

FILE

URB 10-53

Manual MUB
STARK WES

Westside Corridor Project

Transitway Engineering Technical Advisory Committee

Minutes of Meeting, September 9, 1980

Attendees:

Rob Bernstein
King Cushman
Mike Bauer
Lee Hames
David Hill
Leon Brock
Jim McClure

Portland
PB/LTK
Portland
Portland
Portland
ODOT
ODOT

Steven Fisher
John Griffiths
William Lieberman
John Gillam
Neil McFarlane
Steve Siegel

Tri-Met
Tri-Met
Tri-Met
Beaverton
Metro
Metro

Bill Lieberman summarized the community meeting held for Garden Home residents. The major issues which were raised concerned the safety of children in the area and the intrusion of a new transportation facility into an abandoned railroad right-of-way. Although not considered a major issue, vehicle noise was mentioned. It was suggested that the meeting be considered the initial step in establishing a dialogue with community residents, many of whom were unaware of the project's current status.

Bill Lieberman and John Griffiths summarized the West Hills Tunnel Preliminary Feasibility Study conducted by Foundation Sciences, Inc. Three tunnel alignments were investigated; one north and one south of the existing Vista Ridge Highway Tunnels, and one between Marquam Gulch and the canyon east of the Zoo. It was suggested that the existence of a park owned by the Nature Conservancy near the proposed Marquam Gulch Tunnel's east portal be investigated. It was pointed out that one of the two tunnel alignments near the existing Vista Ridge tunnel may have a lower capital cost than the non-tunnel alignment due to its shorter length. Steve Siegel suggested that a recommendation concerning the tunnel alignments be made to the Steering Group for their October meeting.

Bill Lieberman summarized Tri-Met's meeting with PB/LTK's geotechnical consultant concerning the possibility of a north side alignment in the vicinity of the Zoo. The major reasons for considering the northside alignment included the possibility of saving two structures by staying on the north side and providing better pedestrian access at the Zoo station. It was concluded that further study of the north side alignment at this time is inadvisable due to the uncertain cost estimates that would result and the uncertainty of the benefits to be gained.

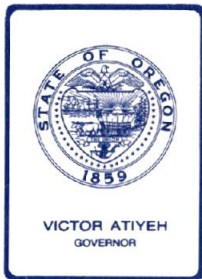
The next topic concerned station locations at the Sunset/217 interchange. PB/LTK summarized their work on locating a transit alignment through the

RECEIVED
SEP 25 1980
BUREAU OF
TRAFFIC ENGINEERING

interchange. The suggested plan results in an alignment about 3,000 feet longer than one which would not have a station to serve Peterkort. Steve Siegel stressed the importance of the Peterkort development's size and logic of having a park-and-ride function at the interchange to intercept traffic from Sunset and 217 before they merge. King Cushman noted that parking could be provided at a station near the hospital and that Peterkort could be well served by buses if the station was not located on Peterkort property. John Gillam stressed the need for a timed transfer station and a parking area near the interchange.

John Gillam distributed maps of the Beaverton alignments as agreed upon by the Plan Management Group.

Discussion of the alignments west of Beaverton was postponed until the next Transitway TAC meeting.



main
MJB

Department of Transportation
METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 7, 1980

D. E. Bergstrom, Traffic Engineer
Bureau of Traffic Engineering
420 SW Main Street
Portland, OR 97204

34-1910 *MJM*
URB 10-23

In Reply Refer to
File No.

The Westside Transitway highway analysis effort has been underway for a month. I have established within the Traffic Analysis Unit at ODOT a working group assigned to the Westside project. Tom Schwab will devote 20 per cent of his time, and Dave Kline and Steve Wilson will be devoting full time to the effort. We will assign additional technical support when needed.

The highway analysis effort is tied directly to the transitway engineering effort. The first month has been set aside to develop recommendations for improvements to the Sunset Freeway to be incorporated into the Transitway project. The second month's effort will be devoted to an analysis of the arterial system. Both of these efforts will be tied to and concluded in the reconnaissance effort April 1. The arterial analysis will proceed after April 1 to refine and develop project data for the Westside project, leading to a completed package on July 1. This will initiate the environmental analysis.

I have scheduled the first TAC meeting, 9:00 a.m., February 20, at ODOT to review the effort to date, recommendations for the Sunset, and initial impacts on the arterial system.

I would appreciate it if you would give this notice to your appropriate jurisdiction representative.

Robert N. Bothman
Administrator

RNB:ke

cc: T. H. Schwab

RECEIVED
FEB 11 1980
ml
BUREAU OF
TRAFFIC ENGINEERING

Baver MMB

True

URB 22

10-22

Ron For Info
reh

WESTSIDE CORRIDOR STUDY

TRANSITWAY ENGINEERING TECHNICAL ADVISORY COMMITTEE

A meeting of the Engineering TAC will be held on Tuesday afternoon, March 25 in Conference Rooms A and B, Second Floor, Tri-Met Administrative Office, 4012 S.E. 17th Avenue. This will be an important meeting and I urge you to attend. There has been a good deal of confusion regarding the alignment options to be studied in the reconnaissance stage. At this meeting, those presently under consideration will be reviewed (see attached list and map). If any of you have other alignment options for consideration, this may be your last chance to submit them without delaying the project schedule. Be prepared to fully justify their inclusion! We shall discuss options in Multnomah County from 1:00 to 3:00 p.m. and those in Washington County from 3:00 to 5:00 p.m., so plan your time of arrival accordingly.

All of you should be receiving the minutes of each Engineering TAC meeting. Please review these and let me know of any discrepancies, as these minutes form the record of decisions made at each meeting.

WL:dh
3.20.80

DL
RECEIVED
MAR 28 1980
reh
BUREAU OF
TRAFFIC ENGINEERING

MULTNOMAH CORRIDOR

- 1-2 (Map I): Clay Street & Front Avenue to Lowell Street
via east side of Harbor Way, SP RR alignment, east side of
Macadam Avenue;
- 2-3 (Map II): Lowell Street to Miles Street
Option A: via SP RR alignment, east side of Macadam Avenue,
SP RR alignment;
Option B: via median of Macadam Avenue;
- 3-4 (Map III): Miles Street to a point north of S.W. 2nd Avenue;
via off-street right-of-way;
- 4-5 (Map III): A point north of S.W. 2nd Avenue to a point west of Terwilliger
Bridge
Option A: via off-street right-of-way along north side of
Stevens Creek Gulch;
Option B: via off-street right-of-way along south side of
Stevens Creek Gulch;
- 4-6 (Map III): A point north of S.W. 2nd Avenue to Barbur Boulevard at S.W. 10th
via tunnel below I-5;
- 5-6 (Map III): A point west of Terwilliger Bridge to Barbur Boulevard at
S.W. 10th
via overcrossing of I-5;
- 5-7 (Map III): A point west of Terwilliger Bridge to Multnomah Boulevard &
19th Avenue
via south side of I-5 and existing Multnomah on-ramp;
- 6-7 (Map III): Barbur Boulevard at S.W. 10th Avenue to Multnomah Boulevard &
19th Avenue
via north side of I-5;
- 7-8 (Map IV : Multnomah Boulevard & 19th Avenue to Scholls Ferry Road
and V) : via median of Multnomah Boulevard, off-street right-of-way,
and Allen Boulevard;
- 8-9 (Map V): Scholls Ferry Road to 5th Street & Griffith Avenue
Option A: via off-street right-of-way and RR tracks;
Option B: via Allen Boulevard, proposed Arctic Avenue and
RR tracks;
Option C: via Allen Boulevard and overcrossing of Highway 217;
Option D: via Allen Boulevard and RR tracks;

- 8-10 (Map V): Scholls Ferry Road to RR tracks just east of 6th Street
Option A: via Allen Boulevard and overcrossing of Highway 217;
Option B: via Allen Boulevard and SP/BN RR alignment;
- 9-10 (Map V): 5th Street & Griffith Avenue to RR tracks east of 6th Street;
- 9-11 (Map VI): 5th Street & Griffith Avenue to BN tracks west of Murray
via structure along west side of Highway 217, southerly swale,
BN RR alignment;
- 10-11 (Map VI): RR tracks east of 6th Street to BN tracks west of Murray Boulevard
Option A: via BN RR alignment;
Option B: via SP RR alignment and north-south RR span;
- 10-12 (Map VI): RR tracks east of 6th Street to SP tracks west of Murray
Boulevard
via BN/SP RR alignment;
- 11-Westerly: BN tracks west of Murray to 185th Avenue
via BN RR alignment;
- 12-Westerly: SP tracks west of Murray to 185th Avenue
via SP RR alignment;

SUNSET CORRIDOR

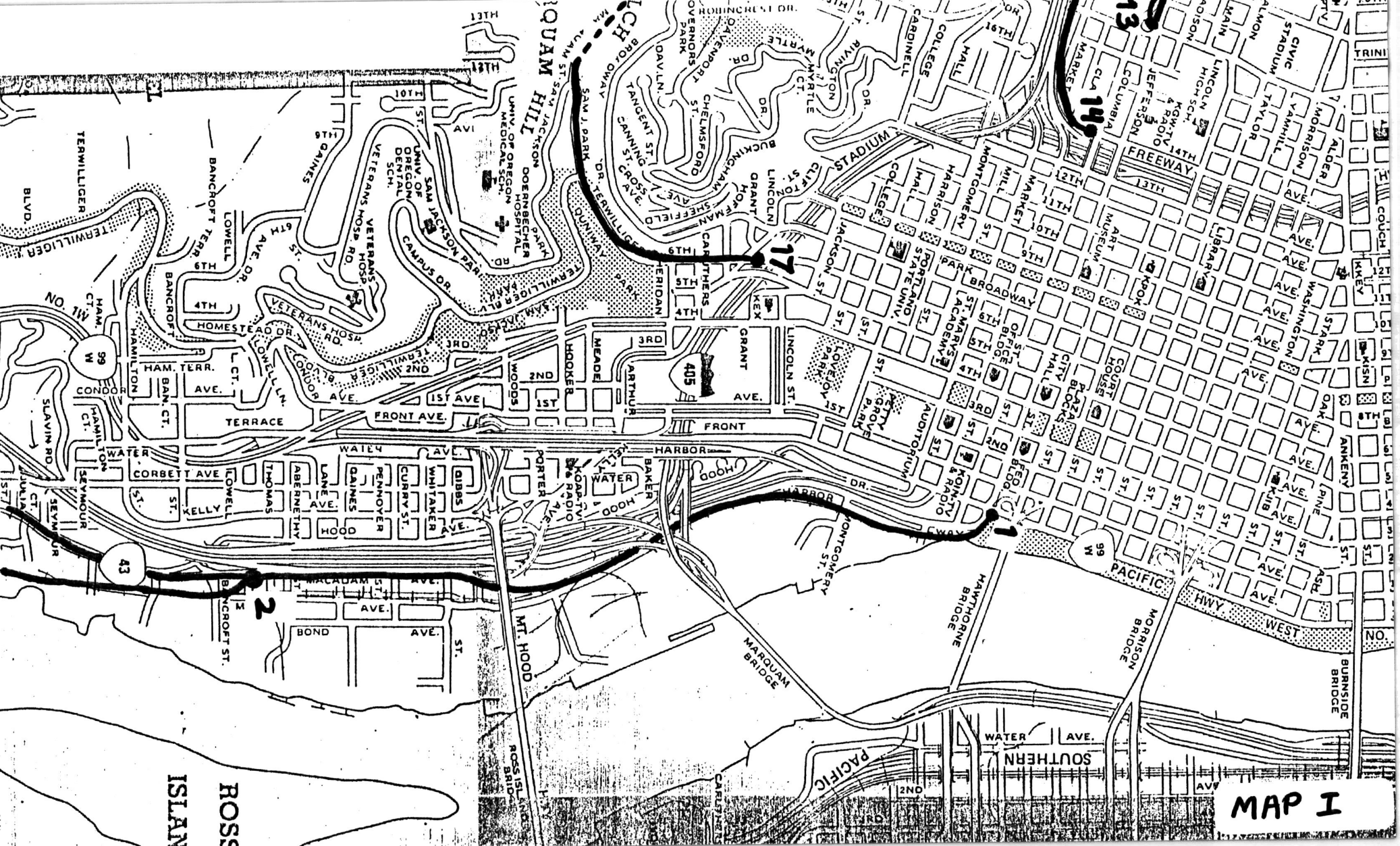
- 13-15 (Map VII): Jefferson Street and S.W. 18th Avenue to a point west of the Vista Ridge Tunnel Portal
via median of Jefferson Street and overcrossing of westbound freeway lanes;
- 13-16 (Map VII): Jefferson Street & S.W. 18th Avenue to a point south of the Vista Ridge Tunnel portal
Option A*: via median of Jefferson Street and overcrossing of eastbound freeway lanes;
Option B: via south side of Jefferson Street and tunnel under eastbound freeway lanes;
- 13-19 (Map VII): Jefferson Street & S.W. 18th Avenue to a point southwest of OMSI
via south side of Jefferson Street and off-street right-of-way through Washington Park;
- 14-15 (Map VII): Columbia Street & S.W. 14th Avenue to a point west of the Vista Ridge Tunnel Portal
via east side of 14th Avenue and new tunnel
- 15-19 (Map VII): A point west of the Vista Ridge Tunnel portal to a point southwest of OMSI
via north side of Sunset Highway;
- 16-18 (Map VII)*: A point south of the Vista Ridge Tunnel Portal to a point north of Lower Road
via south side of Sunset Highway;
- 17-18 (Map I & VII): S.W. 6th Avenue & I-405 to a point north of Lower Drive
via S.W. 6th Avenue, north side of Terwillger and new tunnel;
- 18-20 (Map VII): A point north of Lower Drive to a point south of Elm Lane
via south side of Sunset Highway and new overcrossing of Sunset Highway;
- 19-21 (Map VII): A point southwest of OMSI to a point south of Elm Lane
via north side of Sunset Highway;
- 18-20 (Map VII)*: A point north of Lower Drive to a point north of Humphrey Park Road
via south side of Sunset Highway;
- 20-21 (Map VII)*: A point north of Humphrey Park Road to a point south of Elm Lane
via new overcrossing of Sunset Highway;
- 20-22 (Map VII and VIII)*: A point north of Humphrey Park Road to a point east of Raab Road
via south side of Sunset Highway

- 21-23 (Map VIII)*: A point south of Elm Lane to a point west of 61st Drive
via new overcrossing of Sunset Highway;
- 22-23 (Map VIII)*: A point east of Raab Road to a point west of 61st Drive
via new overcrossing of Sunset Highway;
- 22-24 (Map VIII)*: A point east of Raab Road to a point north of Knollcrest
Avenue
via south side of Sunset Highway;
- 23-25 (Map VIII)*: A point west of 61st Drive to a point west of Monterey Place
via north side of Sunset Highway;
- 24-26 (Map VIII)*: A point north of Knollcrest Avenue to Peterkort
Option A: via new overcrossing of Sunset Highway and off-street
right-of-way near St. Vincent Hospital;
Option B: via south side of Sunset Highway, new overcrossing
of freeway and off-street right-of-way;
- 25-26 (Map VIII)*: A point west of Monterey Place to Peterkort
Option A: via off-street right-of-way near St. Vincent
Hospital;
Option B: via north side of freeway and off-street right-of-way;
- 26-27 (Map VI and VIII)*: Peterkort to Walker Road
via west side of Highway 217;
- 27-11 (Map VI): Walker Road to BN tracks west of Murray Boulevard
Option A*: via northerly swale and BN RR alignment;
Option B*: via west side of Highway 217, southerly swale and
BN RR alignment;
- 27-12 (Map VI): Walker Road to SP tracks west of Murray Boulevard
Option A*: via northerly swale, BN RR alignment and north-south
RR spur;
Option B*: via westside of Highway 217, southerly swale,
BN RR alignment and north-south RR spur;
Option C: via westside of Highway 217, southerly swale,
117th Avenue, and SP RR alignment;
Option D**: via west side of Highway 217, southerly swale,
reserved lanes in Short Avenue and reserved lanes
in T-V Highway;
- 11-Westerly: BN tracks west of Murray Boulevard to 185th Avenue
via BN RR alignment;
- 12-Westerly: SP tracks west of Murray Boulevard to 185th Avenue
Option A: via SP RR alignment;
Option B**: via reserved lanes in T-V Highway;

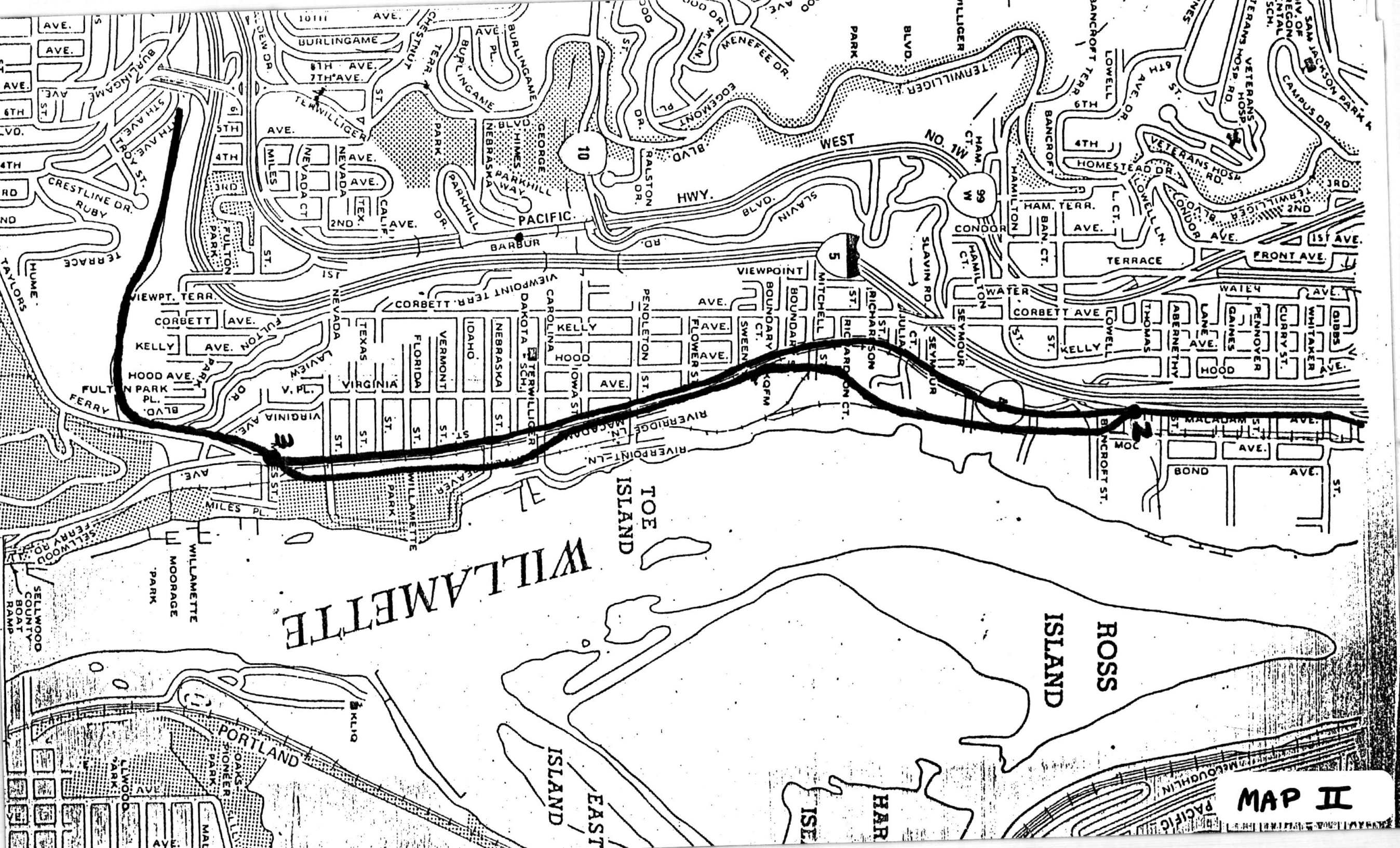
* = suitable for busway and light rail

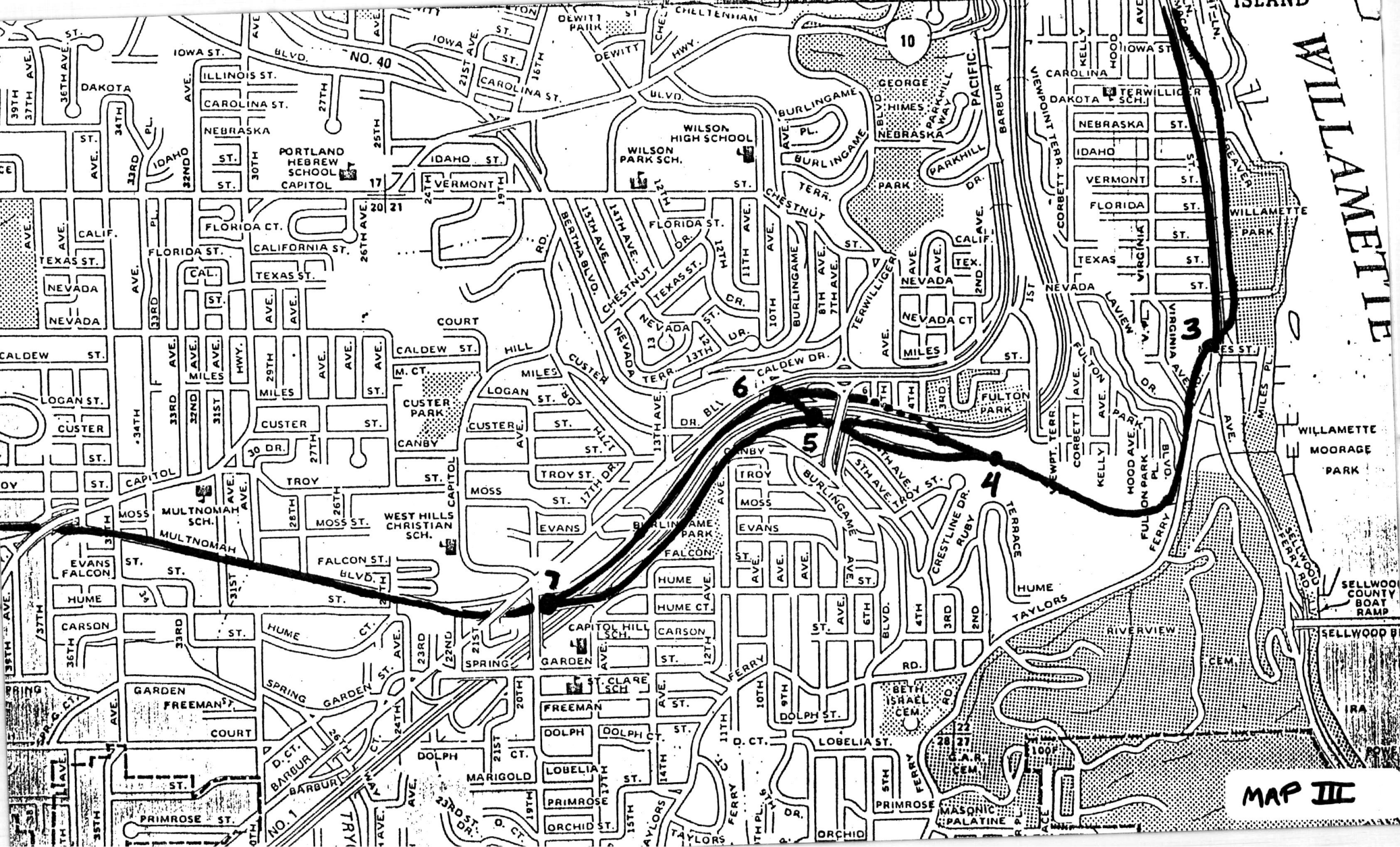
** = suitable for busway only

(no stars) = suitable for light rail only



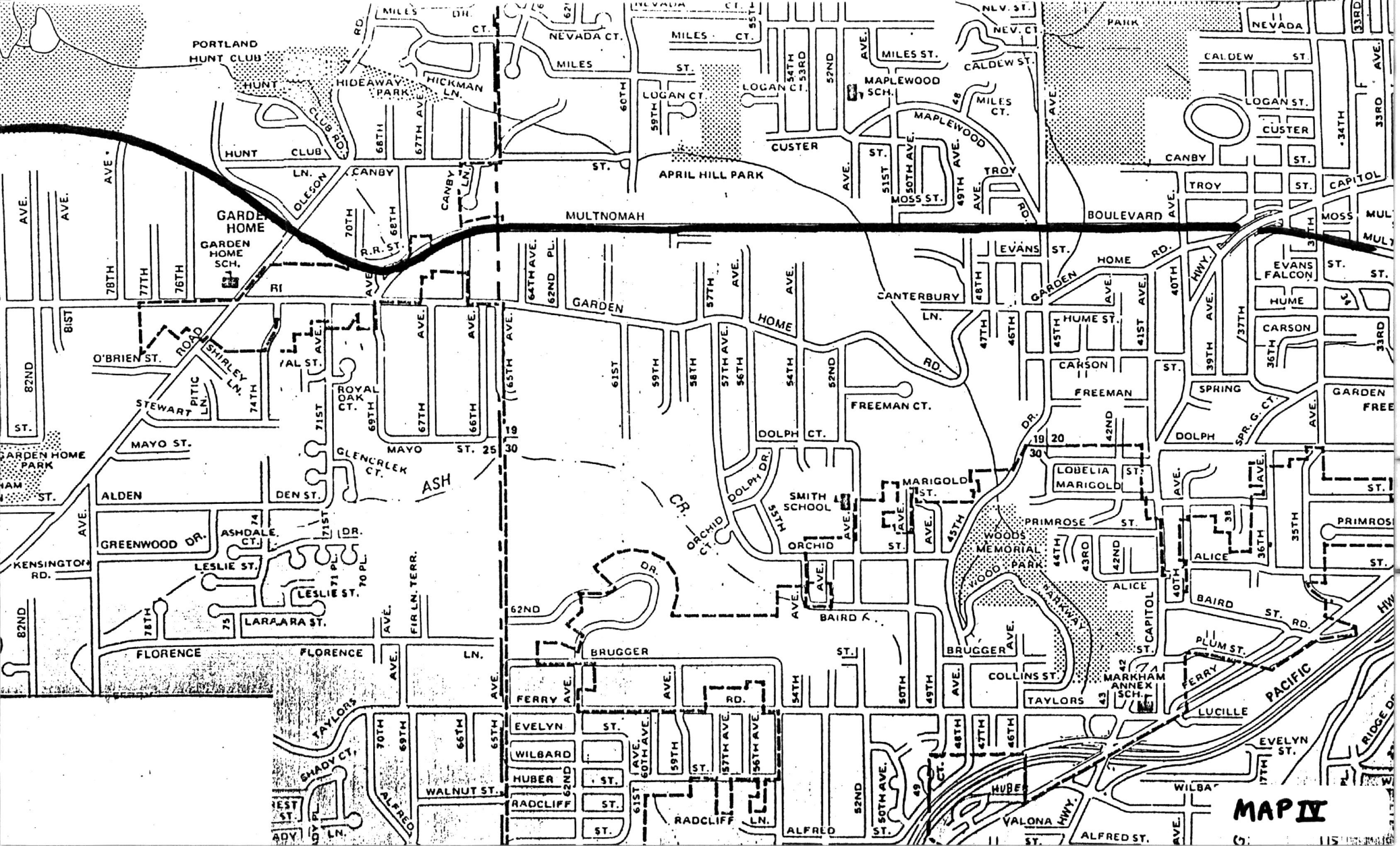
MAP I

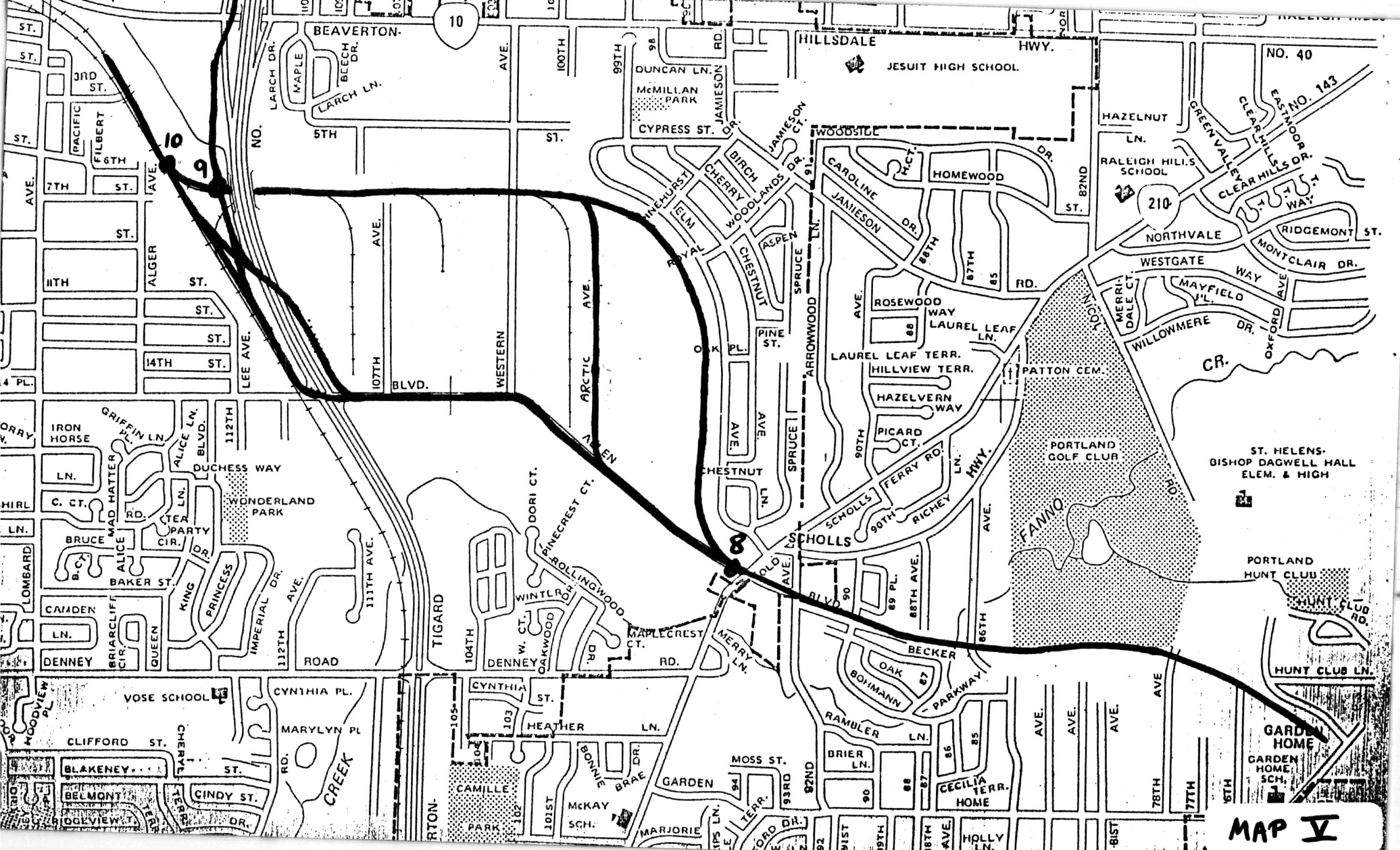


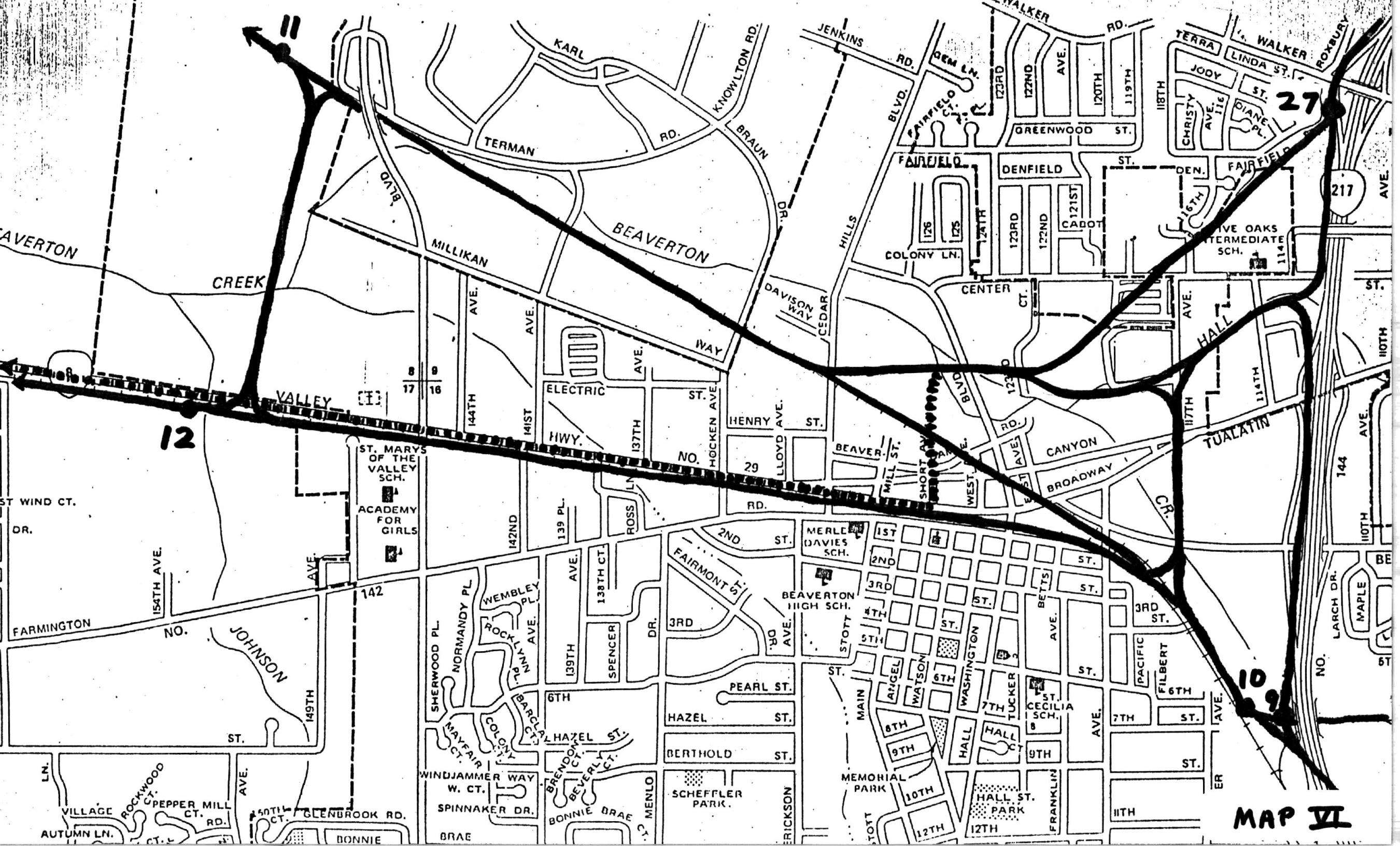


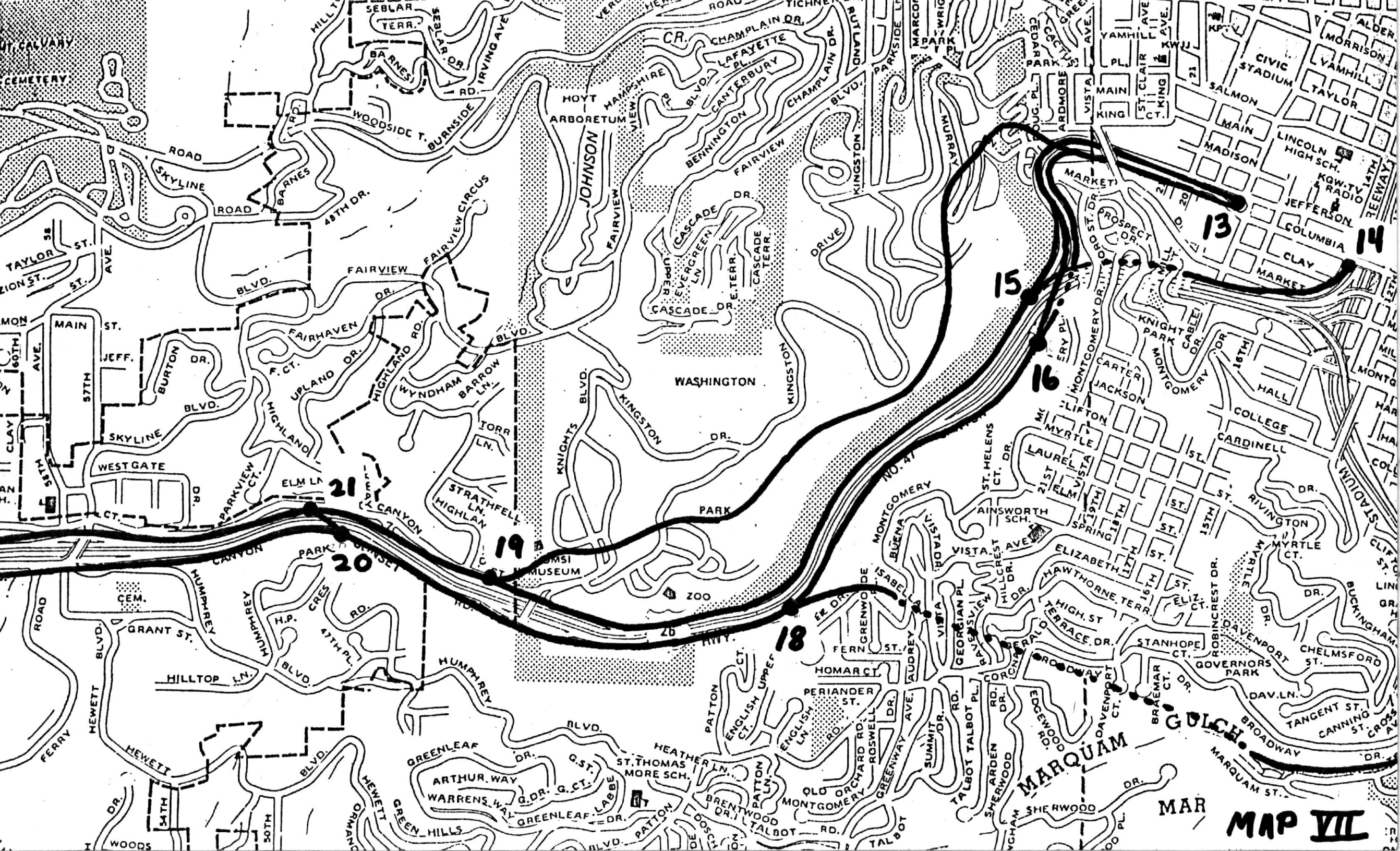
WILLAMETTE

MAP III











Alan Bergstrom

4RB 10-23

WESTSIDE CORRIDOR STUDY

TRANSITWAY ENGINEERING TECHNICAL ADVISORY COMMITTEE

Minutes of Meeting - March 4, 1980

RECEIVED
MAR 24 1980
BUREAU OF
TRAFFIC ENGINEERING

Attendees:

William Lieberman	Tri-Met	Bebe Rucker	Multnomah County
Steve Fisher	Tri-Met	Rob Bernstein	Portland
Steve Siegel	Metro	Lee Hames	Portland
Andy Cotugno	Metro	Mike Bower	Portland
Peg Henwood	Metro	Bob Bothman	ODOT
John Rosenberger	Washington County	Curt Duval	ODOT
Brent Curtis	Washington County	Bob Shaik	ODOT
Frank Angelo	Washington County		

This meeting reviewed the designs being studied to date along the Sunset alignment.

ODOT wishes to consider the proposed westbound freeway climbing lane as a given in any transitway designs in this corridor. Partly for this reason, as well as the unstable geology, only a southside transitway has been examined thus far.

It appears that the transitway could more easily shift to the south side of the freeway if it were located in the south side of Jefferson Street rather than in the median. Both median and south side options will thus be studied for Jefferson Street. Jefferson itself will be striped for one lane of traffic in each direction, but will have the capacity of carrying two lanes in each direction should the Vista Ridge tunnel be shut down. At the intersection of Jefferson Street and the Freeway, three options will be examined to cross to the south side of the Sunset:

- 1) use of an overpass structure;
- 2) use of a new underpass;
- 3) use of the existing highway exit underpass for transit and construction of a new underpass for autos.

At the Zoo interchange, a new westbound freeway on-ramp will be constructed in order to close the on-ramp further west. A better tie-in between the westbound off-ramp and Canyon Court Road will be designed. With a south side transitway alignment, the Zoo station will entail a longer walking distance for transit patrons.

The transitway would cross over to the north side of the freeway just east of Sylvan. It would pass through Sylvan either under the interchange or up to grade via the existing exit ramp. The existing ramp would be shifted south. A possible transit alignment and station on the south side of the interchange were discussed because of the possible use of the OSHD maintenance yard as a park-and-ride site. (Opposition to this by the City of Portland, followed by subsequent field investigation, has confirmed the north side as the preferred location.) The size of a park-and-ride lot here will have to be balanced with the traffic capacity of Scholls Ferry Road.

A station at 76th or 78th Avenues was discussed. This can probably be omitted from the initial design, but provision should be made to include this station if

it is warranted in the future. As to roadway connections, the general consensus was to sever the connection of these roads with the freeway and open the connection into Sylvan Heights. Another option is simply to buy out the ten properties involved. Connecting them to the proposed Finley ramp was considered undesirable.

Several streets feeding into the south side of the freeway are being considered for closure. This is a traffic flow improvement independent of the transitway. Use of cul-de-sacs or a frontage road treatment are being considered for the severed streets.

Two transitway alignment options are being considered in the Peterkort area--one to the area of St. Vincent's Hospital, the other along the westbound off-ramp. The location and number of stations here must be pinned down.

Don Bergstrom
4RB 10-23

WESTSIDE CORRIDOR STUDY

TRANSITWAY ENGINEERING TECHNICAL ADVISORY COMMITTEE

Minutes of Meeting - March 12, 1980

RECEIVED

MAR 24 1980

mlr
**BUREAU OF
TRAFFIC ENGINEERING**

Attendees:

William Lieberman	Tri-Met	John Gillam	Beaverton
Steve Fisher	Tri-Met	Don Faris	Beaverton
Kim Fernandes	Tri-Met	Bob Bothman	ODOT
Peg Henwood	Metro	Curt Duval	ODOT
Brent Curtis	Washington County	Bob Shalk	ODOT
John Rosenberger	Washington County		

This meeting discussed transitway routes through Beaverton which will be covered in the ODOT reconnaissance and design work. Several such routes were defined. From the Sunset, either of two swales would be used to access the proposed Civic Center area. From Multnomah, light rail could access this area either by paralleling 5th Street under Highway 217, or by a possible overcrossing of 217 from Allen Boulevard; it would then proceed either parallel to 217 on a structure or along the SP tracks and the future alignment of 117th Avenue. (In this latter route, crossings of Beaverton -Hillsdale Highway and Canyon Road will be investigated both at-grade and on structures.)

To continue west, LRT would travel due west to the existing BN trackage and proceed through the Tektronix area, continuing either west along the BN or south, parallel to Murray, to a new connection with TV Highway. As an alternative, the LRT route through Beaverton could simply parallel the SP trackage from 117th Avenue westward.

For the Sunset Busway, an alignment similar to that for light rail (through the swale, civic center, Tektronix, and the new connection with TV Highway) will be assumed. As an alternative, buses could travel from the civic center area in reserved lanes on a new extension of Short Avenue and along TV Highway. ODOT will check projected traffic volumes and directional splits to determine if one or two reserved lanes are needed.

Beaverton will document the process of why various routes were chosen or rejected.

PLS

FILE

UAB 10-23

Bauer

WESTSIDE CORRIDOR STUDY

TRANSITWAY ENGINEERING TECHNICAL ADVISORY COMMITTEE

Minutes of Meeting - March 4, 1980

RECEIVED
MAR 21 1980
BUREAU OF
TRAFFIC ENGINEERING

Attendees:

William Lieberman	Tri-Met	Bebe Rucker	Multnomah County
Steve Fisher	Tri-Met	Rob Bernstein	Portland
Steve Siegel	Metro	Lee Hames	Portland
Andy Cotugno	Metro	Mike Bower	Portland
Peg Henwood	Metro	Bob Bothman	ODOT
John Rosenberger	Washington County	Curt Duval	ODOT
Brent Curtis	Washington County	Bob Shalk	ODOT
Frank Angelo	Washington County		

This meeting reviewed the designs being studied to date along the Sunset alignment.

ODOT wishes to consider the proposed westbound freeway climbing lane as a given in any transitway designs in this corridor. Partly for this reason, as well as the unstable geology, only a southside transitway has been examined thus far.

It appears that the transitway could more easily shift to the south side of the freeway if it were located in the south side of Jefferson Street rather than in the median. Both median and south side options will thus be studied for Jefferson Street. Jefferson itself will be striped for one lane of traffic in each direction, but will have the capacity of carrying two lanes in each direction should the Vista Ridge tunnel be shut down. At the intersection of Jefferson Street and the Freeway, three options will be examined to cross to the south side of the Sunset:

- 1) use of an overpass structure;
- 2) use of a new underpass;
- 3) use of the existing highway exit underpass for transit and construction of a new underpass for autos.

At the Zoo interchange, a new westbound freeway on-ramp will be constructed in order to close the on-ramp further west. A better tie-in between the westbound off-ramp and Canyon Court Road will be designed. With a south side transitway alignment, the Zoo station will entail a longer walking distance for transit patrons.

The transitway would cross over to the north side of the freeway just east of Sylvan. It would pass through Sylvan either under the interchange or up to grade via the existing exit ramp. The existing ramp would be shifted south. A possible transit alignment and station on the south side of the interchange were discussed because of the possible use of the OSHD maintenance yard as a park-and-ride site. (Opposition to this by the City of Portland, followed by subsequent field investigation, has confirmed the north side as the preferred location.) The size of a park-and-ride lot here will have to be balanced with the traffic capacity of Scholls Ferry Road.

A station at 76th or 78th Avenues was discussed. This can probably be omitted from the initial design, but provision should be made to include this station if

it is warranted in the future. As to roadway connections, the general consensus was to sever the connection of these roads with the freeway and open the connection into Sylvan Heights. Another option is simply to buy out the ten properties involved. Connecting them to the proposed Finley ramp was considered undesirable.

Several streets feeding into the south side of the freeway are being considered for closure. This is a traffic flow improvement independent of the transitway. Use of cul-de-sacs or a frontage road treatment are being considered for the severed streets.

Two transitway alignment options are being considered in the Peterkort area--one to the area of St. Vincent's Hospital, the other along the westbound off-ramp. The location and number of stations here must be pinned down.

RESOLUTION

32572

per
URB-10-22
make new file

WHEREAS, Regional analyses have indicated the importance of solving transportation problems in the Westside Corridor; and

WHEREAS, the Metropolitan Service District has been requested to initiate planning activities which are coordinated with all affected local jurisdictions and agencies, to address transportation problems in the Westside Corridor; and

WHEREAS, City staff have been involved in the planning activities undertaken in the Westside Corridor; and

WHEREAS, those planning activities have advanced through the preliminary analysis of first round options; and

WHEREAS, in accordance with federal requirements and regional procedures, it is appropriate for the City Council to provide comments and recommendations regarding the Westside Corridor alternatives which will be carried forth into detailed study and the manner in which they should be studied; and

WHEREAS, the options being recommended for further study could result in cost-effective improvements to the regional and local transportation systems and generally maintain and/or enhance the quality of life in Westside neighborhoods; and

WHEREAS, the analysis of the recommended options identifies the need to address the regional planning effort in a multi-modal framework to identify needed highway and road modifications with the Transitway options in the Westside Corridor; and

WHEREAS, the recommended options are consistent with adopted policies and plans of the City of Portland, NOW THEREFORE BE IT

RESOLVED,

1. That the City Council does hereby recommend to the Metropolitan Service District that the Regional (Long-Range) Transportation Plan be amended to include a transitway which connects Portland, Beaverton, Hillsboro and Tigard.

2. That the City Council does hereby recommend that a cooperative regional planning effort, led by the Metropolitan Service District in concert with the Westside Transitway Steering Group, be continued to select the mode and general route of the initial segment options requiring preliminary engineering and Environmental Impact Statement activities from the following options:

- a. Do nothing.
- b. Major expansion of Westside bus service without transitway construction.

D
PLS YMB

- c. A Busway connecting the Portland Central Business District with the west Beaverton vicinity via the Sunset Highway and Highway 217.
- d. Light Rail Transit connecting the Portland Central Business District with the west Beaverton vicinity via Macadam Avenue and Multnomah Boulevard.
- e. Light Rail Transit connecting the Portland Central Business District with the west Beaverton vicinity via the Sunset Highway and Highway 217.

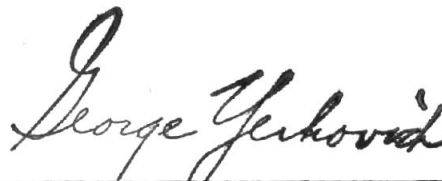
3. That the regional planning effort be a multi-modal analysis aimed at identifying needed highway and road modifications with the Transitway options to create a balanced transportation system in the Westside Corridor.

4. That detailed study of the Tigard and/or Hillsboro extensions of the Light Rail Transit options should begin as soon as local land use plans and implementation strategies are adopted which justify the cost-effectiveness of these extensions in a 15-year time frame.

5. That the City Council does hereby express its intention to set forth specific recommendations on the preferred mode and route for the Westside Corridor upon completion of further analysis, the review of the costs and impacts of Westside Corridor options by the Westside Transitway Steering Group and a Westside Transitway Citizens Advisory Group which represents the broad interests of the business and residential communities in the Corridor, and upon hearing comments by the public regarding the modes and route options hereby being recommended for further study.

Adopted by the Council

DEC 19 1979



Auditor of the City of Portland

Mayor McCready
Dec. 13, 1979
CM.SD.1