

Exhibit C

Post Locally Preferred Alternative (LPA) Recommendations

The City Council requests that TriMet prepare a Conceptual Design Report, in collaboration with the Portland Office of Transportation (PDOT), to be reviewed by the Portland Design Commission, Planning Commission, Portland Development Commission (PDC) and City Council prior to the completion of the preliminary engineering phase of the project. The report should address and resolve the following issues and opportunities.

A. General Recommendations

1. Willamette River Crossing: Coordinate with TriMet's bridge study to determine a bridge option that meets habitat, Willamette Greenway and navigational needs and is of high aesthetic value.
 - a. Provide access for pedestrians and bicycles with a minimum width of 20 feet if travel in both directions is combined onto one side of the bridge.
 - b. Coordinate with PDOT, the Bureau of Planning, PDC, the Bureau of Environmental Services and the Bureau of Parks and Recreation, on the bridge design and associated impacts to the Willamette Greenway, water quality and wildlife habitat and mitigation of associated impacts. Use the Streamline Permit Process for preliminary bridge design and permit uses.
 - c. Include the Portland Design Commission in reviewing and advising on the bridge design.
 - d. Report findings to City Council.
2. Station Development Strategies: Coordinate with the City of Portland to develop comprehensive station development strategies for stations located in the City of Portland and coordinate with the Portland Plan and Central Portland Plan.
 - a. Continue to partner with OHSU, PSU, and OMSI to develop a Science-Technology Corridor.
 - b. Coordinate with the Portland Development Commission's development activities along the alignment.
 - c. Evaluate station locations to optimize ridership and provide for spacing, access and future redevelopment.
 - d. Develop a public planning process for station area plans and development strategies for the stations along SE 17th Avenue and SE McLoughlin Boulevard.
3. Conceptual Bus Routing Plan: Undertake a conceptual bus plan to evaluate community transit service needs, minimizing overlapping bus routes by examining new cross town bus service between southeast Portland and southwest Portland, and north Portland and northeast Portland.
 - a. Bus Plan should define bus routes serving the recommended Willamette River Transit Bridge, and should insure adequate bus service to the South Portland area.
 - b. Consider new crosstown bus service options for the Bybee Station and Holgate Station.
 - c. Coordinate transit service with the Portland Streetcar Loop.
 - d. Prepare a comprehensive bus routing plan to address the bus service needs for the original South/North Corridor prior to opening of the line.

4. Work Force Plan: Work collaboratively to support TriMet's and PDC's work force diversity goals to foster apprenticeship training, maximize training opportunities and increase recruitment and retention of women and minorities involved with the construction of the project.
5. Property Impacts: Work with TriMet to minimize impacts to existing businesses and properties along the corridor as a result of the alignment.
 - a. Consider future economic viability of sites in designing alignment and stations.
 - b. Minimize right-of-way acquisitions.
 - c. Minimize loss of on-street parking.
 - d. Minimize loss of access to properties.
 - e. Encourage TriMet to partner with the Portland Development Commission to develop a business relocation strategy for businesses displaced by this project, with a priority for relocation within the immediate community and then the City of Portland as the next priority.
6. Bicycle and Pedestrian access: Provide adequate pedestrian and bicycle access to the stations and neighborhoods. Integrate stations to the adjacent areas by providing direct access, adequate sidewalks, lighting, signage, street crossings, public art and place-specific station design.
 - a. Provide ample, safe and convenient bicycle parking at stations.
 - b. Continue working with TriMet to resolve bicycle conflicts along the alignment and improve the bicycle network.
 - c. Explore the opportunity for multi-use paths along the alignment as part of right-of-way acquisitions, particularly in the segment between SE 11th Avenue and SE Sherman Street, and in the SE McLoughlin Boulevard corridor.
7. Natural Habitat: Provide for stormwater control and water quality treatment consistent with the Portland Stormwater Manual.

B. Station Recommendations

1. Station Locations: Perform additional public outreach and technical analysis to optimize location for the stations. Consider spacing, local access, efficient transit operation, cost and future redevelopment potential. Provide the results in the Conceptual Design Report.
 - a. Lincoln/Harbor Stations
 - i. Evaluate how to provide access to the regional transit system in the South Auditorium and RiverPlace areas to meet Central City transit commute mode split goals.
 - ii. Consider reducing the size of the light rail structure by eliminating the bus lanes.
 - iii. Evaluate the opportunities to optimize station location and integrate the station with adjacent vacant development parcels.
 - iv. Address capital costs and other trade-offs.
 - v. Compare results of a single station to two stations.
 - b. Southeast Stations
 - i. Optimize the station locations between the OMSI and Harold stations.

2. Specific Stations

a. SW Lincoln Street/RiverPlace Station Area

- i. Create a streetscape plan for the reconstruction of SW Lincoln Street that addresses street trees, lighting, bicycle facilities and standard width (12-foot) sidewalks.
- ii. Address multimodal circulation conflicts, specifically bicycle and pedestrian movements, at the 5th Avenue tie-in of South Corridor Phase II with Transit Mall light rail.
- iii. Consider utilizing an off-street multiuse path adjacent to I-405 as an alternative to bike lanes on SW Lincoln Street.
- iv. Coordinate station design with PDC development plans for the adjacent properties.
- v. Consult with PDC and Design Commission on design of elevated structure between Naito and Sheridan to ensure that the alignment preserves the aesthetic qualities of the Harbor Drive gateway and enhances pedestrian connections in the area.

b. South Waterfront Station

- i. Support the recommendations of the Willamette River Light Rail Crossing Partnership Committee.
- ii. Work with the City of Portland to coordinate with the development plans for the OHSU Schnitzer Campus and Zidell (ZRZ) properties, the LRT and the Streetcar Loop to specifically address any increase in the base elevation, including phasing, transitions, and cost-sharing/funding strategy.
- iii. Coordinate with the City of Portland to amend the South Waterfront Street Plan to reflect the recommended light rail and streetcar alignments.
- iv. Coordinate with the City of Portland to amend the South Waterfront Willamette Greenway Plan to reflect the recommended light rail alignment and design modifications to accommodate the light rail project while preserving the overall goals of the Plan, including pedestrian and bicycle connections to the Willamette Greenway.
- v. Coordinate with the Portland Office of Transportation and ODOT on the light rail guideway design to incorporate the future I-5 northbound off-ramp at SW Sheridan Street.

c. OMSI Station

- i. Coordinate with the City of Portland to address light rail project impacts on the Willamette Greenway, including pedestrian and bicycle connections between the bridge and station to the Willamette Greenway and impacts of the bridge structure over the Greenway.
- ii. Coordinate the station design with the adjacent property owners (OMSI and Portland Opera).
- iii. Allow for a future connection to the Eastside Loop streetcar.
- iv. Ensure adequate access routes to provide for oversized freight loads.
- v. Optimize the number of economically viable parcels resulting from acquisitions for the project.
- vi. Coordinate the development of OMSI Master Plan with the LRT Project, the Central Portland Plan, PDC's URA plan, and access and circulation needs of the district, including the proposed realignment of SE Water Avenue.

- vii. Develop a Central Eastside/Southern Triangle Circulation Plan as part the Milwaukie LRT Project. Continue to evaluate the proposed signal on SE Powell/ SE 8th Avenue for bus access and circulation as well as consider truck access as part of this recommended signal.
 - viii. Examine access and circulation needs for the Central Eastside area and for potential redevelopment adjacent to light rail stations.
- d. Clinton Station
- i. Optimize the station location based on an analysis of connectivity and redevelopment potential.
 - ii. Maintain a convenient east-west connection from SE Clinton Street bike boulevard to the west side of SE Milwaukie Avenue.
 - iii. Analyze the feasibility, design and placing of a pedestrian/bike bridge over railroad tracks.
 - iv. Analyze impacts and best location for third light rail track.
- e. Rhine and Holgate Stations
- i. Conduct a feasibility study of the bicycle facility alternatives between 11th Avenue/Division Street and 17th Avenue/McLoughlin Boulevard, including improved north/south connections across Powell Boulevard.
 - ii. Ensure adequate access and freight truck turning movements from SE Holgate Boulevard to SE 17th Avenue.
 - iii. Analyze the feasibility, design and placing of a pedestrian/bike bridge over railroad tracks.
- f. Harold Station
- i. Define specific project finance, ridership, and land use performance measures that would trigger this future light rail station.
 - ii. Analyze the structural and financing requirements to provide an east-west pedestrian connection along SE Reedway Street from Reed College to Westmoreland.
- g. Bybee Station
- i. Coordinate with the Bureau of Environmental Services on the water quality and habitat impacts and mitigation of associated impacts of the Crystal Springs stream crossing.
 - ii. Enhance safety and security of the station design, including creating opportunities for active uses integrated into the station.
- h. Tacoma Station
- i. Coordinate with the Bureau of Environmental Services on the water quality and habitat impacts and mitigation of associated impacts of the Johnson Creek stream crossing.
 - ii. Coordinate with the Bureau of Environmental Services on the impacts to the existing Combined Sewer Overflow line.
 - iii. Analyze the transportation system impacts, including impacts to the SE 17th Avenue/Tacoma Street intersection, of increasing the number of park and ride spaces to 1,250.
 - iv. Explore opportunities for redevelopment of the site, in addition to the park-and-ride structure, and joint development opportunities with adjacent properties.