



PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

May 20, 2010

Fred Hansen, Chair
Portland-Milwaukie Light Rail Project Steering Committee

Re: CAC comments on CDR

Dear Mr. Hansen:

As Chair of the Portland-Milwaukie Light Rail Project Citizens Advisory Committee (CAC) I am pleased to convey the CAC's support for the Public Discussion Draft Conceptual Design Report (CDR). The CDR summarizes the Preliminary Engineering design, which our committee helped shape. Below we highlight some of the refinements that resulted from our advocacy during Preliminary Engineering, and some of the outstanding issues we will be tracking during Final Design.

Achievements during Preliminary Engineering

The active involvement of the CAC and the communities we represent has helped to improve the project's design. Examples include:

- Willamette River Bridge:
 - Cable-stayed bridge type: affordable, functional design that complements its surroundings.
 - Shared pathway for cyclists and pedestrians: expanded from original design to 14-feet.

- Quiet Zones:
 - Intersection improvements and consolidation of existing rail crossings that meet Federal Railroad Administration standards for creating a Quiet Zone between SE 8th and 12th avenues.
 - Continued progress on Milwaukie crossings, with the addition of SE Mailwell Drive.

- Bike and pedestrian connectivity:
 - Design for new connection between 8th Ave and Division Place and SE 11th Ave and Clinton Street (paralleling busway and light rail tracks).
 - Improved visibility on Powell Boulevard sidewalk under Powell/17th Ave overpass.
 - New shared pathway on Powell/17th Ave overpass; new connection to Gideon Street.

- Two stations in Brooklyn Neighborhood. (Early in Preliminary Engineering phase, planners proposed consolidating Holgate and Rhine stations into one. Community rallied to support both.)
- Pullouts on Bybee Bridge at station entrances. (Earlier plan called for westbound bus stop in travel lane and eastbound bus stop several hundred feet from station entrance. Community rallied to support bus pullouts at station entrances in both directions.)
- Tacoma Park & Ride traffic mitigation:
 - ODOT progressing plans for drop/add lane for Tacoma on-ramp to southbound McLoughlin. (Traffic analysis did not identify project-related impacts, but neighbors raised concerns about existing safety and traffic flow, prompting ODOT to propose lane reconfiguration.)
 - Minimal changes to Johnson Creek Boulevard. (Traffic analysis recommended signalization at three intersections, but neighbors opposed changes that could increase traffic flow. The intersection at 32nd Ave must be signalized due to ODOT safety concerns about queue backup onto McLoughlin, but stop signs controls can remain at 36th and 42nd avenues.)
 - Garage size reduced to 800 spaces/three stories (from 1,000 spaces/four stories).
- Length of elevated trackway adjacent to Ardenwald-Johnson Creek Neighborhood reduced by over 50 percent in response to community concerns about noise and visual impacts.
- Center and side platforms at Lake Road station that will directly connect to future site development.
- Design refinements on Kellogg Lake structure to allow for future pedestrian access.
- Park Ave Park & Ride and station area:
 - Habitat and green enhancements through community-led Nature in Neighborhoods grant award.
 - Garage size reduced to 600 spaces/three stories (from 1,000 spaces/five stories)

Goals for Final Design

The CAC will continue to collaborate with project staff to resolve outstanding issues, including:

- Minimize safety and security issues. Examples include:
 - Security issues associated with grade separation (e.g., Bybee station, 17th/Powell pedestrian undercrossing, Clinton and Rhine station pedestrian overcrossings, etc.)
 - Security issues at Tacoma and Park Ave parking garages
 - Safety issues around at-grade pedestrian crossings (consider gates)

- Develop urban design strategies and palette of station amenities that achieve multiple goals:
 - Affordable and equitable
 - Reflect the character of each station area
 - Minimize potential safety and security issues
- Optimize bicycle and pedestrian connections between Willamette River Bridge and greenway trails.
- Support efforts to develop multi-modal connections at stations, particularly Portland Streetcar's "Close the Loop" project.
- Identify funding for construction of "new" Water Avenue, recognizing the importance of this permanent realignment for the Central Eastside transportation hub.
- Optimize bicycle and pedestrian routes between Clinton station and Willamette River.
- Optimize location of pedestrian overcrossing at Clinton station.
- Optimize design of pedestrian overcrossings at Clinton and Rhine stations (stairs/ramps/elevators).
- Develop strategies to minimize "park and ride" use of neighborhood streets.
- Provide strong support toward community efforts for habitat and green enhancements at Tacoma station; continue to support these efforts at Park Ave station.
- Develop strategy for minimizing visual, aesthetic, safety and noise impacts at Portland Waldorf School and other affected businesses.
- Refine aesthetic design of Kellogg structure, recognizing its function as gateway between Milwaukie and Oak Grove.
- Identify "triggers" for future expansion of parking garages.

We look forward to resolving these outstanding issues, and are confident that the CAC's continuing involvement will further enhance the project by integrating community values into the design.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Williams". The signature is fluid and cursive, with a long horizontal stroke at the end.

Rick Williams
CAC Chair