
**Smith & Bybee Lakes Wildlife Area
Management Committee**

Nancy Hendrickson, Chair

600 NE Grand Ave.
Portland, OR 97232
(503) 797-1515

June 21, 2000

Stacy Bluhm
PDOT
1120 SW 5th Ave., Suite 800
Portland, OR 97204-1971

Dear Stacy:

The Smith and Bybee Lakes Management Committee would like to reiterate its concern about light pollution of Smith and Bybee Lakes Wildlife Area that would occur under the current design for the North Marine Drive widening project. This committee has expressed its concern repeatedly on several occasions during the design process, and we were surprised and disappointed to hear you say at our May meeting that there were no plans to modify the lighting design to minimize light pollution.


You told the committee that the streetlights would cast light into the wildlife area that is equivalent to a full moon. This is hardly a natural level of lighting – the Portland area experiences few clear nights with a full moon in any year. Casting this much light into the wildlife area every night is likely to have a significant effect on wildlife behavior and habitat use.

We would appreciate a response from PDOT including:

- Information on how far into the wildlife area the full moon effect would extend
- Alternative light fixtures that could minimize light pollution more than the selected fixtures
- Information on retrofitting options for the selected and other fixtures, particularly in light of the comment, made at the May 23rd Management Committee meeting, that the Port and PDOT have shielded streetlights in response to customer complaints. This shielding approach sounds like a potential solution.
- A commitment to retrofit the fixtures if PDOT does not change the current design.

It is difficult for us to believe that street lighting could not be designed to minimize light pollution at Smith and Bybee Lakes Wildlife Area. We would like to remind PDOT that preventing unnatural levels of light from penetrating the wildlife area was listed as a condition on the Land Use Review for this project. Simply dismissing it as impractical or inconvenient is not acceptable.

Sincerely,



Nancy Hendrickson, Chair



CITY OF
PORTLAND
OFFICE OF
TRANSPORTATION

Charlie Hales, Commissioner
1120 S.W. 5th Avenue, Suite 800
Portland, Oregon 97204-1914
(503) 823-5185
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Victor F.
Rhodes
Director

August 23, 2000

Eileen
Argentina
Information
Technology

Nancy Hendrickson
Smith and Bybee Lakes Wildlife Area
Management Committee
600 NE Grand Ave
Portland, OR 97232

Richard
Steinbrugge
Finance

Dear Ms. Hendrickson:

Steve
Dotterer
Planning

Thank you for your June 21, 2000, letter to Stacy Bluhm regarding shielding of the cobrahead fixtures adjacent to Smith and Bybee lakes. As the Street Lighting Manager, I was asked to provide a response on the concerns expressed by the Smith and Bybee Lakes Wildlife Area Management Committee.

Jeanne
Nyquist
Maintenance

The issue of shielding cobrahead lighting has been discussed in the street lighting section during recent years. The section historically has not supported the shielding of light fixtures in Portland for a variety of reasons, including lack of resources to maintain shielding, the minimal effectiveness of many types of shielding devices, and potential negative impacts on light levels behind the fixtures (such as in the sidewalk area).

Toby
Widmer
System
Management

I have discussed your request with Lisa Elbert, the Senior Engineering Associate assigned to review the lighting on this project. She has indicated that much is unknown about how much of an impact shielding will have on these fixtures, but that it is expected to be minimal at best. The light fixture that was selected for this location is a "cut-off" fixture, meaning that there is no "up-light" component. This fixture will not contribute to light pollution in the night sky in this area. It is also important to realize that any shielding that is installed will be limited to the back edge of the fixture. The lighting system in this area is two sided, and shielding the back of the fixture on the south side adjacent to the lakes will not have any impact on lighting that is projected from the north side of Marine Drive. Also, because light scatters and reflects off surfaces and dust particles in the air, the impact of installing a shield is not expected to be dramatic.

Brant
Williams
Engineering &
Development

Despite our doubts regarding the effectiveness of shielding at this location, we have decided to support the Committees request for shielding in this area. The conditions of our support include the following:

- We will review the shielding proposed by the contractor, and approval of the design will be made by the City;
- The Committee will not be consulted for comments regarding the shielding design at any point during the review process;
- The shielding will be installed by the contractor as part of the original contract. In the event that the shielding is determined to have a dramatic negative impact on the sidewalk area, or pedestrian comfort levels in the area, we will consider removing the shielding. The decision to remove the shielding if this problem occurs will be made by the City, and the committee will be notified if it occurs within 1 year of the project;

Nancy Hendrickson
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- Any decisions made by the City requiring removal of the shielding will be final.

These conditions reflect the expectation by the public that the City will provide adequate lighting to facilitate the movement of all users of the right-of-way, including bicyclists and pedestrians. If reduced lighting levels can be achieved in the environmental zone while still providing adequate lighting for users of the facility, the shielding will remain.

Please call me at (503) 823-4096 if you have any questions regarding our position on shielding of the lights adjacent to Smith and Bybee Lakes on Marine Drive.

Sincerely,



Bill Graham
BTSM - Section Manager
Signals, Street Lighting, ITS

c: Lisa Elbert
Stacy Bluhm

From: Elaine Stewart
To: Smith and Bybee Lakes Management Committee
Date: 12/20/00 2:21PM
Subject: FYI - comments to PDOT re North Marine Drive

This is the text of my email to Stacy Bluhm of PDOT re managing construction activity near Smith and Bybee lakes. ODFW sent a great letter to PDOT and to DSL, also.

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Stacy, thank you for meeting Greg Robart and me at the lakes last Friday. It was very helpful to have you there to show us the construction management plan and locate landmarks on site. My comments are listed below.

- Work on stormwater outfalls should occur only in the month of May. Western painted turtle nests have been documented between North Marine Drive and the ponds and sloughs. Nesting typically occurs from June through mid-August, although some turtles may begin nesting in late May. Hatchlings commonly remain in the nest through the winter and have been documented emerging as late as the end of April at a nearby site.
- From June 1 through August 15, when painted turtles may be nesting in the area, no work should occur between sunset and dawn.
- At any times when lights are deployed (e.g., night work), they shall be directed downward onto the work area and/or away from the wildlife area to reduce the disturbance to wildlife.
- The silt fence should be installed along the length of the project before ground is broken. The fence should be placed no closer to the wildlife area than the location shown on Figure 15 of CH2M Hill's construction management plan. Because it will serve as a barrier to turtles as well as humans, it should be carefully and thoroughly buried and regularly maintained.
- No equipment or material staging or storage, or employee parking, will be allowed south (closer to the wildlife area) of the silt fence. Workers will refrain from standing or walking in the area south of the silt fence. Figure 15 note 2 of the construction management plan states that no equipment or material staging or stockpiles will be allowed inside any part of the environmental overlay zone, and this restriction should remain in place.
- All workers on the project will follow a protocol for turtle interactions enforced by PDOT. Because western painted turtle nests may be considerable distances from the water's edge, workers may encounter turtles or their nests on land. Metro and/or ODFW will help PDOT develop a protocol to assist workers with appropriate actions when encountering turtles or other wildlife. PDOT will provide Metro and/or ODFW, on request, the opportunity to discuss the protocol with construction workers and managers.

Please call me if you have any questions. I want to emphasize that I will be happy to make myself available to you and the construction crew as much as possible, to answer questions and discuss wildlife issues. The project will take 18 months (if not longer), and the construction crews will be close neighbors of the wildlife area for that time. I welcome the opportunity to help them increase their knowledge of wildlife and appreciation for Smith and Bybee lakes. It is a very special place, and I expect most of them will become fans by the time they leave.

-Elaine

Elaine Stewart
Smith and Bybee Lakes Wildlife Area Manager

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N MARINE DRIVE IMPROVEMENT PROJECT

December 2000

Project Summary

For those that are unfamiliar with the scope of our project, the information below gives you a brief glimpse of our project elements:

The North Marine Drive project is a 2.2-mile roadway improvement project. Project improvements begin near Terminal 6 and end at a point 2.2 miles to the east (where the road improvement project constructed in 1995 terminated). This project provides for much needed safety improvements:

- A 5-lane roadway including a center turn-lane and bike lanes.
- Bus pull-outs and landscaped median islands providing improved safety for transit and pedestrians.
- Sidewalk on the north side of Marine Drive
- Multi-use path on the south side of Marine Drive.
- Traffic signal at Terminal 6.

Not only are we constructing transportation safety improvements, but we are also installing many features that we feel will enhance the adjacent environmental sanctuary of Smith and Bybee Lakes. Improvements include:

- Hazardous spill containment and water quality facilities – these will be in-ground facilities to minimize impacts to the environment.
- Removal of some existing untreated outfalls to Smith and Bybee Lakes.
- A noise wall (a 4.5-foot earthen berm with a 3.5-foot wall on top of it) along the Smith and Bybee Lakes frontage.
- Native landscaping and trees adjacent to the road and behind the noise wall.

Project Schedule

We are rapidly drawing our design to a close in anticipation of bidding the project early in the year to acquire the lowest possible bid price. Some key dates of concern in the next few months are:

- December 13th: Port Planning Commission Hearing
- December 20th: City Council Hearing
- December/January: Completion of Design & Preparation of Bid Packages.
- February/March: Advertisement and Bidding
- March/April: Contractor Selection
- March/April: Open House to Discuss Construction Staging and Impacts.
- April/May: Begin Construction

**Questions? Please contact Stacy Bluhm,
Portland Transportation Project Manager, at:**

Phone: (503) 823-7723

stacy@trans.ci.portland.or.us

Project Budget

The most recent cost estimate indicates that the total project cost (including public involvement and alternatives analysis, design, property acquisition, and construction) is anticipated to be around 15.6 million dollars. All project elements are expected to be funded.