

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RECOMMENDING	)	RESOLUTION NO. 91-1424
THE WESTSIDE CORRIDOR PROJECT	)	
LOCALLY PREFERRED ALTERNATIVE	)	Introduced by
AND ASSOCIATED LAND USE ACTION	)	David Knowles, Chair
	)	Joint Policy Advisory
	)	Committee on Transportation

WHEREAS, In the early 1980's the Metro region reviewed alternative corridors as potential transit corridors from downtown Portland into Washington County as part of a federal Alternatives Analysis process; and

WHEREAS, In 1983 the region chose Light Rail Transit in the Sunset Corridor as the Locally Preferred Alternative upon completion of the Alternatives Analysis process; and

WHEREAS, A further Locally Preferred Alternative decision needs to be made at this time for federal funding purposes; and

WHEREAS, Metro and the affected local jurisdictions amended the Regional Transportation Plan (RTP) and the affected local comprehensive plans to incorporate the Locally Preferred Alternative; and

WHEREAS, The 1991 Oregon Legislature adopted Senate Bill 573 which designates the Tri-Met Board of Directors to make a consolidated land use action on certain matters to be covered by the current Locally Preferred Alternative Decision, which include the light rail alignment in the Sunset Highway Canyon and in Beaverton and a portion of Washington County; the locations of the

light rail transit stations and park-and-ride lots; and highway improvements; and


WHEREAS, the Westside Corridor Project Citizens Advisory Committee (CAC), Project Management Group (PMG), and Steering Group (SG), representing the affected jurisdictions and the Oregon Department of Transportation (ODOT), have evaluated the options identified in the Supplemental Draft Environmental Impact Statement (SDEIS) and made recommendations regarding the Locally Preferred Alternative including the matters to be covered by the consolidated land use action; and

WHEREAS, The Tri-Met Board must consider the recommendations of the affected local jurisdictions, the Oregon Transportation Commission and the Oregon Department of Transportation; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District endorses the recommendation of the Project Steering Group as reflected in Exhibits A and B, and recommends that the Tri-Met Board adopt the recommendation as the region's Locally Preferred Alternative and as the region's action on the matters to be covered by the consolidated land use decision.

ADOPTED by the Council of the Metropolitan Service District this 11th day of April, 1991.

  
Tanya Collier, Presiding Officer

WESTSIDE CORRIDOR PROJECT PREFERRED ALTERNATIVE  
PROPOSED AMENDMENTS TO EXHIBIT B OF RESOLUTION NO. 91-1424

Amendment No. 1

- . Provision should be made for routing traffic from Golf Creek Apartments northward to the intersection of Barnes Road at Leahy Road. If further consideration of this option results in a finding that it is infeasible, a variation of mitigation option 110 or 110A that is least disruptive to the existing ingress and egress situation should be explored.

Amendment No. 2

- . Sylvan Station (Planning Management Group, cost to be determined)  
Recommendation: Pursue preserving the option for a future station at Sylvan Interchange if costs are minimal. Staff is to identify costs as soon as possible.

Amend as follows:

- . Sylvan Station [(Planning Management Group, cost to be determined)]  
Recommendation: [Pursue preserving the option for a future station at Sylvan Interchange if costs are minimal. Staff is to identify costs as soon as possible.] Tri-Met is directed to undertake additional activities toward development of a Sylvan station after negotiation of the Full-Funding Agreement by the September 30, 1991 deadline. Between September 1991 and tunnel project bidding (1993), Tri-Met is to refine the station's cost estimate and assess overall Westside project costs and funding. In the 1993 timeframe, Tri-Met will bid the tunnel project with three options:

1. Long tunnel without a Sylvan Station
2. Long tunnel which preserves the option for the Sylvan Station
3. Long tunnel with a Sylvan Station included

At the time bids are received, and based on the financial status of the remainder of the project as well as the need to protect and preserve air quality, Tri-Met, in consultation with the region's participating governments and the appropriate state agencies, will assess whether or not to build a Sylvan station. with matched funds or with local funds.

## EXHIBIT B

### Westside Corridor Project

#### Consolidated List of Mitigation Options for Continued Consideration

##### Approved by:

Project Management Group March 20, 1991

Project Steering Group on March 26, 1991

(Underlined modifications approved by Metro Council Transportation Committee on April 9, 1991 and the Joint Policy Advisory Committee on Transportation, April 11, 1991)

Based on: Long tunnel with zoo stop, north entry into Beaverton, BN.

**Purpose of List:** Create one attachment to the decision document consolidating all potential jurisdictional conditions, thereby maintaining a comprehensive view of project elements, and negating the need for conditions to be applied by individual jurisdictions. The list will represent Tri-Met's commitment to continue consideration of these items in the FEIS, negotiation of the full funding grant agreement, and final design. The list which follows should be viewed as an evolving list, which will be refined and modified as each item is studied further and as funding discussions proceed.

#### Downtown Segment

- Brick Sidewalks on Morrison /Yamhill to 18th (City of Portland, \$6.8 million)  
Recommendation: Retain in project, define scope in FEIS & Final Design.
- Left Turns/Circulation Study (City of Portland, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Collins Circle Traffic Mitigation (City of Portland, \$0 - .2 million)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Goose Hollow Parking Replacement (City of Portland, cost to be determined)  
Recommendation: Include as potential mitigation in FEIS/Final Design. Solutions will emphasize maximizing the effectiveness of current public rights of way for parking. Analysis is to be combined with Goose Hollow traffic circulation study recommended above.

#### Long Tunnel/Canyon Segment

- Upper Jefferson Grade Separation (from City of Portland, \$1 million)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Zoo Station Enhancement (City of Portland, cost to be determined)  
Recommendation: Basic project will include a zoo station which functions at a good level of service, and will comfortably accommodate projected passenger demand. Final design studies will determine specifically what the required passenger demand is for various levels of zoo events and zoo attendance, and the design response required to serve that demand. The base project will assume a comfortable environment for zoo-bound passengers developed to meet - but not exceed - overall project standards for design amenities.
- Sylvan Station [(Planning Management Group, cost to be determined)]  
Recommendation: [Pursue preserving the option for a future station at Sylvan Interchange if costs are minimal. Staff is to identify costs as soon as possible.] Tri-Met is directed to undertake additional activities toward development of a Sylvan station after negotiation of the full funding agreement by the September 30, 1991, deadline. Between September 1991 and tunnel project bidding (1993), Tri-Met is to refine the station's cost estimate and assess overall Westside project costs and funding. In the 1993 timeframe, Tri-Met will bid the tunnel project with three options:
  1. Long-tunnel without a Sylvan Station
  2. Long-tunnel which preserves the option for the Sylvan Station
  3. Long-tunnel with a Sylvan Station included

At the time bids are received, and based on the financial status of the remainder of the project as well as the need to protect and preserve air quality, Tri-Met, in consultation with the region's participating governments and the appropriate state agencies, will assess whether or not to build Sylvan Station.

- Add (Future) Golf Creek Station (City of Portland, cost to be determined)  
Recommendation: Include as future station, final design to accommodate future station.

#### Highway 217 Segment

- Cabot Bridge (City of Beaverton, \$.1 million)  
Recommendation: Include in project as temporary structure.
- Highway 217 Right Of Way to Allow for Future Highway Widening (City of Beaverton & ODOT, \$.5 million)  
Recommendation: Retain in project.

#### Beaverton North Entry

- 114/117 Connector (City of Beaverton, \$.3 million)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Future East Beaverton Station (City of Beaverton, cost to be determined)  
Recommendation: Include in project, final design to accommodate future station.
- Transit Center Access to New East/West Arterial (City of Beaverton, cost to be determined)  
Recommendation: Define scope in FEIS & Final Design.
- Watson Relocation / Grade Crossing (City of Beaverton, \$.1 million)  
Recommendation: Include one grade crossing in project budget - alternate locations to be covered in FEIS. Final determination of grade crossing location to be made in Final Design.
- Extra Right of Way Costs for East/West Arterial (City of Beaverton, \$.1 million)  
Recommendation: Include as consideration in project funding negotiations.

#### BN Segment

- Civic Center Regrade (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Vehicle Access to Hocken Station (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Tektronix Vibration Mitigation (Technical Advisory Committee, \$0 to \$.1)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Cedar Hills Overpass (City of Beaverton, \$1 - \$2 million)  
Recommendation: Scope and Justification to be Defined in FEIS. Include in project negotiations with UMTA on Full funding Agreement.
- Reimbursement or Match Credit for Old BN Property (City of Beaverton, cost to be determined)  
Recommendation: Include in project negotiations with City of Beaverton (BURA) and UMTA on Full Funding Agreement.

#### Beaverton/Common Issues

- Pedestrian Access to All Stations (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- LRT Trackway Enhancement (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Bike Path Adjacent to Creeks (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Submit to City of Beaverton Design Review (City of Beaverton, cost to be determined)  
Recommendation: Include in project, standard operating procedure.

## **West Beaverton Segment**

- **Intersection Analysis Due to Murray P&R (City of Beaverton, cost to be determined)**  
Recommendation: Include in project, define scope in FEIS & Final Design.
- **Baseline/Jenkins Connector (Washington County, \$2.8 million)**  
Recommendation: Attempt to include in project, define scope in FEIS & Final Design.
- **Murray Overpass Widening (Washington County, \$2 - \$4 million)**  
Recommendation: Scope and justification to be defined in FEIS. Include in project negotiations with UMTA on Full funding Agreement.
- **Murray Station Location Change (City of Beaverton, cost to be determined)**  
Recommendation: Include as a potential design modification in FEIS. Final location to be to be determined in Final Design.

## **Project-Wide**

- **1% for Art (Planning Management Group, \$1 - \$1.5 million)**  
Recommendation: Public art shall be included in the Westside project, including art integrated into the project design. The budget for art would be based on 1% of elements of the project that have considerable public visibility. Such elements might include stations, parking lots, and tunnels. The art budget will be defined in Final Design in the range of \$1-1.5 million, or .003% of the total project budget.
- **Review Supply and Demand of Total Park and Ride Spaces for the Preferred Alternative (Planning Management Group, cost to be determined)**  
Recommendation: Include in FEIS and Final Design.
- **Construction Mitigation Plan (Planning Management Group, cost to be determined)**  
Recommendation: Include in FEIS and Final Design.

# **Decision Document**

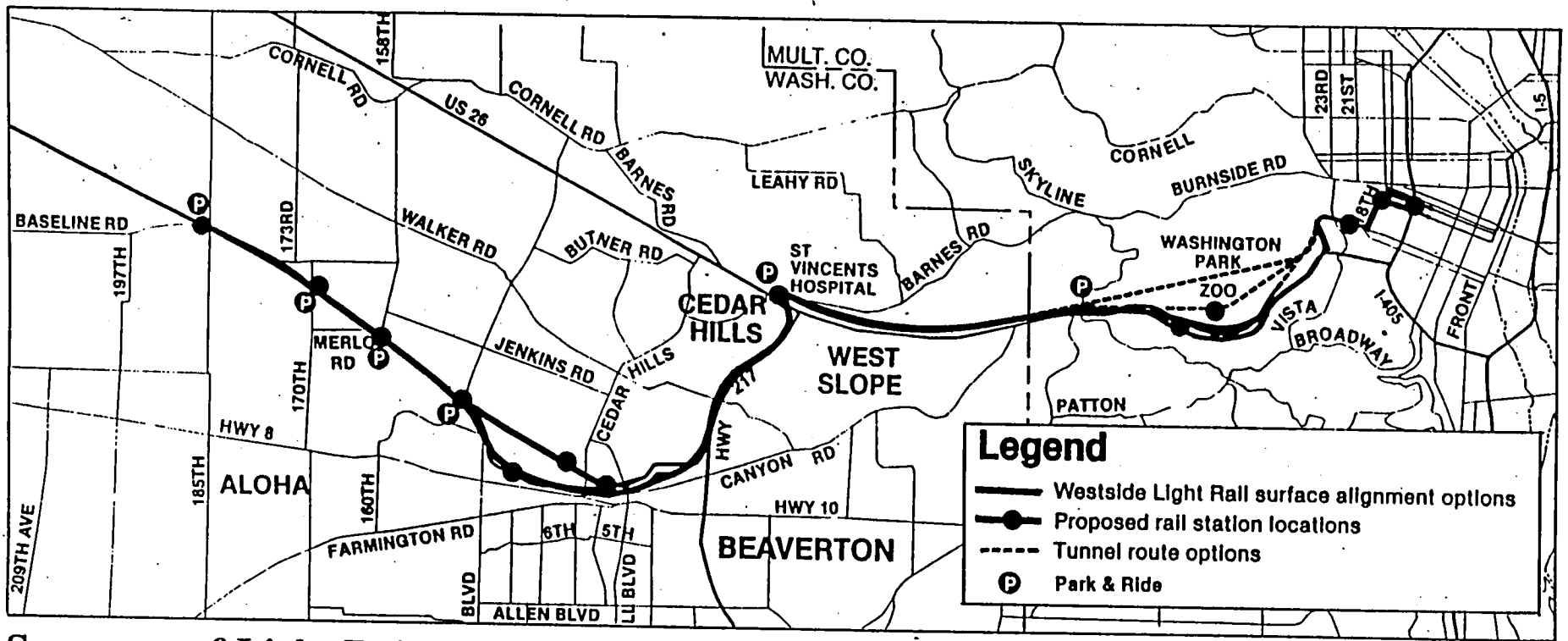
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Westside Corridor Project  
Public Process to Select a Preferred Alternative

**Metropolitan Service District**

April 11, 1991

This Decision Document has been adapted for use by each of the committees and governments making recommendations on the Westside Corridor Project



## Summary of Light Rail Alignment Choices

1. Choose whether to reaffirm the Downtown alignment on SW Yamhill/Morrison, 18th and Jefferson. (See pages 4-5)
2. Choose one of four alignments in Canyon: Northside Short Tunnel, Long Tunnel with Zoo Station, Long Tunnel without Zoo Station, Southside Surface. (See pages 6-9)
3. Choose one of two alignments in East Beaverton: South Option (south of Beaverton Transit Station) or North Option (north of Beaverton Transit Station). (See pages 10-11)
4. Choose one of two alignments in Central Beaverton: Burlington-Northern Option through Tektronix or Henry Street Option. (See pages 12-13)
5. Choose whether to terminate the alignment at the SW 185th, SW Murray, or Sunset Transit Center. (See pages 14-15)

## Summary of Highway Choices

1. Choose whether to approve the base highway design from Zoo to Sylvan, modified (a) to move the highway off the south hillside, (b) to place the Zoo on-ramp near the Zoo overcrossing structure and (c) to keep Canyon Court open. (See pages 18-21)
2. Choose whether to approve the base highway design at Sylvan Interchange with (a) an ODOT-recommended modification near the French-American School, and (b) direction to address certain impacts in the final design. (See pages 22-25)
3. Choose whether to approve the base highway design from Sylvan to Hwy 217, with (a) an ODOT-recommended design option routing Golf Creek-area traffic to SW Barnes, and (b) direction to address certain impacts in the final design. (See pages 26-29)



# Introduction

This document presents major choices to be made in the course of selecting an alignment for Westside Light Rail. The choices are organized in two categories:

**Light rail choices** These include the alignment alternatives studied in the Supplemental Draft Environmental Impact Statement that have been the subject of public discussion.

**Highway choices** These include aspects of the highway project that have been the subject of public discussion since publication of the SDEIS.

The document will be used to assist advisory groups and governments in reaching recommendations and will be amended to record these recommendations after each organization has acted. It is a dynamic document.

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## Note to Decisionmakers

The Decision Document covers major choices to be made by the Tri-Met Board April 12. A separate memorandum presents a list of mitigation options compiled from requests by jurisdictions affected by the project. The issues and choices on this list will continue to be considered by Tri-Met, working with the jurisdictions, during the preparation of the Final Environmental Impact Statement, the Full Funding Agreement, and final design phases of the project work. Additional attachments detail recommendations made by the Westside Citizens Advisory Committee, the Project Management Group, and the Steering Group.

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## Westside Project Goal

The goal of the Westside project is to build light rail and highway improvements that achieve the following:

- Optimize the transportation system
- Are environmentally sensitive while reflecting community values
- Remain fiscally responsive

## ODOT Objectives for Sunset Highway Improvements

1. Support joint highway and transit solutions
2. Enhance highway safety
3. Be environmentally responsive
4. Reduce congestion and relieve bottlenecks
5. Be cost effective

## Objectives for Westside Project adopted by Project Management Group

1. Maximize transit use
2. Minimize capital and operating cost
3. Minimize and mitigate environmental impacts
4. Maximize positive impact on area development

## Guide to acronyms used in this document

CAC	= Citizens Advisory Committee	SG	= Steering Group
PMG	= Project Management Group	T-M	= Tri-Met Board
ODOT	= Oregon Department of Transportation	Board	

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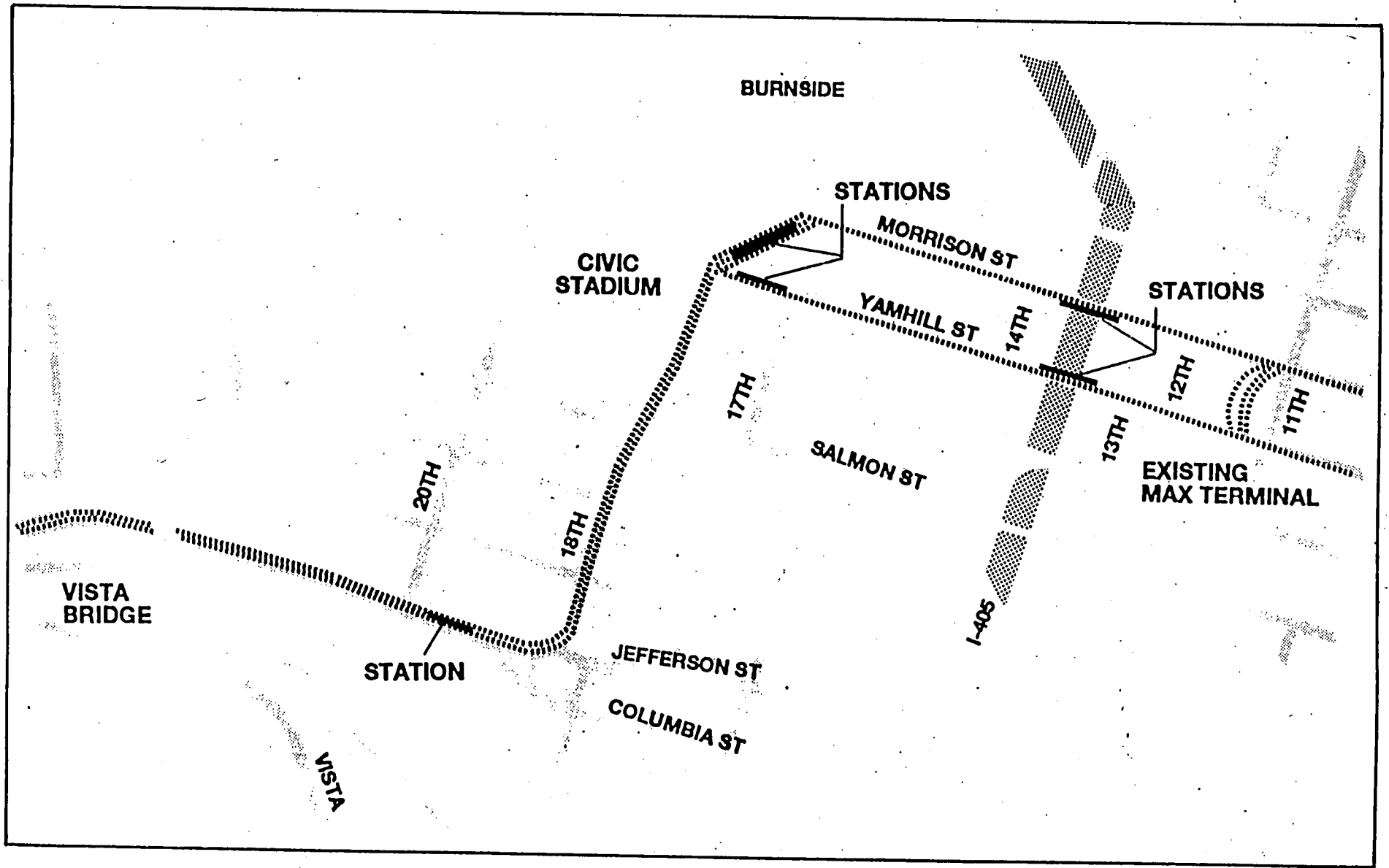
## Recommendation

The first, basic choice is to reaffirm the selection of light rail (option 1) as the region's preferred transportation improvement for the Westside Corridor. Other options are transportation systems management (option 2, expanded bus service) or no build (option 3).

Recommendations:	CAC (1)	PMG (1)	SG (1)	T-M Board (1,2, or 3)
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# Light Rail - Downtown

# Alignment Choices



# Light Rail - Downtown

# Alignment Choices

One option to reaffirm

The Downtown alignment (adopted 1983) starts at eastside MAX terminus at SW 11th. Located on the south side of SW Morrison and north side of SW Yamhill between 11th & SW 18th. In the median of SW 18th. At grade in the Jefferson median if connected to a tunnel option. (Would enter tunnel at Portal A.) Stations at I-405, 18th & Yamhill/Morrison (occupies Rasmussen Motors block), and 18th & Jefferson in Goose Hollow. LRT design treatment like NE Holladay (paved track surface).

**Advantages:**

- Uses lowest cost portal option (Portal A)
- Provides station in Goose Hollow.
- Allows future connection to SW 5th/6th Transit Mall via Jefferson/Columbia cross-mall alignment.
- Consistent with city of Portland and neighborhood goals

**Issues:**

- Traffic congestion due to reduction of travel lanes.
- Loss of some on-street parking.
- Noise and vibration concerns.
- Pedestrian access at street intersections along route.
- Disabled parking zone at Zion Lutheran Church.
- Construction impacts

## Goose Hollow Foothills League proposal for Portal C2

This is a variation on the tunnel Portal C option studied in 1989 and rejected as being too costly and inconsistent with City of Portland goals. It was proposed by the Goose Hollow Foothills League and studied upon request by the CAC. The neighborhood believes Portal C2 would resolve Downtown alignment issues listed above. The study conducted by Tri-Met staff found that (1) excava-

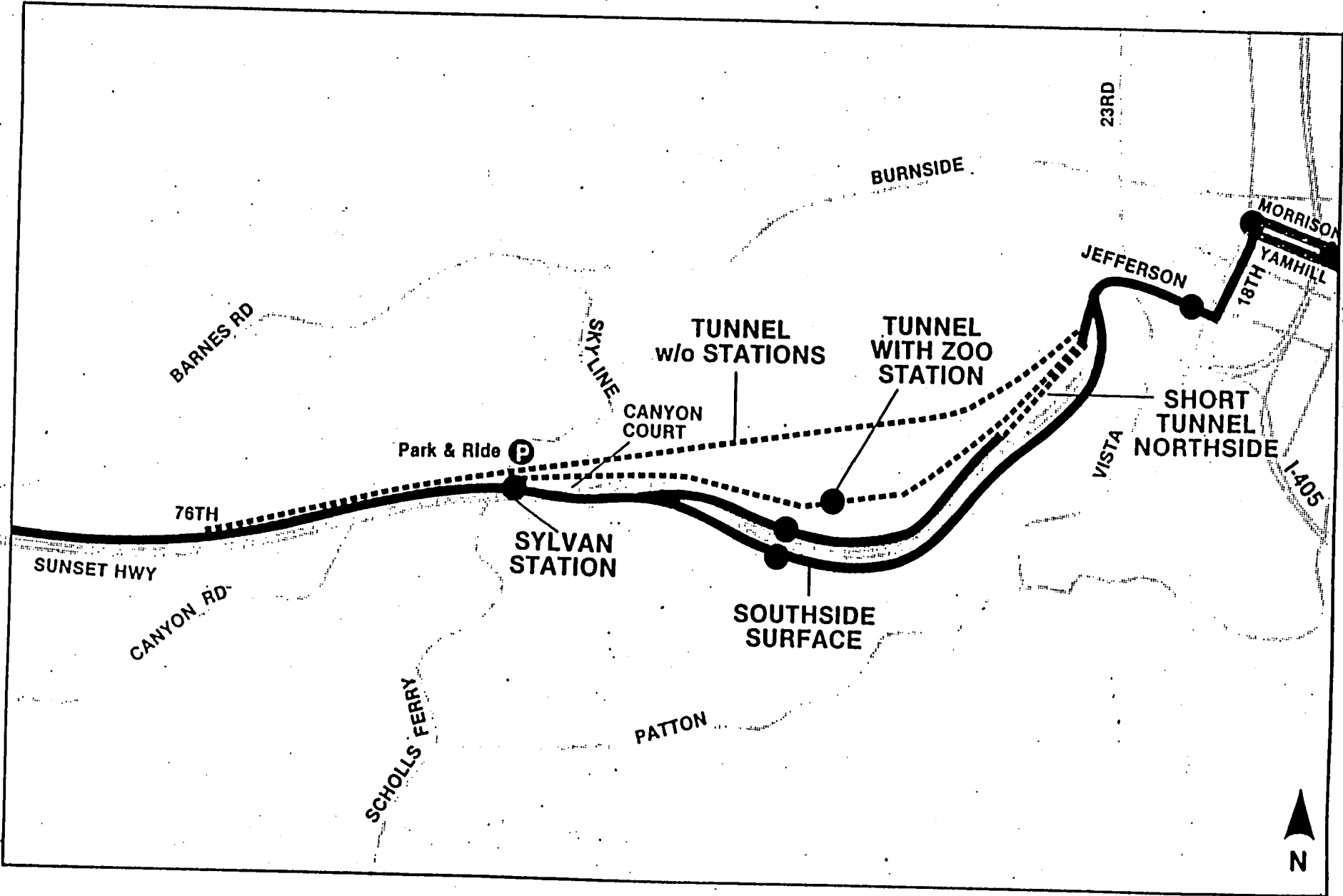
tion for Portal C2 could affect a layer of unstable rock from former landslides and pose a risk to buildings on the surface; (2) cost of C2 would remain in the \$30-40 million range of C; and (3) C2 remains inconsistent with City of Portland goals. The CAC did not agree to act upon the neighborhood's request for still further study of C2 and variations on C2.

## Recommendations

Recommendations:	CAC (yes)	PMG (yes)	SG (yes)	T-M Board (yes/no)
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# Light Rail - Canyon

# Alignment Choices



# Light Rail - Canyon

# Alignment Choices

Four options / choose one

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Alignment options between Goose Hollow and Sylvan include one on the southside surface, two long tunnel options on the northside, and one northside option partially in tunnel and partially on surface.

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## 1. Northside Short Tunnel

1/2 mile tunnel from SW Jefferson to 1/2 mile east of Zoo. Continues on northside surface to Sunset Transit Center. Includes stations at Zoo, Sylvan and Sunset Transit Center. Also includes park-and-ride lots at Sylvan and Sunset Transit Center.

Advantages: - Lowest cost of four options  
- Provides Zoo and Sylvan stations

Issues: - More tree removal than long tunnel options  
- More retaining walls than long tunnel options  
- Surface rail subject to potential debris, weather  
- Significant construction impacts on highway travel

## 2. Long Tunnel with a Zoo Station

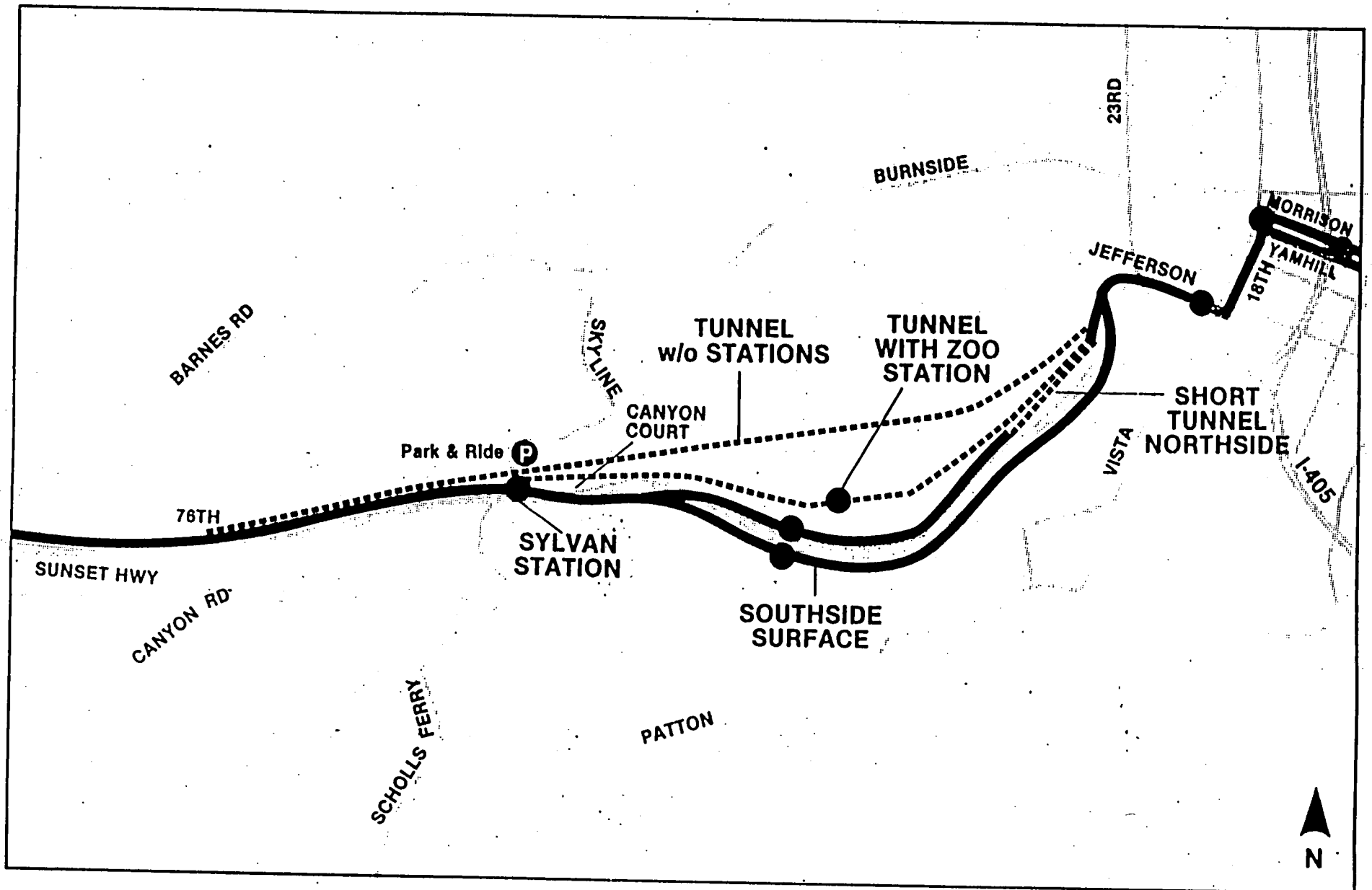
Three-mile tunnel from SW Jefferson to SW 76th Avenue. No station at Sylvan. Zoo station with elevator access. Includes station and park and ride at Sunset Transit Center.

Advantages: - Second lowest grades  
- 2 minutes less travel time than surface, short tunnel  
- Lowest amount of retaining wall, tree removal  
**Advantages from providing Zoo station:**  
- Reduces parking demand at Zoo, OMSI campus  
- Increased ridership and operating revenue  
- Improves access capacity to Zoo (state's number one paid visitor attraction)  
**Advantages shared with other Long Tunnel option:**  
- More reliable operation  
- Moderate construction impacts  
- Allows flexibility in highway design, construction

Issues - Highest cost (\$491 million in 1990 \$: \$50 million more than Northside/Short Tunnel; \$25 million more than Long Tunnel without Zoo Station; \$46 million more than Southside Surface)  
- No Sylvan station

# Light Rail - Canyon

# Alignment Choices



# Light Rail - Canyon

Four options / choose one

# Alignment Choices

CONTINUED

## 3. Long Tunnel without a Zoo Station

Three-mile tunnel from SW Jefferson to SW 76th. No underground stations. Includes station and park and ride at Sylvan Transit Center. Also includes park-and-ride lots at Sylvan and Sunset Transit Center.

- Advantages:
- Fastest running time (1 minute faster than Long Tunnel/Zoo Station; 3 minutes faster than other two surface options)
  - \$25 mil less capital cost than Long Tunnel with Zoo Station; more costly than other two options
  - Lowest operating cost (\$200,000 less annually than Long Tunnel with Zoo Station)
  - Lowest retaining wall and tree removal impacts
- Advantages shared with other Long Tunnel option:
- More reliable operation
  - Moderate construction impacts
  - Allows flexibility in highway design, construction

- Issues:
- Bus service to Zoo campus or Sylvan required
  - Limited access, potential safety in 3-mile tunnel
  - 4% less ridership than Long Tunnel with Zoo Station; 12% less than other two options
  - Less farebox revenue (due to decrease in ridership)
  - Less access capacity to Zoo, OMSI campus

## 4. Southside Surface (adopted in 1983)

Elevated in center of SW Jefferson. Crosses on structure to south side at Vista Tunnel; crosses back to north side on structure between Zoo and Sylvan. Stations serving Zoo, Sylvan, Sunset Transit Center. Also includes park-and-ride lots at Sunset Transit Center.

- Advantages:
- Second lowest cost (\$4 mil more than Northside/Short Tunnel; \$21-46 mil less than long tunnel options)
  - Stations serving both Zoo and Sylvan

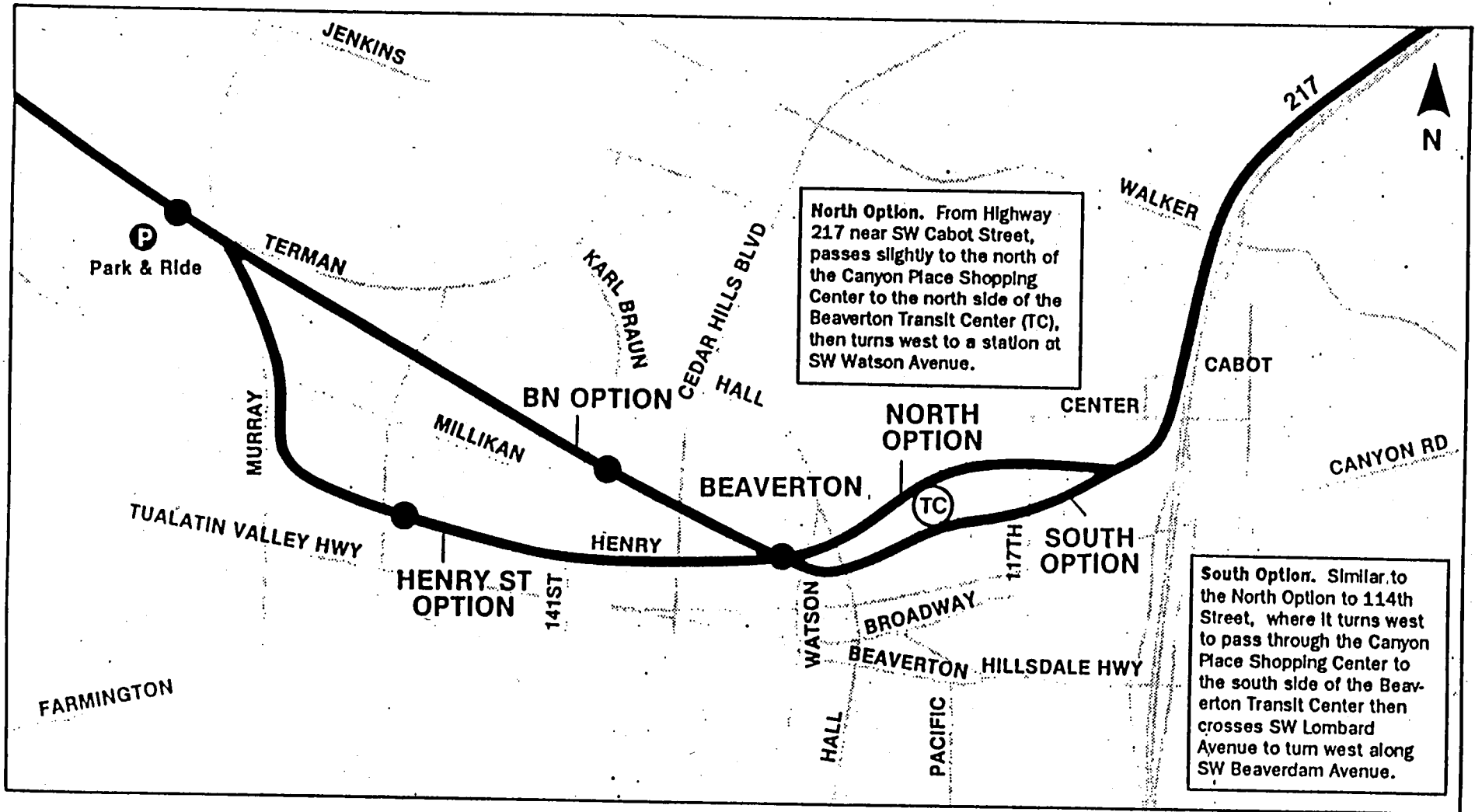
- Issues:
- Most severe environmental, visual impacts (14% more retaining wall than Northside/Short Tunnel; 85% more than long tunnel options; most severe tree impacts)
  - Least flexibility for highway design/construction

## Recommendations

Recommendations:	CAC (2)	PMG (2)	SG (2)	T-M Board (1,2,3 or 4)
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# Light Rail - East Beaverton

# Alignment Choices





# Light Rail - East Beaverton

# Alignment Choices

Two options / choose one

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The two options in East Beaverton follow routes on the north and south of the Beaverton Transit Center between SW 114th and Watson Ave. Both have stations at Beaverton Transit Center and Civic Center/Watson Ave.

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## 1. South Option (adopted in 1983)

Leaves highway 217 near SW Cabot. Passes through an apartment complex and Canyon Place Shopping Center on the south side of the Beaverton Transit Center. Crosses SW Lombard and goes west on SW Beaverdam.

Advantages: - Considered by Beaverton staff to be more favorable for future development  
- Consistent with downtown Beaverton plan

Issues: - Bisects shopping center  
- Displaces more businesses  
- Higher cost  
- Requires floodplain, wetlands mitigation  
- Greater parking impacts  
- Safety hazard in parking lot

## 2. North Option

Leaves highway 217 near SW Cabot, passes through apartment complex and north of Canyon Place Shopping Center on the north side of the Beaverton Transit Center.

Advantages: - Displaces fewer businesses  
- Lower cost  
- Reduced parking, shopping center impacts  
- Fewer traffic impacts  
- Reduced wetlands impacts

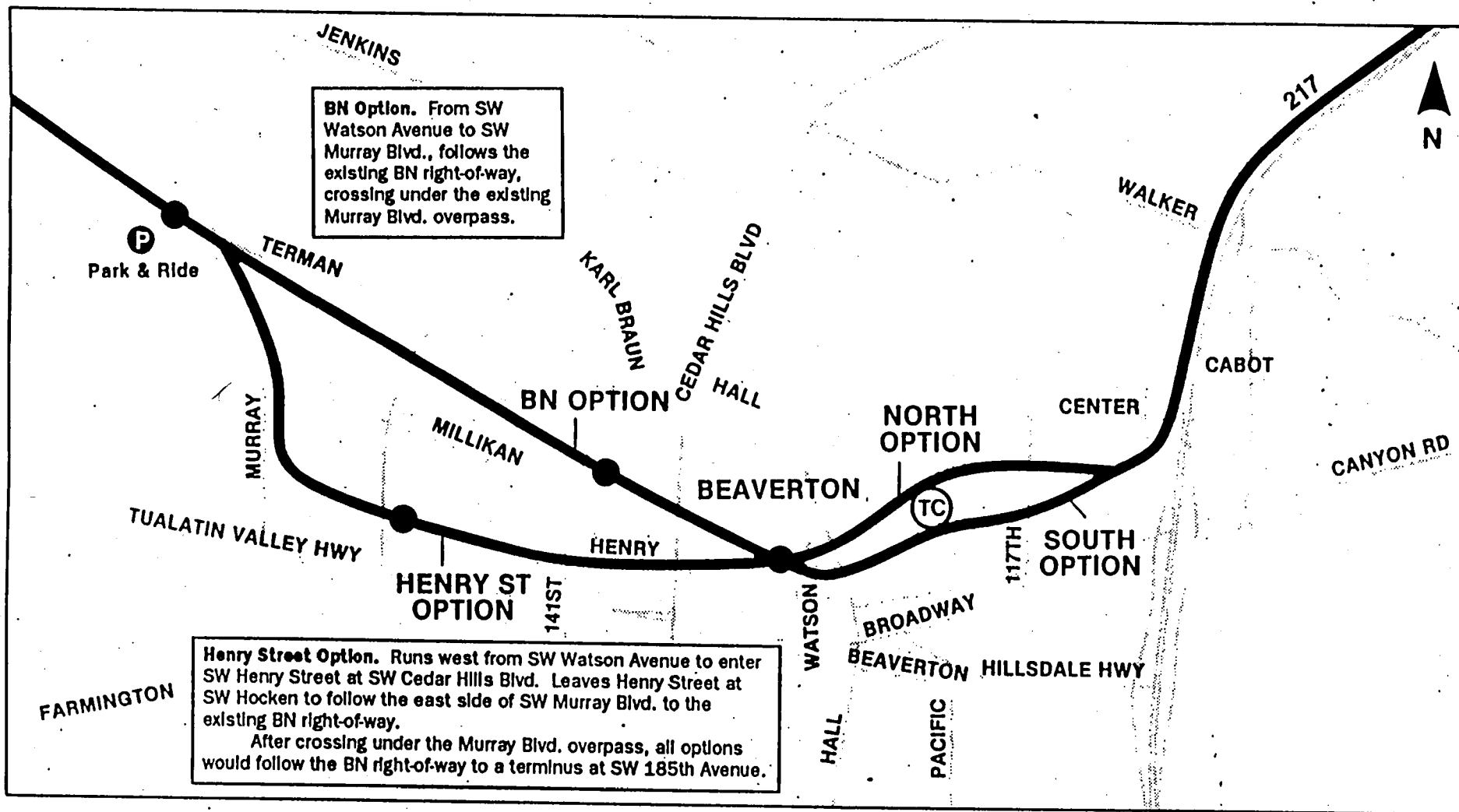
Issues: - Affects future east-west arterial  
- Considered by Beaverton staff to be less supportive of Beaverton development objectives

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## Recommendations

Recommendations:	CAC (2)	PMG (2)	SG (2)	T-M Board (1/2)
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# Light Rail - Central Beaverton Alignment Choices



# Light Rail - Central Beaverton Alignment Choices

Two options / choose one

Of the two options in Central Beaverton, one follows an existing railroad right-of-way and the other requires some new right-of-way.

## 1. Burlington-Northern Option (adopted in 1983)

Follows existing Burlington-Northern tracks through Tektronix campus from SW Watson to SW Murray Blvd, crossing under existing Murray Blvd overpass. Stations at Hocken, Murray. Park-and-ride lot at Murray.

- Advantages:
- Lower cost than Henry Street option
  - Fewer displacements
  - 1-2 minute faster travel times than on Henry Street
  - Easiest to construct
  - Lower parking impacts

- Issues:
- Possible vibration impacts at Tektronics --
  - Less developable acreage within 1/4 mile

## 2. Henry Street Option

Runs west from SW Watson Ave. At SW Cedar Hills enters Henry Street, south side. Leaves Henry Street in new transportation corridor at SW Hocken to follow east side of SW Murray Blvd to existing Burlington-Northern right of way. Stations at 141st, Murray. Park-and-ride lot at Murray.

- Advantages:
- More developable acreage (22 acres) within 1/4 mile
  - Would directly serve new residential development on SW Henry

- Issues:
- More displaced businesses, residences
  - Higher cost
  - 1000' longer than B-N Option; 1-2 minutes slower
  - More traffic, parking, construction impacts

## Recommendations

Recommendations:	CAC (1)	PMG (1)	SG (1)	T-M Board (1 or 2)
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# Light Rail

Three options / choose one

# Terminus Choices

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The Supplemental Draft Environmental Impact Statement includes three options for the end point of the light rail alignment.

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## 1. Terminus at SW 185th (adopted in 1983)

Depending on the alignment, the light rail line to SW 185th Ave would be from 11.4 to 12 miles long and have 11 to 13 stations and 5 or 6 park and ride lots. The portion of the line west of Central Beaverton would have stations at SW 158th, 170th, and 185th, and a park and ride lot at each of these three stations. A Westside maintenance and storage facility would be located at SW 170th.

Advantages: - 2,900-6,200 more daily transit trips than short terminus options  
- Cost per rider 10-20% lower annually  
- Best meets project objectives

Issues: - Cost approximately \$50 million more than SW Murray option and \$200 million more than Sunset Transit Center terminus option

## 2. SW Murray Blvd terminus

The line would be 9.2 to 9.8 miles long if it stopped at Murray, or about 2 miles shorter than if the line ended at 185th Ave. All Canyon and Beaverton alignment options would apply to this terminus option. There would be a 1,000-car park and ride lot at Murray (the lot would hold 800 cars in the 185th terminus option). A vehicle maintenance facility would be built just west of the terminus.

Advantages: - \$50 mil less capital cost than 185th terminus option

Issues: - Lower ridership, less cost-effective  
- Site difficulties for maintenance facility  
- Less successful in meeting project objectives

# Light Rail

Three options / choose one

# Terminus Choices

CONTINUED

## 3. Terminus at Sunset Transit Center

This line would be 5.4 to 5.8 miles long, or about six miles shorter than the line to 185th. There would be no Westside maintenance facility; maintenance services would be supplied by the Ruby Junction facility on the eastside. Only the Canyon segment alignment options would be relevant.

Advantages: - \$200 mil less capital cost than 185th option

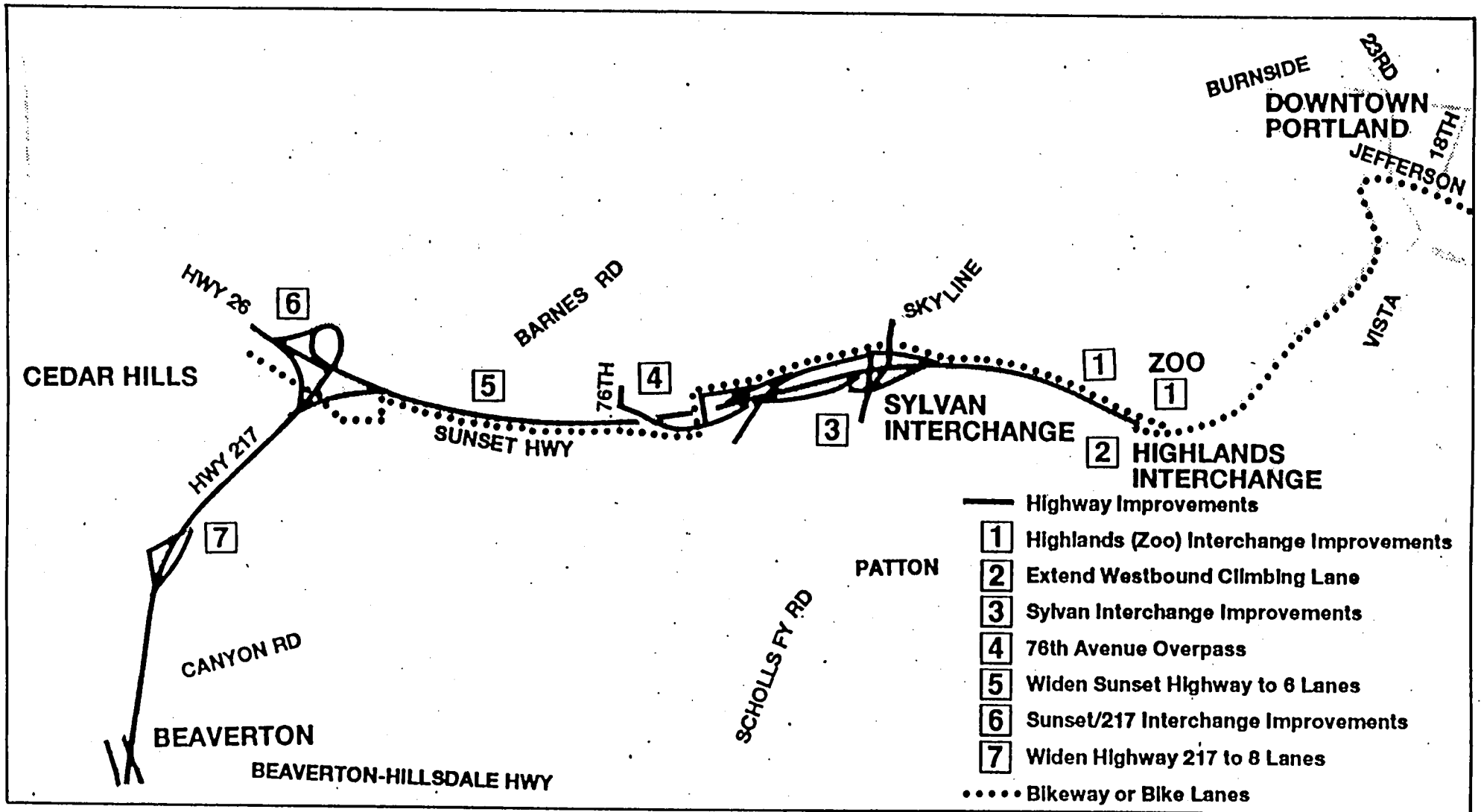
- Issues:
- Lowest ridership and cost effectiveness
  - No maintenance facility
  - Least successful in meeting project objectives
  - Creates highway impacts at Sunset/217 interchange

## Recommendations

Recommendations:	CAC (1)	PMG (1)	SG (1)	T-M Board (1, 2 or 3)
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# Highway Project Base Design

# Description



# Highway Project Base Design

# Description

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The Westside Corridor Project includes improvements on Highway 26 and Highway 217 in addition to the light rail project elements. The following pages outline choices to be made about specific highway project elements. The Base Design for the highway improvements is described below. (Note: no issues on Highway 217 segment.)

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## 1. Zoo to Sylvan improvements

- Build new westbound on-ramp at Zoo
- Rebuild eastbound ramps due to highway widening (see below)
- Add westbound truck climbing lane (currently stops at Zoo)
- Close part of Canyon Court (due to widening)
- Shift centerline south to accommodate new lane

## 2. Sylvan Interchange improvements

- Rebuild existing structure over highway (due to widening)
- Relocate westbound ramps (due to widening and to eliminate weaves)
- Build eastbound and westbound collector-distributor roads
- Realign some local streets affected by improvements
- Reconfigure some local street connections to interchange to improve safety
- Connect Canyon Court west of Skyline to Skyline via 58th and Montgomery

## 3. Sylvan to Highway 217 improvements

- Widen highway to six lanes (one new lane each direction)
- Close local accesses to Highway 26 on south side at 75th, 78th, 79th, and Katherine Lane; and on north side at 76th
- New SW 76th Avenue overpass to provide access from Golf Creek area to highway

- Replace existing structure over SW Canyon Road with wider structure
- Continue collector-distributor system from Sylvan to Camelot Court

## 4. Highway 217 interchange improvements

- Widen Highway 26 structure over Highway 217
- Widen to two lanes and realign major ramp connections between Highway 26 and Highway 217

## 5. Highway 217 improvements

- Widen to four lanes in each direction between Highway 26 and Canyon Road, including an auxiliary lane, and taper back to two lanes in each direction at ~~Beaverton-Hillsdale~~ Highway <sup>T.N.</sup>
- Rebuild ramps at Wilshire Street, Walker Road, and Canyon Road to accommodate highway widening
- Shift highway centerline slightly east at Walker Road to accommodate highway widening

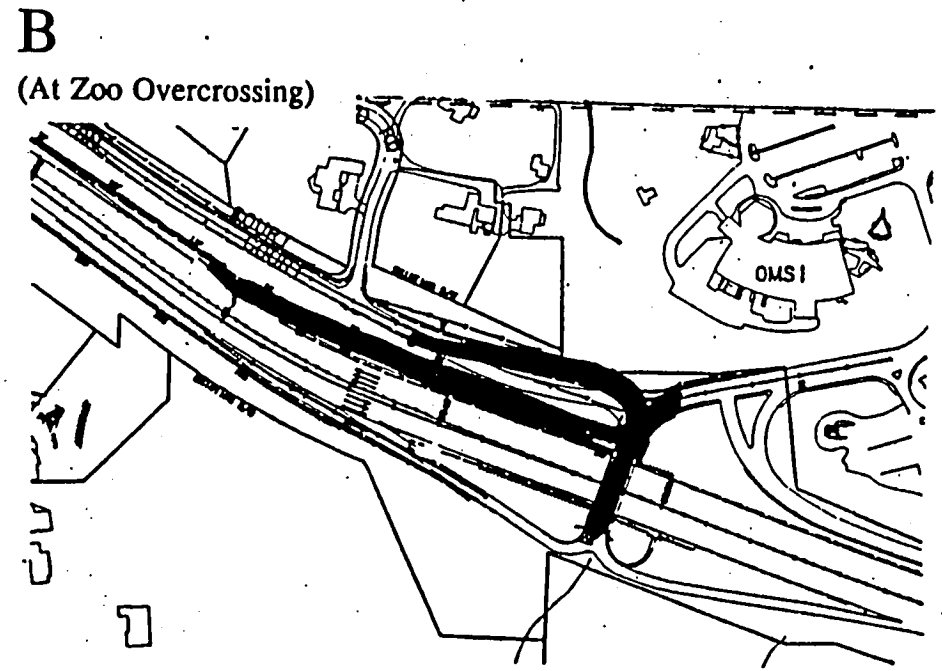
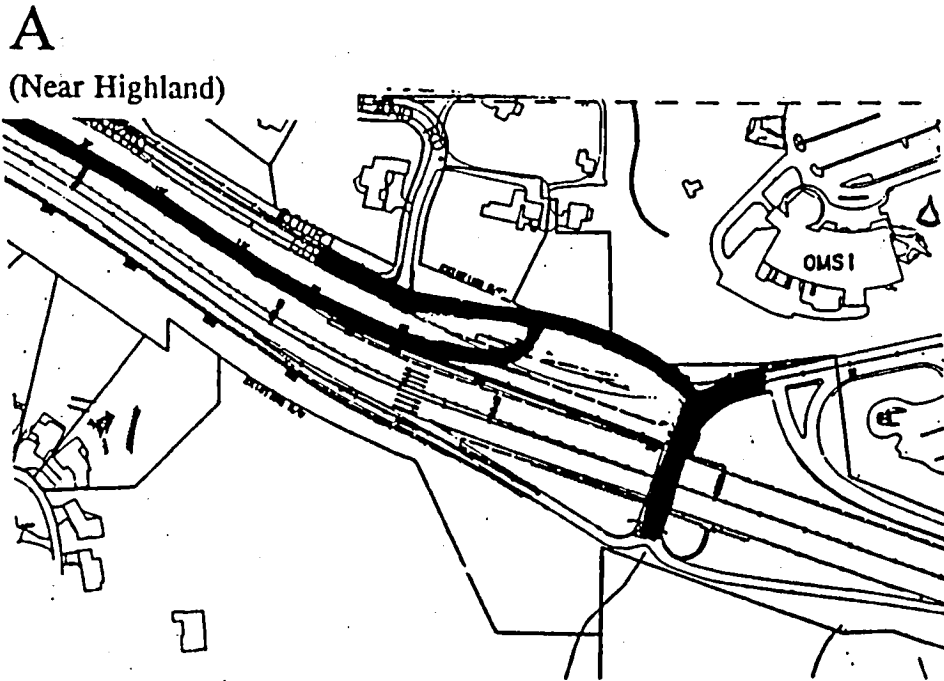
## 6. Additional improvements

- Build two-way bikeway entire length of project
- Install congestion ramp metering on certain ramps

# Highway - Zoo to Sylvan

# Choices

## 1. Locations for westbound on-ramp at Zoo





# Highway - Zoo to Sylvan

Three issues to resolve

## Choices

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The Base Design for Highway 26 in this segment includes a westbound climbing lane, a westbound on-ramp from the Zoo, and a bikeway along Canyon Court. Three design issues need resolution.

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### 1. Move highway improvements off south hillside (ODOT staff recommendation)

Advantages:

- Less vegetation removed
- Fewer retaining walls
- \$3.5 mil less cost
- Makes improvements significantly easier to build
- Reduced traffic delays during construction

Issues: - Takes more ROW from backyards (.8 acres)

### 2. Locations for westbound on-ramp at Zoo (both are Base Design options)

#### A. Zoo on-ramp near Highland Parkway

Advantages:

- Less sensitive geologically
- Less expensive now than if done later

Issues: - Makes shifting highway off south hill more difficult  
- Requires additional lane for merging, pushing surface LRT further north

#### B. Zoo on-ramp near Zoo overcrossing structure (ODOT staff recommendation)

Advantages:

- More flexibility to move highway off south hillside
- Does not require additional merging lane

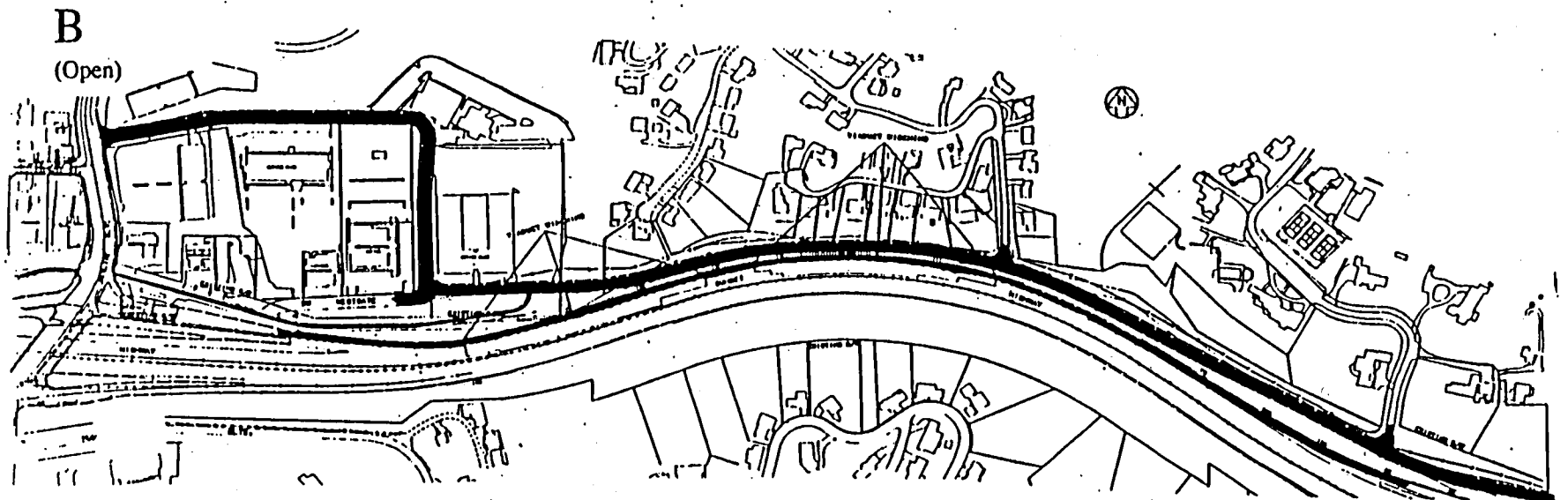
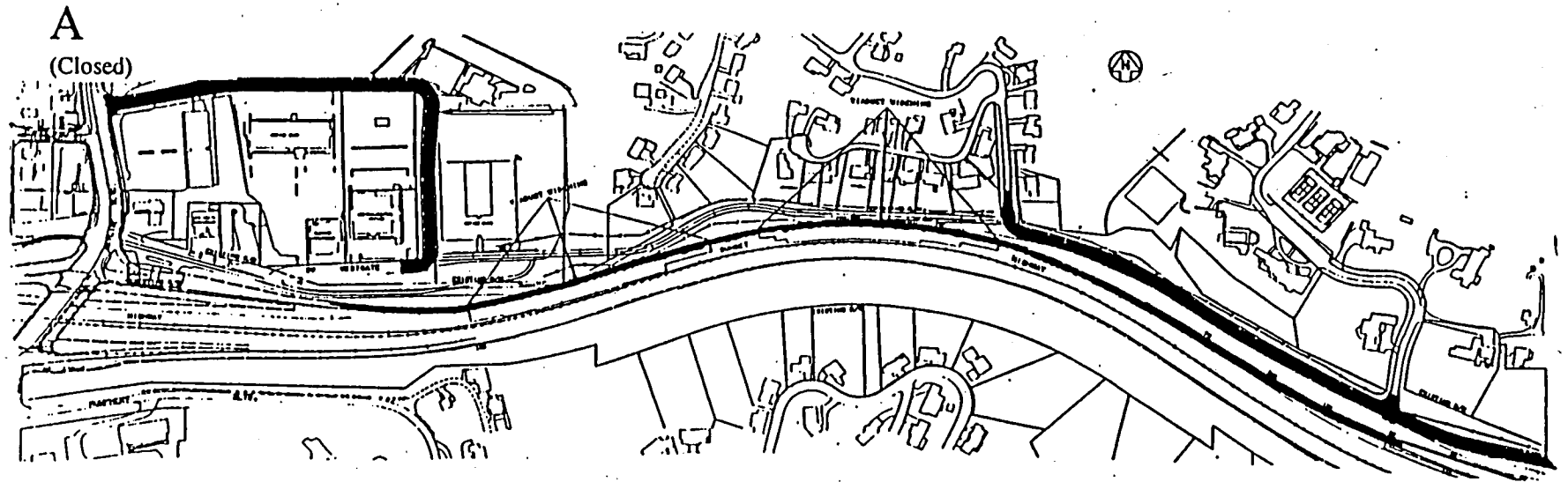
Issues: - Requires geologically sensitive construction techniques

Continued

# Highway - Zoo-Sylvan

# Choices

## 3. Canyon Court between Highland and Skyline



# Highway - Zoo to Sylvan

Three issues to resolve

## Choices

CONTINUED

### 3. Canyon Court between Highland and Skyline

#### A. Close Canyon Court (Base Design)

Advantages:

- Less ROW required for highway improvements
- Less cost
- Provides separated bike path

Issues:

- Local traffic must use highway
- Emergency vehicles can access bike path
- If open, Canyon Court provides detour route

#### B. Keep Canyon Court open (City of Portland staff recommendation; ODOT no preference)

Advantages:

- Provides route for local traffic off Hwy 26
- Better emergency vehicle access
- Detour route for traffic in highway emergency

Issues:

- Additional ROW takes
- Higher cost
- Less desirable bicycle path

## Recommendations

ODOT and City of Portland transportation staff recommend building the Base Design highway improvements from Zoo to Sylvan with the final design to incorporate these changes:

- A. Move highway off south hillside.
- B. Keep Canyon Court open.
- C. On-ramp near Zoo overcrossing structure.

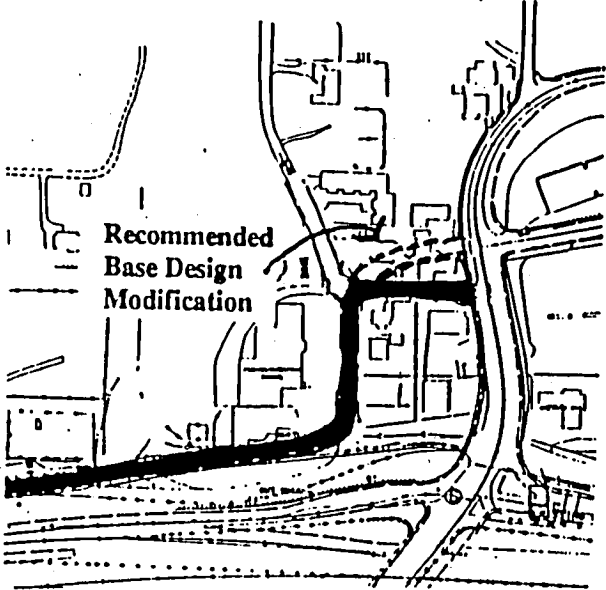
Recommendations:	CAC (yes)	PMG (yes)	SG (yes)	T-M Board (yes/no)
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# Highway - Sylvan Interchange

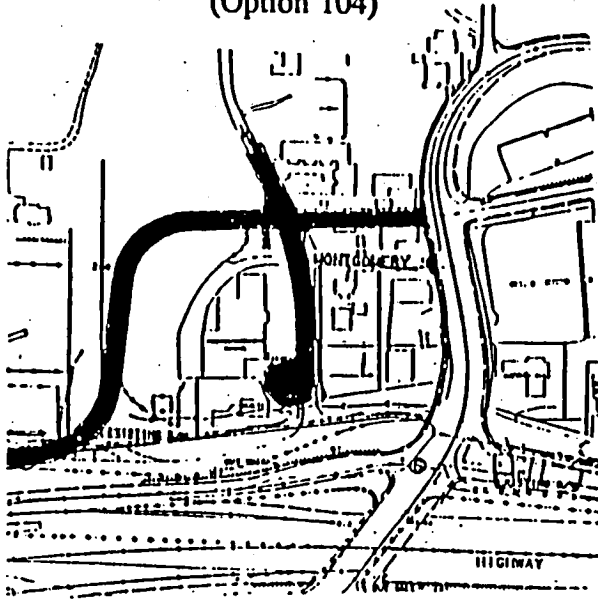
# Choices

## 1. North circulation choices in vicinity of French-American School

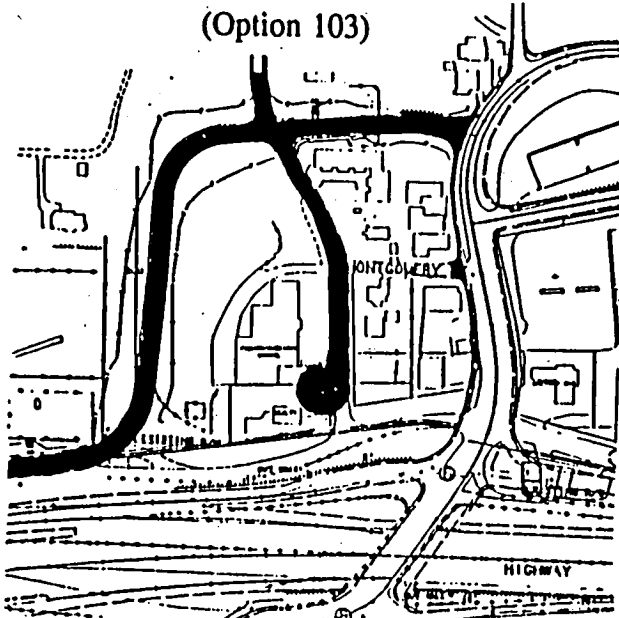
**A**  
(Base Design with Modification)



**B**  
(Option 104)



**C**  
(Option 103)



# Highway - Sylvan Interchange

# Choices

Two local circulation issues north and south of highway to resolve

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Highway improvements at the Sylvan Interchange include rebuilding and widening the overcrossing, new ramp configurations, a truck bypass ramp, a bikeway, and required realignments of involved local streets. Two design issues need resolution, one on the north side and one on the south side.

---

## 1. North circulation choices in vicinity of French-American School:

A. Connect West Canyon Court to 58th and Montgomery in front of French-American School (Base Design with modification to eliminate offset intersection; ODOT staff recommendation)

Advantages - Fewest nonstandard traffic movements  
- Least cost  
- Least ROW impacts

Issues: - More traffic in front of school  
- Misalignment with Westgate Dr.

B. Connect West Canyon Court via 60th (new street behind French-American School) to Westgate intersection (ODOT Option 104)

Advantages: - Less traffic in front of school  
- Better grades than Base Design (A)  
- Connects to Westgate Dr without jog

Issues: - Takes school ballfield land  
- Displaces 5 more residences  
- Higher ROW, construction costs

C. Connect West Canyon Court via 60th to Skyline north of Montgomery (ODOT Option 103)

Advantages - Less adverse impact on school, residences than B

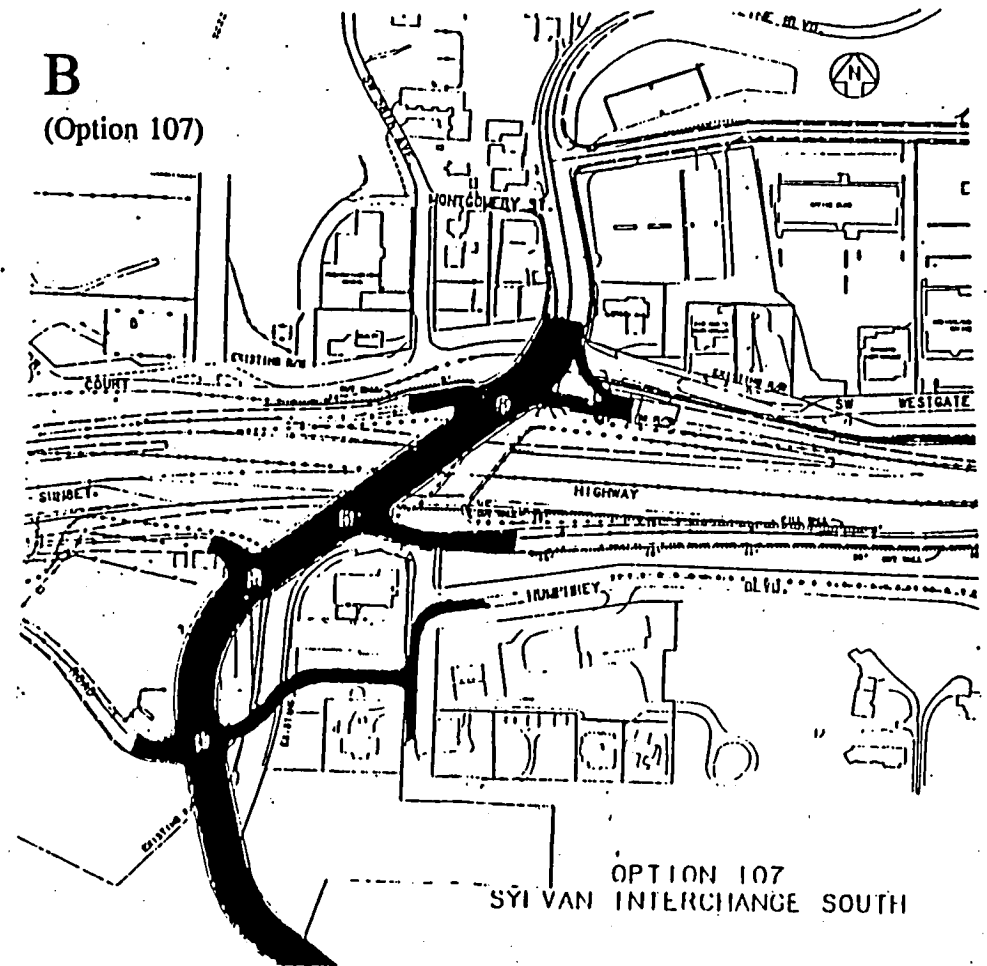
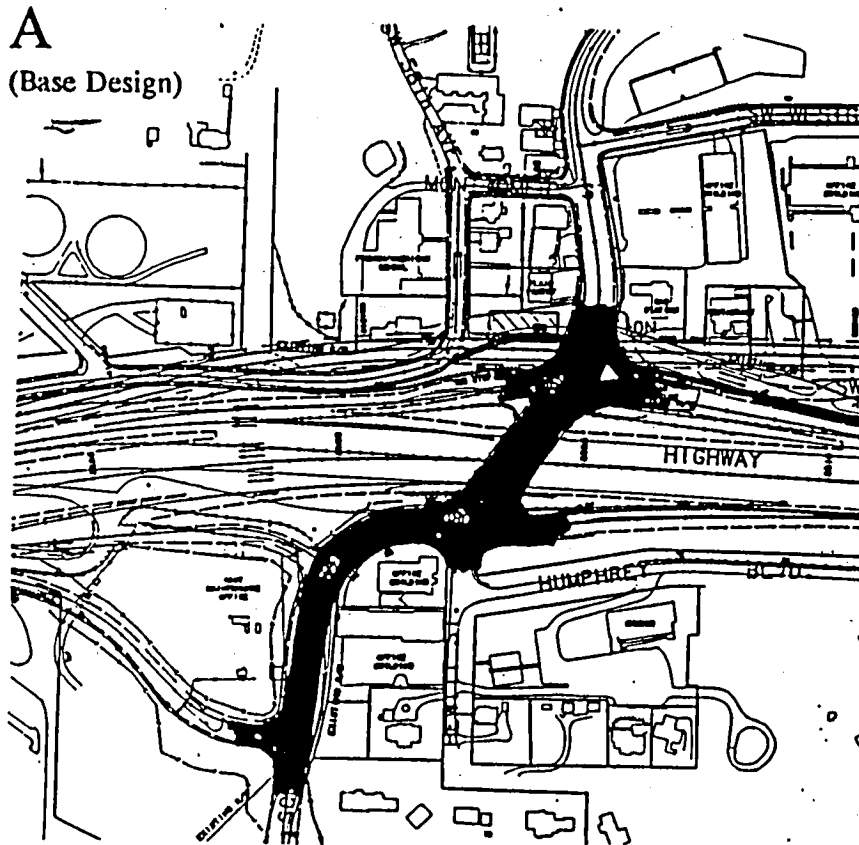
Issues: - More cost, ROW impacts than Base Design (A)  
- Misaligns with Westgate

Continued

# Highway - Sylvan Interchange

# Choices

## 2. South circulation choices for Humphrey-Hewitt Intersection



OPTION 107  
SYLVAN INTERCHANGE SOUTH

# Highway - Sylvan Interchange

Two local circulation issues north and south of highway to resolve

## Choices

CONTINUED

### 2. South circulation choices for Humphrey-Hewitt Intersection:

#### A. Maintain current Humphrey-Hewitt intersection (Base Design)

- Advantages
- Less cost
  - Less ROW taking
  - Less retaining wall

Issues: - Intersection in unconventional location

#### B. Relocate Humphrey-Hewitt to Rabb Road/Scholls intersection (ODOT Option 107)

- Advantages:
- More conventional intersection design
  - Moves Hewitt/Humphrey out of interchange and away from ramp terminus
  - Improves constructability of overcrossing (current overcrossing can be used during construction)

Issues: - More cost  
 - More ROW; displaces office building  
 - Steeper grades for Hewitt/Humphrey

## Recommendations

ODOT and City of Portland staff recommend building the highway Base Design modified to correct the misalignment of Westgate and Montgomery. The final design will also attempt to mitigate the following impacts:

- North: Minimize local circulation impacts to neighborhood, businesses, and French-American School  
 South: Create a more standard-design intersection at Humphrey-Hewitt

Recommendations:	CAC (yes)	PMG (yes*)	SG (yes*)	T-M Board (yes/no)
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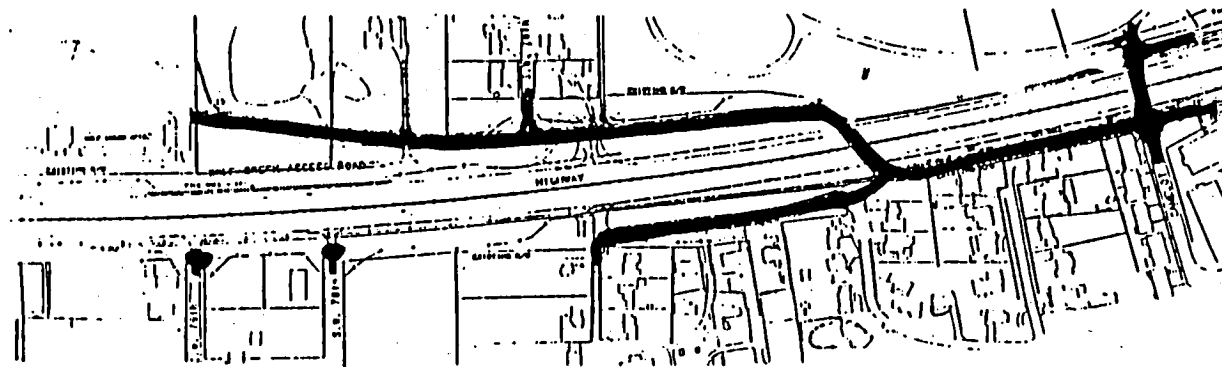
\*SG and PMG recommendations clarified south mitigation measure as follows: "Create a more standard design ramp-terminal intersection with Humphrey-Hewitt streets relocated, providing acceptable grades can be developed."

# Highway - Sylvan to Hwy 217

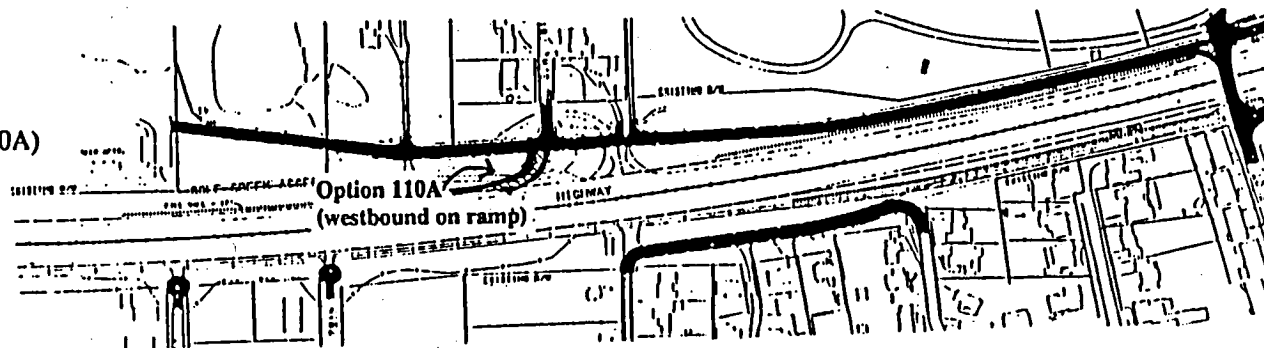
# Choices

## 1. Access to Highway 26 for Golf Creek area

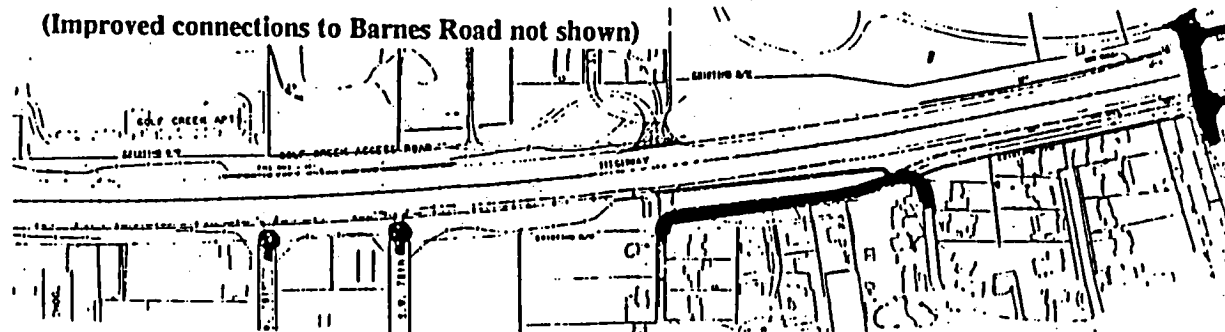
A  
(Base)



B  
(Option 110 & 110A)



C  
(Option 112)





# Highway - Sylvan to Hwy 217

## Choices

Two issues to resolve

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The Base Design for Highway 26 in this segment includes widening from 4 to 6 lanes with a truck bypass ramp; local accesses to the highway will be closed, upgrading the highway to freeway standards. Highway 217 will be widened to six lanes between Highway 26 and Canyon Road. Two design issues need resolution.

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### 1. Access to Highway 26 for Golf Creek area

A. Remove existing westbound on/off-ramp at 76th Ave; route Golf Creek traffic on a new overpass to collector-distributor roads accessing the highway at Camelot Court (Base Design)

Advantages: - Less displacement and ROW impacts  
- Less traffic impacts on SW Barnes Rd

Issues: - Potential traffic into neighborhoods on both sides  
- More traffic on Canyon Rd

B. Route traffic from Golf Creek to Camelot Court; provide no direct highway access (Option 110). Alternately, provide a westbound on ramp from 76th Ave (Option 110A)

Advantages: - Lowest cost

Issues: - Potential wrong-way access onto highway  
- Equal potential for traffic into neighborhoods

C. Route Golf Creek traffic on improved streets north to Barnes Rd (Option 112; ODOT and Washington County staff recommendation)

Advantages: - Eliminates non local through traffic infiltration problem in neighborhoods north and south of highway  
- Provides LRT tunnel construction staging area  
- Less local traffic on highway

Issues: - Increased traffic on SW Barnes  
- Higher cost than A  
- More ROW takes and displacements

# Highway - Sylvan to Hwy 217

# Choices

Two issues to resolve

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## 2. Collector / distributor system from Sylvan to Camelot Court

Concern has been expressed that the Base Design collector/distributor system proposed from Sylvan to Camelot Court does not adequately address local circulation requirements. None of the alternatives developed to date adequately meet objectives of improving Highway 26 traffic flow/safety and minimizing infiltration of traffic onto neighborhood streets and provision of local access. ODOT will continue to consider design modifications addressing these objectives as part of the final design.

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## Recommendations

(1) ODOT and Washington County staff recommend the Base Design modified to eliminate the SW 76th Ave. overcrossing and routing Golf Creek traffic north to SW Barnes Rd. (2) ODOT further recommends continued analysis of feasible, effective means to provide both local access and separation of highway weave movements.

Recommendations:	CAC (yes*)	PMG (yes**)	SG (yes**)	T-M Board (yes/no)
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\* CAC recommendation specified routing local access north of Highway 26 through the Brookdale Apartments to Barnes Rd.

\*\* SG and PMG recommendations did not specify a route for this northside local access but said it would connect to Barnes at the Leahy Rd. intersection.

## Exhibit B

### Westside Corridor Project

4/11/91

### Consolidated List of Mitigation Options for Continued Consideration

#### Approved by:

Project Management Group March 20, 1991

Project Steering Group on March 26, 1991

(Underlined modifications approved by the Joint Policy Advisory Committee on Transportation, April 11, 1991)

Based on: Long tunnel with zoo stop, north entry into Beaverton, BN.

**Purpose of List:** Create one attachment to the decision document consolidating all potential jurisdictional conditions, thereby maintaining a comprehensive view of project elements, and negating the need for conditions to be applied by individual jurisdictions. The list will represent Tri-Met's commitment to continue consideration of these items in the FEIS, negotiation of the full funding grant agreement, and final design. The list which follows should be viewed as an evolving list, which will be refined and modified as each item is studied further and as funding discussions proceed.

#### Downtown Segment

- Brick Sidewalks on Morrison /Yamhill to 18th (City of Portland, \$6.8 million)  
Recommendation: Retain in project, define scope in FEIS & Final Design.
- Left Turns/Circulation Study (City of Portland, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Collins Circle Traffic Mitigation (City of Portland, \$0 - .2 million)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Goose Hollow Parking Replacement (City of Portland, cost to be determined)  
Recommendation: Include as potential mitigation in FEIS/Final Design. Solutions will emphasize maximizing the effectiveness of current public rights of way for parking. Analysis is to be combined with Goose Hollow traffic circulation study recommended above.

#### Long Tunnel/Canyon Segment

- Upper Jefferson Grade Separation (from City of Portland, \$1 million)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Zoo Station Enhancement (City of Portland, cost to be determined)  
Recommendation: Basic project will include a zoo station which functions at a good level of service, and will comfortably accommodate projected passenger demand. Final design studies will determine specifically what the required passenger demand is for various levels of zoo events and zoo attendance, and the design response required to serve that demand. The base project will assume a comfortable environment for zoo-bound passengers developed to meet - but not exceed - overall project standards for design amenities.
- Sylvan Station  
Recommendation: Tri-Met is directed to undertake additional activities toward development of a Sylvan station after negotiation of the full funding agreement by the September 30, 1991, deadline. Between September 1991 and tunnel project bidding (1993), Tri-Met is to refine the station's cost estimate and assess overall Westside project costs and funding. In the 1993 timeframe, Tri-Met will bid the tunnel project with three options:
  1. Long-tunnel without a Sylvan Station
  2. Long-tunnel which preserves the option for the Sylvan Station
  3. Long-tunnel with a Sylvan Station included

At the time bids are received, and based on the financial status of the remainder of the project as well as the need to protect and preserve air quality, Tri-Met, in consultation with the region's participating governments and the appropriate state agencies, will assess whether or not to build a Sylvan Station.

- Add (Future) Golf Creek Station (City of Portland, cost to be determined)  
Recommendation: Include as future station, final design to accommodate future station.
- Provision should be made for routing traffic from Golf Creek Apartments northward to the intersection of Barnes Road at Leahy Road. If further consideration of this option results in a finding that it is infeasible, a variation of mitigation option 110 or 110A that is least disruptive to the existing ingress and egress situation should be explored.

### Highway 217 Segment

- Cabot Bridge (City of Beaverton, \$.1 million)  
Recommendation: Include in project as temporary structure.
- Highway 217 Right Of Way to Allow for Future Highway Widening (City of Beaverton & ODOT, \$.5 million)  
Recommendation: Retain in project.

### Beaverton North Entry

- 114/117 Connector (City of Beaverton, \$.3 million)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Future East Beaverton Station (City of Beaverton, cost to be determined)  
Recommendation: Include in project, final design to accommodate future station.
- Transit Center Access to New East/West Arterial (City of Beaverton, cost to be determined)  
Recommendation: Define scope in FEIS & Final Design.
- Watson Relocation / Grade Crossing (City of Beaverton, \$.1 million)  
Recommendation: Include one grade crossing in project budget - alternate locations to be covered in FEIS. Final determination of grade crossing location to be made in Final Design.
- Extra Right of Way Costs for East/West Arterial (City of Beaverton, \$.1 million)  
Recommendation: Include as consideration in project funding negotiations.

### BN Segment

- Civic Center Regrade (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Vehicle Access to Hocken Station (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Tektronix Vibration Mitigation (Technical Advisory Committee, \$0 to \$.1)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Cedar Hills Overpass (City of Beaverton, \$1 - \$2 million)  
Recommendation: Scope and Justification to be Defined in FEIS. Include in project negotiations with UMTA on Full funding Agreement.
- Reimbursement or Match Credit for Old BN Property (City of Beaverton, cost to be determined)  
Recommendation: Include in project negotiations with City of Beaverton (BURA) and UMTA on Full Funding Agreement.

### Beaverton/Common Issues

- Pedestrian Access to All Stations (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- LRT Trackway Enhancement (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.

- **Bike Path Adjacent to Creeks (City of Beaverton, cost to be determined)**  
Recommendation: Include in project, define scope in FEIS & Final Design.
- **Submit to City of Beaverton Design Review (City of Beaverton, cost to be determined)**  
Recommendation: Include in project, standard operating procedure.

#### **West Beaverton Segment**

- **Intersection Analysis Due to Murray P&R (City of Beaverton, cost to be determined)**  
Recommendation: Include in project, define scope in FEIS & Final Design.
- **Baseline/Jenkins Connector (Washington County, \$2.8 million)**  
Recommendation: Attempt to include in project, define scope in FEIS & Final Design.
- **Murray Overpass Widening (Washington County, \$2 - \$4 million)**  
Recommendation: Scope and justification to be defined in FEIS. Include in project negotiations with UMTA on Full funding Agreement.
- **Murray Station Location Change (City of Beaverton, cost to be determined)**  
Recommendation: Include as a potential design modification in FEIS. Final location to be to be determined in Final Design.

#### **Project-Wide**

- **1% for Art (Planning Management Group, \$1 - \$1.5 million)**  
Recommendation: Public art shall be included in the Westside project, including art integrated into the project design. The budget for art would be based on 1% of elements of the project that have considerable public visibility. Such elements might include stations, parking lots, and tunnels. The art budget will be defined in Final Design in the range of \$1-1.5 million, or .003% of the total project budget.
- **Review Supply and Demand of Total Park and Ride Spaces for the Preferred Alternative (Planning Management Group, cost to be determined)**  
Recommendation: Include in FEIS and Final Design.
- **Construction Mitigation Plan (Planning Management Group, cost to be determined)**  
Recommendation: Include in FEIS and Final Design.
- **Handicapped Access**  
Recommendation: Level platform access to Light Rail cars should be provided at all stations in lieu of the mechanical lift mechanism used on the Banfield Light Rail Line.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 91-1424 FOR THE PURPOSE  
OF RECOMMENDING THE WESTSIDE CORRIDOR PROJECT LOCALLY  
PREFERRED ALTERNATIVE AND ASSOCIATED LAND USE ACTION

Date: April 1, 1991

Presented by: Bob Post, Tri-Met

PROPOSED ACTION

Adopt Resolution No. 91-1424 which recommends that the Tri-Met Board approve the Locally Preferred Alternative for the Westside Corridor project and adopt the land use action required to comply with state land use requirements in accordance with SB 573.

TPAC considered the resolution at their March 29 meeting and recommended adoption of the proposed resolution. The following motions to amend the recommendation failed to pass at TPAC:

1. To revise the preferred alternative through the Sunset Canyon to the North Side Surface option with a short tunnel.
2. To revise the preferred alternative through Beaverton to the Henry Street option.
3. To delete the highway improvements on U.S. 26 and Highway 217.
4. To revise the preferred tunnel portion to "Option C" (near the Stadium) and delete the zoo station.
5. To revise the preferred alternative west of the 217/Sunset interchange to extend west in the median of U.S. 26 to Tanasbourne Mall, then west to Hillsboro via the Burlington Northern alignment with a spur to the Beaverton Transit Center.

JPACT is scheduled to act on the recommendation at their April 11 meeting.

FACTUAL BACKGROUND AND ANALYSIS

In August 1983, Metro approved the preferred alternative for the Westside Corridor project by Resolution No. 83-423. Tri-Met was designated the lead implementing agency for the LRT portions and ODOT for the highway portions.

In 1988, ODOT and Tri-Met initiated preliminary engineering. Because of the lapse of five years, the resulting change in conditions and the need to examine revisions to the selected alternative, it was necessary to prepare a Supplemental Draft Environmental Impact Statement (SDEIS). This document, approved by UMTA and published in January 1991, provides the basis for approving the revisions and refinements to the Preferred Alternative.

Between 1988 and 1991 the project underwent an exhaustive analytical and public involvement process. Metro Councilor David Knowles serves on the project Steering Group, Metro Transportation Director Andy Cotugno serves on the project Planning Management Group (PMG) and Metro staff support for the project has been extensive. In addition, Metro appointed three members to the project Citizens Advisory Committee (CAC).

In 1990 (and amended January 1991), the Metro Council authorized entering into an intergovernmental agreement with Tri-Met, ODOT and the affected jurisdictions in the corridor establishing an approval process for the project. The amendment approved in January 1991 is consistent with the consolidated land use approval process defined for the project which designates the Tri-Met Board as the final consolidated land use decision-maker.

The process since publication of the SDEIS to develop the final recommendation involved public meetings, two public hearings and four joint meetings of the CAC and PMG to receive public input and consider different views on the various alternatives. These project advisory groups finalized their recommendations for consideration by the Tri-Met Board as reflected in Exhibit A to the Resolution.

This resolution endorses the recommendation of the project Steering Group and recommends adoption by the Tri-Met Board. Although the recommendations of the CAC and PMG are also reflected in the decision document, the Steering Group recommendation is the subject of this resolution. Also being adopted by the resolution are a series of mitigation issues that are recommended for further consideration in the Final EIS and Final Engineering stages of the project.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 91-1424.

## TRANSPORTATION AND PLANNING COMMITTEE REPORT

### RESOLUTION NO. 91-1424, RECOMMENDING THE WESTSIDE CORRIDOR PROJECT LOCALLY PREFERRED ALTERNATIVE AND ASSOCIATED LAND USE ACTION

Date: April 10, 1991

Presented by: Councilor Bauer

COMMITTEE RECOMMENDATION: At the April 9, 1991 Transportation and Planning Committee meeting, all members were present and voted unanimously to recommend the Council adopt Resolution No. 91-1424 as amended.

COMMITTEE DISCUSSION/ISSUES: Metro Transportation Department Director Andy Cotugno and Tri-Met Assistant General Manager Bob Post introduced Resolution No. 91-1424 which endorses the Westside Light Rail alignment as follows:

1. Reaffirms the Downtown alignment on SW Yamhill/Morrison, 18th and Jefferson (Portal A);
2. Supports the Long Tunnel with Zoo Station alignment;
3. Supports the North Option alignment choice for East Beaverton;
4. Supports the Burlington-Northern Option for Central Beaverton; and
5. Supports a terminus at SW 185th.

Resolution No. 91-1424 also endorses Westside Corridor highway improvements (included in Exhibit A, "Decision Document") in addition to light rail project elements. Attachment B to the resolution, "Consolidated List of Mitigation Options for Continued Consideration", identifies additional activities to mitigate the Westside Corridor project impacts on certain areas. Mr. Cotugno noted three groups were involved in developing the Westside Corridor project options -- a Citizens Advisory Committee (CAC), Project Management Group (PMG) and Project Steering Group (SG) -- but Resolution No. 91-1424 endorses the Project Steering Group recommendations.

The Committee heard public testimony from six citizens, as follows:

- o Vincent McMann endorsed the long tunnel with a Zoo stop; opposed a Sylvan stop and park and ride station; questioned Tri-Met projections for 7 percent ridership generated from Sylvan.
- o Mickey Rosen, President, Sylvan Neighborhood Association, opposed a Sylvan stop and park and ride station; opposed ODOT alternatives for access by the French/American School.
- o Howard Glazer, Goose Hollow Foothills League, supported the League's C2 portal option in place of portal A for the tunnel; questioned Tri-Met's public process for addressing the portal issue and the thoroughness of Tri-Met engineering research and analysis of this issue.
- o Don McClave, President, Portland Chamber of Commerce, supported the Steering Management Group recommendations.
- o John Grout, President, SW Hills Residential League, stated strong support for a long tunnel with a Zoo stop.
- o Jeff Gudman, Goose Hollow Foothills League, supported Mr. Glazer's comments on portal C2.



Committee discussion focussed on UMTA'S (Unified Mass Transportation Authority) potential response to the long tunnel with a Zoo station recommendation; the basis for the portal A versus C2 recommendation; Sylvan area impacts; and light rail financing. Responding to Committee questions, Mr. Post said there were strong arguments supporting the long tunnel with a Zoo station option: long-term maintenance cost savings from a reduced grade and covered tracks (versus a surface option) and less negative environmental impacts/less loss of forested acreage.

Mr. Post also responded to Councilor Van Bergen's financing concerns, recalling the Westside financing agreement (Metro Resolution No. 90-1300) reserved \$10 to 15 million from the Tri-Met bond measure for Eastside light rail planning and those funds could not be tapped for Westside expenditures unless all governments signed to the inter-governmental compact agreed to the change.

RECOMMENDED AMENDMENTS:

To respond to citizen concerns about a future Sylvan stop and mitigation measures for highway improvements, the Committee recommended two amendments to Attachment B/the Consolidated List of Mitigation Options:

1. Amend the Sylvan Station language under Long Tunnel/Canyon Segment as follows:

o Sylvan Station [~~Planning Management Group, cost to be determined~~] Recommendation: [~~Pursue preserving the option for a future station at Sylvan Interchange if costs are minimal. Staff is to identify costs as soon as possible.~~] Tri-Met is directed to undertake additional activities toward development of a Sylvan Station after negotiation of the full funding agreement by the September 30, 1001, deadline. Between September 1991 and tunnel project bidding (1993), Tri-Met is to reevaluate the cost-effectiveness of the Sylvan Station, develop a firm estimate of the Station's cost, and assess overall Westside project costs and funding. In the 1993 timeframe, and in consultation with UMTA and the region's participating governments, Tri-Met would bid the tunnel project with three options:

1. Long-tunnel without a Sylvan Station
2. Long-tunnel which preserves the option for the Sylvan Station
3. Long-tunnel with a Sylvan Station included

At the time the bids are received, and based on the financial status of the remainder of the project, Tri-Met, in consultation with the region's participating governments, would assess whether to build Sylvan Station with matched funds or with local funds.

2. Add language to the Sylvan Station Recommendation per Washington County's Terms and Conditions for supporting the Westside Corridor Project:

Provision should be made for routing traffic from Golf Creek Apartments northward to the intersection of Barnes Road at Leahy Road. If further consideration of this option results in a finding that it is infeasible, a variation of mitigation option 110 or 110A that is least disruptive to the existing ingress and egress situation should be explored.

An additional amendment to strengthen language in the Zoo Station Enhancement (2nd bullet under Long Tunnel/Canyon Segment) failed. Andy Cotugno confirmed amending Exhibit B to reflect Committee/Council ideas was appropriate as Exhibit B is intended to be the region's unified list of additional project activities and issues to address.

Exhibit B before amended  
@ April 9, 1991 T & P  
mtg.

**Westside Corridor Project  
Consolidated List of Mitigation Options for Continued Consideration  
Approved by:**

Project Management Group March 20, 1991  
Project Steering Group on March 26, 1991

Based on: Long tunnel with zoo stop, north entry into Beaverton, BN.

**Purpose of List:** Create one attachment to the decision document consolidating all potential jurisdictional conditions, thereby maintaining a comprehensive view of project elements, and negating the need for conditions to be applied by individual jurisdictions. The list will represent Tri-Met's commitment to continue consideration of these items in the FEIS, negotiation of the full funding grant agreement, and final design. The list which follows should be viewed as an evolving list, which will be refined and modified as each item is studied further and as funding discussions proceed.

**Downtown Segment**

- Brick Sidewalks on Morrison /Yamhill to 18th (City of Portland, \$6.8 million)  
Recommendation: Retain in project, define scope in FEIS & Final Design.
- Left Turns/Circulation Study (City of Portland, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Collins Circle Traffic Mitigation (City of Portland, \$0 - .2 million)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Goose Hollow Parking Replacement (City of Portland, cost to be determined)  
Recommendation: Include as potential mitigation in FEIS/Final Design. Solutions will emphasize maximizing the effectiveness of current public rights of way for parking. Analysis is to be combined with Goose Hollow traffic circulation study recommended above.

**Long Tunnel/Canyon Segment**

- Upper Jefferson Grade Separation (from City of Portland, \$1 million)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Zoo Station Enhancement (City of Portland, cost to be determined)  
Recommendation: Basic project will include a zoo station which functions at a good level of service, and will comfortably accommodate projected passenger demand. Final design studies will determine specifically what the required passenger demand is for various levels of zoo events and zoo attendance, and the design response required to serve that demand. The base project will assume a comfortable environment for zoo-bound passengers developed to meet - but not exceed - overall project standards for design amenities.
- Sylvan Station (Planning Management Group, cost to be determined)  
Recommendation: Pursue preserving the option for a future station at Sylvan Interchange if costs are minimal. Staff is to identify costs as soon as possible.
- Add (Future) Golf Creek Station (City of Portland, cost to be determined)  
Recommendation: Include as future station, final design to accommodate future station.

**Highway 217 Segment**

- Cabot Bridge (City of Beaverton, \$.1 million)  
Recommendation: Include in project as temporary structure.
- Highway 217 Right Of Way to Allow for Future Highway Widening (City of Beaverton & ODOT, \$.5 million)  
Recommendation: Retain in project.

## Beaverton North Entry

- 114/117 Connector (City of Beaverton, \$.3 million)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Future East Beaverton Station (City of Beaverton, cost to be determined)  
Recommendation: Include in project, final design to accommodate future station.
- Transit Center Access to New East/West Arterial (City of Beaverton, cost to be determined)  
Recommendation: Define scope in FEIS & Final Design.
- Watson Relocation / Grade Crossing (City of Beaverton, \$.1 million)  
Recommendation: Include one grade crossing in project budget - alternate locations to be covered in FEIS. Final determination of grade crossing location to be made in Final Design.
- Extra Right of Way Costs for East/West Arterial (City of Beaverton, \$.1 million)  
Recommendation: Include as consideration in project funding negotiations.

## BN Segment

- Civic Center Regrade (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Vehicle Access to Hocken Station (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Tektronix Vibration Mitigation (Technical Advisory Committee, \$0 to \$.1)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Cedar Hills Overpass (City of Beaverton, \$1 - \$2 million)  
Recommendation: Scope and Justification to be Defined in FEIS. Include in project negotiations with UMTA on Full funding Agreement.
- Reimbursement or Match Credit for Old BN Property (City of Beaverton, cost to be determined)  
Recommendation: Include in project negotiations with City of Beaverton (BURA) and UMTA on Full Funding Agreement.

## Beaverton/Common Issues

- Pedestrian Access to All Stations (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- LRT Trackway Enhancement (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Bike Path Adjacent to Creeks (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Submit to City of Beaverton Design Review (City of Beaverton, cost to be determined)  
Recommendation: Include in project, standard operating procedure.

## West Beaverton Segment

- Intersection Analysis Due to Murray P&R (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Baseline/Jenkins Connector (Washington County, \$2.8 million)  
Recommendation: Attempt to include in project, define scope in FEIS & Final Design.
- Murray Overpass Widening (Washington County, \$2 - \$4 million)  
Recommendation: Scope and justification to be defined in FEIS. Include in project negotiations with UMTA on Full funding Agreement.
- Murray Station Location Change (City of Beaverton, cost to be determined)  
Recommendation: Include as a potential design modification in FEIS. Final location to be to be determined in Final Design.

## Project-Wide

- **1% for Art (Planning Management Group, \$1 - \$1.5 million)**

Recommendation: Public art shall be included in the Westside project, including art integrated into the project design. The budget for art would be based on 1% of elements of the project that have considerable public visibility. Such elements might include stations, parking lots, and tunnels. The art budget will be defined in Final Design in the range of \$1-1.5 million, or .003% of the total project budget.

- **Review Supply and Demand of Total Park and Ride Spaces for the Preferred Alternative (Planning Management Group, cost to be determined)**

Recommendation: Include in FEIS and Final Design.

- **Construction Mitigation Plan (Planning Management Group, cost to be determined)**

Recommendation: Include in FEIS and Final Design.

## Exhibit B

### Westside Corridor Project Consolidated List of Mitigation Options for Continued Consideration

4/11/91

#### Approved by:

Project Management Group March 20, 1991

Project Steering Group on March 26, 1991

(Underlined modifications approved by the Joint Policy Advisory Committee on Transportation, April 11, 1991)

Based on: Long tunnel with zoo stop, north entry into Beaverton, BN.

**Purpose of List:** Create one attachment to the decision document consolidating all potential jurisdictional conditions, thereby maintaining a comprehensive view of project elements, and negating the need for conditions to be applied by individual jurisdictions. The list will represent Tri-Met's commitment to continue consideration of these items in the FEIS, negotiation of the full funding grant agreement, and final design. The list which follows should be viewed as an evolving list, which will be refined and modified as each item is studied further and as funding discussions proceed.

#### Downtown Segment

- Brick Sidewalks on Morrison /Yamhill to 18th (City of Portland, \$6.8 million)  
Recommendation: Retain in project, define scope in FEIS & Final Design.
- Left Turns/Circulation Study (City of Portland, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Collins Circle Traffic Mitigation (City of Portland, \$0 - .2 million)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Goose Hollow Parking Replacement (City of Portland, cost to be determined)  
Recommendation: Include as potential mitigation in FEIS/Final Design. Solutions will emphasize maximizing the effectiveness of current public rights of way for parking. Analysis is to be combined with Goose Hollow traffic circulation study recommended above.

#### Long Tunnel/Canyon Segment

- Upper Jefferson Grade Separation (from City of Portland, \$1 million)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Zoo Station Enhancement (City of Portland, cost to be determined)  
Recommendation: Basic project will include a zoo station which functions at a good level of service, and will comfortably accommodate projected passenger demand. Final design studies will determine specifically what the required passenger demand is for various levels of zoo events and zoo attendance, and the design response required to serve that demand. The base project will assume a comfortable environment for zoo-bound passengers developed to meet - but not exceed - overall project standards for design amenities.
- Sylvan Station  
Recommendation: Tri-Met is directed to undertake additional activities toward development of a Sylvan station after negotiation of the full funding agreement by the September 30, 1991, deadline. Between September 1991 and tunnel project bidding (1993), Tri-Met is to refine the station's cost estimate and assess overall Westside project costs and funding. In the 1993 timeframe, Tri-Met will bid the tunnel project with three options:
  1. Long-tunnel without a Sylvan Station
  2. Long-tunnel which preserves the option for the Sylvan Station
  3. Long-tunnel with a Sylvan Station included

At the time bids are received, and based on the financial status of the remainder of the project as well as the need to protect and preserve air quality, Tri-Met, in consultation with the region's participating governments and the appropriate state agencies, will assess whether or not to build a Sylvan Station.

- Add (Future) Golf Creek Station (City of Portland, cost to be determined)  
Recommendation: Include as future station, final design to accommodate future station.
- Provision should be made for routing traffic from Golf Creek Apartments northward to the intersection of Barnes Road at Leahy Road. If further consideration of this option results in a finding that it is infeasible, a variation of mitigation option 110 or 110A that is least disruptive to the existing ingress and egress situation should be explored.

### Highway 217 Segment

- Cabot Bridge (City of Beaverton, \$.1 million)  
Recommendation: Include in project as temporary structure.
- Highway 217 Right Of Way to Allow for Future Highway Widening (City of Beaverton & ODOT, \$.5 million)  
Recommendation: Retain in project.

### Beaverton North Entry

- 114/117 Connector (City of Beaverton, \$.3 million)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Future East Beaverton Station (City of Beaverton, cost to be determined)  
Recommendation: Include in project, final design to accommodate future station.
- Transit Center Access to New East/West Arterial (City of Beaverton, cost to be determined)  
Recommendation: Define scope in FEIS & Final Design.
- Watson Relocation / Grade Crossing (City of Beaverton, \$.1 million)  
Recommendation: Include one grade crossing in project budget - alternate locations to be covered in FEIS. Final determination of grade crossing location to be made in Final Design.
- Extra Right of Way Costs for East/West Arterial (City of Beaverton, \$.1 million)  
Recommendation: Include as consideration in project funding negotiations.

### BN Segment

- Civic Center Regrade (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Vehicle Access to Hocken Station (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Tektronix Vibration Mitigation (Technical Advisory Committee, \$0 to \$.1)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- Cedar Hills Overpass (City of Beaverton, \$1 - \$2 million)  
Recommendation: Scope and Justification to be Defined in FEIS. Include in project negotiations with UMTA on Full funding Agreement.
- Reimbursement or Match Credit for Old BN Property (City of Beaverton, cost to be determined)  
Recommendation: Include in project negotiations with City of Beaverton (BURA) and UMTA on Full Funding Agreement.

### Beaverton/Common Issues

- Pedestrian Access to All Stations (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.
- LRT Trackway Enhancement (City of Beaverton, cost to be determined)  
Recommendation: Include in project, define scope in FEIS & Final Design.

- **Bike Path Adjacent to Creeks (City of Beaverton, cost to be determined)**  
Recommendation: Include in project, define scope in FEIS & Final Design.
- **Submit to City of Beaverton Design Review (City of Beaverton, cost to be determined)**  
Recommendation: Include in project, standard operating procedure.

#### **West Beaverton Segment**

- **Intersection Analysis Due to Murray P&R (City of Beaverton, cost to be determined)**  
Recommendation: Include in project, define scope in FEIS & Final Design.
- **Baseline/Jenkins Connector (Washington County, \$2.8 million)**  
Recommendation: Attempt to include in project, define scope in FEIS & Final Design.
- **Murray Overpass Widening (Washington County, \$2 - \$4 million)**  
Recommendation: Scope and justification to be defined in FEIS. Include in project negotiations with UMTA on Full funding Agreement.
- **Murray Station Location Change (City of Beaverton, cost to be determined)**  
Recommendation: Include as a potential design modification in FEIS. Final location to be to be determined in Final Design.

#### **Project-Wide**

- **1% for Art (Planning Management Group, \$1 - \$1.5 million)**  
Recommendation: Public art shall be included in the Westside project, including art integrated into the project design. The budget for art would be based on 1% of elements of the project that have considerable public visibility. Such elements might include stations, parking lots, and tunnels. The art budget will be defined in Final Design in the range of \$1-1.5 million, or .003% of the total project budget.
- **Review Supply and Demand of Total Park and Ride Spaces for the Preferred Alternative (Planning Management Group, cost to be determined)**  
Recommendation: Include in FEIS and Final Design.
- **Construction Mitigation Plan (Planning Management Group, cost to be determined)**  
Recommendation: Include in FEIS and Final Design.
- **Handicapped Access**  
Recommendation: Level platform access to Light Rail cars should be provided at all stations in lieu of the mechanical lift mechanism used on the Banfield Light Rail Line.