

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 00-2980A
METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM TO INCLUDE	)	Introduced by
SECTION 5309 FUNDS TO CONSTRUCT A NEW	)	Councilor Jon Kvistad,
MILWAUKIE TRANSIT CENTER	)	JPACT Chair

WHEREAS, Tri-Met presently operates an on-street transit center in downtown Milwaukie; and

WHEREAS, Operation of the transit center causes congestion of the local street system and lacks appropriate amenities; and

WHEREAS, Planned implementation of rapid bus service and/or yet to be determined high-capacity transit service in the McLoughlin Corridor would exacerbate conditions at the transit center; and

WHEREAS, Tri-Met was appropriated Section 5309 (formerly Section 3) New Start discretionary funding for construction of the PSU Transit Center in FY 97; and

WHEREAS, Tri-Met has built the PSU Transit Center and has approximately \$1.5 million of the grant left unexpended; and

WHEREAS, FTA Region X staff have concurred that the funds are available for construction of a transit center other than the PSU Transit Center; and

WHEREAS, Tri-Met anticipates appropriations of up to an additional \$2.5 million of Section 5309 funds in FY 01 for construction of a Milwaukie Transit Center; and

WHEREAS, Tri-Met has requested amendment of the Metropolitan Transportation Improvement Program (MTIP) to program \$4.0 million of Section 5309 funds for relocation of the Milwaukie Transit Center to an off-street location one block north of the current center; and

WHEREAS, Tri-Met stands ready to contribute general funds to the project should appropriations fall below those needed to complete the project; and

WHEREAS, Relocation of transit center operations has been anticipated and is included in the currently conformed regional transportation network quantitative analysis; and

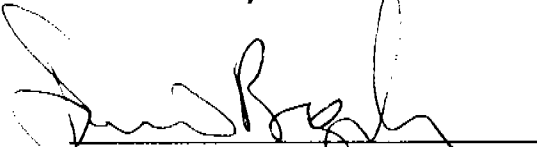
WHEREAS, The proposed Transit Center would not preclude any transit service options presently being considered in or through Milwaukie; now, therefore

BE IT RESOLVED:

1. The Metropolitan Transportation Improvement Program (MTIP) is amended to authorize obligation of \$4.0 million of section 5309 funds, composed of \$1.5 million of appropriated funds and \$650,000 of obligated, and \$1.85 million of anticipated funds, for construction of the Milwaukie Transit Center.

2. Metro staff are authorized to cooperate with Tri-Met and ODOT staff to make such other administrative adjustments as needed to program the funds by phase of work an year as may be needed.

ADOPTED by the Metro Council this 28<sup>th</sup>, day of SEPTEMBER, 2000.

  
David Bragdon, Presiding Officer

Approved as to Form:

  
Daniel B. Cooper, General Counsel



C:\Resolutions\2000\00-2980A.doc TW:rmb  
8/23/00

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO. 00-2980A  
METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM TO INCLUDE ) Introduced by  
SECTION 5309 FUNDS TO CONSTRUCT A NEW ) Councilor Jon Kvistad,  
MILWAUKIE TRANSIT CENTER ) JPACT Chair

WHEREAS, Tri-Met presently operates an on-street transit center in downtown Milwaukie; and

WHEREAS, Operation of the transit center causes congestion of the local street system and lacks appropriate amenities; and

WHEREAS, Planned implementation of rapid bus service and/or yet to be determined ~~fixed guideway services~~ high-capacity transit service in the McLoughlin Corridor would exacerbate conditions at the transit center; and

WHEREAS, Tri-Met was appropriated Section 5309 (formerly Section 3) New Start discretionary funding for construction of the PSU Transit Center in FY 97; and

WHEREAS, Tri-Met has built the PSU Transit Center and has approximately \$1.5 million of the grant left unexpended; and

WHEREAS, FTA Region X staff have concurred that the funds are available for construction of a transit center other than the PSU Transit Center; and

WHEREAS, Tri-Met anticipates appropriations of up to an additional \$2.5 million of Section 5309 funds in FY 01 for construction of a Milwaukie Transit Center; and

WHEREAS, Tri-Met has requested amendment of the Metropolitan Transportation Improvement Program (MTIP) to program \$4.0 million of Section 5309 funds for relocation of the Milwaukie Transit Center to an off-street location one block north of the current center; and

WHEREAS, Tri-Met stands ready to contribute general funds to the project should appropriations fall below those needed to complete the project; and

WHEREAS, Relocation of transit center operations has been anticipated and is included in the currently conformed regional transportation network quantitative analysis; and

WHEREAS, The proposed Transit Center would not preclude any transit service options presently being considered in or through Milwaukie; now, therefore

BE IT RESOLVED:

1. The Metropolitan Transportation Improvement Program (MTIP) is amended to authorize obligation of \$4.0 million of section 5309 funds, composed of \$1.5 million of appropriated funds and ~~\$2.5 million of prospective~~ \$650,000 of obligated funds, and \$1.85 million of anticipated funds, for construction of the Milwaukie Transit Center.

2. Metro staff are authorized to cooperate with Tri-Met and ODOT staff to make such other administrative adjustments as needed to program the funds by phase of work an year as may be needed.

ADOPTED by the Metro Council this \_\_\_\_\_, day of \_\_\_\_\_, 2000.

\_\_\_\_\_  
David Bragdon, Presiding Officer

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

C:\Resolutions\2000\00-2980A REDLINE.doc TW:rmb  
8/23/00

## TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 00-2980A, FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE SECTION 5309 FUNDS TO CONSTRUCT A NEW MILWAUKIE TRANSIT CENTER

---

Date: September 27, 2000

Presented by: Councilor McLain

**Committee Recommendation:** At its September 19 meeting, the Committee considered Resolution No. 00-2980A and voted 2-0 to send the resolution to the Council with no recommendation. Voting in favor: Councilor McLain and Chair Monroe.

**Background:** Federal regulations require that when a new transportation project is identified that will be funded through funds previously allocated to another project or from new funding sources or allocations, the local metropolitan transportation improvement program (MTIP) must be amended to reflect these changes. The MTIP amendment proposed by this resolution would recognize and allocate funds to initiate construction of a new Milwaukie Transit Center. Construction of the center would be consistent with the 2000 RTP revision recently adopted by the Council.

**Committee Discussion:** Mike Hoglund, Transportation Planning Manager, presented the staff report. He explained that the proposed resolution would amend the MTIP to several sources of funds to the construction of a new Milwaukie Transit Center. The total estimated cost of the new center is \$5 million (\$4 million in federal funds, \$1 million in local matching funds). The initial funding sources include \$1.5 million in unexpended funds from construction of the Portland State Transit Center and a \$650,000 federal appropriation. The local match would be provided by Tri-Met. The remaining \$1.85 million would come from direct federal appropriations or a request for regional flexible funds such as those earmarked for South Corridor transit improvements.

Hoglund indicated that the project is being sized to accommodate a rapid bus program or any other high capacity transit system implemented in the South Corridor. The current facility is on street and has safety and congestion problems. The new site (an abandoned Safeway store) would be off-street and near several community facilities, including a proposed community center.

Phil Sellinger, Tri-Met Project Planning Manager, provided additional background material concerning the project. He noted that Tri-Met has been trying to find an alternative transit center site in Milwaukie. During the south-north light rail planning process and more recently Tri-Met has examined other sites, including sites at a nearby rail line that could accommodate commuter rail. Sellinger indicated that some other sites were roughly comparable to the selected site in terms of accommodating bus and potential rail transit options. He explained that the Safeway site could connect to any commuter rail line by a small spur line.

Chair Monroe asked Sellinger to clarify the principal reasons for selecting the Safeway site. Sellinger responded that 1) it was an integral part of the proposed Milwaukie downtown plan, 2) it has the support of city and county officials, and 3) neighborhood groups had objected to sites closer to the rail line because of their proximity to schools and neighborhoods. Chair Monroe asked if the selected site would accommodate light rail and Sellinger responded that it would.

Councilor McLain asked about the construction timeline. Sellinger indicated that the Federal Transit Administration was currently reviewing the environmental assessment and that Tri-Met is ready to begin construction immediately. He noted that, if full funding for the project is obtained, the Center would be completed by fall 2001.

Jim Howell, representing AORTA, testified concerning the resolution. He noted that he fully supported the need for a Milwaukie Transit Center, but requested that the committee amend the resolution to eliminate specific references to the Safeway site. He argued that the proposed site was not compatible with commuter or interregional rail options and that connecting it with nearby rail lines was not feasible. He also questioned whether the proposed site was the best site to support a light rail connection to Portland. He urged reconsideration of sites closer to the existing rail line and discussed several of these sites. He expressed doubt about how actively these sites had been considered.

Chair Monroe questioned the feasibility of a commuter rail line, noting the current heavy freight usage of the current tracks. Howell responded that, while commuter rail may not currently be feasible, when a high-speed rail corridor is developed, as far south as Eugene, the line between Milwaukee and Portland will be double tracked, thus making peak-hour commuter rail more likely. He also noted that commuter rail links between Milwaukee and Washington are currently possible.

Councilor McLain questioned whether either the Safeway site or the site closer to the rail line would harm the proposed downtown plan. Heglund responded that, at the JPACT meeting, Mayor Tomei of Milwaukie indicated that 70% of the area's residents supported the Safeway site. Howell responded that he had talked with the city's downtown plan consultant and asked if a TOD development at either the Safeway site or the junior high school site nearer to the rail would conflict with the downtown plan and was told that it would not conflict. Sellinger commented that it was his understanding that the Safeway site was more compatible with the downtown plan and placed the transit center closer to the downtown business district.

Chair Monroe and Councilor McLain both indicated that it is important to move ahead with transit-related improvements in the South Corridor. But, Councilor McLain noted that Mr. Howell had raised several points that should be clarified. In particular, she questioned whether the proposed center was only a short-term solution. She noted that she had several questions that she would like ask representatives of the city of Milwaukie.

Chair Monroe also noted that he had hoped to see representatives from the city and Clackamas County at the committee meeting, but that they were unable to attend due to scheduling conflicts. He suggested that the committee send the resolution to the full Council with no recommendation and requested that staff request that the city of Milwaukie send a representative to the full Council to answer questions concerning the proposed project. Councilor McLain agreed with the suggestion of the Chair.

FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION  
IMPROVEMENT PROGRAM TO INCLUDE SECTION 5309 FUNDS TO CONSTRUCT A  
NEW MILWAUKIE TRANSIT CENTER

Date: August 23, 2000

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would approve amendment of the MTIP to authorize obligation of \$1.5 million unexpended Section 5309 Discretionary transit funds for construction of the Milwaukie Transit Center. It would authorize obligation of up to an additional \$2.5 million of Section 5309 funds in the event Tri-Met is successful in securing additional appropriations in the FY 2001 congressional authorization bill. The project, with local match, totals \$5 million.

EXISTING LEGISLATION

An improved Milwaukie Transit Center is consistent with both the currently approved 1995 RTP and the 2000 RTP update for which federal approval remains pending.

BACKGROUND AND ANALYSIS

In FY 97 the region was appropriated funding to construct the PSU Transit Center. The project is complete and \$1.5 million remains unexpended. The FTA has concurred with Tri-Met's proposal to transfer the balance of the funds to construct an improved Milwaukie Transit Center. Tri-Met received an appropriation of \$650,000 in FY 00 and anticipates additional appropriations in future years. The complete transit center that is envisioned would cost approximately \$5.0 million (\$4.0 million federal/\$1.0 million local match). Tri-Met has requested programming of the complete federal share so that any appropriations will be accounted for. This is consistent with FTA's past interpretations of MTIP financial constraint demonstrations when programming projects reliant on multi-year appropriations, such as the Westside and Interstate MAX extension projects.

The scale of the complete project exceeds current demands. It is sized to accommodate increased bus loadings that would result from implementation of a rapid bus program in the South Corridor, and/or any other high-capacity transit system envisioned for the corridor. Assuming actual funds in hand of \$2.15 million, Tri-Met will contribute whatever general funding is needed to complete a first phase project able to accommodate current demands. The final \$1.85 million would be appropriated at a later date, or would be made up from a combination of general funds, or, conceivably, a request for regional flexible funds such as those earmarked for transit improvements in the South Corridor.

The existing transit center is an on-street facility, which creates many safety and circulation problems in the downtown district. The proposed facility would relocate the center one block

north into the parking lot of the former Safeway store that has been converted to a community center. The transit center would also be adjacent to the Ledding Library. Attachment 1 provides additional information about the proposed project. Figure 1 (in Attachment 1) shows a tentative site plan.

The project is included in the transit system network used to model both the 1995 and 2000 RTP financially constrained networks. The 1995 network is currently conformed to the State (Air Quality) Implementation Plan. Conformity of the 2000 RTP is pending.

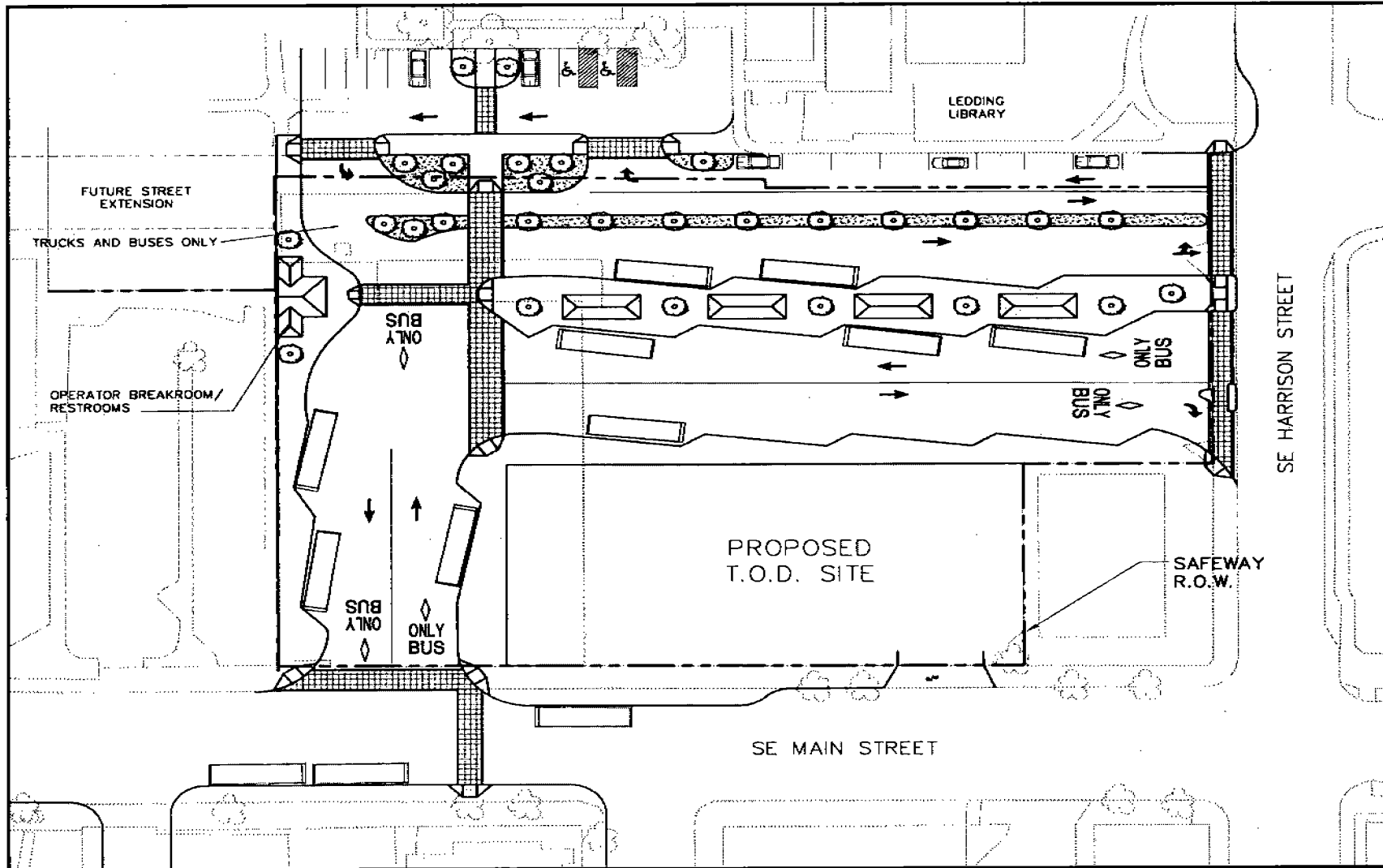
TW:rmb

Attachment: Attachment 1

C:\Resolutions\2000\00-2980\00-2980A SR Redline.doc rmb



FIGURE 1



FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION  
IMPROVEMENT PROGRAM TO INCLUDE SECTION 5309 FUNDS TO CONSTRUCT A  
NEW MILWAUKIE TRANSIT CENTER

Date: August 23, 2000

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would approve amendment of the MTIP to authorize obligation of \$1.5 million unexpended Section 5309 Discretionary transit funds for construction of the Milwaukie Transit Center. It would authorize obligation of up to an additional \$2.5 million of Section 5309 funds in the event Tri-Met is successful in securing additional appropriations in the FY 2001 congressional authorization bill. The project, with local match, totals \$5 million.

EXISTING LEGISLATION

An improved Milwaukie Transit Center is consistent with both the currently approved 1995 RTP and the 2000 RTP update for which federal approval remains pending.

BACKGROUND AND ANALYSIS

In FY 97 the region was appropriated funding to construct the PSU Transit Center. The project is complete and \$1.5 million remains unexpended. The FTA has concurred with Tri-Met's proposal to transfer the balance of the funds to construct an improved Milwaukie Transit Center. ~~Tri-Met anticipates received an appropriation of an additional \$650,000 in FY 0100 and anticipates additional appropriations in future years.~~ The complete transit center that is envisioned would cost approximately \$5.0 million (\$4.0 million federal/\$1.0 million local match). Tri-Met has requested programming of the complete federal share so that any appropriations will be accounted for. This is consistent with FTA's past interpretations of MTIP financial constraint demonstrations when programming projects reliant on multi-year appropriations, such as the Westside and Interstate MAX extension projects.

The scale of the complete project exceeds current demands. It is sized to accommodate increased bus loadings that would result from implementation of a rapid bus program in the South Corridor, and/or any other high-capacity transit system envisioned for the corridor. ~~Consequently, current demand could be met by a first phase project.~~ Assuming actual funds in hand of \$2.15 million, Tri-Met will contribute whatever general funding is needed to complete a first phase project able to accommodate current demands. The final \$1.85 million would be appropriated at a later date, or would be made up from a combination of general funds, or, conceivably, a request for regional flexible funds such as those earmarked for transit improvements in the South Corridor.

The existing transit center is an on-street facility, which creates many safety and circulation problems in the downtown district. The proposed facility would relocate the center one block north into the parking lot of the former Safeway store that has been converted to a community center. The transit center would also be adjacent to the Ledding Library. Attachment 1 provides additional information about the proposed project. Figure 1 (in Attachment 1) shows a tentative site plan.

The project is included in the transit system network used to model both the 1995 and 2000 RTP financially constrained networks. The 1995 network is currently conformed to the State (Air Quality) Implementation Plan. Conformity of the 2000 RTP is pending.

TW:rmb

Attachment: Attachment 1

C:\Resolutions\2000\00-2980\00-2980A SR\_Redline.doc rmb

## MILWAUKIE TRANSIT CENTER RELOCATION PROJECT

### Project Description

Tri-Met and the City of Milwaukie are jointly planning a new transit center on the northeast corner of SE Main Street and SE Harrison Street. The transit center would be a key component of both an effort by Tri-Met to improve bus service to and from Milwaukie and vicinity and the Downtown Milwaukie Development Plan. The project is located one block north of the existing on-street transit center, on a site currently occupied by a building formerly housing a Safeway grocery store and the associated 120-space parking lot. The city currently uses the lot to provide paid, public parking. This site is attractive for transit center use because it is adjacent to and easily accessible and visible from arterial streets, level, well drained and served by existing utilities.

As shown in Figure 1, the proposed transit center would provide 14 bus loading/layover pads (including spare bus bays), passenger loading platforms with shelters and other passenger amenities, paved surface on which buses would operate and driveway connections to SE Main and SE Harrison Streets within the off-street site. Associated with the off-street facility would be two on-street bus stop zones: one on the east side of SE Main Street just south of the Main Street driveway for northbound trunkline buses; and one for southbound trunkline buses on the west side of SE Main Street across from the Main Street driveway. Both bus stop zones, on curb extensions, would be long enough for two 40-foot buses. Kiss-and-ride drop-off zones would be sought on both sides of SE Main Street between the bus zones and SE Harrison Street. There would be no park-and-ride access provided at this location. A park-and-ride lot currently exists less than ½ -mile to the north. Other park-and-ride facilities are planned south and east of the proposed transit center.

The facility would be designed to enhance the downtown area with cost-effective use of architectural features and finishes. Landscaping would be provided consistent with city code requirements, while minimizing continuing maintenance requirements and costs.

Beyond the proposed site, the relocated transit center would allow consolidation of bus movements through downtown Milwaukie onto three streets (SE Main Street, SE Harrison Street and SE 21<sup>st</sup> Avenue) saving both bus rider travel time and bus operating costs. Downtown Milwaukie would continue to have strong, all-day transit access and internal circulation. The transit center is anticipated to accommodate improved transit service along SE McLoughlin Boulevard and between Milwaukie and the Clackamas Regional Center planned for implementation within the next five years.

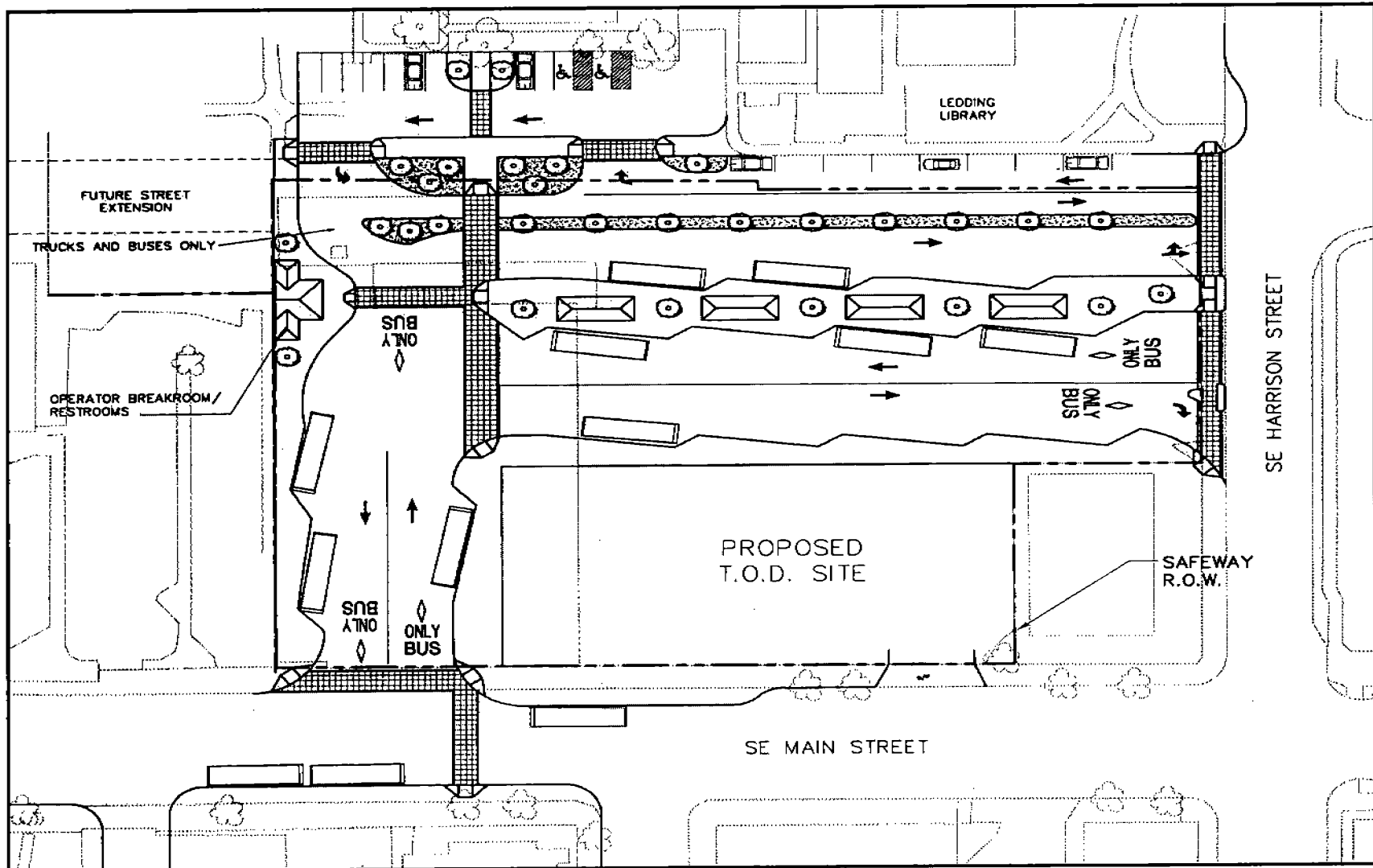
Transit passenger transfer movements would be accommodated off-street, rather than in mixed traffic, except for transfers to and from southbound trunkline buses. As mentioned above, these buses would serve a bus stop zone located across SE Main Street from the transit center proper. A pedestrian crosswalk would be provided across SE Main Street to support these transfers. The crosswalk would be stripped and signed for pedestrian safety. They will be made even more distinctive (e.g., with scored concrete) as required by the Milwaukie Downtown and Riverfront Plan. The proposed transit center would simplify bus transfers, reduce auto/bus/pedestrian conflicts, provide amenities and transit customer information and improve pedestrian system connectivity in the vicinity of City Hall and the Ledding Library.

The existing, on-street transit center serves nearly 4,700 transit patrons daily. However, it provides few transit amenities and offers no opportunity to accommodate additional bus lines without converting additional curb space in the immediate vicinity of the existing collection of bus stop zones to bus stop use. This would reduce the number of on-street parking spaces and loading zones. Expansion of the existing, on-street transit center would spread it out further. The result would be longer walks, more dispersed customer information and increased street crossings further compromising the ease of use by transferring transit riders; impacts to adjoining land uses and exacerbation of localized traffic congestion.

TW:rmb

C:\Resolutions\2000\00-2980\00-2980A\Attc 1 to SR.doc

FIGURE 1



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 00-2980
METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM TO INCLUDE	)	Introduced by
SECTION 5309 FUNDS TO CONSTRUCT A NEW	)	Councilor Jon Kvistad,
MILWAUKIE TRANSIT CENTER	)	JPACT Chair

WHEREAS, Tri-Met presently operates an on-street transit center in downtown Milwaukie; and

WHEREAS, Operation of the transit center causes congestion of the local street system and lacks appropriate amenities; and

WHEREAS, Planned implementation of rapid bus service and/or yet to be determined fixed guideway services in the McLoughlin Corridor would exacerbate conditions at the transit center; and

WHEREAS, Tri-Met was appropriated Section 5309 (formerly Section 3) New Start discretionary funding for construction of the PSU Transit Center in FY 97; and

WHEREAS, Tri-Met has built the PSU Transit Center and has approximately \$1.5 million of the grant left unexpended; and

WHEREAS, FTA Region X staff have concurred that the funds are available for construction of a transit center other than the PSU Transit Center; and

WHEREAS, Tri-Met anticipates appropriations of up to an additional \$2.5 million of Section 5309 funds in FY 01 for construction of a Milwaukie Transit Center; and

WHEREAS, Tri-Met has requested amendment of the Metropolitan Transportation Improvement Program (MTIP) to program \$4.0 million of Section 5309 funds for relocation of the Milwaukie Transit Center to an off-street location one block north of the current center; and

WHEREAS, Tri-Met stands ready to contribute general funds to the project should appropriations fall below those needed to complete the project; and

WHEREAS, Relocation of transit center operations has been anticipated and is included in the currently conformed regional transportation network quantitative analysis; and

WHEREAS, The proposed Transit Center would not preclude any transit service options presently being considered in or through Milwaukie; now, therefore

BE IT RESOLVED:

1. The Metropolitan Transportation Improvement Program (MTIP) is amended to authorize obligation of \$4.0 million of section 5309 funds, composed of \$1.5 million of appropriated funds and \$2.5 million of prospective funds, for construction of the Milwaukie Transit Center.

2. Metro staff are authorized to cooperate with Tri-Met and ODOT staff to make such other administrative adjustments as needed to program the funds by phase of work an year as may be needed.

ADOPTED by the Metro Council this \_\_\_\_\_, day of \_\_\_\_\_, 2000.

\_\_\_\_\_  
David Bragdon, Presiding Officer

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

C:\Resolutions\2000\00-2980.doc TW:rmb  
8/23/00



FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION  
IMPROVEMENT PROGRAM TO INCLUDE SECTION 5309 FUNDS TO CONSTRUCT A  
NEW MILWAUKIE TRANSIT CENTER

Date: August 23, 2000

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would approve amendment of the MTIP to authorize obligation of \$1.5 million unexpended Section 5309 Discretionary transit funds for construction of the Milwaukie Transit Center. It would authorize obligation of up to an additional \$2.5 million of Section 5309 funds in the event Tri-Met is successful in securing additional appropriations in the FY 2001 congressional authorization bill. The project, with local match, totals \$5 million.

EXISTING LEGISLATION

An improved Milwaukie Transit Center is consistent with both the currently approved 1995 RTP and the 2000 RTP update for which federal approval remains pending.

BACKGROUND AND ANALYSIS

In FY 97 the region was appropriated funding to construct the PSU Transit Center. The project is complete and \$1.5 million remains unexpended. The FTA has concurred with Tri-Met's proposal to transfer the balance of the funds to construct an improved Milwaukie Transit Center. Tri-Met anticipates appropriation of an additional \$650,000 in FY 01 and additional appropriations in future years. The complete transit center that is envisioned would cost approximately \$5.0 million (\$4.0 million federal/\$1.0 million local match). Tri-Met has requested programming of the complete federal share so that any appropriations will be accounted for. This is consistent with FTA's past interpretations of MTIP financial constraint demonstrations when programming projects reliant on multi-year appropriations, such as the Westside and Interstate MAX extension projects.

The scale of the complete project exceeds current demands. It is sized to accommodate increased bus loadings that would result from implementation of a rapid bus program in the South Corridor, and/or any other high-capacity transit system envisioned for the corridor. Consequently, current demand could be met by a first phase project. Assuming actual funds in hand of \$2.15 million, Tri-Met will contribute whatever general funding is needed to complete a first phase project able to accommodate current demands. The final \$1.85 million would be appropriated at a later date, or would be made up from a combination of general funds, or, conceivably, a request for regional flexible funds such as those earmarked for transit improvements in the South Corridor.

The existing transit center is an on-street facility, which creates many safety and circulation problems in the downtown district. The proposed facility would relocate the center one block north into the parking lot of the former Safeway store that has been converted to a community center. The transit center would also be adjacent to the Ledding Library. Attachment 1 provides additional information about the proposed project. Figure 1 (in Attachment 1) shows a tentative site plan.

The project is included in the transit system network used to model both the 1995 and 2000 RTP financially constrained networks. The 1995 network is currently conformed to the State (Air Quality) Implementation Plan. Conformity of the 2000 RTP is pending.

TW:rmb

Attachment: Attachment 1

C:\Resolutions\2000\00-2980\00-2980 SR.doc rmb

## MILWAUKIE TRANSIT CENTER RELOCATION PROJECT

### Project Description

Tri-Met and the City of Milwaukie are jointly planning a new transit center on the northeast corner of SE Main Street and SE Harrison Street. The transit center would be a key component of both an effort by Tri-Met to improve bus service to and from Milwaukie and vicinity and the Downtown Milwaukie Development Plan. The project is located one block north of the existing on-street transit center, on a site currently occupied by a building formerly housing a Safeway grocery store and the associated 120-space parking lot. The city currently uses the lot to provide paid, public parking. This site is attractive for transit center use because it is adjacent to and easily accessible and visible from arterial streets, level, well drained and served by existing utilities.

As shown in Figure 1, the proposed transit center would provide 14 bus loading/layover pads (including spare bus bays), passenger loading platforms with shelters and other passenger amenities, paved surface on which buses would operate and driveway connections to SE Main and SE Harrison Streets within the off-street site. Associated with the off-street facility would be two on-street bus stop zones: one on the east side of SE Main Street just south of the Main Street driveway for northbound trunkline buses; and one for southbound trunkline buses on the west side of SE Main Street across from the Main Street driveway. Both bus stop zones, on curb extensions, would be long enough for two 40-foot buses. Kiss-and-ride drop-off zones would be sought on both sides of SE Main Street between the bus zones and SE Harrison Street. There would be no park-and-ride access provided at this location. A park-and-ride lot currently exists less than ½ -mile to the north. Other park-and-ride facilities are planned south and east of the proposed transit center.

The facility would be designed to enhance the downtown area with cost-effective use of architectural features and finishes. Landscaping would be provided consistent with city code requirements, while minimizing continuing maintenance requirements and costs.

Beyond the proposed site, the relocated transit center would allow consolidation of bus movements through downtown Milwaukie onto three streets (SE Main Street, SE Harrison Street and SE 21<sup>st</sup> Avenue) saving both bus rider travel time and bus operating costs. Downtown Milwaukie would continue to have strong, all-day transit access and internal circulation. The transit center is anticipated to accommodate improved transit service along SE McLoughlin Boulevard and between Milwaukie and the Clackamas Regional Center planned for implementation within the next five years.

Transit passenger transfer movements would be accommodated off-street, rather than in mixed traffic, except for transfers to and from southbound trunkline buses. As mentioned above, these buses would serve a bus stop zone located across SE Main Street from the transit center proper. A pedestrian crosswalk would be provided across SE Main Street to support these transfers. The crosswalk would be stripped and signed for pedestrian safety. They will be made even more distinctive (e.g., with scored concrete) as required by the Milwaukie Downtown and Riverfront Plan. The proposed transit center would simplify bus transfers, reduce auto/bus/pedestrian conflicts, provide amenities and transit customer information and improve pedestrian system connectivity in the vicinity of City Hall and the Ledding Library.

The existing, on-street transit center serves nearly 4,700 transit patrons daily. However, it provides few transit amenities and offers no opportunity to accommodate additional bus lines without converting additional curb space in the immediate vicinity of the existing collection of bus stop zones to bus stop use. This would reduce the number of on-street parking spaces and loading zones. Expansion of the existing, on-street transit center would spread it out further. The result would be longer walks, more dispersed customer information and increased street crossings further compromising the ease of use by transferring transit riders; impacts to adjoining land uses and exacerbation of localized traffic congestion.

TW:rmb

C:\Resolutions\2000\00-2980\00-2980\Attc 1 to SR.doc

FIGURE 1

