



**Citizens Advisory Committee
February 18, 2010
Carvlin Hall, St. Philip Neri Parish
2408 SE 16th Avenue**

Meeting Notes

PMLR CAC Members Present:

Barbara Andersen, Oak Grove
David Aschenbrenner, Hector Campbell Neighborhood
Lina Bensel, Member-at-Large, Independent Living Resources Center
Ray Bryan, Historic Milwaukie Neighborhood
Paul Carlson, Oregon Museum of Science & Industry (OMSI)
Valerie Chapman, Oak Grove
Debbie Cronk, South Waterfront Neighborhood
David Edwards, Oak Grove
Neil Hankerson, Dark Horse Comics
Greg Hemer, Milwaukie Lumber
Michole Jensen, Ardenwald-Johnson Creek Neighborhood
Erin Kelley, Bicycle & Pedestrian Advocate
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)
Teresa Pucik, Sellwood-Moreland Neighborhood (SMILE)
Lance Lindahl, Brooklyn Neighborhood (BAC)
Eric Miller, Island Station Neighborhood
Dan Packard, Eastmoreland Neighborhood
Susan Pearce, Hosford-Abernethy Neighborhood (HAND)
Jeff Reaves, Central Eastside Industrial Council (CEIC)
Henry Schmidt, Oak Lodge Community Council
Dee Walsh, Member-at-Large, Reach CDC
Dan Zalkow, Portland - Portland State University (PSU)

PMLR CAC Members Absent:

Rick Williams – CHAIR, Lloyd District Transportation Management Association
Ken Love, South Portland Neighborhood
Valeria Ramirez, Portland Opera

David Edwards, filling in for absent chair Rick Williams, opened the meeting by introducing and welcoming three new members: Arnold Panitch, the new representative for the TriMet Committee on Accessible Transportation (CAT), Erin Kelley, Bicycle & Pedestrian Advocate, and Teresa Pucik, replacing Reid Kells, for the SMILE neighborhood. He also noted that Lina Bensel, formerly the representative for CAT, will stay on as a member-at-large.

Budget update, presented by Dave Unsworth, TriMet Senior Project Development Manager

Dave referred members to the cost reduction list included in the information packet. TriMet staff produced a cost estimate based on the 25 percent plans. The first estimate was higher than budget, so all project partners were tasked with identifying potential scope reductions, with a target of cutting \$40 million (year of expenditure dollars).

Dave discussed the guiding principles used to evaluate potential reductions, including low to moderate impact on project quality, function and performance; ease of implementation with nominal impact to design and construction schedule; and ability to add back later with minimal impact to the transportation system or the traveling public. Elements were classified in one of three categories: defer (with hope to add back later when contingency is available), cut or reduce scope.

Dave discussed the potential scope reductions:

- Willamette River Bridge: surface to delineate bikes/peds. Defer cost of more expensive texture or color treatment. Use simple striping or emblems.
- Willamette River Bridge: railings, stainless steel vs. base material. Defer cost of stainless steel by substituting less costly material.
- Willamette River Bridge: aesthetic lighting. Defer until we get better information. We did receive a lot of input from the Willamette Light Brigade and Mayor Katz about the importance of night lighting on the bridge.
- Willamette River Bridge: white concrete. Defer. Bridge architect Don MacDonald recommended white Portland cement for its aesthetic appeal. We will ask the contractor, during the design-build process, to provide a price for both white and standard cement.
- Streetcar close-the-loop facilities within LRT alignment: reduce scope. The Portland Streetcar Loop Project envisions connecting the streetcar from the South Waterfront to its planned eastside terminus at OMSI. Funding for “closing the loop” has not been part of this project. However, it makes economic sense to build in certain facilities during bridge construction. We have identified about \$7.5 million in work but we think we can reduce that.
- Clinton and Rhine station pedestrian over-crossings: reduce scope. We believe there are opportunities to save money, such as substituting elevators in place of long ramps.
- Bybee Bridge pullout (pier-to-pier vs. abutment-to-abutment): reduce scope. We heard very strongly from the Eastmoreland and Westmoreland neighborhoods that buses serving the station should pull out of traffic. That put the bus stop a lengthy walk down the hill. We figured out a way to create pullouts for buses at both station entrances but save \$2.2 million from an earlier estimate.
- McLoughlin sidewalks (north side) additional width between S.E. Harold and S.E. 7th Avenue: Cut. Existing sidewalk will remain, but will not be widened to function as

multi-use path.

- Tacoma Station: new stairs to Springwater Corridor: defer. The ramp would remain. Slightly longer walk for cyclists and pedestrians who use stairs.
- Park Avenue Park & Ride (P&R): 200 spaces/top floor and 200 spaces/next floor (allow for future): cut. We've proposed reducing the number of parking spaces from 1,000 to 600. There are a major traffic and right-of-way impacts associated with a 1,000-space facility. If, in the future, light rail were extended to Oregon City, a large Park & Ride facility at Park Avenue may not make as much sense. Also, there have been some questions about the accuracy of our forecasting model with respect to Park & Ride demand. We are not seeing as many park-and-riders on the Green Line, for example, as forecasted.
- Tacoma Park & Ride (P&R): 200 spaces/top floor (allow for future): cut. We have proposed reducing the number of parking spaces from 1,000 to 800. As with Park Avenue, we want to allow for future expansion. We are trying to balance neighborhood concerns, ridership projections and budget.
- Park Avenue P&R: traffic mitigation/ROW 600 vs. 1,000 spaces: cut. By reducing the number of parking spaces, we reduce the traffic impacts and right-of-way required for mitigation.

Questions

Valerie Chapman: I am concerned with the aesthetic of the parking structure before it is expanded. What will it look like in the interim?

Dave Unsworth: If we did decide to add floors, it would probably require another environmental assessment. It would be in consultation with the county and city. And we would probably look at the need for traffic mitigation. It's a good question: how to make sure it's done in a way that is aesthetically pleasing.

Henry Schmidt: Do we expand the Park & Ride facilities later, at extra cost, or do we limit the size of the facility from the beginning? Is 600 spaces adequate?

Dave Unsworth: I don't think we'll fill those facilities to capacity in three years. But if that happens, we'll look for the right way to respond.

Henry Schmidt: Oak Grove is happy the parking garage got smaller.

Jeff Reaves: I always thought TriMet didn't like Park & Rides. Why do we have these two?

Dave Unsworth: We generally put Park & Rides at the terminus and at traffic confluences. Most of our Park & Rides are located as far out as possible. The farther out you get, there are fewer pedestrian amenities and transit options. We want people on the outskirts to have access to transit too. We need to provide a realistic way for them to get on the train. Park and ride lots provide this access.

Jeff Reaves: How full are the Park & Rides on the Green Line?

Dave Unsworth: Clackamas Town Center, Holgate and Main Street are doing well. Powell is not performing well, partly due to access issues. All travel is down now, bicycle, bus and auto, due to the economy. We expect we'll see them fill more as the economy improves.

Jeff Reaves: I would suggest further cuts in the Park & Rides. Use surface lots and plan for a future garage.

Dave Unsworth: We've looked at that. You can't fit much on surface lots.

Michole Jensen: Will the reduction in size of the Park & Rides affect our federal matching funds?

Dave Unsworth: No.

Dave continued with his presentation on budget scope reductions:

- Park Ave. Park & Ride: pedestrian overpass. Defer.
- Second shelters at new stations: Defer. Each station would have one shelter.
- Second shelters at Mall stations on SW 5th Ave: Defer. Fifth Avenue stations currently have only one shelter because there most riders are exiting trains, rather than waiting. When Portland-Milwaukie light rail service begins, more riders will wait at 5th Ave stations.
- Stations at SW 5th/6th and Jackson (PSU TOD). Reduce scope.
- Bureau of Environmental Services large pipes: Reduce scope; find a creative solution.
- LRT vehicles: Defer up-front purchase of one light rail car.

Dave concluded his presentation, reiterating that the project partners have identified \$40 million of savings. That is enough to get us within our budget. That's good news. This will result in a project from PSU to Park Avenue. Our next steps: finalizing the 30 percent drawings and updating costs. On March 31, we will be sending a stack of documents to our federal partners to ask for permission to enter Final Design.

Questions

Paul Carlson: The City of Portland had applied for federal stimulus money for TIGER grants and was only partly successful. How does that impact the budget?

Dave Unsworth: The city applied for \$38 million and received \$23 million. This affects the rebuilding of Southwest Moody Avenue with the two-way streetcar as well as some plans for Southeast Water Avenue. Plan B is to apply for an urban circulator grant for both segments. The City of Portland is also looking to reduce the size and scope of Southwest Moody Avenue to meet the lowered budget. Visit pdxinnovation.com for

more background on this site.

Paul Carlson: The issue is that development potential is greatly impacted if Water Avenue is not moved.

Conceptual Design Report, presented by Dave Unsworth, TriMet Senior Project Development Manager

Dave referred to the Conceptual Design Report, provided to each committee member and available the project website. This document marks the beginning of the urban design effort. It starts painting our alignment in color, communicating to the public the urban design vision for these stations and other important structures. The document also reports on some of the public process and conversations held so far with the committee and the community.

Dave provided a high-level look at the report sections:

- The alignment is divided into segments: Innovation Quadrant (Lincoln, Southwest Waterfront and OMSI stations), Neighborhood/Employment (Clinton, Rhine and Holgate stations), Neighborhood/Recreation (Harold, Bybee, and Tacoma stations), Downtown Milwaukie stations, and Green Gateway (Park Avenue Station).
 - The report provides an overview of each segment, followed by an analysis of opportunities and constraints. He discussed some specific examples in each of the segments, noting that the analysis tries to get down to the street level to explain issues and opportunities leading to Final Design. For each area, staff will look at “connecting the dots,” trying to tie together amenities for pedestrians, bicyclists, transit, automobiles, schools, businesses, the natural environment, etc.
 - At the Open Houses on February 22 and 25, we will share these images and start to see if we have the vision right.
 - The Conceptual Design Report is a way of talking with the community about how we think the design should move forward. Dave noted that it’s not supposed to be the final answer, just the start of the discussion. This is a first step in talking about urban design.
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Final Environmental Impact Statement update was postponed due to illness and will be presented next month.

Updates from recent community meetings, presented by Jennifer Koozer, TriMet Community Affairs Representative

Bybee Station and bus stops

After meeting with representatives from the Eastmoreland, SMILE and Reed

neighborhoods, we have developed an option for building a less-expensive structure adjacent to the Bybee Bridge. The structure allows buses in both directions to stop at the station entrance but out of the auto lanes, allowing motorists and emergency vehicles to pass. The buses would still be in bike lanes when they pull over, but this is not uncommon.

"Triggers" for Future Harold Station

We met with leaders from the Eastmoreland, SMILE and Reed neighborhoods to discuss the future station at Harold Street. We discussed conditions that need to be in place. It was a good discussion but not as cut-and-dried as some would have hoped. There was some frustration that there isn't a specific number, such as ridership, to automatically trigger construction. The potential conditions include investment by a major institution and more intense employment on the east side of McLoughlin Boulevard. The project team leaders will confirm and document the discussion in a future version of the CDR.

Questions

Jeff Reaves: On the Bybee Station, is the thought to add a ramp on one side or other of the bridge?

Jennifer Koozer: No. It's a structure adjacent to and connected with the existing bridge at the station entrance. We will then adjust the lane striping on the existing bridge to allow buses to pull out of the travel lanes at both station entrances. It adds a lane to the middle of the bridge on the south side – not abutment to abutment.

David Aschenbrenner: Can you explain the Harold Street elevation?

Dave Unsworth: We are operating adjacent to the Union Pacific (UP) tracks on much of the alignment. This means we are buying some property from UP. At SE Harold, we used a sophisticated traffic modeling tool to demonstrate that the McLoughlin/Harold intersection would continue to function safely with the addition of light rail. However, UP had a different view and they are unwilling to sell us property if we didn't elevate light rail over Harold Street. So, we now plan to go up and over SE Harold Street with a grade-separated intersection. This was not our first choice, and it has significant budget impacts, but it may be a safer choice for all the trucks going through there.

So what does this mean for the future Harold Street Station? We need to ensure that the future pedestrian/bike path over the tracks and McLoughlin is designed to allow access to the station. Cost for grade separating the intersection will probably be \$7-8 million. We saw this coming in December and included it in our 25 percent cost estimate, although it wasn't in the 25 percent drawings. It will be in our 30 percent drawings (along with the additional structure at Bybee, reductions in parking spaces at the Park & Ride facilities, etc.)

Jennifer Koozer: Please note that the Conceptual Design Report is a snapshot in time, representing the design as of about three weeks ago. There are some elements, like bus access at Bybee, that are already outdated.

Tacoma Park & Ride traffic mitigation

Claudia Steinberg, TriMet Community Affairs Manager presented an update on the prior week's meeting on Tacoma and Johnson Creek Boulevard traffic issues. The meeting was well-attended, with about five CAC members and 50 neighbors, mostly who live along Johnson Creek Boulevard. The goal of the meeting was to discuss mitigation for traffic generated by the Park & Ride. This was the third meeting. Since the last meeting on October 26, we got new information that confirms a traffic signal at 32nd Ave is necessary. Without this mitigation at 32nd, year 2030 traffic volumes would spill back onto McLoughlin, which is a serious safety concern for ODOT.

Balancing safety concerns and the neighborhood's interest in slow speeds, the traffic engineer recommends:

- Traffic signal at 32nd Ave
- The stop signs at 36th Ave could stay in place, as requested by the neighborhood.
- A traffic signal at 42nd is also recommended, but is ultimately up to the City of Milwaukie.

There are a lot of feelings in the neighborhood for this whole issue. There was some anger by the residents that we didn't have some information from prior meetings. We apologized and agreed to mail hard copies of that information, which has been on the project web site for a few months. We promised to have notes and answers in hard copy at the February 25 Open House in Milwaukie.

We've reduced some of the traffic impacts by reducing the size of the garage from 1,000 to 800 spaces. We also shared that ODOT has agreed to create an add-drop lane at the Tacoma access to/from southbound McLoughlin. This will help with current safety concerns raised by the neighborhoods, and help minimize queuing by autos leaving the parking garage. The cities of Milwaukie and Portland also agreed to continue talking about traffic calming during Final Design.

Questions

Arnold Panitch: I was distressed at the Johnson Creek Boulevard meeting at the lack of courtesy afforded to TriMet staff. I also hope this committee works with TriMet to improve bus service on Tacoma and Johnson Creek Boulevard. If you can get people to leave their cars at home, they won't need the Park & Ride. I never hear about bus connectivity at these meetings.

Claudia Steinberg: As we get further along, we will have conversations about bus connectivity to all the stations.

Claudia then highlighted future public meetings. This includes Open Houses next week. Metro will have information on the Final Environmental Impact Statement, including some visual simulations. Also we're out doing meetings and presentations on the Conceptual Design Report. Claudia asked members to encourage neighbors to attend the open houses.

Roundtable

Debbie Cronk: DeeAnn Sandberg is coming to our South Portland Neighborhood Association meeting. I'll be reminding neighbors that this is a big deal. I think people are starting to realize this.

Teri Pucik: I'm very happy to see inclusion of bus pullouts for Bybee. That's very important to the neighborhood. It was a make-or-break, non-negotiable item, especially for the businesses that were hurt by the construction of the bridge. I will be watching closely to make sure that continues to be supported. I was also at the meeting at Ardenwald School, and I disagree with Arnie. I think the neighbors were showing frustration with staff. They weren't given the information they were promised. An 800-car garage will have a huge impact on the neighborhood. It's not just Ardenwald but also Sellwood. A lot more work needs to be done on that section of the project.

Susan Pearce: At this month's meeting of HAND, we looked at the current plans to move the 16th Ave pedestrian overcrossing to 14th Ave. We believe there may be advantages to keeping it at 16th Ave. But we were told the decision is pretty much made. Will we have an opportunity to look at this again?

Dave Unsworth: The FEIS has been modified to include both locations as options. There is some additional analysis needed to look at both the location and the type of crossing. To reduce costs, we will look at the option of an elevator in lieu of a ramp. We think there are ways to both save money and reduce impacts. There will be more discussion about both location and type of overcrossing in the coming months.

Lance Lindahl: I still have concerns about reducing the size of the Park & Rides. More people are parking and riding on my street. I hope more attention is put on it, especially at Clinton Street station. Also, I liked Arnold's points about bus service.

Ray Bryan: I have the exact same concern. I hope 600 spaces at Park Avenue is enough. I don't want my neighborhood filled with cars.

Michole Jensen: We had a good meeting about Johnson Creek Boulevard traffic. The neighborhood has a long history of people feeling they've been bowled over. It's not going to get better but things are working their way through.

Arnold Panitch: One of my mandates is to advocate for seniors and people with disabilities. I'm very disappointed you're not connecting the aerial tram to this project.

It's too far to roll a wheelchair or walk with a cane from the South Waterfront station to the tram. I wish somehow you could start connecting existing infrastructure in South Waterfront with this project. I'm new on the committee, but I'm upset you're not considering traffic from the tram.

Dan Packard: We have concerns with the Bybee Bridge. It now looks like there will be a bus pull-out, but we would like the pull-outs to be balanced on both sides of the bridge for buses and quick-drops with cars. We also wanted to make sure the station reflects historic architecture of the neighborhood and the bridge. Our other concern, on the cost reduction: What was the original amount set aside for the bridge and pull-outs?

Dave Unsworth: Let's discuss further.

Claudia Steinberg: There will be a whole new round of outreach with our architect about station design and urban design.

Dan Packard: The other concern is lack of shelters at stations. Also, on the Tacoma Street station, we need to have east-west bus service to that station. We're concerned about cutting out pedestrian and bike access to the station from the east side of the Springwater Trail. It's important to accommodate pedestrians and bikes as well as we can to reduce single-occupancy vehicle access to that station.

Dave Unsworth: I couldn't agree more. The bike path is an ADA ramp on both sides. We're trying to make sure we connect the dots to ensure bus access to the stations is convenient.

Valerie Chapman: While this group has had an opportunity to discuss many issues thoroughly, I feel frustrated at the speed of the decision to reduce the size of the Park Ave Park & Ride. Last month was the first we heard about it, and then a week ago it was in the newspaper. I don't want the worst of both: a parking structure and parking in neighborhood. I feel there was some kind of loss in the loop of conversation here. I agree with Henry Schmidt that it almost feels better to say, if it's 600 spaces, we plan for it and we make it look like a finished project rather than designing it to be added on to, and if you don't add on to it, you're stuck.

Barbara Andersen: I share Valerie's frustration, having had the topic broached and people here indicating 600 spaces is too small, and then reading in the paper that that decision had been made. I felt unheard. I continue to think 600 spaces is not appropriate. We're collecting from a huge geographical distance. We're trying not to have those cars go through downtown Milwaukie. We're going to fill the structure up, if not right away. It seems we're shoving the problem down into the future. I'd like to hear we're looking into buying some of the Elks property so we can spread this thing out and get additional parking eventually.

Greg Hemer: The SMILE neighborhood was completely ignored in this process. I believe the people who use the Clinton, Rhine, and such, stations will include more

bicyclists than those using the Park Avenue Station. You put 112 bike spaces at Park Avenue, but only 28, 36, etc., in more bike-friendly communities. Also, I didn't know the Bybee Bridge was strong enough to have something stuck up next to it.

Dave Unsworth: It's a separate structure with its own piers.

Greg Hemer: OK. Also want to mention that Claudia Steinberg came to my business last week. She and staff did an excellent job of listening to our concerns and needs and talking things over. I encourage you to invite them.

Dee Walsh: I live near OHSU, where many people park on our streets. We put in a parking permit program about 10 years ago. It made a huge difference and is simple to do. That is an extra safety step.

Jeff Reaves: Pedestrian bridges need to be considered within the context of an urban planning solution. A good example can now be seen in Vancouver (Washington). It's more of a linear park rather than an overpass. This should be something for the neighborhood to promote. It would help tie the Brooklyn neighborhood over to Powell Park and the Fred Meyer headquarters, and the same thing over on SE 14th Ave near the Clinton Station. It's much more than an engineered solution. It would be a benefit to getting ridership to the station and also to tie neighborhoods back together.

Public Comment

Damian Rothermel: Is McLoughlin Boulevard going to be widened? I have concerns about noise. Will there be a noise barrier erected?

Ralph Drewfs, ODOT: ODOT does has very long-term plans to widen McLoughlin Boulevard, but not in the immediate future. Widening from four to six lanes with all approaches is in the regional transportation plan, but with no funding or schedule.

David Edwards thanked staff and community for attending. He then adjourned the meeting at 7:47 p.m.

Next meeting: 6-7:30 p.m., March 18, 2010