

35608 #649

NORTH MACADAM DEVELOPMENT COUNCILPO Box 10047
Portland, OR 97210

May 6, 1997

Portland City Council
1120 SW Fifth
Portland, OR 97204

Dear Council Members

On October 26, 1995, the North Macadam Development Council submitted information to the South/North Project Citizen's Advisory Committee (copy enclosed) This information supported the selection of the North Ross Island Option for the crossing of the Willamette River, as then described

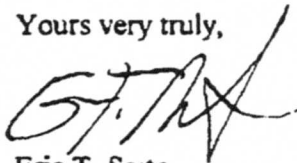
Recently the members of the Council have had the opportunity to review the recommended cost cutting measures documented on March 14, 1997 as they relate to the South/North project and specifically to the river crossing options Our initial support of October 26, 1995 remains and we further support the efforts made by Tri-Met and the Metro staff to explore cost cutting alternatives as described in the March 14, 1997 document for cost cutting measures

We further encourage the South/North Steering Committee to support the continuance of the South/North project It is the desire of the North Macadam Development Council to encourage the final selection of options for this project on the basis of

- 1 Lowest cost/highest ridership
- 2 Provision of transit systems to areas that are not served or are under served
- 3 Promotion of transit oriented development or redevelopment

If you have any questions with regard to our recommendations, please feel free to contact me at 224-9570

Yours very truly,

Eric T Saito
President

Enclosure

NORTH MACADAM DEVELOPMENT COUNCIL

P.O. BOX 10047
Portland OR 97210

October 26, 1995

South/North Project
Citizen Advisory Committee
600 NE Grand Avenue
Portland, OR 97232

Re: South/North Corridor Study
South Willamette River Crossing

Dear Committee Members:

Attached you will find the North Macadam Development Council's Position Statement on South/North Rail Corridor, Willamette River Crossings. As you may be aware, the North Macadam Development Council (NMDC) is a nonprofit corporation established in 1990 to represent the employers and property owners in the North Macadam Area. The North Macadam District has been identified as a key redevelopment area within the City of Portland's Central City Plan.

In June, NMDC took a unanimous position on the Willamette River Crossing. The council voted to support only one design option, the North Ross Island Crossing, which is one of two options recommended by the Project Management Group (PMG). NMDC also concluded that it could not support any of the Caruthers design options. NMDC felt that only the North Ross Island Crossing meets the stated goals and objectives expressed for the South/North Light Rail Line as expressed by the City of Portland, METRO, the region and the South/North Steering Group.

If you have any questions about NMDC's position regarding the South Willamette Crossing, please feel free to contact me at 224-9570.

Sincerely,

MACADAM DEVELOPMENT COUNCIL



Eric T. Saito
President

Enclosure

35608

NORTH MACADAM DEVELOPMENT COUNCIL

3121 S.W. Moody Avenue
Portland, OR 97201

North Macadam Development Council Position Statement South/North Light Rail Corridor Willamette River Crossings

On June 15, 1995, the North Macadam Development Council (NMDC) reviewed the South Willamette River crossings included in the South/North Transit Corridor Study. The NMDC studied information gathered by its members as well as materials and data presented by Tri-Met, METRO and the City of Portland. As a result of that review, the NMDC voted unanimously to support only one design option – the North Ross Island Crossing.

The NMDC is a non-profit corporation that was established in 1990 to represent the employers and property owners in the district. The district includes approximately 115 acres and is located south of the Marquam Bridge between Macadam Avenue and the Willamette River. There are approximately 36 members of the NMDC, representing interested public, employers and 26 property owners in the area.

The North Macadam area has been identified as a key redevelopment area within the City of Portland's Central City Plan. In addition, the Portland Development Commission's Five Year Business Plan states, "Today, South Waterfront/North Macadam is the logical extension of Portland's downtown, adding significantly to the City's commercial and residential expansion capacity. It can help the City reach its targets for increased housing and jobs density, while attracting businesses in target industry clusters designed to expand the economic base."

Based on these objectives for the North Macadam area, future development is projected to add approximately 2,500 new households and about 9,000 new jobs. This is not a dream that must wait for many decades. As a prime development area, with large amounts of land vacant and ready for use, the opportunity exists to begin in the very near future the development of a new transit-oriented community. But it is clear that fulfilling this potential will require public and private entities to work together on the necessary infrastructure.

The NMDC unanimously supports the North Ross Island Crossing. Its selection by the group came after careful consideration of the data supplied by the City of Portland, Tri-Met and Metro and after a detailed review of the goals and objectives outlined by the South/North Steering Group.

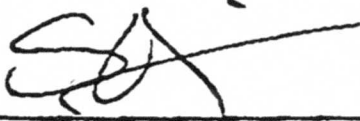
NMDC Position Statement
Page 3

The NMDC concluded that none of the Caruthers Crossings would lead to the kind of public-private partnership necessary to achieve the potential of the North Macadam area. As a consequence, the NMDC concluded it could not support any of the Caruthers design options. The reasons for this decision are as follows:

- None of the options provide meaningful transit service to the North Macadam area.
- In bypassing the area, these options fail to accommodate the future growth and travel needs of what is identified in the Central City Plan as one of the Portland's most important redevelopment areas
- These options undermine other City and regional growth management objectives.
- The Caruthers alignments would serve already established, transit-served neighborhoods with lower housing and employment potential, and as a consequence, would produce lower ridership and higher costs for light rail.
- Without light rail, traffic infiltration and congestion in the North Macadam area will increase to unacceptable levels.

We believe the items regarding the Caruthers Crossings, are in direct conflict with the goals and objectives laid out by the South/North Steering Group for the new line

In summary, the NMDC firmly believes that the North Ross Island Crossing is the alignment that meets the goals and objectives expressed for this new line by the City, the region and the South/North Steering Group. It is the alignment that provides the transit service necessary to fulfill the City's vision for the North Macadam development area. And it is the alignment that will do the most to encourage transit-oriented private development, attract high ridership levels, reduce construction and maintenance costs, and minimize traffic congestion and other conflicts with the improvements anticipated in the North Macadam area.



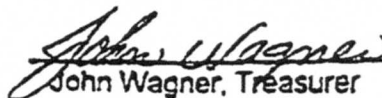
Steven Shain, President



Roger Neu, Vice President



Rick Saito, Secretary



John Wagner, Treasurer

Have you heard?

The Brooklyn Neighborhood and the Caruthers Crossing
Coalition provided 1/6th of all the testimony on cost
cutting from March 14 - April 13

Did you know?

They had other suggestions for cost cutting
For information, call David Rasmussen at 232-2788
or contact Leon Skiles at METRO

ITEM 649

35608



CITY OF

PORTLAND, OREGON

Planning Commission

Telephone No 823 7708 TDD 823-6868 FAX 823 7800
c/o Bureau of Planning, Rm 1002, 1120 SW Fifth Ave 97204

April 29, 1997

Mayor Vera Katz and Portland City Council
City of Portland
1220 SW 5th Avenue, Room 501
Portland, OR 97294

Dear Mayor Katz and City Commissioners

The Portland City Planning Commission wishes to convey our comments on the proposed South/North Project cost-cutting measures. The Planning Commission discussed these measures at our April 15th and 22nd meeting. Public comments were received at the April 22nd meeting. Light rail is an important part of our Comprehensive Plan to ensure Portland's livability and as a catalyst to meet housing and economic development goals. We support the overall effort to reduce the costs of the South/North Project and support the recommendations from the South/North Citizens Advisory Committee. The proposed MAX Connector is a concern of the Planning Commission, and the following discusses our issues.

The Planning Commission supports including the MAX Connector in the South/North Draft Environmental Impact Statement (DEIS) as long as it is clearly recognized as an interim solution requiring subsequent investment in the Full Mall alternative. The MAX Connector is a short term and interim solution that reshapes the Downtown Plan. This option should only be supported with the assurance that the Full Mall option could be built. The Planning Commission requests that the Portland Office of Transportation with Metro and Tri-Met respond to the attached list of concerns prior to the development of recommendations to the Locally Preferred Strategy, scheduled for early 1998.

The central issue to the Planning Commission is to ensure that the goals and policies of the Downtown Plan are met. The Transit Mall and MAX along with the Pioneer Courthouse Square and Pioneer Place represent public investments that helped rejuvenate the downtown. The MAX Connector could impact this area where we have invested for people to come to gather and enjoy a special place in our city. With the current project financial situation and the potential to select the MAX Connector in Phase I of the South/North Project, the Planning Commission requests that the City Council and Metro identify the completion of the north mall for light rail (between SW Morrison St and Union Station) as the first regional light rail funding priority after the Phase I of the South/North Project.

The Planning Commission is concerned about the impacts that the MAX Connector could have on the overall circulation and access in the downtown. It is recommended that the Portland Office of Transportation, Metro, and Tri-Met prepare a comprehensive access plan in parallel with the DEIS that recognizes the critical role of access in achieving regional density objectives.

The Planning Commission supports the inclusion of the MAX Connector as an interim option. The sacrifice of the Transit Mall as the primary transit corridor is necessary to assure continuation of the rail development in this region. This support is contingent upon the assurance that the MAX Connector is not a permanent solution.

Sincerely,

Rick Michaelson

Rick Michaelson, President *RM*
Portland City Planning Commission

Attachment**Portland City Planning Commission List of South/North Project Issues**

- 1 MAX Connector and Completion of the North Mall for light rail between SW Morrison Street and Union Station
 - Assuming that the MAX Connector is the project's recommended option, the timing and commitment to complete the rest of the light rail improvements to Union Station is unclear. The concern is that by not completing the Full Mall in Phase I it will result in escalating capital costs, and increasing financing needs on limited public resources. This could result in greater difficulty in funding the completion of the downtown segment.
 - Completing the north mall may not compete cost effectively for federal funding as a separate project because of high capital costs and Metro's low ridership estimates of 400 to 800 riders for extending LRT to River District. This could result in less federal funding to the project.
 - The MAX Connector has been presented as a 10 year solution requiring added capacity and the completion of the Full Mall by 2015. The construction impacts of developing the MAX Connector following almost immediately with the Full Mall should be carefully evaluated with regard to continuous disruption.
 - Evaluating the circulation impacts to pedestrians, buses, automobiles, and service vehicles.
 - Evaluating impacts to businesses.
- 2 The Planning Commission supports a comprehensive analysis of the impacts of the MAX Connector on Central City Access in light of the change in the transit role of the Mall. The Central City Bus Concept Plan is part of the evaluation.
- 3 The Planning Commission recognizes the complexities to planning and building a large project like the South/North Project in downtown. The process needs to be comprehensive and inclusive in a timely manner. The Planning Commission urges that the process ensure adequate review and discussion of all the technical issues, including the Central City Access issues, Central City Bus Concept Plan effort, and design issues.

Briefing Document

Recommended Cost-Cutting Measures

Steering Committee

April 23, 1997

Metro

35608

Briefing Document

Recommended Cost-Cutting Measures

Steering Committee

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April 23, 1997

C. Transportation Problems and Opportunities

The problems and opportunities that exist within the South/North Corridor set the context for defining and evaluating the LRT alternatives and design options

- **Population and Employment Growth** With the expanding Northwest economy, population within the Portland/Vancouver metropolitan area is projected to grow by 500,000 to 700,000 over the next 20 years. Anticipating and managing that growth is essential in order to ensure that the region's quality of life is not diminished
- **Traffic Problems** With this growth, traffic in the South/North Corridor is exceeding the capacity of many of the roads and intersections within the highway system. For example, most of McLoughlin Boulevard is currently highly congested with a level of service of E or F (A is best, F is worst). In the north, traffic across the Columbia River has almost doubled since the opening of the I-205 Bridge with I-5 currently operating at level of service E to F. Projections for continued growth well into the future will cause demand to exceed capacity during the key commute periods

- **Transit Problems.** As the highway network becomes congested, the bus network, which shares the road with cars and trucks, experiences longer travel times and high levels of unreliability. Deterioration in speed and reliability of buses increases operating costs, lowers ridership and costs transit riders thousands of person hours a day through longer bus trips

- **Regional Plans.** For over 20 years, the region has shaped its land use and transportation plans based upon the expectation that high capacity transit (HCT) would be provided within the South/North Corridor. Those plans have sized the road network, defined the comprehensive land use plans and implemented a bus network that would enhance and be served by an HCT facility

- **State Regulations** Both Oregon and Washington jurisdictions must comply with state regulations affecting transportation and land use planning. Oregon requires that the region plan for a 20 percent reduction in the per capita vehicle miles traveled and a 10 percent reduction in the per capita number of parking spaces. In the State of Washington, Clark County jurisdictions adopted commute trip reduction ordinances that require major employers to reduce single occupancy vehicle trips by 35 percent by 1999

- **Economic Health** There is growing concern that reduced accessibility within the South/North Corridor may reduce its ability to attract and retain industrial and commercial development in the Corridor. This trend adds to the concern in Clark County regarding the relative loss of per capita income compared to

the region. Further, concurrency requirements within the State of Washington may limit new development if the transportation system is inadequate to handle new demand

- **Air Quality** The region is currently "marginal" for ozone levels and "moderate" for carbon monoxide. Transit expansion is a key element of the region's proposed Air Quality Maintenance Plan and could save new industry \$2 million a year in air quality clean-up costs

D. Goal and Objectives

In response to these problems and opportunities, the South/North Steering Committee has adopted the following goal and objectives for the Project

To implement a major transit expansion program in the South/North Corridor that supports bi-state land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values and is fiscally responsive

- 1 Provide high quality transit service
- 2 Ensure effective transit system operations
- 3 Maximize the ability of the transit system to accommodate future growth in travel
- 4 Minimize traffic congestion and traffic infiltration through neighborhoods
- 5 Promote desired land use patterns and development
- 6 Provide for a fiscally stable and financially efficient transit system
- 7 Maximize the efficiency and environmental sensitivity of the engineering design of the proposed project

To date, alternatives and design options have been developed to address the problems and opportunities within the Corridor. Once the DEIS is published, the study's goal and objectives will provide a framework for evaluating and selecting the preferred alternative and design option for each segment of the corridor

The goal and objectives also provide the basis of the recommendations for cost-cutting measures to be incorporated into the study at this time. The goal of reducing project costs must always be seen in light of the project's transportation and land use objectives to help ensure that the best project, reflecting a balance of cost and effectiveness, is the one that moves into final design and construction

III Segments: Current Alignment Alternatives and Design Options Under Study

The Phase One South/North Project has been divided into several segments, including a range of alternatives and design options within each segment. Following is a summary of those segments and the alternatives and design options that are currently under study within the DEIS. This is the starting point for the proposed cost-cutting measures. The recommendations within this report would keep, amend or delete these project alternatives and design options or they would add new lower-cost alternatives to the DEIS for further study.

These segments, alternatives and design options are illustrated in Figure 2.

1. Clackamas Regional Center

Alignment

- ◆ North of CTC
- ◆ South of CTC
 - South of OIT/CCC
 - North of OIT/CCC

Terminus Location.

- ◆ 93rd Avenue
- ◆ 105th Avenue

2. Railroad Avenue

- ◆ Railroad Avenue

3. Central Milwaukie

- ◆ Monroe Street and 21st/McLoughlin
- ◆ Monroe Street and SP Branch Line

4. McLoughlin Boulevard

- ◆ McLoughlin Boulevard

5. South Willamette River Crossing

- ◆ Caruthers/Brooklyn Yard
 - At-Grade Crossings
 - Above Grade Crossings
- ◆ Ross Island Crossing
 - West McLoughlin Boulevard
 - East McLoughlin Boulevard

6. Downtown Portland

- ◆ Harrison Street and Center Lane of Transit Mall
 - Irving Street
 - Glisan Street

7. Ellet

- ◆ Wheeler Avenue Alignment and Russell Street Station
- ◆ East of I-5 Alignment and Kerby Street Station

8. Kaiser to Lombard Street

- ◆ Interstate Avenue Alternative
- ◆ I-5 Alternative

9. Lombard Street to VA Hospital/Clark College

- ◆ West of I-5
- ◆ Lift Span Bridge
- ◆ Two-Way on Washington Street

Length Alternatives

Because the Phase One Project will need to be built as two or more construction segments, the current study also includes several segments that are shorter than the Full-Length Alternative from Clackamas Regional Center to Vancouver.

These shorter Length Alternatives are called Minimum Operable Segments (MOS). Specifically, they are options for the first construction segment. These construction segments will play an important role in developing the project's finance plan. The first construction segment will be selected along with the preferred alignment alternative and design option following the publication of the DEIS.

Following are the Length Alternatives currently under study within the DEIS.

- ◆ **Full-Length** Clackamas Regional Center to Vancouver
- ◆ **MOS 1** Milwaukie Market Place to Vancouver
- ◆ **MOS 2** Clackamas Regional Center to the Rose Quarter Transit Center
- ◆ **MOS 3** Clackamas Regional Center to the Edgar Kaiser Medical Facility
- ◆ **MOS 4** Clackamas Regional Center to the Expo Center

IV Cost-Cutting Process

A. Cost-Cutting Principle

The following principle has been used to develop and recommend the cost-cutting measures outlined in this report

To design the most cost-effective rail project that achieves livability and transportation goals within available funding

This means

- The project must be highly competitive with comparable projects elsewhere in the nation based on a variety of criteria, including cost-per-mile and ridership
- The project must serve Clackamas County, downtown Portland and North Portland to achieve maximum ridership potential and to best serve the corridor
- The project must allow for a future extension to Oregon City and Clark County
- If the project is built in segments, the first segment will be the South segment
- Local jurisdictions and public-private partnerships may provide local enhancements and project elements with financing that they provide

B. Cost-Cutting Categories

These principles provided direction leading to the identification, evaluation and recommendation of cost-cutting measures. Broad categories as well as specific options for reducing costs were identified. Following are the four general areas where efforts to lower costs have been directed:

- *Changes in Project Scope - Permanent Changes and Deferrals*

This category of cost reduction measures represents proposed changes in the design of the project. Some of the changes would be permanent (such as different alignment), while other changes would be deferments and improvements to a later construction segment or phase.

Changes in project scope are proposed throughout the corridor, affecting most segments and design options currently under study. The proposed changes in scope range from deleting or amending current alternatives and options to adding newer, lower-cost options. These proposed changes are recommended and discussed within this document.

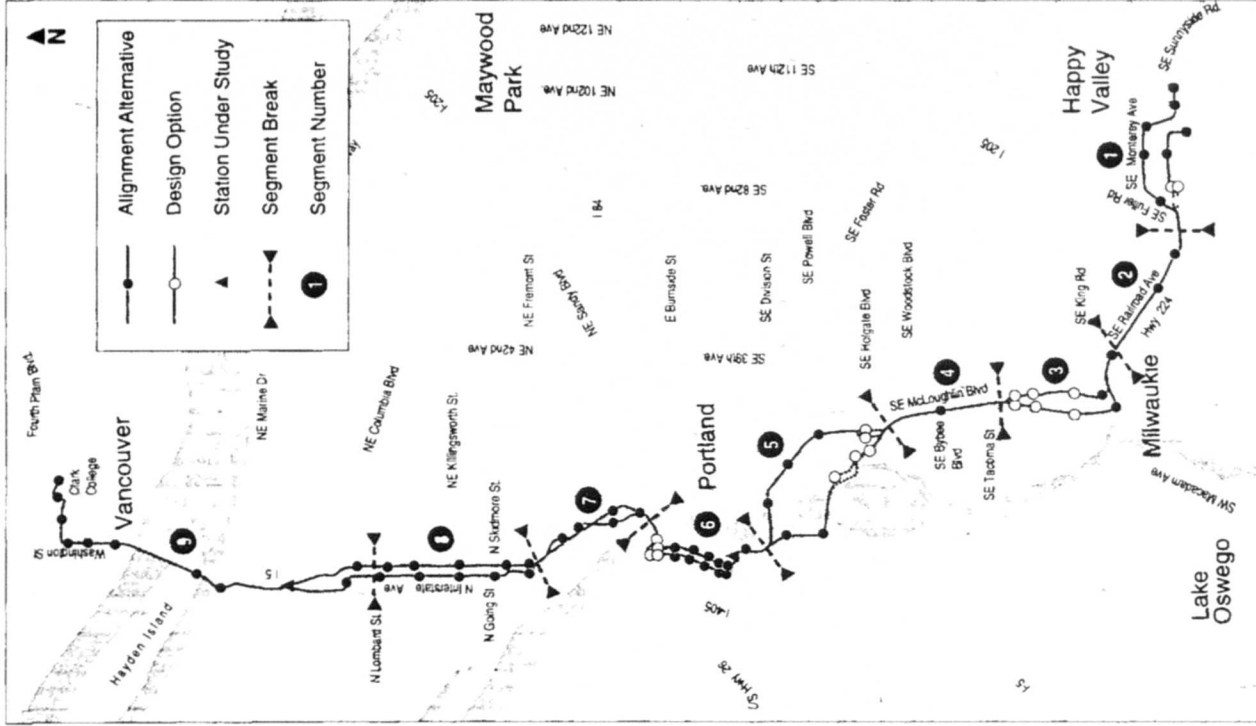


Figure 2 - The South/North Corridor Segments
Current Alternatives and Design Options

- *Changes in Financial Responsibility*

This effort will seek to identify new funds that could be made available to the South/North Project from participating agencies through the donation or reduced costs of right-of-way and/or facilities. Similarly, coordinated design and/or construction of related transportation projects could also reduce South/North costs. Additionally, the cost of relocating public utilities may be able to be reduced by changes in relocation policies, track-bed design and changes in cost-sharing responsibilities. Both the right-of-way donation and cost-reduction options for public utility relocation have been recommended to be pursued.

- *Changes in Management Approach*

Changes in management approach can reduce the engineering and administration costs needed to design and build the project by over 10 percent. Also, by planning to use the same rail car design as the Westside/Hillsboro Project, Tri-Met can reduce its spare rail car ratio from 20 percent to 15 percent.

- *Changes in Costing Methodology*

Costs of building a light rail project are estimated using a methodology based upon numerous individual factors. Project staff have reviewed each one of those factors. Revisions have been proposed for those factors that appeared to be too conservative or where new information is now available. Experience on the Banfield and Westside lines and recent local construction experience was used to revise the costing methods.

An important revision to the cost methodology will be to assign separate contingencies appropriate to various elements of the project. In the past, one or two very broad levels of contingency were used project-wide. The new methodology allowed some contingencies to increase (for example with a bridge) while other contingencies went down. The combined effect is lowered overall contingency due to more accurate costing.

Forecasts of right-of-way costs were also reduced to reflect a higher level of information based on the most recent experience from the Westside light rail project.

Finally, as we all know, inflation leads to higher costs. In the past, the South/North Project has used an inflation factor previously developed by the Federal Transit Administration. Experience over the past several years allows us to incorporate a lower inflation rate.

C. Resulting Capital Costs

When the proposed cost-cutting measures are taken together, project costs are reduced by approximately one-third. For example, a segment that was previously estimated to cost \$1.5 billion would now be estimated to cost approximately \$1 billion.

The following segment-by-segment discussion of proposed amendments to the DEIS alternatives includes preliminary estimates of the costs associated with the recommended change. These costs incorporate the design and scope differences between the alternatives or options being considered within that segment. Also, the cost differences between the alternatives reflect the other system-wide cost methodology changes discussed previously (e.g. financial responsibility, management and costing methodology). For example, if a proposed alignment change is described as saving \$10 million, it incorporates factors such as the inflation rate and the revised engineering and administration rate.

More precise cost estimates will be prepared for the DEIS, once the range of cost-cutting measures is finally adopted. The revised cost estimates will be available for the selection of the locally preferred alternative.

The cost estimates included within this report are year of expenditure costs (YOE\$), that is they are the estimates of what it would cost to build the project five or more years in the future. An inflation rate is used to inflate current dollar costs into the year of expenditure cost estimates.

Capital costs include right-of-way, utility relocation, related roadway reconstruction, LRT grade preparation, structures, track work, at-grade crossings, stations and fare collection, park-and-ride lots, special conditions, system costs (e.g. signals system), light rail vehicles and maintenance facilities. The cost estimates also include engineering, administration and a contingency allowance to reflect the level of design detail available. The unit rates used to develop these estimates include historic data and recent Westside LRT data, where available.

D. Ridership, Traffic and Environmental Analysis

Because lowering costs is only one of several objectives of the project, this document provides an assessment of the significant ridership, traffic and environmental impacts associated with the proposed cost-cutting measures. Much of this assessment is founded in the analysis that has been prepared to date for the DEIS. Some portion of the analysis has been developed over the past two to three months to support this cost-cutting exercise. A broader spectrum of ridership, traffic and environmental analysis will be performed, documented and evaluated within the DEIS and will provide the basis for the selection of the preferred length and alignment alternatives.

E. Summary of Recommendations

Following is a summary of the Steering Committee's recommended changes to the alternatives and design options to reflect the most promising cost-cutting measures. A more detailed description of these recommended amendments to the alternatives and design options to be studied further is provided in the following chapters.

1 Clackamas Regional Center

- Add a terminus option at the Clackamas Town Center Transit Center Station for both the North and South of CTC Alignment Alternatives
- Amend the North of Clackamas Town Center Alignment Alternative by deleting the proposed alignment generally adjacent to SE Fuller Road and linking the alignment between SE Monterey Avenue and SE Harmony Road with an alignment that would run in the vicinity of SE 79th and 80th Avenues

2 Railroad Avenue

- Amend the current Railroad Avenue Alternative being studied in the DEIS to reflect a narrower street design
- Add an alternative that would close sections of Railroad Avenue to through-traffic and would generally locate light rail within the right-of-way currently occupied by Railroad Avenue
- Add a North of Highway 224 alignment to be studied further in the DEIS. The proposed new alignment alternative would run north of and parallel to Highway 224, generally within right-of-way currently owned by ODOT
- Evaluate the Railroad Avenue Alignment alternatives with and without a Wood Avenue Station

3 Central Milwaukie

- Eliminate the two Monroe Street Alternatives and add a Main Street/SP Branch Line Alternative to the DEIS for further study

4 McLoughlin Boulevard

- Study the McLoughlin Boulevard segment with two options, one that would include the reconstruction of the SE Bybee Boulevard overpass and one that would not include reconstruction of the overpass

5 South Willamette River Crossing

- For the Caruthers Crossing Alternative

- a) eliminate the Caruthers Modified Alignment Alternative (including the 100-foot, fixed-span bridge),
- b) add a 75-foot, fixed-span bridge alternative, and,
- c) add two westbank design options for the 75-foot bridge alternative, a Caruthers/Moody alignment and a Caruthers/South Marquam alignment

- Eliminate the Above-Grade Design Option of the Caruthers/Brooklyn Yard Alignment Alternative

6 Downtown Portland

- Replace the perpendicular turn from SW Harrison Street to SW 5th and 6th Avenues with the PSU diagonal alignment
- Add a MAX Connector Alternative to the DEIS for further study. This recommendation would 1) retain the existing full-mall alignment, and 2) would add a second alternative in downtown Portland that would be composed of the full-mall alignment from the PSU Plaza to Morrison and Yamhill, where the South/North and the East/West tracks would be connected

7 Eliot

- Add a lower-cost design of the Arena Transit Center

8 Kaiser to Lombard Street

- Add a design option to the I-5 Alignment that would move the existing southbound I-5 off-ramp at N Alberta Street to just north of N Going Street and would close the existing southbound on-ramp to I-5 from N Alberta Street (access southbound would be via the N Going Street on-ramp)

- Modify the track treatment planned for Interstate Avenue to reduce costs while retaining urban design objectives

- Eliminate the north terminus options at the Edgar Kaiser Medical Facility and replace it with a terminus option at Lombard Street to be coupled with a south terminus at the Clackamas Regional Center

- Include in the DEIS a summary of the costs, ridership and other significant benefits and impacts associated with an alternate terminus location in Kenton

9 Lombard Street to VA Hospital/Clark College

- Eliminate the north MOS terminus option at the Expo Center and replace it with a terminus option at Lombard Street to be coupled with a south terminus at the Clackamas Regional Center

V Clackamas Regional Center

The Clackamas Regional Center segment is centered around the Clackamas Town Center area, which is designated within Metro's 2040 Plan as a *Regional Center*. The Clackamas Regional Center is expected to experience significant growth in the future, reinforcing its existing characteristics of mixed land uses, including retail, office, commercial, education and low to high density housing.

This segment presents two primary issues: 1) Should the alignment run south or north of the Town Center between 82nd Avenue and I-205?, and, 2) Where should the line terminate? Alternatives addressing both of these issues have been developed and analyzed.

It is important to note that the South Terminus options are for the end point of the Phase One South/North Project. A future extension to Oregon City, via I-205 or McLoughlin Boulevard, is proposed and can be accommodated by any of the design options currently under consideration.

Project staff recommends the following amendments to the range of alternatives and design options within the Clackamas Regional Center segment (see in Figure 3)

Recommendation 1

Add a terminus option at the Clackamas Town Center Transit Center Station for both the North and South of CTC Alignment Alternatives

Rationale:

- *Cost* A South of CTC Terminus at the Transit Center would cost approximately \$40 million less than the 93rd Terminus (YOES). A North of CTC Terminus at the Transit Center would save approximately \$60 million compared to the 105th Avenue Terminus Option (YOES).
- *Ridership* Light rail weekday ridership in 2015 would be approximately 1,400 fewer with a terminus at the transit center than with the 93rd or 105th Avenue Terminus Options

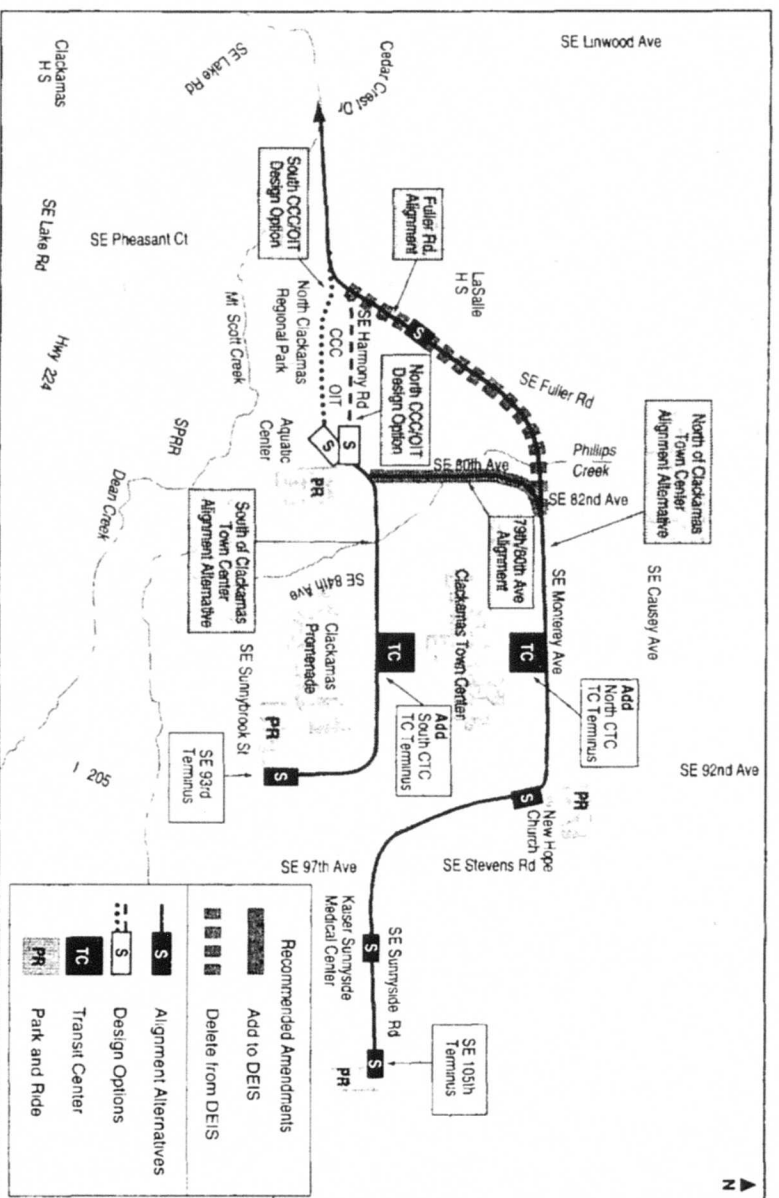


Figure 3 - Clackamas Regional Center Segment

- *Transit Connections* Because light rail would terminate at the CTC Transit Center, all bus routes serving the Clackamas Regional Center would have transit access to light rail
- *Park-and-Ride Capacity* By eliminating park-and-ride lots at the terminus stations (and a joint use facility at the New Hope Church site), a Transit Center Terminus would need to find replacement parking capacity either through larger lots along the remainder of the line or through a future extension to the terminus lots. If replacement parking capacity was not built, ridership using park-and-ride access would be lost
- *Significant Environmental Impacts* There are no anticipated additional significant environmental impacts associated with a Transit Center terminus option. Impacts due to the alignment east of the Transit Center Station would be avoided until an extension was implemented

- *Oregon City Extension* An extension to Oregon City via I-205 would be feasible with a Transit Center Terminus

Recommendation 2:

Amend the North of Clackamas Town Center Alignment Alternative by deleting the proposed alignment generally adjacent to SE Fuller Road and linking the alignment between SE Monterey Avenue and SE Harmony Road with an alignment that would run generally in the vicinity of SE 79th and 80th Avenues. This proposed change would provide the North of CTC Alignment Alternative with a station and park-and-ride lot located at the southwest corner of SE Harmony Road and SE 82nd Avenue (Both the North of CCC/OIT and South of CCC/OIT Design Options would be included within the North of CTC Alignment Alternative. The Project Management Group would continue to work with the OIT, CCC, the Clackamas County Regional Parks District and other interested parties to determine if the CCC/OIT Design Options should be modified to reduce costs and/or improve their characteristics.) The modified alignment would include an at-grade light rail crossing of SE 82nd Avenue at SE Monterey Avenue rather than an elevated crossing of SE 82nd Avenue currently under study in the DEIS

Rationale:

- *Cost* The proposed amendment to the North of CTC Alignment Alternative with a SE 79th/80th Avenue alignment would save approximately \$12 million to \$24 million (YOES) compared to the SE Fuller Road alignment (depending upon which CCC/OIT Design Option is ultimately selected)
- *Ridership and Park-and-Ride Capacity* While the stations located on SE Fuller Road and SE Harmony Road would provide access to different residences and activity centers, ridership levels at the two stations would be similar. However, with access to a park-and-ride lot at SE Harmony Road and SE 82nd Avenue, approximately 2,200 additional light rail park-and-ride trips would be taken with the SE 79th/80th Avenue alignment (weekday 2015)
- *Travel Time* Travel time between the CTC Transit Center Station and other stations west of the Linwood Station would be approximately one minute slower via SE 79th/80th Avenue
- *Potential Displacements* The number of potential residential unit displacements would be reduced from approximately 40 with the SE Fuller Road alignment to approximately 6 with the SE 79th/80th Avenue alignment. The number of potential commercial unit displacements would be similar under either alignment

- *Oregon City Extension* While a future extension to Oregon City via I-205 would be feasible with either the SE Fuller Road or the SE 79th/80th Avenue alignment, the additional minute in travel time associated with the SE 79th/80th Avenue alignment would lead to somewhat lower ridership between Oregon City and destinations such as downtown Milwaukie and Portland

VI Railroad Avenue/Highway 224

This segment would provide a light rail connection between the Clackamas Regional Center area and central Milwaukie. The segment is generally bounded to the north and south by established residential areas and bisected by industrial, commercial and retail centers parallel to Highway 224.

Currently, a single alignment south of and parallel to SE Railroad Avenue is being studied in the DEIS for this segment. The current alternative would relocate SE Railroad Avenue approximately 30 feet north of its current location and would place light rail between SE Railroad Avenue and the existing freight and intercity passenger rail line to the south.

Project staff recommend the following changes to the alternative currently being studied in the DEIS (see figure 4)

Recommendation 1:

Amend the current SE Railroad Avenue Alternative being studied in the DEIS to reflect a narrower street design. In general the current alternative would rebuild SE Railroad Avenue to have one twelve-foot, general purpose automobile lane and one six-foot bike lane in each direction with a six-foot sidewalk on the north side of the street. The revised design would narrow the automobile lanes to ten feet and the adjacent bike lanes to five feet and a sidewalk of six feet to four feet.

Rationale:

- **Cost** By narrowing the cross-section of the reconstructed SE Railroad Avenue, costs would be reduced by approximately \$4 million (YOES).
- **Ridership** Because light rail travel times would be the same under the revised street design, light rail ridership would remain unchanged from the design currently in the DEIS.
- **Displacements** Potential residential displacements along SE Railroad Avenue would be reduced by 8, from approximately 73 associated with the current design to approximately 65 with the revised design.
- **Parklands** The narrower width of SE Railroad Avenue would reduce the anticipated impact to the Hector Campbell Elementary School ballfield located at the intersection of SE 47th Avenue and SE Railroad Avenue.
- **Local Traffic** The use of narrow lanes along the length of SE Railroad Avenue is predicated on SE Railroad Avenue being changed from an arterial to a neighborhood collector by the City of Milwaukie.

- **Park-and-Ride Capacity** Park-and-ride capacity at SE 37th Avenue, just north of the Milwaukie Market Place, would remain unchanged and approximately 100 spaces at the proposed park-and-ride lot located at SE Harmony Road and SE Linwood Avenue would need to be structured.

Recommendation 2:

Add an alternative that would close sections of SE Railroad Avenue to through-traffic and would generally locate light rail within the right-of-way currently occupied by SE Railroad Avenue. Limited sections of SE Railroad Avenue would be reconstructed to provide access to properties fronting SE Railroad Avenue or to provide access to intersecting streets that only have access via SE Railroad Avenue. Other streets connecting to SE Railroad Avenue would be converted to cut-de-sacs. This alternative is conceptually illustrated in Figure 5.

Rationale:

- **Cost** By closing SE Railroad Avenue to through-travel and using the vacated right-of-way for light rail, the revised design would lower cost by approximately \$23 million when compared to the current option being studied in the DEIS.
- **Ridership** Because light rail travel times would be the same under the revised street design, light rail ridership would remain unchanged from the design currently in the DEIS.
- **Displacements** Closing of SE Railroad Avenue to through-traffic would reduce the number of potential residential unit displacements by 65, from approximately 73 to 8.
- **Parklands** By avoiding the reconstruction of SE Railroad Avenue between SE 47th and SE 48th Avenues, there would be no impact to the Hector Campbell Elementary School ballfield located at the intersection of SE 47th Avenue and SE Railroad Avenue.
- **Local Traffic** Closing SE Railroad Avenue to through-traffic would significantly affect local traffic in the immediate vicinity of SE Railroad Avenue. Many through-trips would be diverted south to Highway 224 and through-trips on several north-south neighborhood streets would be reduced. Some through-trips would be diverted north, however, to Monroe Street and some north-south neighborhood streets would experience increased vehicle volumes. Automobile travel times for some residents in the area would be increased if their primary access is via SE Railroad Avenue.
- **Park-and-Ride Capacity** Park-and-ride capacity at SE 37th, just north of the Milwaukie Market Place would remain unchanged and approximately 100.

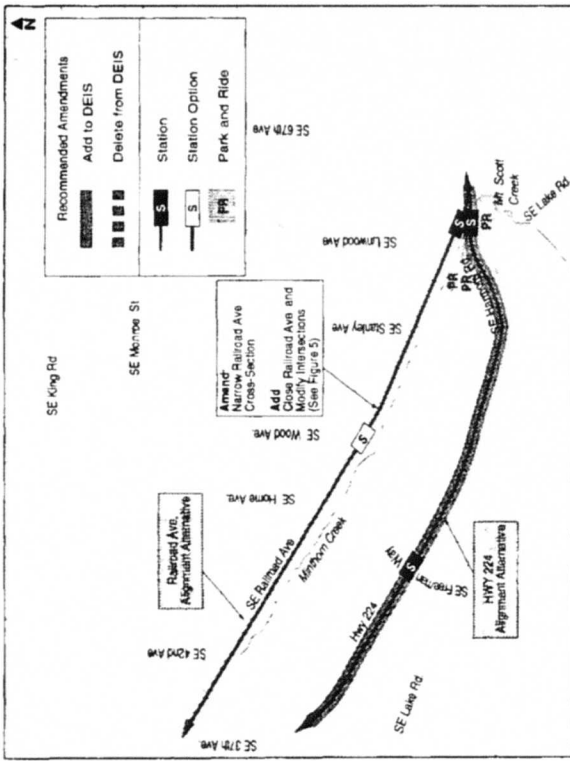


Figure 4 - Railroad Avenue/Highway 224 Segment

spaces would need to be structured at the proposed park-and-ride lot that would be located at SE Harmony Road and SE Linwood Avenue

Recommendation 3:

Add a North of Highway 224 alignment to be studied further in the DEIS. The proposed new alignment alternative would run north of and parallel to Highway 224, generally within right-of-way currently owned by ODOT. Light rail would cross over the existing freight and intercity passenger rail line on a new structure southeast of the intersection of SE Harmony Road and SE Railroad Avenue. The new alignment would cross SE Harmony Road at grade, just north of Highway 224. At-grade crossings of light rail would be provided just north of Highway 224 on SE Oak Street, SE 37th and SE Freeman Way. A proposed structured park-and-ride lot would be located north of Highway 224 Alternative near the Milwaukee Market Place. Approximately 400 spaces at the proposed park-and-ride lot at SE Harmony Road and SE Linwood Avenue would need to be structured with the Highway 224 alignment

Rationale:

- *Cost* If park-and-ride lot capacity is replaced with structured lots, the cost of the North of Highway 224 alignment would save approximately \$2 million compared to the current SE Railroad Avenue Alternative design (YOE\$)

- *Ridership* Travel time via Highway 224 would be approximately 40 seconds slower than the SE Railroad Avenue alignment which would lead to slightly lower through-ridership. Walk and bus access ridership on light rail would be similar for both alternatives leading to similar walk and bus access ridership. If replacement park-and-ride capacity could be located within the corridor, ridership using park-and-ride access would be similar for both alternatives. However, if replacement park-and-ride lot spaces are not constructed in other segments of the corridor, light rail trips would be reduced by up to 2,100 (weekday 2015), depending upon the number of park-and-ride spaces eliminated

- *Displacements* Potential residential displacements associated with the North of Highway 224 alignment would be 68 units less with than the Railroad Avenue Alternative currently being studied in the DEIS (from 73 to 5)

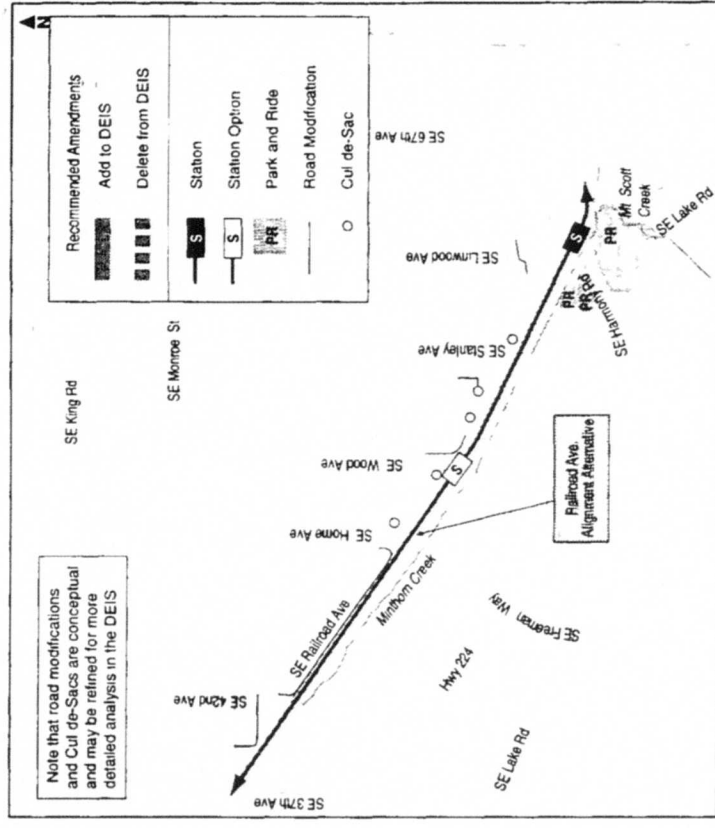


Figure 5 - Detail of Close Portions of SE Railroad Avenue Alternative

- **Parklands** By avoiding the reconstruction of SE Railroad Avenue between SE 47th and SE 48th Avenues, there would be no impact to the Hector Campbell Elementary School ballfield located at the intersection of SE 47th Avenue and SE Railroad Avenue

- **Local Traffic** Impacts to local traffic would generally be associated with the at-grade light rail crossings of SE Harmony Road, SE Freeman Road, SE 37th Avenue and SE Oak Street. Local traffic impacts would also be caused by the proposed closure of westbound access onto Highway 224 from SE 37th Avenue south of Highway 224. Because light rail would use ODOT right-of-way located north and parallel to Highway 224, future expansion of the Highway would be restricted to south of the highway which would cause future impacts to some properties south of Highway 224. This constraint would generally increase the cost of a future expansion of Highway 224.

- **Park-and-Ride Capacity** Park-and-ride capacity would be similar with the proposed Highway 224 alternative and the two proposed Railroad Avenue alternatives. However, the proposed park-and-ride lot located near the Milwaukee Market Place and approximately 400 park-and-ride spaces would need to be structured at the proposed lot at the intersection of SE Linwood Avenue and SE Harmony Road.

Recommendation 4:

Evaluate the Railroad Avenue Alignment alternatives with and without a Wood Avenue Station. The DEIS would include cost, ridership and environmental impacts with and without a Wood Avenue Station.

Rationale:

- **Cost** Elimination of a Wood Avenue Station would reduce capital costs by approximately \$3 million (YOES).
- **Ridership** Elimination of a Wood Avenue Station would eliminate 300 trips that are projected to access light rail at that location. Current ridership forecasts estimate that the Wood Avenue Station would have among the lowest ridership of any station on the South/North line. Travel time through this segment would be approximately 45 seconds faster without a Wood Avenue Station, increasing through-ridership.
- **Displacements** Elimination of a Wood Avenue Station would reduce potential residential displacements by up to five units, depending on the design of the Railroad Avenue Alternative.

VII Central Milwaukee

The Central Milwaukee Segment generally encompasses the Milwaukee Market Place, downtown Milwaukee and North Milwaukee to SE Tacoma Street (see Figure 6). Milwaukee is identified within Metro's Region 2040 Plan as a *Regional Center*, with strong economic ties to the Clackamas Town Center and Oregon City. The central area of Milwaukee is expected to experience significant growth in the future, reinforcing its existing characteristics of mixed land uses, including retail, small office, commercial, government, education and low to high density housing.

Currently, two Alignment Alternatives are being studied within the DEIS: 1) Monroe Street/McLoughlin, and 2) Monroe Street/SP Branch Line. The Monroe/McLoughlin alternative would locate a Milwaukee light rail station and transit center near City Hall on SE 21st Avenue. Light rail would cross under the existing SP Branch line near Monroe Street. The Monroe/SP Branch Line Alternative would place the station and transit center east of the SP Branch Line, just north of Monroe Street.

Both alternatives would generally operate in the center of Monroe Street before crossing over Highway 224 on an elevated structure. The two alternatives would provide access to a 900 space park-and-ride lot in north Milwaukee, either at SE Ochoco Street, at the Springwater Corridor or at the Hanna/Harvester site.

Recommendation 1:

Eliminate the two Monroe Street Alternatives and add a Main Street/SP Branch Line Alternative to the DEIS for further study. The Main Street/SP Alternative would run north of and parallel to Highway 224 from the Milwaukee Market Place Station to Main Street, just north of downtown Milwaukee. It would cross over the SP Tillamook Branch Line on a structure and would cross under the Highway 224 on/off ramps at Main Street. It would then extend south, parallel to and east of McLoughlin Boulevard, turning east just north of SE Scott Street to a station and transit center located in the vicinity of the vacant Safeway store. The alignment would then turn north, parallel to SE 21st Avenue, crossing under Highway 224. It would then generally travel north, parallel to and west of the SP Tillamook Branch Line.

Rationale:

- **Cost** The Main Street/SP Branch Line Alternative is estimated to cost \$10 million and \$31 million (YOES) less than the Monroe Street/SP Branch Line and the Monroe Street/McLoughlin alternatives, respectively.

IX South Willamette River Crossing

The South Willamette River Crossing Segment generally extends from SE Holgate and McLoughlin Boulevards in southeast Portland to RiverPlace on the southwest edge of downtown Portland. The area contains existing residential communities, both redeveloping and developed commercial centers and valuable natural and community resources.

Ross Island Crossing Alternative The Ross Island Crossing Alternative would extend north from SE Holgate and McLoughlin Boulevards to an east/west crossing of the Willamette River in the vicinity of Games Street. The high-level, fixed span bridge would cross Ross Island and would have a second-story station near SW Moody Avenue and Games Street. The alignment would then extend north, parallel to and west of SW Moody Avenue, with proposed stations at Porter Street and near RiverPlace. The Ross Island Crossing Alternative currently contains two design options.

- *East of McLoughlin Design Option* This design option would provide a light rail station at SE Center Street, near SE McLoughlin Boulevard. The alignment would run parallel to and east of SE McLoughlin Boulevard from SE Holgate to SE Center Street. It would cross under SE McLoughlin Boulevard near SE Center Street. Approximately 1,100 light rail rides a day would be generated by the Center Street Station.
- *West of McLoughlin Design Option* This design option would not include the Center Street Station. It would cross over SE McLoughlin Boulevard at SE Long Street and would run north, parallel to and west of SE McLoughlin Boulevard before crossing the east channel of the Willamette River at SE Center Street.

Caruthers/Brooklyn Yard Alternative The Caruthers/Brooklyn Yard Alternative would run north from SE Holgate Boulevard, generally between parcels fronting on SE 17th Avenue and the Brooklyn Yard. It would cross SE Powell Boulevard and turn west adjacent to SE Division Street, crossing under or over SE McLoughlin Boulevard to a second or third story station just south of OMSI. The alignment would cross the Willamette on a high-level, fixed span bridge crossing under the west approach ramps to the Marquam Bridge, turning north to a station serving RiverPlace. The Caruthers/Brooklyn Yard Alternative currently has two design options

- *Above-Grade Design Option* The Above-Grade Design Option would cross over SE 11th and 12th Avenues, several freight railroad spurs and local cross-streets, McLoughlin Boulevard and the East Portland Traction Company (PTC) freight rail line via an elevated structure

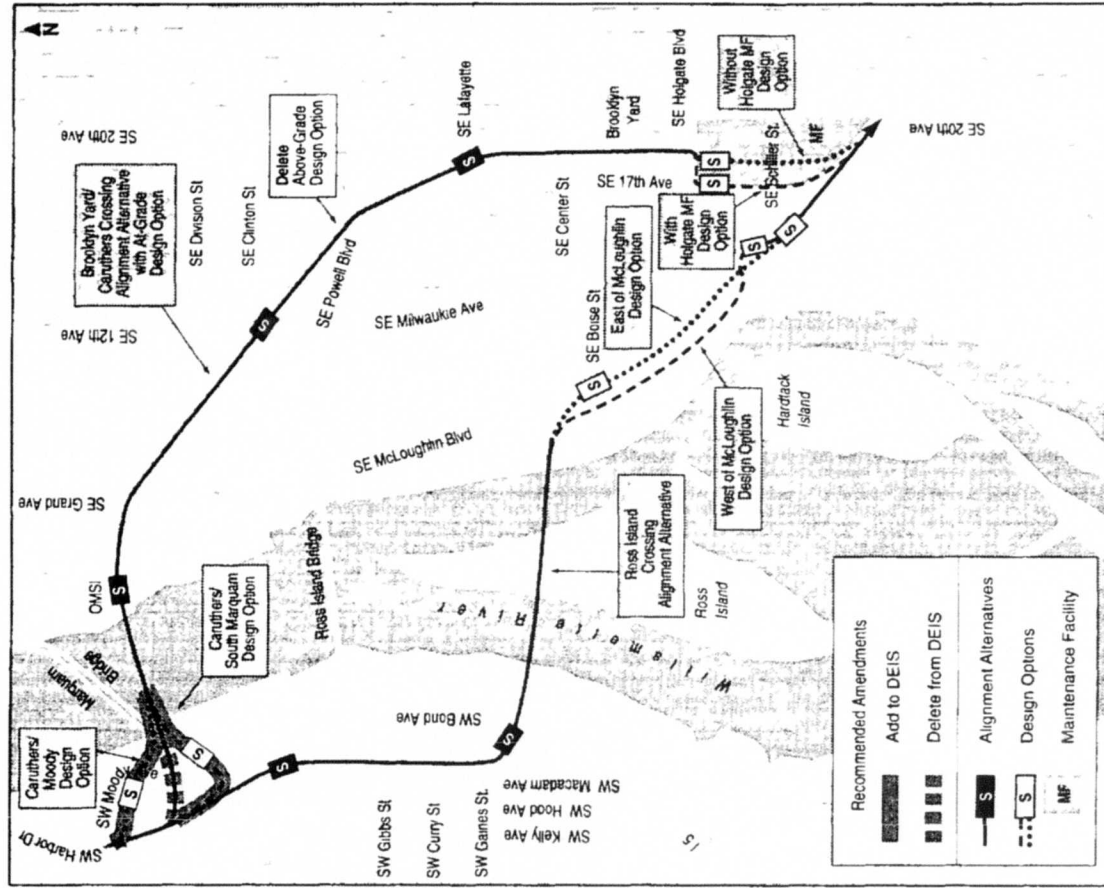


Figure 8 - South Willamette River Crossing Segment

- *At-Grade Design Option* The At-Grade Design Option would cross SE 11th and 12th Avenues and several local streets at grade. It would cross under McLoughlin Boulevard and over the PTC freight rail line on a new structure and would relocate a freight spur track.

Recommendation 1:

For the Caruthers Crossing Alternative

- a) *eliminate the Caruthers Modified Alignment Alternative (including the 100-foot, fixed-span bridge),*
- b) *add a 75-foot, fixed-span bridge alternative, and,*
- c) *add two westbank design options for the 75-foot bridge alternative, a Caruthers/Moody alignment and a Caruthers/South Marquam alignment*

The eastbank touchdown point and station at OMSI would generally remain unchanged. On the westbank, the single DEIS alignment would be replaced with two options

- *The Caruthers/Moody Design Option* would extend the Caruthers Bridge west, under the west end of the Marquam Bridge. The light rail alignment would extend northwest, at grade, parallel to and north of Moody Avenue. It would then turn north, running east of and parallel to Harbor Drive. An at-grade station could be located at SW Moody Avenue and SW River Drive.
- *The Caruthers/South Marquam Design Option* would extend southwest from the Caruthers Bridge, generally south of and parallel to the Marquam Bridge approach ramps. A second-story light rail station could be integrated into a proposed development just south of the proposed light rail alignment. After crossing SW Moody Avenue at grade, the alignment would turn north, running parallel to Harbor Drive.

Final determination of bridge height will be made through a permit process managed by the US Coast Guard. That process will conclude following the selection of the preferred river crossing. In response to this uncertainty, the study and documentation for the Caruthers Crossing should include a sensitivity analysis of varying bridge heights and their effect on the alternative's costs, station locations and other significant benefits and impacts.

Rationale:

- *Cost* Based upon preliminary cost estimates, the 75-foot, fixed span option with the Caruthers/Moody and the Caruthers/South Marquam Design Options would respectively cost approximately \$38 million and \$33 million less than the 100-foot, fixed-span option currently in the DEIS (YOE\$). (Note that the costs of a river crossing alternative reflect both the cost to construct the new bridge as well as the alignment and approach spans associated with the river crossing alternative.) There may be some cost associated with the 75-foot, fixed span option as a possible requirement to obtain a permit for the construction of the river crossing.
- *Ridership* Station access with the 75-foot, fixed span would be more centrally located than with the 100-foot, fixed span, with direct light rail station access to

redevelopment areas just south of the Marquam Bridge. Light rail travel times would be quickest with the Caruthers/Moody Design Option, resulting in somewhat higher ridership. The Caruthers/South Marquam Option would likely have somewhat higher through-ridership than the high-level Caruthers crossing. Further analysis is required to determine the ridership differential between the Caruthers/Moody and the Caruthers/South Marquam Design Options.

- *Impact to Development Parcels* The 100-foot, fixed span option currently in the DEIS would impact a redevelopment parcel located south of the Marquam Bridge. The current alignment would be in the same location as a proposed seven-story office building. The Caruthers/South Marquam would integrate the light rail alignment and station into the second story of the proposed mixed-use development. The Caruthers/Moody would generally avoid the proposed mixed-use development parcel by crossing under the Marquam Bridge north of the development parcel. It would, however, impact two parcels along SW Moody Avenue, requiring 15 to 25 feet of right-of-way from currently vacant properties.
- *Impacts to Parklands* Each of the river crossing designs would have some impact to the Willamette River Greenway. The Caruthers/Moody Design Option could have an impact to a proposed park development just north of the Marquam Bridge.
- *Local Traffic* The 100-foot, fixed span alternative would cross SW Moody Avenue at SW Harbor Drive at grade and would grade separate other local streets. The Caruthers/Moody Design Option would have an at-grade crossing of SW River Drive. The Caruthers/South Marquam Design Option would have an at-grade light rail crossing of SW Moody Avenue in two locations, one under the west approach ramps to the Marquam Bridge and one just east of SW Harbor Drive.

Recommendation 2:

Eliminate the Above-Grade Design Option of the Caruthers/Brooklyn Yard Alignment Alternative. This recommendation would retain the At-Grade Design Option and would modify it to include an at-grade crossing of the PTC freight line and a ground-floor OMSI Station. The eastbank touchdown point and station at OMSI would generally remain unchanged.

Rationale:

- *Cost* The At-Grade Design Option would cost approximately \$23 million less than the Above-Grade Design Option (YOE\$).
- *Ridership* With similar light rail travel times and station locations, light rail ridership would be similar with both design options. The ground-level stations associated with the At-Grade Design Option may attract somewhat higher ridership due to easier and more convenient station access.

- *Urban Form and Visual Impacts* The Above-Grade Design Option would have greater impacts to urban form and local visual resources than the At-Grade Design Option due to the high structure needed to cross over McLoughlin Boulevard and SE 11th and 12th Avenues
- *Local Traffic Impacts* The At-Grade Design Option will have greater impacts to local traffic due to the higher number of LRT at-grade street crossings
- *Freight Railroad Impacts* The At-Grade Design Option could impact freight railroad operations on the spur tracks and the PTC line

Ross Island Crossing Alternative:

There are no recommended changes to the Ross Island Crossing or the East of and West of McLoughlin Boulevard Design Options

35608

X Downtown Portland

The Downtown Portland Segment is generally bounded by the Willamette River to the East, by I-405 to the south and west and by the Broadway Bridge to the north (see Figure 9). Downtown Portland is characterized by high density office and retail development, with established and increasing levels of residential development in the south, east and north. It has access via a high level of transit service and numerous freeway and arterial connections. Downtown is currently served by the Eastside MAX light rail line, which opened in 1986 and currently carries over 28,000 rides on an average weekday. A light rail extension west to Beaverton and Hillsboro is scheduled to open in 1998.

The Downtown Portland Segment currently has one alignment alternative within the DEIS, via Harrison Street in the south through the core of downtown Portland generally via the center lane of the Transit Mall on 5th and 6th Avenues. In the north end of downtown Portland, two design options are currently under study, one would connect to the Steel Bridge via NW Glisan Street and one via NW Irving Street.

Recommendation 1:

Replace the perpendicular turn from SW Harrison Street to SW 5th and 6th Avenues with the PSU Diagonal Alignment. The PSU Diagonal Alignment would provide an opportunity for a station to be integrated with a pedestrian plaza and Urban Studies center planned for the blocks bordered by SW Harrison and Mill Streets and SW 4th and 6th Avenues.

Rationale:

- **Cost** The PSU Diagonal Alignment would cost approximately \$4 million less than the alignment currently in the DEIS (YOE\$).
- **Ridership** With similar travel times and station locations, the PSU Diagonal Alignment would have similar ridership when compared to the alignment currently under study.
- **Local Traffic Impacts** The PSU Diagonal Alignment would have fewer local traffic impacts by providing two-way traffic on SW Harrison Street between SW 4th and 6th Avenues.
- **Urban Form** By allowing the integration of the PSU light rail station with the proposed PSU pedestrian plaza and Urban Studies center, urban form objectives can be more easily met.

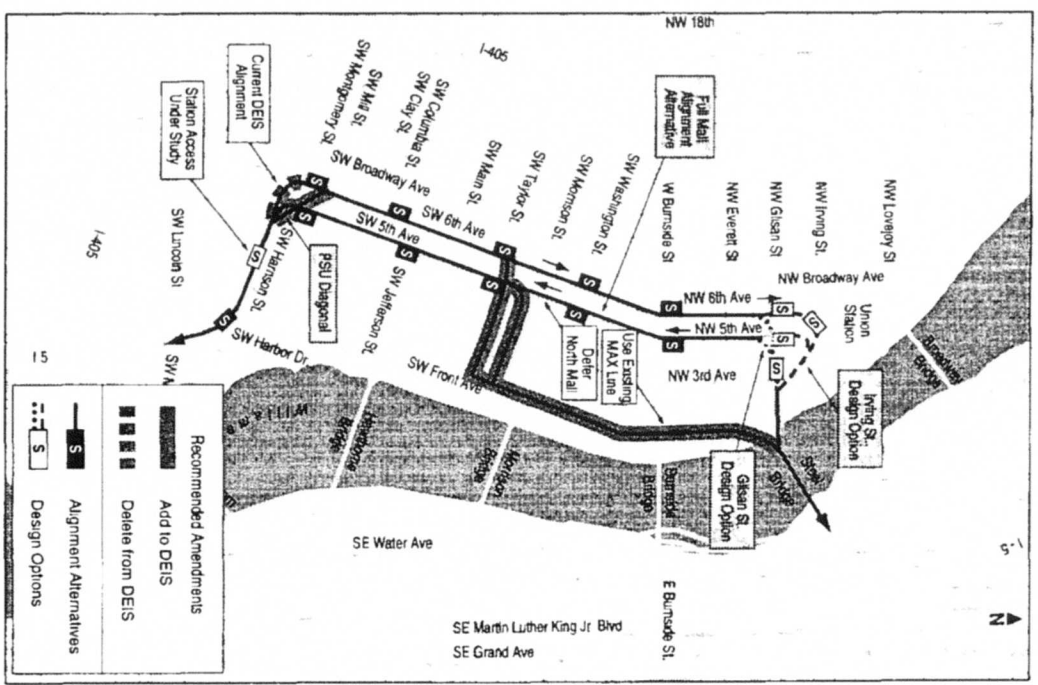


Figure 9 - Downtown Portland Segment

Recommendation 2:

Add a MAX Connector Alternative to the DEIS for further study. This recommendation would 1) retain the existing full-mall alignment, and 2) add a second alternative in downtown Portland that would be composed of the full-mall alignment from the PSU Plaza to Morrison and Yamhill, where the South/North

and the East/West tracks would be connected. The South/North mall improvements north of Yamhill and Morrison would be deferred to a later phase of project development. Using the MAX Connector, South/North trains would share the existing Eastside MAX tracks between the Pioneer Courthouse and the Steel Bridge.

Rationale:

- *Cost* The MAX Connector would save approximately \$108 to \$123 million (YOES) in costs for the first construction segment depending on whether the Glisan Street or Irving Street Design Option would be selected as the preferred alignment.
- *Ridership* The MAX Connector would have approximately 300-800 fewer light rail riders than the full-mall alignment. The relatively low level of ridership loss is due primarily to the high level of bus service that would be present on the mall. There are relatively fewer trips destined to the north portions of the mall and those trips would have convenient transfers to frequent bus service to complete their trip.
- *Land Use and Development* The MAX Connector would not serve the existing and future development in the River District, including Union Station, which would be served by high speed inter-city passenger rail service planned by the states of Oregon and Washington.
- *Access to Employment* The MAX Connector would provide access to within two blocks to over 50 percent of downtown employment compared to the full-mall alignment that would provide access to 58 percent of current employment.
- *Local Traffic* The most promising design of the MAX Connector would retain automobile access on SW Morrison and Yamhill Streets. Existing auto access would be retained on the mall under both alternatives.
- *Transit Operations* Capacity of the MAX Connector is estimated to be reached by about 2015 as increased ridership levels would increase frequency on the combined East/West and South/North lines to exceed a design capacity of approximately 20 trains per hour in one direction. Bus operations and/or capacity may be affected by the light rail turning movement from SW Morrison Street to SW 5th Avenue.
- *Pedestrian Operations and Urban Form* The MAX Connector would encroach on sidewalk areas currently occupied by Tri-Met bus shelters. Active sidewalk areas would remain about fifteen feet with the MAX Connector.
- *Noise* Wheel squeal may result from the tight-radius turns associated with the MAX Connector.

Other Options Considered:

- *Eastside Connector* An Eastside Connector, linking the south corridor with the north corridor via an eastside alignment (rather than going into downtown Portland) was first removed from further study in the DEIS during the Scoping Process. At that time, the Steering Committee determined that planning and engineering work on the light rail alternatives to be studied further in the DEIS should allow for a future Eastside transit connection.
- An Eastside Connector was reassessed during the cost-cutting process to determine if it was a promising option for reducing project costs that should be studied further within the DEIS. It was found that, while an Eastside Connector would cost significantly less than a full downtown Portland alignment, its proportional loss in ridership compared to a downtown alignment would be much higher, making it less cost-effective. An Eastside Connector's high loss in ridership would be due to the significant increases in travel time that would be incurred by passengers bound for downtown Portland (over half of South/North riders). Those ridership losses would not be offset by ridership gains to the eastside and north Portland. Therefore, an Eastside Connector is not recommended to be studied further in the DEIS. Additionally, the project's existing policy, that planning and engineering work on the light rail alternatives to be studied further in the DEIS should allow for a future Eastside transit connection, should be reaffirmed.
- *Hawthorne Bridge* The Hawthorne Bridge could be used as a south Willamette River crossing for South/North light rail. It would connect on the eastside with a Brooklyn Yard or SE McLoughlin Boulevard alignment and with either a SW Front or First Avenue or transit mall alignment on the westside. A Hawthorne Bridge alignment alternative was first removed from further study at the conclusion of the Tier I Alternative Alignment Narrowing Process. It was found that, while a Hawthorne Bridge alignment would have lower capital costs than the a Ross Island or Caruthers crossing, overall it would be less cost effective.
- A Hawthorne Bridge crossing was reassessed as a possible cost-cutting measure. It was found that, while a Hawthorne Bridge crossing with a SW First Avenue alignment would significantly reduce capital costs compared to a full-mall alignment, anticipated ridership losses would be proportionately much higher due to the significant increase in travel time for passengers bound for central downtown Portland and transit mall bus connections, as well as important destinations such as PSU, RiverPlace and the South Auditorium area. In addition, frequent bridge openings would lead to higher light rail operating costs and a deterioration in light rail speed and reliability. Therefore a Hawthorne Bridge crossing is not recommended for further study in the DEIS.

XI Eliot

The Eliot Segment extends from the Steel Bridge in the south to the Edgar Kaiser Medical Center between Interstate Avenue and I-5 in the north and it includes the Eliot Neighborhood (see Figure 10). The segment is characterized by a wide mix of uses including an industrial sanctuary, the Rose Quarter, commercial, retail, medical and a mix of low to high density residential development

Two alignment alternatives are currently under study in this segment

- **The East I-5/Kerby Alternative** would extend light rail north from the Rose Quarter Transit Center parallel to and east of I-5, with a potential station at NE Broadway Street and one on N Kerby Avenue at Emanuel Hospital serving the Eliot Neighborhood. There are two design options associated with this alternative, the Broadway/Weidler At-Grade Design Option and the Broadway/Weidler Above-Grade Design Option. The alignment would then extend north, parallel to and east of I-5 to a crossing of I-5 just west of the Edgar Kaiser Medical Facility.

- **The Wheeler/Russell Alternative** would extend light rail north from the Rose Quarter Transit Center parallel to and west of N Wheeler Avenue, adjacent to the Rose Garden Arena. Following an at-grade station and crossing of N Broadway and Weidler Streets, the alignment would extend north over I-5 on a new structure, generally in the vicinity of N Flint Avenue. A potential station would be located on N Russell Street, east of N Flint Avenue, serving the Eliot neighborhood and Emanuel Hospital. The alignment would then extend north parallel to and east of I-5 to a crossing of I-5 just west of the Edgar Kaiser Medical Facility.

All alternatives and design options within this segment have been developed to accommodate future improvements to I-5 between Greeley Avenue in the north and the Banfield ramps to I-5 in the south.

One north terminus option is located in this segment, at the Rose Quarter Transit Center. Termed MOS 2, the south terminus would be at the Clackamas Regional Center with the north terminus at the Rose Quarter Transit Center.

Recommendation:

Add a lower-cost design of the Rose Quarter Transit Center. The current design of the Arena Transit Center would implement a three-level complex separating automobile, transit and pedestrian activities to different levels. With a terminus at this location (MOS 2), this proposed amendment to the design of the transit center would replace the three-level transit center with one that would provide for minimal improvements to the existing Rose Quarter Transit Center and a new light

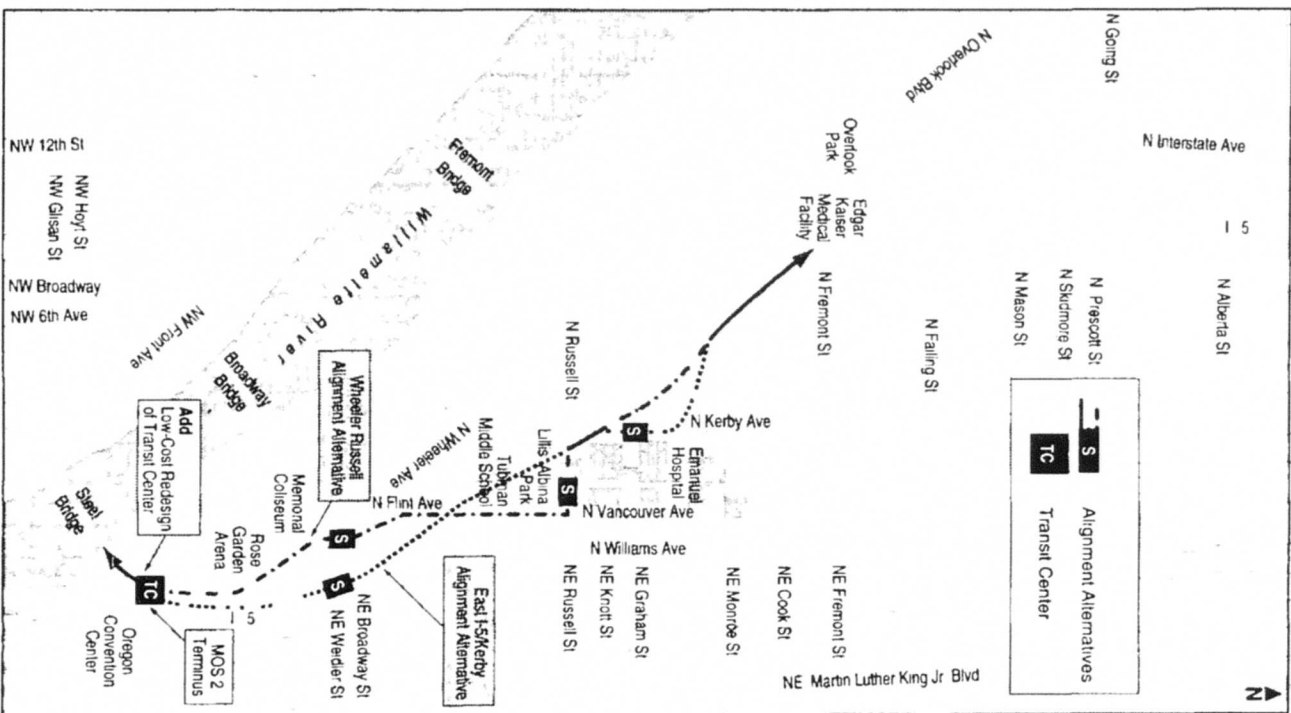


Figure 10- Eliot Segment

rail side track. Without a terminus at this location (for example with the Full-Length Alternative or MOS 5), both a low-cost transit center and the current three-level transit center would be studied in the DEIS. The low-cost design option would accommodate automobile, transit and pedestrian activities at the current street level. The PMG should work with adjacent property owners, the Lloyd District Transportation Management Association and other interested parties to determine the conceptual design of the Low-Cost Transit Center Design Option to be studied further in the DEIS.

Rationale:

- *Cost* With an MOS 2 terminus, the lower-cost design option for the Rose Quarter Transit Center would save approximately \$48 million in costs compared to the current design (YOE\$). With any of the other length alternatives, the lower-cost Transit Center would be approximately \$15 million less than the current DEIS design (YOE\$).
- *Ridership* With similar light rail travel times and station locations, the proposed design change would not significantly effect ridership.
- *Transit Operations* Transit operations could be adversely affected with the lower-cost Transit Center. Reliability, especially during Rose Quarter events, could be impacted.
- *Local Traffic* With an at-grade light rail crossing of Interstate Avenue, local traffic could be adversely impacted with the lower-cost Transit Center.

The Kaiser to Lombard Street segment extends from the Edgar Kaiser Medical Facility in the south to the Lombard Street in the north (see Figure 11). It is characterized by established residential, commercial, retail and educational centers on both sides of I-5. The area between I-5 and Interstate Avenue has been designated within the City of Portland's Comprehensive Plan, through the Albina Plan Update, as a higher density and mixed use area when light rail is extended into north Portland.

The segment encompasses two alignment alternatives—one adjacent to and west of I-5 (generally up at the neighborhood level in the vicinity of Minnesota Street) and one generally within the median of Interstate Avenue. Both alternatives would provide station opportunities at the same cross streets: the Edgar Kaiser Medical Facility, N Skidmore Street, N Killingsworth Street, N Portland Boulevard and N Lombard Street.

Two north terminus options are located in this segment, one at the Edgar Kaiser Medical Facility and one at the Expo Center

At the conclusion of the Tier I Design Option Narrowing Process, it was determined that a crossover option should be studied further in the DEIS. These additional options were termed "crossovers" because they would cross over from the I-5 alignment to the Interstate Avenue Alignment.

Add a design option to the I-5 Alignment that would move the existing southbound I-5 off-ramp at N Alberta Street to just north of N Gong Street and would close the existing southbound on-ramp to I-5 from N Alberta Street (access southbound on to I-5 would be via the N Gong Street on-ramp - see Figure 12) This recommendation would retain the current design and add the Alberta ramp closure as a design option. By closing the Alberta Street southbound ramps to and from I-5, light rail could be located within the vacated right-of-way, reducing displacements and costs

- **Cost** The closed Alberta Street ramps option would save approximately \$10 million compared to the current option that would retain the ramps (YOES)
- **Ridership** Due to similar high rail travel times and station locations, ridership would not change under the proposed design option
- **Displacements** Potential residential displacements would be significantly reduced with the closed Alberta Street ramps option. The current DEIS option could displace 47 buildings consisting of a total of 85 residential units. By

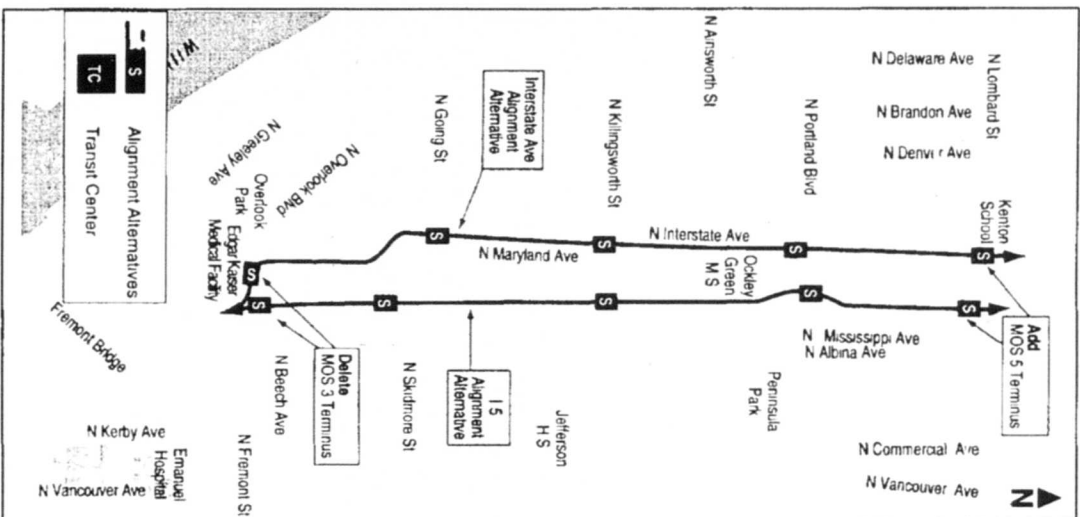


Figure 11 - Kaiser to Lombard Street Segment

closing the Alberta Street ramps, the number of residential buildings displaced would be reduced to 8, consisting of 11 residential units

- *Local Traffic* Local access from business and residential areas east and west of I-5 in the vicinity of N Going Street and N Killingsworth Street would experience increased travel times for automobile trips accessing I-5-South

Recommendation 2:

Modify the track treatment planned for Interstate Avenue to reduce costs while retaining urban design objectives. This recommendation would change the design standard for Interstate Avenue to a modified paved track design similar to the current design for central Hillsboro on Washington Street

Rationale:

- **Cost** The modified track design would reduce costs on Interstate Avenue by \$7 to \$8 million (YOES) depending upon the terminus option selected (Lombard Street or Vancouver respectively)
- **Ridership** Due to similar light rail travel times and station locations, ridership would not change under the proposed design change
- **Urban Form** The similar finish achieved with current and proposed track treatment allows similar urban form objectives to be met at a lower cost

Recommendation 3:

Eliminate the north terminus option at the Edgar Kaiser Medical Facility and replace it with a terminus option at Lombard Street to be coupled with a south terminus at the Clackamas Regional Center

Include in the DEIS a summary of the costs, ridership and other significant benefits and impacts associated with an alternate terminus location in Kenton

Rationale:

- The Edgar Kaiser Medical Facility Terminus (coupled with the Clackamas Regional Center Terminus in the south) was intended to help determine the benefits, costs and impacts associated with a terminus in north Portland. Cost and ridership analysis to date has shown that an extension north from the Rose Quarter Transit Center to the Edgar Kaiser Medical Facility would not be cost-effective. That is, the proportional cost of adding the extension would be much greater than the proportional increase in ridership that would result from the extension
- A terminus at N Lombard Street would provide light rail access to a majority of the proposed stations and, by connecting to bus routes on N Lombard Street, would provide most north Portland residents, businesses and community facilities with either walk or bus access to the South/North light rail line

Recommendation 4:

The South/North DEIS will acknowledge that a crossover option between the Overlook Neighborhood and the Kenton Neighborhood may be the outcome of detailed technical studies. The examination of specific crossover options would be best explored during the FEIS phase of the Project

Rationale:

- Specific alignment options could be better defined upon completion of the technical studies prepared for the DEIS (i.e., traffic, capital costs, right-of-way displacement, etc.) and the South/North Economic Development Study by the Portland Development Commission. The Locally Preferred Strategy would include further consideration of a crossover

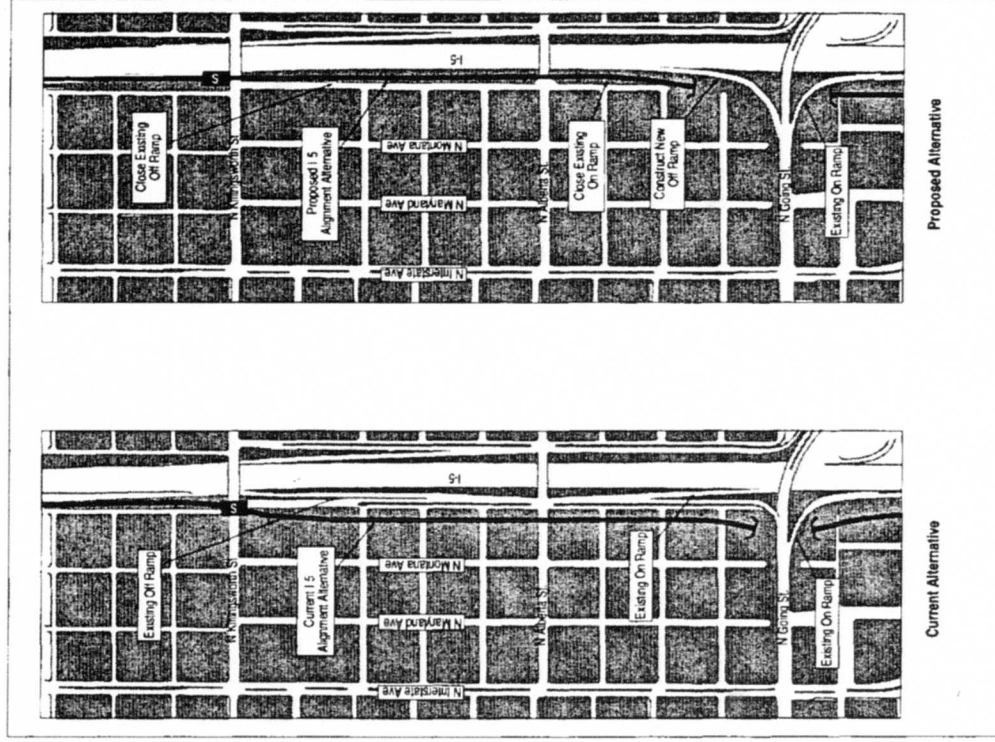


Figure 12 - I-5 Southbound Alberta Ramps

XIII Lombard Street to Vancouver

The Lombard Street to Vancouver Segment is characterized by a wide variety of uses and is traversed by several major transportation facilities (see Figure 13). This segment includes portions of north Portland residential and commercial centers (Kenton), commercial uses, community facilities, the Jantzen Beach retail center, downtown Vancouver and the terminus for the Full-Length Alternative and MOS 1 at the Veterans Administration Hospital and Clark College. This segment also includes a terminus at the Expo Center (MOS 4).

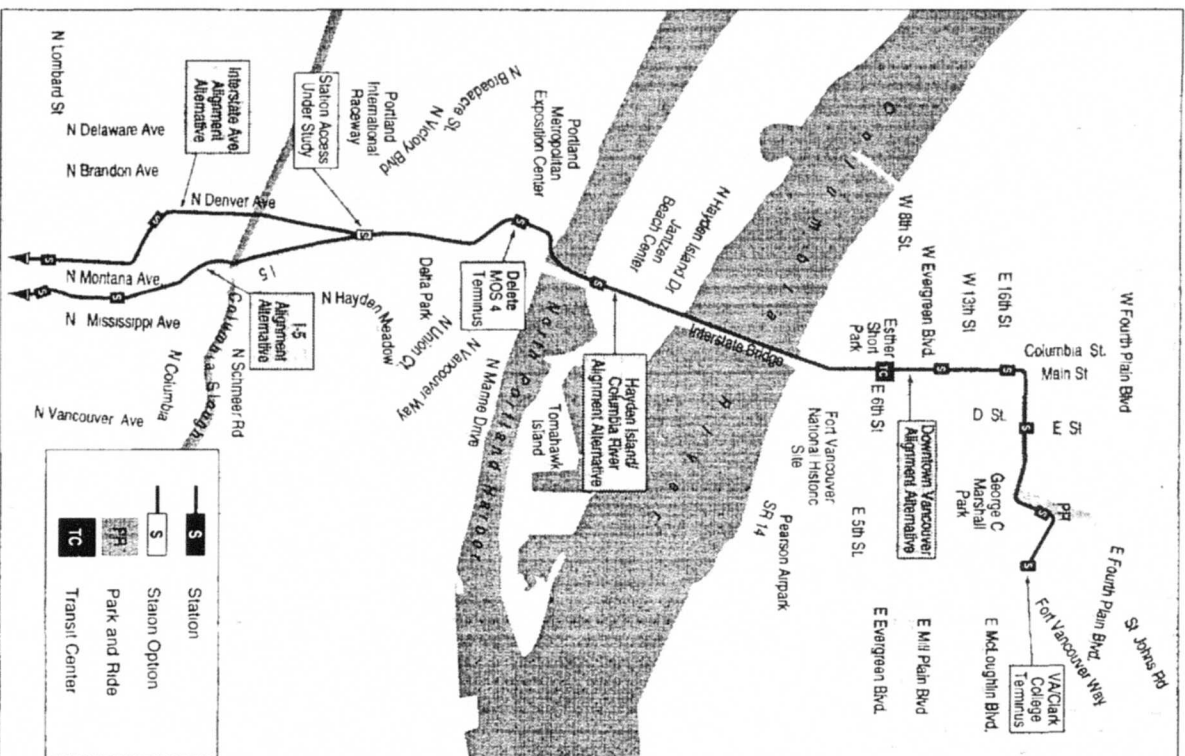
Recommendation 1:

Eliminate the north MOS terminus option at the Expo Center and replace it with a terminus option at Lombard Street. Under this recommendation, a terminus location at the Clackamas Regional Center. Under this recommendation, a terminus location at the Veterans Administration Hospital and Clark College would continue to be studied within the DEIS as a north terminus for the Full-Length Alternative and for MOS-1.

As noted in Recommendation #3 for the Kaiser to Lombard Street Segment, include in the DEIS a summary of the costs, ridership and other significant benefits and impacts associated with an alternate terminus location in Kenton

Rationale:

- The Expo Center Terminus (coupled with the Clackamas Regional Center Terminus in the south) was intended to help determine the benefits, costs, and impacts associated with a terminus in north Portland. Cost and ridership analysis to date has shown that an extension north from Lombard Street to the Expo Center would not be cost-effective. That is, the proportional cost of adding the extension (approximately \$115 million YOE's) would be much greater than the proportional increase in ridership that would result from the extension (approximately 300-500 weekday rides). Also, traffic analysis to date for the I-5 Interstate Bridge indicates that the I-5 freeway would not have adequate capacity to accommodate park-and-ride travel from Clark County to access a park-and-ride lot at the Expo Center.
- A terminus at N Lombard Street would provide light rail access to a majority of the proposed stations and, by connecting to bus routes on N Lombard Street, would provide most north Portland residents, businesses and community facilities with either walk or bus access to the South/North light rail line.



XIV Special Studies

A. Current Special Studies

- *North Milwaukie Park-and-Ride Lot* Three potential park-and-ride lots are currently under study in North Milwaukie, in the area bounded by Highway 224, McLoughlin Boulevard and the SP Branch Line. The park-and-ride study is being coordinated with the Operations and Maintenance Facility Study because two of the sites being considered for a park-and-ride lot are also potential operations and maintenance facility sites.
- *Operations and Maintenance Facility* Two potential operations and maintenance facility sites are currently under study in North Milwaukie and one is under study in SE Portland. The Operations and Maintenance (O&M) Facility Study is being coordinated with the North Milwaukie Park-and-Ride Study because two of the sites being considered for a park-and-ride lot are also potential operations and maintenance facility sites.

The O&M Facility Study will also evaluate the costs and other trade-offs associated with a variety of scenarios that would provide all or some of the O&M functions at the existing Ruby Junction and Elmonica facilities and/or at a new South/North facility. The study will account for the sizing of the facility, trackage and land acquisition needed to accommodate the vehicle requirements of the length alternatives under study in the DEIS. The study will also evaluate the costs and benefits of the early purchase of right-of-way for an O&M facility if an O&M facility is not included as an element of the project's first construction segment.

- *Downtown Portland Station Access Study* Two areas within downtown Portland are being studied to determine which combination of stations should advance into the FEIS for further study. The two areas of study are a) RiverPlace, South Auditorium area and PSU, and b) directly north and south of Burnside Street.
- *North Portland Economic Study* The City of Portland, Metro and Tri-Met are conducting a study to determine the role that South/North light rail would play in the economic development of North Portland. The study will also help to determine whether the I-5 and the Interstate Avenue alignments would affect that economic development differently.

B. Proposed New Studies

Following are five proposed special studies that would seek to reduce project costs. Each of the special studies would be conducted concurrently with the DEIS and would conclude prior to the initiation of the FEIS. The purpose of these special studies would be to effect the Preliminary Engineering cost methods and results

- *Revise utility protection/relocation policy and track bed/isolation design to minimize utility relocation and to share costs of relocation with public utilities* This proposed study of utility relocation would be focused on reducing project costs by 1) modifying the utility protection and relocation policies of Tri-Met and/or local jurisdictions, 2) developing design refinements for the light rail track bed and/or for electrical isolation of the trackway, which could reduce the number or scope of utility relocations required, and 3) determining whether participating local jurisdictions could share some of the cost of relocating public utilities located within public right-of-way.
- *Pre-packaged systems buildings* This proposed study would determine whether the use of pre-packaged systems buildings, used for the operation of the light rail line, should be used for the South/North Light Rail Project. The study would include an assessment of the visual and aesthetic implications of a pre-packaged systems building.
- *Standardize LRT station shelters* This proposed study would determine whether the use of standardized light rail shelters should be used within the South/North Light Rail Project as a way of reducing costs. The study would include an assessment of the visual and aesthetic implications of standardized shelters and whether alternate shelter designs could be financed by local jurisdictions and/or adjacent property owners.
- *Right-of-way/facility donation and Residual Right-of-Way Plan* This proposed study would evaluate all potential public right-of-way that would be used by South/North light rail to determine if any parcels could be donated to the light rail project. This study would also evaluate the potential for and value of residual right-of-way following construction of the light rail facility and would develop a conceptual plan for managing residual right-of-way through the project development, construction and post-construction phases of the project.
- *Central City Bus Concept Plan* Tri-Met and the City of Portland will be working together to develop a plan for bus routes serving the Central City. This plan will be developed in coordination with plans for the River District, the Central City Streetcar, South/North Light Rail and other Central City District transportation and development plans.

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Appendix A

Cost-Cutting Approval Process

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Schedule for Amending DEIS Alternatives to Reflect Cost-Cutting Measures

30-Day Public Comment Period	Project Recommendation	Participating Jurisdictions' Recommendation	Metro Adopt Amendments
<div> <div></div> <div>PMG Rec</div> <div>CAC Discuss</div> <div>SC Hear Public</div> <div>SC Comment</div> <div>Project Staff Recommendation</div> <div>Segment Meetings Informational</div> </div>	<div> <div></div> <div>PMG Revise</div> <div>CAC Rec</div> <div>SC Adopt</div> </div>	<div> <div></div> <div>Portland Tri-Met</div> <div>Milwaukie</div> <div>Clackamas</div> <div>Opportunity to Recommend</div> </div>	<div> <div></div> <div>JPACT Adopt</div> <div>Trans Adopt</div> <div>Council Adopt</div> </div>

PMG = Project Management Group
 CAC = Citizens Advisory Committee
 SC = Steering Committee
 JPACT = Joint Policy Advisory Committee on Transportation
 Rec = Recommendation
 Trans = Transportation Committee of the Metro Council

Appendix B

South/North Segment Maps: Length and Alignment Alternatives and Design Options Reflecting Proposed Additions, Deletions and Amendments

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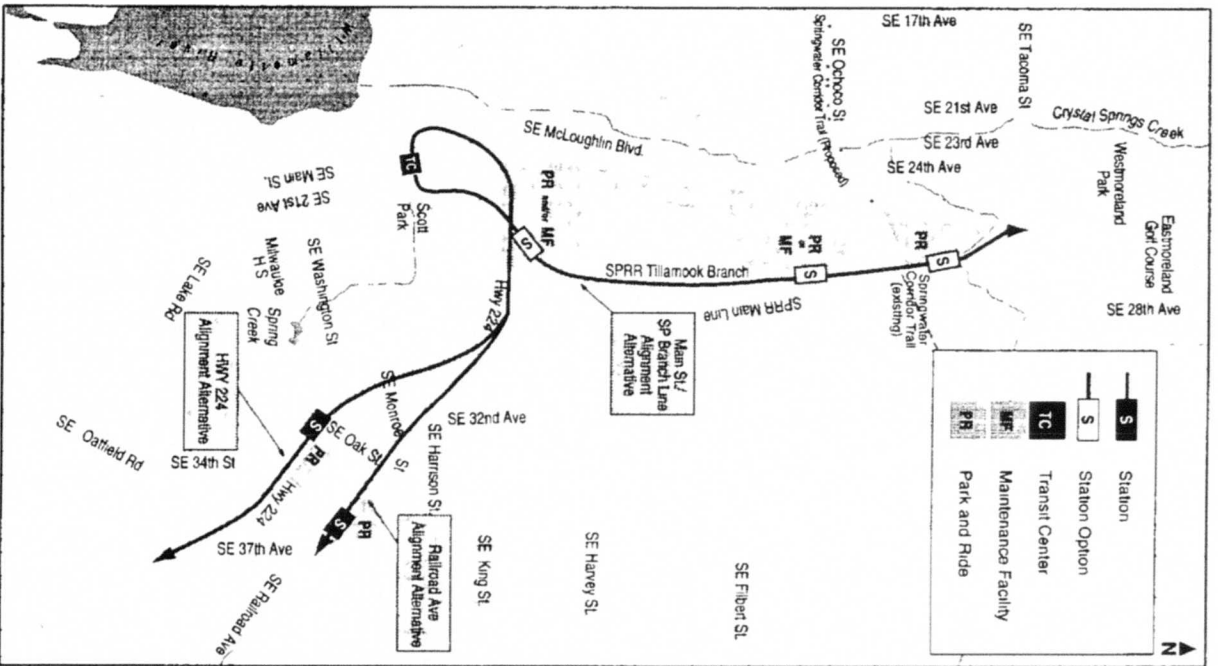


Figure B-3 - Central Milwaukie Segment

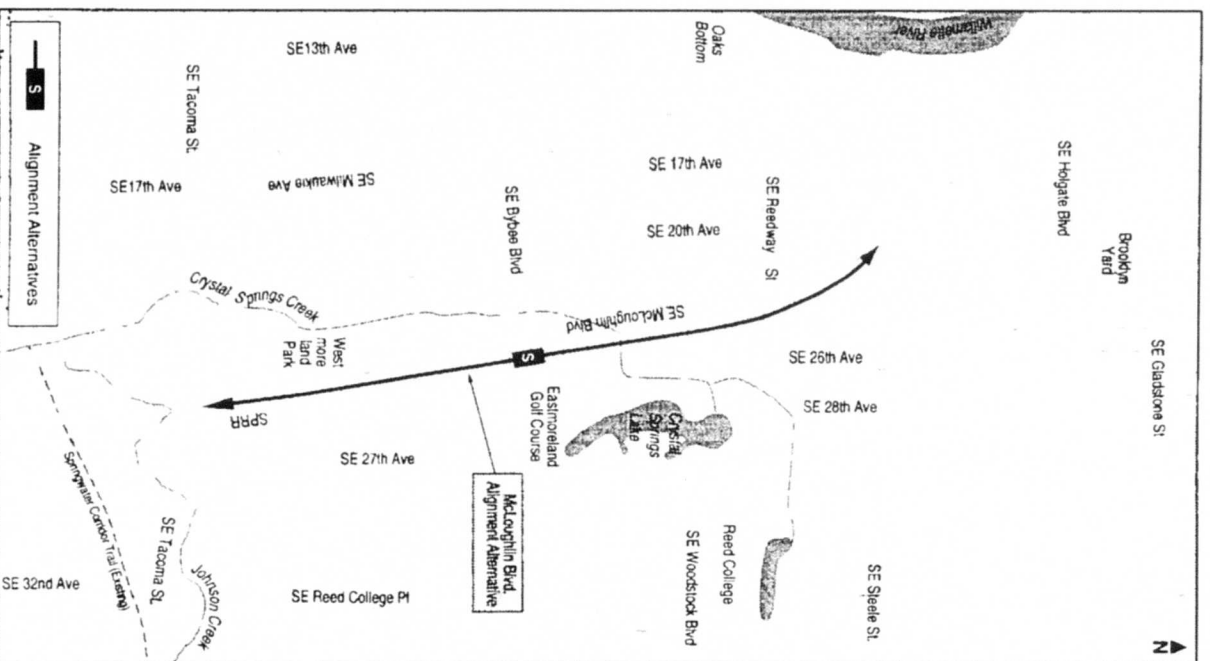
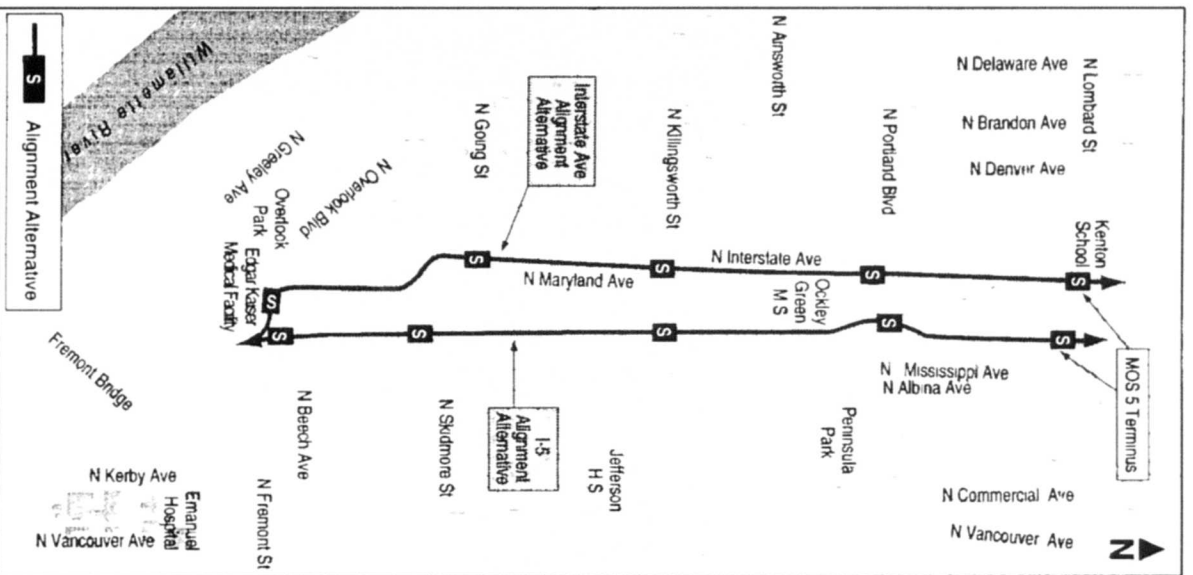
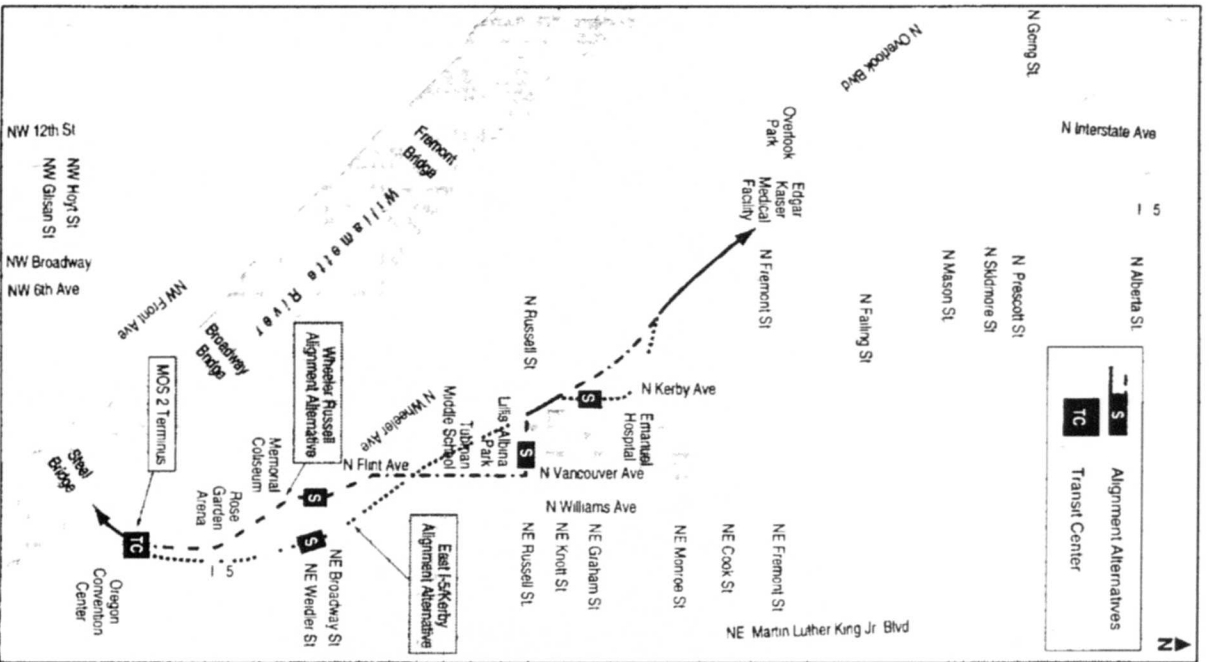


Figure B-4 - McLoughlin Boulevard Segment

Figure B-5 - South Willamette River Crossing Segment

Figure B-6 - Downtown Portland Segment



South/North Length Alternatives:

- **Full-Length Alternative** from the Clackamas Regional Center to the VA Hospital/Clark College
- **MOS 1** from the Milwaukie Market Place to the VA Hospital/Clark College
- **MOS 2** from the Clackamas Regional Center to the Arena Transit Center
- **MOS 5** from the Clackamas Regional Center to N Lombard Street

Note MOS = Minimum Operable Segment

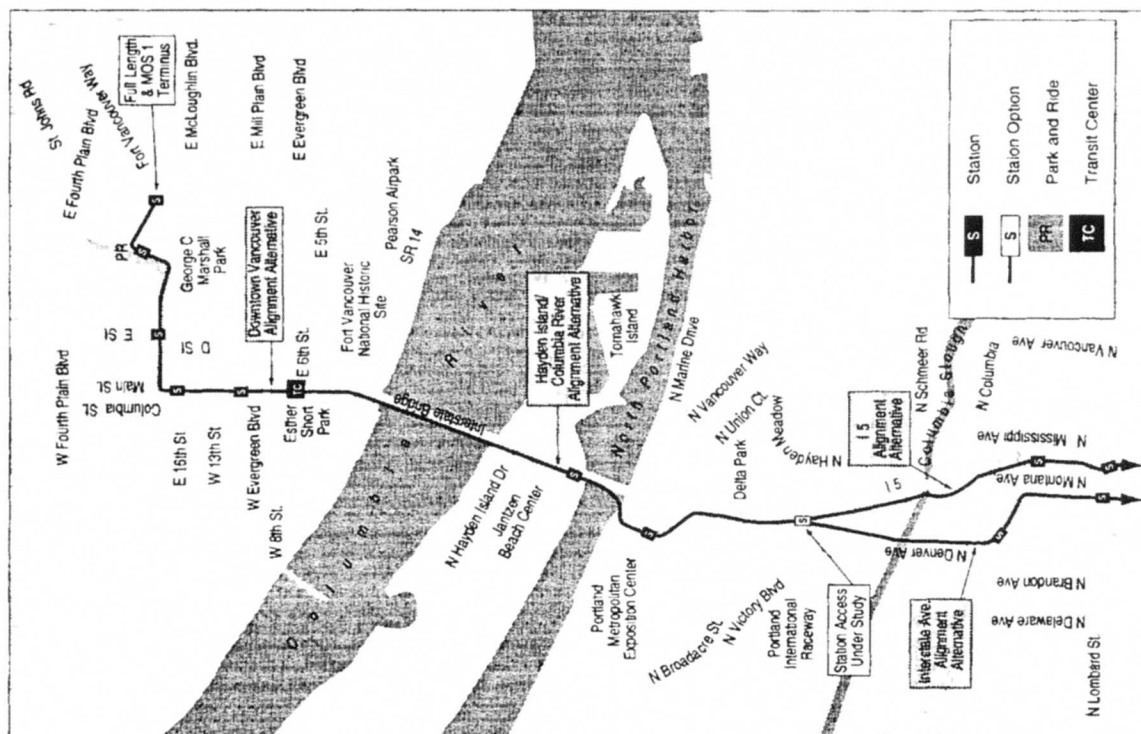


Figure B-9 - Lombard Street to Vancouver Segment

April 23, 1997

RESOLUTION No **35608**

Adopt cost cutting amendments to the South/North Light Rail alternatives and design options to be studied further in the project draft Environmental Impact Statement and recommending to JPACT and the Metro Council that completing light rail on the Transit Mall should be the region's first priority after Phase I of the South/North Project (Resolution)

WHEREAS, in March 1993, the Portland City Council adopted Resolution No 35116 and in April 1993, the Metro Council adopted Resolution No 93-1784 which selected the Milwaukie and North Corridors as the region's high-capacity transit priority for study and combined them into the South/North Transit Corridor to be studied within a federal Draft Environmental Impact Statement, and

WHEREAS, the current alternatives being studied in the Draft Environmental Impact Statement were approved by the Portland City Council in November 1994 with the adoption of Resolution No 35339 and the Metro Council in December 1994 with the adoption of Resolution No 94-1989, and in December 1995 with the Portland City Council adoption of Resolution No 35473 and the Metro Council adoption of Resolution No 95-2243, and

WHEREAS, it is the role of the South/North Project Management Group, the South/North Citizens Advisory Committee, the South/North Downtown Portland Oversight Committee, the South/North Steering Committee and the project's participating jurisdictions to recommend alternatives to be studied further in the Draft Environmental Impact Statement, and

WHEREAS, it is the role of the Metro Council to make the final determination of the alternatives to advance into the Draft Environmental Impact Statement for further study, and

WHEREAS, in November 1996, Ballot Measure 32, which would have authorized \$375 million in Oregon State Lottery funds to provide the State of Oregon's proposed share of South/North funds, failed statewide but passed with a 56% yes vote within Metro's boundary, and

WHEREAS, in December 1996, Metro Council endorsed the South/North Steering Committee's findings that there remains a strong base of public support for the South/North Light Rail Project, and endorsed the committee's plan to undertake a process intended to significantly reduce costs for the South/North Transit Corridor Study, and

WHEREAS, in February 1997, Metro Council adopted Resolution No 97-2460 which endorsed the South/North Light Rail Project Finance Plan as adopted by the South/North Steering Committee that would require a significant reduction in South/North project costs, and

WHEREAS, in March 1997, the South North Project Management Group proposed significant cost-cutting measures for the South/North Light Rail Project in the *South/North Briefing Document Proposed Cost-Cutting Measures* and initiated a 30-day public comment period on those proposed cost-cutting measures, and

WHEREAS, in April 1997, following the conclusions of the public comment period, the South/North Project Management Group, the South/North Citizens Advisory Committee, the South/North Downtown Portland Oversight Committee and the South/North Steering Committee adopted recommendations for proposed cost-cutting measures for the South/North Light Rail Project, and

WHEREAS, the proposed amendments to the alternatives and design options were developed and evaluated based upon the project's criteria and measures, including estimated costs,

ridership, bi-state land use and development goals and significant environmental benefits and impacts, and

WHEREAS, the cost-cutting measures as proposed by the South/North Steering Committee would reduce project costs by approximately one-third resulting in a year-of-expenditure savings of over \$500 million dollars, consistent with the project's adopted Finance Plan, while allowing the proposed project to meet its goal and objectives, and

WHEREAS, public comments on the MAX Connector alternative in downtown Portland expressed concerns that this cost-cutting measure could reduce transit's presence between Pioneer Place and Union Station and impact the vitality and economic development potential in this area, and limit MAX's downtown operating capacity, and

WHEREAS, public comments on the cost-cutting measures indicated community desires to examine the potential for extending light rail to the Kenton Business District in order to meet the Albina Community Plan and Kenton Neighborhood Plan goals to promote economic development and to revitalize the business district, and

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Portland, adopts the cost-cutting amendments to alternatives and design options to be further studied in the South/North Draft Environmental Impact Statement and are described in the *South/North Cost-Cutting Measures Final Report Amendments to Alternatives and Design Options* (Exhibit A), which are generally as follows

1 Clackamas Regional Center

- Add a terminus option at the Clackamas Town Center Transit Center Station for both the North and South of CTC Alignment Alternatives
- Amend the North of Clackamas Town Center Alignment Alternative by deleting the proposed alignment generally adjacent to SE Fuller Road and linking the alignment between SE Monterey Avenue and SE Harmony Road with an alignment that would run in the vicinity of SE 79th and 80th Avenues

2 Railroad Avenue

- Amend the current Railroad Avenue Alternative being studied in the DEIS to reflect a narrower street design
- Add an alternative that would close sections of Railroad Avenue to through-traffic and would generally locate light rail within the right-of-way currently occupied by Railroad Avenue
- Add a North of Highway 224 alignment to be studied further in the DEIS The proposed new alignment alternative would run north of and parallel to Highway 224, generally within right-of-way currently owned by ODOT
- Evaluate the Railroad Avenue Alignment alternatives with and without a Wood Avenue Station

3 Central Milwaukie

- Eliminate the two Monroe Street Alternatives and add a Main Street/SP Branch Line Alternative to the DEIS for further study

4 McLoughlin Boulevard

- Study the McLoughlin Boulevard segment with two options, one that would include the reconstruction of the SE Bybee Boulevard overpass and one that would not include reconstruction of the overpass

5 South Willamette River Crossing

- For the Caruthers Crossing Alternative
 - 1) eliminate the Caruthers Modified Alignment Alternative (including the 100-foot, fixed-span bridge),
 - 2) add a 75-foot, fixed-span bridge alternative, and
 - 3) add two westbank design options for the 75-foot bridge alternative, a Caruthers/Moody alignment and a Caruthers/South Marquam alignment
- Eliminate the Above-Grade Design Option of the Caruthers/Brooklyn Yard Alignment Alternative

6 Downtown Portland

- Replace the perpendicular turn alignment design from SW Harrison Street to SW 5th and 6th Avenues with the PSU diagonal alignment design
- Add a MAX Connector Alternative to the DEIS for further study This recommendation would
 - 1) retain the existing full-mall alignment, and
 - 2) add a second alternative in downtown Portland that would be composed of the full-mall alignment from the PSU Plaza to Morrison and Yamhill, where the South/North and the East/West tracks would be connected

7 Eliot

- Add a lower-cost design of the Arena Transit Center

8 Kaiser to Lombard Street

- Add a design option to the I-5 Alignment that would move the existing southbound I-5 off-ramp at N Alberta Street to just north of N Going Street and would close the existing southbound on-ramp to I-5 from N Alberta Street (access southbound would be via the N Going Street on-ramp)
- Modify the track treatment planned for Interstate Avenue to reduce costs while retaining urban design objectives
- Eliminate the north terminus options at the Edgar Kaiser Medical Facility and replace it with a terminus option at Lombard Street to be coupled with a south terminus at the Clackamas Regional Center
- Include in the DEIS a summary of the costs, ridership and other significant benefits and impacts associated with an alternate terminus location in Kenton

9 Lombard Street to VA Hospital/Clark College

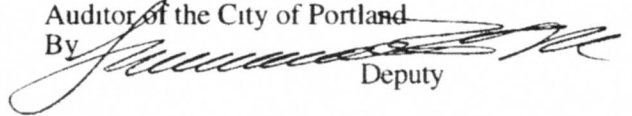
- Eliminate the north MOS terminus option at the Expo Center and replace it with a terminus option at Lombard Street to be coupled with a south terminus at the Clackamas Regional Center

BE IT RESOLVED that the Council request that JPACT and the Metro Council identify the MAX Connector as an interim solution requiring subsequent investment to complete the Full Mall and that the region's first priority for light rail funding after Phase I of the South/North Project would be the completion of the Full Mall for light rail from SW Morrison Street to Union Station and the Rose Quarter,

BE IT RESOLVED that the Council supports efforts in the South/North Project's Draft Environmental Impact Statement to examine the costs, ridership and other benefits and impacts associated with a potential terminus location in the Kenton Business District

Adopted by the Council, **MAY 07 1997**
Commissioner Charlie Hales
Stephen Iwata db
April 30, 1997

BARBARA CLARK
Auditor of the City of Portland
By



Deputy

Agenda No

RESOLUTION NO 35608

Title

Adopt cost cutting amendments to the South/North Light Rail alternatives and design options to be studied further in the project draft Environmental Impact Statement and recommend to JPACT and the Metro Council that completing light rail on the Transit Mall should be the region's first priority after Phase I of the South/North Project (Resolution)

INTRODUCED BY Commissioner Charlie Hales	Filed MAY 1 1997
	Barbara Clark Auditor of the City of Portland
NOTED BY COMMISSIONER	By <u>Ray Kershner</u> Deputy
Affairs	
Finance and Administration	
Safety <u>Car Hales</u>	
Utilities	
Works	For Meeting of
BUREAU APPROVAL	Action Taken
Bureau Office of Transportation	____ Amended
Prepared By Stephen Iwata Date April 30, 1997	____ Continued to _____
Budget Impact Review	
____ Completed <input checked="" type="checkbox"/> Not Required	
Bureau Head Felicia Trader <u>FT</u>	

AGENDA	FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS		
			YEAS	NAYS
Consent Regular <input checked="" type="checkbox"/>	Francesconi	Francesconi	<input checked="" type="checkbox"/>	
NOTED BY	Hales	Hales	<input checked="" type="checkbox"/>	
City Attorney	Kafoury	Kafoury	<input checked="" type="checkbox"/>	
City Auditor	Sten	Sten	<input checked="" type="checkbox"/>	
City Engineer	Katz	Katz	<input checked="" type="checkbox"/>	