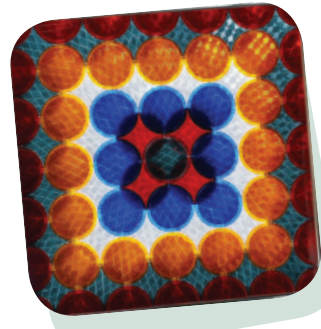


A commitment to public art

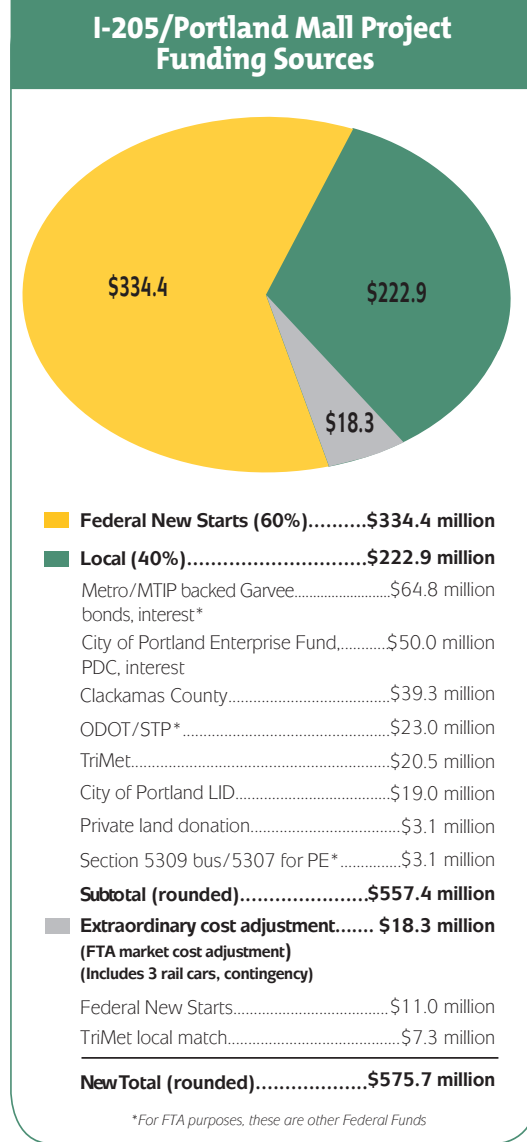
TriMet continued its commitment to public art with the I-205/Portland Mall MAX Light Rail Project, allocating approximately 1.5% of eligible project funds for the art program. Each segment of the program was guided by an art advisory committee comprised of artists, community members and technical staff.



Artist Richard C. Elliott created artwork using reflectors for the Clackamas Town Center Transit Center.

On the Portland Mall, the program built upon the existing sculpture in the heart of downtown. Artists were commissioned to develop pedestrian-scaled artwork for the historic North Mall and art expressing the theme of sustainability for the progressive university district in the South Mall.

For I-205, the committee selected seven artists to create a wayfinding sculpture at each of the eight light rail stations. The artists were directed to consider a unifying theme; “Signposts, Symbols and Settlement Stories,” that acknowledges the area history, responds to the present neighborhoods and considers the community’s future. Colorful, recycled glass tiles enliven the shelter columns and patterns in the brick pavers create a subtle rhythm at station platforms.



Timeline

- Final design.....Oct. 2005–Dec. 2006
- Portland Mall bus service relocated.....Jan. 2007
- Light rail construction began.....Feb. 2007
- Federal funding approval.....July 2007
- Bus service back on Mall May 24, 2009
- Service beginsSeptember 12, 2009

Stay up-to-date

Sign up for MAX Green Line email news and service alerts at trimet.org. You also can contact the project’s Community Affairs staff at 503-962-2150.

The I-205/Portland Mall Project is a partnership between:



For alternative formats

Contact us at:
 503-238-RIDE (7433)
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New MAX Green Line Expands Transit Options

TriMet and its partners are ready to open the new 8.3-mile I-205/Portland Mall Light Rail Project (MAX Green Line), expanding the popular regional light rail system into Clackamas County. MAX Green Line will connect Clackamas County, one of the region’s fastest growing areas, with Portland State University (PSU), the No. 1 destination in our transit system.

The expansion of light rail has been identified as a critical part of a growing transportation system needed to accommodate an expected one million new residents in the region by 2030.

The 8.3-mile light rail extension also is a critical element in the long-range transportation plan, positioning the region for future light rail to Milwaukie, Vancouver and the southwest. For more information on the transit plan, visit trimet.org/tip.

Expanding service

Studies predict the new MAX Green Line will be highly used by riders—approximately 46,500 daily boardings by 2025. Of those riders, 84 percent are expected to start and/or end their trips to destinations within the I-205 corridor.

To meet this demand, light rail service along I-205 will run every 15 minutes during peak weekday hours, while trains on the Portland Mall will arrive every six to eight minutes most hours of the day.



When MAX Green Line opens in September 2009, riders will be able to travel from Clackamas Town Center to Pioneer Courthouse Square in 39 minutes.

When MAX Green Line opens in September 2009, riders will be able to travel from Clackamas Town Center to Gateway in 15 minutes or reach Pioneer Courthouse Square in 39 minutes.

Efficient construction

The project’s light rail construction began in February 2007. On the Portland Mall, TriMet worked closely with its contractors to speed construction and ensure that customers always had access to businesses. Crews worked in three to four block segments for up to eight weeks, then moved to the next work zone to minimize construction impacts. TriMet also worked with downtown business leaders and the Portland Development Commission to enhance the long-term economic benefits of the Mall.

The construction of the I-205 segment took place largely along an existing transitway, lending itself to a design-build construction approach. This allowed the contractor to complete the design while the alignment was being built, making it faster and less expensive.

Expanding transit downtown

Bringing MAX to the Portland Mall will improve transit service downtown:

- Adding MAX to the Mall will dramatically increase transit capacity downtown without degrading travel times.
- For riders' safety and convenience, MAX stations and bus stops will be located on the right side of the street.
- Trains will loop the Mall, ensuring a train is always within sight during most of the day.
- Auto and bike access now extends the entire length of the Mall, with a left-side travel lane bordered by a rumble strip to ensure safe separation from transit service.
- Improvements to the Burnside intersections at 5th and 6th avenues enhance traffic flow on these two streets.
- New auto pull-outs on the west side of 6th Avenue between Alder and Washington streets and between Oak and Pine streets allow business delivery services and quick customer access.

Revitalizing the Portland Mall

In addition to expanding transit capacity downtown, the I-205/Portland Mall Light Rail Project provided an opportunity to help revitalize 5th and 6th avenues, which were showing their age with deteriorating facilities, growing maintenance costs and uninviting areas. The project enlivened the Mall for retail businesses, pedestrians, cyclists and autos by renovating the streetscape and adding amenities, art and upgraded shelters.

Mall bus service rerouted

To prepare for construction on the Mall, all bus traffic was diverted temporarily off 5th and 6th avenues. Bus service will return to the Mall May 24, 2009.

Bringing MAX to Clackamas County

Clackamas County is Oregon's third most populous county, and it continues to grow with communities such as Boring, Damascus, Happy Valley and Wilsonville leading this expansion. Residents are eager to access TriMet's high-capacity rail system. Extensive community input and support made light rail the preferred transportation option along the I-205 corridor.



The I-205 segment will have eight new stations and five Park & Ride lots providing more than 2,300 spaces. Station design and placement will enhance transit access by connecting MAX to bus service all along this corridor, including 10 bus lines at Clackamas Town Center. The line's design emphasizes rider and pedestrian safety.

SE Main St Station

- Located near Portland Adventist Medical Center
- 420 Park & Ride spaces

SE Division St Station

- Located south of Division
- Connections to the I-205 bike and pedestrian path

SE Powell Blvd Station

- Located south of Powell Boulevard to serve surrounding commercial districts, residential neighborhoods and Marshall High School
- 400 Park & Ride spaces

SE Holgate Blvd Station

- Located on the north side of Holgate Boulevard
- 120 Park & Ride spaces

Lents Town Center/SE Foster Rd Station

- Located between Foster Road and Ramona Street to serve the heart of downtown Lents revitalization efforts

SE Flavel St Station

- Located on the south side of Flavel Street

SE Fuller Rd Station

- Located between Johnson Creek Boulevard and Otty Road to compliment the North Clackamas County Urban Renewal District
- 630 Park & Ride spaces

Clackamas Town Center Station

- Designed to serve as an anchor for transit service by connecting MAX with 10 bus lines
- Convenient to future mall expansion and continued growth
- 750-space parking garage

