.edu
http://reedevents.reed.edu

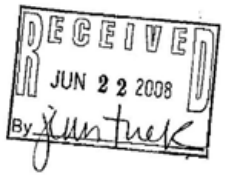
E-001-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative decision called for the station at SE Harold to be a future station. The alignment will accommodate future construction of a station at SE Harold. The specific design characteristics of pedestrian improvements associated with the station would be determined in a design process for adding the station. The value of and potential for a pedestrian connection to areas east of the UPRR tracks may also be evaluated in the station design process.

REED NEIGHBORHOOD ASSOCIATION 4803 SE Woodstock Blvd. Suite 503, Portland, Oregon 97206

June 18, 2008

Portland-Milwaukie LRT SDEISMetro
600 NE Grand Avenue
Portland, Oregon 97232



On behalf of the Reed Neighborhood Association, the Reed Neighborhood Association Board strongly supports the current Metro effort to extend Light Rail from Portland to Milwaukie. Since it will directly serve our neighborhood, we ask that you strongly consider retaining a station at Harold Street in the project plan.

The Reed Neighborhood has as its boundaries, Holgate and Woodstock to the north and south, and 24th through 39th to the west and east. Our constituency includes single family residences, as well as multi-unit apartments, retirement and care centers, as well as the Reed College campus.

We wholeheartedly agree that the light rail will provide an efficient and economical way for persons from our neighborhood to commute to and from Milwaukie and Portland, to points in between, and those further on. The light rail service has been anticipated for some time and is consistent with City and Metro objectives that we support—encouraging more persons to travel by means other than cars, reducing commute time and congestion on McLoughlin Blvd., and reducing traffic across the Sellwood Bridge. As it has in other areas, the SE light rail project will undoubtedly encourage housing and land improvements along the suggested rail line. In addition, it will address the issues of insufficient infrastructure for conventional transportation that is resulting from increased inner city infill.

C-001-001 The Board requests that you especially consider the placement of a Light Rail stop at Harold Street. That location is in very close proximity to the Reed College and at the gateway to our residential community. Access to the neighborhood from the light rail line at Harold, via a pedestrian bridge over the railyards, where it narrows, at Reedway, is a practical and obvious solution to making the trains easily available to residents. Stops at Bybee and Holgate are really too far a walk for most to choose. A station at Harold would provide students, elders, and those who do not choose to drive the easy option of a short walk, on a safe route, to use the line. As well, it will encourage increased ridership from those who are now driving.

As the light rail is able to accommodate bicycles, we also see this as additional safe way to make a commute to the city, bypassing areas in SE Portland which, at present, do not provide a safe corridor for bicyclists. A station at Harold would be far safer than the bike ride down Holgate to that station.

The ability afforded other areas of the community to go from doorstep to the city, or doorstep to the airport, is something that should be extended to the entire metro population. Southeast Portland is waiting for its turn.

The Reed Neighborhood Association has hosted Metro at its general meetings and looks forward with anticipation to the completion of this project. But without the Harold Station, we may be the few who are left "outside the loop."

Thank you for considering our request.

board@reedneighborhood.org

C-001-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accomodate construction of a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the FEIS for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridershipship, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a station at Harold Street will be evaluated. Chapter 4 provides information about bicycle access.

Trans System Accounts - SE Harold St. stop on South Corridor line

From: rhonda banks <rhondabanx@hotmail.com>
To: <trans@metro-region.org>
Date: 6/2/2008 6:46 PM
Subject: SE Harold St. stop on South Corridor line

I-023-001 I am writing to comment on the usefulness of a South Corridor MAX stop at SE Harold St. When I chose to buy a house in this neighborhood in 2005, one of the main reasons was the close-in location that provided availability of flexible public transportation to areas around Portland as well as south into Clackamas County. Our household has since shifted from two cars to one and we have become frequent public transportation users. We knew of the plan to have a MAX stop at this location and it was part of our decision making process. I will be a user of the new MAX line when it is completed and I urge to keep the Harold St stop in the plan. It keeps the availability of public transportation within reach of this whole neighborhood of people who will otherwise have to walk a significant distance to utilize the line, thus making it less likely that they will choose public transport. Let's get people out of cars and onto the MAX! Make it useable for the people of Westmoreland and keep the stop at SE Harold St.

Thank you for your consideration.

Rhonda Banks
SE 20th Ave
Portland, OR

I-023-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

June 23, 2008

To: Metro Transportation Planning

From: Richard N Ross, AICP
2041 SE Elliott Ave
Portland Or 97214
richardnross@earthlink.net

RE: Comments on Portland-Milwaukie Light Rail Supplemental DEIS

Following are my comments on the Supplemental DEIS, based upon 40 years residence in the Portland neighborhoods served by this line and 25 years of transportation/land use planning work.

I-206-001

1. Willamette Crossing

The Willamette River Partnership proposal makes sense to optimize regional access and land use integration with the OHSU campus and South Waterfront.

I-206-002

2. Connections to Future Streetcar Lines

The Central City Loop should allow Streetcar access to MAX in both directions, West and South (not just West) to allow for future system continuity. While it is in preliminary stages, Portland's Streetcar System Plan, set for adoption in Spring 09, is considering routes in Southeast that could connect to MAX at Tacoma or Milwaukie-12th-Clinton.

The Final EIS should consider planned Streetcar routes as well as bus routes.

I-206-003

3. Connections to Existing and Future Multi-Use Paths, Bike Boulevards

The Final EIS should evaluate bike and ped traffic and access to OMSI, Tacoma, Park Ave. MAX stations via the Springwater Corridor and future Trolley Trail to Oregon City. Bike and Ride facilities should be part of the Tacoma and Park Ave Stations/Park and Rides. Clinton St station, which is a terminus for a planned Bike Boulevard across Southeast, should include Bike and Ride facilities.

I-206-004

4. Portland Stations

The OMSI station on Sherman should integrate with pedestrian/bike access from OMSI, Esplanade- Springwater Corridor. The Clinton station could anchor a new mixed-use center between Powell and Clinton in underused industrial properties. The Harold station is not needed: It's isolated at the north end of Westmoreland, has no access from the East,

I-206-001

Thank you for submitting your comments for consideration. The refined Porter-Sherman alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.

I-206-002

The Portland-Milwaukie Light Rail Project would have transfer opportunities to streetcar at OMSI, South Waterfront, and Portland State University. Generally, analysis for environmental impact studies includes other projects that are funded; as such, future streetcar connections to the project exclusive of those listed above would be analyzed in the studies of those future streetcar projects.

I-206-003

Bicycle connections at each location mentioned have been designed to integrate the Portland-Milwaukie Light Rail Project with regional and local bike ways. The project will incorporate bicycle parking at each station.

I-206-004

Project staff is coordinating with City of Portland station area planning efforts for the Southeast Portland stations.

I-206-004 and has limited mixed-use potential. The Bybee station is essential for central access to MAX from the Woodstock, Reed, Eastmoreland and Westmoreland neighborhoods.

5. 2003 Locally Preferred Alternative with Terminus at Park Ave

I-206-005 This alternative (over the Tillamook Branch route) provides better regional highway access to MAX and spacing of Park and Rides at Tacoma (1000 spaces), north Milwaukie (600 spaces) and Park Ave (1000 spaces), than the 2003 LPA route or Tillamook Branch options. The line should extend to Park Ave to serve riders from Oak Grove and the McLoughlin Corridor, rather than congesting the core of Milwaukie with a Park and Ride. The north Milwaukie Park and Ride has great access to Hwy 224-212. The Final

I-206-006 EIS should evaluate the induced traffic from the Tacoma Park and Ride on Johnson Cr Blvd, an overloaded city Street, and whether regional park and ride spaces can be shifted from Tacoma station to north Milwaukie.

6. Transit Security Design

I-206-007 The SDEIS addresses this item, which was inadequate in earlier MAX lines. The Recommendations in the SDEIS are sound, for using Crime Prevention Through Environmental Design, but need to be backed up by proactive station design and station area planning, that is done with eyes wide open. Many of the planned stations are in isolated highway, railroad or industrial locations that have proved problematic in the current MAX system. They need 24/7 land uses to keep them safe.

I-206-005

The Locally Preferred Alternative for the light rail project includes an alignment along the Tillamook Branch and a terminus at SE Park Avenue and was endorsed by participating jurisdictions in summer 2008. The Main Street alignment through the North Industrial Area of Milwaukie was eliminated due to impacts to area businesses. See Chapter 2 of the FEIS for more information.

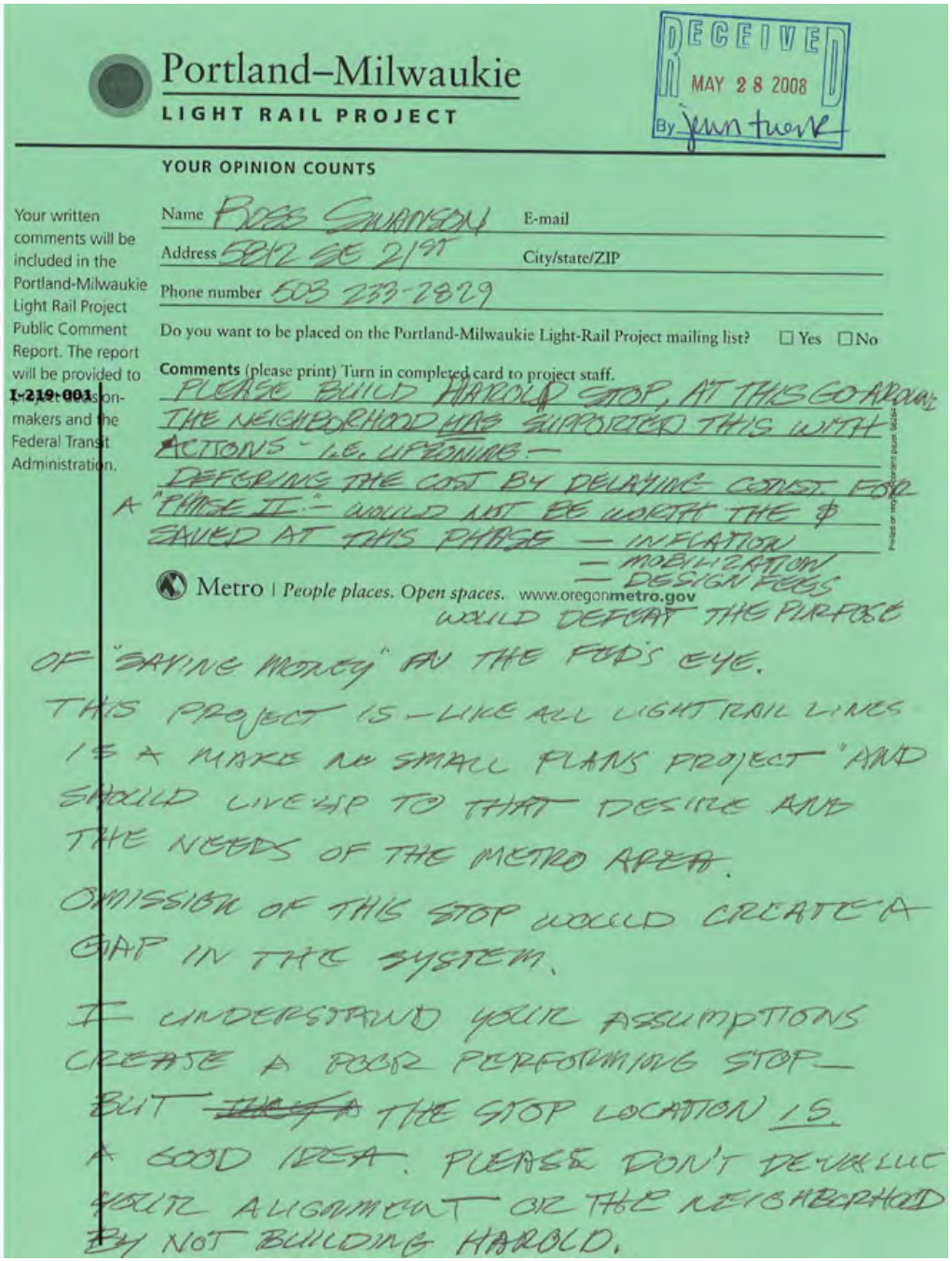
I-206-006

The 2008 Locally Preferred Alternative (LPA) has light rail that terminates just north of SE Park Avenue (south of downtown Milwaukie) and assumes a 800-space park-and-ride lot at the Tacoma Station and a 600-space park-and-ride lot at the Park Avenue Station. The LPA Phasing Option includes initial parking facilities with fewer spaces at these locations. As part of the Final Environmental Impact Statement (FEIS), the Transportation Impacts Results Report has identified needed traffic mitigation at local street intersections in the areas around both of these light rail stations.

I-206-007

The locations of the stations were confirmed by the LPA for the light rail project, which was endorsed by all participating jurisdictions in summer 2008. The project is studying transit oriented development opportunities at many of the stations. The Bybee Station remains below street level; however, designs reflect efforts to ensure the safety of transit riders, including Transit Tracker units at the street level. See Appendix D for visual simulations.

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By jun tuck

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

I-219-001

Name ROSS SWANSON E-mail
Address 5812 SE 21ST City/state/ZIP
Phone number 503 233-7829
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

PLEASE BUILD HAROLD STOP. AT THIS GO AROUND THE NEIGHBORHOOD HAS SUPPORTED THIS WITH ACTIONS - I.E. UPZONING -
DEFERRING THE COST BY DELAYING CONST. FOR A "PHASE II" - WOULD NOT BE WORTH THE $ SAVED AT THIS PHASE - INFLATION
- MOBILIZATION
- DESIGN FEES
WOULD DEFEAT THE PURPOSE OF "SAVING MONEY" IN THE FED'S EYE.

THIS PROJECT IS - LIKE ALL LIGHT RAIL LINES IS A "MAKE NO SMALL PLANS PROJECT" AND SHOULD LIVE UP TO THAT DESIRE AND THE NEEDS OF THE METRO AREA.

OMISSION OF THIS STOP WOULD CREATE A GAP IN THE SYSTEM.

I UNDERSTAND YOUR ASSUMPTIONS CREATE A POOR PERFORMING STOP - BUT ~~THIS IS A~~ THE STOP LOCATION IS A GOOD IDEA. PLEASE DON'T DEVALUE YOUR ALIGNMENT OR THE NEIGHBORHOOD BY NOT BUILDING HAROLD.

Metro | People places. Open spaces. www.oregonmetro.gov

I-219-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accommodate the construction of a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridershipship, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - Harold Street Station

From: "Dean Scrutton" <dscrutton@gmail.com>
To: <trans@oregonmetro.gov>
Date: 6/5/2008 1:24 PM
Subject: Harold Street Station

I-211-001

Eric,
Thank you for your continued great writing and interest in a Harold Street Station. I agree entirely with your comments on the station, and I believe it will be a tragedy if the line is put in without it! Thanks again, Dean.

I-211-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

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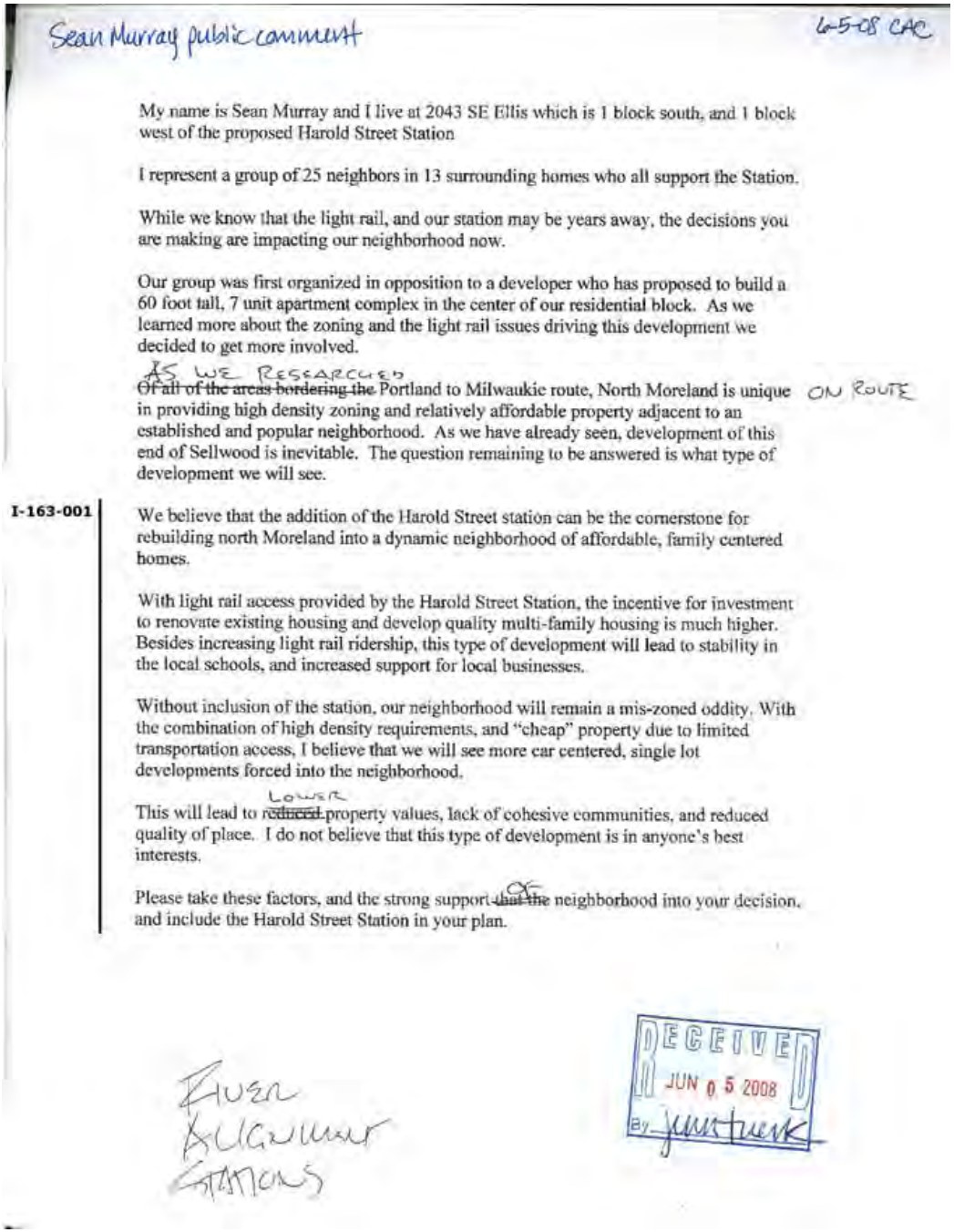

Sean Murray public comment 6-5-08 CAC

My name is Sean Murray and I live at 2043 SE Ellis which is 1 block south, and 1 block west of the proposed Harold Street Station

I represent a group of 25 neighbors in 13 surrounding homes who all support the Station.

While we know that the light rail, and our station may be years away, the decisions you are making are impacting our neighborhood now.

Our group was first organized in opposition to a developer who has proposed to build a 60 foot tall, 7 unit apartment complex in the center of our residential block. As we learned more about the zoning and the light rail issues driving this development we decided to get more involved.

AS WE RESEARCHED

~~Of all of the areas bordering the~~ Portland to Milwaukie route, North Moreland is unique ON ROUTE in providing high density zoning and relatively affordable property adjacent to an established and popular neighborhood. As we have already seen, development of this end of Sellwood is inevitable. The question remaining to be answered is what type of development we will see.

I-163-001

We believe that the addition of the Harold Street station can be the cornerstone for rebuilding north Moreland into a dynamic neighborhood of affordable, family centered homes.

With light rail access provided by the Harold Street Station, the incentive for investment to renovate existing housing and develop quality multi-family housing is much higher. Besides increasing light rail ridership, this type of development will lead to stability in the local schools, and increased support for local businesses.

Without inclusion of the station, our neighborhood will remain a mis-zoned oddity. With the combination of high density requirements, and "cheap" property due to limited transportation access, I believe that we will see more car centered, single lot developments forced into the neighborhood.

This will lead to ~~reduced~~ LOWER property values, lack of cohesive communities, and reduced quality of place. I do not believe that this type of development is in anyone's best interests.

Please take these factors, and the strong support ~~that the~~ OF neighborhood into your decision, and include the Harold Street Station in your plan.

RECEIVED
JUN 05 2008
By

RIVER ALIGNMENT STATIONS

I-163-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accommodate construction of a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridershipship, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - Call for Support of Harold Street Station in Southeast Max Planning

From: "Sean Murray" <S.Murray@alliant-systems.com>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 8:24 AM
Subject: Call for Support of Harold Street Station in Southeast Max Planning

Dear Metro-

I-161-001 As a property owners and residents of North Westmoreland, we are writing to declare our strong support for inclusion of the Harold Street Station in the Portland to Milwaukie Light Rail Project.

As you may have heard, both the Metro Citizens Advisory Council (CAC) and Sellwood Moreland Improvement League (SMILE) have voted on this issue, and are now publicly calling for inclusion of the station in the project. I attended the meetings where these decisions were made, and was impressed by the variety of input, and number of compelling reasons for inclusion of the station. These issues included:

- The station costs and travel time impact may be mitigated by City of Milwaukie's request for a single downtown station, and the CAC recommendation to follow the Tillamook alignment.
- The physical barriers and terrain for accessing either Bybee or Holgate Stations would be difficult and treachorous for most riders from the Harold Station area.
- The Harold station neighborhood has already been "up-zoned" in anticipation of the station. This is affecting property values and neighborhood development now.

We believe that the addition of the Harold Street station can be the cornerstone for rebuilding north Westmoreland into a dynamic neighborhood of affordable, family centered homes. With the amenity of easy access to LRT provided by the Harold Street Station, the incentive for investment to renovate existing housing and develop quality multi-family housing is much higher. Besides increasing light rail ridership, this type of development will lead to stability in the local schools, and increased support for local businesses.

For all of these reasons, I strongly urge you to work to include the Harold Street Station in the final planning for the Portland to Milwaukie light rail Project.

Sincerely,

Sean & Cathy Murray

2043 SE Ellis

Portland, Or

503-619-4044

I-161-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accommodate construction of a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a station at Harold Street will be evaluated.

SMILE
Sellwood Moreland Improvement League
8210 SE 13th Avenue
Portland, OR 97202

June 19, 2008

Portland-Milwaukie Light Rail Project,
Metro,
600 NE Grand Avenue,
Portland, OR 97232

Re: SMILE Support of Proposed Harold Street Station

To Whom It May Concern:

By a vote of 6-4, the SMILE Board endorsed the proposed Harold Street Light rail station for the South Corridor Phase II: Portland - Milwaukie Light Rail Project. The majority of our board believes that a station at SE Harold Street will increase light rail ridership and offer a livable alternative to driving throughout the Portland metro area. As population increases, the South Corridor Phase II: Portland – Milwaukie Light Rail project will promote greater, less congestive options to commuting or general driving.

The Board had several concerns and comments about the proposed light rail station, including:

C-008-001
- The Harold street station will require pedestrian bridges connecting both the west side and east sides to neighborhoods in order to be safe.
- If budget cuts limit the station, then building a platform now, with the option to "turn up the station" at a later date would be a compromise.

C-008-002
- Security is a big issue for Sellwood. Having Light Rail security presence, especially fare checkers and policing the stations will be a determining factor in whether the light rail is successful or increases crime.

C-008-003
- The Harold street station should not be a precursor for increasing zoning density.

The vote had a lot of emotion attached to it with those opposed bringing up valid concerns.

Thank you for your consideration.

Sincerely,

Paul Notti

Paul Notti
President, Sellwood Moreland Improvement League
Email: president@sellwood.org

C-008-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative decision called for the station at SE Harold to be a future station. The alignment will accomodate future construction of a station at SE Harold. The specific design characteristics of pedestrian improvements associated with the station would be determined in a design process for adding the station. The value of and potential for a pedestrian connection to areas east of the UPRR tracks may also be evaluated in the station design process.

C-008-002

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD

commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

C-008-003

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

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Trans System Accounts - Harold Street Light Rail Station

From: "Gary Sorrels" <GaryS@bhsr.us>
To: <trans@oregonmetro.gov>
Date: 6/2/2008 10:16 AM
Subject: Harold Street Light Rail Station

I-216-001 I ask that you support the Harold Street station. I live in the area and Westmoreland needs this station.

Thank you,

Gary Sorrels

I-216-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

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Trans System Accounts - Harold Street Station

From: "Janet Swire" <janswire@msn.com>
To: <trans@oregonmetro.gov>
Date: 6/8/2008 12:04 PM
Subject: Harold Street Station

I-218-001 I think the the streetcar going to Milwaukie should be able to stop at the Harold Street even if it takes a minute longer . It is silly to think that that station is not needed when it is an important stop for the people near the Bybee Station in Eastmoreland. Please put the Harold Street station into the plans and stop worring about a one minute delay in the schedule. Jan Swire, jan swire 31 @ msn.com

I-218-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

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Trans System Accounts - South Corridor Light Rail Project Comment

From: Lara <laratman47@yahoo.com>
To: <trans@oregonmetro.gov>
Date: 5/19/2008 2:52 PM
Subject: South Corridor Light Rail Project Comment

I-227-001

Hello, Please add my comments to the public input for the Portland South Corridor Light Rail Project.

I support the added SE Harold Street Station. Would serve more people than you think -- especially if many bike parking racks were added to the station -- Denmark-style.

I support carrying the rail line as far south as funding supports. Build it now and our long-term smart growth will be supported in the future.

I support the Committee's choice on where the light rail crosses the river.

I support maintaining and restoring as much green space, water and land habitat protection, and parks and green corridor protection as possible for the overall project.

Thanks for taking publis comments!

Sicerely, Lara Utman
1606 SE Insley St.
Portland, OR 97202
503-550-9535
---- > Please don't share my information with others or trade it on any lists. Thanks. LU

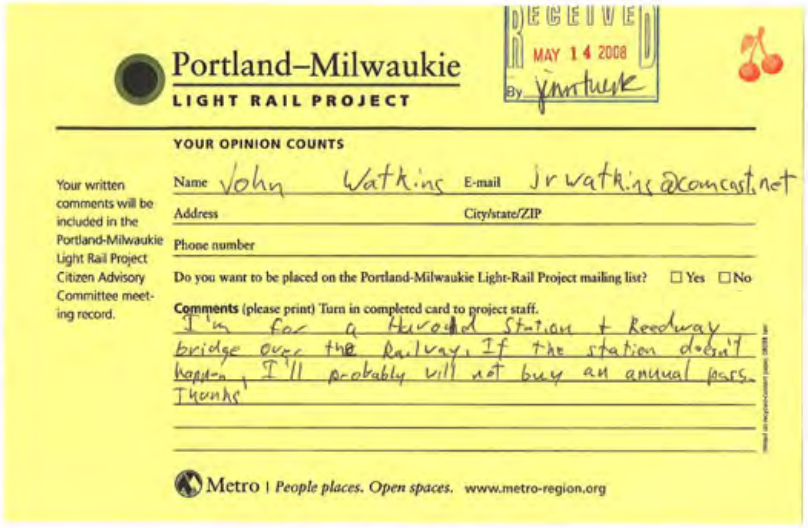
"You must be the change you wish
to see in the world." -- Mahatma Gandhi

I-227-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accommodate construction of a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a station at Harold Street will be evaluated. The Locally Preferred Alternative includes a terminus at Park Ave and the Porter-Sherman river crossing alignment endorsed by the Willamette River Partnership, Citizens Advisory Committee and project Steering Committee. The project maintains a commitment to minimize and mitigate impacts to the natural environment.

I-232-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name John Watkins E-mail jrwatkins@comcast.net

Address City/state/ZIP

Phone number

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I'm for a Harold Station + Roadway bridge over the Railway. If the station doesn't happen, I'll probably will not buy an annual pass. Thanks

Metro | People places. Open spaces. www.metro-region.org

I-232-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

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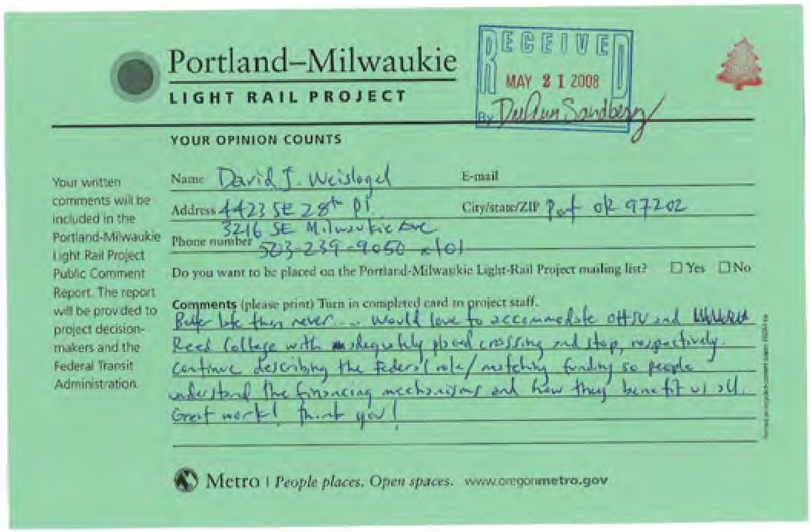

Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 21 2008
By DuAnn Sandberg

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name David J. Weislogel
E-mail
Address 4423 SE 28th Pl
3216 SE Milwaukie Ave
City/state/ZIP Port OR 97202
Phone number 503-239-9050 x101
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I-235-001

Better late than never... Would love to accommodate OHSU and Reed College with adequately placed crossing and stop, respectively. Continue describing the federal role/matching funding so people understand the financing mechanisms and how they benefit us all. Great work! Thank you!

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I-235-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accommodate construction of a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 for more information.

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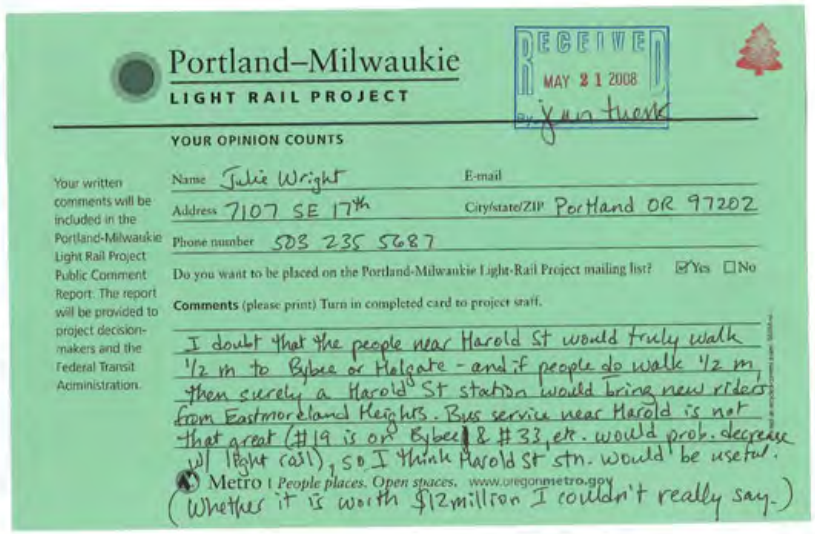
I-255-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 21 2008
By jun thank

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Julie Wright E-mail
Address 7107 SE 17th City/state/ZIP Portland OR 97202
Phone number 503 235 5687
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑Yes ☐No

Comments (please print) Turn in completed card to project staff.

I doubt that the people near Harold St would truly walk 1/2 m to Bybee or Holgate - and if people do walk 1/2 m, then surely a Harold St station would bring new riders from Eastmoreland Heights. Bus service near Harold is not that great (#19 is on Bybee & #33, etc. would prob. decrease w/ light rail), so I think Harold St stn. would be useful. (Whether it is worth $12 million I couldn't really say.)

Metro | People places. Open spaces. www.oregonmetro.gov

I-255-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

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(6/5/2008) Trans System Accounts - Harold Street Light Rail Station Page 1

From: "Joseph Zipagang" <jzipagan@standard.com>
To: "trans@oregonmetro.gov" <'trans@oregonmetro.gov'>
Date: 6/2/2008 10:22 AM
Subject: Harold Street Light Rail Station

I-258-001 I ask that you please support the Harold Light Rail Station. I live in the Sellwood/Westmoreland area and this would make the commute to work very convenient.

Thanks,
Joseph

I-258-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

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Bybee Station Resource Notebook

Table of Contents

V. Community Outreach

a. Spring 2013 Outreach Plan
b. Bybee Max Station Open House postcard
c. Bybee Station Open House Summary
d. Committee on Accessible Transit Transcript March 20, 2013
e. Summary f Outreach for the Bybee Station
f. Bybee Station Outreach Chronology
g. Committee on Accessible Transit Minutes September 21, 2011
h. Committee on Accessible Transit Transcript September 21, 2011

DJC oregon
DAILY JOURNAL OF COMMERCE - THE BUSINESS OF BUILDING

New Bybee Boulevard Bridge opens in southeast Portland

POSTED: Thursday, December 2, 2004 at 01:00 AM PT
BY: Cody McCullough

After nearly 10 months of demolition and construction, the new Bybee Boulevard Bridge opened last week in southeast Portland replacing the old bridge that stood for nearly a century.

The bridge, which is the main artery that connects the Eastmoreland and Westmoreland neighborhoods across McLoughlin Boulevard and Union Pacific Railroad tracks, had to be replaced because it reached the end of its useful life earlier this year and its span over McLoughlin Boulevard did not have adequate clearance for vehicles traveling underneath.

“We closed the bridge in February and took the old bridge out and replaced it,” said Joanna Guzzetta, project manager with the city of Portland’s Office of Transportation. “We were able to stay on time and on budget.”

The replacement bridge cost approximately $4 million with 80 percent of the cost funded with federal dollars through the Oregon Department of Transportation Highway Bridge Replacement and Rehabilitation program. ODOT and the city split the remaining cost of the city-owned project.

“(This project) was a great experience,” Guzzetta said. “It was a project that everyone contributed to from the designers to the public to the city.”

The new 332-foot-long bridge, made of cast concrete with steel reinforcements, now clears 23.5 feet over McLoughlin Boulevard and the railroad tracks. It includes seven-and-a-half-foot-wide sidewalks on both sides of the bridge, two bike lanes and vehicle lanes in both directions.

“We had to look ahead for the next 100 years to make sure that we don’t have to rebuild this bridge again,” Guzzetta said. “Everyone is very thankful that the bridge opened on time, and they’re glad that they don’t have to take the detour anymore.”

The project also included several environmentally-friendly landscaping features, including a swale that will help to settle out pollutants, slow down water flow rates and reduce the volumes of water infiltrating the soil and protection measures for a number of existing trees in the area.

More »

< Baker City residents have 90 days to save historic building Kerridge to leave Bureau of Development Services >

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THE DOLAN COMPANY

Jan 20, 2004, 2:37pm PST

Bybee Bridge to close

The $4 million Bybee Bridge replacement project will close the existing bridge across McLoughlin Boulevard in Southeast Portland to all traffic from Jan. 26 until Nov. 30.

Federal funding will provide 80 percent of the costs to design and construct the new bridge. The Oregon Department of Transportation and city of Portland will pay 10 percent each. Capital Concrete Construction Inc. was awarded this project by ODOT.

The detour route over McLoughlin will be via Southeast Holgate on the north end and Southeast Tacoma on the south end. Johnson Creek Boulevard (which has been closed for construction) will be open for the

south end detour.

The existing Bybee Boulevard Bridge is made of three different structures built at different times between 1911 and 1943. Recent inspections of the bridge have revealed several problems. The concrete span over McLoughlin Boulevard does not provide adequate clearance for vehicles traveling underneath. The concrete girders continue to sustain damage from truck collisions. Also, the roadway section across the bridge does not have adequate bike lanes or sidewalks.

In response to the bridge closure, TriMet will be running a shuttle to cover the portions of the Line 19 bus route west of the Bybee Bridge to the intersection of Southeast Powell and Milwaukie.

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5. Meet the Sweet 16! Semi-finalists advance to Startup PDX Challenge finals
6. Want a salary boost? Here are Portland's highest-paying jobs
7. No Fish! Go Fish! No More!
8. Dark times no more as empty Portland restaurants fill up
9. Meet Intel's new CEO: Brian Krzanich; Renee James named president
10. Brunch anyone? Portland's top breakfast spots revealed

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Kimberly Ritter
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J. Lee Lashway
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Inside Portland Business Journal

TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON

CAPITAL PROJECTS & FACILITIES DIVISION
710 N.E. HOLLADAY STREET
PORTLAND, OREGON 97232

October 7, 2002

Mr. Brant Williams
Transportation Bureau Director
City of Portland
1120 SW Fifth Avenue, 8th floor
Portland, OR 97204

RE: Bybee Bridge Replacement Project

Dear Brant:

We are pleased to be assisting your staff and consultants in the development of the design for the Bybee Bridge Replacement Project. The purpose of this letter is to outline the basic requirements for the bridge design to allow for a future high capacity transit line and station at Bybee Blvd and access to the station. As you know the alignment is proposed along the west side of the Union Pacific mainline tracks. This alignment was adopted for light rail as part of the original South/North Locally Preferred Alternative (LPA). The current South Corridor Project includes a light rail alignment or a busway alignment in the same location as the LPA. Our list of requirements include the following:

1. Access to the proposed Bybee Blvd; station needs to occur from the Bybee Bridge Replacement Project. To reach the station pedestrians would use elevator(s) or stairs attached to the bridge to reach the station platform at the UPRR track level. Therefore, sidewalks from both ends of the bridge should be compliant with the American With Disabilities Act (ADA). If crosswalks were provided at each end of the bridge, only one side of the bridge, preferably the north side, would need to be ADA compliant. The project should include an option that meets ADA standards and this option should be priced for consideration by the project team.

2. Provision for a future bus stop and a pedestrian crosswalk in the middle of the new bridge should be considered in the design. If safety issues provide a compelling case against including a bus stop in the travel lanes on the bridge, the bridge should be designed to accommodate future widening of the bridge structure for bus pullouts. The addition of future bus pullouts should not require future reconstruction of the bridge structure.

3. With or without bus pullouts, consideration should be given to including a future pedestrian crossing at the peak of the bridge. If this proves to be unworkable, we will need to provide a second set of elevators and stairs on the south side of the

bridge to allow access to the platform below. This would add cost to the transit project that we would like to avoid if possible.

4. The placement of bridge columns on a platform, or a walkway to a platform, is a concern if sight lines for light rail operators or busway operators are obstructed. The columns will need to accommodate two light rail tracks or busway lanes, and a possible extension of the platform to the south side of the bridge to a second set of elevators and stairs. Location of the columns should not obstruct views of people on the platform or its extension.

5. Light rail requires 18 feet of clearance from the top of rail to the bottom of the structure.

We look forward to continuing to work with on this project.

Cordially,

Neil S. McFarlane
Executive Director
Capital Projects & Facilities

TRI-MET

MEMO

Date: October 9, 2002

To: Distribution

From: Bob Dethlefs

Subject: Meeting Minutes: Bybee Bridge Project Discussion, 10/9/02, at TriMet

---

Attendees: TriMet: Bob Dethlefs, Michael Fisher
DEA: John Ferguson, Neal Christensen
PDOT: Calvin Lee, Joanna Guzzetta
HDR: Jennifer Ryan (by conference call)

Discussion centered on bridge column placement and space requirements for, west to east; ODOT, TriMet, and the UPRR at the bridge location.

Jennifer Ryan notified us that, as of the fall of 1998, no written agreements between the UPRR and TriMet had been reached. Discussions were underway, but were discontinued when the LRT bond measure failed in November of that year. The offset from UPRR's westernmost centerline to TriMet's northbound centerline was agreed to be 43' based on the existing bridge column location and three sets of UPRR tracks. She said the UPRR's recent request for a fourth set of tracks would need to be constructed on the west side of the existing tracks due to constraints to the north at SE Reedway Street. The UPRR requirements are 25' for a Maintenance-Of-Way (MOW) access road between their tracks and their ROW line. Also, an additional 15' would be needed for a fourth set of tracks. We ended the call with Jennifer at this point.

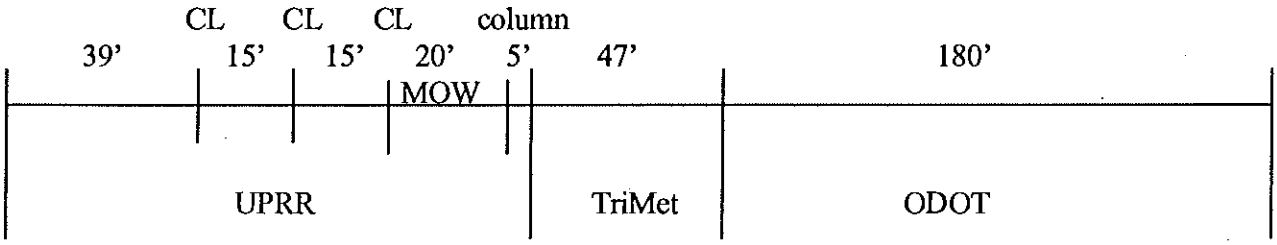
We determined that ODOT's total ROW requirement of 180' is considered firm. This allows for inclusion of three future northbound auto lanes east of the trees bordering McLoughlin.

The SDEIS plans for the Milwaukie Light Rail alignment show TriMet requiring 60' for its ROW. Using minimum needs, TriMet has reduced that requirement to 47'. This includes nine feet from each track centerline to the ROW lines, 4.5' from centerlines to the edge of platform, and 20' for a center platform accessible by stairs and elevator to the new Bybee Bridge.

The UPRR also requires that less tban 25' offset from a track centerline to an obstruction requires a crash wall.

There is not enough space for all of the requested uses. If there were a fourth set of tracks added for the UPRR, there is insufficient space between the UPRR and ODOT for light rail. Given the requirements for light rail and the reservation of 180' for ODOT's future expansion of McLoughlin, there is insufficient space for a fourth set of tracks.

The cross-section agreed upon is as shown below. The recommended placement for a set of columns is in the UPRR ROW abutting TriMets ROW line. Five feet is allowed for the column to be built to crash-wall standards. Available MOW access is thus 25', except next to columns where it would be restricted to 20'.



Discussion then focused on the letter TriMet sent on October 7 to Brant Williams (COP Transportation Bureau Director) on TriMet needs for the project. TriMet reiterated that ADA accessibility to the bridge needs to be addressed and a design should be prepared that allows for ADA access to at least one side of the bridge. Also, TriMet desires a mid-bridge pedestrian crossing and in-lane bus stop at the bridge crest. These items should be addressed now since they affect the bridge design. John said he would contact the COP to discuss these issues.

Bybee Blvd. Bridge Replacement
City of Portland
Preliminary Engineering
Kick Off Meeting

City of Portland – 9th Floor Broadway Conference Room
1120 SW 5th Avenue. Portland, OR 97204-1971
Thursday, August 22, 2002
8:30 AM – 10:30 AM

Agenda items:

1. **Introductions**
   - **Team Members**
   - **Project**

2. **Meeting Purpose**
   - **Confirm post-construction requirements for new bridge configuration adjacent to and over UPRR, Tri-Met, and ODOT facilities.**
   - **Confirm future projects within bridge site that influence new bridge configuration**
   - **Confirm ADA requirements**

3. **UPRR Requirements**
   - **23' Min. vertical clearance, 25' Min. horizontal clearance from centerline track**
     - **18' Min. horizontal clearauce if no maintenance roadway**
     - **Proposed maintenance roadway location (?)**
     - **Heavy construction required if inside preferred limits**
   - **ROW limits**
   - **Future projects (?)**

4. **Tri-Met Requirements**
   - **Future LRT corridor and facility project**
     - **Timing – construction date (?)**
     - **Provisions for maintenance roadway (?)**
   - **ROW limits**
   - **19' Min. vertical clearance, 9' Min. horizontal clearance from centerline track**
     - **Possible to go lower than 19' (?)**
     - **Crash wall or other protection from bridge columns (?)**

5. ODOT Requirements (McLoughlin Blvd.)
   - 16' Min. vertical clearance , Min. horizontal clearance to edge of shoulder per Office Practice Manual
   - Future widening
     - Timing – construction date (?)
     - ROW limits
     - Future LRT project within median of proposed widening project (?)

6. ADA Requirements
   - Maximum 5% preferred
   - Exceptions to allow sidewalk to follow roadway profile
   - City expectations
   - Design exception (?)

7. Other items

Bybee Blvd. Bridge Replacement
City of Portland
Preliminary Engineering
Worksession #2

David Evans and Associates – Willamette Conference Room
2100 SW River Parkway. Portland, OR 97201
Thursday, October 10, 2002
9:00 AM – 2:00 PM

Agenda notes:

1. **Conceptual Design Overview**

- Since last team worksession:
  - Received base map from City. Reviewed and converted as necessary to coincide with typical ODOT standard practice (line types and weights, etc.). Met with City survey group and identified additional items to be picked up. City currently in process of performing additional field survey and processing data. Received some updated information yesterday. Should receive remainder of updated information within next week.
  - Updated six conceptual bridge configuration options based on refined information from base map.
  - Met with Tri-Met to discuss future North-South corridor light rail project and previous discussions and agreements with UPRR regarding ROW purchase and corridor location.
    - No formal agreement in place between Tri-Met and UPRR. Were in the process of establishing an agreement in 1998, but discussions were tabled.
    - Construction of a third and a fourth track was considered and discussed. UPRR requested 40' west of western most track (3rd track) to be retained by UPRR to accommodate future 4th track (15' spacing to 4th track, 25' to ROW boundary).
    - Based on UPRR's requirements for track spacing and clear distance to tracks, ODOT's current ROW through the corridor, and minimum width required by Tri-Met to construct light rail facility, it is not possible for Tri-Met to construct a light rail facility within the corridor if UPRR adds a 4th track.
  - Placed new bridge bent to accommodate UPRR requirements for current three-track configuration, which also allows Tri-Met to construct their facility if an agreement is made with UPRR.
  - Consolidated conceptual bridge options from six to two.

- Next Steps
  - Finalize base map. Confident that further adjustments to bridge configuration will not be necessary due to outstanding data to be received.
  - Meet with UPRR to confirm acceptance of column location. Main points/questions:
    - Possible to add a 4th track on the east side of the existing set of tracks?
    - Tri-Met can not construct facility if 4th track is constructed. Therefore 4th track can be placed anywhere within UPRR ROW.
    - Column location OK, even though it will encroach on 25' preferred minimum clear distance to track centerline?
      - Encroachment only within width of bridge
      - City owns ROW underneath bridge.

- Perform structure type analysis for final bridge configuration.
- ADA
  - Will not be able to meet preferred 5% max grade on sidewalks
  - Reference manuals allow steeper grades to match roadway grade if it is not feasible to do otherwise.
  - Need to develop an alternatives analysis to look at options that would yield 5% grades and present to Darlene Maddux and Michael Ronkin of ODOT.
  - Obtain design exception. We will incorporate landings and platforms on the approaches and bridge, but most likely not at every 30' as suggested in reference manuals.

2. Project Progress

- **Completed Items/Items to be Completed/Additional Information Needed**
  - Task 4 – Public Involvement
    - First Open House scheduled for Wednesday, October 30.
    - Project attendees? (Joanna G., John F., Kathy M., Kevin O., Roger G., Courtney D.)
    - Support needs? (Photo boards describing project need and funding, project schedule, conceptual TP&DT plan, environmental issues?, others?)
    - City will meet with City Commissioner on Monday, October 14 to introduce project and describe the proposed public involvement process. As discussed previously, team members should not discuss project with the public until the City has met with the Commissioner.
    - No advisory group.
    - Need to confirm design elements that we want public to have a hand in choosing types:
      - Protective screening – must be City of Portland special design.
      - Illumination posts – is Dave Hatch open to suggestions, or must they be City of Portland standard?
      - Bridge railing – does rail have to be crash tested?
  - Task 5.1 – Wetland Delineation
    - Wetland Delineation Form complete. Needs City/ODOT review and signature, then submit to DSL.
  - Task 5.2 – Historic Resources Survey
    - Discussed the former trolley rails with Bob Hadlow of ODOT. Bob is fairly certain that the trolley tracks were removed when the City moved to rubber-wheeled trolley busses. Also, trolley rails do not show up on the design drawings for the existing portion over McLoughlin Blvd. It does appear however that trolley rails are buried in the approaches. Need to discuss with Bob Hadlow best approach to address with SHPO. Anticipate that SHPO will see trolley rails as a historical interest but not historical significance.
    - Eastmoreland Neighborhood Association (ENA) is looking further into obtaining existing bridge pylons for the Eastmoreland Garden project. We will incorporate this into the overall mitigation plan for adversely affecting the bridge. City has been discussing with WNA – update? Any

discussions with Westmoreland Neighborhood Association (WNA) to see if they want pylons as well?

- Draft DOE developed and has been reviewed by ODOT. Review comments being incorporated. Will submit a revised version to Bob Hadlow for final review and forwarding to SHPO. Anticipating that the golf course will be determined eligible for the NRHP.
- Section 106 FOE and 4(f) documentation to be develop as soon as project footprint is determined. Need to maintain schedule as close as possible.

- Task 5.3 – Archaeological Phase I Survey
  - Draft report completed for internal review.

- Task 5.4 – Land Use
  - Received maps from of Eastmoreland Golf Course and Westmoreland Park from Parks for calculation of impact areas.
  - Received Eastmoreland Golf Course master plan from Parks. Master plan for Westmoreland Park is currently being drafted – do we need a copy of the draft?
  - Parks is checking the deed to the abandoned lot on the NW corner of the project to determine whether or not it can be used for stormwater detention, contractor staging, etc. Update?
  - 4(f) documentation related to recreational resources will not be developed until after project footprint is solidified (after TS&L report – start developing documentation in January 2003)

  - City of Portland Environmental Review
    - Tree removal will be required for this project. Would it be better to widen to one side in order to save one complete side of existing growth, or would it remove and revegetate evenly on both sides?
    - Schedule pre-application conference with OPDR when we have a sense of existing conditions and project requirements. Do we know enough now?
      - BES requires treatment of 100% of total impervious service on redevelopment projects. This project is considered a redevelopment project. Has Neal calculated total impervious surface for project?
      - Appears that we will not be able to meet this requirement by treating in the west approach alone. Will need to provide some sort of mechanical treatment on the east approach.
      - Have we determined the size of detention facility required to treat west approach?
    - Tunnel – Parks has put in a request to include the tunnel as part of the project. May or may not be able to contribute funds to pay for tunnel replacement. Is it possible to reconstruct the roadway on the east approach without affecting the tunnel? Or, is tunnel a part of the project by default?

- Task 5.5 – Permits
  - Obtained a floodplain map and confirmed that project is located within the Crystal Springs floodplain. Will need to balance cut and fill. Include approaches?

Bybee Blvd. Bridge Replacement
City of Portland
Preliminary Engineering
Worksession #2

- Task 5.6 – "No Effects" Technical Memorandum
  - o Develop technical memorandum after TS&L report is submitted

- Task 5.7 - Vegetation Restoration Plan
  - o Develop and complete by 60% worksession of sooner as required for inclusion into the City Environmental Review report and application.

- Task 5.8 - Phase I Environmental Site Assessment (ESA)
  - o Received paint chip lab results – they contain lead levels higher than DEQ allowable. Will need to treat as hazardous substance. Contractor will need to contain release of lead paint particles during demolition of the existing bridge (e.g. diaper).
  - o Records, and historical review, and site reconnaissance did not uncover anything that raised red flags.
  - o No hazardous material found in geotech boring scraps.
  - o Groundwater may be contaminated from other sites (north of project). Difficult to determine gradient in area. If groundwater flows north to south, hazardous materials may be exposed during excavation. John Martin is going to recommend that we perform a Phase II GeoProbe if we are unable to determine direction of groundwater flow in project area.
  - o Draft report complete and ready for internal review.

- Task 5.9 - Phase II ESA
  - o Would start in January if necessary.

- Task 6 – Traffic Control (TP&DT) Plan Coordination
  - o City will not develop a traffic report for the project. Confirmed with ODOT that a report is not needed – if the City is OK with the anticipated traffic redistribution due to the proposed detour plan, then ODOT is OK with it.
  - o Update on traffic analysis and preliminary detour plan? Further analysis of trouble spots (28th and Woodstock, 45th and Johnson Creek). If site-specific improvements are required are we looking for project to pay for them? ($15k estimated in project prospectus estimate for TP&DT)
  - o Do we have a proposed strategy for involving bike and pedestrian groups in determining a good detour solution for them during construction?
  - o Fire Department may need to construct a separate facility on the east side of the bridge to provide continual services to east side communities during construction. Is project responsible for temporary facility? Any further discussions with the Fire Department?
  - o Are there other known construction projects also scheduled for 2004 that may affect detour plan?
  - o Tri-Met requests considering future light rail users:
    - Sidewalks on both sides of the bridge at both ends need to be ADA compliant. Tri-Met is OK with any configurations and/or agreements that are ODOT-approved.
    - Is it possible in the future to have a bus stop and a pedestrian crosswalk across the bridge in the middle of the span?

- If safety or other issues preclude a bus stop as an option, bridge needs to be designed so that easy future widening is possible in order to add pull-out lanes for Tri-Met busses (adding future bus pull-outs should not require completely reconstructing the bridge).
- Consider crosswalk with or without pullouts. If safety or other issues preclude a crosswalk as an option, Tri-Met will have to construct a second set of elevators and stairs on the south side of the bridge to be ADA compliant.

- Task 7 – Foundations Investigation and Report
  - Need to complete analysis of City's standard pavement section. Have details of standard section, as well as projected traffic count for year 2024 (29,000 vpd). Also need truck traffic percentage in order to get started (2%?).
  - Need to perform vertical and lateral load study on piles to complete analysis and finalize recommendations. Must have expected dead and live loads at bents to perform study. Will do so when bridge configuration and possible structure types are developed further (start now).
  - Internal report completion date October 24 – meeting this date will depend on how quickly the analysis can be performed given the late start.

- Task 8 – Surface Hydraulics Analysis and Design
  - Rick A. is working with BES to obtain as-builts of the recently completed BES project west of 23rd Ave. As-builts are currently "red-marks" that need to be electronically incorporated into the project drawings. Update?
  - Look to use 12" wide inlet grates instead of 18" to minimize inconvenience to bicycles.
  - BES requires treatment of 100% of total impervious service on redevelopment projects. This project is considered a redevelopment project. Has Neal calculated total impervious surface for project?
  - Appears that we will not be able to meet this requirement by treating in the west approach alone. Will need to provide some sort of mechanical treatment on the east approach.
  - Have we determined the size of detention facility required to treat west approach?
  - May not be possible to treat runoff and discharge into Crystal Springs since it is higher in elevation than the project at the west approach. Is this confirmed? If so, where do we take the runoff?
  - Schedule pre-application conference with OPDR when we have a sense of existing conditions and project requirements. Do we know enough now?
  - Internal report completion date October 24. On track?

- Task 9 – Utility Coordination
  - City currently working to identify all utilities in project area (include in base map)
  - Determine utility conflicts with proposed bridge replacement and submit conflict notices. Will start just before finalization of the TS&L report.

- Task 10 – Type, Size and Location (TS&L) Report
  - o Sidewalks – update on City discussions regarding bike lane and sidewalk widths?
  - o Bridge rails
    - Design speeds are 25mph in the east and west neighborhoods, and 30mph on the bridge.
    - Tony Stratis of ODOT suggested following the flow chart in the Guide Specifications for Rail Selection handbook. Will need to modify to take into account LRFD design. Update?
    - If rail does not have to be crash-tested, then public will have a wide variety of rail options to choose from. If rail has to be crash-tested, do we want public involvement in choosing (show them examples to pick from), or just design?
  - o Protective Screening
    - Protective screening needs to be installed to protect McLoughlin Blvd. as well as the UPRR tracks.
    - Protective screening needs to consist of City of Portland special design
    - Three options
      - Provide screening at the RR tracks and the existing McLoughlin Blvd section - $60,000
      - Provide screening at the RR tracks and the proposed widened McLoughlin Blvd section - $85,000
      - Provide screening across the entire length of the bridge - $90,000
  - o Perform structure type analysis for final bridge configuration
  - o ADA alternatives analysis
  - o Retaining wall alternatives analysis
    - Retaining wall alternatives will consider construction feasibility and aesthetic impacts to Eastmoreland Golf Course and Westmoreland Park.
    - Not anticipating need for tie-back walls
  - o Illumination alternatives
    - Only two types of lighting that provide enough illumination? Discussions with Dave Hatch.
    - May allow public to choose if there are a number to choose from. Non-standard improvements within public ROW will require special approval during the City Environmental review process (lumped into the land use application). Should not be a big deal, especially since the public would be involved in selecting an alternative
    - Dave Hatch will most likely review any proposed designs, should confer with him before advancing any design.

- Task 15 – ODOT Crossing Order
  - o While normal time to review and process a crossing order application is 1 year, ODOT Rail Section said it would be OK to submit an application complete with TS&L drawings in January or February. Review should not take as long as usual since this is already a grade-separated crossing.

3. Other items (?)

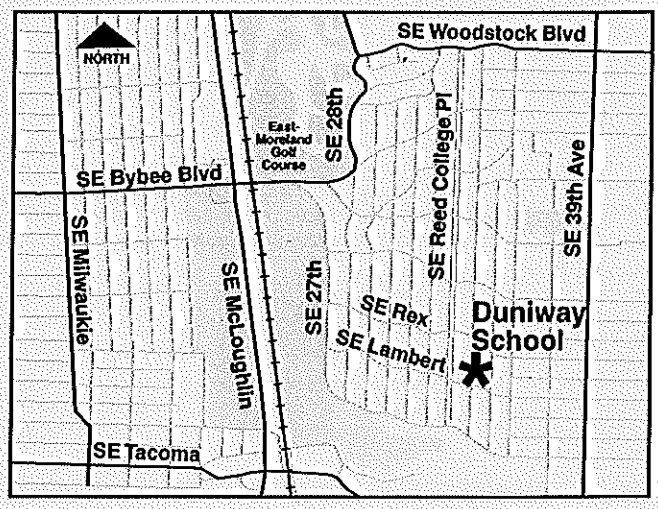
Public Open House
Bybee Bridge Replacement Project

Background: The Bybee Bridge Crossing (over McLoughlin Blvd) is approaching 100 years of age and has outlived its useful life. Federal funding has been secured to replace the existing bridge with a new structure. This is where the city needs your help.

We would like to invite you to the first Bybee Bridge Replacement Open House. There we will share with you information on funding, design requirements, impacts and traffic plans for the project. In return we hope to hear your ideas, comments and questions that will help us to build a better bridge for the community.

When: **Wednesday, Oct 30, 2002**
6:00pm to 8:30pm

Where: **Duniway Elementary**
School Cafeteria
7700 SE Reed College Place
Portland, Or 97202



We also invite you to join the project's mailing list:
Contact Joanna Guzzetta, Project Manager at the Office of Transportation
at 503/823-7041
or send an e-mail with your name and address to
joanna.guzzetta@pdxtrans.org

Bybee Blvd. Bridge Replacement
City of Portland
Preliminary Engineering
TS&L Worksession

David Evans and Associates – Willamette Conference Room
2100 SW River Parkway. Portland, OR 97201
Thursday, December 19, 2002
9:00 AM – 2:00 PM

Agenda notes:

1. **Meeting Purpose**
   - Progress update and discussion.
   - Discussion of work to be performed.
   - Goal of the worksession is for the design team as a group to concur on the recommended structure type, roadway alignment, retaining wall type, foundation type, runoff collection and treatment system, etc., for advancing to PS&E's. The recommended alternatives will be highlighted in the TS&L report. This facilitates a quicker and easier review of the TS&L report (no surprises)
2. **Conceptual Design Overview**
   - Since last team worksession:
     - Base map completed.
     - Finalizing stormwater and foundation analyses and reports.
     - Conducted meetings with Tri-Met and UPRR to confirm acceptance of column and abutment location.
       - UPRR confirmed that it is possible to add a 4th track on the east side of the existing set of three tracks. John Trumbull would like to proceed with that assumption.
       - Column location established in October is adequate. Tri-Met can build their facility in between the east column and the current ODOT ROW. UPRR is OK with column location even though is encroaches on their 25' preferred minimum distance from west track.
     - ADA – ODOT agreed that ADA guidelines allow bridge sidewalks to match grade of roadway profile. Therefore, no special features to address steep slopes need to be incorporated into the project.
     - Finalized roadway, bridge, and illumination alternative analyses and developed cost estimates.
     - Developed a retaining wall system at the roadway approaches that can be constructed without removing the existing trees.
       - Reduced travel lanes to 3.5m (11.5') and bike lanes to 1.5m (5') to ensure construction would not impact root system of trees, and vice-versa after construction is complete.

3. **Project Progress**
   - **Completed Items/Items to be Completed/Additional Information Needed**
     - Task 4 – Public Involvement
       - Conducted first Open House on October 30. Provided overview of project purpose, elements, funding sources, and project schedule. Discussed anticipated impacts to natural resources and a conceptual TP&DT plan during construction. Parks and Recreation also had a station to discuss involvement on the Bybee project as well as showcase upcoming Parks projects.

- Provided each Open House attendee with a project information package, and asked attendees to complete a questionnaire. Included were questions regarding what the public would like to see with respect to the new bridge.
- City compiling results of completed questionnaires.
- Open House #2 will be held in January. Purpose will be for the public to define bridge "character" and confirm/define architectural features that they would like to see incorporated in the new bridge. Will serve as a measure of desired public participation and define items to focus on in future meetings with public.
- Open House #3 will be held in February/March. Focussed discussion of specific project elements that the public would like a hand in designing (within reason). Design team to bring into worksession examples to jump-start discussions.
- Open House #4 will be held in November. Will focus on construction – anticipated duration, traffic detour, etc.
- Potential elements that public will help "design":
  - Bridge rail
  - Protective screening, illumination?
  - Others?

- Task 5.1 – Wetland Delineation
  - Wetland Delineation Form for Parcels With No Wetlands or Waterways completed and submitted to DSL. DSL concurred that there are no wetlands in the project vicinity. No COE/DSL permit needed. Task complete.

- Task 5.2 – Historic Resources Survey
  - Submitted Determination of Eligibility (DOE) for golf course to SHPO. Status?
  - Need to develop Findings of Effect (FOE's) for the golf course (if determined eligible by SHPO) and the existing bridges to be removed. Draft FOE's due to ODOT for review on January 9. Final FOE's due to SHPO for review on February 13.
  - Impacts to golf course have been minimized:
    - Anticipating removal of 1-2 trees on the east approach. These trees will consist of some of the deciduous trees that are location on the NE corner of the existing bridge. The historic evergreens will not be removed – language in the project specifications will require that the trees be protected in place.
    - Function of the golf course will not be lost either during or after construction. Project limits end before entranceway to golf course.
    - Exception is the tunnel, if replaced as part of the project. Not many people currently use the tunnel, however.
    - Temporary noise impacts during construction (especially pile driving)
    - Visual impacts are minimal since trees will not be removed. New bridge will improve aesthetics in area.
  - Expected impact determinations
    - "Adverse Effect" for the bridges

- "No Adverse Effect" for the golf course
- Will try to spin the trolley rails as of historic interest and not of historic significance.

o Potential mitigation opportunities
- Preserve the existing pylons located at the four corners of the concrete span of the bridge, and showcase them in the upcoming Eastmoreland Garden to be constructed at the corner of SE 27th Ave. and Bybee Blvd., across from the golf course.
- Introduce ornamental lighting at the four corners of the new bridge similar to the lighting that was originally on the existing bridge. It might be possible to mimic the original lights, but we do not have good plans of the lighting details.
- Preserve any trolley tracks that are encountered at display them at a museum (such as OMSI or another – I understand that there may be a Vintage Trolley Museum (?)).
- Revegetate to compensate for the trees removed near the east abutment.

o 4(f) documentation to be developed and MOA process initiated immediately after SHPO concurrence of FOE. Since we anticipate an "Adverse Effect" determination on the bridges, we can get a jumpstart on the required documentation. 4(f) and MOA documentation to be completed and ready for City/ODOT/FHWA review by May 23.

- Task 5.3 – Archaeological Phase I Survey

o Draft report completed. Will be submitted to ODOT for review shortly. No sites within project vicinity. Therefore, task will be complete after acceptance of the Cultural Resources report.

- Task 5.4 – Land Use

o Received maps from of Eastmoreland Golf Course and Westmoreland Park from Parks for calculation of impact areas. We will be using assessor's maps for the Westmoreland Park.

o Received Eastmoreland Golf Course master plan from Parks. Master plan for Westmoreland Park is currently being developed – draft should be complete in mid-January. Draft master plan will include alternatives for the use of the NW corner lot. A Citizens Advisory Committee will make a recommendation of how the parcel should be used. Potential options include a skateboard park and our proposed stormwater detention facility and revegetation.
- Proposed swale and 30-40 trees needed for total mitigation requirements will cover the entire area of the parcel.

o Project footprint is established. Can start developing impact area maps and 4(f) documentation related to recreational resources. Submit draft documentation for City/ODOT/FHWA review by March 28.

o Tunnel – Parks is looking to obtain funding in order to "piggyback" reconstruction of the tunnel onto the bridge replacement project.
- New tunnel will be 16' wide and 12' high.
- Existing tunnel will not be impacted by east approach construction if tunnel not reconstructed with this project.
- Two options currently being investigated by Parks – reconstruct tunnel in current location, and construct new cart path on west face of east abutment. Constructing a new path on west face of east abutment will require purchase of UPRR ROW.

- o City of Portland Environmental Review
  - Some tree removal will be required for this project.
    - All trees on west approach will be protected during construction and remain. 1-2 trees on the east approach will need to be removed in order to construct the east approach abutment.
    - Revegetation requirements from Title 33, stormwater, and tree removal. Total number of trees to be added is 30-40. Need to confirm with BDS that revegetation necessary for other requirements can overlap with revegetation necessary for tree removal.
  - Schedule pre-application conference with BDS.
    - Need to confirm process for calculating flood elevation to be used for balancing cut and fill. Floodplain is delineated on the FEMA map as Zone A (indeterminate). Therefore, flood elevation is 1' above existing ground.
  - Develop and submit City Environmental Review Application by March 28.
  - BES requires treatment of 100% of total impervious service on redevelopment projects. This project is considered a redevelopment project. Appears that we can meet this requirement by providing a swale in the vacant lot on the west approach, assuming that Parks will grant use of the lot.
    - Parks Citizens Advisory Committee needs to weigh in regarding recommended use. Other options include constructing a skateboard park in the empty parcel.
    - Size of swale necessary for stormwater treatment is approximately one-half the total area of the parcel. Mitigation trees would cover the other half of the parcel. Not possible to have a skateboard park and swale/mitigation trees.
    - If Parks does not grant use of the empty lot, mechanical treatment systems will need to be utilized, at a higher cost. Mitigation trees need to be planted near impervious surface in order to qualify as mitigation. Therefore, if Parks does not grant use of the empty lot, will need to look into purchasing ROW.

- Task 5.5 – Permits
  - o For floodway/floodplain permit, need to confirm process for calculating flood elevation to be used for balancing cut and fill. Floodplain is delineated on the FEMA map as Zone A (indeterminate). Therefore, flood elevation is 1' above existing ground.
  - o If empty parcel is used for swale and revegetation, we will most likely disturb more than 1 acre of ground (parcel area = 0.88 acres). Therefore, need to develop and submit NPDES permit application – submit to DEQ by March 28.
  - o Develop erosion control plans for inclusion in NPDES permit application – complete plans by March 28.

- Task 5.6 – "No Effects" Technical Memorandum
  - o Project footprint is established. Start developing technical memorandum. Strategy is to submit something to ODOT early in case ODOT does not concur with the "No Effects" determination – this will allow us to assemble a BA without compromising the project schedule.
  - o Submit a draft technical memorandum to ODOT by January 23.

- Task 5.7 - Vegetation Restoration Plan
  - Develop and complete for inclusion into the City Environmental Review report and application. Complete by March 28.
  - Include shrubs in "drop-off" areas at edge of approach sidewalks to keep pedestrians from falling down slope.

- Task 5.8 - Phase I Environmental Site Assessment (ESA)
  - Received paint chip lab results – they contain lead levels higher than DEQ allowable. Will need to treat as hazardous substance. Contractor will need to contain release of lead paint particles during demolition of the existing bridge (e.g. diaper).
  - Records, and historical review, and site reconnaissance did not uncover anything that raised red flags. No hazardous material found in geotech boring scraps.
  - Groundwater may be contaminated from other sites (north of project). Does not appear that there is any easily accessible, feasible way to determine gradient in area. If groundwater flows north to south, hazardous materials may exist in the project area and could be exposed during excavation. Phase I report recommends that we perform one Phase II GeoProbe to test the groundwater flow in the project area. Will perform GeoProbe after ODOT and City gives concurrence and Notice to Proceed.
  - Draft report complete. Reviewed by City and being reviewed by ODOT.

- Task 5.9 - Phase II ESA
  - Will start in February with GeoProbe to test groundwater if approved by City and ODOT.

- Task 6 – Traffic Control (TP&DT) Plan Coordination
  - Progress and issues update?
  - City will not develop a traffic report for the project. Confirmed with ODOT that a report is not needed – if the City is OK with the anticipated traffic redistribution due to the proposed detour plan, then ODOT is OK with it.
  - Has there been further discussions on a proposed strategy for involving bike and pedestrian groups in determining a good detour solution for them during construction? Plan was to wait until feedback from Open House #1 to gauge public concern. Results? Were also going to discuss with Roger Geller and Courtney Duke.
  - Any new intelligence of nearby upcoming projects to be constructed in 2004 that will conflict with the current traffic control plan?

- Task 7 – Foundations Investigation and Report
  - Pavement analysis is complete. Section will consist of 125mm (5") of AC and 450mm (18") of aggregate base.
  - Foundation types investigated
    - Drilled shaft

- Driven pile
- Others?

o Recommended foundation alternative.

o Lateral analysis update.

o Retaining wall analysis.

o Expected draft report completion date?

- Task 8 – Surface Hydraulics Analysis and Design
  - o Look to use 12" wide inlet grates instead of 18" to minimize inconvenience to bicycles. Is this consistent with what is shown on the TS&L roadway sheets (City of Portland Standard Plan 4-31-2 and 4-30)?
  - o BES requires treatment of 100% of total impervious service on redevelopment projects. This project is considered a redevelopment project. Appears that we can meet this requirement by providing a swale in the vacant lot on the west approach, assuming that Parks will grant use of the lot.
  - o Two options
    - Swale on the west approach, use existing system on east approach - $64,000 (includes 10% mobilization and 40% E&C)
    - Mechanical storm filters on the west and east approaches - $122,000 (includes 10% mobilization and 40% E&C)
  - o Size of swale necessary for stormwater treatment is approximately one-half the total area of the parcel. Mitigation trees would cover the other half of the parcel. Not possible to have a skateboard park and swale/mitigation trees.
  - o Runoff will be treated by the swale on the west approach and will be discharged into the existing City of Portland system on the east approach. Dave N. confirmed that existing system has enough capacity to handle additional volume.
  - o Expected draft report completion date?

- Task 9 – Utility Coordination
  - o All utilities in project area identified and included in base map.
  - o Project footprint is established. Determine utility conflicts with proposed bridge replacement and submit conflict notices. Start now – develop conflict list and send conflict letters to utilities by January 23.

- Task 10 – Type, Size and Location (TS&L) Report
  - o Bridge types
    - 3-span cast-in-place (CIP), post-tensioned reinforced concrete box girder
    - 3-span precast girders and box beams with CIP deck
    - 3-span steel plate-girder with CIP deck
    - Single-span concrete or steel arch

- 3-span concrete or steel through-girder

o Bridge length

- Wish list item: Push back east abutment approximately 20' in order to accommodate future 4th track placement. Existing abutment wall to remain and act as a retaining wall. UPRR/TriMet to remove wall and approach fill when 4th track is constructed. Additional cost: $125,000 (includes 10% mobilization and 40% E&C).
- Wish list item: Push back west abutment approximately 10' in order to accommodate future acceleration lane providing normal right-turn channelization, including a bike lane near the McLoughlin on and off-ramps. Additional cost: $70,000 (includes 10% mobilization and 40% E&C).

o Roadway section and vertical profile

- Section consists of two 3.5m (11.5') travel lanes, two 1.5m (5') bike lanes, and to 2.2m (7') sidewalks.
- Vertical profile as shown TS&L roadway sheets.
  - UPRR tracks are in a sag underneath the bridge. UPRR may decide to raise the tracks in the future. Vertical profile may need to be raised over the RR tracks depending on:
    - Existing sag may be within the UPRR track design criteria.
    - How UPRR would level out the tracks.
  - Minimum vertical clearance must be provided over potential 4th track.

o Bridge rails

- Crash-tested rail required on federal projects for roads on the National Highway system (NHS). If bridge is not on the NHS, then rail must be able to withstand vehicle impacts loads, but does not have to be crash-tested.
- Public will be involved in selecting a style for the new rail. During Open House #3, examples will be shown to the public to serve as a starting point.

o Protective Screening

- Protective screening needs to be installed to protect McLoughlin Blvd. as well as the UPRR tracks.
- Protective screening to consist of City of Portland special design
  - Does City special design comply with UPRR requirements – either "candy-cane" design or screening height greater than that normally used over a roadway?
  - Does City design comply with maximum gap requirements?
- Three options
  - Provide screening at the RR tracks and the existing McLoughlin Blvd section - $60,000
  - Wish list item: Provide screening at the RR tracks and the proposed widened McLoughlin Blvd section - $85,000
  - Wish list item: Provide screening across the entire length of the bridge - $90,000

o ADA alternatives analysis - ODOT agreed that ADA guidelines allow bridge sidewalks to match grade of roadway profile. Therefore, no special features to address steep slopes need to be incorporated into the project.

o Retaining wall alternatives analysis

- Retaining walls will be short – as needed only to retain the new approach roadway fill,
- Cast-in-place concrete only option.

o Illumination alternatives

- Three options:
  - "Cobrahead" style luminaries (M-C-III) with 250-watt hps lamps on 30' round tapered poles with 6' arms – 7 units for a total of $60,000. Assumed that existing cobraheads on the north side power poles will be removed.
  - Wish list item: Zed Z40 or Z42G acorn style luminaries with 100-watt hps lamps on 16' ornate poles – 16 units for a total of $165,000.
  - Combination of cobraheads and ornamental luminaries.

- Task 15 – ODOT Crossing Order
  - o Project footprint has been determined. Preliminary drawings have been developed. Develop and submit crossing order application by January 31.

4. Miscellaneous Items

- **Project Cost Estimate**
  - Compare to total programmed construction amount:

Roadway	196,000
Structure	2,031,000
Signals	50,000
Illumination	10,000
TP&DT	15,000
ROW	12,000
Constr. Engr. and Contingencies	921,000
TOTAL	**3,235,000**

  - Add in wish list items
- **Right-of-Way**
  - ROW maps and descriptions – City to perform ROW appraisals, negotiations, and acquisitions. For "average" ROW files, ODOT suggests 25 weeks from complete maps and descriptions to possession and certification. ODOT Region 1 specialist (Jeanne Gibson) will need to certify the ROW documentation. ROW certification must in-hand by September 11, 2003. **Therefore, ROW maps and descriptions must be complete for City use in appraisals, negotiations, and acquisition before March 20, 2003.**
  - New bridge and approaches remain with existing City ROW.
  - If Parks allows us to use empty parcel for water quality facility, does City need to purchase ROW or will there be another arrangement?

- Temporary construction easements will need to be acquired – mainly for access to the site from ground level. The necessary access corridor is on UPRR property.

- **Consensus of design alternatives**

5. **Other items (?)**

F. ACCOMMODATING THE DISABLED

The Americans with Disabilities Act (ADA) requires that transportation facilities accommodate the disabled. For most practical purposes, mobility- and vision-impaired pedestrians need special attention.

ODOT walkway standards meet or exceed minimum ADA requirements. Some minor improvements can greatly improve accessibility. The following general requirements are not discussed in detail; the ADAAG (Americans with Disabilities Act Accessibility Guidelines) and ODOT Standard Drawings should be used to construct curb cuts and other facilities.

F.1. WIDTH

ADA requires a minimum passage of 1 m (3 ft). The standard sidewalk width of 1.8 m (6 ft) exceeds this requirement. If a 1 m (3 ft) walk must be used, 1.5 m X 1.5 m (5 ft X 5 ft) passing areas are required at intervals no longer than 60 m (200 ft).

F.2. GRADES

The following standards pertain mostly to the grade of separated paths on independent alignments (sidewalk curb cuts have their own requirements). Where sidewalks are directly adjacent to a roadway, they may follow the natural grade of the land.

ADA requires that the grade of ramps and separated pathways not exceed 5%. A maximum grade of 12:1 (8.33%) is acceptable for a rise of no more than 0.75 m (2.5 ft) if a level landing at least 1.5 m (5 ft) long is provided at each end.

While this may be suitable for short distances, such as a ramp to the entrance of a building, a 12:1 slope followed by a level landing over a long distance creates a choppy effect that is difficult to construct. The overall grade achieved by this configuration is 7.1%. It may be preferable to extend the length of the facility to achieve a constant 5% grade.

F.3. CROSS-SLOPE

The maximum allowable cross-slope for a walkway is 2%. At driveways, curb cuts and road approaches (in crosswalks, marked or unmarked), a 1 m (3 ft) minimum wide area must be maintained at 2%:

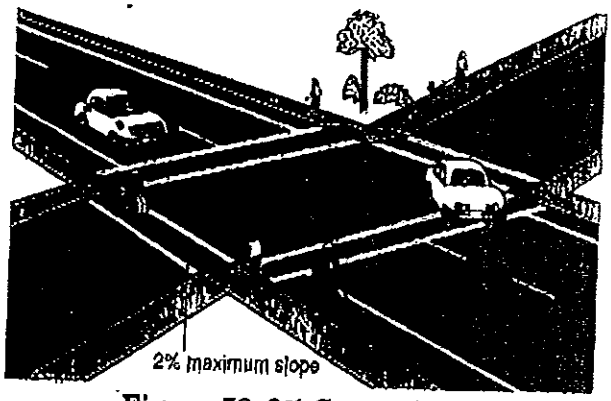
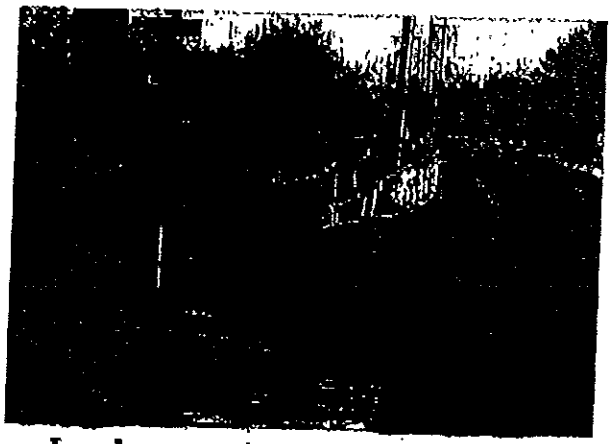


Figure 58: 2% Cross-slope maintained through crosswalk



Level area maintained in crosswalk

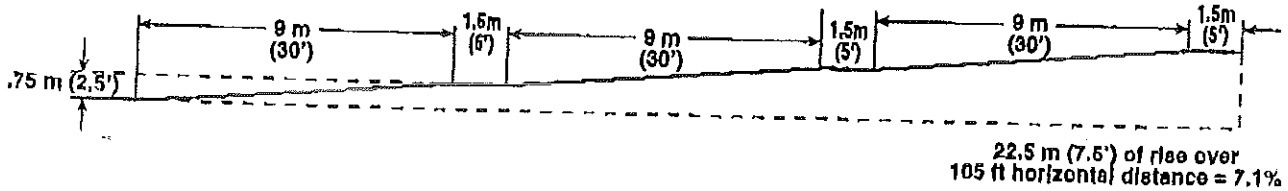


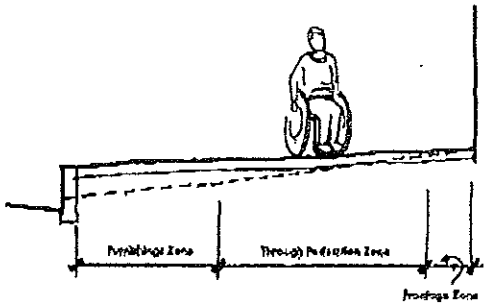
Figure 57: Maximum allowable grades

For a discussion of these and other materials, see Appendix on Materials.

The surface of concrete sidewalks should be scored to match historic patterns within a neighborhood or district where appropriate.[20]

A3.4b Running Grade

While running grade for accessible routes on private property is limited to 1:20, or 1:12 for ramps, sidewalks in the public right-of-way (or public walkway easement) may be steeper than 1:20, provided they are no steeper than the adjacent roadway.

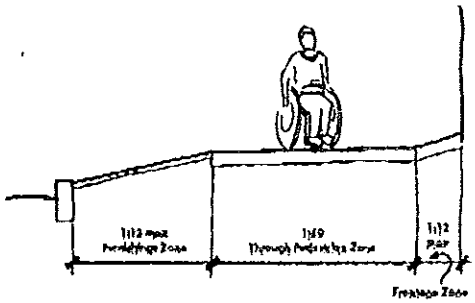


Raising the curb is one approach to maintaining the preferred cross-slope.

A3.4c Cross Slope

Walking surfaces should be relatively level. The preferred cross slope for the entire paved sidewalk corridor is 1:50. If a greater slope greater is anticipated because of unusual topographic or existing conditions, the designer should maintain the preferred slope of 1:50 within the entire Through Pedestrian Zone, if possible.

This can be accomplished either by raising the curb so that the cross-slope of the entire sidewalk can be 1:50, or by placing the more steeply angled slope within the Furnishings Zone and/or the Frontage Zone (see illustration).



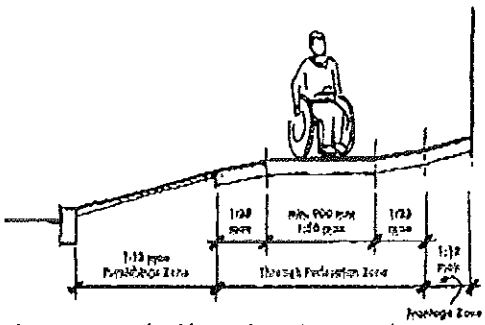
The Furnishings Zone and the Frontage Zone may be sloped more steeply, provided the preferred cross-slope is maintained in the Through Pedestrian Zone.

If the above measures are not sufficient and additional slope is required to match grades, the cross slope within the Through Pedestrian Zone may be as much as 1:25, provided that a 900 mm (3'-0") wide portion within the Through Pedestrian Zone remains at 1:50 cross slope, as shown in the illustration.

A3.5 The Frontage Zone

The Frontage Zone is the area between the Through Pedestrian Zone and the property line. This zone allows pedestrians a comfortable "shy" distance from the building fronts, in areas where buildings are at the lot line, or from elements such as fences and hedges on private property.

Where no Furnishings Zone exists, elements that would normally be sited in that zone, such as transit shelters and benches, telephone kiosks, signal and street lighting poles and controller boxes, traffic



If necessary, the Through Pedestrian Zone may contain slopes up to 1:25, provided a 900 mm (3'-0") wide area with a cross slope of no more than 1:50 is maintained within the zone.

[20] Standard Plan No. 3-125

Sight Distance

Stopping sight distance for urban collector streets varies with design speed. Design for passing sight distance seldom is applicable on urban collector streets. For further information, see Exhibits 6-2 and 6-3 and the section on "Sight Distance" in Chapter 3.

Grades

Grades for urban collector streets should be as level as practical, consistent with the surrounding terrain. A minimum grade of 0.30 percent is acceptable to facilitate drainage. However, it is recommended that a grade of 0.50 percent grade or more be used, where practical, for drainage purposes. Where adjacent sidewalks are present, a maximum grade of 5 percent is recommended to meet the *Americans with Disabilities Act Accessibility Guidelines* (ADAAG) and other applicable criteria, where terrain conditions permit (7, 8). The grade of an urban street is generally depressed below the surrounding terrain to direct drainage from adjacent property to the curb area so that it can reach the storm drain system. Applicable gradients, vertical curve lengths, and other pertinent features are discussed in the section on "Vertical Alignment" in Chapter 3. Maximum grades for urban collector streets should be as presented in Exhibit 6-8.

Alignment

Alignment in residential areas should fit closely the existing topography to minimize the need for cuts or fills without sacrificing safety.

Cross Slope

Pavement cross slope should be adequate to provide proper drainage. Cross slope should normally be from 1.5 to 3 percent where there are flush shoulders adjacent to the traveled way or where there are outer curbs.

Superelevation

Superelevation, in specific locations, may be advantageous for urban collector street traffic operation. However, in built-up areas, the combination of wide pavement areas, proximity of adjacent development, control of cross slope, profile for drainage, frequency of cross streets, and other urban features often combine to make its use impractical or undesirable. Where used, superelevation on urban collector streets should be 6 percent or less. The absence of superelevation on urban collectors for low speeds of 70 km/h [45 mph] and below generally is not detrimental to the motorist. Often, some warping or partial removal or reversal of the tangent pavement crown may facilitate operations. When warping or removing the pavement crown, drainage should be considered. For further information, see the sections on "Horizontal Alignment" and "Design for Low-Speed Urban Streets" in Chapter 3.

Bybee Station Resource Notebook

Table of Contents

V. Community Outreach

a. Spring 2013 Outreach Plan
b. Bybee Max Station Open House postcard
c. Bybee Station Open House Summary
d. Committee on Accessible Transit Transcript March 20, 2013
e. Summary f Outreach for the Bybee Station
f. Bybee Station Outreach Chronology
g. Committee on Accessible Transit Minutes September 21, 2011
h. Committee on Accessible Transit Transcript September 21, 2011

PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

CONCEPTUAL DESIGN REPORT

Public Discussion Draft

February 18, 2010

PROJECT PARTNERS:

CLACKAMAS COUNTY · OREGON CITY · CITY OF PORTLAND, OREGON · METRO · MILWAUKIE, OREGON · MULTNOMAH COUNTY · PDC PORTLAND DEVELOPMENT COMMISSION · The Oregon Department of Transportation · TRIMET

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Table of Contents

EXECUTIVE SUMMARY

Project Summary

A regional effort to extend light rail service from downtown Portland to downtown Milwaukie and North Clackamas County is currently underway. Expanding transit options is essential to the livability and economic vitality of the region, which is expected to see significant growth during the next two decades—one million new residents in the region and nearly 100,000 new jobs within the project corridor are expected by 2030. The Portland-Milwaukie Light Rail (PMLR) project is a vital transportation element in the region's strategy to manage growth and build livable communities for future generations (Fig. 1).*

This project is about much more than engineering 7.3 miles of infrastructure and providing transit to under-served communities. It is about enhancing pedestrian facilities in neighborhoods and improving the region's bicycle network. It is about helping communities envision and achieve their aspirations. To be truly successful, the project must support the transportation, urban design, environmental, social and economic objectives of the region—and of each neighborhood and community.

Project partners Metro, Clackamas County, Multnomah County, the cities of Portland, Milwaukie and Oregon City, the Oregon Department of Transportation, TriMet and the Portland Development Commission are collaborating to carry out this ambitious project.

FIGURE 1: *Map of alignment and stations on the Portland-Milwaukie Light Rail project*

* Project station names have not been finalized; names assigned to stations and station areas in this report designate station locations only and are subject to change.

Community Involvement

Since the adoption of the Locally Preferred Alternative in July 2008, the community relations team, comprised of staff members from TriMet, Metro, Clackamas County and the cities of Milwaukie and Portland, has been meeting with a variety of organizations, neighborhood associations and business and property owners. TriMet also created a public website for the project (trimet.org/pm) that provides project updates, access to planning and design documents, notes from past meetings and a current list of upcoming meetings.

In addition to the public input received from community meetings, guidance on the project has been provided by five oversight committees—the Steering Committee, Project Management Group, Project Team Leaders, Citizens Advisory Committee and Willamette River Bridge Advisory Committee. Extensive community outreach will continue through the Final Design phase of the project.

The project partners created this Conceptual Design Report to further engage the public in discussions about the project's current design and issues yet to be resolved. Additionally, this report will initiate more comprehensive conversations with stakeholders around station area planning and urban design.

Overall Corridor Concept: Connecting Communities

The PMLR project will provide light rail connections to communities in the corridor. It also presents opportunities to make related improvements and add significant design features that connect neighborhoods, encourage pedestrian activity and bicycle use, and create engaging public spaces where people *want* to be. The stations themselves will become neighborhood landmarks and community gathering places. Major elevated structures, such as the Willamette

THOMAS NGO

Staff work with members of the community at open houses and stakeholder meetings to address project concerns.

River and Kellogg Creek bridges, present special opportunities for design distinction. Pedestrian/bicycle overcrossings at locations along the alignment will create important links across freight rail lines and major arterials that are currently barriers between neighborhoods and, if thoughtfully designed, can also become neighborhood features.

Significant development opportunities in many of the station areas create the potential to maximize access to public transportation and enhance livability by expanding walking and cycling opportunities, thereby increasing auto independence. Combining infrastructure improvements and major design features with new transit-oriented development along the alignment will create neighborhood landmarks and vibrant environments that bring communities together.

Station Area Design Concepts

Building on a series of public workshops held in 2007-08, this report provides an overview of station area design concepts developed through Preliminary Engineering. The corridor's station areas have been grouped together into separate segments to reflect their similarities within the context of surrounding neighborhoods and their distinctiveness within the context of the entire corridor (Fig. 8). An overview of these five segments—Innovation Quadrant, Neighborhoods/Employment, Neighborhoods/Recreation, Downtown Milwaukie and Green Gateway/Multi-Modal—and the context, opportunities, challenges and vision for each station area are discussed in the Corridor and Station Area Design Concepts section of this report. Below is a brief summary of the improvements planned for each station area and for major structures along the alignment.

Innovation Quadrant

PSU/Lincoln Street Station Area: This is the starting point for the new light rail line in downtown Portland and the point of connection with the existing system at the southern terminus of the Green and Yellow lines on the Portland Mall (Fig. 2). Located in the Halprin District and adjacent to Portland State University (PSU), this station will be on a center platform on SW Lincoln Street between the Halprin pedestrian walkways on SW 2nd and 3rd avenues. Enhanced crossings aligned with these walkways will create a portal to these major pedestrian features, and green treatments added to SW Lincoln Street will include vegetated storm water elements. SW Lincoln Street will be extended one block to connect to SW Naito Boulevard. Bicycle lanes will be provided on SW Lincoln Street in both directions between SW Naito and 1st Avenue and in the westbound direction (uphill) from SW 1st to 4th Avenue. These

TIM JEWETT

The new light rail line will connect to Portland Streetcar and the Portland Aerial Tram in the South Waterfront.

improvements will help activate the Halprin District and better connect it to the rest of downtown.

Harbor Drive Structure: This elevated structure will allow the light rail to cross over SW Harbor Drive and proceed on a structure under the I-5/I-405 ramps and into the South Waterfront District travelling along the west side of SW Moody Avenue. It will be a well-rendered element that preserves future development opportunities, improves connectivity between neighboring districts and supports pedestrian activity. The northern section of the structure will be the most visible to pedestrians, and will be designed to optimize the experience for people walking underneath it (the top of the structure will not be accessible to pedestrians or cyclists). The three columns under this section (near SW Harrison, SW Harbor and SW River Parkway) have been identified as public art opportunities. The structure will also be highly visible for drivers coming from the I-5 freeway and South Waterfront, and can therefore contribute to a sense of arrival in downtown.

South Waterfront Station Area: This station and related improvements will be integrated with the future development of the Oregon Health & Science University's (OHSU) Schnitzer Campus, the Zidell Company property, the greenway and the district's street infrastructure. The light rail station will be configured with separate platforms for east- and westbound trains; light rail trains will run on the outside and buses will run in the middle. The platforms will be built approximately 14 feet above the current grade and future local streets will be constructed to slope up and meet the grade of the station. Buses, future streetcar and light rail will pass through this station as they head to and from the east side of the river, and the platform will serve both light rail and buses (streetcar will not stop at the platform but will have stations nearby). Bicycles will also move through this station in one-way cycle tracks, between the light rail trackway and sidewalks, to access existing and future street networks. As part of a separate project, the City of Portland will improve Moody Avenue, which will enhance pedestrian and bicycle connections from the PMLR project to the Portland Aerial Tram.

Willamette River Bridge: This is the first bridge built across the Willamette in 35 years, and it will be a significant addition to the city and its riverscape. Many stakeholders, architects and community leaders have participated in advisory committees formed to choose the bridge location and type. The elegant cable-stayed bridge will be located between the Marquam and Ross Island bridges. It will begin north of the property line between OHSU's future Schnitzer Campus and the Zidell Company property in the South Waterfront, and cross the river to land on the east bank at the former SE Sherman Street right-of-way just north of the Portland Opera. It will include a 14–foot wide shared pedestrian and bike path on each side of the bridge and will have integrated artwork.

OMSI Station Area: The station is located and designed to support plans for future development of the Oregon Museum of Science & Industry (OMSI), Portland Opera and Oregon Rail Heritage Foundation properties, and the future streetcar loop. The station platform will be located approximately one block north of SE Caruthers Street between the proposed "new" and the existing "old" Water Avenue, where it will be surrounded by these development opportunities. There will be separate platforms for east- and westbound trains; light rail trains will run on the outside and buses will run in the middle and share platforms with light rail. Future streetcars will come on and off the alignment near the west end of the station and will have separate platforms on "old" Water Avenue. The project will include a rebuild of a portion of the greenway that runs under the Willamette River Bridge to improve the vertical clearance between the bridge and the trail. Bicycles will move through this station area in one-way cycle track.

TIM JEWETT

For much of its length, the light rail alignment parallels Union Pacific Railroad tracks.

Neighborhoods/Employment Segment

Clinton Street Station Area: This station will become a central gathering place that spurs new transit-oriented development and connects the well-established neighborhoods that surround it. The platform will be located east of SE 12th Avenue, parallel with SE Gideon Street. The project will include significant bicycle and pedestrian improvements in this area. A new Powell Boulevard overpass and improved pedestrian/bicycle connections under SE Powell (on the west side) will greatly enhance safety and accessibility through this station area. A new pedestrian/bike bridge at SE 14th Avenue will replace the existing one to link directly to the light rail station and better connect the Brooklyn and Hosford-Abernethy neighborhoods, and new bike lanes will be added to a widened SE Milwaukie Avenue from SE Powell to the 11th/12th Avenue split adjacent to the station. Various trackway crossing improvements will be made to help meet the standards required for a quiet zone.

Rhine Street Station Area: This station will be a gateway to the Brooklyn neighborhood and provide connections to major employment sites and open spaces, including the Powell and Brooklyn parks. This section of the alignment crosses SE Powell Boulevard on a new structure and then continues south in the center of a rebuilt SE 17th Avenue. The station platform is in a center island configuration between SE Haig and SE Rhine streets. Bicycle and pedestrian improvements planned for the station area include new bike lanes added to SE 17th Avenue, and a new pedestrian/bike bridge that crosses the Union Pacific Railroad's Brooklyn Yard between SE Lafayette and SE Rhine streets.

Holgate Boulevard Station Area: This station will be a gateway to the Brooklyn neighborhood. The platform will be in a center island configuration on SE 17th Avenue, north of the intersection with SE Holgate Boulevard. New bike lanes will be added to SE 17th Avenue to create a safe north-south connection through this area. Green enhancements, such as storm water treatments, street trees, planters, and pervious (tie and ballast) trackway, and public art, will also be added to SE 17th Avenue.

Neighborhoods/Recreation Segment

Bybee Boulevard Station Area: This station is surrounded by greenery and parkland, providing an easy escape from the urban landscape. The light rail alignment through this area runs between SE McLoughlin Boulevard and the freight rail line. The station platform will be in a center island configuration immediately north of the Bybee Boulevard overpass, which will have stair and elevator access down to the station. The project includes a bridge span over Crystal Springs Creek to accommodate future riparian restoration efforts in the watershed. Floodplain mitigation for the project's fill within the 100-year floodplain of Crystal Springs Creek will establish an equal amount of floodplain capacity south of the bridge at SE Bybee.

Impacts to wetlands near Crystal Springs Creek will be mitigated through partial funding of the City of Portland's Westmoreland Park Restoration Project.

Tacoma Street/Springwater Corridor Station Area: This station will celebrate Johnson Creek and the Springwater Corridor. The station and Park & Ride facility are located just south of Johnson Creek. The platform will overlook the creek area, which will be enhanced with additional riparian vegetation. The project will include a multi-use path connection to the Springwater Corridor, with a sculptural storm water feature planned to help activate the connection.

Tillamook Branch Alignment: This segment of the alignment does not include a station. The trackway runs on an elevated structure through an industrial area that begins south of the Springwater Corridor and crosses over the railroad tracks and lands north of Mailwell Drive (north of Highway 224). The elevated structure is necessary to transition the light rail tracks from the west side of the Union Pacific Railroad main line tracks to the east side of the Tillamook Branch alignment in order to eliminate freight conflicts, minimize property impacts in downtown Milwaukie and serve the Milwaukie station.

Downtown Milwaukie Segment

Downtown Milwaukie Station Area: After crossing under Highway 224, the alignment enters a residential area, then downtown Milwaukie's design district. In these sensitive neighborhoods, the project will be designed to a scale and level of care that reinforces the community's plans for revitalization. This station will honor the historic character of downtown and support the community's revitalization aspirations by incorporating elements of the South Downtown Concept. It is located at the south end of downtown at the intersection of Lake Road and 21st Avenue, adjacent to the

TIM JEWETT

Riverfront Park is a major destination within the City of Milwaukie.

UPRR tracks. It is at the hub of the city's network of bikeways and will include facilities and connections that support bicycle use and pedestrian activity. The space created under the new trackway bridge that crosses over Lake Road will be well-lit and designed to create a safe and comfortable environment for pedestrians and cyclists; this will be an important passageway from the station platforms and Lake Road to the city's planned plaza at the terminus of Main Street.

Green Gateway/Multi-Modal Segment

Kellogg Creek Bridge: Heading south out of the Downtown Milwaukie station, the alignment will cross Kellogg Creek on a new bridge that extends from Lake Road, over the creek and Robert Kronberg Park, and lands south of River Road on the west side of SE McLoughlin Boulevard. The project will construct the bridge for light rail and with the infrastructure to accommodate a future multi-

use path under the track that would be built outside of the project scope. The design of the bridge is still in development but it presents opportunities to incorporate elements of distinction that enhance the visual aesthetics of the structure.

Oak Grove/Park Avenue Station Area: The Park Avenue station and Park & Ride are located at the intersection of McLoughlin Boulevard and Park Avenue, adjacent to the developing Trolley Trail and at the gateway to the Oak Grove community. If additional funding is granted, the project will restore riparian areas to the southwest of the station, provide a new ecosystem-based storm water treatment along McLoughlin Boulevard, treat and manage storm water flows from the Trolley Trail and the Milwaukie Elks Club site, and add elements to the Park & Ride that collect storm water and create a vertical garden. The station will link with the Park & Ride, Trolley Trail and other pedestrian/bicycle improvements to capture Clackamas County commuters and provide multi-modal connectivity for cyclists, bus riders, pedestrians and transit users. The rail segment running parallel to the Trolley Trail is being carefully designed to provide a quality experience for trail users, limiting site obstructions and utilizing design principles that enhance safety.

Future Station

Future Harold Street Station: The Harold Street station was examined and ultimately designated for future development due to a variety of factors, including low boarding projections, the close proximity of other stations, travel delays and land use in the area that does not support the station and the cost of the necessary pedestrian overcrossings. In coordination with the adjacent neighborhoods, a set of "triggers" is being developed to identify conditions for the future construction of the station. The future station would be located on the south side of the Harold Street intersection in an elevated, side platform configuration. Pedestrian overcrossings of the UPRR tracks and McLoughlin Boulevard would likely also be constructed when the future station is added.

Project Budget

The total cost of the project is currently estimated at $1.417 billion. A 60 percent match from the Federal Transit Administration will be requested and regional partners will provide a 40 percent local share to fund the project. The local share of $567 million will include contributions from the State of Oregon through bonds backed by the state lottery, Metro through bonds backed by the Metropolitan Transportation Improvement Program (MTIP), the cities of Portland and Milwaukie, Clackamas County, TriMet and in-kind contributions from land donations.

Project Schedule

The Preliminary Engineering phase of the project started in March 2009 and will be completed in March 2010. It is expected that the Final Environmental Impact Statement will be completed and published by the Federal Transit Administration in May 2010, and the project will be in Final Design from October 2010 to January 2012. The Full Funding Grant Agreement is projected to be executed in June 2012. Construction is scheduled to begin in 2011 and the new light rail service is expected to commence in September 2015.

KEY NEXT STEPS FOR THE PORTLAND-MILWAUKIE LIGHT RAIL PROJECT

There are several key next steps to be implemented that will inform Final Design and help ensure that project improvements enhance the quality and livability of the neighborhoods:

- **Station area planning:** The next series of station area planning will evaluate opportunities that focus on land use, zoning and other planning initiatives associated with each station area, to help inform the light rail project and plan for future transformations of surrounding neighborhoods. These efforts build on Metro's station area assessment work in 2007 and 2008 as well as input from community meetings. Pending funding approval, the City of Portland intends to facilitate station area planning activities beginning in summer 2010. Clackamas County will begin station area planning efforts for the Park Avenue station in spring 2010. The City of Milwaukie is engaging the community to refine existing plans to incorporate the concepts from the South Downtown Pattern Language.
- **Station area urban design:** In coordination with the station area planning efforts by Clackamas County and the cities of Portland and Milwaukie, TriMet is developing an urban design program for the stations along the alignment. The objective is to follow up on issues raised by this report, identify opportunities to be pursued during the project's Final Design, coordinate with current and future planning efforts by other jurisdictions, inform the project's Conduct of Construction program, and design/select the appropriate station elements for each station area. Workshops focusing on station area urban design begin in March 2010 and will continue into Final Design (fall 2010).
- **Urban design workshops for major structures:** Design workshops that focus on major structures along the alignment, including the Harbor Drive structure, Tillamook Branch alignment and Kellogg Creek Bridge, will take place in 2010 to advance the design work in accordance with community goals and expectations. The workshops will also allow the City of Portland and TriMet to reach consensus on the details of the future greenway connections from the proposed Willamette River Bridge.
- **Final transit plan/bus routing:** Additional planning for the new bus routes is currently underway. The final transit plan will detail a bus service strategy that identifies routing changes and stop locations and addresses how buses will connect with the Willamette River Bridge and serve riders adjacent to the Ross Island Bridge. Planning for LIFT service will also commence. The community will be involved in the decision-making process.
- **Bicycle/pedestrian access:** Although opportunities and strategies for bicycle and pedestrian improvements have been identified and are discussed in the station area sections of this report, a comprehensive approach that fully integrates bike and pedestrian access with each station area and the Willamette River Bridge is still in development. There will continue to be meetings with bicycle and pedestrian stakeholder groups to finalize the improvement plans.

- **Design and Planning Commission review by jurisdictional partners:** Starting with two open houses in February, this report will be presented to the public and to a variety of neighborhood associations, jurisdictional agencies and commissions. This process will continue through spring 2010, and include the design and planning commissions for the cities of Portland and Milwaukie, and Clackamas County. These commissions will review the draft report and be asked to provide input on the project design.
- **Permitting:** The project team will apply for the necessary environmental and construction permits and land use approvals during the Final Design and construction phases. A fast-track permitting process may be pursued to ensure timely approvals necessary to meet the project schedule.
- **Right-of-way acquisition process:** After the Federal Transit Administration publishes the Final Environmental Impact Statement (May 2010) and issues its Record of Decision (July 2010), the process of acquiring impacted property begins. This process includes environmental studies of each parcel, third-party appraisal of each parcel's market value and an outside review of these appraisals, followed by the presentation of an offer of just compensation to each property owner. It is expected that right-of-way acquisition will be completed in 2013.

Planning Process Roadmap

Phase 1—2010 to 2011
Urban Design and Land Use Framework

Continue developing the framework for station area planning and future development that considers:

- Community aspirations and existing neighborhood and land use plans
- Existing and future land use character
- Urban design opportunities and challenges
- Development market analyses
- Transportation access and circulation analyses

Phase 2—2011 to 2012
Project Development

Study land use and development opportunities by performing:

- Pre-development analyses for specific sites
- Zoning analyses
- Additional engineering studies and cost estimations of transportation improvements

Phase 3—2012 to 2015
Implementation

Implement land use changes and development plans that support the urban design and land use framework:

- Local implementation of any changes to zoning and planning documents
- Execute development agreements with property owners
- Construct transportation and other public improvements (outside of the PMLR project scope) that support redevelopment and transit utilization

INTRODUCTION

The quality of life in the Portland region is the result of conscious decisions and hard choices made to protect farms and forest land, preserve the character of residential neighborhoods, revitalize commercial districts, invest in transportation options and safeguard and restore our ecosystems.

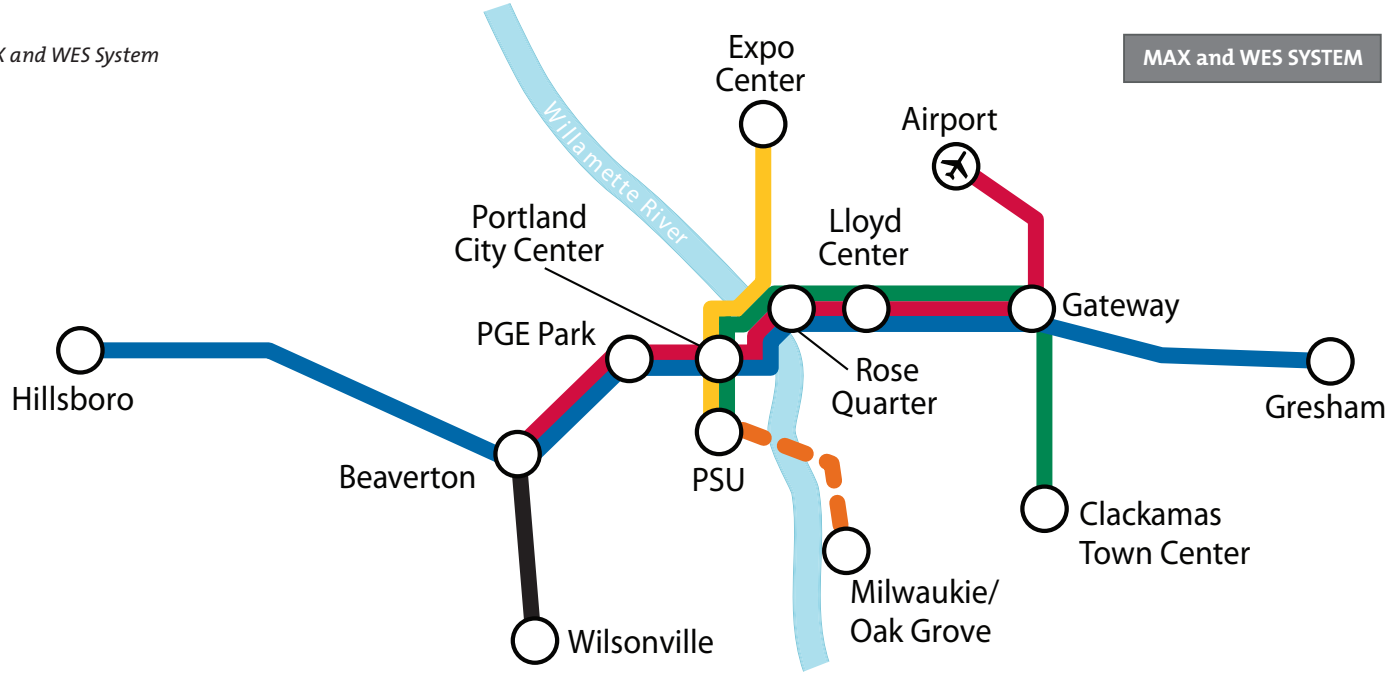
By connecting land use and transportation, the Portland region has become a national model for maintaining and creating vibrant communities. Investing in transit is one of the region's most effective elements of this success. Since the opening of the first light rail line in 1986, more than $8 billion in new development has occurred along light rail lines, much of it mixed-used property that promotes transit and other alternative modes of travel.

As the region looks forward, more opportunities lie ahead. The Portland region, and the Milwaukie/North Clackamas corridor, is expected to see significant growth during the next two decades—one million new residents in the region and nearly 100,000 new jobs within the project corridor by 2030. The Portland-Milwaukie Light Rail (PMLR) project is a vital transportation link in the region's roadmap to continue managing growth and building livable communities for future generations.

BRUCE FORSTER

The Portland-Milwaukie Light Rail Project will bring high capacity transit to the City of Milwaukie and North Clackamas County.

FIGURE 2: *The MAX and WES System*



PROJECT OVERVIEW

Light rail (MAX) was first introduced to the Portland region in 1986 on a 15-mile-long track between the city of Gresham and downtown Portland, and was then expanded to Beaverton/Hillsboro (1998), Portland International Airport (2001) and Interstate Avenue/Expo Center (2004) (Fig. 2). In 2003, the Metro Council adopted a two-phase South Corridor plan to extend light rail to Clackamas County. The first phase, which opened in September 2009, included a light rail extension from Gateway Transit Center along I-205 to a new Clackamas Transit Center and another from the Rose Quarter to Union Station and on to Portland State University along the Portland Mall in downtown Portland. The Portland-Milwaukie Light Rail project represents the second phase of this plan. It will connect to the terminus of the Green and Yellow lines at the south end of the Portland Mall and extend light rail service between Portland State University (PSU)/Portland's Central Business District (CBD) and Clackamas County. The project will serve a "corridor" that includes Portland's CBD and much of southeast Portland, as well as the cities of Oregon City, Gladstone and Milwaukie, and the northwest portion of unincorporated Clackamas County.

In February 2009, TriMet also opened the Westside Express Service (WES), which is a 14.7-mile commuter rail line between Beaverton and Wilsonville. The diesel-powered passenger rail service runs on upgraded existing freight rail tracks operated by the Portland & Western Railroad (P&W).

The PMLR project consists of a new 7.3-mile light rail line critical for creating transit capacity to support projected population and job growth in the corridor (Fig. 1). The new light rail line, which is projected to open in 2015, will open with 10 stations and up to

1,400 Park & Ride spaces, and carry an estimated 27,400 daily trips by 2030. The alignment will run primarily at-grade (i.e., street level), but also will cross the Willamette River on a new bridge, and cross over other bodies of water, roads and freight rail lines on elevated structures.

Light rail stations will be located at: SW Lincoln Street, South Waterfront, Oregon Museum of Science and Industry (OMSI), SE Clinton Street, SE Rhine Street, SE Holgate Boulevard, SE Bybee Boulevard, SE Tacoma Street, Downtown Milwaukie/SE Lake Road and Oak Grove/SE Park Avenue. A future station is planned at SE Harold Street.

Project partners Metro, Clackamas County, Multnomah County, the cities of Portland, Milwaukie and Oregon City, the Oregon Department of Transportation, TriMet and the Portland Development Commission have been collaborating to bring the project to the start of the Final Design phase. Key milestones achieved to date include the preparation and approval of the Supplemental Draft Environmental Impact Statement (SDEIS) and the Locally Preferred Alternative (LPA), and the federal approval to begin Preliminary Engineering.

In May 2008, the Federal Transit Administration (FTA) published the project SDEIS, which evaluated the environmental, transportation, social and economic impacts of the project. Metro led the SDEIS effort on the FTA's behalf. The key decision points addressed in the SDEIS were the alignment alternatives and terminus options. A 45-day public comment period followed publication of the SDEIS. Local jurisdictions approved the light rail alignment, terminus and station locations by endorsing the LPA in July 2008.

The FTA approved TriMet's entry into Preliminary Engineering (PE) for the PMLR project in March 2009. This approval allowed TriMet to advance the project design from 10 percent to 30 percent completion. During this phase, project staff met regularly with residents, business and property owners, and other stakeholders along the alignment to share developing design concepts, encourage public involvement and gather community input regarding conceptual designs. This Conceptual Design Report marks the end of the PE phase and will serve as a guide for the Final Design phase.

PROJECT GOALS AND OBJECTIVES

The purpose and need for the project, originally defined for the South/North Corridor Study and reaffirmed through the 2002 South Corridor SDEIS and the 2008 Portland-Milwaukie SDEIS, is:

> *To implement a major transit improvement in the South Corridor that maintains livability in the metropolitan region, supports land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values, and is fiscally responsive.*

The goals and objectives established for the project derive from the purpose and need and, as stated in the 2008 SDEIS, are to:

- Provide high-quality transit service in the corridor
- Ensure effective transit system operations in the corridor
- Maximize the ability of the transit system to accommodate future growth in travel demand in the corridor
- Minimize traffic congestion and traffic infiltration through neighborhoods in the corridor

- Promote regionally agreed upon land use patterns and development in the corridor
- Provide for a fiscally stable and financially efficient transit system
- Maximize the efficiency and environmental sensitivity of the engineering design of the proposed project

PURPOSE OF THIS REPORT

This report presents the vision, process and preliminary design for the PMLR project. It is a culmination of the community input and the discussions and decisions made by project partners and stakeholders that dictate what the project will look like and how it will perform. The design team and project partners are focused on anticipating future opportunities and designing the project to be able to accommodate future needs and developments in the project corridor. The concepts and recommendations put forth in this report reflect these efforts and will guide the project into the Final Design phase. This document serves four primary purposes:

- Present the current conceptual design of a number of project elements such as major structures, stations, pedestrian and bike connections, and terminus points, and provide an overview of the urban design vision, public process and key outstanding issues
- Further engage the public in discussions about the project's current design and issues yet to be resolved
- Guide policymakers and technical staff throughout the design of the project
- Identify future projects and processes that influence the design of the project

This report will be used as the basis for community, stakeholder and jurisdictional review of the urban design concepts and the recommendations for essential project elements. The responses will guide decision making by the Design Team, Citizens Advisory Committee, Project Steering Committee and the Project Management Team.

Additional related project reports

- *Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement* (Metro: May 2008)
- *Portland-Milwaukie Light Rail Project: Willamette River Bridge Type Selection Process* (TriMet: February 2009)
- *Portland-Milwaukie Light Rail Project: Locally Preferred Alternative Report* (Metro and TriMet: July 24, 2008)
- *Portland-Milwaukie Light Rail Station Area Best Practices, Assessments and Recommendations* (Metro: September 2009)
- *Portland-Milwaukie Final Environmental Impact Statement* (Metro: expected May 2010)

COMMUNITY INVOLVEMENT

SUMMARY

The PMLR project will impact a wide variety of communities, and it is therefore essential for project partners to provide consistent yet site-specific information regarding design, funding and construction. To provide timely and accurate information and gain valuable community feedback throughout the process, the project team has implemented a comprehensive public involvement program.

The goals of the community involvement program are to ensure that the project acknowledges and reflects community needs and aspirations, and mitigates, as much as possible, impacts created through the construction and operation of the project. The program provides multiple opportunities for the public to comment on the project's design, schedule and impacts and to participate in the decision-making process.

Community relations activities have been designed to:

- Establish and maintain regular communication with communities, organizations, property owners and businesses along the alignment regarding project progress and milestones
- Encourage engagement and ownership of the project that promotes the development and communication of thoughtful input from these project stakeholders
- Provide timely forums for stakeholders to comment on project design
- Work directly with residents, property owners and businesses to inform them of project impacts, timelines and schedules
- Influence project design and planning to minimize, to the extent possible, impacts resulting from the construction and operation of the light rail project

PUBLIC INVOLVEMENT

The community relations team, comprised of staff members from TriMet, Metro, Clackamas County and the cities of Milwaukie and Portland, has met with a variety of organizations, neighborhood associations and business and property owners regarding the project. In 2009, the staff hosted or presented at more than 100 public meetings. These meetings included four general project open houses, one each held in downtown Portland, RiverPlace, SE Portland and Oak Grove in Clackamas County.

Three TriMet Community Affairs representatives are assigned to act as liaisons between the project and the communities in which light rail will be introduced. One representative works with communities on the west side of the Willamette River and with Willamette River Bridge stakeholders; another works with communities along the alignment in Southeast Portland and a third works with Milwaukie and north Clackamas County communities. All three representatives serve as project ombudsmen from conception through design and construction.

Station area assessment: Community open houses and workshops were held in fall 2007 and spring 2008 to assess station areas and look for suggestions on the locations, design and the integration of station elements into the proposed station. A series of maps were produced to document what was seen and heard at the meetings. These meetings and resulting maps provided important input for Preliminary Engineering designs. The station areas included Clinton Street, Rhine Street, Holgate Boulevard, Bybee Boulevard, Tacoma Street, Downtown Milwaukie and Park Avenue.

In addition, since entering Preliminary Engineering many meetings have been held to discuss specific station areas and project elements. Meeting topics covered a variety of issues, including bike and pedestrian integration, bridges over Kellogg Creek and the Willamette River, the relationship between the Trolley Trail and the alignment, train horn noise and quiet zones, and station configurations.

Regular project updates: Beginning in April 2009 the City of Milwaukie began holding regularly scheduled monthly meetings to provide project updates, gain citizen feedback and learn about community concerns. Staff from TriMet, Metro and Milwaukie collaboratively compose the agendas, gather the information and make presentations. In certain instances, separate community involvement efforts have been organized around specific issues to better understand the community's concerns and to develop strategies that address those concerns.

Website: In addition to holding numerous community meetings, TriMet created a public website for the project that offers a comprehensive one-stop information source. Site visitors have access to planning and design documents, including the Station Area Assessment maps, and a current list of upcoming meetings along with notes from past meetings. An opt-in email subscription database allows individuals to receive all email updates regarding the entire project or only those updates for any of seven subsections of the project alignment. The project website can be accessed at trimet.org/pm.

PROJECT OVERSIGHT

Five oversight committees provide guidance on the project, as follows:

Steering Committee

A project Steering Committee consisting of community, transit and government leaders was originally formed in February 2007, and was reconfigured for the Preliminary Engineering process in January 2008. The Steering Committee provides policy guidance and oversees the project on behalf of local jurisdictions.

Project Management Group

The Project Management Group consists of directors and high-level managers from project partner agencies. This committee meets monthly to provide direction regarding project issues.

Project Team Leaders

The Project Team Leaders committee is comprised of the lead staff representing project partner agencies. This group meets weekly to flag and track emergent and continuing issues.

Citizens Advisory Committee

Originally formed in September 2007, TriMet reconvened a Citizens Advisory Committee (CAC) in November 2008 to oversee the project through to completion. The CAC meets monthly with project staff to provide advice on project design, construction, impacts on businesses and neighborhoods, and other concerns. The committee includes representatives from neighborhood associations, businesses, institutions, and organizations that represent people with disabilities, cyclists and other project stakeholders. Meetings occur the third Thursday of every month and are open to the public.

THOMAS NGO

The Willamette River Bridge Advisory Committee guided the selection of the bridge type.

Willamette River Bridge Advisory Committee

Between July 2008 and May 2009, the Willamette River Bridge Advisory Committee (WRBAC) met to consider bridge types for the site of the future multi-use bridge. Under the leadership of former Portland Mayor Vera Katz and working with national and international bridge engineers and architects, the committee studied a wide variety of bridge types and evaluated how each fit an array of criteria specific to the site, the budget and project aspirations. During this same time frame, a working group of technical staff representing project partners and consultants met to evaluate selection criteria and provide reports, options and recommendations to the committee.

In May 2009 the committee recommended that the project proceed with designing a cable-stayed bridge type with two in-water piers and two landside piers. The design phase of this bridge type is now underway. The committee continues to meet periodically to advise the project on bridge design issues. (See *Portland-Milwaukie Light Rail Project: Willamette River Bridge Type Selection Process*, TriMet: February 2009)

CONCEPTUAL DESIGN REPORT REVIEW PROCESS

This Public Discussion Draft of this report will be included in a package of information that presents the project at the end of Preliminary Engineering for jurisdictional and stakeholder review by the Portland City Council, Portland Planning and Design commissions, Portland Development Commission, Milwaukie City Council, Milwaukie Planning Commission, Milwaukie Design and Landmarks Committee, Clackamas County Board of Commissioners, Clackamas County Design Review Committee and Metro Council.

The project design direction as summarized in this report will also be reviewed with a number of other entities, including the City of Portland Bike Advisory and Pedestrian Advisory committees, Portland State University, the Portland Chapter of the American Institute of Architects, the Bicycle Transportation Alliance, Main Street Milwaukie, neighborhood associations along the alignment and the various project committees. Briefings will also be provided to key stakeholders along the alignment and agencies or jurisdictions with a direct interest in the project, including the Oregon Transportation Commission, Gresham City Council, Oregon City's City Commission, Multnomah County Board, Portland Streetcar Board and others. Through this extensive outreach process the community will have many opportunities to provide feedback on the current design direction of the project and help shape the final product.

CONTEXT: PLANNING AND URBAN DESIGN

OVERVIEW

The PMLR project must respond to the context of the corridor and the aspirations of the surrounding neighborhoods to provide maximum benefit to the community. The project's general urban design goals are to:

- Create a high capacity transit option for the neighborhoods and communities through which it passes
- Be accessible to all modes of transportation, including walking, cycling and mobility devices, as well as private vehicles using Park & Ride facilities
- Apply principles of *Crime Prevention Through Environmental Design* to the entire alignment
- Engage with corridor communities on design issues
- Design station areas that reflect the history and aspirations of adjacent neighborhoods, while maintaining a system-wide identity
- Minimize disruption to adjacent communities via careful station area access planning and design
- Create clean, functional and inviting station areas which allow for accessory amenities and flexible use where appropriate
- Make improvements to the right-of-way wherever possible, within established budgets
- Foster redevelopment of adjacent properties where appropriate and desired
- Enhance community sustainability objectives
- Design station areas with effective wayfinding strategies
- Coordinate specific station area urban design objectives with the Public Art Program's integrated art strategies

SALLY PAINTER

The integration of the I-205 multi-use path into the station design was a critical component for the design of the Lents Town Center/Foster Rd MAX Station.

CONNECTING COMMUNITIES

The PMLR project will provide new transit connections to communities in the corridor. It also presents opportunities to make related improvements and add significant design features that connect neighborhoods, encourage pedestrian activity and bicycle use, and create engaging public spaces people want to use (Fig. 3). The stations themselves will become neighborhood landmarks and community gathering places. Major elevated structures, such as the Willamette River and Kellogg Creek bridges, present special opportunities for design distinction. Pedestrian/bicycle overcrossings at locations along the alignment will create important links across freight rail lines and major arterials that are barriers between neighborhoods and, if thoughtfully designed, can also become neighborhood features. The alignment itself and stations in particular will help "knit" together communities that in some locations have been isolated by previous transportation features.

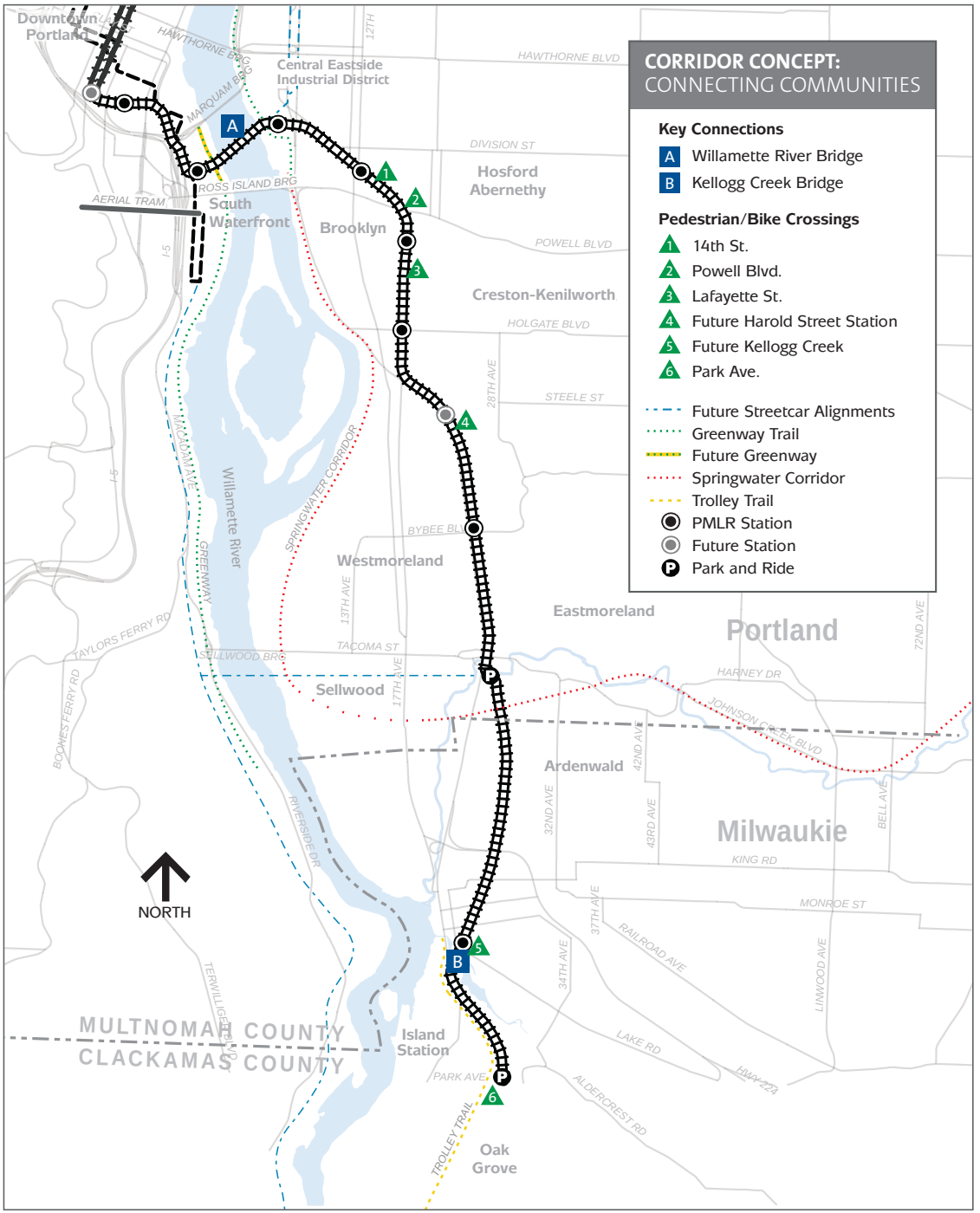


FIGURE 3: *Corridor Concept map*

STATION AREA DESIGN OBJECTIVES

The project is designed to be responsive to the character and aspirations of surrounding neighborhoods, while maintaining a system-wide identity. This approach will support and enhance each neighborhood's livable community goals and allow for special treatments that reinforce their distinguishing characteristics. At the same time, the system design will ensure that transit patrons have a safe, comfortable and easy to use transit experience. To achieve these objectives the project will include the following elements:

- **Elements of consistency** establish and reinforce TriMet's transit system identity, such as signage, ticket machines, information displays and shelters. These elements help manage capital costs, are responsive to maintenance budgets and establish a consistent level of quality. Elements of consistency also enhance the ease of use for transit riders (Fig. 4).
- **Elements of distinction** emphasize where patrons are within the overall regional transit system. Such elements include public art and site-specific sustainability initiatives. These elements create tangible connections to neighborhoods and their distinctive qualities, and are a result of a collaborative process (Fig. 5).
- **Fixed elements** ensure regulatory compliance, such as ramps, tactile paving for the visually impaired and code-required lighting. These elements respond to building codes, accessibility, operational efficiency and maintainability (Fig. 6).
- **Flexible elements** can be changed by degree to meet neighborhood-specific goals or respond to adjacent transit-oriented development opportunities. These elements could include special paving materials, bike parking amenities or furnishings that respond to the neighborhood context (Fig. 7).

The urban design goals and objectives that are specific to each station or transit segment are presented in the Corridor and Station Area Design Concepts section of this report.

FIGURE 4: *Static signage*

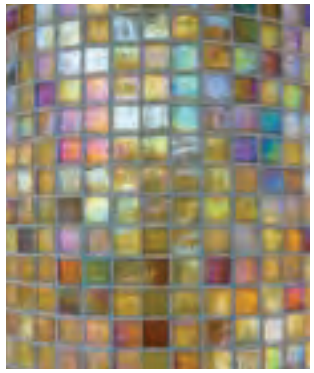


FIGURE 5: *Tiles used on a shelter column*

FIGURE 6: *Tactile paving*

FIGURE 7: *Bench with art*

KEY DEVELOPMENT OPPORTUNITIES

Significant development opportunities in many of the station areas create the potential to maximize access to public transport and enhance livability by expanding walking and cycling opportunities. Combining infrastructure improvements, including major design features, with new transit-oriented development along the alignment can create neighborhood landmarks and make even more vibrant environments that bring communities together (Fig. 8).

Past projects have demonstrated that light rail is a catalyst to develop underutilized sites. Transit-oriented development is a major goal for all of TriMet's light rail projects, and the PMLR line offers ample opportunities to stimulate investment. The Lincoln Street station area has several underutilized properties that are prime for transit-oriented development. The South Waterfront and OMSI station areas are near-clean slates for redevelopment with many planning efforts already underway. The other station areas—particularly Clinton Street, Holgate Boulevard, Tacoma Street, Downtown Milwaukie and Park Avenue—have key development opportunities close to the station. Many of these station areas may likely have remnant parcels from right-of-way acquisitions (in public ownership) that can be used for transit-oriented development and/or community uses.

Development activities throughout the alignment must be context-sensitive and consistent with neighborhood plans and community aspirations. The Lincoln Street, South Waterfront and OMSI station areas can expect to experience larger-scale development with urban densities. Development in the other station areas will be at a neighborhood scale that is consistent with the character of those communities.

More details on development opportunities are provided in each station area description.

THOMAS NGO

The scale of the Arciform building next to the Prescott St MAX Station is consistent with what future development may look like in Downtown Milwaukie.

THOMAS NGO

Riva on the Park, located next to a Portland Streetcar stop in South Waterfront, is an example of the type of large-scale transit-oriented development in the Innovation Quadrant.

SALLY PAINTER

Patton Park Apartments, located next to the Killingsworth St MAX Station, offers mixed-income housing for 53 households.

COORDINATION WITH OTHER PLANNING EFFORTS

The project design will respond to, and be coordinated with, the long-term goals of each neighborhood and the expected or potential future developments along the alignment. Significant planning work has been done in most of the districts and some of the private property along the alignment and serves to guide many of the design decisions for the project. A summary of these plans is provided in Appendix C posted on *trimet.org/pm*.

- Portland Plan
- Central Portland Plan (Central City Plan update)
- Portland Bicycle Master Plan
- Streetcar System Plan
- Portland-Lake Oswego Streetcar
- River Renaissance Plan
- University District Framework Plan
- Columbia River Crossing
- Portland State University Master Plan (PSU)
- South Auditorium Plan
- OHSU Schnitzer Campus Strategic Framework
- South Waterfront Plan (City of Portland)
- South Waterfront Greenway Plan (City of Portland)
- OMSI Master Plan
- Oregon Rail Heritage Foundation (ORHF) Restoration Facility
- Portland Opera Redevelopment Planning
- Neighborhood Plans: Hosford-Abernethy, Brooklyn and Sellwood-Moreland and the Central City Community Plan
- Division Streetscape and Reconstruction Project
- Inner SE Powell Streetscape Plan
- Sellwood Bridge Project
- Milwaukie Downtown and Riverfront Land Use Framework Plan
- Milwaukie South Downtown Concept
- Milwaukie Transportation System Plan
- Kellogg for Coho Initiative
- Clackamas County's McLoughlin Area Plan
- Clackamas County Transportation System Plan (TSP)
- Clackamas County Bike Master Plan
- Clackamas County Pedestrian Master Plan
- Clackamas County's Park Avenue Station Transit-Oriented Design Plan
- Trolley Trail Master Plan

CORRIDOR AND STATION AREA DESIGN CONCEPTS

CORRIDOR SEGMENTS

The corridor's station areas are grouped into segments to reflect their similarities within the context of surrounding neighborhoods and their distinctiveness within the context of the entire corridor (Fig. 8). Stations in the same segment may share similar design themes, but each station differs to some degree depending on adjacent areas, accessibility, safety, operational characteristics and other factors.

Station areas are roughly defined by the 1/2-mile radius that surrounds each light rail station. These station areas have been grouped into five segments: Innovation Quadrant, Neighborhoods/Employment, Neighborhoods/Recreation, Downtown Milwaukie and Green Gateway/Multi-Modal. This section of the report is organized by these segments and the station areas are described from north to south.

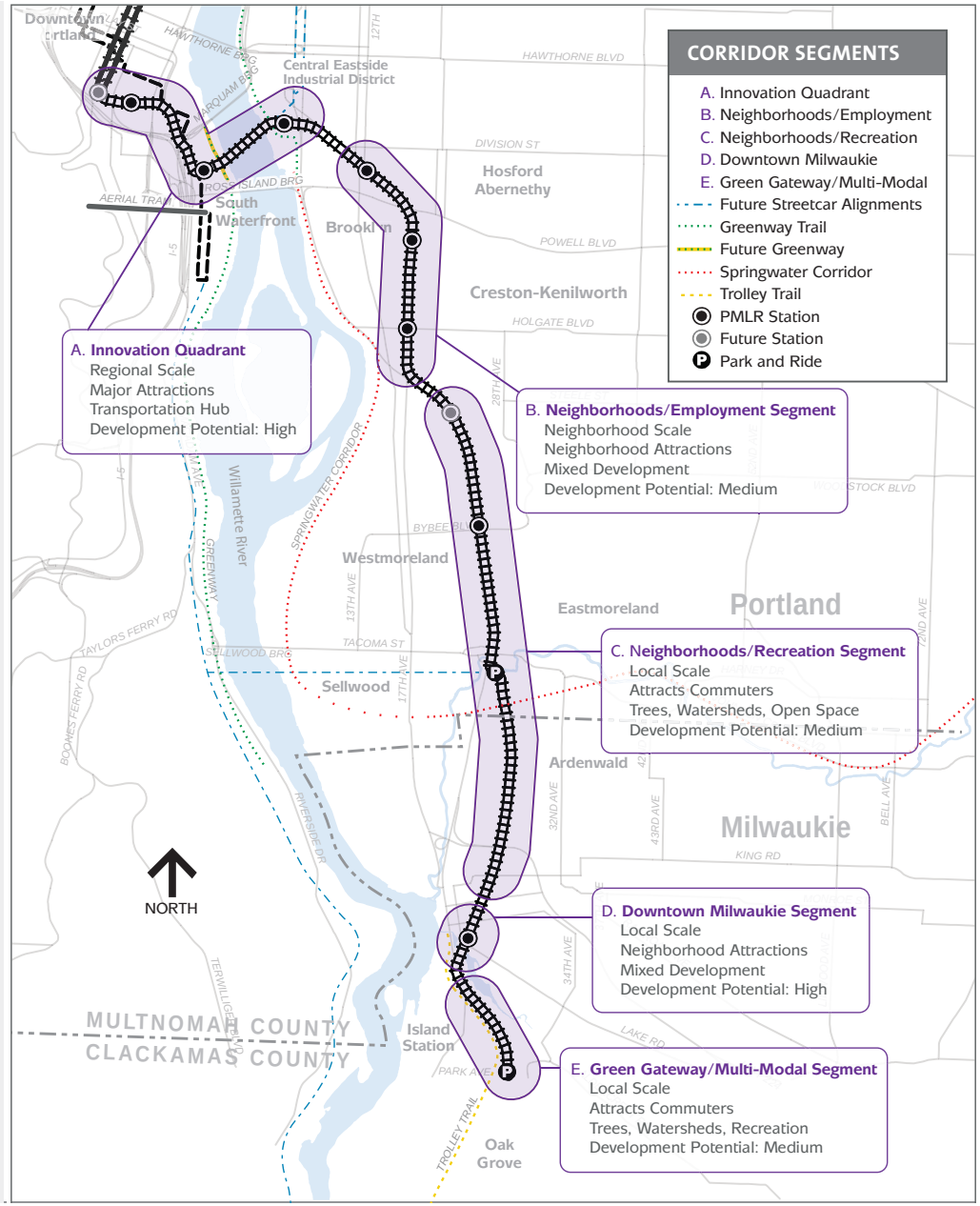


FIGURE 8: *Corridor Segments map*

MILES HOCHSTEIN

The Westmoreland neighborhood is within walking distance of Bybee Boulevard station.

CORRIDOR CONCEPTS: NEIGHBORHOODS/RECREATION SEGMENT

This segment extends from SE Steele Street to Highway 224 and includes the Bybee Boulevard and Tacoma Street stations as well as the Tillamook Branch alignment (Fig. 35). The segment is largely characterized by the open green space of the Eastmoreland Golf Course, Westmoreland Park and Reed College campus, the majestic trees that line a significant portion of McLoughlin Boulevard and the Springwater Corridor. There are wetlands and floodplains that will be impacted by the project and will require mitigation.

There is some development potential around the Tacoma Street station, but overall there are few development opportunities in this segment. The residential neighborhoods in this segment are lower-density and in most cases are separated from the stations by either industrial lands or expansive recreation spaces.

Note: An overview of the future Harold Street station can be found on page 88.

FIGURE 35: *Neighborhoods/Recreation Segment map*

STATION AREA DESIGN CONCEPTS: NEIGHBORHOODS/RECREATION SEGMENT

BYBEE BOULEVARD STATION AREA

Neighborhood Context, Opportunities and Challenges

The Bybee Boulevard station area is largely characterized by the verdant landscape created by the Westmoreland Park, Eastmoreland Golf Course, Crystal Springs Rhododendron Garden and the mature trees that line McLoughlin Boulevard through this segment.

Reed College, which enrolls approximately 1,500 students and employs more than 400 faculty and staff each year, is in the heart of the Eastmoreland and Reed neighborhoods and approximately a half-mile northeast of the station. The Willamette River, Oaks Bottom Wildlife Refuge and the Springwater Corridor are just more than half a mile due west of the station.

McLoughlin Boulevard is a heavy arterial that runs parallel to the UPRR trackway and creates a hard edge to the neighborhoods that limits connectivity. However, Bybee Boulevard provides an important east-west link between the neighborhoods, institutions and surrounding recreational amenities. Existing bike lanes on Bybee Boulevard, SE 28th Avenue and SE Woodstock Avenue provide good bike connections between the station and the Eastmoreland and Reed neighborhoods. Furthermore, this station provides good light rail-bus transfer opportunities (Fig. 36).

Design considerations that enhance the safety of transit patrons at this station are essential given that the platform is below the Bybee Boulevard overpass and in the UPRR right-of-way. Station visibility, the provision of amenities like bike storage and lighting, and connections to the bridge above are all critical to making the station a success.

URBAN DESIGN VISION

The Bybee Boulevard station is integrated into and serves the surrounding neighborhoods. It provides access to Westmoreland Park and is surrounded by greenery and parkland, providing an easy escape from the urban landscape. The station is visible from both Bybee and McLoughlin boulevards, and station amenities provided on both the overpass and the station platform enhance safety and provide convenience. Exemplary bicycle parking facilities encourage transfers between modes, and quality lighting of the elevators and upper platforms provides a nighttime character and a visible presence in the neighborhood. The alignment has preserved the majestic rows of trees that line McLoughlin Boulevard.

Current Design Direction

The light rail alignment through this area runs between McLoughlin Boulevard and the active freight rail line (UPRR) (Fig. 40). The station platform will be in a center island configuration immediately north of the Bybee Boulevard overpass, which will have stair and elevator access down to the station (Figs. 37, 38 and 39).

The station design will provide strong lighting and open sightlines, and clearly delineate areas where passengers need valid fares to enhance the safety of the station. At the platform level there are clear

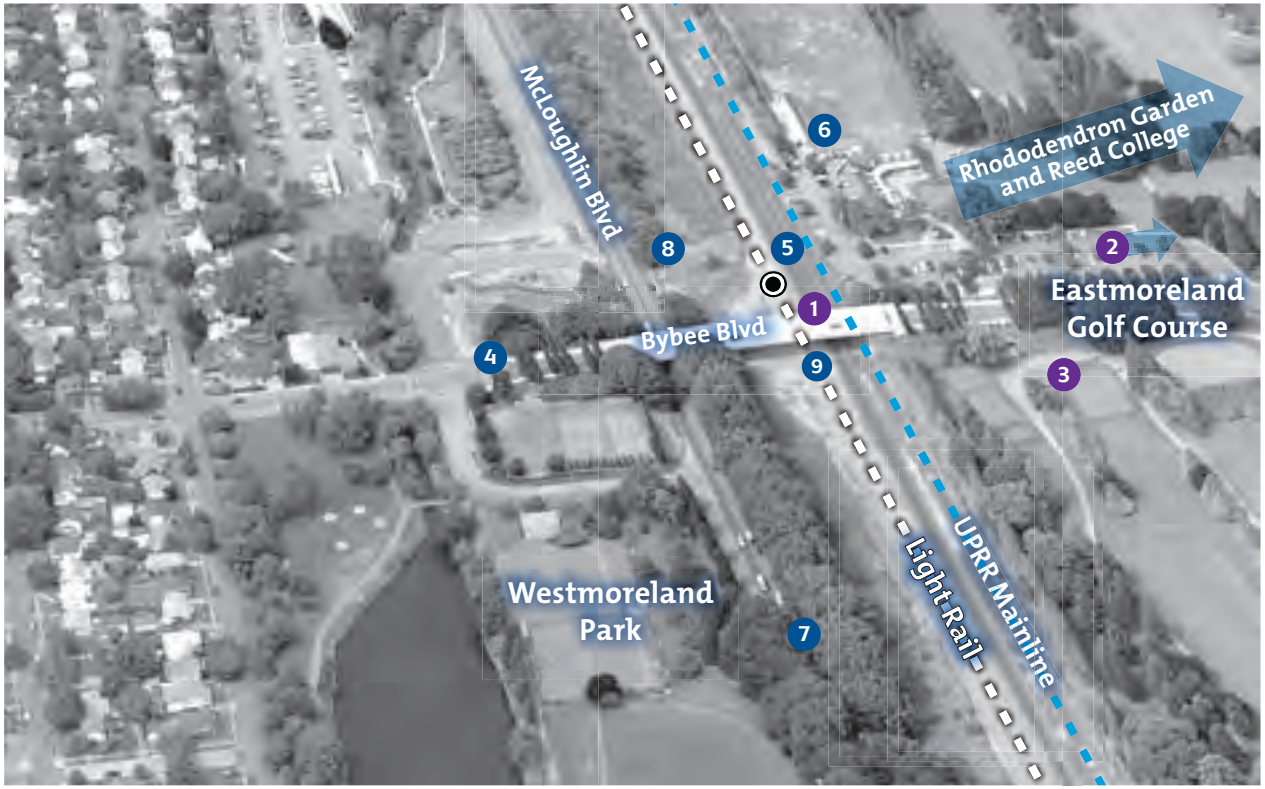


FIGURE 36: *Bybee station area—Opportunities and Challenges*

BYBEE BOULEVARD STATION AREA

Neighborhood Context:

The Bybee Boulevard station area is largely characterized by the verdant landscape created by Westmoreland Park, Eastmoreland Golf Course, Crystal Springs Rhododendron Garden and the rows of mature trees that align McLoughlin Boulevard, with Reed College approximately a half-mile northeast of the station in the heart of the Eastmoreland and neighborhoods.

Opportunities

1. Provide convenient westbound bus transfers
2. Connect station to Reed College campus/ Eastmoreland neighborhood using existing bicycle network and accommodate bike transfers at station
3. Provide access to Westmoreland Park/golf course

Challenges

4. Accommodate distance between station and eastbound bus transfers
5. Provide safe and secure station despite relatively isolated location
6. Mitigate floodplain and wetland impacts and coordinate with the City of Portland and other regulatory agencies
7. Must preserve mature trees along McLoughlin Blvd
8. Station area has little transit-oriented development potential
9. Provide enough bike parking facilities to meet demand

sightlines underneath Bybee Boulevard to the south side elevator and stairway. Operator line of sight has also been incorporated into the layout. And train arrival information will be available on a TransitTracker at the Bybee Boulevard overpass so that patrons have the option of waiting for trains where they will be more visible to pedestrians and drivers.

The project includes a bridge span over Crystal Springs Creek to accommodate restoration efforts in the watershed. Floodplain mitigation for the project's fill within the 100-year floodplain of Crystal Springs Creek will establish an equal amount of floodplain capacity south of the bridge at SE Bybee. Impacts to wetlands near Crystal Springs Creek will be mitigated through partial funding of the City of Portland's Westmoreland Park Restoration Project.

A gated enclosure for long-term bicycle parking along with stair and elevator access to the platform will support connections by bicycle. Bus planning efforts are currently underway to provide convenient transfers to bus lines serving this station.

A substation will be located within the Oregon Department of Transportation property on the west side of McLoughlin Boulevard.

The elevator glass presents an opportunity for a decorative etched or fritted design, and an illuminated wayfinding sculpture is planned for the bus loading area on the bridge deck. Artwork in this location may reflect habitat restoration efforts along Crystal Springs Creek.

The light rail project's floodplain and wetland mitigation efforts will coordinate with the Westmoreland Park Restoration Project

Outstanding Issues

- Final bus stop locations and configurations, including possible bus pullouts or in-street stop at station landing
- Potential auto pullout to support transit drop-off and pick-up
- Maintenance access location
- Strategies to maximize station visibility and rider safety
- Location of bike storage facilities

FIGURE 37: *Bybee Boulevard station illustration view from the south*

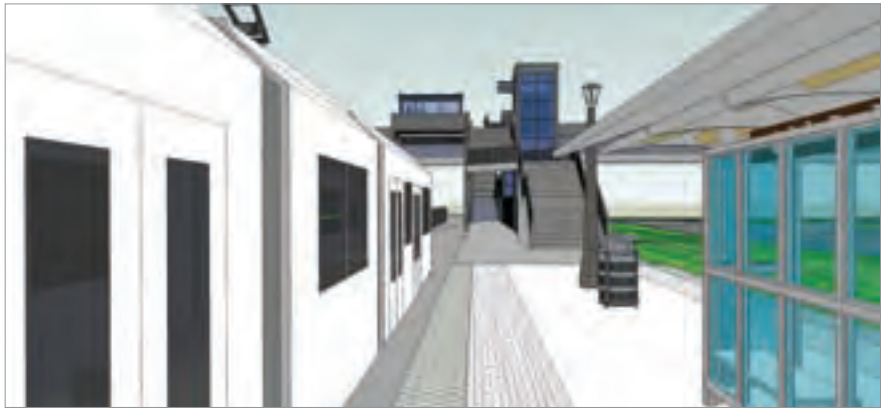


FIGURE 38: *Bybee Boulevard station illustration view from the north*

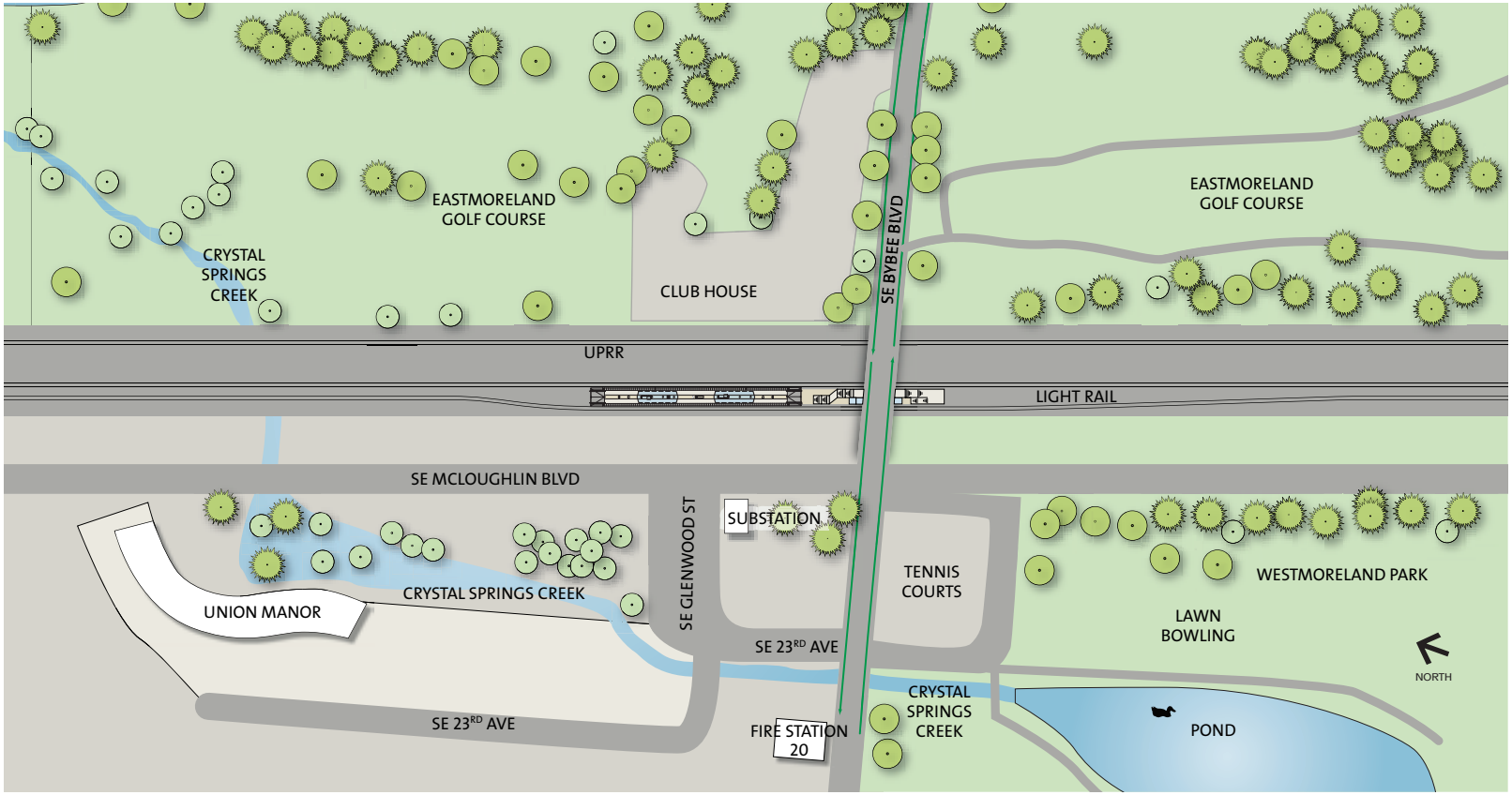


FIGURE 39: *Bybee Boulevard station area plan*

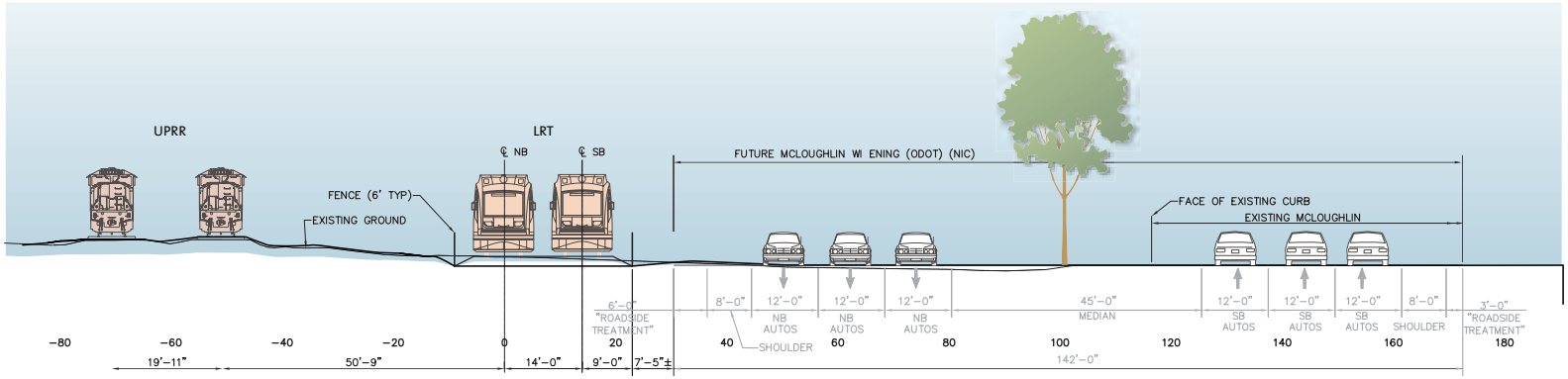


FIGURE 40: *Cross section of light rail alignment and future proposed widening of SE McLoughlin Boulevard*

STATION AREA DESIGN CONCEPTS: NEIGHBORHOODS/RECREATION SEGMENT

TACOMA STREET/SPRINGWATER CORRIDOR STATION AREA AND PARK & RIDE

Neighborhood Context, Opportunities and Challenges

This station area is mostly comprised of industrial and commercial uses, with residences nearby. The Eastmoreland Golf Course and neighborhood extend north of the station, the Westmoreland and Sellwood neighborhoods sit across McLoughlin Boulevard to the west, and the Ardenwald-Johnson Creek neighborhood extends to the east. Johnson Creek flows through the area and runs just north of the station platform. The Tacoma overpass connects the Ardenwald-Johnson Creek and Sellwood neighborhoods with access over the railway and McLoughlin Boulevard. The Park & Ride facility is located just north of the boundary between the cities of Portland (Multnomah County) and Milwaukie (Clackamas County).

The Springwater Corridor runs east-west through this area just south of the Park & Ride structure. This is a regional trail that provides access to multiple neighborhoods, parks and employment centers within an easy 3-mile ride from the station in both directions. This project leverages existing bicycle and pedestrian connections and presents opportunities to improve connections to these active transportation facilities and recreational amenities.

Mitigation for traffic impacts to the Johnson Creek Boulevard and McLoughlin Boulevard on/off ramps will be key challenges that must be addressed by the project. Fill within the Johnson Creek floodplain will be mitigated for through removal of an equal volume within the floodplain (Fig. 41).

URBAN DESIGN VISION

The Tacoma Street station is a catalyst for continuing restoration of Johnson Creek and for redevelopment of surrounding private parcels. Enhanced pedestrian and bicycle connections along Tacoma Street, Johnson Creek Boulevard, Umatilla Street and the Springwater Corridor connect the Sellwood and Ardenwald-Johnson Creek neighborhoods to the station. The high quality design and lighting of the Park & Ride structure provide a lantern-like effect and visual interest in the area.

Commuters who may otherwise drive into downtown Portland instead park at the station and ride light rail. The station is part of a transit hub with streetcar service connecting back to Southwest Portland and the SW Macadam corridor. Private development within walking distance of the station complements the station and brings more people to the area.

Development opportunities: The Pendleton Woolen Mills site adjacent to the Park & Ride structure is currently underutilized and has potential for redevelopment or active re-use of the existing building.

Current Design Direction

The light rail alignment through this area runs between McLoughlin Boulevard and the active freight rail line (UPRR). It will run over the ramp to/from northbound McLoughlin Boulevard, under the Tacoma overpass, and over Johnson Creek to the station and Park & Ride facility (Fig. 42).

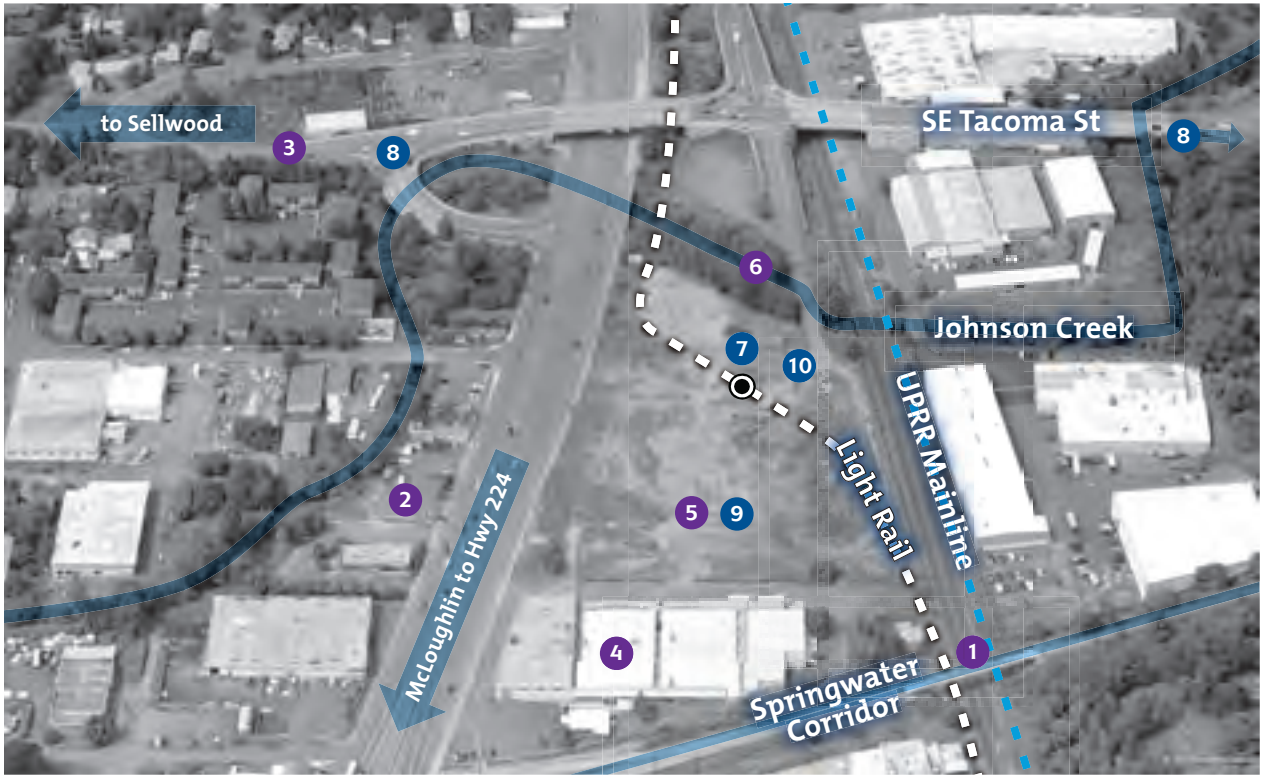


FIGURE 41: *Tacoma station area—Opportunities and Challenges*

TACOMA STREET/SPRINGWATER CORRIDOR STATION AREA

Neighborhood Context:

This station area is mostly comprised of industrial/commercial uses, although Johnson Creek runs just north of the station platform, while the Eastmoreland Golf Course and residential neighborhood extend north of the station area, the Ardenwald-Johnson Creek residential neighborhood extends to the east and the Sellwood and Westmoreland neighborhoods lie to the west across McLoughlin Boulevard.

Opportunities

1. Connect to the Springwater Corridor trail
2. Stimulate investment and redevelopment of property west of McLoughlin Blvd
3. Link to future streetcar on Tacoma Blvd
4. Support the redevelopment of the adjacent Pendleton site
5. Design an architecturally distinct parking structure
6. Restore and celebrate Johnson Creek

Challenges

7. Isolated station location between Union Pacific Railroad and McLoughlin Blvd.
8. Mitigration of traffic impacts on Johnson Creek Boulevard and for McLoughlin Boulevard on/off ramps
9. Scale and aesthetics of a large parking structure
10. Site is partially located within the Johnson Creek floodplain

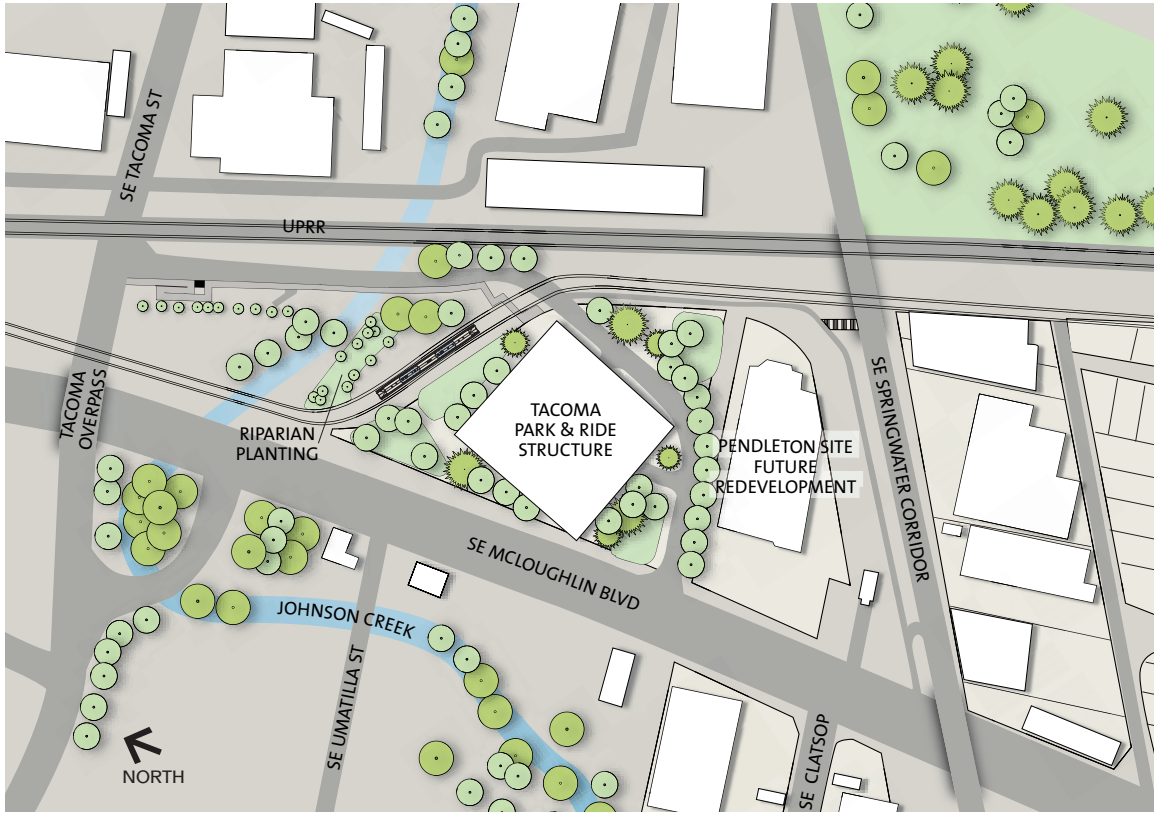


FIGURE 42: *Tacoma Street station area plan*

The design and feel of this station is about protecting and appreciating Johnson Creek (Fig. 43). Water quality impacts of the creek crossing will be assessed and minimized through storm water management design. The creek area will be enhanced with riparian vegetation that can be viewed from the station platform, which is angled parallel to the creek. This station presents an art opportunity to celebrate and strengthen the connection to the creek.

The Park & Ride is currently planned to accommodate 800 vehicles. In response to community feedback, the initial capacity of the garage has been reduced from the original 1,000 spaces for the opening year. However, the facility will include structural improvements that would allow up to 200 additional spaces to be added in future years, if necessary. After the PMLR line opens, TriMet will monitor use of the facility, and consult community stakeholders if an expansion is needed. Should additional spaces be needed, all federal and local environmental, traffic and other regulations would be addressed.

The Park & Ride will be oriented to face the creek and maximize sight lines from the station platform to McLoughlin Boulevard and will include water quality features that meet the City of Portland's storm water management and Johnson Creek Basin Plan District

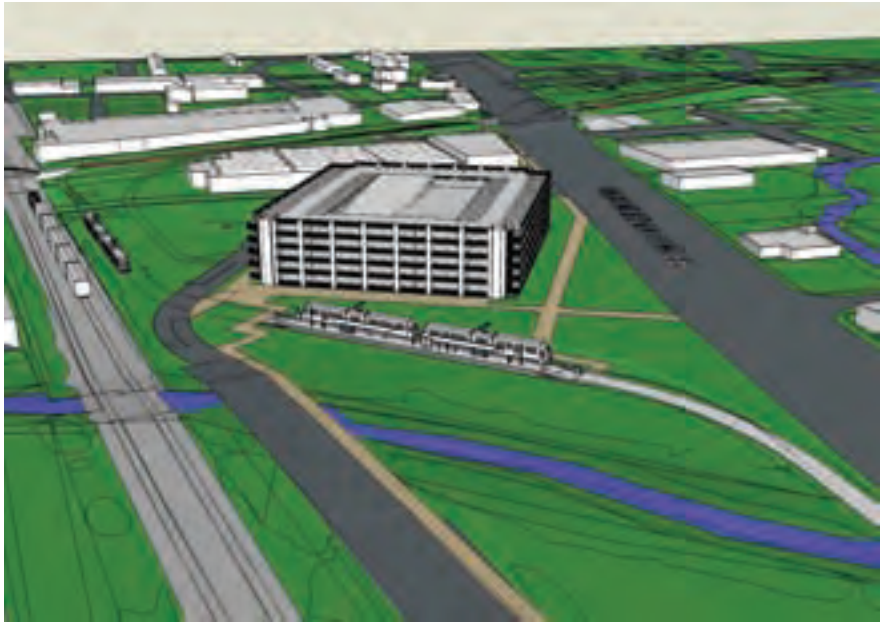


FIGURE 43: *Illustration of the Tacoma Street station and Park & Ride garage, as viewed from the northeast*

requirements. The light rail project is also being coordinated with the Johnson Creek Restoration Plan

The station is designed to encourage bicycle use. The project will include a new multi-use path connection to the Springwater Corridor, including a new stairway with a bike gutter to facilitate bicycle access. A sculptural storm water feature is planned to help activate the connection. TriMet is committed to placing more bicycle parking than required by code and is considering concepts that could add more than 100 bicycle parking spaces at the Park & Ride and Tacoma Street station.

A traffic analysis of the Tacoma/Johnson Creek Boulevard corridor between SE 17th and SE 45th avenues studied the impacts of the Park & Ride facility. The analysis indicates that based on the current level of service, a traffic signal is already needed at SE 32nd Avenue; a new Park & Ride will heighten that need. Neighborhood groups have expressed a desire for traffic calming measures but not the traffic signal. Many standard traffic calming tools are difficult to implement here, in part because Johnson Creek Boulevard is an emergency response route. Traffic mitigation options are being evaluated through a public process that includes consultation with the Ardenwald-Johnson Creek Neighborhood Association, the Sellwood-Moreland Improvement League and the Oregon Department of Transportation. Results of the traffic study will be published in the Final Environmental Impact Statement.

During Preliminary Engineering, the project explored the potential to incorporate other uses in the Park & Ride facility, and redevelop the adjacent Pendleton Woolen Mills property. The analysis discouraged including retail space in the Park & Ride, but identified redevelopment potential for the Pendleton site. The Park & Ride is being designed and situated to support the redevelopment potential of the Pendleton property.

Currently the project design does not anticipate direct impact to the combined sewer overflow line that runs underneath the Tacoma site. TriMet and the City of Portland's Bureau of Environmental Services are coordinating the project scope.

Outstanding Issues

- Final size, design and character of Park & Ride facility, particularly with respect to height, lighting, pedestrian access, personal safety, visibility, art and green building techniques and best practices
- Traffic mitigations to be completed by the project
- Discouragement of illegal pedestrian crossing of McLoughlin Boulevard

TILLAMOOK BRANCH ALIGNMENT (SPRINGWATER CORRIDOR TO HWY 224)

Neighborhood Context, Opportunities and Challenges

This segment of the alignment runs adjacent to the UPRR through an industrial area from the Springwater Corridor to Highway 224. The Ardenwald-Johnson Creek residential neighborhood extends to the east and has views of the alignment—in particular, the elevated portion of the alignment.

The project requires right-of-way acquisitions of industrial properties along this segment of the alignment, and active relocation support is essential to keep jobs in the corridor. Rail access to industrial uses must also be maintained.

Current Design Direction

This segment of the alignment does not include a station. The trackway runs on an elevated structure that begins south of the Springwater Corridor and crosses over the railroad tracks and lands north of Mailwell Drive (Fig. 44). The elevated structure is necessary to transition the light rail tracks from the west side of the UPRR main line tracks to the east side of the Tillamook Branch alignment in order to minimize property impacts in downtown Milwaukie and serve the Milwaukie station. Lighting is not needed and will not be included on the structure. The project will maintain existing freight access for properties within the industrial area.

During Preliminary Engineering, project staff worked closely with the project partners and area residents to discuss the impacts of the elevated structure on the surrounding neighborhoods. Ardenwald residents expressed a desire to minimize the visual, noise and vibration impacts of the structure. As a result, the project team redesigned the structure to shorten the portion that will be elevated.

URBAN DESIGN VISION

The trackway and structures in this area run through the seam that separates Milwaukie's North Industrial area from the western edge of the Ardenwald neighborhood. This portion of the alignment is elevated and is designed to respect the views and privacy of adjacent neighbors. It is as minimal as possible in scale, especially at the track level and above, with slender and clean lines that largely preserve views of the hills west of the Willamette River. Below the trackway level, graffiti-proofing measures ensure that the walls and columns of the structure will not become surfaces that visually blight the area. Access to industrial properties is maintained, with automobile and track crossings made safer by the project.

The structure was also shifted 25 feet to the west to accommodate the Union Pacific safety requirements. The project team will continue to consult with the Ardenwald community as the design is refined and will strive to minimize the profile of the structure.

Outstanding Issues

- Final design of the structure and visual impacts to neighbors in the Ardenwald neighborhood
- Bell noise from the new SE Mailwell Street light rail crossing
- Mitigation of visual impacts to Rockvorst Street residents in regards to the retaining walls of the structure

FIGURE 44: *Tillamook Branch overcrossing photo simulation, as viewed looking west from SE Roswell Street*

Portland-Milwaukie Light Rail Project: City of Portland and the Conceptual Design Report

Portland Planning Commission

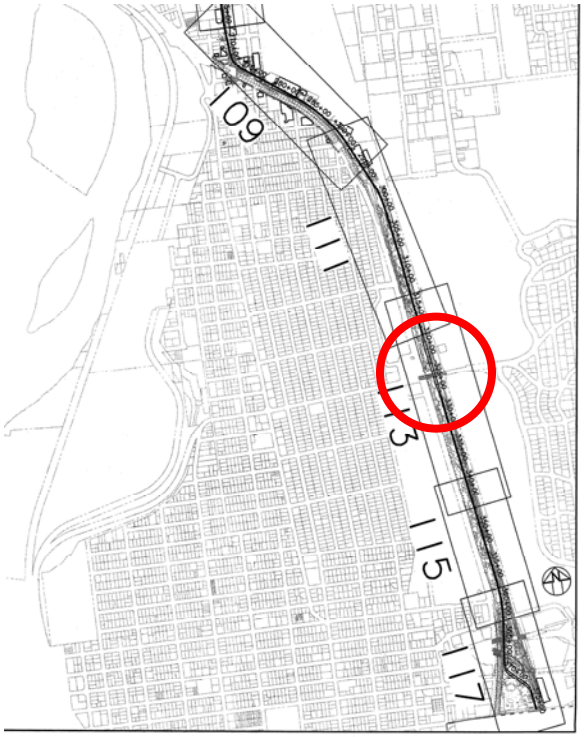
April 13, 2010

Matt Wickstrom, Bureau of Planning & Sustainability

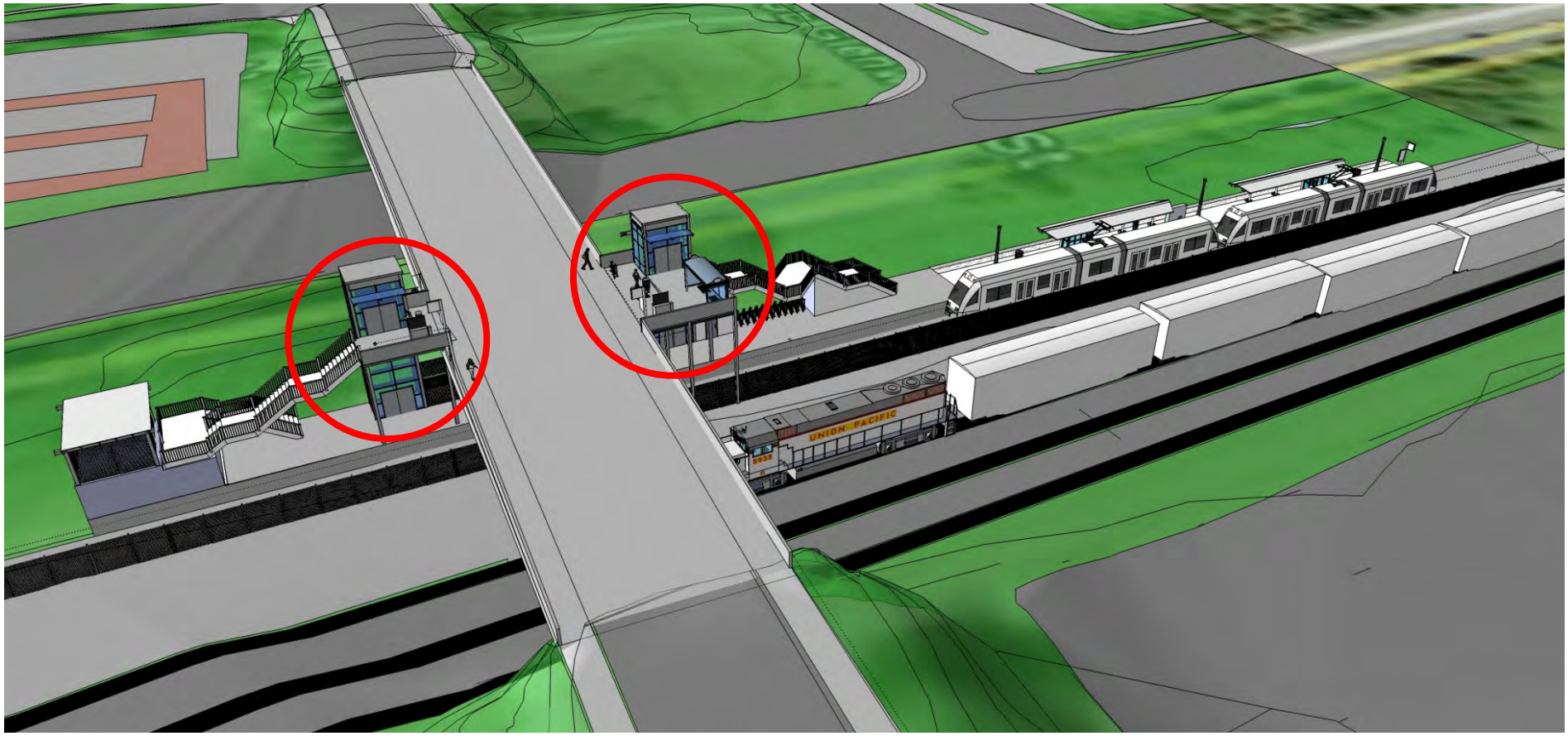
Art Pearce, Bureau of Transportation

Neighborhoods/Recreation: Bybee

- Design integration of new features important
- Increase station presence, safety especially at night
- Transfer functions critical from bus and bikes
- Location of long-term bike parking
- Portal to open space, recreational amenities: Eastmoreland Golf Course, Westmoreland Park, Rhododendron Gardens

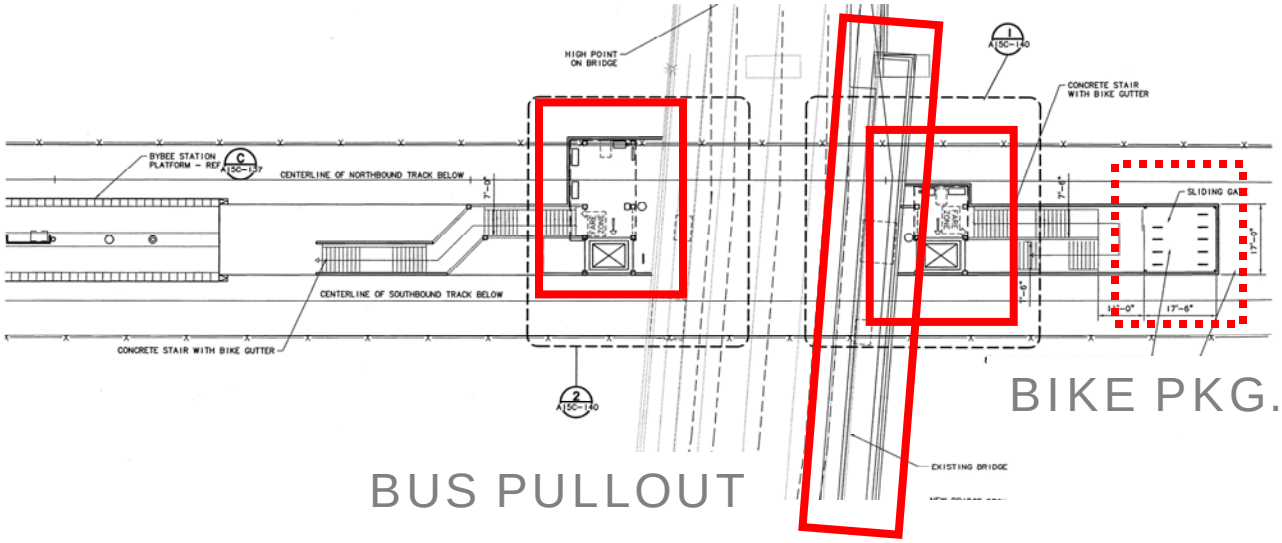


Neighborhoods/Recreation: Bybee



Neighborhoods/Recreation: Bybee

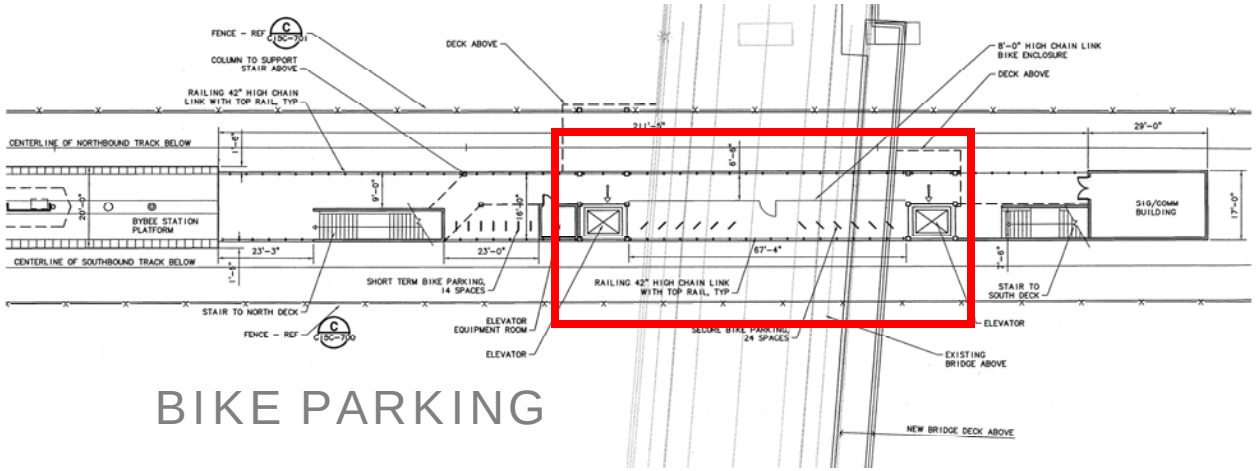
BRIDGE LEVEL



BIKE PKG.

BUS PULLOUT

PLATFORM LEVEL



BIKE PARKING

CITY OF PORTLAND OFFICE OF TRANSPORTATION

PORTLAND-MILWAUKIE
LIGHT RAIL TRANSIT PROJECT

GROWING PLACES

SE Bybee Boulevard station area

A gateway to nature and recreation

Design summary

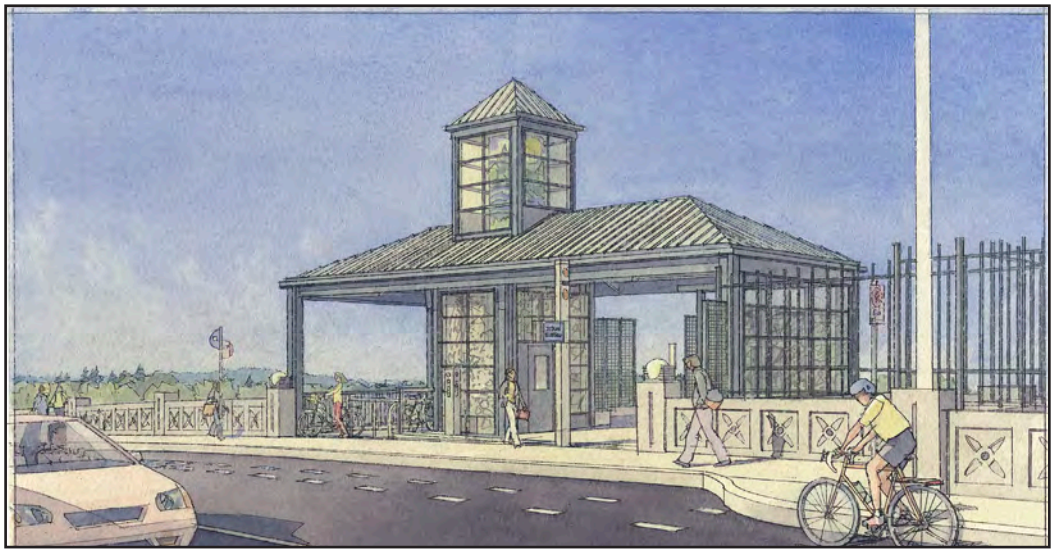
The SE Bybee Boulevard station area is largely characterized by the verdant landscape created by Westmoreland Park, Eastmoreland Golf Course, Crystal Springs Rhododendron Garden and the mature trees that line McLoughlin Boulevard through this segment. The stately campus of Reed College just northeast of the station and the Willamette River, Oaks Bottom Wildlife Refuge and the Springwater Corridor to the west of the station further define the area.

McLoughlin Boulevard is a heavily-used arterial that runs parallel to the Union Pacific Railroad (UPRR) tracks in this area—both create a hard edge on either side of the project alignment that limits connectivity. However, Bybee Boulevard provides an important east-west link between the neighborhoods, institutions and surrounding recreational amenities.

The light rail improvements at the station area are designed to integrate into this setting and strengthen multimodal connections between surrounding neighborhoods and recreational destinations. The platform will be in a center island configuration immediately north of and below the Bybee Boulevard bridge. There will be stair and elevator access down to the station from both the south and north sides of Bybee Boulevard.

GROWING PLACES

Expanding transit options is essential to the livability and economic vitality of our growing region, which is expected to add one million new residents and nearly 100,000 new jobs within the project corridor by 2030. The Portland-Milwaukie Light Rail Project is integral to the region's strategy to manage growth and build more livable communities. This project is about more than bringing high-capacity transit to under-served communities—it is also about helping communities envision and achieve their aspirations. Combining infrastructure improvements, quality design features and new transit-oriented development along the alignment will connect neighborhoods, encourage walking and cycling, and create engaging public spaces where people want to be.



Bus pull-outs, stairways and elevators will provide access to the station platform from both sides of the Bybee Boulevard bridge.

Safety considerations: Design considerations that enhance the safety of transit patrons at this station are essential given that the platform is below the Bybee Boulevard bridge and adjacent to an operating rail corridor. To enhance safety, the station is designed to be well-lit, incorporate open sightlines, and clearly delineate areas where passengers need valid fares to descend to the platform. At the platform level, there are open sightlines underneath Bybee Boulevard to the south side stairway. Additionally, train arrival information will be available on a TransitTracker screen at the top landing on the Bybee Boulevard bridge so that patrons have the option of waiting for trains at either location.

Bus connections: Bus pull-outs and elevators at the station entry on the south and north sides of the bridge will facilitate transfers from buses.

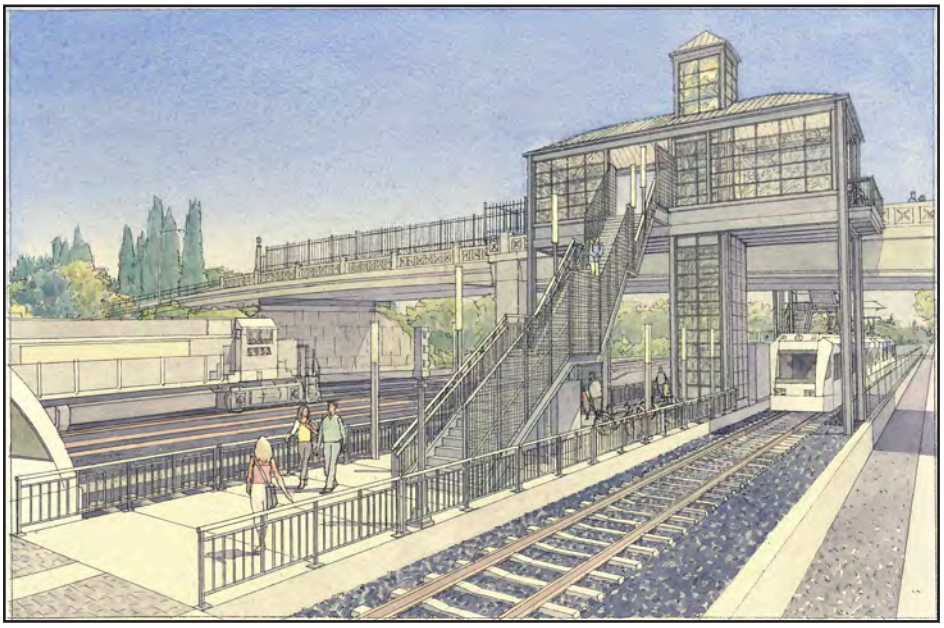
Highlights of distinguishing design elements

The overall light rail project is designed to be responsive to the character and aspirations of surrounding neighborhoods, while maintaining a system-wide identity that creates a user-friendly transit experience. The light rail line will be dynamic in the way the station areas showcase the character of each neighborhood using distinctive landscaping, public art, sustainability initiatives and other elements.

The historic character of the Bybee Bridge and neighboring residential areas as well as the surrounding natural features and recreational amenities inspired the design of the station area. A glass structure on the north side of the Bybee Boulevard bridge will be a defining feature of this station area. It will mark the station entry with a design that respects the historic character of the bridge and surrounding neighborhood.

Public art: Local artist Dana Lynn Louis will place a rotating lantern—with imagery inspired by the beauty of Crystal Springs and the form of 1950s motion lamps—above the north elevator shaft to serve as a beacon for the station. Lyrical drawings abstracted from nature will be etched into the elevator and windscreen glass, and will be projected under the stairwells. Platform shelter columns will feature a unique mosaic pattern with imagery related to the station area.

Bike & Ride/Springwater Corridor: With direct bikeway connections to the Westmoreland and Eastmoreland neighborhoods and Reed College, the SE Bybee Boulevard Station is expected to be a



To enhance station safety, the design will provide strong lighting and open sightlines, and clearly delineate areas where passengers need valid fares to descend to platform level.

hub for bike commuters. Convenient covered bike parking will be installed as part of the project.

Landscaping: In the spring, Spring Flurry Serviceberry planted to the west of the station will come alive with a burst of white blossoms. In the fall, the leaves will turn a vibrant yellow and orange, and the plants' purplish blue fruit will attract birds.

Quality guardrails and quality fencing: Steel guardrails that respect the historic character of the bridge will be used on the upper landing, portions of the bridge, along the stairs and at the station platform. Architectural fencing is proposed along the alignment near the station platform.

Stay involved

Sign up for project email updates and meeting notices at *trimet.org/pm*. For more information, call TriMet Community Affairs at 503-962-2150.

Available in other formats:
trimet.org
503-238-7433
TTY 503-238-5811
Para esta información en español, favor llamar al 503-238-7433.

T.O. #x: 3rd Party Peer Review for SE Bybee Blvd. Station
Portland to Milwaukie Light Rail Project
East Segment

Overview

This scope of work includes tasks required to conduct a 3rd party peer review of the proposed SE Bybee Blvd. Station. This review includes conducting meetings with the Sellwood-Moreland Improvement League (SMILE) and Eastmoreland neighborhood associations to gather feedback, conduct an independent review of the station design with regard to safety and security of users along SE Bybee Street and the platform area, and report back to TriMet with recommendations. TriMet has requested that CH2M HILL approach this review with a clean slate and assume no elements of the design are off limits.

This scope of services is based on meetings and discussions with staff of TriMet (referred to herein as OWNER) and CH2M HILL (referred to herein as CONTRACTOR).

The estimated budget for the below described tasks is detailed in the attached budget spreadsheet.

Schedule

This task will commence March 22, 2012 and continue until June 29, 2012.

Standards

1. OWNER's (TriMet) Design Criteria (Revision 10.1 - May 2010)
2. AASHTO - A Policy on Geometric Design of Highways and Streets, 6th Edition (2011)
3. City of Portland Design Standards as appropriate for SE Bybee Street evaluation

Assumptions

1. OWNER will make available all current design documents, including CAD files, background traffic and safety analysis.
2. OWNER will make available security assessments from similarly configured existing MAX stations (Banfield Alignment at 42nd, 60th, 82nd).

1.1 Project Work Plan and Administration

This task provides time to manage the CONTRACTOR's activities and lead the contract administration over the estimated 3-month duration of this task order. The following describes specific tasks to be performed as part of this task.

- Field Safety Instructions
- Team Leadership, including correspondence, preparing submittals, schedule development, and managing the contract
- Invoicing and reporting; The monthly progress reports will document the work accomplished, outstanding issues, and anticipated work, as well as provide a budget summary that will state the overall completion percentage of the contract and the, amount incurred, amount remaining, completion percentage, and current not to exceed authority limit of each executed task order. Up to 3 invoices with progress reports will be prepared

Deliverable(s):

- Monthly invoices and progress reports

1.2 Data Collection and Review

CONTRACTOR shall review data provided by OWNER including:

- Design CAD drawings for station and improvements along SE Bybee Blvd.
- Previously collected traffic data and safety analysis documentation for SE Bybee Blvd.
- Documentation of security assessments and lessons learned from similarly designed MAX stations

CONTRACTOR shall collect speed and volume data along SE Bybee Blvd. to determine approach speeds for vehicles traveling over the bridge. CONTRACTOR shall prepare a traffic analysis that includes:

- A site distance review of the crest curve formed by the bridge to determine the minimum stopping site distance provided.
- Speed evaluation
- Sight triangle review that evaluates pedestrians, stopped vehicles, and passing vehicles on the bridge

CONTRACTOR shall summarize key findings from the data reviewed, collected and analyzed.

Deliverable(s):

- Draft and final memorandum summarizing data collected and analysis performed

1.3 Stakeholder Engagement

1.3.1 Neighborhood Association Meetings

CONTRACTOR shall meet up to four times with representatives of the SMILE and Eastmoreland neighborhood associations. The purpose of each meeting is outlined below:

Meeting #1 – Gather data on concerns and ideas from neighborhood representatives, possible field walk

Meeting #2 – Present proposed design modifications to address concerns, gather feedback

Meeting #3 – Present Implementation Plan results

OWNER shall coordinate meeting logistics. Up to 3 CONTRACTOR staff shall attend each meeting and prepare a meeting summary.

Deliverable(s):

- Meeting summaries

1.3.2 Design Team Meetings

CONTRACTOR shall meeting up to four times with the PMLR East Design Team. The purpose of each meeting is outlined below:

Meeting #1 – review design, discuss constraints

Meeting #2 – Present potential design modifications and refine

Meeting #3 – Present Implementation Plan results

OWNER shall coordinate meeting logistics. Up to 3 CONTRACTOR staff shall attend each meeting and prepare a meeting summary.

Deliverable(s):

- Meeting summaries

1.3.3 Agency Meetings

This task allocates time for CONSULTANT to participate in agency meetings including the TriMet Operations Group; East Segment Technical Advisory Committee (TAC), Fire and Life Safety Group, and Safety and Security Committee. A total of 6 meetings are assumed, and up to 2 CONTRACTOR staff shall attend each meeting. OWNER shall coordinate meeting logistics. OWNER shall document these meetings.

Deliverable(s):

- None

1.4 Develop Design Concepts/Implementation Plan

CONTRACTOR, considering input from the neighborhood representatives and the design team, shall develop a series of design concepts and draft an implementation plan outlining

recommendations for modifications to the proposed design. These ideas will be reviewed with the design team in the meetings programmed under Task 1.3 and refined. Following the receipt of feedback from the neighborhood representatives, design team and endorsement from the OWNER, CONTRACTOR shall finalize the Implementation Plan.

Deliverable(s):

- Draft and final copies of Implementation Plan (electronic format)

PMLR East Segment - SE Bybee Blvd. Station Review Neighborhood Association Meeting #1

ATTENDEES: Tigue Howe, Eastmoreland Resident/Bicycle Advocate
Richard Laughlin, SMILE
Fred Nolke, ENA
Paul Notti, SMILE
Bud Orindulph, ENA
Rich Pierce, ENA
Terri Pucik, SMILE
James McGrath/CH2M HILL
Dave Simmons/CH2M HILL
John Willis/CH2M HILL

ENA = Eastmoreland Neighborhood Association
SMILE = Sellwood-Moreland Improvement League

INTERESTED PARTY: Yvonne Lazareth
Mary Anna Moore
Les Poole

COPY TO: Jennifer Koozer/TriMet
Steve Witter/TriMet

PREPARED BY: James McGrath
Dave Simmons

DATE: April 6, 2012

Introduction/Meeting Purpose

Representatives from ENA and SMILE were asked to participate in a meeting with CH2M HILL staff to discuss outstanding concerns with the SE Bybee Blvd. Station. The meeting was convened at 4:00 p.m. at the Eastmoreland Golf Course Clubhouse.

Following introductions, John Willis communicated that TriMet had asked CH2M HILL to conduct a 3rd Party review of the SE Bybee Blvd. Station. The scope of this review includes working with the two neighborhood associations to understand outstanding concerns, develop new ideas to address those concerns and provide recommendations to TriMet that could include possible changes to the design.

Several of the attendees questioned the value of the discussion at this late date, knowing that TriMet is well along in the design of the Portland to Milwaukie Light Rail (PMLR) Project. John reiterated that TriMet has asked CH2M HILL to review all aspects of the station design and provide an independent fresh perspective. The only givens are that there will be a station at the proposed location and CH2M HILL's recognition that funding is limited. The issue of funding was a sensitive area for the neighborhood participants, as it was limited funding that caused elements of the station design to be removed by TriMet. John indicated that TriMet has not outlined any specific budget limitations, but rather the topic of funding was brought up more as a nod to reality that all projects have a budget.

Jennifer Koozer attended the introduction, confirmed the meeting purpose and scope of CH2M HILL's assignment and then left the meeting.

Key Issues

The bulk of the meeting was spent with the neighborhood association representatives outlining their concerns. They outlined three key concerns, summarized as follows:

1. Removal of south pullout - the removal of the south pullout and elevator at the station by TriMet is the most significant concern. Both neighborhood associations communicated that this action by TriMet altered the agreement. There are substantive concerns with the station functionality, particularly for transit users with impaired mobility who will be required to get from the stop at the bottom of the hill 500-700 feet up to the top of the bridge. Does the existing sidewalk route conform to ADA guidelines? How does this change in design address safety concerns with the limited sight distance provided over the bridge? How does this change impact operations of the fire station? Several attendees indicated that had the pullout and elevator not been removed, they would not be meeting.
2. Personal Safety/Security - there continue to be lingering concerns over the personal security/safety issues with the station. The lack of visibility of the station platform from nearby development and the roadways are the primary concern. The heavy rail switching movements is very noisy and directly adjacent to the station platform and the heavy rail train activity blocks visibility from the closest other activity point, that being the golf course parking lot and clubhouse area. The dead end station design seems to replicate other stations along the Banfield that have experienced higher rates of crime. This issue has not been adequately addressed.
3. Station functionality - in terms of providing for both kiss and ride and park and ride needs remain unaddressed. Understanding how these two functions can be accommodated should be discussed with the neighborhood associations. While it is understood that there will be a park and ride at the Tacoma Street station, will that location be adequately sized to address the need? Is a park and ride lot even something that the community wants? How can commuter parking within the neighborhoods be discouraged? Permit parking is not an attractive solution for the neighborhoods.

Other Concerns

There were several other concerns raised during the conversation, some related specifically to the station functionality and some not.

4. Bicycle Safety – Tigue Howe said that the pullout design creates conflict points with vehicles crossing the bicycle lane and if cars are allowed to use the pullouts, opening doors into the bicycle lane can be another conflict. There could also be points of conflict between vehicles and cars without a pullout. Tigue provided a handout of his thoughts immediately following the meeting.
5. Bus Routing – how will bus routing be altered after light rail service starts? Could bus service changes provide alternatives for mobility impaired transit users to stay on the bus, rather than transfer to the Bybee Station?
6. Budget Concerns – Several participants were concerned over the nature and extent of budget cutting measures that have occurred on the PMLR project. They worry both about the impact of these cuts on the functionality of PMLR as a whole and how changes to the SE Bybee Station could be realistically considered if they cost more money than the current design.
7. Suitability of Light Rail – Richard Laughlin questioned the choice of LRT and offered that electric trolley buses operating within the road right-of-way would be cheaper and address personal security and safety issues. Richard handed out a flyer on electric trolley buses and a Clackamas County Gang Threat Assessment executive summary. CH2M HILL communicated that this was a topic beyond the scope of this review.
8. Environmental Impacts – Richard Laughlin and the interested parties in attendance expressed concern over the environmental impacts associated with the project. Richard expressed specific concern over the contamination frequently associated with heavy freight corridors and suggested that introducing an LRT line directly adjacent to the freight corridor posed health risks. CH2M HILL communicated that this was a topic beyond the scope of this review.

Next Steps

James handed out a tentative schedule outlining the process and timing of meetings over the next 4-6 weeks. The next meeting with the neighborhood associations will occur within the next two weeks. TriMet will coordinate the meeting logistics.

The meeting adjourned at approximately 4:30 p.m. Several of the attendees walked out into the golf course parking lot to view the station area and review topics discussed.

PMLR East Segment - SE Bybee Blvd. Station Review Neighborhood Association Meeting #2

ATTENDEES: Tigue Howe, Eastmoreland Resident/Bicycle Advocate
Richard Laughlin, SMILE
Fred Nolke, ENA
Sue Nolke, ENA
Bud Orindulph, ENA
Terri Pucik, SMILE
James McGrath/CH2M HILL
Dave Simmons/CH2M HILL
John Willis/CH2M HILL

ENA = Eastmoreland Neighborhood Association
SMILE = Sellwood-Moreland Improvement League

INTERESTED PARTY: None in attendance

COPY TO: Jennifer Koozer/TriMet
Steve Witter/TriMet

PREPARED BY: James McGrath
Dave Simmons

DATE: May 1, 2012

Introduction/Meeting Purpose

A second meeting with representatives from ENA and SMILE was held at Reed College on Thursday, April 26th from 9 a.m. to 12 p.m.

Following introductions, John Willis reviewed the agenda and the ground rules.

Progress Report/Who We've Spoken With

James McGrath provided a progress report, summarizing the activities that CH2M HILL has conducted since our first meeting with the neighborhood representatives. The activities included:

a. Held Stakeholder meetings
   - Neighborhood Representatives Meeting (April 6th)
   - TriMet: Calvin Lee, Paige Schlupp, Amy Fandrich, Allan Morgan, Kurt Wilkinson
   - City of Portland: Teresa Boyle, Lewis Wardrip, Jean Senechal-Biggs
   - City of Portland with TriMet intermediate review

b. Reviewed Stations
   - Grade separated on Banfield: 42nd, 60th, 82nd
   - Renew the Blue: Rockwood, Gresham Civic
   - Other similar: Parkrose, CTC, Division, Foster

c. Ongoing review of information provided by Trimet on history of process/design/analysis
   - Extensive CAT, TAC, SSC committee exhibits and process
   - Engineering analysis and Operations protocols
   - 90% design drawings and as builts

d. Ongoing review of station design per NFPA/ADAAG/IBC/FTA frameworks
e. Developed incremental improvements based on stakeholder concerns and our analysis

What We Heard

Dave Simmons and James then reviewed what we heard from all the stakeholders.

a. Community/Neighborhood priorities (to be addressed by this study)
    - Removal of the south pullout – intermodal connectivity
    - Personal safety and security – station is remote and hidden
    - Station functionality at bridge level – kiss and ride, parking, bike conflicts
b. City of Portland priorities
    - Prevent head on collisions by passing on the bridge
    - Preservation of the fire response route along Bybee Blvd.
    - Success of this LRT station is via bike and walk access
c. TriMet input – ops, safety, design
    - Extensive history of design and alternatives at roadway and station platform
    - Overview of modifications to similar stations
    - How TriMet Operations plans to operate this pullout and station
d. Items from our own review (CH2M HILL)
    - Auto traffic speed and behavior
    - Bike access to the station – deficiencies
    - Illegal crossing / desire/need to return – use of one elevator
    - Pedestrian connectivity and accessible route clarity

Site Constraints

Using design information (plan views, cross sections, visual simulations) provided by TrIMet, James reviewed the site constraints that shaped the design of the Bybee Station:

a. Rock and hard place/ thread the needle
    - ODOT McLoughlin expansion
    - UPRR crash wall and/or expansion
b. Design Aesthetics - mimic the existing bridge
    - Columns locations had to match (see above ROW constraints)
    - Depth had to match – for hot wire clear and aesthetic match
c. Vertical circulation and clear zones
    - 8’ clear zone to board LRT and width of platform drive the separation between the boarding platform and the vertical circulation area
    - Stair and elevator site lines / relation to hot wire
d. TriMet operations and planning
    - North pullout remained based on LOS (downhill) from east to west
    - TriMet has purchased ROW and configured south side to receive the overpass

Station Comparisons

The evolution of TriMet’s LRT station design was highlighted through the presentation of pictures of several of the Banfield stations, more recent stations along the Green Line and how lessons learned have shaped the Bybee Station design. The following points were addressed:

a. Transparency is guiding theme: Stone and Mass replaced by steel and glass
    - Elevator tower – door orientation, elevator cab and tower design
    - Windscreens/glazed walls
    - Shelter roof (siteline from above)
b. Obstructions are limited
    - No trees on platforms
    - Elevator doesn't block the stairs - stairs don't block elevator
    - Designed for prospect from street level before moving down to catch train
c. Safety and Surveillance are integrated
    - CCTV locations and shelter heights coordinated
    - Illumination levels exceed the best current stations
    - 4 emergency phones are deployed – 2 on platform, 2 on the bridge

What We Propose

Following the data review, meetings and site visits, CH2M HILL developed a series of ideas that were presented at the meeting.

Pedestrian Elements

CH2M HILL suggests the following treatments to improve the pedestrian environment along Bybee Blvd:

1. Intersection and driveway treatments - SE 23rd Avenue and the Eastmoreland Golf Course (EGC) Driveway represent bookends on either side of the Bybee Station. In an effort to influence driver behavior along Bybee Blvd, modifications to the SE 23rd/Bybee intersection and the EGC driveway are suggested at these gateways that encourage drivers to slow down. These modifications include constructing pedestrian crossings and ramps that meet current ADA guidelines and more clearly define the pedestrian crossing locations. Durable stripping along with contrasting pavement materials for the crossing locations, and constructing raised intersections that further impact the drivers experience are suggested.
2. Accessible route signage – signing is needed to guide pedestrians to the station, particularly for those getting off the eastbound bus at the stop located near the fire station.
3. Modify the design of the north side pullout bridge span – lengthen this span to incorporate sidewalk ramps on the east end of the pullout and construct a crosswalk at crest of the bridge. The crosswalk provides a defined space for pedestrians and bicyclists to cross the road at the station area. This crosswalk would need to be clearly delineated and some form of active warning system would need to be provided, such as a High-intensity Activated crossWalK (HAWK) signal.
4. Add quadrant stairs – during the presentation to the neighborhood representatives, it was suggested that the opportunity to provide stairs up the embankment from the Eastmoreland Golf Course parking lot to the Bybee Blvd. sidewalk and/or from the tennis courts to the sidewalk be explored.

Bicycle Elements

The following modifications are suggested to improve the environment for bicyclists:

5. Buffered bike lanes – restripe Bybee Blvd between SE 23rd and EGC Driveway with vehicle travel lanes narrowed to 10 feet, 5 feet wide bicycle lanes and a 1.4 foot wide striped buffer between the travel lane and the bicycle lane on each side of the road. Combined with the intersection treatments described

above, the narrowed travel lanes further reinforce the change in environment for users, providing a buffer between vehicles and bicyclists (and pedestrians on the sidewalk).

6. Crosswalk at crest of bridge – the crosswalk described above under pedestrian treatments provides benefits for bicyclists as well. The sidewalk ramps provide a path for bicyclists to dismount and access the station, coming from either direction along Bybee Blvd. For bicyclists leaving the station via the elevator, bound for eastbound Bybee, this crosswalk provides a delineated crossing for the bicyclist to walk their bike across the road and enter the eastbound bicycle lane.
7. Add a second elevator – one option presented for consideration was to provide an additional elevator on the south side of the bridge. With an elevator on both sides of the structure, access to and from the station platform would be improved for bicyclists.
8. Add bicycle corrals – bicycle parking is limited with the current station design. Adding bicycle corrals at additional locations near the station is recommended. One possible location is to utilize one or more of the parking locations described below.

Auto Elements

9. Parking to the east and west of station area – there is adequate space along both sides of SE 23rd Avenue north of Bybee Blvd. and along one side of Bybee Blvd. east of the EGC Driveway to stripe several short term parking spots (or install bike corrals, as discussed above). These would serve the "Kiss and Ride" function , providing a space to drop off and pick up people near the station. A secondary benefit of providing the parking along Bybee Blvd. would be to further narrow the roadway, discouraging higher vehicle speeds. It would also provide parking for speed enforcement vehicles.
10. Median treatments - to address the concern regarding the potential for vehicles to cross over the centerline on the bridge to go around buses entering the pullout, various median treatments have been discussed. Tubular markers mounted on the centerline provide a clear barrier for cars, but are disliked by emergency response providers and can become a maintenance issue. Other median treatments that could be considered include raised pavement markers (Botts' Dots) or small longitudinal raised pavement bars that provide a tactile surface that discourages drivers from encroaching on or over the centerline of the roadway.

Transit Elements

11. Alternate EB pullout location – TriMet staff evaluated providing an alternate stop location for the eastbound Bybee Blvd. bus with a pullout that would be located on the east side of the SE 23rd intersection. This location is closer to the station, but requires retaining walls to construct the pullout and provides a stop on the incline of the bridge approach which has a grade that is nearly 8 percent. This location for a bus stop was found to have limited value, but this space could serve as locations for additional bicycle corrals.
12. Replace the south side EB pullout – the final design solution would be to provide the bus pullout on the south side of the bridge as proposed prior to being cut to reduce the project budget.

Discussion of Design Ideas

In general, neighborhood representatives expressed appreciation for the work performed and the design ideas presented.

Bud Orindulph expressed concern over the design idea of placing a crosswalk at the crest of the bridge, as he believes it would be in a location that drivers would not anticipate. He also has concerns over the aesthetics of placing a HAWK signal or similar warning device on the bridge.

Terri Pucik believes strongly that the south pullout is a necessary part of the project, but her concerns for personal safety remain about the Bybee Station. She expressed concern over the potential lack of site distance drivers have to see pedestrians at the crosswalk at the crest of the bridge. She also believes the lack of visibility associated with a grade separated station cannot be fully mitigated and she requested more information on the crime statistics associated with the Banfield LRT stations. Terri mentioned that she heard the City plans to pave Bybee Blvd. this summer and she understood that the pedestrian ramps at SE 23rd Ave. intersection would also be rebuilt.

Fred Nolke likes the idea of constructing a stairway from the Eastmoreland Golf Course Parking Lot to Bybee Street or similarly from the tennis courts to the street, to facilitate more drop off and pick up locations for pedestrians to be dropped off or picked up near the station.

Sue Nolke liked the idea of the crosswalk at the crest of the bridge, but believes that some type of pedestrian signal is needed to alert drivers.

Priorities

Following the presentation of the design ideas, neighborhood representatives were asked to prioritize which of the ideas were the best ideas from their perspective. Each attendee was given 4 votes. Their priorities are noted below:

Terri Pucik – replace south pullout (2 votes), provide south elevator and a raised crosswalk at bridge crest

Richard Laughlin – replace south pullout, provide south elevator, raised crosswalk at bridge crest and provide short term parking.

Fred Nolke – same four votes as Richard

Tigue Howe – provide south elevator, raised crosswalk at bridge crest, short term parking and buffered bike lanes

Sue Nolke – provide south elevator, raised crosswalk at bridge crest, and intersection and driveway treatments

Bud Orindulph – Bud had to leave before this discussion

Next Steps/Action Items

John wrapped up the meeting by stating that CH2M HILL would be meeting with TriMet to review the input received from this meeting and that we anticipated meeting with them again within the next 3 weeks to follow up as the station design progresses.

The following action items for CH2M HILL were recorded:

1. Review horizontal site distance near crest of the bridge with activity in and around the station pullout.
2. Review the potential for quadrant stairs as discussed above.
3. Check with City of Portland to determine scope of paving efforts scheduled for Summer 2012
4. Research crime statistics associated with TriMet's grade separated stations and report back to the group.

The meeting adjourned at approximately 12:00 p.m.

PMLR East Segment - SE Bybee Blvd. Station Review Proposed Improvements Conceptual Design Summary

COPY TO: Jennifer Koozer/TriMet
Steve Witter/TriMet

PREPARED BY: James McGrath
Dave Simmons
John Wills

DRAFT

DATE: June 27, 2012

Purpose

This memorandum is intended to summarize conceptual design proposals for the SE Bybee Station Area as studied by CH2M HILL and discussed with TriMet, the City of Portland and the relevant Neighborhood Associations & Community Members during a Peer Review exercise. This memorandum will be distributed to TriMet's East Segment design management team to initiate detailed engineering/feasibility work and eventual inclusion of some items listed herein in the PMLR project at TriMet's discretion. CH2M HILL suggests the following treatments to improve the station area environment relative to pedestrians, bicyclists, vehicles and transit service at the Bybee station and along SE Bybee Blvd.

Proposals

Pedestrian Elements

1. Intersection and driveway treatments - SE 23rd Avenue and the Eastmoreland Golf Course (EGC) Driveway represent bookends on either side of the Bybee Station. In an effort to influence driver behavior along Bybee Blvd, modifications to the SE 23rd/Bybee intersection and the EGC driveway are suggested at these gateways that encourage drivers to slow down. These modifications include constructing pedestrian crossings and ramps that meet current ADA guidelines and more clearly define the pedestrian crossing locations. Durable stripping along with contrasting pavement materials for the crossing location that further impact the drivers experience are suggested.
2. Quadrant stairs – during the presentation to the neighborhood representatives, it was suggested that the opportunity to provide stairs up the embankment from the Eastmoreland Golf Course parking lot to the Bybee Blvd. sidewalk and/or from the tennis courts to the sidewalk be explored.

Bicycle Elements

3. Buffered bike lanes – restripe Bybee Blvd between SE 23rd and EGC Driveway with vehicle travel lanes narrowed to 10 feet, 5 feet wide bicycle lanes and a 1.4 foot wide striped buffer between the travel lane and the bicycle lane on each side of the road. Narrowed travel lanes further reinforce the change in environment for users, providing a buffer between vehicles and bicyclists (and pedestrians on the sidewalk). Add "bike/vehicle conflict zone" green paint areas at appropriate areas related to each pullout.
4. Bicycle corrals – bicycle parking is limited with the current station design. Adding bicycle corrals at additional locations near the station is recommended. One possible location is to utilize one or more of the parking locations described below.

Vehicle Elements

5. Short term parking - there is adequate space along both sides of SE 23rd Avenue north of Bybee Blvd. and along one side of Bybee Blvd. east of the EGC Driveway to stripe several short term parking spots. These would serve the "Kiss and Ride" function, providing a space to drop off and pick up people near the station. A secondary benefit of providing the parking along Bybee Blvd. would be to further narrow the roadway, discouraging higher vehicle speeds. It would also provide parking for speed enforcement vehicles. Further study is needed at the SE 23rd area relative to transit service, McLoughlin exiting and accommodating all other vehicle movements at this non-standard area of pavement.
6. Median treatments - to address the concern regarding the potential for vehicles to cross over the centerline on the bridge to go around buses entering the pullout, various median treatments have been discussed. Tubular markers mounted on the centerline provide a clear barrier for cars, but are disliked by emergency response providers and can become a maintenance issue. Other median treatments that could be considered include raised pavement markers (Botts' Dots) or small longitudinal raised pavement bars that provide a tactile surface that discourages drivers from encroaching on or over the centerline of the roadway.

Transit Elements

7. South side EB pullout –provide the bus pullout on the south side of the bridge as proposed prior to being cut to reduce the project budget.
8. South side second elevator –provide an additional elevator on the south side of the bridge, balancing access to and from the station platform for bicyclists and pedestrians.

Additional Elements

9. Station access ramps – demolish areas to the east and West of the EB/WB pullouts to create a flush-with-roadway sidewalk that also allows bicycles arriving and departing the station area to make a safe and smooth movement into/out of the roadway. Further study and review of precedents is needed to mitigate legibility of the bike-only entry/exit and avoid confusion for pedestrians reading it as a safe crosswalk; and to determine crash-barrier related issues with removal of full height curb for a discrete length of the bridge span.
10. Crosswalk at crest of bridge - modify the design of the pullout bridge spans by lengthening/cantilevering the structural endcaps approx 7' on each end (4 locations total) to incorporate enough room at the pedestrian surface for a through movement to the station and change-of –direction movement to the crosswalk. This extra length allows for the development of sidewalk ramps on the east end of the pullout (near the top of the vertical curve) and to construct a crosswalk at crest of the bridge. The crosswalk provides a defined space for pedestrians and bicyclists to cross the road at the station area. This crosswalk would need to be clearly delineated and some form of active warning system would need to be provided, such as a High-intensity Activated crossWalK (HAWK) signal. Further study is needed for related traffic control issues, line of site analysis, location of embedded detection loops, and structural implications and pavement design criteria for feathering in a raised crosswalk among others.

MEETING SUMMARY
Portland-Milwaukie Project Safety and Security Task Force

Meeting Date: June 13, 2012 **Attending: (***Shown with an X*)

TriMet		**TriMet Cont.**		**ODOT**	
Barnard, Rob		**Saporta, Harry**	X	Horst, Lynda	
Barrett, Steve		Schlupp, Paige	X		
Batty, Sean		**Steinberg, Claudia**		**Law Enforcement**	
Blair, Dan	X	Stokes, Dan		Crebs, Cmdr Mike (TPD)	
Caufield, Dan		**Tertadian, Dave**		Ellington, Matt (Clack Co)	
Colton, Britney		Tsegaye, Yosef		Davis, Jeff (Clack Co)	
Cooper, Simon		Traver, Michelle			
Doran, Jeb		Unsworth, Dave		**Other Guests**	
Fandrich, Amy	X	**Van Dyke, Denis**	X	McGrath, James	X
Griffiths, John		**Wilkinson, Kurt**		Witter, Steve	X
Heilig, Thomas		**Clackamas County**		Koozer, Jennifer	X
Jackson, Jay		Marek, Joe		Higgins, Liz	X
Kindig, Rick					
Kiser, Michael		**City of Milwaukie**			
Looijenga, Kai		Hemmen, Wendy			
Meyer, Bill					
Morgan, Allen	X	**City of Portland**			
Richardson, Myleen	X	Boyle, Teresa	X		
Robbins, Leah		Wardrip, Lewis	X		

Segments

- **East: Bybee Station Peer Review** – Due to limited time, this topic was only introduced at the last meeting and a full discussion was had today.

  Background: The original design for this station area includes a bus pullout in each travel direction at on the Bybee bridge deck. When the Project was recalibrated, the eastbound pullout and associated elevator were removed (the staircase in this direction was retained). The neighborhood has raised concerns regarding the lack of a pullout on the eastbound side. Although intended for buses, they worry that motorists might stop in the eastbound travel lane to drop-off/pick-up someone and that the trailing car may decide to go around this stopped vehicle and potentially cause a collision with westbound traffic. It was noted that the speed limit is posted at 25 MPH, designed to 35 MPH, but actual traffic speeds are closer to 45 MPH. Concerns were also expressed regarding ADA access for customers accessing the site from the west, bicycle maneuvers near the station and general concern regarding unsafe crossings in the station area.

  A team was asked to look at and review the functions of this facility, including proposed solutions. The initial results were presented to the neighborhood and the reception has not been positive as of late. The team has explored three options to neutralize the safety concern:

  - Add south side elevator and pullout back into the design
  - Add the south side elevator only (no pullout)
  - Eliminate all bus stops on the bridge, but have elevators on both sides

  Before these options were presented, the team reviewed the constraints for this site, which include future Union Pacific Railroad and McLoughlin Blvd expansions and the existing bridge geometry. It was also noted how this station's design differs, in a positive way, from other below grade stations.

New elements to help change driver behavior, designate waiting areas for customer pick-up, signing accessible routes and adding a mid-span crossing were also explored.

The neighborhood has not yet been presented with the new options, as they are first being vetted by TriMet. One of the questions posed to this Committee was regarding TriMet's long-term interest at this station area, with the answer to provide the 'highest level of safety that is practicable.'

The Portland Bureau of Transportation (PBOT) has measured the stopping/passing sight distances on the bridge, and noted that they were designed for stopping distances only. This is a larger concern for eastbound traffic than for westbound due to the fact that eastbound traffic has not yet crested the bridge where the station would be. It was also noted that the nearby fire station already experiences issues today with motorists stopping on the bridge and sight distances when responding to calls on the east side of the bridge.

A question was posed regarding the possibility of flipping the pullout, so that it was on the south side and not the north, as this would solve the fire response issue and the sight distances are greater for westbound traffic, but it was noted that if there is not symmetry on the street level, there will still be a desire for 'scampering' across the street – and the proposed mid-block crossing could help with this asymmetry. That said, the neighborhood is not keen on the idea of a mid-span crossing. Further, a crossing would involve structural changes to the bridge.

It was also noted that pullouts would be advantageous to Maintenance of Way, Facilities, and LIFT activities at this site, not to mention the Police could also use when patrolling the station area.

The cell phone waiting areas proposed for either side of the bridge and traffic calming treatments in general were also discussed. Both need further review, especially be PBOT.

Recommendation: Add the south side pullout and elevator back into the design. Explore installing a mid-span crossing and/or other options to reduce 'scamper', which could include wayfinding signage.

- **West: Lincoln ADA Guidance continued** – James McGrath recapped the previous discussion regarding the emergency phone level access area at the Lincoln St platform. The team has reviewed this again and found that a level landing area can be provided without hindering the cross slopes on approach to the phone. The changes made however do raise an eight foot (8') length of the platform on the south side to 9.92". There is also a discrete area where the running slope is 3.85%, which exceeds the previously approved running slope for the platform. This discrete area is short enough and not 'tall' enough to require handrails.

  Given the location of the raised length of platform, and current bridgeplate issues with heavy loads (and that the Type 5 light rail vehicles doors will be in slightly different positions than existing vehicles), a concern was raised regarding potential bridgeplate issues.

  The team will look at existing platform boarding heights to see where this one falls – if it is higher than any existing platforms, specifically at the bridgeplate doors, then this item will need further review. If it is not, then this solution is acceptable.

  Action: Project team to review existing platform boarding heights.

General

- **No items at this time**

Safety Certification

- **No items at this time.**

Next Meeting June 27, 2012
Conference Room 5 Holladay St, 2:30-4:00 PM

Meeting concluded. Direct questions/comments regarding minutes to Myleen Richardson.

PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

PMLR Bybee Station Design

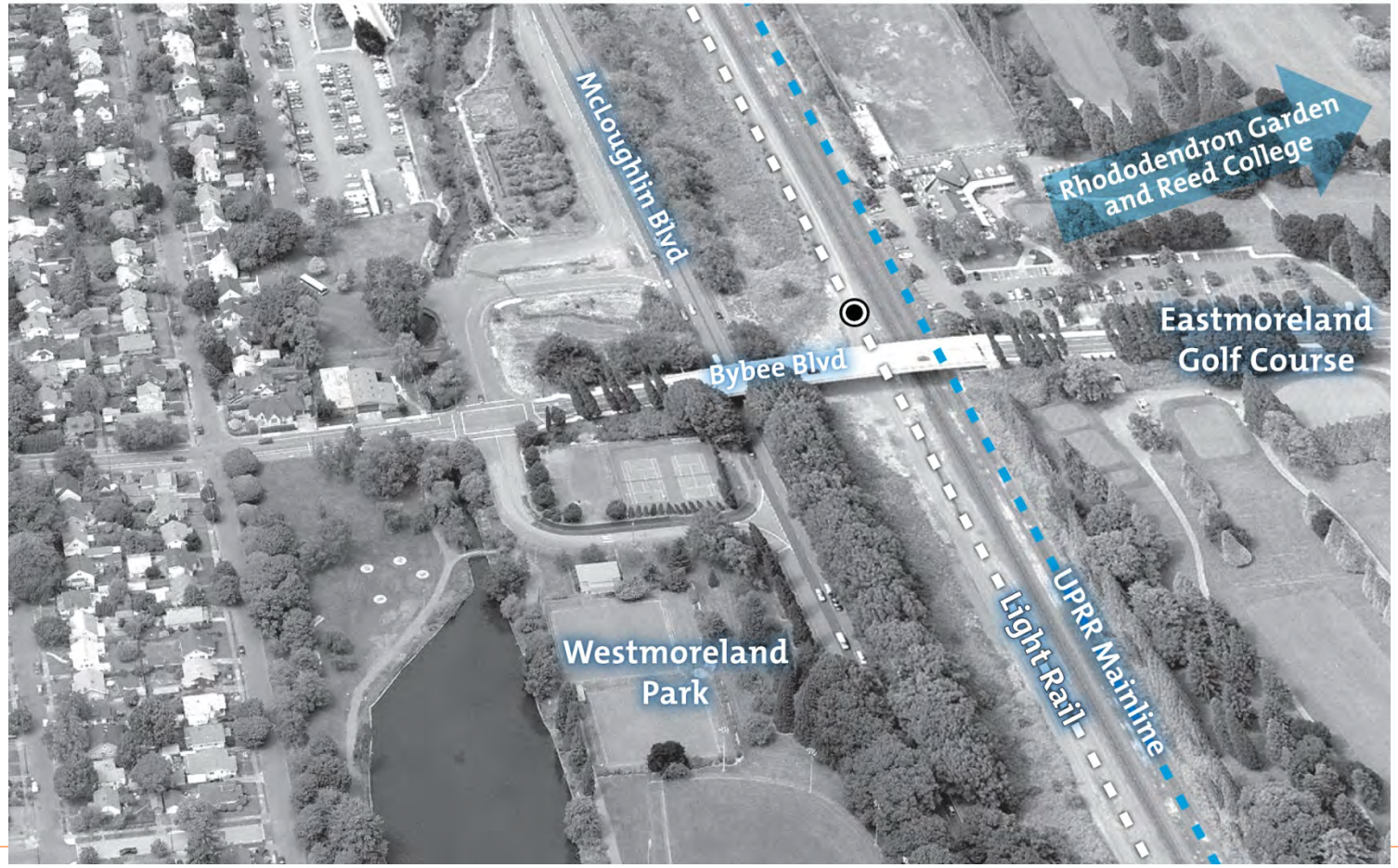
TriMet Capital Projects

March 20, 2013

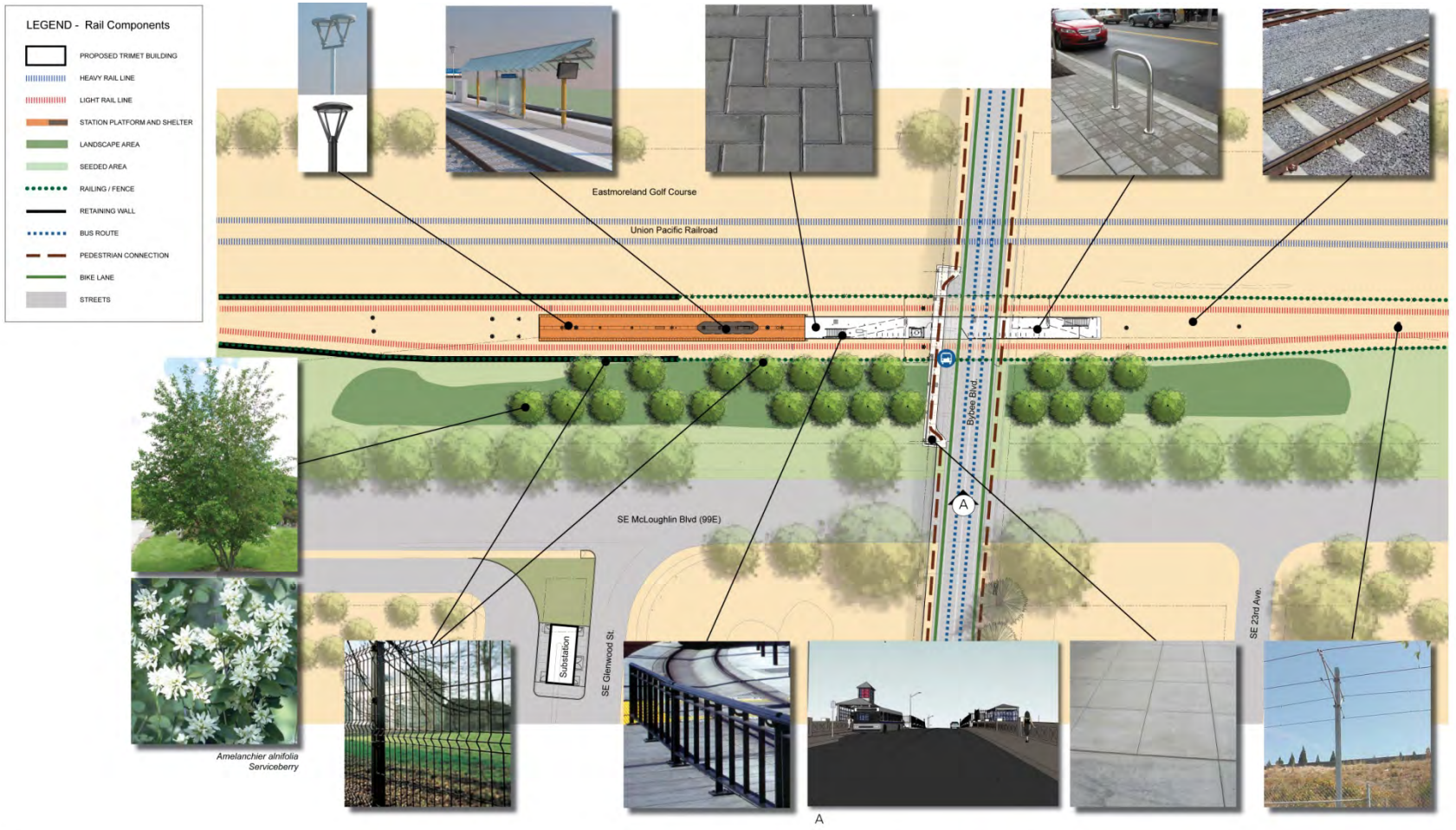
PMLR Alignment

Bybee Station Area

Aerial Photo



Bybee Station Area

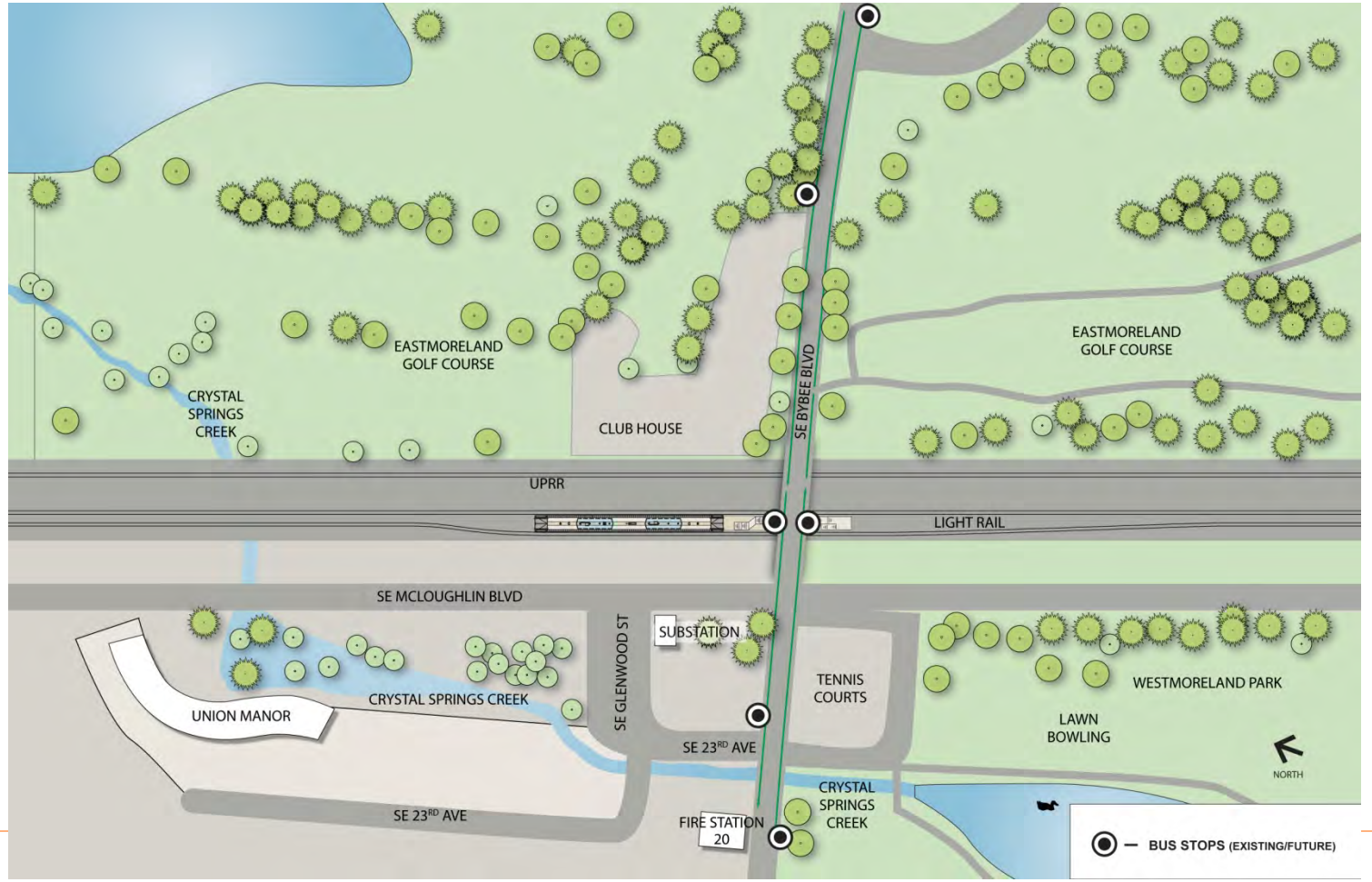


Bybee Station

February, 2012

Site Elements

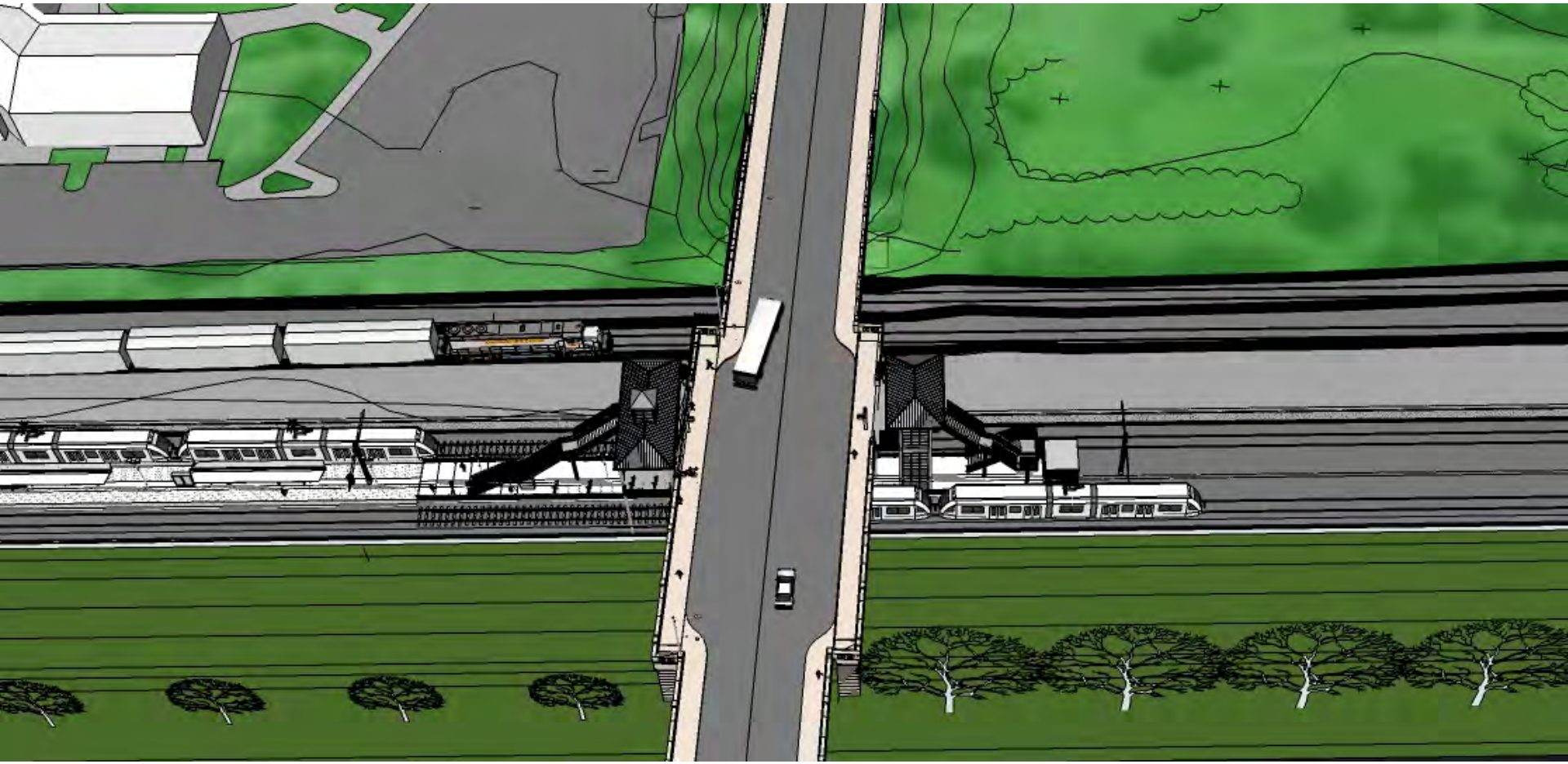
Bybee Station Area



PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

Bybee Station Area

Birdseye View



PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

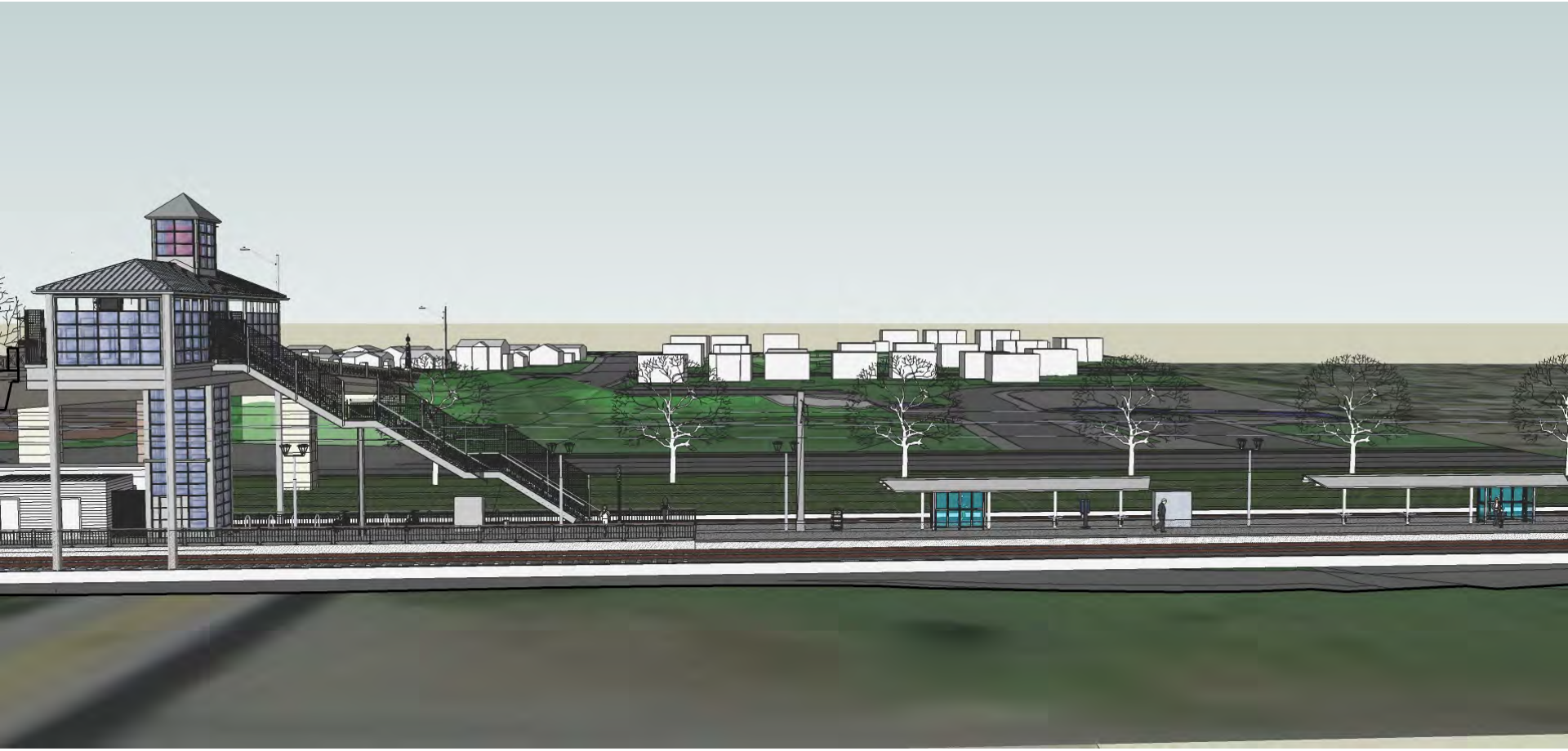
Bybee Station

Station View – Looking West

PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

Bybee Station

Station View – Looking West



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LIGHT RAIL PROJECT

Bybee Station

Street View – Looking East

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LIGHT RAIL PROJECT

Bybee Station

North Deck

PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

Bybee Station

South Deck

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LIGHT RAIL PROJECT

Bybee Station

Station View – Looking North

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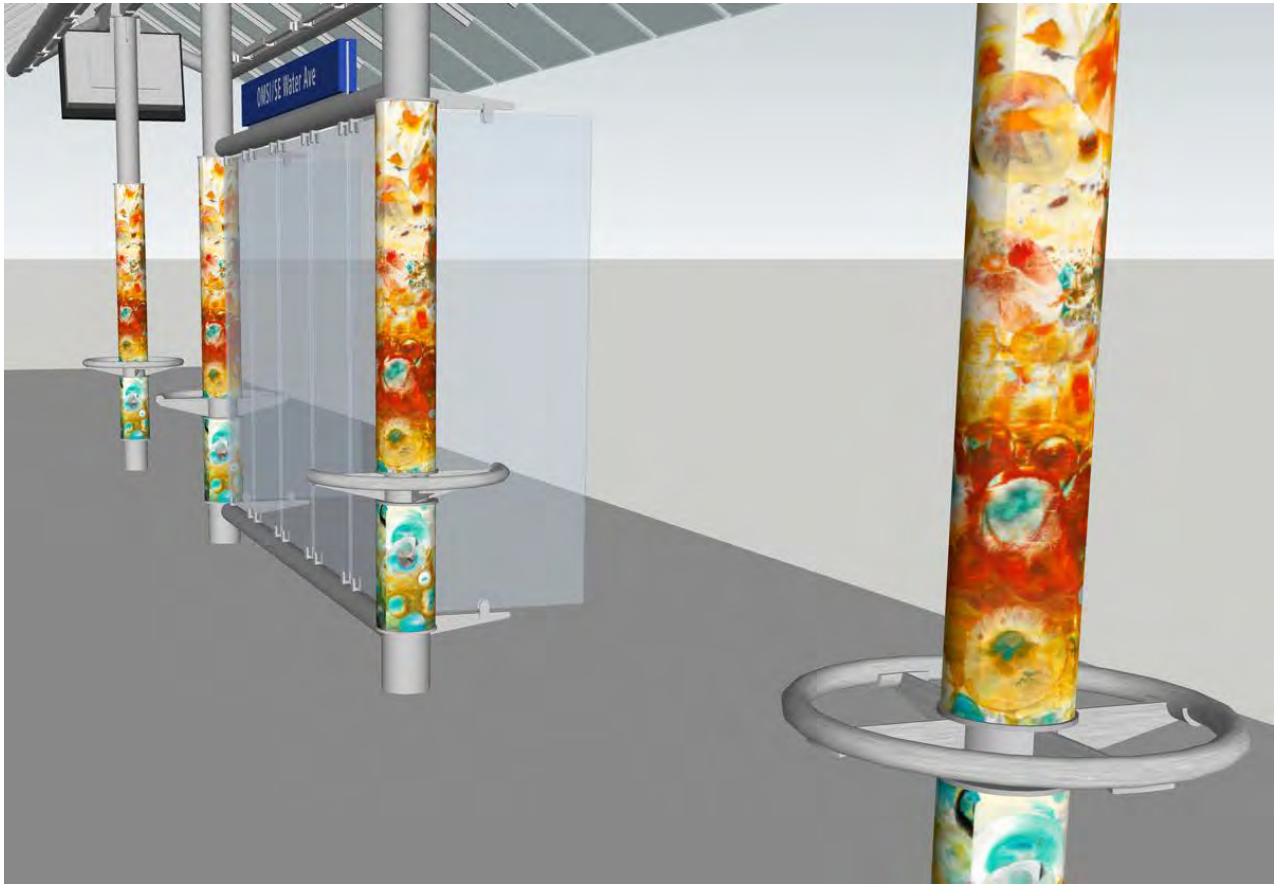
LIGHT RAIL PROJECT

Bybee Station

Station View – Looking South

Bybee Station – Art

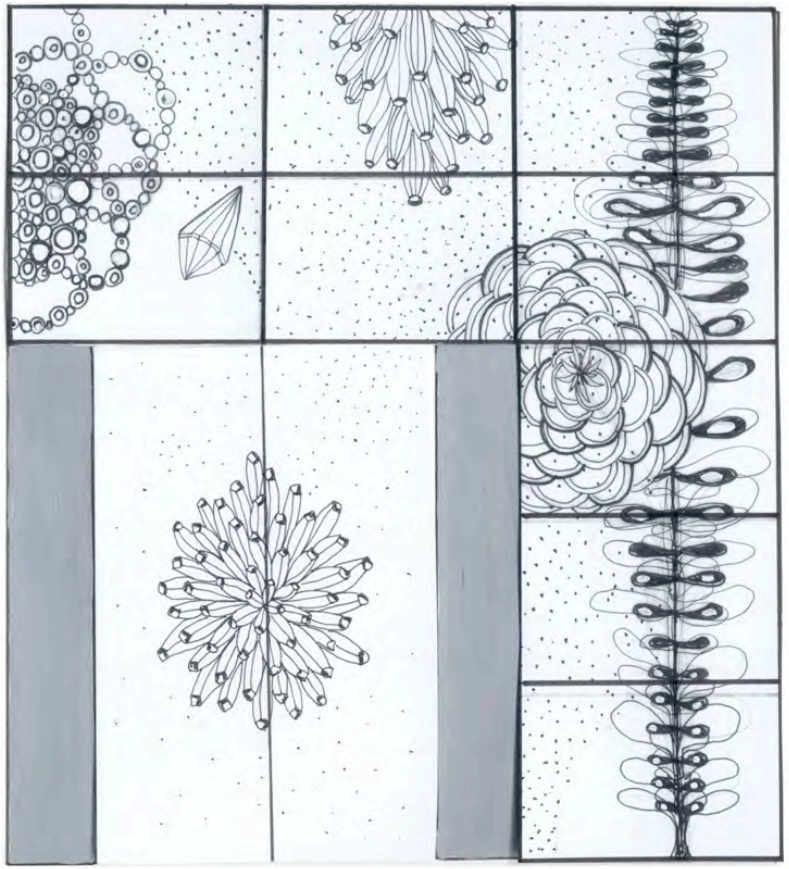
Glass Mosaic



PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

Bybee Station – Art

Glass Etching



Bybee Station – Art

Motion Lamp

TRIMET

Memo

Date: April 18, 2013

To: File

From: Steve Witter

Subject: Ridership Information for Orange Line LRT and Bus 19

Line 19 Bus Ridership

- **Average Weekday Ridership @ Existing Bus Stops (TriMet Fall 2011 Data):**

Location		Stop ID	Ons	Offs
• Eastbound	(east of bridge)	858	3	24
• Eastbound	(west of bridge)	852	8	18
• Westbound	(east of bridge)	859	12	2
• Westbound	(@ west bridge abutment)	855	2	7
• Westbound	(west of bridge)	853	13	3

Bybee Light Rail Ridership

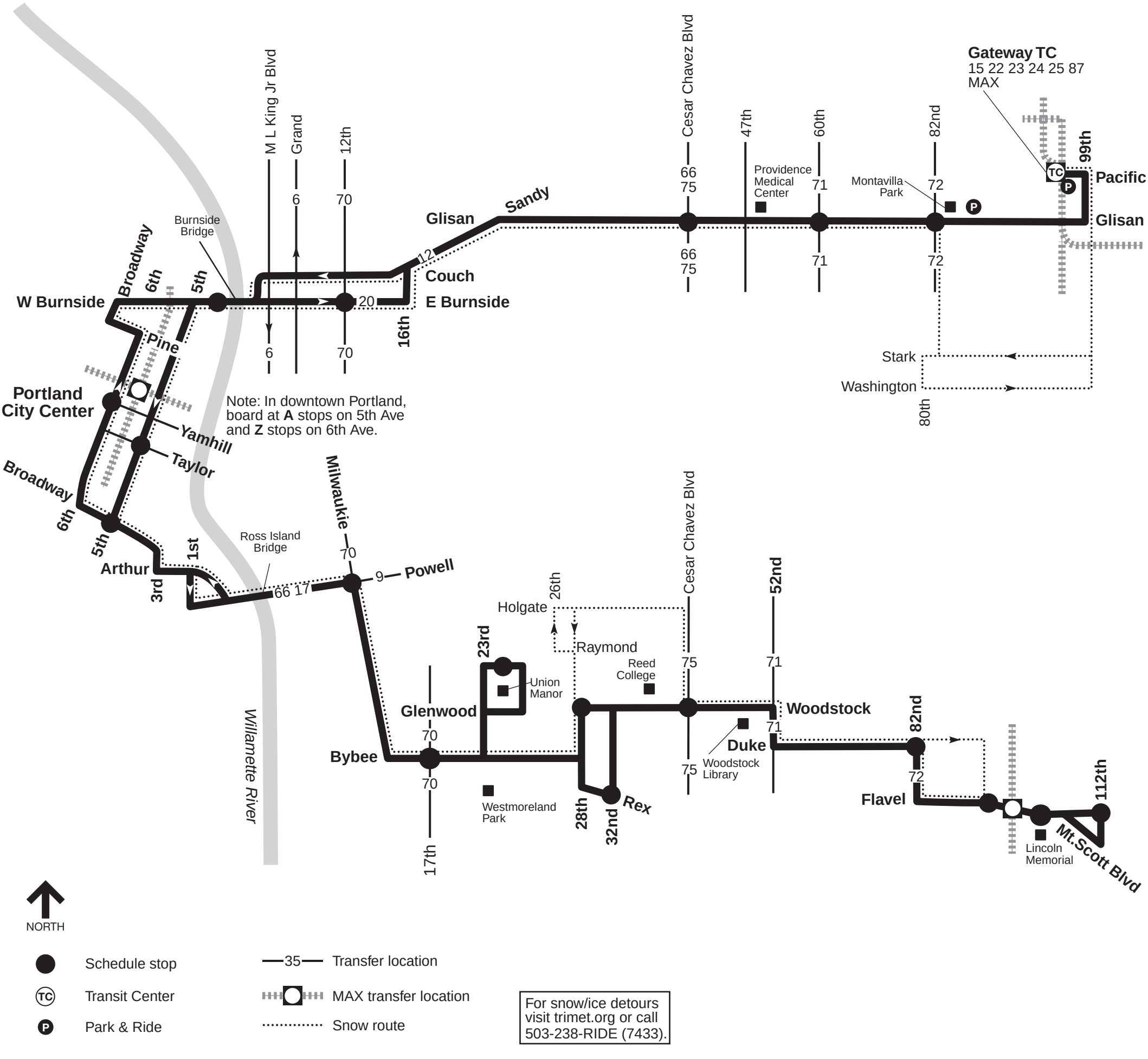
Average Weekday LRT Ridership (Metro Model Year 2030 per FEIS):

- Ons & Offs 3,574
- Walk/Bike 93%
- Bus Transfer 4%
- Auto 3%

Bybee Roadway Stats

- Posted Speed: 25MPH
- 85% Speed: 35MPH

19-Woodstock/Glisan



Note: In downtown Portland, board at **A** stops on 5th Ave and **Z** stops on 6th Ave.

TRIMET

19-Woodstock/Glisan

Weekday **To Portland City Center and Mt. Scott & 112th**

Gateway Transit Center Stop ID 10861	NE Glisan & 82nd Stop ID 2148	NE Glisan & 60th Stop ID 2128	NE Glisan & Cesar Chavez Blvd Stop ID 2111	NE Couch & 12th Stop ID 13328	W Burnside & Burnside Bridge Stop ID 689	SW 5th & Taylor Stop ID 7640	SW 5th & Broadway Stop ID 7588	SE Powell & Milwaukie Stop ID 4537	SE Bybee & 17th Stop ID 845	SE 23rd & Tolman Stop ID 7172	SE Rex & 32nd Stop ID 4816	SE Woodstock & Moreland Ln Stop ID 6399	SE Woodstock & 41st Stop ID 6411	SE Duke & 82nd Stop ID 1550	SE Flavel & 92nd Stop ID 1764	SE 112th & Mt Scott Blvd Stop ID 6567
5:03	5:07	5:11	5:15	5:20	5:23	5:28	5:30	5:37	5:44	—	5:48	—	5:52	6:00	6:02	X6:24
5:32	5:37	5:41	5:45	5:51	5:54	5:59	6:01	6:08	6:15	—	—	6:18	6:20	6:28	6:30	X6:40
6:02	6:07	6:11	6:16	6:23	6:27	6:32	6:34	6:42	6:49	—	6:53	—	6:57	7:05	7:07	X7:25
6:19	6:24	6:28	6:34	6:43	6:47	6:52	6:55	7:03	7:10	—	—	7:13	7:15	7:23	7:25	X7:47
6:36	6:41	6:46	6:53	7:02	7:07	7:12	7:15	7:24	7:31	—	7:35	—	7:39	7:47	7:49	X8:02
6:51	6:56	7:01	7:08	7:17	7:22	7:27	7:30	7:39	7:46	—	—	7:49	7:51	7:59	8:01	X8:13
7:06	7:12	7:17	7:24	7:34	7:39	7:44	7:47	7:57	8:04	—	8:08	—	8:12	8:20	8:22	X8:35
7:18	7:24	7:29	7:36	7:46	7:51	7:56	7:59	8:09	8:16	—	—	8:19	8:21	8:28	8:30	X8:51
7:28	7:34	7:39	7:46	7:56	8:01	8:06	8:09	8:19	8:26	—	—	8:29	8:31	8:38	8:40	—
7:41	7:47	7:52	7:59	8:09	8:14	8:19	8:22	8:32	8:39	—	8:43	—	8:47	8:54	8:56	—
7:48	7:54	7:59	8:06	8:16	8:21	8:26	8:29	8:39	8:46	—	—	8:49	8:51	8:58	9:01	—
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10:55	11:00	11:05	11:11	11:18	11:22	11:27	11:30	11:39	11:47	11:49	—	11:54	11:56	**12:05**	**12:08**	**X12:27**
11:13	11:18	11:23	11:29	11:36	11:40	11:45	11:48	11:57	**12:05**	—	**12:09**	—	**12:13**	**12:22**	**12:25**	**X12:48**
11:33	11:38	11:43	11:49	11:56	**12:00**	**12:05**	**12:08**	**12:17**	**12:25**	—	—	**12:28**	**12:30**	**12:39**	**12:42**	**12:46**
11:51	11:56	**12:01**	**12:07**	**12:14**	**12:18**	**12:23**	**12:26**	**12:35**	**12:43**	—	**12:47**	—	**12:51**	**1:01**	**1:05**	**1:09**
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Note: In downtown Portland, board at the **A** stops on 5th Avenue.

X Buses continue to SE 112th & Mt Scott after a layover at SE Flavel & I-205 Overpass (Stop ID 13145).

Times in darker print are p.m.

Please note: Schedules may change without notice by up to three minutes to relieve overcrowding or adjust to traffic conditions. Service can also be affected by construction, accidents and weather conditions. You can check for any current detours or service disruptions at *trimet.org/alerts* or call 503-238-RIDE (7433) for real-time arrival information from TransitTracker™. All buses, MAX trains and streetcars are accessible to people with disabilities.

Bybee Station Resource Notebook

Table of Contents

V. Community Outreach

a. Spring 2013 Outreach Plan
b. Bybee Max Station Open House postcard
c. Bybee Station Open House Summary
d. Committee on Accessible Transit Transcript March 20, 2013
e. Summary f Outreach for the Bybee Station
f. Bybee Station Outreach Chronology
g. Committee on Accessible Transit Minutes September 21, 2011
h. Committee on Accessible Transit Transcript September 21, 2011

February 26,2013

Bybee Station Update
Outreach Plan

Subject: Provide various user groups with a general project update. Provide an update on the design refinement to the Bybee Station, and review of the access and operational characteristics of the Bybee station. Provide a construction schedule, and look ahead for temporary impacts as they will occur.

Audience: Residents of neighborhoods served by the station as defined in the FEIS. Various accessibility advocacy groups interested in transit and accessibility

Venues:	1. C.A.T. ad hoc committee station review	March 14, 2013
	2. C.A.T. Business Meeting	March 20, 2013
	3. Sellwood-Westmoreland Business Alliance	April 18, 2013
	4. Eastmoreland neighborhood meeting	April 18, 2012
	5. Neighborhood Open House	April 23, 4 to 7 pm
	6. Reed neighborhood meeting	May 6, 2013

Meeting Specifics:

1. **C.A.T. ad hoc committee station review**
   Topic: Detail review of Bybee and Tacoma Stations
   Staff: B. Hastings, M. Kiser, S. Witter
   Materials: Bybee Station 3-d views, Bybee Plan and profile diagrams

2. **C.A.T. Business Meeting**
   Topic: Detail review of design changes at the Bybee Station
   Staff: B. Hastings, Steinberg, Witter
   Materials: Bybee Station 3-d views, Bybee Plan and profile diagrams

3. **through 6. Meetings of established neighborhood associations**
   Topic: Project Update and Design changes at Bybee
   Staff: Koozer, Witter
   Materials: Project Maps, Station renderings and 3-d views, Bybee Plan and profile diagrams

4. **Neighborhood Open House**
   Topic: Project Update and Design changes at Bybee
   Staff: TriMet and City Staff TBD
   Materials: Project Maps, Station renderings and 3-d views, Bybee Plan and profile diagrams
   Outreach: Mailings to neighborhood residents and accessibility interest groups
   Location: Union Manor senior apartment building, multipurpose room

   Interest Groups

Aging & Disabiloties Service Division Central Office
Disabilities Services Organization
IRCO Senior District Center
Mid-County Aging & Disability Services Division Branch
Multnomah County Aging & Disability Services Division Branch
Multnomah County Developmental Disabilies Service Division
Southeast Aging & Disability Services Branch
Sellwood Landing Assisted Living
Alzheimer Assocation
Commission for the Blind
Easter Seals
Elders in Action
American Red Cross
Cherry Blossom Senior Program
Providence Elder Place
Cherry Blossom Loaves & Fishes
Thelma Skelton Loaves & Fishes
Central Portland Office of Vocational Rehabilitation Services
Disability Advocates Coalition
Easter Seal Society of Oregon
Goodwill Industries
Independent Living Resources
Metropolitan Family Service
OR Assoc. of the Deaf Service
Oregon Advocacy Center
PSU - Disabled Student Services
Multnomah County Developmental Disabilities Service Division
Central Portland Office of Vocational Rehabilitation Services
Oregon Commission for the Blind
MC Independent Living
Integration and Independence
Bridges to Independence
Independent Living Resources

PORTLAND-MILWAUKIE
LIGHT RAIL TRANSIT PROJECT

GROWING PLACES

SE Bybee Blvd MAX Station Open House

Please join light rail project staff to review information about the SE Bybee Blvd MAX Station, including: bus, bike and pedestrian access; Quick-Drop parking; materials, fixtures and finishes; public art; and traffic control during construction.

Tuesday, April 23
4 to 7 p.m.
Westmoreland's Union Manor
multi-purpose room
6404 SE 23rd Ave., Portland

Served by bus line 19-Woodstock/Glisan.
Please park on the street, as the parking lot is for resident use only.

U.S.Department of Transportation
Federal Transit Administration
CLACKAMAS COUNTY
METRO
MILWAUKIE, OREGON FOUNDED 1847
MULTNOMAH COUNTY
OREGON CITY
The Oregon Department of Transportation
CITY OF PORTLAND OREGON 1851
PDC PORTLAND DEVELOPMENT COMMISSION www.pdc.us
TRIMET

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PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

Bybee Station Open Hose Meeting Summary

May 1, 2013

⇒ Date and Time

- The Open Hose was held on Tuesday April 23, from 4 pm to 7 pm
- The meeting was held at Westmoreland Union Manor in the multi purpose room.

⇒ Out Reach Effort

- 1359 postcards were mailed, 50 were dropped off at the at Union Manor.
- Invitations were emailed to the project Citizen Advisory Committee, SMILE Neighborhood Association, Sellwood Westmoreland Business Alliance, Eastmoreland Neighborhood Association, Reed Neighborhood Association, Reed College.
- Invitations were distributed to the Citizens for Access
- Sellwood Westmoreland Business Alliance posted a flyer in their on-street community events kiosk.

⇒ Open House Attendance

- 68 attendees signed in, 17 from Union Manor. There was at least one wheelchair user; several with apparent limited mobility.
- Open house was scheduled from 4-7 and was well attended from 3:45-7:15
- Feedback at the open house was largely positive. People were glad to understand there will be pullouts and elevators on both sides. We explained to many people how the slope of the existing bridge may be difficult, but that buses will drop and pickup directly at the station entrances.

COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)

Wednesday, March 20, 2013

9:00 a.m. - 11:00 a.m.

Portland Building, Room C

1120 SW Fifth Avenue

Portland, Oregon

CAT MEMBERS PRESENT

Mr. John Betts, Dr. T. Allen Bethel, Ms. Jan Campbell, Mr. Terry Watson, Ms. Trish Baker, Mr. Harold Cheeks, Ms. Diana Keever, Ms. Zoe Presson, Ms. Patricia Kepler, Mr. Chris Walker, and Mr. Jim Jackson

Reporting secretary: Ms. Kathy Miller, ATP staff.

the height. So if we could maybe just put something at that crossing, or something. I don't know how -- we can brainstorm on the CAT about that, but it would sure be nice to let people know.

MR. BETTS: Jan, I will e-mail you my notes.

MS. CAMPBELL: Okay. Well, thank you so much for serving. And you have one more meeting, I can't believe, that's so fast.

(Ms. Kepler enters room.)

MS. CAMPBELL: And Patricia came in.

MS. KEPLER: Sorry. There was an accident by my house. Farmington Road's closed.

Okay. So Steve's here, but Bob's not.

Steve, do you want to --

MR. WITTER: I can get going.

MS. CAMPBELL: Do you want to do that?

MR. WITTER: Sure.

MS. CAMPBELL: Okay. I've also got Michael Kiser with me. And he's been very active in the ad hoc groups surrounded around the Portland-Milwaukie. So he's going to help me out as well. We put some slide presentations in the packet, that folks should have received in advance, and then we've also got some slides on the screen.

So Michael's going to help me out a little bit.

MS. CAMPBELL: So I'll move. And if you can describe what's on the --

MR. WITTER: I will do my best.

It's been a long time since I've been in front of this group. I did a little bit of a stint up at CRC, the Columbia River Crossing project, on the light rail project there for a while, but now I'm back on Portland-Milwaukie, and it's great to be here. I appreciate you making some time today for us to talk about the Bybee Station.

And the reason we're here about the Bybee Station is, I believe we -- some of the designers were here in 2011, there were some elements of the station that we had to defer because of budget purposes at the time. And why I'm here today is to talk a little bit about the process that we went through last summer in an effort to restore some of those elements. So it's really a good news story about actually increasing the accessibility of the station.

So what I've got up on the screen is just a introductory slide that's got an image of what the proposed river crossing across the Willamette will be. So it's a cable-stayed bridge, really not

related to the Bybee Station, but that's what we're seeing on the screen.

The Portland to Milwaukie alignment, I know everybody here is real familiar with it. It's a 7.5 mile -- approximately 7.5 mile alignment. It really takes off at Portland State with the existing turnaround. There's ten stations, plus one future station, and we're here to talk about Bybee. And Bybee is located approximately five to six miles south of OMSI. If that's a good landmark for folks to relate to, the Oregon Museum of Science & Industry.

There's one future station located approximately a mile north of Bybee, and that's at Harold Street, and that's been deferred until sort of the neighborhood around the station provides the sort of ridership shed that we like to see for stations.

The next slide I have up, it's actually a black and white image, and north is to the top, and south is to the bottom. And the Bybee Station is actually located in between the Union Pacific Railroad tracks, so that heavy rail tracks, and Oregon 99, or known locally as McLoughlin Boulevard.

To the northeast of the intersection of the Bybee Bridge and Highway 99 is the Eastmoreland Golf Course. And that's been a community park, if you will, for as long as I've been here, and quite a bit longer than that.

To the southeast corner of the intersection of Bybee and Highway 99 is again part of the golf course. To the southwest intersection of the Bybee overpass is Westmoreland Park, city park. And then to the northwest is part of the roadway interchange that allows traffic to get on and off Highway 99, or McLoughlin.

And it's also worth noting that there's a fire station just to the west of -- the Bybee Boulevard is actually a structure that runs over the railroad tracks in Highway 99, and it provides the only east-west connection in this part of Southeast Portland.

And to the east is the Eastmoreland neighborhood and the Reed neighborhood, and Woodstock neighborhoods.

And then to the west is Westmoreland and Sellwood. So if folks know those neighborhoods, that's the proximity of Portland that we're talking about.

The challenge here, and I want to be up-front about that, is the slope of the Bybee bridge. It's an existing facility, was constructed by the city of Portland. And for folks who have a keen awareness of slopes, it's in the seven and a half to eight percent range. So it's -- it is not what we would recognize as sort of a sloped walkway, it's more of a ramp.

And it does not have landings, like we would see in brand-new construction. And the reason it's like that is because of sort of the constraints of the railroad clearances, and highway clearances, and then the adjacent landscape. So it's almost like connecting three points that are fixed. And that's how the profile of the bridge came to be.

The next illustration I have up is sort of a site plan. And Michael can address some questions, also. And please, if you'd like to ask questions at any time, feel free. But it really describes the materials pallet. And these are materials that would be familiar to anyone who's used the Interstate MAX line or the I-205 line. The station is at grade with the railroad and McLoughlin, but is separated from the level of the

bridge.

What we have is a simple site plan. Again, I just want you to know that on three of the four corners we have park properties. And then in the northwest corner, I mentioned the fire station. It's also proximate to Union Manor, which is a senior center that's a housing facility for seniors.

The next slide is an illustration from our architectural team that shows the station. I mentioned the station is below the level of the bridge. And the bridge has traffic running eastbound and westbound. The element that was --

I'm sorry, I should back up. Part of the improvements that we're making on the bridge level is to provide new bus pullouts. And the bus pullouts allow for us to make a direct bus connection or a LIFT connection straight to the station elevator areas on the very top. And we sort of refer to that as the plaza area.

And what had been deferred as part of a cost-saving measure was the pullout on the south side of the bridge, which serves eastbound traffic. And, you know, as number crunchers and those folks start to look at ridership and things like that,

there was a lower ridership I believe on the outbound, or the eastbound, platform than there was on inbound, and so they had to prioritize where they would place the bus pullouts. That created a lot of concern with the neighbors and users of the station that there would not be a bus pullout for the eastbound direction of travel.

It also presented us some safety issues as it related to the fire station. And folks might recognize that an emergency vehicle might be headed eastbound and come upon a bus that was there parked in the lane to drop passengers off. So there were a lot of things that sort of pointed to wanting to restore that bus pullout on the south side.

Last year we went through an exercise with some of the neighborhood residents and TriMet staff to look at ways that we might be able to restore that pullout. And we were able to demonstrate pretty clearly to both the Federal Transit Administration and to TriMet staff that it was worth restoring that element for improved safety and accessibility.

(Mr. Walker enters room.)

MR. WITTER: I want to pause right now and maybe see if there are any questions. Jan, you

look like you might have a question.

MS. CAMPBELL: So the person comes up in the elevator on each side, and there will be only one area where the bus will pull out? There's two, right?

MR. WITTER: There's two. There is one in each direction. And that's what we didn't have previously.

MS. CAMPBELL: Okay. Got it now. Okay.

So the other question is, so when would a person have to use this? I'm worried about the slope. When would that be put in place for a person that they would have to use that?

MR. WITTER: What we're proposing is that there would be a bus stop at the lower ends of each bridge, and a bus stop at the top. So if someone was not comfortable with traversing that slope, they could catch a bus at the bottom of the hill, if you will, and ride that bus the short distance of about 500 feet up to the top of the bridge, where our new, you know, elevator area, ticketing area, and all of that, is all ADA compliant. Did that make sense?

MS. CAMPBELL: And how often does that, what would be the --

MR. WITTER: The frequency of the bus?
MS. CAMPBELL: Yeah.
MR. WITTER: That, I don't know yet.
MR. MORGAN: If I may, Jan. The only people who really probably would try to traverse that slope would be local residents walking or rolling to the station from their home. But as Steve said, this is served by Line 19 in both directions. So they have the option of transferring to the bus to go to the station that they need to. And then once you're at the station, you can exit to either elevator to the side of the road that you actually need.
MS. CAMPBELL: Thank you.
MR. WITTER: You're welcome.
Yes, sir.
MR. WATSON: I was going to ask Allen: Does 19 serve the Union Manor?
MR. MORGAN: Yes, it does.
MR. WATSON: Great.
MR. KISER: There is also LIFT service that would be utilizing the pullouts as well.
MR. WITTER: This next image is sort of a cross section. If we sliced the apple right down the middle, it's attempting to show where the light

rail platform is below. And then we've got the two structures on either side, and those are those fare plaza areas. The one to the right in the slide is actually the northern plaza area, and it's got an elevator. It will have ticket vending machine validators.

And we're also equipping the station for future access control, so that in the future, when TriMet moves to an electronic fare, there may be the opportunity to put in some access control, so folks aren't just, you know, walking in and out of that station without a fare device.

To the left of the slide is the southern fare plaza. Again, it has an elevator, ticket vending machines. We'll have CCTV Transit Tracker and emergency telephone systems. In addition to the elevators on both sides, we have stairways at each of the fare plaza areas down to the platforms.

(Ms. Presson enters room.)

MR. WITTER: Yes?

MR. CHEEKS: Would there ever be a reason for a person to cross the street? Is there any lights or anything for crosswalks?

MR. WITTER: There is no lights. And we explored that idea a lot last summer, whether we

wanted to encourage or discourage that. I mean, there are a couple of factors that we took into consideration.

The Bybee Street is marked at 25 miles an hour, but the way it's designed, it feels like a much faster road. So you've got people really cooking as they're heading up, and we were concerned about a pedestrian who was sort of overtaken by a fast-moving vehicle.

With the addition of elevators on both sides, you can make that move down below at the platform area, and so you just go down and you're able to choose which side you want to come up on. And we felt like that was a much safer relationship for the passengers to sort of avoid the traffic.

Yes?

MS. BAKER: I'm Trish Baker.

MR. WITTER: Hi, Trish.

MS. BAKER: Hi. What were you talking about -- I didn't understand. To make sure they had a ticket, what was the -- you talked about access? I'm not sure what you're referring to.

MR. WITTER: So TriMet is just in the very beginning stages of moving to electronic fares. And I think Allen may have mentioned that, that we

might see the transfers in the buses. That's going to allow us to provide access control also. And so none of us know what that looks like. In other cities, it's -- Help me, Bob.

MR. HASTINGS: It would be gates.

MR. WITTER: Or turnstile type --

MR. HASTINGS: Turnstiles. We're probably more interested in a kind of gate element.

MS. BAKER: Oh, I see. I didn't know what you were referring to.

MR. MORGAN: It would be similar to what you went through downstairs.

MR. HASTINGS: Right.

MS. BAKER: Oh, okay. Thanks.

MR. WITTER: So now the next slide, we're sort of looking a little bit further north to the station platform proper. And so trains in both directions will board and deboard passengers a little bit north of the platforms. And actually, that separation between the platform and the fare plazas up above on the Bybee Bridge allows for clear site lines for patrons to see what is happening on the station.

There's a lot of transparency of this station. The elevator enclosures are all glass on

three sides. I think there's one side that faces the track. For safety reasons, we couldn't have that as glass.

The stairways are arranged in such a way that at the top of the stair you have a clear view onto the platform. So if folks want to wait for a train up top at the fare plaza, if they're not comfortable waiting down below, they're able to have a good view of when the train is coming. And there's a timing component to it. But, you know, if they feel like that's a safer place to be, they can hang out up top until the train comes.

MS. CAMPBELL: It would be hard, though, to get the elevator fast enough to do that for the people that are vulnerable, that can't use the stairs.

MR. KISER: But there is realtime Transit Tracker information up top --

MS. KEEVER: You can see both ways, right?

MR. WITTER: Yeah, you can see both ways.

MR. KISER: -- so you can time it, you know, in advance.

MS. KEEVER: And you've got a TV out there, right?

MR. WITTER: Yes.

MS. KEEVER: I don't know what you guys call it.

MR. KISER: Transit Tracker.

MR. WITTER: So there will be Transit Trackers, they'll be CCTV, both at the platform and also these fare plaza areas.

The next slide we have up is sort of a close-up, birds-eye view of the transit plaza areas at the top of the bridge. To the left of the slide is the northern bus pullout, and we've illustrated a bus pulling into that area. That's at the flattest part of the bridge up on the top. And so folks are able to come off the buses and enter an area that's got proper ADA slopes, and, you know, is something that you would experience pretty comfortably.

And then here is just another illustration of the northern fare plaza area. We kind of get to see a little bit of a hint about how those fare gates would work there, towards the right of the illustration. Since there is no parking at this station, we anticipate a lot of patrons will come, both bus transfer, bicycle, pedestrian routes, as well as some drop-off.

MS. CAMPBELL: I want to go back to this

slope for a second. What's the length of the -- how far are we talking? How long will that walk be?

MR. WITTER: From the crest of the bridge down to where the bottom of the bridge is, is approximately 500 feet. So I think typically -- and you probably know this better than I do -- an ADA ramp would have a landing every 300 feet, I believe.

MS. CAMPBELL: So I was thinking, again, for people who are walking that might have a difficult time and want to rest, I'm trying to figure out how far it might be.

MR. WITTER: So a city block is 200 feet. It would be two blocks.

MS. CAMPBELL: And would there be room to put benches for people to rest? And I know you don't like benches, but --

MR. WITTER: Well, I could certainly look. The sidewalk is pretty constrained.

MS. CAMPBELL: Yeah, I can see that.

MR. WITTER: One of the other elements that we are going to add to the bridge is a handrail, that doesn't exist there now. So folks that maybe want to have that handrail as they walk up that

slope, that's an additional element. I can certainly go back to our designers and see what opportunities there are for a resting bench. I know we did that on I-205 at some of the long-sloped walkways.

MS. CAMPBELL: Right. And we did that -- I mean, it's a different idea -- but at Cedar Hills? Yeah, Sunset, we did that, I think.

MR. CHEEKS: And maybe not a full bench, but one of the -- like the bench seats like at the TriMet stops, you have the pole, and just a little seat there.

MR. WITTER: Okay. Like I mentioned, it's going to depend on what that sidewalk width is. But I will certainly ask our team to go back and look at that. And that would be Michael and Bob that would take a look.

MS. CAMPBELL: Thanks.

MR. WITTER: You're welcome.

MR. KISER: And Steve, correct me if I'm wrong, but that eight percent, or seven and a half to eight percent is not the total distance, because it's not a continuous, that the slope changes as it of crests and gets close to the top of the bridge and as it gets close to the bottom. So the really

steep portion is a much smaller section, and I don't know exactly what that is.

MR. WITTER: You're correct. I mean, I was just speaking of, you know, sort of from the bottom of the bridge to where the station was as that 500 feet. But, I mean, I don't want to mislead anybody. It's still a --

MS. CAMPBELL: Right. So even if people got up, or used it, they might want to rest after they --

MR. WITTER: Right.

MS. CAMPBELL: Exactly. 'Cause some of our TriMet people are getting older.

MR. WITTER: So *you* had a chance to look at these last week. Do you have any comments?

MS. KEEVER: No.

MR. WITTER: Okay.

So this is a view at the platform level, looking towards the north to where the boarding area is proper. And so we're showing that glass-enclosed elevator shaft.

Just to the north of that, outside of the circulation area, is some on-platform bike parking. We're really asking people to leave their bikes at the platform, and not take them on the light-rail

vehicle. I think everybody knows what a challenge that can be, you know, when there's a full train. So we're really encouraging people to park their bikes. I know this is the station closest to my neighborhood, and I'll be biking and I'll be leaving it.

Yes, Chris.

MR. WALKER: Just wondering, when you're asking people -- people are trusting when they leave their bikes there, that they'll be okay. And I guess they do that every other place. I'm just thinking, on a busy thoroughfare, you know.

MR. WITTER: Sure. Sure. I think -- well, I mean, certainly we have facilities for folks to lock their bikes, and those elements, bike racks. You know, I imagine that there's going to be a lot of eyes on this station, with the transparency, and the number of folks coming by. So if you're not leaving your bike there overnight, I think there will be a lot of eyes on the street.

MR. WALKER: I don't bike, anyway, but I was just thinking --

MR. WITTER: It's a good question, good question. Thank you.

And then the last slide of the station here

is a view that you would see as you're leaving the train and heading back up to the fare plaza area. I think I mentioned, but it's worth mentioning again, the roofs on the shelters will be glass, so that you can see through them from up above. That's a little bit different than we have on the Banfield stations. So, you know, every time -- And you folks know this, as well as anybody, we try to include improvements from sort of our last projects.

Lastly, I might ask Michael Kiser to come up. We brought a couple of slides of the artwork at the station. And I know Zoe was good enough to let us know that there may be some questions about how artwork is experienced here. So if you don't mind, I'm going to kick it over to Michael.

MR. KISER: Thanks, Steve.

I am Michael Kiser. I coordinate kind of the technical side of the public art, as well as oversee the station architectural elements, the shelters, amenities, furnishings.

We put the art slides in originally as part of the ad hoc presentation, just to give the full picture of what is happening at each of the stations, not just from a functional standpoint,

but also from an amenity and enhancement standpoint.

As with all the stations, one of the components at Bybee is we're incorporating glass mosaics into the columns that reflect the context of each of the stations, so they pull off of imagery or elements that surround the station.

In this case, I think the mosaics reference more of the Rhododendron Gardens, a lot of the park-like environment that surrounds this area.

And one kind of benefit that's come about as part of the mosaics, is, we're working with a Chicago artist, but she was able to work out an arrangement where they're actually working with Bullseye Glass, which is a local art glass manufacturer, to do all of the glass mosaics along the alignment. And we already have a few samples, and they're pretty exceptional, and we're very excited for what they will bring to the station.

The other art components at this station really have much more to do with the glass on the shelters, on the elevator shaft. We are doing these etchings, and the concept from the artist's standpoint is to really create this kind of almost I'll say mystical or dream-like kind of sequence

through etchings on the glass and art. So it maintains a transparency on the art, but brings a symmetry into play just as an added component that people can relate to and connect with. And this happens on the elevator itself, as well as the windscreens up above on the upper deck.

You may have seen on one of the previous slides, up in the -- we have a little cupola that sits on the top of the north platform, upper platform, a small glass cupola that has this pretty substantial -- we call it a motion lamp. It's a five-foot-wide by eight-foot-tall drum that rotates, and that's internally lit, and picks up on some of the local imagery in the area.

This image that you see up on the screen is a preliminary painting of what will be kind of wrapped on this drum. And it's very similar to these kind of -- you may have seen small, kind of desktop motion lamps that have an internal pattern that's cast onto the external image and creates this sense of movement. So it creates kind of a beacon for the station. And because of its height at the top of the bridge, it should be pretty visible all around.

So those were just the additional kind of

art pieces at this station in particular, but kind of paints a little fuller picture of what to anticipate.

MS. CAMPBELL: So, Jim, do you have questions?

MR. JACKSON: You saw that coming, did you?

So at this committee we've been talking a lot about needing the accessible maps, tactile maps, and maybe incorporating some of the funds for the public art to help make sure that the accessibility features are looked at. And along with not only the maps, but also making sure that the Transit Tracker ID numbers are represented in braille.

Have you guys been considering this? Is this even on your radar?

MR. KISER: So we do have braille as it relates to the station specifically when you go down what station, obviously, you're at, the direction of travel, so what side of the platform you need to be on to catch an inbound or outbound train. Station ID is on the columns related to the bus stop. And I'm not sure where it is for the rail itself. I think it may be on that same plaque.

MR. JACKSON: Are you saying that there's going to be braille for the stop ID number?

MR. KISER: Yes.

MR. JACKSON: Okay.

MR. KISER: Now, Zoe mentioned something about the art aspect; I think you did, too. Well, she deferred it to this meeting, you know, if you had any ideas about how we address art aspects as it relates to the visually impaired. I don't know if that's something you brought up, James, or -- previously, but we were just wanting to understand that further.

MR. JACKSON: You want me to say something?

MR. KISER: Well, did you have any comment on -- were your comments specific to just the identification of the station itself, or to art as well?

MR. JACKSON: I would like to have a way to access the route, that have the map, so that I have a concept of where I am in relationship to -- I mean, there's a visual thing like that, and I would like to be able to participate in that discussion. You know, I think that -- I mean, I've seen lots of examples of it. And if you need some -- I've done a big write-up for TriMet, and I have several

companies that produce this. I mean, let's talk. I'm all about it.

And there's a place out of Corvallis that makes, you know, more, like, disposable kinds of maps. But they also have, you know, tons of -- I mean, we could take one of those maps that they make, and maybe make some therm form, or make the -- several companies that I have been researching, to, you know, hit the ground running when we have you in the room. So I could give you my card, whatever you need.

MR. KISER: What do we have systemwide for the visually impaired, as far as getting a sense of the overall -- Do you know, James, what is -- how would one access kind of our system map?

MR. JACKSON: It's not very accessible. I mean, you could do it -- I mean, there's plenty of ways to do it. If we do it like infrastructure routes, you know, there's, you know, tons of ideas. I feel like we've just barely scratched the surface on all the potential ways to do it. But, you know, a raised-line drawing with some braille code, or -- so that you can know what the stations are, at least, you know, just -- or how, you know -- okay. What exactly are you asking me? Do you want me to

give you a list? Or are you telling --

MR. KISER: No. I was curious how you interface with our current system and understand it?

MR. JACKSON: Just through experience. I ride the bus, and I know if I'm going west or east. But, you know, in terms of relation to one place to another, I don't have a concept.

MS. KEPLER: Yeah, we currently don't have any tactile maps at the transit stations.

MR. JACKSON: There has been, but they took them out.

MS. KEPLER: They don't currently have them, right. I mean, actually, this past week, I was part of a panel teaching a group of architects the importance of universal design and accessibility. And I wish I'd brought them today, 'cause they're still in my office, I had borrowed some tactile maps from the Commission for the Blind -- so they do have them as samples -- to show these architects how awesome it would be to have truly accessible wayfinding in buildings, courtyards, parks, transit centers.

MR. JACKSON: I have a big example of the Washington, D.C. Metro, how they have a big tactile

map, and they have a couple of different examples of like a little booklet that you can open up and carry around with you. And then there's like a bigger map that you can -- it's a personal device. But if we could incorporate something like that in a station platform map that people can access while they're waiting for the train, or, you know -- I think that it's -- it would do wonders for not just blind people, but for everybody in the community to check out, "Hey, look, we are incorporating these voices back into our society."

MS. KEPLER: For example, Jim, there's that nature trail out near Oral Hull, I can never remember the name of it, that has on each of their platforms they have a braille, basically, booklet done in metal that describes the area. It would be very easy to put that, you know -- create a tactile map and put those at the stations for us to locate.

MR. KISER: Okay.

MR. HASTINGS: Maybe what we could do is have a -- maybe using our ad hoc format, more of a focus discussion about this particular issue. I was part of an effort back on the Westside Project, and also on -- I don't know if it continued into Interstate MAX, but where we did provide tactile

maps on the platform. And James is right, in that they were removed.

MR. KISER: Bob, were they just of the platform itself?

MR. HASTINGS: It was just of the platform, so folks could navigate. But the problems that it had was because they are very much about touching and understanding the landscape, the geography of where you were, they, unfortunately, were vandalized very badly.

And I don't think the material was either durable, or, on a hot sunny day, we never could quite get them in the shade in their positioning, and we also heard back from folks that it was like touching a hot waffle iron. Those are problems that we've had, and they inform us. But maybe to James's point, there are other ideas and other concepts to consider about that.

I'm intrigued about the idea of kind of a user-defined system that you could take with you or have available. As well as just general reference for other folks, too. We've certainly -- not for visually-impaired folks, as much, but we've seen with the advent of mobility devices, tablets and whatnot, and map and other forms, that folks are

really navigating the city and the urban areas using a wider variety of elements that, you know, is kind of their making.

But I'd be very interested in more detail and sort of focused conversation on this to see what we can brainstorm about.

MS. CAMPBELL: So when are you thinking of that, Bob?

MR. HASTINGS: Off the top of my head, we have another station review to do for a ad hoc process in April, and that will be completing kind of our final two stations in Milwaukie and Park Avenue. Maybe we can, in May, continue on and have that as a focused discussion.

MS. CAMPBELL: Kathy?

MS. MILLER: Yeah, I just think we should be sure we have the right -- expand the group maybe a bit, so we have Patricia and James, so it would be a different scheduling piece so that we can address --

MR. HASTINGS: Well, I'll offer up that we're interested in having that, and then, maybe, Kathy, we can work and find with the committee a time and place and a date that would be acceptable. 'Cause I think it's going to take -- maybe even

bring in some resources, some ideas, and, you know, get the Internet fired up and see what we can speculate on.

MS. CAMPBELL: Does that sound good, Patricia and Jim?

MS. KEPLER: Oh, yes.

MS. CAMPBELL: Great. So Kathy, we'll try to coordinate. Good.

Any other questions?

MR. WITTER: I was going to ask the same thing, Jan, if there were any other questions, or anything else we can share about the Bybee Station.

MR. HASTINGS: My apologies for being late to the meeting. I was just going to say, I apologize for being late. I think in the 13 years I've been working with CAT, this is the first time where -- I did get a heads-up on the agenda was going to be changed at the last minute, but I've never been late by being on time.

MR. JACKSON: So we were talking about the tactile indicators -- or where the stop ID number is. And so I think it's a great move that we're going to make sure that that's in accessible format.

But another important part about, not just

being in braille, but having kind of a systemwide way that, you know, consistency, so that it's like in the same spot at different stops. And so I don't know if there has been an idea of where this will be located, and have it consistent throughout the system. Has that been discussed?

MR. HASTINGS: Yes. And what we're continuing on the Milwaukie Project are some of the signing elements, you know, the poles, and the placements of that information. And you never always want to say, "Well, this is the way we always do it, so this is the way we're going to continue to do it."

But what we've been finding, and as to Steve's point earlier, that as we make these refinements, we're finding out, was that information useful? Was it in a location that folks can get to? Do they understand where that location is, as to your point, in a consistent way? And, you know, are we providing the right level of information?

So that's our starting point. We're starting from what we thought on I-205 was a pretty good strategy, but, you know, that's why we review these things ahead of time and make sure and

TRIMET

Memo

Date: January 9, 2013

To: Steve Witter

From: Jennifer Koozer

Subject: Summary of Outreach for the Bybee Station

Outreach regarding a station entrance at the top of the Bybee Bridge began during the Environmental Impact Statement phase (managed by Metro), dating to the mid-1990s. TriMet's ongoing outreach began with the Preliminary Engineering phase in early 2009. This included several open houses, monthly Citizens Advisory Committee (CAC) meetings, and presentations to TriMet's Committee on Accessible Transit (CAT) and the two surrounding neighborhood associations—Eastmoreland Neighborhood Association (ENA) and Sellwood-Moreland Improvement League (SMILE).

In addition, TriMet hosted community meetings to discuss specific design elements, particularly pull-outs and elevators to address safety and accessibility concerns. Staff also met with management and residents of Westmoreland Union Manor, a 300-unit apartment building for seniors, located about one-third-mile from the station entrance. TriMet continues to be in regular contact with these groups and will sustain this stakeholder engagement through opening day of the PMLR project.

TriMet was first contacted by complainant in early 2012, with concerns about safety and security for the Bybee station. He was invited to participate in a peer review process of the station during the spring of 2012. TriMet engaged CH2M Hill, an outside engineering firm not previously involved with this station, to bring a fresh perspective to the design, and work with a group of neighborhood stakeholders to study concerns related to safety, security and accessibility. The group consisted of representatives of the two surrounding neighborhood associations (ENA and SMILE), as well as the complainant.

CH2M Hill's in-depth study included more than six hours of discussion and brainstorming with this citizen group over the course of three months. The outcome of the study was a recommendation to restore project scope that had been deferred in the 2011 recalibration process. The resulting design augments the accessibility of the station by allowing fixed route buses and LIFT paratransit vehicles to stop in pullouts outside the travel lane at both station entrances, connecting users with elevators to the below-grade boarding platform. The neighborhood organizations, ENA and SMILE, and the project CAC have supported this outcome.

Over the course of winter, spring and summer of 2012, TriMet staff spoke directly with the complainant by phone several times, met with him at the Bybee Bridge, and addressed his concerns in his presence at neighborhood community meetings. Portland Bureau of Transportation staff also met with the complainant regarding his concerns. Additionally, the complainant participated in the afore-mentioned peer review process regarding the station. Although the community engagement and the peer review process conducted in 2012 resulted in safety and security enhancements to the Bybee station design, thus addressing the complainants stated concern, the complainant continues to voice dissatisfaction. .

PORTLAND-MILWAUKIE
LIGHT RAIL TRANSIT PROJECT

Bybee Station Outreach Chronology (Preliminary Engineering phase to Present)

PMLR staff discussed the Bybee Station at the following meetings. Each organization meets regularly in addition to the meetings noted below.

Organizations:

- **CAC**: PMLR Citizens Advisory Committee. Includes representatives from ENA (through February 2012), SMILE and CAT.
- **ENA**: Eastmoreland Neighborhood Association. East side of Bybee Bridge.
- **SMILE**: Sellwood-Moreland Improvement League (Sellwood/Westmoreland neighborhoods). West side of Bybee Bridge.
- **CAT**: TriMet Committee on Accessible Transportation. Advocacy groups and people with disabilities who advise TriMet on accessibility issues.

2/4/09 -- SMILE General Meeting (project update)

3/10/09 –Hosted open house targeted to SE Portland, including Bybee Station (at St Philip Neri Parish)

5/21/09 – CAC meeting (discussion about pullouts)

6/18/09 – CAC meeting (SMILE and ENA representatives note concern about Bybee Station)

10/27/09 – Met with Doug Williams, Westmoreland Union Manor Administrator

11/4/09 – Presentation to Westmoreland Union Manor Civic Club

11/9/09 – Hosted meeting for ENA and SMILE neighborhoods regarding bus stops and and Bybee Station design. Large concerns raised regarding lack of pullouts for bus stops.

11/18/09 – SMILE Board meeting (discussion about pullouts)

11/19/09 – CAC meeting (discussion about pullouts)

11/19/09 – ENA meeting (discussion about pullouts)

1/21/10 – CAC meeting (discussion about pullouts, including slope of existing sidewalks on bridge)

1/28/10 – Hosted meeting with ENA and SMILE land use and transportation committees. Clear feedback requesting bus stops adjacent to LRT station without blocking traffic lanes.

2/18/10 – CAC meeting (discussion about including less expensive pullouts)

2/23/10 – Hosted open house targeted to SE Portland, including Bybee Station (at St Philip Neri Parish)

3/30/10 – Met with ENA transportation committee to review Bybee station and presented plans with both a north and south side pullout and elevator.

7/21/10 -- SMILE general meeting (project update)

7/26/10 – Staffed table at Sellwood concert in the park

9/16/10 – CAC meeting (presented recalibration list of deferred elements)

9/16/10 – ENA meeting (presented recalibration list of deferred elements)

10/6/10 – SMILE General meeting (presented recalibration list of deferred elements)

10/28/10 – CAC meeting (members concerns about recalibration, including CAT representative noting less accessibility without second elevator)

11/3/10 – SMILE Transportation Committee meeting (presented recalibration list of deferred elements)

11/17/10 – SMILE Board meeting (presented recalibration list of deferred elements)

11/18/10 – CAC meeting (members note concerns about recalibration)

1/20/11– CAC meeting (CAT and SMILE representatives note security concerns)

3/29/11– Hosted community meeting at Sellwood Middle School. (Affirmed deferral of southern pullout; several participants noted concerns about safety.)

4/26/11 – Hosted community meeting at Sellwood Middle School. (Affirmed deferral of southern pullout; several participants noted concerns about safety.)

1/20/11– CAC meeting (several members noted concerns about safety)

5/19/11 – ENA meeting (affirmed deferral of southern pullout and elevator)

6/10/11 – Provided alignment tour for CAT members

8/1/11 – Staffed table at Sellwood concert in the park

8/18/11 – CAC meeting (presented new FTA interpretation for timing of scope restoration (substantial completion))

9/21/11 – CAT meeting (reviewed Bybee station layout. Drawings provided include pullout only on the north side.)

10/5/11 – SMILE General meeting (presented new FTA interpretation for timing of scope restoration (substantial completion)).

2/16/12 – ENA meeting (ENA representative resigned from CAC due to concerns about station)

2/1/12 – SMILE General meeting (project update)

3/15/12 – ENA meeting (project update)

3/27/12 – Met with Doug Williams, Westmoreland Union Manor Administrator

4/4/12 – SMILE General meeting (project update)

4/2/12 – Peer review meeting with ENA/SMILE representatives (define issues)

4/26/12 – Peer review meeting with ENA/SMILE representatives (disucss options)

5/19/12 – ENA meeting (project update)

6/6/12 – SMILE General meeting (Richard Laughlin encouraged group to rally around accessibility, security)

6/20/12 – Peer review meeting with ENA/SMILE representatives (affirmed second pullout and elevator restored into project)

6/21/12 – CAC meeting (reported that second pullout and elevator restored into project scope)

6/21/12 – ENA meeting (reported second pullout and elevator restored into project scope)

7/19/12 – ENA meeting (station design overview)

7/26/12 – Met with Doug Williams, Westmoreland Union Manor Administrator

8/1/12 – SMILE General meeting (reported second pullout and elevator restored into project scope)

8/3/12 – Staffed Westmoreland Union Manor annual picnic

11/5/12 – Provided alignment tour for CAT members

11/12/12 – Provided alignment tour for CAT members

11/7/12 – SMILE General meeting (project update)

ATTACHMENT A

MINUTES OF THE COMMITTEE ON ACCESSIBLE TRANSPORTATION September 21, 2011 9:00 a.m. – 12:00 p.m.

CAT minutes may be obtained in alternate formats by calling TriMet's Accessible Transportation Program Administrative Offices: (503) 962-8200/TTY 802-8058, 8:00 am to 5:00 pm weekdays

Attendees: Jan Campbell, Chair; Trish Baker, John Betts, Leon Chavarria, Harold Cheeks, Jim Jackson, Diana Keever, Patricia Kepler , Beth Nagy-Cochran, Claudia Robertson, Terry Watson, Ed Wolf

Staff: Drew Blevins, Jeb Doran, Jeremy Ferguson, Jennifer Koozer, Kathy Miller, Allen Morgan, Paige Schlupp, Claudia Steinberg

Guests: Commander Michael Krebs, Bobbi Adams-Lloyd, Dr. T. Allen Bethel, Harvey Koons, Adam Kris, Michael Levine, Stan Lewis, Lieutenant Jeff Miller, Debra Schmidt, Chris Walker

APPROVAL OF THE AGENDA AND MEETING MINUTES

Jan Campbell, Chair, called the meeting to order and asked for approval of the minutes.

Trish Baker made a motion to approve the September 21 minutes. The motion was seconded and passed.

ANNOUNCEMENTS FROM THE CHAIR

Jan announced that she and Harold Cheeks would be serving as the CAT representatives to the Oregon Transit Conference in Seaside on October 23-26.

She also reported that the City of Portland would be establishing a commission on equity and human rights and that the City's disabilities commission would be a part of that office.

WRITTEN CORRESPONDENCE

Kathy Miller said that all of the written correspondence was included in the packet with the exception of one letter from Michael Levine to Neil McFarlane which was distributed at the meeting.

STAFF COMMENTS

Allen Morgan introduced Commander Michael Krebs and Lieutenant Jeff Miller of the Transit Police. Commander Krebs and Lieutenant Miller emphasized their commitment to address accessibility issues on the transit system. Transit police staff will continue to work with TriMet staff and will attend the CAT meetings as available to get the CAT's input on specific issues.

Allen added that staff would be working with the Transit Police to provide education on the ADA regulations

PUBLIC COMMENT

Chris Walker made the following comments:

- He asked about operator assistance for customers traveling with luggage on the LIFT service.

Kathy responded that it is LIFT policy that operators do not provide assistance with luggage and the information is included in the *LIFT Rider's Guide.* She added that LIFT Operations staff would be at the October 19 CAT meeting and would be able to comment further as appropriate. Allen added that the policy is the same on fixed route.

Trish suggested that Chris might use luggage with a shoulder strap or board the bus using the lift when travelling with luggage.

Michael Levine made the following comments:

- Portland Disability Advocates has distributed a letter backing TriMet Board member Steve Clark's recommendation that there be no LIFT fare increase until there are increases in Social Security (SS) monies.
- Asked that the CAT share their opinion on the contents of any future fares proposal with TriMet staff and support the view that there should be no increases until SS increases.

Stan Lewis made the following comments:

- Asked that the CAT give serious consideration to the design and construction of the Type 5 light rail vehicle. He feels the Type 4 vehicle is completed inadequate and the design of vehicles in suitable for addressing the problems of accessibility.
- Discussed the varying uses of the priority seating area and that there is a continual need for staff to provide customer assistance on the vehicles.

Deborah Schmidt made the following comments:

- Lives in the Gateway area of Portland and said that the distance between bus stops is too long for the elderly and people with disabilities. She suggested the distance be reduced to two to two and a half blocks.
- Asked when Line 33 service would be restored to the Gateway area and Oregon City and said that the Line 24 service inadequate.
- Suggested reducing fares for people with disabilities and seniors to approximately $8 for monthly passes, cash fares to 15 cents and 40 cents for all-zone fares which would be more affordable.
- Asked for the return of fixed route service on 92nd Avenue.

CAT REPORTS – Jan Campbell, CAT Chair

Jan said that the CAT Executive Committee had met on August 25 and discussed the development of the CAT Work Plan and the September meeting agenda.

FY12 CAT WORK PLAN – Kathy Miller, Manager, LIFT Eligibility and Community Relations

Kathy reviewed a draft of the FY12 CAT Work Plan. The Work Plan included the following sections:

- Section 1 – Fixed Route Services
- Section 2 - Capital Projects
- Section 3 – LIFT Program
- Section 4 – Services and Financial Plans
- Section 5 – Coordinated Human Services Transportation Plan

Jan asked CAT members for their comments and input on any edits to the proposed plan.

Discussion

Jim Jackson said that while the Plan includes Braille ID signage, there is no mention of tactile maps at MAX stations. He asked how the committee might better emphasize the need for these tools so that they would become part of the system signage in the future.

Trish commented on the need for printed schedules at stops. She added that Transit Tracker doesn't work at all stops and then customers have no access to a schedule.

Claudia Robertson suggested that the fare proposal and the points on signage be included in the Plan. Kathy responded that the fares were included in Section 4. She suggested that the committee might want to change the reference to the "LIFT and Honored Citizen Fare Policy" to read "LIFT and Honored Citizen Fares."

Claudia asked that CAT members make an effort to keep the items included in the Work Plan in the forefront for discussion.

Public Comment

Michael Levine commented that some of the items have been on the CAT's Work Plan for several years and he asked that the CAT follow through to address the items.

He also commented that activity to reduce fare evasion needs to be increased.

Action: A final draft of the FY12 CAT Work Plan will be provided at the October 19 meeting for adoption.

SIGNAGE – Drew Blevins, Director, Marketing; Jeremy Ferguson, Manager, Customer Information

Jeremy Ferguson, Manager, Customer Information, provided an update on signage and brought a sample of the blue bus stop pole for the CAT's review.

Drew Blevins, Director, Marketing, said that the Marketing department is responsible for providing customer information for access for a broad and diverse ridership. The challenge in doing so is to accommodate needs and interests of a broad audience with limited resources.

Drew discussed the estimated costs for adding Braille signage to the bus stop poles. He added that the Commission for the Blind has indicated that less than ten percent of the low vision community in Portland is familiar with Braille.

Drew said that he would like to have a better understanding of the objective of adding Braille signage to all stops and where the request would fall on the priority list. He asked if there was an expectation for both raised letter and Braille signage.

Discussion

Jim Jackson said that the primary objective of having additional Braille signage would be to provide equal access to information. He feels having Braille only would be the priority.

He added that there are more people who may not know the entire Braille system but are able to read the alphabet and numbers necessary to utilize the signage. He believes that this should be a top priority and that all items in print should also be provided in Braille.

Drew said that while staff agrees with the proposal, the challenge would be to identify the resources required. The cost to apply Braille stop ID information at all of the bus stops and MAX stations would be about $800,000 and about $62,000 for about 300 locations with heavy ridership. This would require redistributing budgeted funds to accommodate the costs.

Trish commented that she felt that raised lettering would be helpful and also requested that schedules be printed in a larger font. She added that the auditory features for light rail information and ticket machines may not always work. She said the stop on Multnomah at Grand doesn't work and that there are no schedules at the shelter on West Burnside at 20th Place next to Fred Meyer.

Trish also commented on the need for information for visitors to encourage the use of the city for conferences, etc.

Harold Cheeks asked about the costs of the signage and lighting on the bus stop pole. Jeremy said the costs would be for a custom piece of artwork for each stop in both Braille and raised lettering. It would be made of zinc rather than plastic to increase durability.

Jeremy stated that staff is experimenting with using a solar collector panel for the lighting and can provide an update on the project at a future meeting.

Patricia Kepler commented she feels that it is extremely important to include the Braille signage for the stop ID number. If she has the stop number, she is able to text TriMet to get the information on the next arrival.

Drew said the blue pole was designed to create a unique, two-sided sign that would stand out in a complex environment. To decrease vandalism, the stop ID numbers, along with other information, were installed inside holders attached to the poles. He encouraged CAT members to report any issues with equipment to staff and Customer Service for follow-up.

Drew emphasized that staff's goal is to be progressive with the amount of information provided but due to limited resources, priorities have to be considered.

Jim commented that the estimated costs seem astronomical and he would like to work with staff to identify other sources. Drew responded that staff is open to alternatives to identify a product that will weather the elements, vandalism, etc.

Jeremy reviewed a breakdown of the estimated cost which included the cost of the sign included Braille proofreading, the cost of installation and the cost of the installation hardware. He said that each sign's information is unique and the costs are attributed to the fact that the project would require about 7,000 unique signs. The cost for the current information provided on the bus stop is about $40-50 per sign.

Leon Chavarria asked if it would be possible to use a less expensive sign and cover it in plastic. Jeremy said that the use of plastic increases the opportunity for vandalism. He added that about 350 of 500 shelter displays covered with Plexiglas are replaced on an annual basis due to vandalism.

Terry Watson asked about the size of the signage. Jeremy said that the cost estimate was based on a sign large enough to accommodate raised lettering and Braille.

Drew asked if there was a threshold to use as a starting point that would be acceptable to everyone.

Public Comment

Michael commented on the location of the buttons to use the audible feature of Transit Tracker. He said that they are placed in at least seven different locations and different heights making them very difficult for people with visual disabilities and blindness to locate. He believes the audible feature should be on at all times and that without access to audio, people who have low vision or blindness do not have equal access to information.

He added that the screens at Center Street and the Jeld-Wen Field stations do not have audio.

Adam Kris commented on Jim's suggestion at a past meeting to engage the community in the design of some type for the signage. He feels that engaging others may help to reduce the vandalism.

Adam reported that the lights on the pole at the Hawthorne Bridge do not work. He stressed the importance of consistency in access to information. He added that there also has to be recognition of the current economic situation, the variety of customers' needs to be met, and that everyone may not have access to Transit Tracker. He would like to see consistency in providing more information.

Drew asked if providing the stop ID number in Braille and raised letters would be adequate. Jim and Patricia both indicated that the bus number should also be in Braille.

Jim suggested that the stop ID number be provided in Braille at all the stops and then as resources allow, add raised letters or large print at later date.

Action: It was agreed that the signage discussion would continue at a future meeting.

CAPITAL PROJECTS UPDATE – Jeb Doran, Engineer III; Jennifer Koozer, Community Affairs Representative; Paige Schlupp, Engineer III; Claudia Steinberg, Manager, Community Affairs

Claudia Steinberg, Manager, Community Affairs, said that today's presentation would be about pedestrian access on the Portland to Milwaukie Light Rail stations.

Jeb Doran, Engineer III, reviewed the: 1) Park Avenue Station at the intersection of McLoughlin Avenue and Park; 2) the Main Street station at the intersection Lake Road and 21st; and 3) the Tacoma Station near the Tacoma overpass on McLoughlin Boulevard.

Highlights of the presentations are listed below.

Park Avenue Station includes:

- a 355-space park and ride structure;
- pedestrian access at McLoughlin and Park and at the intersection of 27th and Park with designated crosswalks at both locations;
- two station platforms with three track ways (one platform will be primarily for passenger boarding and the other mainly for train layovers);
- level boarding access to the platform;
- standard ticket vending machines with shelters, ticket validators, system signage, and station signage;
- a designated fare zone will include all the usual station amenities;
- a restoration and community plaza area on the west end of the station;
- a North Clackamas County Parks & Recreation District trolley trail project that runs for seven miles beginning on the west end of the plaza; and
- fixed route bus and LIFT bus stop area.

Claudia S. said that staff is also working with Rose Villa and Willamette View Manor to share a location for their shuttle bus services to use for their residents.

Lake Road Station includes:

- two access points with primary access to the north with a ramp and standard Z-crossing configuration to address track crossings;
- access to the north is closest to the bus stop locations at 21st and Washington;
- a designated fare zone;
- standard ticket vending machines with shelters, ticket validators, system signage and station signage;
- a 16-foot wide pedestrian path (with a12-foot wide path and a four-foot-side amenities strip) on the side on the west side of 21st;
- a second pedestrian path with stair access to the platform at the location of 21st and Lake;
- a short ramp to the platform and bicycle amenities; and
- a potential bus stop (working with the City of Milwaukie to move the current bus stop location to nearer the platform)

Tacoma Station includes:

- a park and ride on a surface lot off McLoughlin with 320 spaces;
- ADA parking spaces immediately adjacent to the station area;
- a bus shelter with bike lockers at the northeast quadrant of the park and ride;
- two ramps and access areas to create a level boarding area to the platform;
- fixed route bus and LIFT stop area close to platform;
- standard ticket vending machines with shelters, ticket validators, system signage, and station signage;
- a bike connection that leads to the Springwater Corridor and the park and ride itself
- pedestrian connections to the Tacoma overpass; and
- a viewpoint for the Johnson Creek restoration project.

Paige Schlupp, Engineer III, presented information on the Bybee station which includes:

- located between the Tacoma and Holgate stations;
- grade separated with a connection at the top of the Bybee bridge;
- one enclosed glass elevator tower and two sets of stairs;
- fixed route bus and LIFT bus stop area;
- standard ticket vending machines with shelters, ticket validators, system signage, and station signage; and
- a 20-foot wide pedestrian path.

Discussion

Patricia asked about the use of the fare zone by people who may be waiting to assist a customer with limited mobility on and off the vehicle. They may not have a fare instrument because they are not riding on the train but instead there to assist with access only.

Jeb responded that there would be some flexibility when someone is providing assistance only. Allen said that this need hasn't been an issue when providing service with the current fare zones.

Diana Keever asked if that pedestrian path would be paved. Jeb responded that it would be an asphalt path and 12-feet wide, with two-foot shoulders on each side.

Jan asked if there would be benches at the stations and Jeb responded that the stations would include all the standard amenities such as benches, leaning rails, and trash receptacles. Benches will also be on the ramps.

Allen added that staff is working with the City of Milwaukie to also have a LIFT bus zone permit as close as possible to the platform.

Claudia S. reported that all of the stations were completing a safety and security review.

Jim asked about tactile signage and suggested that the tactile maps might be considered for part of the public art displays.

Trish asked about the color of the tactile pavers and said that the CAT had recommended yellow for the color. Paige said that the pavers were white for consistency with the system. She said that the concrete would be more of a charcoal gray color and would provide more contrast than regular concrete.

Claudia S. suggested that Bob Hastings attend one of the next meetings to discuss color issue. Jan agreed and said that the CAT would then have the option of making a recommendation on the issue.

Claudia R. asked if there would be any issues with motorists using the pull-out area at the Bybee station as a drop-off point. Claudia S. responded that they may but that it shouldn't present too much of a problem.

Leon suggested that staff create more 3-D images of the stations to allow for a better visual understanding of the layouts. Claudia S. said that there would be open houses in early December that would include artistic sketches of the stations for a more realistic view.

Jim suggested that more specific language be used to describe the signage so that it will be clear whether or not Braille and tactile signage will be included.

Public Comment

Michael commented that the City of Portland had also adopted yellow for the color of the pavers. He also asked if the Transit Tracker would include

the audible features. It was agreed that Bob Hastings would respond on both issues.

Adam asked where the Bybee elevator station would exit. Paige responded that the entrance to the elevator would be at the top terrace level and the exit would be below the platform level. He expressed concern about the safety and lighting that would be installed at the exit point and elevator maintenance.

Paige said that the elevator had been designed in a more open space to provide better visibility for both customers and operators. She agreed that elevator maintenance was important and indicated that the standard operating procedures for that process would be the same as on the rest of the system.

LIFT ELIGIBILITY UPDATE – Kathy Miller, Manager, LIFT Eligibility and Community Relations

Kathy announced that Meg Metcalf had accepted the position of senior eligibility specialist and would be transitioning to her new role over the next couple of months. Meg's role will be to complete eligibility determinations, provide administrative support for the appeals panel, and provide support to Kathy with the CAT activities.

Lauren Danahy, Program Director, Medical Transportation Management, left her position in August to accept a role with another firm. Chris Hunter would be returning to Portland in early October as Lauren's replacement for MTM. Chris was formerly employed by Ride Connection as a travel trainer and is very familiar with the TriMet system and regional transit in general.

Kathy announced that Marilyn Goode, ATP Assistant, had passed away recently after an extended medical leave. That position remains vacant at this time.

Kathy reviewed the LIFT eligibility results for FY11. LIFT received 3,182 applications for a monthly average of 265. Eligibility determinations were:

Eligibility Category	Total No.	% of Total
Unconditional	1,344	42.3%
Conditional	535	16.8%
Temporary	252	7.9%
Denied	140	4.4%
Withdrew	112	3.5%
Unable to Process	799	25.1%
Totals	3,182	100.0%

There were1,475 active LIFT customers notified that they would need to complete the recertification process. Determinations follow:

Eligibility Category	Total No.	% of Total
Unconditional	846	57.4%
Conditional	372	25.2%
Temporary	9	0.6%
Denied	41	2.8%
Withdrew	1	----%
Unable to Process	62	4.2%
To be determined	70	4.8%
Expired (did not reapply)	74	5.0%
Totals	1,475	100.0%

The changes in eligibility category for those completing the recertification process included:

	Total No.	% of Total
No change in eligibility	830	56.3%
Unconditional to Conditional	187	12.7%
Conditional to Unconditional	165	11.2%
Change to Temporary	9	.3%

Of 1,251 decisions of conditional, temporary, or denied, there were 85 appeals. Of the 85 appeals, initial decisions were upheld in 30 reviews, eligibility status changed in 40 reviews, and 12 reviews were pending decisions/hearings at the time of the report.

Kathy said that in most cases where the eligibility decision is changed through an appeal, additional information is presented during the appeals

hearing that wasn't available at the time of the initial eligibility determination.

ADJOURNMENT

The meeting adjourned at 12:00 p.m.

COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)

Wednesday, September 21, 2011

9:00 a.m. - 12:00 p.m.

Portland Building

1120 SW 5th Avenue, Room C

Portland, Oregon

CAT MEMBERS PRESENT

Mr. John Betts, Mr. Edward Wolf, Ms. Trish Baker, Ms. Beth Nagy-Cochran, Ms. Patricia Keplar, Ms. Claudia Robertson, Mr. Terry Watson, Mr. John Betts, Mr. Harold Cheeks, Ms. Diana Keever, Mr. James Jackson, Mr. Leon Chavarria

Reporting secretary: Ms. Kathy Miller, ATP staff.

to the northeast end of the platform.

MR. DORAN: That would be the northwest.

MR. MORGAN: Yeah, northwest, I'm sorry. Excuse me. And it's a short trip to the platform for LIFT customers.

MS. CAMPBELL: So we have about 15 minutes.

MR. DORAN: That's perfect. We have one station left, that's Paige, and she can talk about lighting.

MS. STEINBERG: And, again, just as she's getting set up, I want to remind you that Arnie is doing a very good job representing this committee at our citizens advisory committee, and he has really been tracking this. So kudos to Arnie, he's done a good job. Sorry he's not here today.

So you're going to show the Bybee Station.

MS. SCHLUPP: So my name is Paige Schlupp, and I work in capital projects and design.

So the Bybee Station is the next station south of Tacoma, and it's sandwiched between the Tacoma Station, and then Holgate -- or north. And please forgive me, 'cause I do have a tendency to get north-south, east-west and left and right -- so all corrections are welcomed.

And so Bybee Station is unique in this

alignment, because it's the one station that we have that is grade separated with a connection at the top of the bridge. It's not unique in our system, because on the east side, Hollywood, 42nd -- or 52nd, a lot of those stations have the same grade separation that we have. And so we have these 3D graphics to look at that are going to be helpful tools.

And the image you're looking at now, imagine we are in a helicopter hovering over East Moreland Golf Club clubhouse, looking toward the southwest. And in this lower left-hand part of the screen in the foreground would be the golf course parking lot.

And moving to the upper right, we have the UP railroad tracks moving underneath the existing Bybee Bridge. And then you'll see our station area, it's fairly obvious in this image, right about mid point of the Bybee bridge. And our light rail tracks parallel UP's tracks, about 50 feet offset from the centerline of their tracks to our nearest track.

And then moving west from these tracks up towards the upper right of this graphic is a landscape area. It's the existing condition to

what's out there along the side of -- the east side of McLoughlin as you travel out there. And these little broccoli-looking symbols, computer symbols, those are the giant oaks you see as you drive down that street that go over McLoughlin. And then just to the upper left we have the West Moreland Park. That's the golf course, right there.

This station, we don't have a park & ride nearby. Neighbors and people from the community would access coming up over the bridge. We only have one elevator, so we have two sets of stairs, a set of stairs on each side, and one elevator tower. So if you're headed to the elevator tower at the base of the bridge, you'd want to cross the signalized crossings and come up the existing ramp over the bridge and enter the upper platform area.

There's also shown in this image a bus pull-out, and that's for the westbound No. 19, can pull out, as well as our LIFT vehicles can pull out and load and unload passengers.

MS. BAKER: What do you mean by pull-out?

MS. SCHLUPP: It's an addition to the bridge. So we have our bridge width, and there's a little -- I keep thinking of the word someone uses, that's called a wart, but it just comes out, and

that's where the bus pulls out. And so I'm thinking of 42nd -- or is it 52nd, has a bus pull-out, or is that --

MR. MORGAN: 60th.

MS. SCHLUPP: 60th does.

MR. MORGAN: It is a pull-out that allows the bus to exit the travel lane, so we're not blocking cars.

MS. BAKER: Oh, okay. Thank you.

MS. SCHLUPP: So this next image is -- imagine if you were a vehicle traveling up over the bridge, and you're beginning to approach the station area, the upper station area. And to your left you can see that tower, the elevator tower, it's kind of a beacon with an art piece on top, and that concept is still evolving. And on the right is the entrance to the stairwell. And to the left you can see the bus pull-out starting to show up in this image.

And this next image is showing that elevator tower landing path, it's above at the bridge level. And transparency and openness is something we've really heard from the community. And part of our lessons learned from our east side about people's experiences at those stations. So

it's enclosed in glass screens element, windscreens, with a sheltered area, there's a roof above.

And then this upper area, you also have your TVMs, there'll be a transit tracker monitor signage, and then benches, and amenities for the bus stop users as well. And also, a phone. And this is where you'd get your fare. The idea of adding the Transit Tracker to the top is to give people the option to choose if they want to wait for their train above, and say, "Okay, the train is coming soon, I should go below." Or if they want to choose, they can choose to go down and wait and use the transit tracker below.

MS. CAMPBELL: And TVM is what?

MS. SCHLUPP: I'm sorry. Ticket vending machine.

MS. CAMPBELL: So is the elevator going to be all glass?

MS. SCHLUPP: There's the elevator shaft, which is kind of a shroud, but encloses it. And then there's the elevator cab, which is the part that you ride in. Typically in our system in the elevator cab, one portion of the cab is glass, and then the other three sides are opaque.

We're pretty excited, we've done some research, and we think we can get more sides of this elevator glass, to increase people's security and feeling of being exposed, and we're looking into getting glass doors as well. So as the elevator arrives, you can see who's in there, or who's outside, before you exit or enter the elevator car.

MS. CAMPBELL: And then you'll have cameras, as well, in them?

MS. SCHLUPP: Yeah. So this area will have full CCTV coverage.

Trish?

MS. BAKER: Will the glass not be -- hopefully won't be breakable?

MS. SCHLUPP: It's laminated glass. It's the glass we use in our windscreens throughout our system.

MS. STEINBERG: Some of this information has been reviewed. All of these stations are going through a safety and security review. A lot of you know, Allen is part of that team, along with a lot of operations folks, and the police. So everybody is really checking in on this, and they want to learn from past projects. And so Paige is pretty

excited, I think everyone is, that there's going to be a lot more visual experience on these elevators, instead of being enclosed in a capsule.

MS. BAKER: Paige, also, if you please, okay, we're in 2011, so going back many, many years ago, I can remember an incident where because the material on the floor of the elevator was metal, and someone -- this may also help prevent people from using the elevators as bathrooms, but someone did use the elevator as a bathroom, and I stepped on the floor of that. So are we going to have the same thing, the idea of the material on the floor won't be --

MS. SCHLUPP: A nonskid surface?

MS. BAKER: Yeah.

MS. SCHLUPP: That's a good point. We use nonskid surfaces throughout our system, and check that for slickness. But that's a good question.

MS. BAKER: We didn't used to, though.

MS. SCHLUPP: Do we want to hold questions to the end, and maybe I can finish the presentation and come back and answer these? Okay.

And so this one is -- this view is looking down the stairs towards the platform below. To the right of the screen are those UP railroad tracks

and the golf course. To the left of the screen is where McLoughlin would be. And once you get below, it's a very typical platform with white tactile pavers, the white tactile paves on both sides, a shelter, a windscreen, bench, and trash cans.

And this view is looking down below, pretty much from what you'd see from a stopped train headed southbound. And you can see the glass elevator tower, keeping that openness and transparency. And the platform's about 20-feet wide, and we've done a lot of work trying to keep the space below uncluttered, and keep the passageways as wide and open as we can.

So if you're coming off the train, you go past the stairs to the elevator, and you'll see -- the stairs don't really float, they do have some structure, and some more beams coming down and doing that, but we really tried to keep it open and minimize the number of hiding spots that we have in this area.

And so you could go to this elevator, the glass elevator, with the glass doors, and ride up. And from that upper terrace, everything from the elevator, the stairs down, are part of that fare zone that Jeb described earlier. So it's

enforceable that only valid fare holders can be in these areas.

MS. SCHLUPP: And that is my last image. Anymore questions?

MS. CAMPBELL: Ed, and then Jim.

MS. SCHLUPP: Ed?

MR. WOLF: No, that's okay. You answered the question.

MS. SCHLUPP: James?

MR. JACKSON: So when you say we have signage, are you committing to braille signage and tactile maps?

MS. SCHLUPP: Yeah. We have a different contractor working on the signage, but working -- Bob Hastings, I think he's been in here before, is working on updating those, so we're using our standards, and kind of keep that consistent language. And Jeremy was here earlier talking about signage, so he's part of that coordination.

So a big push for this, alignmentwide, is trying to -- in each of these unique conditions, that Jeb described, and when I come back and we talk about Holgate and Rhine and Clinton and OMSI, we've been zooming back all the way to the Lincoln Station, talking about how each platform can be the

most consistent, where the TVMs are located. And it's more challenging in some places, but that's really our goal, to make it as simple as possible from platform to platform.

MR. JACKSON: If it helps at all, you know, I know that when new structures are produced, like one percent of the total budget is supposed to go towards public art, and these tactile maps are beautiful, they could potentially tap into some of that money that should go towards public displays of art.

MS. SCHLUPP: Yeah. And the artist for the station, Dana Lynn Lewis, she's really inspired by Crystal Springs Creek. I'm not in the art department, either, but she -- I think she'd really find that interesting input. She works with textures, and she's very interesting. I'm very excited to be working with her.

Trish?

MS. BAKER: Okay, I can't remember the funny term we used for the strip along the platform that lets a person who cannot see know that that's the end of the platform? I might need someone's help from the audience, but -- Michael?

MS. SCHLUPP: Tactile pavers?

MS. BAKER: Michael, didn't we decide that we wanted -- when you were on CAT, weren't you pushing for yellow, versus white, because it becomes like gray?

MR. LEVINE: Absolutely. And actually, the city of Portland adopted yellow as their policy.

MS. BAKER: So why are we doing white? 'Cause it turns to gray, and then becomes equal to the platform color.

MS. SCHLUPP: Yeah. Well, I know Bob Hastings has been a part of this ongoing dialogue, with his history of the system. And that comes back to the being consistent with our entire system. So we have white now, and that's the language that's at each of our platforms. And the idea is to keep that consistent. So you see that white. And so I think if that was a modification we did, it would have to be quite broader.

MS. BAKER: But this committee had a discussion once about how the white eventually becomes gray, so someone who doesn't have very good eyesight then can't tell the difference between the platform and the edge of that -- the tactile.

MR. LEVINE: The mall downtown here is a perfect example of that. There's so much of the

white that's gray that does not meet the contrast, whereas the yellow still does, and would. And yellow is the color nationally that is mostly used. And if TriMet would have listened to us when they did the mall, which, again, CAT recommended for the yellow, as well as for the disability community, then you would already have a start to the yellow, and then there would be a consistency in the new project by going to the yellow.

MS. CAMPBELL: The public needs to speak at the public time. The CAT members have to speak during the CAT members. Trish, you did bring up a good thing, and I think that if the CAT want to go on that, I think we maybe need to write a letter.

MS. BAKER: I think we need to write a letter, then.

MS. CAMPBELL: Okay.

MS. SCHLUPP: And I'd also like to add that the platforms are going to be a charcoal gray paver, so they'll be darker.

MS. BAKER: You mean darker?

MS. SCHLUPP: Yes.

MS. BAKER: Like almost black?

MS. SCHLUPP: Yeah. So they'll be a darker platform color than your typical concrete.

MS. BAKER: Maybe, as Jan said, we need to discuss this at another as the committee.

MS. SCHLUPP: Yeah.

MS. STEINBERG: If I could jump in here. How about we do this, 'cause I think this is a very important conversation. Why don't we -- Bob would have been here today, but he's on vacation. I would propose that we have Bob come in here, 'cause he's our expert on all this, and he's been with you for a long time, come in, and let's have a real good discussion about what this is going to look at, the whys, the whats, and what can be done if there's any interest. So I'd like to propose that we bring Bob back and have this as a topic at the next or the following CAT committee, if you're all interested in that.

MS. CAMPBELL: Right. That's what I was going to suggest, Claudia, we have more discussion. And then the other thing is, you know, if we want to make a recommendation, any CAT member can put that recommendation out to the group.

MS. BAKER: I just wanted to also ask, because you're finding fewer and fewer of the public phones. Are there going to be public phones on the platform, in case of an emergency?

MS. SCHLUPP: That's the current plan.

MS. BAKER: Okay. Thank you.

MS. CAMPBELL: Claudia?

MS. ROBERTSON: I had a question about Bybee, the pull-out there, and it's sort of the same alignment as 60th, as you were saying. Have you noticed -- I was going to ask Allen, have you noticed a problem -- I haven't, I drive on there, you know, several times a week -- cars pulling in as a drop-off? Does that happen a lot? Because I'm not there during the rush hours.

MS. STEINBERG: That's my station. I use it all the time.

MS. ROBERTSON: Okay. And I wondered if Bybee, that might not be a problem on Bybee. It's pretty heavily traveled, much more heavily than --

MS. STEINBERG: I bet you people will use -- cars will pull off. I mean, just because they do it at the 60th Station. And it doesn't ever seem to be too much of a problem. They kind of come and go, and wait, so, I mean --

MS. ROBERTSON: Okay. I just was wondering, 'cause I have never observed or paid attention to -- or 82nd, does 82nd have that problem?

MS. STEINBERG: I'm not as familiar with 82nd, but I certainly do know the 60th Station.

MS. ROBERTSON: Okay. Thanks.

MS. CAMPBELL: Anybody else? And then we need to move on. Leon?

MR. CHAVARRIA: I was going to suggest pictures be taken. Will -- ask them to put -- see, the gentleman back there had showed all those maps and everything, you know. But if we could do a 3D drawing of just where he said, like, for instance, this is where the post office was, but show a 3D drawing of the post office, and then the connection, so people can get more of a visual context of what they're seeing.

MS. SCHLUPP: It is an investment in design, and time, and effort, so we weren't able to afford to be able to do that in all our locations, but where we could, and we felt it was worthwhile.

MS. STEINBERG: And, Leon, I have an update for you. We are going to be having -- I'm sorry to jump in, but I wanted to let people know. There are some good news here. We are going to be having open houses for the project the early part of December, and we are getting some real artistic sketches done. We're going to be hiring someone to

do that for that exact reason, so people can really see what these stations will look like. So we're getting on it.

MR. JACKSON: Do you have tactile maps, tactile versions of those?

MS. STEINBERG: I do not know that, James, but I will check in on that, Jim. Thanks for asking.

MR. JACKSON: Well, one of the things I was thinking of, we were talking about standards and maintaining message. Can we say, instead of signage, that we replace that with tactile maps and braille signage, so that we can be real specific with what we're talking? Otherwise I have to ask and reiterate, "Is that what we're talking about?" every time we say it, right?

MS. SCHLUPP: Correct. I can add that to my conversation.

MR. JACKSON: Thank you.

MS. CAMPBELL: Anything else? Are we good? Okay. We now need to open it up to the public. After each agenda item, the public has time to ask questions of the guests. So are there any questions from the public?

And, Claudia, this will be -- I imagine for

you. It's on the presentation.

Michael?

MR. LEVINE: Yes, my question is, the Transit Tracker, is it going to be audio, and is it going to be on all the time?

MS. CAMPBELL: Who would be able to answer that, or do we need to get back?

MS. SCHLUPP: Bob Hastings, I think, is probably more expert on the transit tracker element. I deal more with construction and what goes where. So I guess we can come back to you with that information, and ask that question later? Is that right, Claudia?

MS. STEINBERG: Yes. We'll have Bob come back and we'll talk about both of those.

MR. LEVINE: Again -- and I appreciate that. But with all due respect, Bob isn't the expert, or we wouldn't have the issues with the audio that we do today on the current mall, the new revitalized mall downtown.

MS. CAMPBELL: What I think they're saying is they're going to ask Bob if we're going to be having it or not, and so we can ask Bob when he comes.

Adam.

MR. KRIS: So, my understanding, so is that Bybee Station the only station that is below the road?

MS. PAIGE: Yeah, that's correct.

MR. KRIS: Okay. So my other question is, 'cause we keep going back to the safety issue. I know you talked about the elevators being more in glass casings, and I think that's great. And I'm glad you brought up the, you know, learning from the issues of the elevator, that the east side, which is Hollywood and 40 -- somewhere over there. Where is the elevator letting off at the Bybee Station?

MS. SCHLUPP: So there's the terrace up above, and you'd enter the elevator there, and then you'd exit down below the platform level. Not on the platform, but at the platform level.

MR. KRIS: Okay. But like where? Because one of my concerns is, I know that I've been to the Hollywood Transit Center, and I've also been on the other transit center, and one of my biggest issues is, is especially if you're traveling at night, because, I mean, in the summer, obviously, it's daylight later, but, you know, once you get into the fall and winter, it's become darker. And so

one of my issues has always been, you know, where the elevator is on those particular stations on the east side, basically what you have to do is you have to walk on the station and -- it's kind of hard to explain. But you basically walk into like a kind of a dark area. And so, you know, I know you're working on this to be more transparent, which is great. I'm wondering about lighting.

MS. SCHLUPP: Well, you know, those are good points. So if you imagine on the east side, in this image you can see here that the stairs have an open structure below. And so on 60th and Hollywood and those stations, the stairs are actually a solid structure with walls below. And so when you have to go to that elevator, you kind of go down this -- you have the tracks to one side, and then a tall dark wall on the other. And so on this station, we opened up those walls, and we're putting those on beams and posts to support the elevator, so that's open, fencing off any sort of hidden pockets that someone could hide in. And we also -- just a recent change that we made is, our elevator, you have to have an elevator room for your mechanicals for your elevator, and we swapped that to the south side, over here, you can see the

cursor moving, because we wanted the people approaching as you come from the platform to the elevator, be able to see that elevator and have it be really open. And also for the train operators to be able to see into that area, 'cause that was one of the things we heard about the east side, too. So that's a really good point.

MR. KRIS: And then just one other thing to go off of that, and then I'll be done. Although since you're only having one elevator, which I understand why we can only have elevator at each station, it's really critical that the elevators be maintained no more than a regular basis, so that they continue to operate, because if it breaks down, you know, you basically have no other alternative but to get back on the train and they may go back to another station.

MS. SCHLUPP: Yeah. I know we have a standard operating procedure for that, that will probably be similar as they are on the east side. And, you know, I wanted to go back, I remembered another part of your original question was lighting. And this station's getting a lot of kind of scrutiny for that, too. And one advantage to opening those structures is it gives us more things

to hang lights off of and provide full coverage. And I think that along this alignment we'll find that the stations and station areas are a little brighter.

MS. CAMPBELL: Thank you very much. Next one. Kathy, you're on.

MS. MILLER: I just wanted to give you some updates on activity at the Transit Mobility Center, as well as the eligibility process. In your packets you have Attachment E, which outlines the results of the eligibility process for the past fiscal year for FY11. But before I look at, just quickly, one thing I forgot to mention when I was talking about the work plan, is that I left at each of your places some new inserts for your CAT handbook, which include a cover sheet, the TriMet staff that worked primarily with the CAT, the TriMet Board of Directors list, as well as the CAT roster. So take a look at that CAT roster, if I made any errors or there's any changes to your information, you can call me and let me know that and I'll update that as we go.

And then also your monthly bus passes should have been at your places as well in an envelope.