

PORTLAND-MILWAUKIE LIGHT RAIL PROJECT REPORTIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE

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Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



12 May 2010

Portland City Council
1221 SW 4th Avenue, Room 140
Portland, OR 97204

Dear Commissioners,

36786

The City of Portland's Bicycle Advisory Committee (BAC) would like to recognize Trimet's project group for their excellent outreach regarding the new Milwaukie light rail project. They have been diligent and patient in scheduling multiple opportunities for consultation and review of this massive project, which includes a new Willamette River Bridge (WRB).

Our most recent review of the project was on March 9th, when the project team presented design plans current at that time. While we are extremely excited about this project as a whole, there were a number of specific locations where the BAC had concerns about connections for people riding bicycles. We list them below, with the understanding that some may have already been addressed by the design team.

West of the Willamette:

SW 5 and SW Lincoln

This intersection is awkward and inefficient for cyclists, particular those wishing to proceed south after crossing the new Willamette River bridge.

SW Naito to WRB

This connection also needs additional attention, particularly between Lincoln, Harrison and Naito. Hopefully the solution will include bicycle lanes on both sides of Naito.

WRB to South Waterfront

These connections seem to be heading in a good direction!

East of the Willamette:

Tacoma Street Station Area

This will be an important bicycle to bus to light rail connection. We are concerned about bicycle access to the station via a new intersection and ramp down from the Tacoma Street overpass. We also hope that there will be secure and copious parking for bicycles at this station. We realize that space is tight here, and would like to remain in the loop as design continues.

SE 17 to SE Harold

We understand that the original design included a trail connection between SE 17th and SE Harold, to the north of McLaughlin, but that this important connection has since been removed, possibly because of a requirement of a flyover at SE Harold. We feel it very important not to build this section in a way that precludes a construction of a path in the future, and frankly question the need for a very expensive flyover to accommodate such a low-use entrance to the rail yard.

SE 17/Powell Overcrossing

This is a key opportunity for people riding bicycles to transit the rail line. Unfortunately we worry that it is under-utilized for security reasons, as the current design is narrow, dark and virtually invisible to natural surveillance, making it a haven for campers and people conducting nefarious activities. While we understand this underpass is a shared facility with ODOT and the railroad, we encourage Trimet to take this opportunity

to make changes to its portion to increase security, including increasing the width of the bridge to allow a wider sidewalk underneath and vastly increasing the lighting.

SE Clinton to WRB

This connection is of extreme concern for us. Clinton street is a bicycle boulevard that funnels a large volume of people riding bicycles from points throughout southeast Portland to the central east side and downtown. It is imperative that they continue to have an efficient connection from their neighborhoods to the river. While we are very excited about the prospect of a multi-use path that may help connect SE 9 and SE 12, the plans we saw in March of the Clinton Street station area, particularly where 8th and 9th Ave. meet Division Place, combined with the anticipated increase in bus traffic, may actually make the conditions for people riding bicycles worse than they are now.

WRB to Springwater Corridor/Eastbank Esplanade

This connection of two regional bicycle facilities does not yet reflect the values of excellence that Trimet traditionally strives for. It is also a serious concern for us.

As mentioned above, we are excited about this project as a whole, and the BAC offers our continued support and service as Trimet planners and PBOT staff continue to work to bring these connections up to typically excellent Trimet standards. We thank them again for their excellent, earnest work on this superb project.

Sincerely,



Robert Pickett

Vice-chair, Portland Bicycle Advisory Committee

Portland-Milwaukie Light Rail project

Clinton Station

Caruthers St.

Division Pl.

Northwest
Natural
acquisition



Clinton
Station
platform

Current
pedestrian
bridge



Portland Pedestrian Advisory Committee

1120 SW 5th Avenue Suite 800
Portland OR 97204

Members

May 12, 2010

David Aulwes

Mayor Sam Adams

Carolyn Briggs

1221 SW Fourth Avenue, Room 220

Ali Corbin

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Kim Cottrell

City Council

Elaine Friesen-Strang

1221 SW Fourth Avenue

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Erin Kelley

Doug Klotz

Re: Portland-Milwaukie Light Rail Project Conceptual Design Report

Jess Laventall

To Mayor Sam Adams and members of City Council,

Sumi Malik

Rod Merrick

Elizabeth Mros-O'Hara

Marian Rhys

Alison Wildman

Rod Yoder

On behalf of the City of Portland Pedestrian Advisory Committee, I am writing to indicate our general support of the Portland-Milwaukie Light Rail Project Conceptual Design Report. We appreciate the consideration given to all modes of travel throughout the corridor and in particular commend the project team for thoughtful inclusion of pedestrian and bicycle facilities in critical locations. Many of these facilities not only improve access to station areas, but address a number of long-term connectivity issues and establish bicycle and pedestrian facilities which will serve the community for many years to come. These include:

- Shared 14' wide bicycle/pedestrian facilities on each side of the new Willamette River Transit Bridge;
- Connections from the new bridge to waterfront Greenway bicycle and pedestrian facilities on both sides of the river;
- Preservation of the existing Water Avenue right-of-way for use by pedestrians and cyclists near the Portland Opera building;
- Allowance for both bicycle and pedestrian improvements parallel to the LRT alignment from Division place to Clinton Street and the station area;
- Provision for a new pedestrian overpass at the Clinton Street Station;
- Greatly improved connections for bicycles and pedestrians from Clinton Street, parallel to the LRT alignment and over Powell Boulevard on a new LRT bridge linking to the 17th street corridor;
- As well as many other less conspicuous improvements.

Throughout the project, the Pedestrian Advisory Committee has expressed concerns about elements of the design. Some have been substantially addressed in Preliminary Engineering or are identified in the Conceptual Design Report.

We want to highlight a few safety, access and urban design concerns that continue to linger and deserve further consideration and resolution in Final Engineering. They include:

- **Location of the pedestrian railroad over-crossing at Clinton Station** – The PAC supports locating the pedestrian bridge over the railroad tracks at the 16th Street/Gideon location. The Station Area Planning Discussion Group voted overwhelmingly on Wednesday night (May 5th) to favor the 16th Street/Gideon location. Reasoning included improving connectivity between the Brooklyn and Hosford-Abernethy neighborhoods and a greater expansion of station access to the east. All present agreed that a permit parking program would be necessary within the influence of the station area to limit impacts to

parking for local businesses. There was almost an equal balance of neighbors and businesses owners represented at the meeting. This choice is consistent with the position of the Hosford-Abernethy Neighborhood Development (HAND) neighborhood association.

- **New consolidated intersection at SE 8th Ave/Division St/Division Pl** – SE Division Place is a key neighborhood *Route to the River* for pedestrians and cyclists through an industrial Freight District. The proposed very large truck turning radii at this new consolidated intersection will enable cars and small-medium size trucks to turn at higher speeds. They will also increase pedestrian crossing distances and exposure to turning vehicles. High speeds and evidence of accidents are apparent at the existing intersections of SE Division Street/ 8th Ave and at the Division Place/ 8th Ave. We recommend tighter corner radii and special interventions (perhaps a truck apron similar to those used at SE Clay and 11th Ave) at the consolidated intersection to reduced vehicle speeds and conflicts between modes.
- **Pedestrian/Bike Route to River West of SE 8th Avenue** – Provide a safe pedestrian and bike path parallel to the light rail tracks all the way from Clinton Station to the OMSI Station. While we understand there are important concerns with such the alignment, we feel that the benefits could be significant for the safety of pedestrians and cyclists moving through the area. Such a facility would separate large vehicle movements from pedestrian and bicycle movements, concentrating the interaction at the 8th Avenue intersection and limiting conflicts at many other intersections within the industrial area. If this is not possible, we would request improvements and enforcement along Division Place to improve and maintain sidewalks for pedestrians rather than trucks parking across sidewalks, which is currently a problem at numerous locations in the area.
- **Clinton Station** – We are concerned about the urban design of this station area. Currently the design is dominated by large stormwater facilities. While these facilities are necessary and important, they should not occupy space which could otherwise be used to activate the station plaza, such as retail development or usable park/public space. Also, the design needs to accommodate good sight lines to and from the street to the platform for personal security purposes.
- **Tacoma Station** - Access from the neighborhoods and across McLoughlin Blvd is problematic. We recommend providing safe and direct pedestrian and bicycle access to the Light rail station and bus stops, ideally with an at-grade, marked crosswalk across SE McLoughlin Blvd. The existing Tacoma overpass is poorly designed for pedestrians. With additional vehicular traffic leaving the Park and Ride this environment will be further degraded. Currently, ODOT is attempting to prevent jaywalking across McLoughlin Blvd. We would like to see pedestrian and bicycle access given more priority in this station area to accommodate desired pedestrian and bicycle movements to access transit.

We appreciate the opportunity to contribute these accolades and concerns,



David Aulwes
Chair, Portland Pedestrian Advisory Committee

cc: Teresa Boyle, Portland Bureau of Transportation
Art Pearce, Portland Bureau of Transportation
Matt Wickstrom, Portland Bureau of Planning and Sustainability
Jennifer Koozer, TriMet
DeeAnn Sandburg, TriMet