Send feedback to:

Rick Williams: rick.williams@bpmdev.com
TriMet Update

Operating Revenue Sources (FY08)*

- State/Federal Operating Grants: $60,439,790 (15.3%)
- Passenger Revenue: $80,815,246 (20.5%)
- Other Sources: $38,266,753 (9.7%)
- Payroll and other Taxes: $215,133,194 (54.5%)

*Audited financial data
Recent service cut announcements

• Must cut $13.5 million from budget

• On top of $4 million in cuts from December

• Proposal to eliminate 12 bus lines & reduce some MAX and bus service
  - Low-performing bus lines
  - Lower ridership MAX and bus trips
  - Alternate service nearby
Fareless Square (4 options to consider)

1. No changes
2. Limit to rail only
3. Adjust boundaries in Lloyd District
4. Institute $1 fare bus and MAX in Fareless
TriMet Update

3-Month Public Process

- Four Open Houses
- Three hearings
- Email: comments@trimet.org
- 503-238-RIDE (7433)
Federal stimulus package

• $49 million in federal stimulus dollars
• Infrastructure and capital projects only
• Contracts within 120 days/job creation
• Details @ trimet.org
Project Issue List

Project Issues

- Issues identified by local jurisdiction and community
- Public input needed
- Timely decision-making to maintain schedule, budget
- Not a complete list of all issues
- Tool to help project make timely decisions
- Updated to show approximate timeline
## Project Issue List

### Projected Time Frame to Address Issue

<table>
<thead>
<tr>
<th>Issue Description</th>
<th>Potential cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Early Preliminary Engineering</strong></td>
<td></td>
</tr>
<tr>
<td>Lincoln Harbor station location</td>
<td>$</td>
</tr>
<tr>
<td>Willamette Bridge vertical clearance</td>
<td>$ - $$$</td>
</tr>
<tr>
<td>SE 17th Ave station locations</td>
<td>($$)</td>
</tr>
<tr>
<td>Elevated or at-grade McLoughlin crossing</td>
<td>($$)</td>
</tr>
<tr>
<td>Park Ave Park and Ride configuration</td>
<td>($)</td>
</tr>
<tr>
<td>Willamette River bridge type</td>
<td>$$$</td>
</tr>
</tbody>
</table>
## Project Issue List

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<thead>
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<tr>
<td><strong>Middle of Preliminary Engineering (Target - prior to July 2009)</strong></td>
<td></td>
</tr>
<tr>
<td>Multi use (bike/ped) paths throughout alignment</td>
<td>$$</td>
</tr>
<tr>
<td>SW Moody Street elevation</td>
<td>($$$)</td>
</tr>
<tr>
<td>Project wide stormwater approach and treatment</td>
<td>$</td>
</tr>
<tr>
<td>Supplemental safety measure SE 8-12th Ave. (noise)</td>
<td>$$</td>
</tr>
<tr>
<td>SE Powell overpass assumptions</td>
<td>$$$</td>
</tr>
<tr>
<td>Alternative bike route to SE 17th</td>
<td>($)</td>
</tr>
<tr>
<td>SE 17th Ave streetscape and track treatment</td>
<td>$$</td>
</tr>
<tr>
<td>Environmental mitigation (type and locations)</td>
<td>$$</td>
</tr>
<tr>
<td>Streetcar scope in project (east and west)</td>
<td>$$</td>
</tr>
</tbody>
</table>
## Project Issue List

### Projected Time Frame to Address Issue

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<td><strong>Late Preliminary Engineering (Target - prior to November 2009)</strong></td>
<td></td>
</tr>
<tr>
<td>Oversized freight route - SE Water</td>
<td></td>
</tr>
<tr>
<td>Urban design elements in public ROW</td>
<td></td>
</tr>
<tr>
<td>Lake Road station urban design treatments</td>
<td>$</td>
</tr>
<tr>
<td>Milwaukie bus circulation</td>
<td></td>
</tr>
<tr>
<td>Tacoma Park and Ride size and traffic mitigation</td>
<td></td>
</tr>
<tr>
<td>Design treatment for Kellogg Creek bridge</td>
<td></td>
</tr>
</tbody>
</table>
West Segment - Willamette River Bridge

Vertical Clearance for Navigation
West Segment- Willamette River Bridge

Vertical Clearance for Navigation

**Question:**

What is the minimum clearance that the bridge should provide? 75’ has been assumed to date.
West Segment- Willamette River Bridge
Vertical Clearance for Navigation

**Issues to be balanced:**

1. Reasonability of impacts to river users—current and future
2. Cost
3. Usability of bridge for bikes, pedestrians, transit
4. Visual impact of bridge
5. Integration of project into landside
West Segment- Willamette River Bridge

Bicycle and Pedestrian Path Width
West Segment- Willamette River Bridge

Bicycle and Pedestrian Path Width

**Question:**

What is the width that the bridge should provide for each of the (2) paths? 12’ has been assumed to date.
West Segment- Willamette River Bridge

Bicycle and Pedestrian Path Width

Issues to be balanced:

1. Usability of bridge for bikes and pedestrians—opening day and future
2. Cost
3. Integration of project into landside
4. Environmental impacts
West Segment- Landside

Lincoln/Harbor Station Location
West Segment- Landside
Lincoln/Harbor Station

Question:
What is the optimum single station location between Sheridan Street and 5th Avenue that the Project can provide?
Issues to be balanced:

1. Station Access
2. Cost
3. Urban Design Impacts of Station
East Segment

17th Avenue Station Locations
East Segment

17th Avenue Station Locations

Question:

What is the optimum location for stations on 17th Avenue?
East Segment

17th Avenue Station Locations

Issues to be balanced:

1. Station Access
2. Cost
3. Right-of-Way/Property Impacts
4. Urban Design Impacts of Station
Outreach Meetings

- Hosford-Abernethy Neighborhood Development (HAND)
- Milwaukie Elks Lodge
- Brooklyn Action Corps
- Central Eastside Industrial Council (CEIC) Land Use Committee
- Sellwood-Moreland Improvement League (SMILE)
- Central Eastside Urban Renewal Advisory Committee (URAC)
- Creston Kenilworth Neighborhood Association
- South Waterfront 20/20 Committees
- North Macadam Urban Renewal Advisory Committee (URAC)
- North Clackamas Chamber
- TriMet’s Committee for Accessible Transportation (CAT)
- Portland Mall Management, Inc (PMMI)
Thank You