



DNA opposition to proposed transit mall alignment and request for open discussion

March 4, 2006

Executive Summary

Although the Downtown Neighborhood Association strongly supports public transit and recognizes the need to upgrade the Transit Mall to accommodate expected increases in the area's population, The Downtown Neighborhood Association (DNA) opposes TriMet's proposed Transit Mall alignment because

- **Cars on mall:** TriMet has provided no data to prove that allowing automobiles, per se, on the transit mall will benefit the City of Portland and/or downtown businesses.
- **"Serpentine" alignment:**
 - TriMet has provided no evidence that the proposed "serpentine" alignment is the optimal alignment.
 - DNA objected to the alignment before the decision was made.
- **Displaced buses:** TriMet has not fully addressed the economic impacts caused by buses displaced from the mall onto additional downtown streets.
- **Flawed public involvement process:** The process has not been inclusive, and complete information critical to decision making has not been available to the public.

DNA provides data to support these assertions.



To: Honorable Mayor Tom Potter and Members of the Portland City Council

From: Downtown Neighborhood Association (DNA)
Renee Fellman, President
PO Box 1534
Portland, Oregon 97207
info@portlanddna.org

Date: March 4, 2006

Re: DNA opposition to proposed transit mall alignment and request for open discussion*

DNA is concerned about the proposed alignment for the reasons outlined below.

No data to prove benefit of cars on transit mall:

- In response to a request to DNA from TriMet, DNA asked: *What studies demonstrate that having cars on a transit mall actually increases business revenues?* TriMet cited two documents.
 - The first, the retail study commissioned by Association for Portland Progress (now PBA) and PDC, supported cars on the mall *only* in the area between Salmon and Washington and *only* in combination with on-street parking. The selected "serpentine" alignment, however, does *not* include provision for parking.
http://www.trimet.org/portlandmall/pdf/downtown_portland_retail_strategy.pdf (See Exhibit A.)
 - The second was prepared by an "interested party," The Portland Business Alliance (PBA), itself. It contained no comparative data from other locales to support its findings.

No data to support assertion that "serpentine" alignment is optimal. TriMet has provided no outside, objective evaluation of various possible alignments.

- The much touted "Peer-to-Peer Review" makes it clear that the review panel was asked to review *only* the "serpentine" alignment and that the key features of the alignment are "not recommended." (Exhibit B)
- In fact, other documents provided to the Citizens Advisory Committee (CAC) reveal that the "serpentine" alignment regularly scored low on many categories such as safety, bus capacity, and speed (Exhibit C).
- DNA objected to the "serpentine" alignment. In fact, DNA was the lone voice objecting to the alignment at the time that the original CAC made its recommendations. (Exhibit D)

Flawed public process:

- Early domination by representatives of the downtown business community, who made up a majority of the committee

The (CAC) that recommended the "serpentine" alignment consisted of eleven people. Six of those were representatives of the downtown business community. (E-1)

Based upon the recommendation of this CAC, the "serpentine" alignment was a "done deal" by the time the successor CAC convened. (E-2)

- A lack of representation of "riders" and "taxpayers" as a whole on the successor committee (Exhibit F)

The transit mall is a regional project with regional impacts, but virtually all members of the successor CAC represent either downtown residents, the downtown business community, or special-needs transit users. These "special interests and needs" should certainly have been considered, but not without input by and in comparison with the needs of typical transit riders and tax payers throughout the metro area.

Who represented the interests of John and Jane Transit Rider and Tina and Tim Taxpayer who live in SE/NE/Beaverton/Milwaukee, etc. and rely on mass transit to travel throughout the metro area?

- Public notice was too general to alert citizenry to the dramatic changes contemplated.

People reading typical TriMet announcements would be unlikely to imagine that the agency proposed such sweeping, unique changes. Although TriMet held public meetings to present their plans and solicit feedback, the meeting announcements did not include language such as *"Meeting to discuss proposed transit mall construction that will place MAX, buses, and cars simultaneously in a serpentine alignment."* (Exhibit I)

Lack of consistent data to support TriMet's assertions: The best illustration of this problem is the inconsistency of TriMet's public statements and documents regarding plans for bus routing after completion of construction:

- March 1, 2004: After construction, buses will be routed "to 10th/11th and Naito.." (Exhibit G)
- November 10, 2005: "final bus service plan ..will not be rolled out until 2009" (Exhibit H)
- After George Crandall told a DNA meeting on February 13, "buses on side streets after construction will damage downtown," TriMet announced to CAC on the following day that there would be no buses on 3rd and 4th, 10th and 11th, after mall construction (Note: TriMet has not provided a written document which clearly states that there will be no buses on additional north/south streets after construction.)

What can explain the sudden change in plans?

Conclusion and request:

The information above has led DNA members to conclude that decisions have not been data-driven and that the current redesign of the transit mall may compromise the entire transit system. Although metropolitan-wide transit service should have been the most important criteria when selecting an alignment, it appears that "cars on the mall" took precedence.

DNA respectfully requests that the Council schedule a time during which representatives of DNA and TriMet can address these issues. DNA has declined invitations to have discussions with staff members representing four of five council members because DNA believes that such discussions should not be held behind closed doors.

Copies to:

- David Bragdon, Metro
- Fred Hansen, TriMet
- Federal Transit Administration
- Oregon congressional delegation
- Media

* **Please note:** DNA has no paid staff. The information provided here is based primarily on information provided by TriMet and is accurate to the best of our knowledge.

✧ **Modify Fifth and Sixth Avenues Between Salmon and Washington**

The consultant team recommends that these blocks of the Bus Transit Mall be opened to auto traffic as well as buses in order to provide more convenient auto access through downtown, and to provide more activity and "eyes on the street" between bus arrivals. Public art, sculpture and fountains should be relocated to provide room for vehicular movement and parking. A lane of on-street parking should be added on one side of Fifth, and on one side of Sixth, to encourage traffic movement and to serve as 'teaser parking'. By reconfiguring the pedestrian areas here to accommodate the recommended changes, the bus lanes and loading areas can all be maintained. The consultant team also recommends that the treatment on this block be considered a prototype for application to other blocks on the Bus Transit Mall, assuming funding and traffic planning considerations make wider use possible.

✧ **Provide On-street Parking Along SW Fifth and Sixth Avenues**

In selected locations along SW Fifth and Sixth Avenues (please see the accompanying illustration entitled Bus Transit Mall Development Diagram), it is recommended that the street layout be altered to allow provision of additional on street parking between Washington and Salmon Streets. In part, this can be accomplished by discouraging loading zones, and locating other spots to accommodate deliveries off the Transit Mall.

Activate Ground Floor Uses Along the Transit Mall

As required, zoning may need to be modified to require activating uses (retail stores and shops, service and convenience retail, restaurants and cafes, and other consumer-oriented businesses) in the buildings along the Bus Transit Mall, with office and residential mixed-uses on upper floors (street-level retail locations are indicated on the Development Diagram as dashed black lines).

Re-open Entrances and Display Windows Along Fifth and Sixth Streets in the Meier & Frank Building

While there may be interior merchandising requirements that have resulted in closing of display windows and entrances to Meier & Frank along the Bus Transit Mall on SW Fifth and Sixth, the result on the Mall is not pedestrian-friendly and works counter to the character of open retail streets. It should be a priority for APP and PDC as well as Meier & Frank to provide visual and physical accessibility to the department store from the Transit Mall as part of any future store design.

Maintain All Possible Street Trees

Exhibit B

REPORT OF THE
AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

PEER TO PEER REVIEW PANEL

ON

PORTLAND TRANSIT MALL PROJECT
DESIGN REVIEW

FOR

Tri-County Metropolitan
Transportation District of Oregon (Tri-Met)

Panel Members:
William Hoople
Fred Wong
Harold Edris
William P. Grizard

Published by the
American Public Transportation Association
1666 K Street, NW, 11th Floor
Washington, DC 20006
William W. Millar, President

B 1 of 3

Peer Review Methodology

The APTA peer review process is well established as a valuable resource to the industry for assessing all aspects of transit operations and functions. Peer reviews are conducted on-site by highly experienced transit personnel who are selected on the basis of their subject matter expertise. Through on-site interviews of agency staff, the review of relevant documentation, and site inspections the panel concludes its review and provides a summary of observations and recommendations to the transit agency.

Scope of Report

For this review the panel was provided access to a wide range of relevant documents pertaining to the Portland *Transit Mall Project* that addressed planning, design, operating practices, station locations, transit-way, signal systems, and multi-modal integration. The panel engaged in on-site inspections of facilities and services, and extensive staff interviews were conducted. The panel subsequently compiled its observations and recommendations, as presented in the exit conference on June 15, 2005 and provided in this report.

Project Understanding

Through the process of interviews, agency presentation, staff discussion, and document review the panel found the current status of the project to be transitioning from preliminary design into final design. The design concept adopted has deviated from optimized exclusive LRT operations in left, right, or median lanes and a separated right-of-way to one that introduces joint bus operations within the shared transit-way using a serpentine track layout to service right side curb loading. The serpentine pattern creates a need for bus and train movements to "crisscross" or "weave" operational movements to allow each mode access to right side loading platforms along the jointly served route. Automobile traffic will continue to have access to the mall corridor in a dedicated lane (semi-exclusive lane shared with left turning bus movements), although it is hoped automobile conflicts will be minimized as the lane continues to be a low-occupancy-vehicle separated lane.

This corridor is shared with large volumes of pedestrian traffic moving on conventional signage and active pedestrian signals (walk/don't walk or hand symbol). Pedestrian movement at queue jump locations will be authorized along with parallel movement of the LRT; however, crossing the roadway and transit-way will be made in crosswalk zones under conventional signaling and timing. Heavy pedestrian use areas, such as Portland State College, will be opposite load platforms, adding pressure to crosswalk capacity and signal timing.

The combinations of pedestrians, automobiles, 140 buses an hour, and trains operating on 5-minute headways create a high density urban transit environment in addition to the operating complexity of the transit-way serpentine which overlays existing bus and train operations on the East/West corridor. As the foregoing design considerations impact safety and operational reliability, and the fact Tri-Met understands and accepts these limitations, the panel focused on the 3 areas to be addressed within the context of this proposed operating environment.

II. OBSERVATIONS

1. PROPOSED OPERATING RULES – OPERATING PROCEDURES THAT CAN REDUCE OPPORTUNITIES FOR OPERATOR ERROR

Observations

General

- While other city experiences in downtown street operation would suggest that normal rubber-tired traffic not be mingled with rail vehicles any more than necessary, and constantly changing lanes by transit vehicles (particularly LRVs) is not recommended, the following comments are provided in an attempt to maintain as safe and smooth a mall operation as possible with the policies already adopted for the Portland Transit Mall.
- The current plan for traffic markings appears to include defined lanes for automobiles and the transit-way (LRV dynamic envelope to be identified within the transit-way) and logic for stops (skip stops, leap frog approach).

Standard Operating Procedures (SOPs)

- The rail SOPs have been in use for some time and appear to be comprehensive for current LRV operations.
- Bus SOPs are not in place but rather guidelines have been established for bus mode operations.
- No mall-specific SOPs are in place at this time.
- Field supervision has been integrated for bus and rail operations.
- The Operations Command Center SOPs are in place but do not specifically address mall operations.
- While SOPs may in part address who does what and under what circumstances (Operations Command Center, Field Supervisor, Vehicle Operator, etc.), the mall operations SOPs must be clarified and codified to ensure unity of command and consistency in operational controls utilized.

Rules

- Appropriate appendices have been incorporated in the current Rail Transportation Rule Book.
- Hand signals are addressed as part of the Rail Transportation Rule Book.
- “Line of Sight” operation is defined in the Rail Transportation Rule Book.
- The Rail Transportation Rule Book does not currently include a specific section for “mall operation.”
- The Rail Transportation Rule Book Table of Content covers most items related to rail operations but does not yet address “mall operations.”
- Rules and/or guidelines do not appear to be generally shared across modes.
- A comprehensive “Acronyms” section is included in the Rail Transportation Rule Book Appendices.

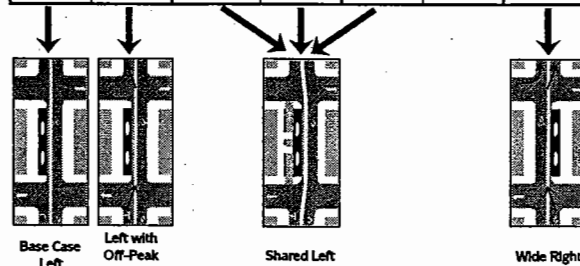
Exhibit C

Portland Mall Revitalization - All Options Tracking DISCUSSION DRAFT Updated: November 6, 2003

- Options
 - Number of lanes at station
 - Number of bus stops between stations
 - Auto use of station blocks
 - Peak Auto use
 - Two free-flowing transit lanes?
 - Station Widths (including sidewalk)
 - Bus Capacity per Peak Hour (Projected)
 - Capacity Results Range (Low-High)
 - Minimize auto-transit interaction
 - Minimize LRT-Vehicle Interaction
- Analyses Conducted/Underway
 - Pedestrian/Passenger Experience
 - Pedestrian/Passenger Safety
 - Passenger Comfort
 - Sidewalk/Furnishing Zone
 - Platform
 - LRT Vehicle Speeds
 - ADA
 - Vehicle Operations
 - Bus Capacity Number / Hr
 - Three Bus Problem Avoidance
 - Platooning and efficiency
 - Bus Stop Flexibility
 - Transit Capacity
 - Throughput
 - Capacity
 - Travel Speeds
 - Train Capacity
 - Bus Stops Between Stations
 - Operational Safety
 - Traffic
 - Auto access/circulation
 - Speeds
 - Safety
 - Wayfinding/previewing opportunities
 - Legal Complications
 - Bicycle Access
 - Urban Design
 - Capital Cost

	Left		Shared Left		Island		Right Side		
	Base Case Left	Left with Off-Peak Auto	Shared Left - Option A (no curb)	Shared Left - Option B (with curb)	"Flipped" Island	"Original" Island	Wide Right with Transit Priority	Wide Right	Right Side "Weave"
Number of lanes at station	2	2	3	3	3	3	2	2	3
Number of bus stops between stations	5	5	5	5	5	5	4	4	3.5
Auto use of station blocks	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Peak Auto use	No	No	No	Option	Yes	Yes	No	Yes	Yes
Two free-flowing transit lanes?	Yes	Yes (1)	Yes	Yes	Yes	Yes	No	No	Yes
Station Widths (including sidewalk)	30'	30'	12-15.5' (2)	12-15.5'	15.5'	15.5'	38'	38'	18'
Bus Capacity per Peak Hour (Projected)	134	134	134	134	134	122	119 (3)	113 (3)	100
Capacity Results Range (Low-High)	126-144	126-144	126-144	126-144	126-144	116-131	108-125 (3)	100-120 (3)	90-108
Minimize auto-transit interaction	Yes	No	Yes	Yes	Yes	Yes	No	No	Yes
Minimize LRT-Vehicle Interaction	Yes	Yes (1)	Yes	Yes	Yes	Yes	No	No	No
3. Tentative Conclusions	Transit Operates well, but no new auto lane	Potential - more analysis coming	Institutional flaws - but fix may be possible - benefits worth continuing work New Shared Left option may supplant	Transit operates acceptably, but pedestrian and urban design concerns - New Shared Left option may supplant	Better than "original" Island in almost all aspects, but still missing urban design of shared left - New Shared Left option may supplant	Transit vehicles operate reasonably well, but urban design and pedestrian concerns	Potential - more analysis coming	Urban design potential, but transit operating and capacity problems	Fundamental operations flaws & FTA concerns
4. Carry Forward for additional analyses	Yes - continue to consider	Yes - identify full range of auto options	Yes, but replace with Option C	Yes, but replace with Option C	Yes, but replace with Option C	No, can't compete with shared left or flipped island options	Yes - identify full range of transit priority options	No - can't reasonably operate without some level of transit priority	No - fundamental concerns about operations

New Simplified Menu of Options



Notes:

- (1) During Peak Hours (when autos are not allowed in lane)
- (2) Does not include width of auto lane and sidewalk which would be available when auto lane closed
- (3) Preliminary Results - analysis continues, especially on list of mitigation options

Scores:

- 5 = Most Preferred
- 1 = Least Preferred

Color Code:

- More Preferred - score 4-5
- Medium or Neutral - score 3
- Less Preferred - score 1-2

C181

Exhibit D

----- Original Message -----

Subject:Comments on preliminary recommendation**Date:**Mon, 01 Mar 2004 12:34:08 -0800**From:**Dan Zalkow <zalkowd@pdx.edu>**Organization:**Portland State University

To:Wendy Novick <wsnovick@msn.com>, ckopca@downtowndevgrp.com, Jzehnder@ci.portland.or.us, bowersl@pdc.us, tingvald@standard.com, phil@kalberer.com, Janice_marquis@cushwake.com, jrm@merrick-archplan.com, murdockd@pdx.edu, annaniles@msn.com, gpeden@portlandalliance.com, areed@therousecompany.com, ellenv@hevanet.com, "Kim Knox (E-mail)" <knox@sojpx.com>, "Francesca Gambetti (E-mail)" <francesca@sojpx.com>

CC:Ann Becklund (E-mail) <beckluna@trimet.org>, Tom Markgraf (E-mail) <Markgraf@teleport.com>, Kay Dannen (E-mail) <dannen@portlandstreetcar.org>, Steve Iwata (E-mail) <steve.iwata@pdxtrans.org>, dougo@sojpx.com

References:<002901c3fc00\$61d38ec0\$0a00a8c0@Fv025>

Dear CAC members:

In response to Ellen's latest e-mail regarding a recommendation, I would like to share my opinion prior to tomorrow's meeting.

I have enjoyed sitting on this committee and feel that we have done important work to reach this point of having two alignment options to recommend. The CAC represents a wide variety of interests in the future of Portland and these parties do not have entirely congruent priorities. Keeping this in mind, I would recommend against our committee choosing just one alignment to recommend to the Mayor's Steering Committee.

If the other members of the CAC feel it necessary to choose between the two alignment options, my vote which I have decided upon within the last week, as representative of the DCA, will go to the left alignment. Transit riders and downtown residents, who's support is crucial, are more likely, I believe, to support this option due to the greater number of bus stops remaining on 5th and 6th, shorter travel time through the mall, greater bus capacity on the mall, and lower number of total transfers necessary. This view also reflects my own as a committee member.

If there is a vote on this issue I believe it is important that the results accurately reflect the interests of CAC constituents rather than simply presenting a unified opinion which, although perhaps more influential, would surely do a disservice to a large portion of the downtown community. I am pleased that the right option will be available for public comment, additional analysis and review by public

Exhibit D

X-ELNK-Loop: renee@reneefellman.com
X-Authentication-Warning: njord.oit.pdx.edu: Host host-197-58.dhcp.pdx.edu [131.252.197.58] claimed to be [131.252.197.58]
Date: Fri, 24 Feb 2006 16:29:35 -0800
From: Dan Zalkow <zalkowd@pdx.edu>
Organization: Portland State University
User-Agent: Mozilla Thunderbird 0.6 (Windows/20040502)
X-Accept-Language: en-us, en
To: Renee Fellman <renee@reneefellman.com>
Subject: Re: Fwd: Zalkow's opposition to Mall remodel
X-ELNK-Info: spv=0;
X-ELNK-AV: 0
X-ELNK-Info: sbv=0; sbrc=.0; sbf=0b; sbw=010;

Yes - that is fine.

Also, to answer his questions:

1. Stan Lewis was incorrect in his comment that no one at DNA opposed anything about the project, although he may not have heard much while he was DNA's CAC rep. (see #3). When I was on the CAC representing DNA from mid-2003 to mid-2004, I regularly updated DNA members about the project. We had a number of members that opposed the serpentine alignment (a majority of members of the land use & transportation committee opposed it which, in addition to me thinking it wasn't the best option, was why I opposed it as a CAC member in Mar. 2004), and some which opposed rail on the mall altogether (a minority of members, but at least a handful).
2. Chris Kopka, chair of the CAC at the time, agreed to not use the word 'unanimous' in the letter from the CAC supporting the serpentine alignment (back in '04) because there wasn't unanimous support due to my opinion representing DNA. Everyone else on the CAC, though, did end up agreeing that the serpentine alignment was the best of the 3 final options, none of which were the 'far left' alignment discussed by Ron Buel & George Crandall at the Feb. DNA Land Use meeting. This 'far left' alignment was not given serious consideration because it wouldn't allow 24/7 auto access on the mall which was essential to many of the CAC members at the time. The CAC at the time was only 10 members (as opposed of 23 now), at least half of which represented the business community.
3. Since Stan became DNA's representative on the CAC, there haven't been any hot button issues, so Stan only updated members on various things. During his time as DNA's rep. on the CAC, I don't remember too much discussion - just questions and answers on noncontroversial items.

Dan Zalkow, Manager
Transportation & Parking Services

D 2062

Exhibit B-1

ACKNOWLEDGEMENTS

ADVISORY COMMITTEES

Mayor's Steering Committee

Vera Katz, Chair
 David Bragdon
 Mark Dodson
 Jim Francesconi
 Fred Hansen
 Jay Kenton
 George Passadore
 John Russell

Mayor, City of Portland
 Metro Council
 Northwest Natural
 Portland City Council
 TriMet
 Portland State University
 Wells Fargo
 Russell Development

Citizen Advisory Committee

Committee Member	Affiliation
Christopher Kopca, Chair	Downtown Development Group
Lew Bowers	Portland Development Commission
Trond Ingvaldsen	Standard Insurance
Phil Kalberer	Old Town/Chinatown
Dan Zaikow	Downtown Community Association
Janice Marquis	Russell Development
Deborah Murdock	Portland State University
Ann Niles	Pearl District Neighborhood Association
Greg Peden	Portland Business Alliance
Allyson Reed	Pioneer Place
Eileen Vanderslice	Willamette Pedestrian Coalition

* Business interests
6 out of 11

PROJECT TEAM

Project Managers

Richard Brandman	Metro
Abe Farkas	Portland Development Commission
Neil McFarlane	TriMet
Douglas Oblatz	Shiels Oblatz Johnsen, Inc.
Brant Williams	Portland Office of Transportation
Joe Zehnder	Portland Planning Bureau

For more information contact:

(e) Trimetlightrail@trimet.org
 (p) 503-962-2150

This report is available on the web at: www.trimet.org

Exhibit E-2

23 another station, so I'm going to go ahead and stop
24 it, if I can figure out how. With that, I think
25 I'll turn it back over to Ann.

CAC Minutes
June 8, 2004
first meeting,
"new" CAC

21

1 MR. KALBERER: Thanks, Alan. Are there
2 any questions from the committee on this? Before
3 Ron starts, basically, as you all know, the
4 affirmation of the conceptual design was to take
5 the transit mall light rail from Union Station all
6 the way up to Portland State and, as Alan pointed
7 out, to take the right-side option. Those things
8 are critical decisions that have been made.

9 ~~Basically, Ron Stewart and his staff at~~
10 ZGF went to all the areas -- because one of the
11 issues created here is about these urban rooms, the
12 various pieces from Portland State all the way down
13 to Union Station; but what was done, then, were,
14 basically, workshops that were done in each area to
15 try to get the people in the area to come together
16 and decide what that room would look like.

Exhibit F: Narrow Representation on Current CAC

Name	Organization	Special interest
Phil Kalberer	Kalberer Company	"Downtown" business
Susan Barrett	Willamette Pedestrian coalition	Pedestrians
Monica Beemer	Sisters of the Road Café	Disadvantaged
Elaine Bothe	Bicycle Transportation Alliance	Bicycle riders
Jan Campbell	Committee on Accessible Transportation, TriMet	People with disabilities
Tom Carollo	Beardsley Building Development	Business/ Old Town China Town Neighborhood Group
Nilesh Dayal	Steamers Asian Street Bistro	Downtown business
Charles Dorris	Hilton Hotel	Downtown business
Kent Duffy	AIA	General
Steve Fosler	Fosler Portland Architecture	Downtown business; clients include downtown-area entities
Bill Halleran	Saks	Downtown Business
Richard Harris	Central City Concern	Downtown area and disadvantaged persons
Tronk Invaldson	The Standard	Downtown
Chris Kopca	Downtown Development Group	Downtown business
Michael Levine	Independent Living Resources	People with disabilities
Stan Lewis	Former DNA representative to CAC	People who live, work, own property in "downtown"
Rod Merrick	Meric Architecture Planning, Chair PDOT Pedestrian Advisory	General, but has governmental entities as clients
Ann Niles	Pearl District Neighborhood Association	Downtown area neighborhood association
Greg Peden	Portland Business Alliance	Business
John Warner	City of Portland Urban Forestry Commission	Urban forestry planning
Howard Weiner	Cal Skate	"downtown" business and neighborhood org (OTCT)
Dan Zalkow	PSU	PSU
Mark Zertana	Meier & Frank	Downtown business

Exhibit 6

BUS OPERATIONS

TRANSIT CONCEPT PLAN

Recommendation: Incorporate conceptual bus service elements of the Transit Concept Plan to inform engineering and public discussion.

Rationale/Discussion: The role for bus service on the Mall shifts as a result of placing light rail on 5th and 6th Avenues. Light rail brings substantial passenger capacity and a strong, coherent shuttle function to the Mall that can replace and enhance the shuttle function of buses. The capital investment in light rail will allow TriMet to provide more efficient bus service, enabling service to be provided to locations off the Mall, consistent with "grid" service envisioned in the Central City Transportation Management Plan. Some of the primary elements, such as the cross-town service on Jefferson/Columbia will require passenger facilities and have parking impacts, while traffic streets of Market/Clay would no longer require bus facilities. Transit and auto circulation will be studied during Preliminary Engineering to evaluate impacts.

The Transit Concept Plan is proposed for either Option A (Left Side Platforms) or Option B (Right Side Platforms). Primary elements include: adding a light rail circulator the length of 5th/6th Avenues; rerouting some bus lines to transit streets of SW Columbia/Jefferson and Morrison/Yamhill (limited) and removing some or all buses from traffic streets of Market/Clay and Salmon/Washington; using the new SW Harrison Connector to provide access to South Waterfront; turning buses at Burnside instead of laying over at North Terminal; and rerouting some bus service to SW 10th/11th Avenues and Naito Parkway. Fewer buses will provide service on the Mall; however, overall transit service to downtown will improve.

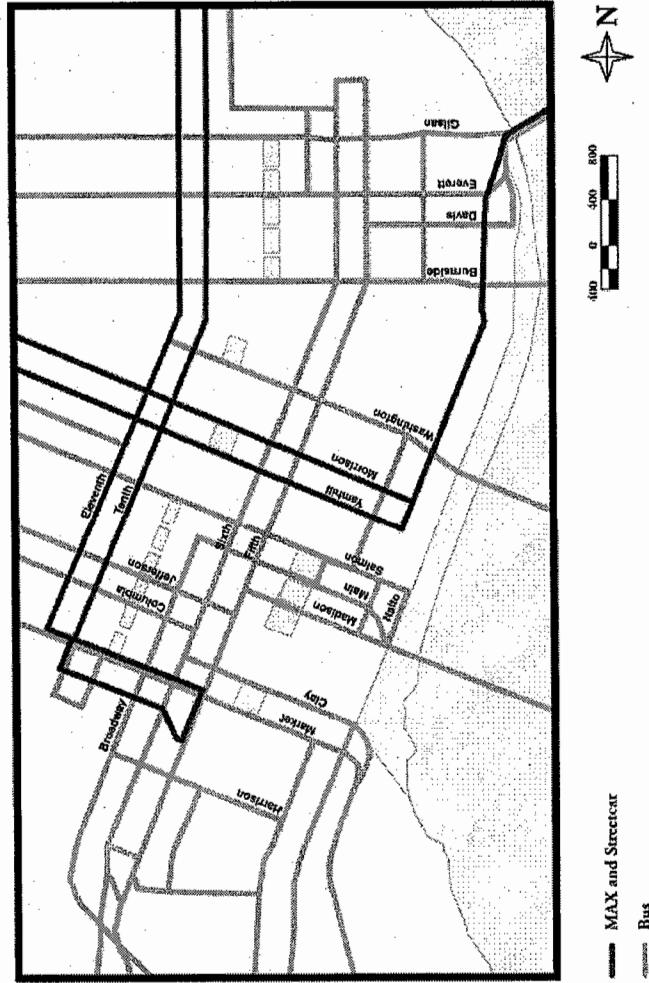
MALL BUS STOP LOCATIONS

South of Burnside:

Recommendation: Relocate bus stops to respond to light rail station placement.

If Option A (Left Side Platform) is selected: Locate two to four bus stops on the three to four blocks between light rail platforms. Bus stop spacing shifts from existing two-block spacing to a two to four-block spacing.

Figure 31: Diagram of existing transit system



19-21

Exhibit A

From: "Sandberg, DeeAnn" <SandberD@trimet.org>
 To: 'Renee Fellman' <renee@reneefellman.com>
 Cc: zalkowd@pdx.edu
 Subject: RE: TriMet CAC

Hello Renee,

Thanks for your email.

Just to clarify, I contacted Dan to get his opinion about a candidate for replacing Stan Lewis on the CAC for several reasons: 1) because he is a current member of our Citizens Advisory Committee and has a good perspective on the type of candidate we are looking for in terms of future membership 2) I knew Dan has been involved in the DNA for a while and could give me an objective opinion on how active the committee is and what the membership looked like and 3) Dan and I have worked together for the past three years and I consider him a friend and I trust his opinion.

Dan & I had agreed at the end of our conversation that you and he and I would chat after the November 15th DNA meeting about possible candidates - so I was in no way leaving you out of the discussion - merely contacting a current CAC member to help start the process as we have done in the past. I am happy to contact you directly from now on - I certainly meant no disrespect. If you'd like to wait until after the January DNA meeting to give us potential candidate names - that is not a problem. There will most likely not be a January CAC meeting, so we will need someone to join the CAC by our February 14th meeting.

We are interested in getting several names of potential candidates from you by the 20th of January so we can contact the candidates, answer any of their questions about the CAC, and make our decision about the new member. If we can make the determination by the end of January, then the new member will have two weeks to do some background reading to get some of the basics under their belt in time for the February meeting. We do not require a background/extensive experience in transportation/land use planning. We are more interested in a long term resident of downtown - preferably someone who lives on or nearby the current transit mall (5th and 6th avenues) and someone who will reach out to other residents and represent/update their constituency to the best of their ability. Our CAC Chair, Phil Kalberer will make the determination of who will get appointed to the committee.

Attached is a document that we circulated to the CAC members in the October meeting that speaks to the roles and responsibilities of the members.

Also, I want to give you our outline for the January DNA meeting. I am not sure how much information Stan has presented about the project to the DNA. I wrote the agenda assuming little prior knowledge - I can always change that assumption.

We are still testing bus route possibilities internally with our operations division and will be ready with a proposal for the public in time for our Spring open houses. We will then aggressively engage the public to get as much feedback as possible in the following months. If you'd like us to return to the DNA in, say April and give a specific bus presentation at that time - I'd be happy to work with you to make that happen. We are greatly constrained with our options for bus relocation during construction and that decision will need to be solid by the middle of next year. We will still have plenty of time to work with the community on the final bus service plan as that will not be rolled out until 2009.

Keep in mind that we are firming up decisions all the time. We have just begun the Final Design process which will take us from currently 30% design to 100% over the next year. Please be flexible - I wouldn't want an agenda written two months in advance to prevent us from sharing the newest information in the DNA meeting...even if it doesn't follow the agenda to the "t".

Thanks for your flexibility and let me know if you have any further questions.

Thank you,

H 1 of 1



Exhibit I

Home | Contact Us | Site Map

Search

Bus | MAX | Streetcar

Trip Planner

Maps & Schedules

Next Arrivals

TriMet Store

- Riding TriMet
- News & Info
- Business Center

- News Room
- Public Meetings
- Inside TriMet
- Improving Transit
- TriMet & the Environment
- School Tools

News & Info > News Room > News Room Archives 2004 > Portland Mall Open House on MAX options

Portland Mall Open House on MAX options

March 4, 2004

The Portland Mall Revitalization Project will hold an open house for the public to review options for adding MAX to the mall. Additionally, plans to revitalize the mall and enliven SW 5th and 6th Avenues between Union Station and Portland State University will be discussed.

The Tuesday, March 9, open house is in Room C of the Portland Building, 1120 SW 5th Ave, at two times:

- 12 p.m. to 1:30 p.m.
- 4:30 p.m. to 6:30 p.m.

MAX options for the mall have been narrowed to two:

- **Left-side platforms:** MAX platforms would be on the left side of the street in the North and Central Mall, with bus platforms on the right. Cars and trucks would turn off the mall, as they do today, at locations where extended sidewalks block vehicular access.
- **Right-side platforms:** Stations would be moved in the Central Mall to downtown "destination" blocks, such as adjacent to Pioneer Courthouse and the US Bank tower. Passengers for both buses and trains would board on the right side of the street along the entire alignment. This option would provide an opportunity for a through lane for non-transit traffic between Union Station and Portland State University.

The conceptual design phase of the Portland Mall project will conclude with the selection of a light rail station option and adoption of the plan, expected in May 2004. Pending project funding approvals, construction on the Portland Mall Project could begin in 2006 and open as early as 2009.

Send comments about this page to webmaster@trimet.org
© 2004 TriMet • 503-238-RIDE (7433) • [Legal Notices](#)

I 1 of 1