Information presented
- Project is evaluating options for addressing neighborhood concerns about bus stop at station entrance and other site challenges.
- Considerations include cost, customer service/ridership, LIFT accessibility, Quick Drop ("kiss & ride") access, keeping travel lanes clear, maintenance and emergency access, potential NEPA impacts and aesthetics.

General direction from the neighborhoods
- If there are any bus stops on the bridge, they should not block auto travel lanes.
- No specific preference on pier-to-pier versus abutment-to-abutment structure, as long as it keeps stopped buses out of auto travel lane and includes finishes that match existing.
- Design should minimize potential conflicts among buses, autos and cyclists.

Specific comments
- Don't read NEPA so restrictively. Park land can be impacted if mitigated.
- Build structure for pullout on north side where there would be fewer park impacts.
- Maintain historic aesthetic of the bridge.
- Functionality and safety are most important.
- Minimize bus-bike interactions.
- Don't have any bus stops on the bridge; use existing bus stops on east and west sides of bridge.
- Build pier-to-pier pullouts on both sides of the bridge to maintain symmetry.
- Need to plan for safe Quick Drop area. Concerns about motorists crossing bike lane on the bridge to drop off/pick up.
- In the 1990s planning process for bridge reconstruction, City of Portland said that a bus stop on bridge would require a pullout due to the crown of the road.
- There are already safety concerns with the vertical curve of the existing bridge.
- Data provided for queue lengths from bus dwell time seems incorrect.
• Other considerations for Quick Drop ("kiss & ride") area:
  o Lots of neighbors will use this for trips to/from PDX airport, with luggage
  o There should be space for a few cars to wait for people they're picking up
  o Adequate Quick Drop space would help minimize "park & ride" use of neighborhood streets
  o Quick Drop space should be away from bus stops on bridge
• Two "bump out" structures (one on each side of bridge) would be preferable:
  o Avoids curve at hump of bridge
  o More space allows room for error
  o Symmetry would be more aesthetically pleasing

Next steps
• Project will continue analysis of pullout options.
• Neighborhoods will advocate for pullout structure(s) as budget priority via Citizens Advisory Committee, writing letters.

Other topics noted for future discussion
• Concern about controlling platform environment; should be accessed via turnstiles.
• Concern about potential "park & ride" use of neighborhood streets.
• Concern about urban/modern aesthetic of station amenities shown in current renderings. Station should reflect historic architecture of neighborhood.
• Concern about bike/pedestrian/traffic impacts during construction. Bridge is vital link between neighborhoods.
<table>
<thead>
<tr>
<th>Potential option</th>
<th>Bus stop at station entrance?</th>
<th>Cost</th>
<th>Customer Service, Ridership, LIFT access</th>
<th>Quick Drop</th>
<th>Fire calls to Eastmoreland: travel lanes not blocked</th>
<th>Neighborhood traffic: travel lanes not blocked</th>
<th>Maintenance access</th>
<th>Emergency access</th>
<th>Potential NEPA impact</th>
<th>Aesthetics</th>
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</thead>
<tbody>
<tr>
<td>Long pullout (abutment-to-abutment)</td>
<td>EB + WB</td>
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<td>●</td>
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<td>Short pullout (pier-to-pier)</td>
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<tr>
<td>Maintenance/emergency access road + equipment closet at platform level</td>
<td>WB</td>
<td>●</td>
<td>●</td>
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<tr>
<td>Maintenance/emergency access road + equipment closet at platform level</td>
<td>None</td>
<td>●</td>
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<tr>
<td>Adjust existing lane striping</td>
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<td>NOT FEASIBLE</td>
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<tr>
<td>Fire signal at 27th with vehicle detection</td>
<td>EB + WB</td>
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<td>NOT FEASIBLE</td>
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</tbody>
</table>

2/2/2010
Westbound AM Peak hr queue lengths:

- Orange: With Max (lift) Dwell time of 65 s – 417 ft
- Green: With Avg. Dwell time of 17s – 208 ft
Abutment-to-Abutment

Extend existing abutment.
Match existing sidewalk and wall.

Existing edge of structure

Existing striping
Proposed striping

Proposed edge of structure

Construct new column

Extend existing abutment.
Match existing sidewalk and wall.

BYBEE STATION SITE PLAN
SCALE 1" = 20'-0"