PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

Bybee Station & Bus Stop
Discussion with Eastmoreland, Sellwood-Moreland and Reed Neighborhoods
January 28, 2010
Eastmoreland Golf Course

NOTES

Information presented

- Project is evaluating options for addressing neighborhood concerns about bus stop at station entrance and other site challenges.
- Considerations include cost, customer service/ridership, LIFT accessibility, Quick Drop ("kiss & ride") access, keeping travel lanes clear, maintenance and emergency access, potential NEPA impacts and aesthetics.

General direction from the neighborhoods

- If there are any bus stops on the bridge, they should not block auto travel lanes.
- No specific preference on pier-to-pier versus abutment-to-abutment structure, as long as it keeps stopped buses out of auto travel lane and includes finishes that match existing.
- Design should minimize potential conflicts among buses, autos and cyclists.

Specific comments

- Don't read NEPA so restrictively. Park land can be impacted if mitigated.
- Build structure for pullout on north side where there would be fewer park impacts.
- Maintain historic aesthetic of the bridge.
- Functionality and safety are most important.
- Minimize bus-bike interactions.
- Don't have any bus stops on the bridge; use existing bus stops on east and west sides of bridge.
- Build pier-to-pier pullouts on both sides of the bridge to maintain symmetry.
- Need to plan for safe Quick Drop area. Concerns about motorists crossing bike lane on the bridge to drop off/pick up.
- In the 1990s planning process for bridge reconstruction, City of Portland said that a bus stop on bridge would require a pullout due to the crown of the road.
- There are already safety concerns with the vertical curve of the existing bridge.
- Data provided for queue lengths from bus dwell time seems incorrect.

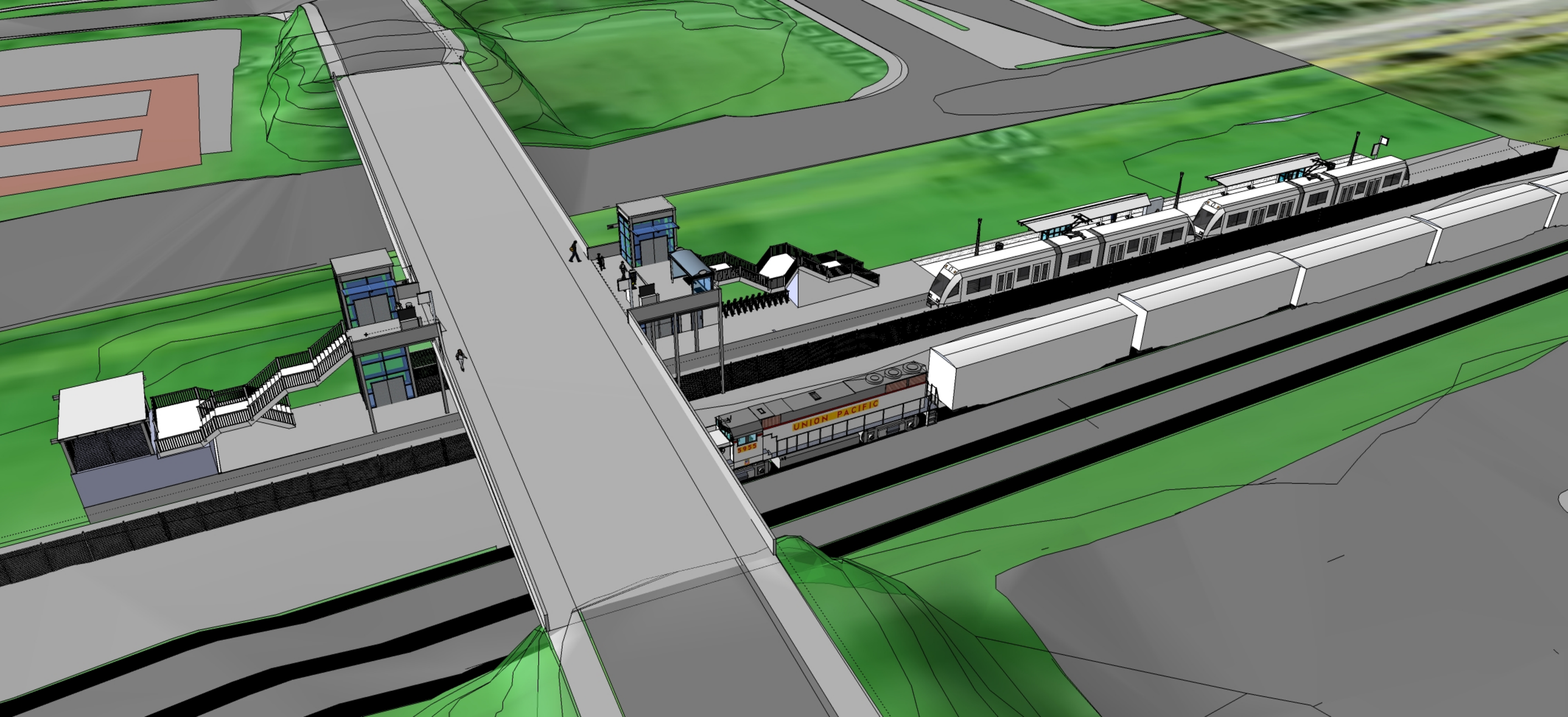
- Other considerations for Quick Drop ("kiss & ride") area:
    - Lots of neighbors will use this for trips to/from PDX airport, with luggage
    - There should be space for a few cars to wait for people they're picking up
    - Adequate Quick Drop space would help minimize "park & ride" use of neighborhood streets
    - Quick Drop space should be away from bus stops on bridge
- Two "bump out" structures (one on each side of bridge) would be preferable:
    - Avoids curve at hump of bridge
    - More space allows room for error
    - Symmetry would be more aesthetically pleasing

Next steps

- Project will continue analysis of pullout options.
- Neighborhoods will advocate for pullout structure(s) as budget priority via Citizens Advisory Committee, writing letters.

Other topics noted for future discussion

- Concern about controlling platform environment; should be accessed via turnstiles.
- Concern about potential "park & ride" use of neighborhood streets.
- Concern about urban/modern aesthetic of station amenities shown in current .renderings. Station should reflect historic architecture of neighborhood.
- Concern about bike/pedestrian/traffic impacts during construction. Bridge is vital link between neighborhoods.


UNION PACIFIC
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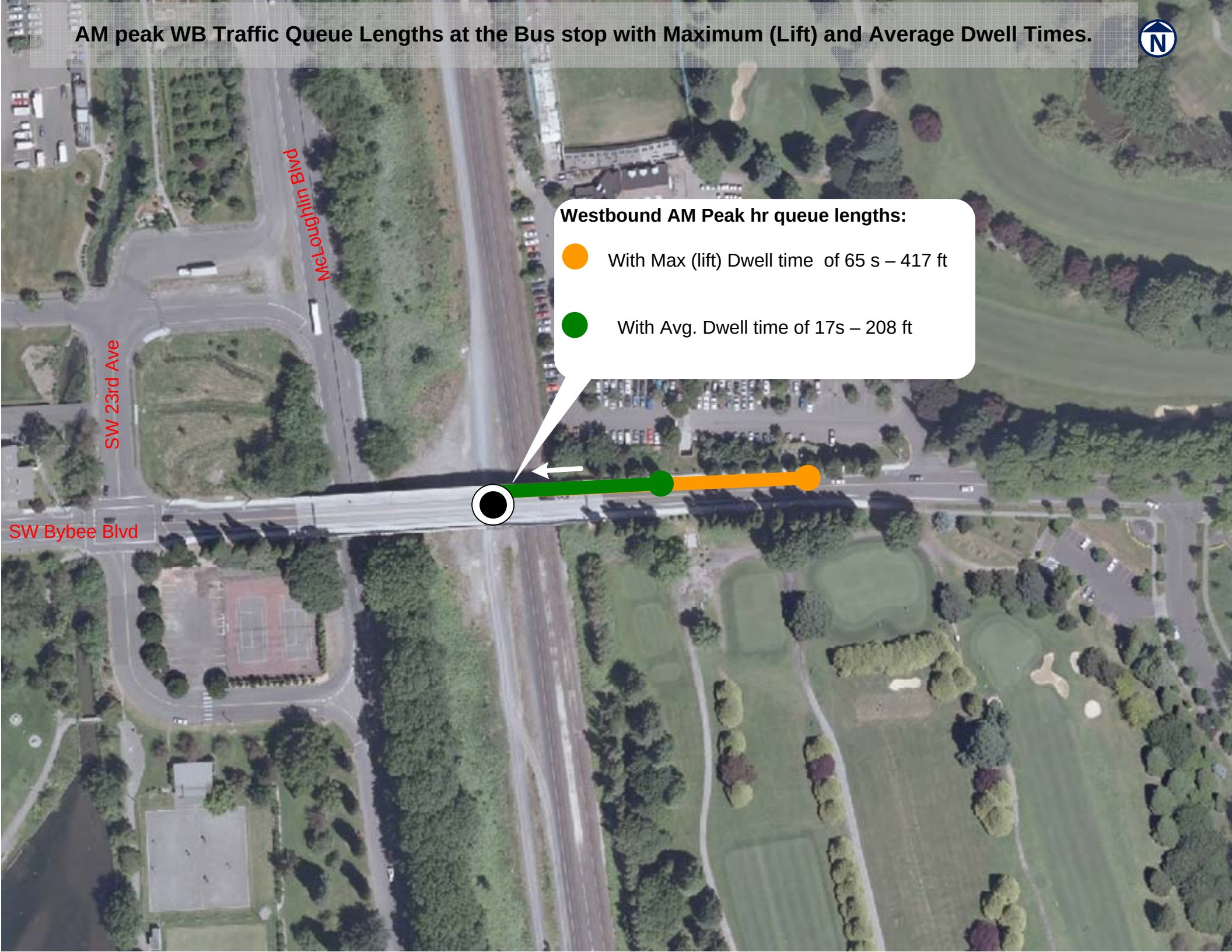
Bybee Station -- Bus Stop Options

DISCUSSION DRAFT

● Good
◖ Medium
○ Bad

Potential option	Bus stop at station entrance?	Cost	Customer Service, Ridership, LIFT access	Quick Drop	Fire calls to Eastmoreland: travel lanes not blocked	Neighborhood traffic: travel lanes not blocked	Maintenance access	Emergency access	Potential NEPA impact	Aesthetics
Long pullout (abutment-to-abutment)	EB + WB	○	●	●	●	●	●	●	○	○
Short pullout (pier-to-pier)	EB + WB	○	●	◖	●	●	◖	●	◖	○
Maintenance/emergency access road + equipment closet at platform level	WB	◖	◖	○	●	◖	●	●	◖	●
Maintenance/emergency access road + equipment closet at platform level	None	◖	○	○	●	●	●	●	◖	●
Adjust existing lane striping	WB	NOT FEASIBLE								
Fire signal at 27th with vehicle detection	EB + WB	NOT FEASIBLE								

2/2/2010


AM peak WB Traffic Queue Lengths at the Bus stop with Maximum (Lift) and Average Dwell Times.
N
McLoughlin Blvd
SW 23rd Ave
SW Bybee Blvd
Westbound AM Peak hr queue lengths:
With Max (lift) Dwell time of 65 s – 417 ft
With Avg. Dwell time of 17s – 208 ft

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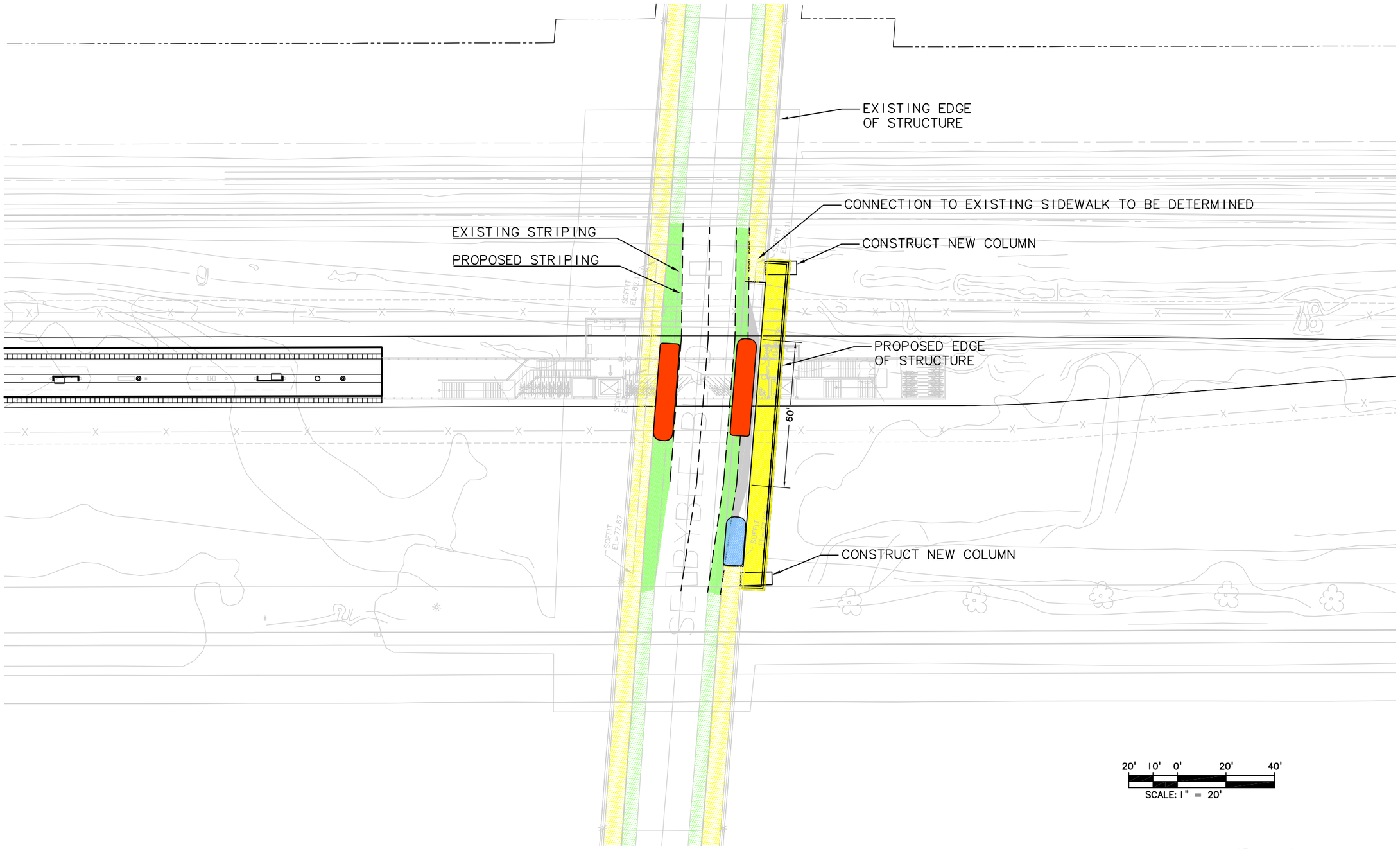
Pier-to Pier



20' 10' 0' 20' 40'

SCALE: 1" = 20'

BYBEE STATION SITE PLAN (1)

SCALE: 1" = 20'-0"

Pier-to Pier

NO.	DATE	BY / CHK.	APPD.	REVISIONS

DESIGNED — DATE

DRAWN — DATE

CHECKED — DATE

APPROVED — DATE

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

TRIMET — CAPITAL PROJECTS AND FACILITIES DIVISION
710 N.E. HOLLADAY STREET
PORTLAND, OREGON 97232

SUBMITTED:	DATE:	APPROVED:	DATE:

PORTLAND TO MILWAUKIE LRT
SEGMENT C
BYBEE STATION
SITE PLAN

SCALE:	DRAWING NO.:	CONTRACT NO.:	SHEET NO.:
1" = 20'-0"			

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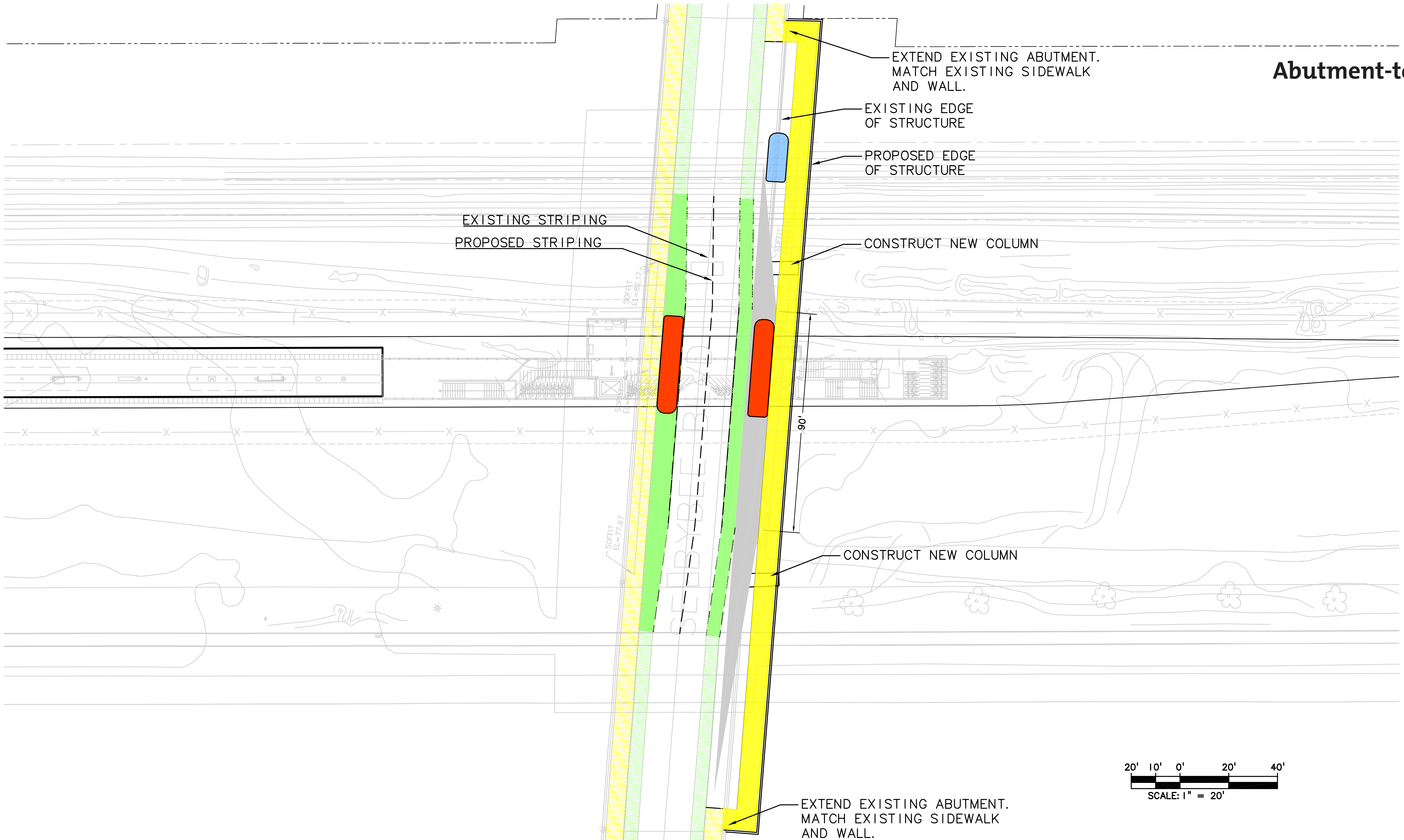

BYBEE STATION SITE PLAN
SCALE: 1" = 20'-0"

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