



PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

Bybee Station Meeting Notes
November 9, 2009
Eastmoreland Golf Course

INFORMATION PRESENTED

- The region has agreed on a light rail project that includes an at-grade station under the Bybee Bridge, accessible by stair/elevator from bridge sidewalk.
- The Bybee station is primarily a neighborhood station. Projected ridership is at least 90% via walk/bike to the station, up to 10% via bus transfer.
- Station(s) to the north are also neighborhood stations with mostly bike/walk ridership (Harold future station; Holgate)
- Two stations to the south have 1,000-space Park & Ride garages (Tacoma; Park Ave)
- Bridge level station entrance would include shelter, seating, bike parking, telephone, Transit Tracker, lighting, security cameras, ticket vending machine (TVM)
- Ground level platform would include shelter similar to those on Yellow and Green lines, bike parking, telephone, Transit Tracker, lighting, security cameras
- Bike facilities would include "bike gutter" for walking bikes down stairs. Station would have a total of 53 bike parking spaces, 37 of which would be in covered, secured areas
- Safety and security are high priorities. Features include 6-foot fence on both sides of trackway, clear sight lines, lighting, security cameras, telephones, fare required on platform, Transit Tracker information on upper level (to allow waiting above)

- Ideal location for Line 19 bus stops would be directly at station entrance (for ease of transfer).
 - Westbound stop: current design locates stop at station entrance in bike/travel lane.
 - Eastbound stop: current design locates stop(s) on both sides of bridge. Fire Department in Westmoreland, which serves Eastmoreland, was not comfortable with potential delay from stopped bus at station entrance in bike/travel lane
 - Planning for the 2004 Bybee Bridge reconstruction included discussion about including pullouts for bus stops to serve future light rail; however, they were not included in that project due to cost combined with lack of certainty about future light rail station locations.
 - Light rail project staff believe that adding pullouts is not cost effective, based on the traffic volumes, speeds and projected bus ridership to this station. Amount of traffic delay from stopped bus would be substantially less than traffic currently stops for signal at Bybee & 23rd.
- Project staff will take comments, questions and suggestions from this meeting, assemble more detailed information, and continue conversation with neighborhoods.

DISCUSSION

Comments

- Bus riders from the east side do get a bus stop at the station entrance, but riders from the west side would have to walk up the bridge to the station entrance.
- There wasn't enough public process about bus stop locations
- Don't want bus stop in travel lane – would create traffic delay
- Do want bus stop in travel lane – would help slow down auto traffic for bicyclists, pedestrians
- Bus stop in travel lane is better for riders but not for neighborhood
- Buses stop in travel lanes throughout the city
- Concern about conflicts among users – bikes would move to sidewalk to pass stopped bus
- It's difficult to cross Bybee at 27th, will need a signal in ten years

- It's difficult to turn onto Bybee during peak hours
- Security cameras are not effective unless all are monitored at all times

Questions

- Is it safer to have bus stops in pullouts or in travel lanes?
- How wide are the sidewalks on Bybee Bridge?
- How wide is street on Bybee Bridge (curb to curb)?
- How long do buses stop at bus stops?
- Can a traffic signal be installed on the east side of the bridge to hold traffic when a fire truck needs to pass a bus?
- Can parallel parking be added to the bridge?
- How will emergency vehicles serve the station?
- Will Transit Tracker arrival times be provided for both bus and light rail?
- How are traffic and ridership models created?
- Can the station include amenities like a coffee shop?
- How can we prevent light rail riders from parking on neighborhood streets or in the golf course parking lot?
- Will the trees on McLoughlin be affected?
- What is the project doing about noise?
- What is the cost of the overall project compared to the cost of bus pullouts?
- How long will bridge be closed for construction?
- How will the changes proposed for Johnson Creek Boulevard affect traffic on Crystal Springs Boulevard?