Portland–Milwaukie

LIGHT RAIL PROJECT

www.oregonmetro.gov/southcorridor

PROJECT PARTNERS

Cities of Milwaukie, Oregon City and Portland

Clackamas and Multnomah counties

Oregon Department of Transportation

TriMet

Metro

We need to hear from you!

Comment now on the Supplemental Draft Environmental Impact Statement

Our region is changing and growing. The health, sustainability and livability of our communities are indeed dependent upon the choices we make today. The Portland – Milwaukie Light Rail Project will provide a dependable way for people in our communities — from northern Clackamas County to downtown Portland — to travel in the region conveniently, safely and economically. It will connect communities and build the most important transit bridge our area has seen in a generation.

The project will construct an extension of the MAX system from downtown Portland to a terminus at Lake Road in Milwaukie or Park Avenue in the Oak Grove neighborhood of Clackamas County, a distance just over 6 miles. Metro is leading the project in partnership with TriMet, the Oregon Department of Transportation, the cities of Milwaukie, Oregon City and Portland and Clackamas and Multnomah counties. The project team just published the Supplemental Draft Environmental Impact Statement (SDEIS). The SDEIS describes the potential effects in sixteen topic areas and includes a transportation and financial analysis of the project. It also includes a Draft Section 4(f) Evaluation with Preliminary Findings of De Minimis Impacts to Public Parks, a federally-required environmental analysis that documents the costs, impacts and benefits of the project.

Now is the time to tell us what you think!

Visit www.oregonmetro.gov/southcorridor to review and comment on the SDEIS. Attend an upcoming open house or public hearing. Dates and times are listed on the back.

Metro | *People places. Open spaces.*

How we got here

A Milwaukie Light Rail connection is Phase II of the South Corridor Project

The Portland – Milwaukie Light Rail Project is the latest step in connecting our region through high capacity transit. It is a part of the regional transportation system planning that Metro undertook in the 1980s that has produced an active and vibrant light rail system.

The project was originally part of the Vancouver to Oregon City corridor in the 1990s. The northern portion became the Interstate or Yellow line, which opened for business in May 2004.

The southern portion was studied in the South Corridor Project and adopted in 2003 by all local jurisdictions and the Metro Council. Phase I of the South Corridor Project is I-205 or the Green line, which is expected to open in Fall 2009. Connecting downtown Portland to Milwaukie is Phase II. If the project moves forward, construction will begin in 2011 and you could board the new MAX line in 2015.

DECISION-MAKING PROCESS TIMELINE

	FALL 2007	WINTER 2008	SPRING	SUMMER	FALL
Environmental Analysis	Select and design alternatives	Analyze alternatives: • Environmental • Traffic • Financial	Publish Supplemental Draft Environmental Impact Statement (SDEIS)		Initiate Final Environmental Impact Statement
Decision Process			• Open houses and public hearings • Steering Committee recommends locally preferred alternative (LPA) • Local government action on LPA		Metro action on LPA
Public Involvement	• Open houses, community presentations • Newsletter, ads, web information • Citizen Advisory Committee meetings • Station Area Planning meetings		Initiate 45-day public comment period		• Community meetings • Citizen Advisory Committee meetings • Web information

Citizen involvement

Citizen Advisory Committee helps guide project

The project's Citizen Advisory Committee (CAC) formed in the summer 2007 and meets regularly. CAC members are local residents, business leaders and representatives from public institutions and community groups. Over the course of the year they learned about and toured the proposed alignment, participated in public meetings and reviewed the technical findings on such things as cost, acquisitions and displacements, safety and security, traffic impacts, ridership, project finance, the river crossing and station areas. They have asked questions, actively engaged in dialog and continually provided feedback and local knowledge that project staff have found invaluable. In June, the CAC is expected to make a recommendation to the Steering Committee on the river crossing, alignment and terminus and stations.

Rick Williams, Portland resident and CAC Chair reflected, "I am impressed with the level of commitment, participation and interest by our citizen stakeholders."

Valerie Chapman, resident of Oak Grove, said she valued "the opportunity to listen to the various viewpoints of CAC members to view the project from a much wider lens."

David Aschenbrenner of Milwaukie is proud that "future generations will benefit from our work."

Lance Lindahl, of Portland said, "My colleagues on the CAC have been strong advocates not only for the livabilty of their own neighborhoods, but for the economic health and general well-being of the region as a whole."

How we evaluate the alternatives

With a broad-reaching project like a new light rail line, the objectives and criteria for evaluating the alternatives must be comprehensive. The SDEIS studied how the alternatives perform using the following measures. *

OBJECTIVES	MEASURES
• **Provide high quality transit service**	• Access • Ridership and ease of transfers • Travel times and schedule reliability
• **Ensure effective transit system operations**	• Operating effectiveness
• **Maximize the ability of the transit network to accommodate future growth in travel demand**	• Future expansion capability
• **Minimize traffic congestion and traffic through neighborhoods**	• Highway system use • Traffic activity through neighborhoods
• **Promote desired land use patterns and development**	• Support of activity centers like Oregon Museum of Science and Industry • Support of land use policies • Transit access to labor force and employment
• **Provide for a fiscally stable and financially efficient transit system**	• Cost-effectiveness • Financial feasibility
• **Maximize the efficiency and environmental sensitivity of the design of the project**	• Ecosystems, air quality, wetlands, parks, noise and vibration • Historic and cultural resources, visual impacts and displacements

*Results are summarized in Chapter 5 of the SDEIS.

Summarizing the advantages and disadvantages of the project

In addition to the river crossing, alignment and station options evaluated, the SDEIS compares the benefits and impacts of building a new light rail line to not building one.

NO-BUILD ALTERNATIVE

Advantages

- No impacts to the natural environment due to construction.
- No community impacts such as displacement or noise and vibration.

Disadvantages

- Would not provide light rail service to the corridor.
- Would not construct a new transit bridge across the Willamette River, which would improve bus, light rail and streetcar connections.

Other things to know

- From Lake Road, the transit travel time (which includes waiting, walking and transfers) is 42 minutes to Portland State University and 56 minutes to South Waterfront.

LIGHT RAIL ALTERNATIVE

Advantages

- More than 22,000 households and almost 89,000 employees within walking distance of a light rail station.
- Between 1,475 and 2,600 additional park and ride spaces.
- Up to 24,400 additional light rail rides each weekday.
- Up to 59 percent reduction in transit travel time.
- Short-term addition of 10,000 to 12,000 construction jobs in the region resulting in $490 million of economic activity.
- Reduction in peak hour congestion on the highway system.
- Number of people using transit for work trips to downtown Portland grows by as much as 24 percent.

Disadvantages*

- Up to 62 potential full acquisitions.
- Impacts to up to 4 historic resources and up to 6 existing and 2 planned parks.
- Impacts to one fish-bearing river and 6 streams.
- Noise and vibration impacts.

Other things to know

- Saves 15 minutes in transit travel time to Portland State University and 32 minutes to South Waterfront.
- Would cost between $1.25 and 1.4 billion to build (in year of construction dollars, 2013).
- Would add between $5.5 million and $6.6 million in operating costs.

*Mitigation planning in process.

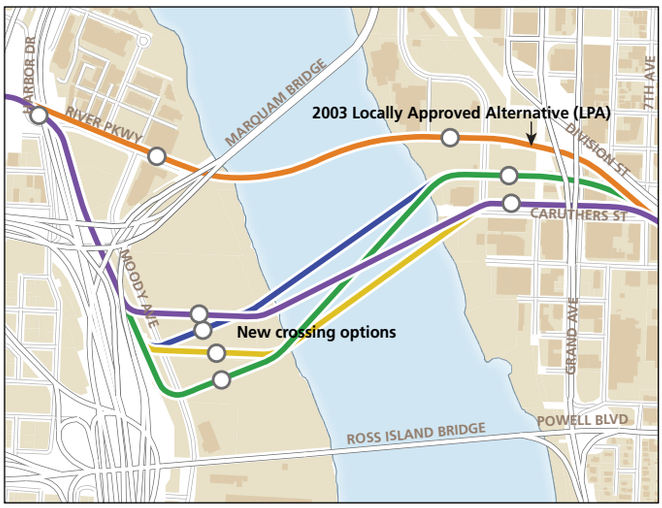
River crossing options

Choosing the location for a new bridge

A new bridge across the Willamette River will carry pedestrians, bicycles, buses, streetcar and the new MAX line. It will be an important and unique addition to the region's family of bridges. The recent growth in the South Waterfront area creates an increasing need for transit further south than the original river crossing location, last studied in 1998 and adopted in 2003. The SDEIS studies four alternative bridge locations with an east landing at SE Sherman or SE Caruthers streets and a west landing at SW Meade or SW Porter streets in South Waterfront.

The four options have similar benefits and impacts. They contribute equally to the percentage of people using transit, have very similar travel times and traffic impacts to nearby roadways. They also access the same activity centers on either side of the bridge, places like the Oregon Museum of Science and Industry and Oregon Health Science University. The difference in cost to build and operate the four options is relatively minimal.

River crossings studied in the project

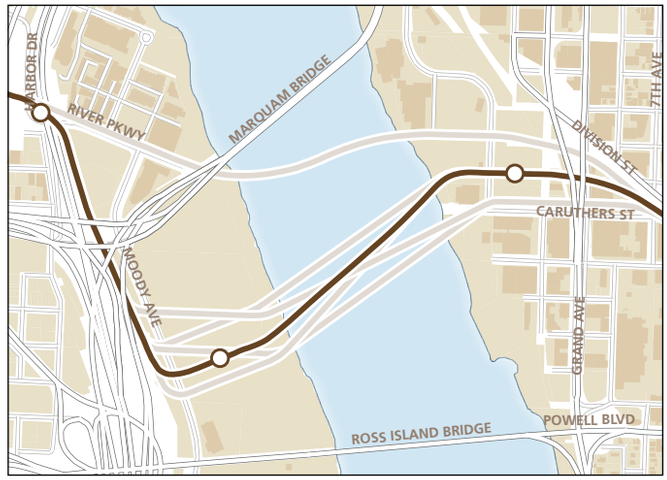


Willamette River Crossing Partnership

Portland Mayor Tom Potter and City Commissioner Sam Adams assembled a group of property owners and neighborhood representatives from both sides of the river to study possible locations for the new bridge. Called the Willamette River Crossing Partnership and chaired by Portland's former mayor Vera Katz, this group reviewed the benefits and impacts of each river crossing location and shared their unique perspectives.

In May, the group recommended a refinement of the Porter-Sherman crossing. The adjustment would serve Oregon Museum of Science and Industry while complementing Oregon Health and Science University, the Greenway and South Waterfront area master planning and providing a short walk distance to the tram. Their recommendation includes suggestions to inform future work on bridge structure and design, street network, open space and land uses. The project's Steering Committee could recommend this option for further study.

River crossing recommended by the Willamette River Partnership Committee

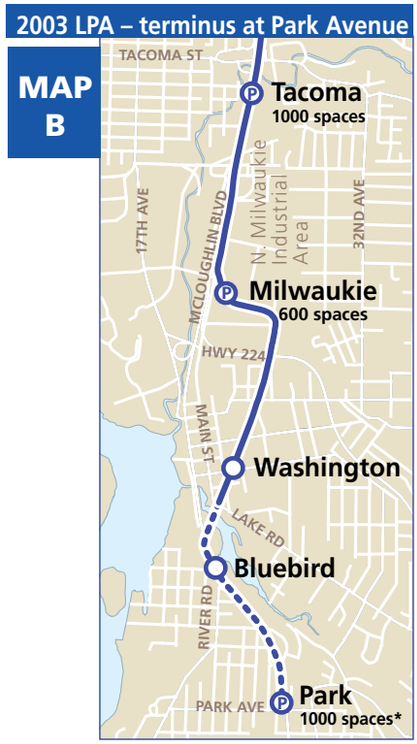


Differences between the new Willamette River crossing options and the 2003 Locally Preferred Alternative (LPA)

While the four new river crossing options share many similarities, there are a few key differences between them and the 2003 LPA river crossing that has a western landing at River Place:

- **Residents and employees served by light rail:** The new crossing options would serve almost 3,000 more residents and 4,000+ more employees than the 2003 LPA.
- **Light rail ridership:** The four newer crossing options would add between 1,200 and 1,400 light rail trips a day between downtown Portland and Milwaukie over the 2003 LPA.
- **Travel time:** The 2003 LPA would be one to two minutes faster, but the four crossing options would reduce travel time to South Waterfront for people on transit by five minutes.
- **Nearby uses:** The 2003 alternative would have fewer impacts to businesses on the east side, but the new crossing options would have fewer noise impacts and would impact one less park.

Different routes and end points to consider



How far should we extend the line?

The line could terminate at Lake Road in Milwaukie or extend to Park Avenue in Oak Grove, an unincorporated community in Clackamas County. The two terminus choices have different benefits.

Benefits of the Lake Road terminus: *See map A*

- Requires 6 to 7 fewer full acquisitions.
- Impacts 2 fewer planned parks.
- Results in fewer noise and vibration impacts.
- Costs $99 to $124 million less to construct.
- Costs $1 million less annually to operate.

Benefits of the Park Avenue terminus:
See maps B and C

- Increases the number of people using alternate forms of transportation to get to downtown Portland.
- Adds 1 or 2 more light rail stations.
- Puts a light rail station within a 1/2 mile walk for 1,100 to 1,600 more households.
- Reaches more commuters in North Clackamas County and maximizes park and ride opportunities by providing 800 to 1,100 more spaces.
- Increases light rail ridership by 2,300 to 3,100 rides each day.

The environmental analysis identified a need for additional park and ride spaces along the alignment. A traffic sensitivity analysis indicates it is likely feasible to include 1,250 spaces at SE Tacoma Street and 1,200 spaces at Park Avenue.

Which route should MAX take through the North Milwaukie industrial area?

South of the Tacoma station, the route could either follow the 2003 Locally Preferred Alternative on Main Street or the Tillamook Branch railroad through the North Milwaukie industrial area. Each route presents unique challenges and opportunities. The following compares these routes extending to Park Avenue.

Benefits of the 2003 Locally Preferred Alternative on Main Street: *See map B*

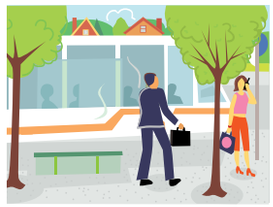
- Provides 600 parking spaces with a park and ride at Milwaukie/Southgate.
- Facilitates access to light rail for employees of the industrial area.
- Offers walking access to a light rail station to 500 more households and 1,600 more employees.
- Increases transit ridership by 800 trips each day.
- Results in fewer impacts to the freight railroad.
- Reduces the need for an extension to Park Avenue, which would reduce cost.

Benefits of the Tillamook Branch option: *See map C*

- Requires fewer acquisitions or displacements of businesses in the industrial area.
- Results in fewer impacts to traffic and freight access for businesses in the industrial area.
- Reduces light rail travel time by one minute.
- Costs $25.6 million less to construct.
- Avoids impacting the historic ODOT property on McLoughlin Boulevard.

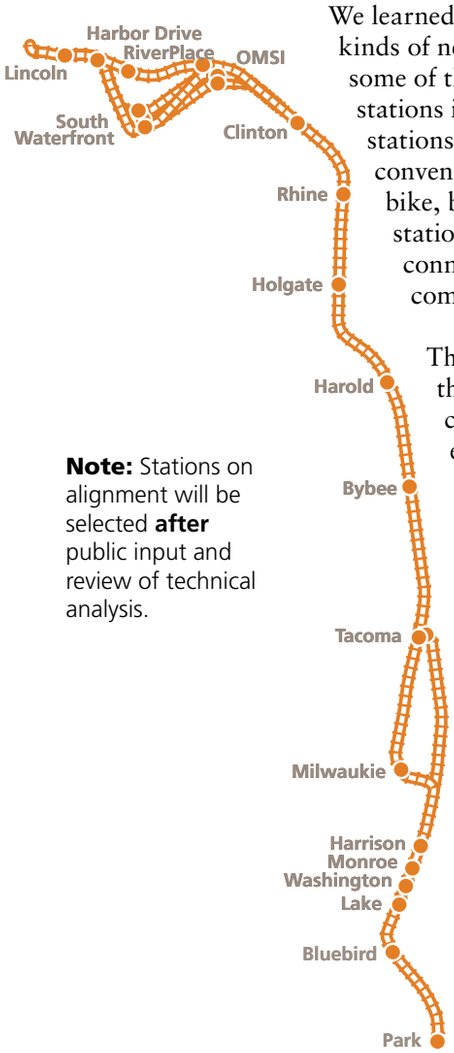
Station options that will serve the community

What makes a great station community?



By design, our region is made up of individual neighborhoods and communities, each with its own distinct character. Some neighborhoods are a piece of the big city where people live in high-rise towers and greet each other as they pick up their mail or take the elevator; other neighborhoods feel like small towns where people congregate on sunny weekends for the farmers market or the kids' soccer game.

The Portland-Milwaukie Light Rail Project is an opportunity to connect these different neighborhoods while respecting what makes each place special. Through a variety of workshops, meetings and open houses in Southeast Portland, Milwaukie and Oak Grove, we asked community members about the areas near and around stations.



Note: Stations on alignment will be selected **after** public input and review of technical analysis.

We learned that people from all kinds of neighborhoods want some of the same things for stations in their neighborhoods – stations that people can access conveniently and safely on foot, bike, bus or by car. They want stations that are visible and connected to the surrounding community.

There are differences, though. In some communities, people envision their stations as catalysts for new development and opportunities to help create a place where people will want to go – whether to catch MAX or to grab lunch with a friend. In other communities, people want the station to blend into the existing neighborhood. Our region's planning process allows for both these types of stations and everything in between – it allows stations to match the vision of community members.

Portland station choices

At two station workshops in Fall 2007 approximately 80 participants wrote on maps to illustrate their ideas for station areas including development and redevelopment, bike and pedestrian connections and areas where crossings may be challenging. At the two open houses that followed, about 60 participants reviewed and confirmed ideas provided in the workshops and provided comments on how the ideas might come to fruition.

Ideas for station areas included things like:

- Improving existing pedestrian and bicycle connections within and to the neighborhood and adding new ones
- Providing adequate parking near stations and or signage or other tools to limit parking in neighborhoods
- Preserving the character of neighborhoods and making stations reflect the unique quality of nearby neighborhoods
- Completing mitigation to limit noise impacts
- Exploring, along with local jurisdictions, concerns about impacts of truck traffic

Public input during the comment period will inform the decision to include – or not include these stations – in the selected alignment. Beyond that, some of the ideas —like station design details and mitigating traffic, noise and parking impacts — will be addressed during the Final Environmental Impact Statement (FEIS) which is expected to begin Fall or Winter 2008.

Other ideas, such as rezoning land for transit-oriented development, will not be included in the project because they fall under the jurisdiction of the City of Portland. The project teamed with and shared results of this community dialog with the city and with all project partners.

Harold Station

The project could include a station at SE Harold Street. This station was not part of the 2003 Locally Preferred Alternative, but had been discussed in past processes and was suggested for analysis by community members from the surrounding area.

The community has expressed strong support for a SE Harold Street station. The station would support local land use plans, which call for higher density development in the station area.However, the SE Harold Street station would increase capital costs by $6.4 million and add about one minute in travel time for anyone traveling past the station. And, even with a $6-8 million pedestrian bridge to connect Reed College and neighborhoods to the east, it would add few riders to the system.

Milwaukie and Oak Grove station choices

There are four station choices in downtown Milwaukie and one at Bluebird Street south of downtown. One or two downtown stations at Harrison, Monroe, Washington and/or Lake could be combined in different ways with a potential Bluebird station just south of downtown. Each combination comes with its own opportunities and challenges.

Meetings were held in Milwaukie to share information about, and discuss, station choices.

- Approximately 100 people attended a station workshop in March. Participants asked questions about ridership, redevelopment, safety and security, and traffic impacts and shared their preferences for station locations.
- The City of Milwaukie hosted a follow-up meeting for people to rank station locations in relation to the terminus. In June, the Milwaukie City Council will recommend Milwaukie stations to the Steering Committee.

Meetings were also held in Oak Grove.

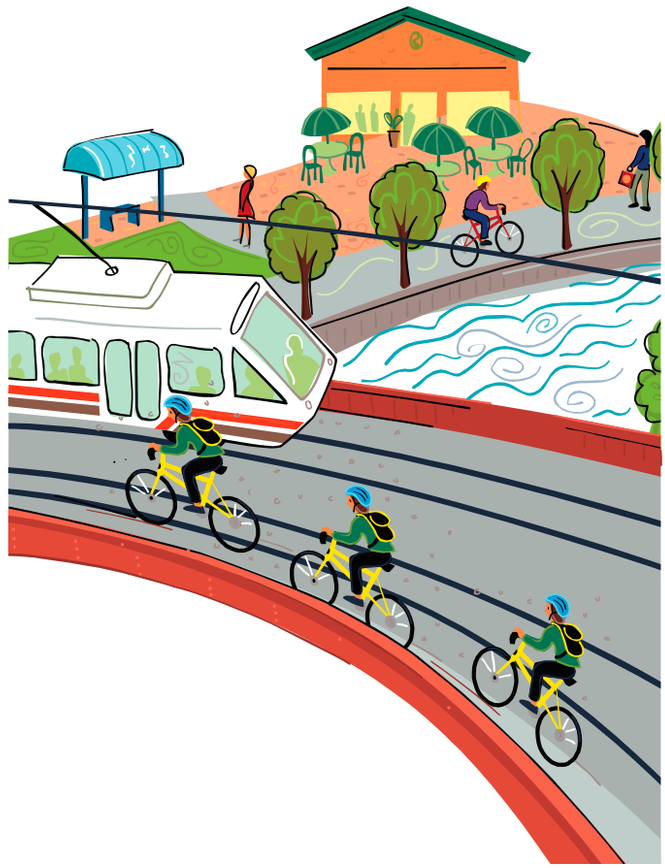
- Approximately 130 people attended a station workshop in March. The community dialog highlighted interests in safety, redevelopment and light rail compatibility with trails and the existing neighborhood character.
- Oak Lodge Community Planning Organization hosted a follow-up meeting. Some questioned the need for the project. Others emphasized opportunities for senior communities to access transit and suggested integrating Metro's Nature in Neighborhood program into station design.

Other considerations

Safety and Security Task Force

Planning for safety and security on and around light rail is essential. The Safety and Security Task Force was created to ensure that public concerns about safety were reflected in this process. They identified concerns and brainstormed possible design ideas and policies to address them, things that give us insight for this light rail project and for current MAX operations. A number of these suggestions are already usd by TriMet.

- Review and use best practices, especially Crime Prevention through Environmental Design.
- Improve use of closed circuit TV at station platforms.
- Increase TriMet or other authoritative presence on trains and at stations.
- Design park and rides to be safe and secure for people and property.
- Improve coordination with local first responders.
- Design light rail system to promote safe interaction between light rail trains, cars, bicycles and pedestrians, especially near schools.
- Create inviting, safe platforms and station areas.



METRO
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Project website:
www.oregonmetro.gov/southcorridor

Upcoming events

Public comment period

May 9 to noon on June 23

Public hearing

Monday, June 9
5:30 - 8:30 p.m.
Metro Regional Center
Council Chambers
600 NE Grand Ave., Portland

Farmers markets

Wednesday, May 14
4:30 to 7:30 p.m.
Moreland farmers market
SE Bybee/14th, Eastmoreland

Saturday, May 17
9 a.m. to 2 p.m.
Oregon City farmers market
2051 Kaen Rd, Oregon City

Sunday, May 18
9:30 to 2 p.m.
Milwaukie farmers market
Main St. across from City Hall,
Milwaukie

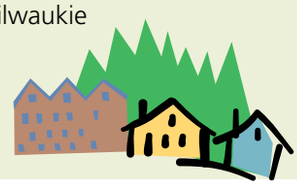
Open houses

Wednesday, May 21
6 to 8 p.m.
Cleveland High School
3400 SE 26th Ave., Portland

Thursday, May 22
6 to 8 p.m.
Marriott Residence Inn
Broadway Room
2115 SW River Parkway
Portland

Tuesday, May 27
6 to 8 p.m.
Putnam High School cafeteria
4950 SE Roethe Rd.
Oak Grove

Wednesday, May 28
6 to 8 p.m.
Milwaukie High School commons
11300 SE 23rd St.
Milwaukie



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