



**Citizen's Advisory Committee  
March 18, 2010  
Carvlin Hall, St. Philip Neri Parish  
2408 SE 16<sup>th</sup> Avenue**

**Meeting Notes**

**PMLR CAC Members Present:**

Rick Williams – CHAIR, Lloyd District Transportation Management Association  
David Aschenbrenner, Hector Campbell Neighborhood  
Barbara Andersen, Oak Grove  
Ray Bryan, Historic Milwaukie Neighborhood  
Valerie Chapman, Oak Grove  
David Edwards, Oak Grove  
Neil Hankerson, Dark Horse Comics, Milwaukie downtown  
Greg Hemer, Milwaukie Lumber  
Michole Jensen, Ardenwald-Johnson Creek Neighborhood  
Lance Lindahl, Brooklyn Neighborhood (BAC)  
Dan Packard, Eastmoreland Neighborhood  
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)  
Susan Pearce, Hosford-Abernethy Neighborhood (HAND)  
Theresa (Teri) Pucik, Sellwood-Moreland Neighborhood (SMILE)  
Valeria Ramirez, Portland Opera  
Henry Schmidt, Oak Lodge Community Council  
Dee Walsh, CEIC  
Dan Zalkow, Portland - Portland State University (PSU)

**PMLR CAC Members Absent:**

Lina Bensel, Member-at-Large, Independent Living Resources Center  
Paul Carlson, Oregon Museum of Science & Industry (OMSI)  
Debbie Cronk, South Waterfront Neighborhood  
Erin Kelley, Bicycle & Pedestrian Advocate  
Ken Love, South Portland Neighborhood  
Eric Miller, Island Station Neighborhood  
Jeff Reaves, Central Eastside Industrial Council (CEIC)

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**Welcome, announcements**

**Rick Williams**, CAC Chair, welcomed the group and asked for input on the minutes of the February CAC meeting. There were no comments at the time (later in the meeting a few corrections were noted).

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**Leah Robbins, TriMet East Segment Project Director**, presented a project status update. As of March 5, all preliminary design drawings were issued to the jurisdictions. That followed the publication of the Conceptual Design Report. We are working currently on our application to the Federal Transit Administration to secure entry to final design. The application will be submitted by March 31.

Work is progressing on the Final Environmental Impact Statement. This has occurred in the same timeframe as work on Preliminary Engineering. Publication of the FEIS is slated for late May with the Record of Decision in July.

Leah reviewed key design discussions between now and October. These include the City of Portland's station planning effort, TriMet's station area urban design effort, and preparation for Final Design. TriMet is now drafting a Request for Proposals for final designs. The first RFP will be released in April for the east segment of the line. RFPs will be staggered, with the west segment design following the east segment. All those teams will be lined up to begin work when we receive approval to start Final Design.

### **Questions**

**Rick Williams:** What is the key date and process to ensure we are ready to get in the Willamette River to build the bridge?

Leah Robbins: We must have Final Design approval from the FTA by October 2010 to start in-water construction in 2011.

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**Claudia Steinberg, TriMet Community Affairs Manager**, talked about CAC members' continuing time commitment. Originally, members were asked to volunteer through the completion of 30 percent Preliminary Engineering. Now, TriMet would like to ask members to continue their voluntary commitment through Final Design, expected to begin in late October. Rick Williams asked for a show of hands, and most, if not all, members indicated their willingness to continue on the committee.

### **PMLR Public Art Advisory Committee report, presented by Michelle Traver, TriMet Public Art Program Coordinator**

Michelle provided an overview of the work of the Public Art Advisory Committee. The group has had its first meeting and has toured the alignment. Its goal is to select an artist, in June, so that the artist can be ready to "hit the ground running" before Final Design.

## **Questions**

**Susan Pierce:** Asked whether Michelle and the Hosford-Abernethy neighborhood representative on the PAAC would be willing to meet with the HAND neighborhood advisory committee to answer questions about public art.

Michelle Traver: Yes.

**Arnold Panitch:** Are the PAAC meetings public?

Michelle Traver: We don't post notices of the meetings. The group is more technical in nature. However, jurisdictional partners are invited to the meetings.

**Arnold Panitch:** I am struck by the history of the neighborhoods along the alignment. It would be instructive to learn more about their history as a part of our training and in order to engage our support before the artist and artwork is selected.

**Rick Williams:** Recommends that the PAAC make a presentation to the CAC as it begins to form more substantive ideas about the art. We can add this to our list of topics

**Valeria Ramirez:** Asks how an artist can apply to be considered for selection.

Michelle Traver: Explains the application and selection process. TriMet will put out a national Request for Qualifications through the Café online call for entry service. Any artist interested in applying can sign up directly on the Café site, [www.callforentry.org](http://www.callforentry.org).

Claudia Steinberg: She suggested staff also can notify CAC members when we are ready to send out the RFQ.

**Valerie Chapman:** Is it a national call for artists because we're using federal dollars? Is there a preference for local artists? I would like to see a regional preference. **Henry Schmidt** agrees.

Michelle Traver: She said there has been a tendency in the past to employ a regional preference. As a federally funded project, it might be difficult to stipulate; however, the committee could elect to indicate a regional preference if it wishes.

**Teri Pucik:** I would like to see you consult with local historians for input on art.

**Rick Williams:** Asks Michelle Traver to take the CAC's thoughts to the PAAC and to place a discussion of public art on a future CAC agenda. This discussion shows how much we value art. It was worth the extra time to discuss.

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**Conceptual Design Report presented by Claudia Steinberg, TriMet Community Affairs Manager**

Claudia talked about the outreach conducted to date on the Conceptual Design Report, as well as next steps in the process. She called attention to upcoming meetings in early April. These meetings will be similar to the in-depth discussions held at Holgate in December, with an opportunity to review maps and the conceptual design.

**Rick Williams:** Those Holgate meetings were very helpful. We had an opportunity to look at the maps, place sticky notes on them, and comment directly on the process. I encourage people to attend. Look for meeting notices.

- **Feedback from CAC Members on the CDR**

**Valerie Chapman:** The CDR was nicely done.

**David Aschenbrenner:** It's a good document. It gives people a better understanding of what's going on

**Rick Williams:** Let's remind people that they can always find and view these documents online.

**David Aschenbrenner:** Is the CDR available in local libraries?

Claudia Steinberg: I'll verify that they are.

**Rick Williams:** Encourages CAC members to take time to read the CDR and bring ideas to the design sessions in April.

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**Final Environmental Impact Statement** presentation on traffic impacts and mitigation by Mark Turpel, Principal Planner, and Tim Collins, Senior Transportation Planner, Metro.

After introductory remarks by Mark, Tim presented slides of major traffic corridors and discussed impacts and proposed changes such as new signals, signal timing, and pedestrian and bicycle improvements.

Discussion followed the presentation. A major discussion theme was the lack of pedestrian connectivity from neighborhoods to Park & Ride structures (e.g.,

sidewalks). **Rick Williams** noted that this discussion brought up a broader policy question about neighborhood-station connectivity, how that is considered in plans, and how jurisdictions can cooperate and collaborate on this issue. **David Aschenbrenner** stated his wish to hear more from Clackamas County on this topic at a future meeting.

- **CAC priorities for future topics**

Another topic of discussion focused on priorities for future discussion. **Rick Williams** noted that CAC members had previously developed lists of topics in such areas as the Final Environmental Impact Statement, the Americans with Disabilities Act, and others, but that the number of topics may become overwhelming. He asked CAC members to reconsider which topics they'd like to discuss in greater detail in future meetings, which topics deserve a more general overview, and which topics rank lower in priority.

**Dan Packard:** Dan said he'd like to hear more detailed discussion of Johnson Creek Boulevard traffic impacts.

**Valerie Chapman:** Valerie said that in the Johnson Creek Boulevard area, much of the focus has been on automobile traffic. She would like to see more time spent discussing pedestrian and bicyclist networks.

**Valeria Ramirez:** Land use and business displacement remain hot topics.

**Teri Pucik:** Important topics deserving more detailed discussion include noise and vibration abatement, and pedestrian-bicyclist networks.

**Barbara Andersen:** She suggested dropping from discussion the items for parks and recreation and financial analysis, but she said she is very interested in hearing more about noise and vibration abatement, as well as visual and aesthetic issues.

**Greg Hemer:** Greg suggested a process for getting to the hot issues. His idea is for staff to present "snapshots" of issues —brief overviews. This approach might help expedite discussions by highlighting which issues appear to be hot-button issues and which seem lower-priority.

**Susan Pearce:** Susan agreed with all previous comments and noted her concern in particular with business displacements and relocations. TriMet and the City of Portland have been very responsive to our concerns about train noise. If staff assures us that this topic has been well-covered and we are moving ahead in this direction, I am comfortable. If the CAC is tired of this subject, our neighborhood meetings could be another forum for those discussions.

**Arnold Panitch:** Arnold said the CAC needs to begin thinking about ADA and bike-pedestrian issues in the neighborhoods immediately surrounding the stations. For youth, seniors and people with disabilities, they must be able to get to the stations easily without a car. If we want a walkable community, this is a critical issue.

**Michole Jensen:** (Referring to Metro's presentation) Are these presentations information-only, or do we have an opportunity to make an impact on these points?

Mark Turpel: Some minor tweaks are possible now, such as signal timing. But if there are larger issues, most likely they will need to be addressed later, in Final Design.

**Rick Williams:** Yes, this is a way to cull out issues that could be addressed at a future point in the design of the system. We can't figure those out if we don't have a good understanding of what's in the FEIS document.

**Dan Zalkow:** It seems what's valuable is the mitigation of impacts.

**Rick Williams:** I'm going to start with the recommendation of Greg (Hemer), with a minor modification. We'd like to see a presentation to the CAC of a snapshot-level view of the primary topics. We may not need as much on the parks and recreation resources or financial analyses. Then come back with detailed presentations to this group on traffic, transportation and transit with a focus on pedestrian and bicycle impacts, noise and vibration, displacements and relocations of land use and economic activities. And a discussion on ADA. While it may not be in the FEIS, Arnie (Panitch)'s point is good: We need an update on ADA. Does that sound reasonable to the group? Is that doable, Mark?

Mark Turpel: It is.

**Lance Lindahl:** We've been so focused on station areas, we may be forgetting other important links, such as the streetscape environments at PSU, and the pedestrian bridges connecting Richmond and Hosford-Abernethy with Brooklyn.

**Rick Williams:** That will come out in the snapshots.

**Greg Hemer:** We haven't talked much about OMSI, the Opera and OHSU, what their designs are, what they think.

**Rick Williams:** I will work with staff on trying to get these things together, and at the same time, not forgetting all the topics on the back of the agenda.

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## Roundtable

**Valeria Ramirez:** I was looking over the minutes of the last meeting regarding Old Water Avenue. I want to share with everyone that a major network transportation hub is being designed and conceived. This Old Water Avenue must be built. I'm not sure where the money is going to come from. It will have impacts on all modes of transportation as well as the people who live and work in that area. It's almost a non-starter; I can't imagine it not being built. I have faith it will work out, but at this point it doesn't seem like easy going. It's a \$7 million project that, speaking for the Opera, affects the viability of the east side in general.

**Valerie Chapman:** A suggestion that now may be appropriate to take a detailed tour of the alignment by foot. It would make a difference.

**Rick Williams:** As issues come up in the snapshots, it might be interesting to note issues and walk them.

**Teri Pucik:** To reiterate, the SMILE neighborhood hasn't gotten enough attention on the Tacoma Street connections to the station, including a separate pedestrian bridge.

**Lance Lindahl:** We should talk more about noise impacts. As plans become more definite, it will be good to go back and touch on those impacts. For example, in Brooklyn neighborhood, it would be good to discuss the impacts of the crossing gates on S.E. 17<sup>th</sup> Avenue.

**Susan Pearce:** The Brooklyn/HAND committee has met with a Portland State University architecture professor and his class. We are excited about their project to come up with ideas for developing the greater area around the Clinton Street station. Jennifer, DeeAnn, Patrick Sweeney and I met with the Willamette Pedestrian Coalition to discuss pedestrian and bike issues around the entire route, with a focus on the Central Eastside. One thing of interest that came out of that meeting was the need to, at grade crossings, have crossing arms on sidewalks. Also, I sit on the streetcar advisory committee, and I assure you we are looking closely at issues related to connectivity to other transportation modes, as well as ADA issues.

**Henry Schmidt:** I wanted to bring to the committee's attention that this project impacts all the neighborhoods along the alignment, some more than others, and some in an unexpected manner. What I'm referring to: When Clackamas County approved the LPA, they agreed to fund about \$25 million for the half-mile or so of track in the county. It appears the county will elect to turn the community of Oak Lodge into an urban renewal district to pay for this. If that happens, it will have an impact on the community beyond light rail coming to Park Avenue. We have a big surprise coming. The community is not aware of it, but there is an indication they're probably not going to be real happy about it. The McLoughlin Area Plan

group has been studying the unincorporated area between Milwaukie and Gladstone. This is a precursor to urban renewal. The results of a questionnaire released this morning revealed unsolicited comments unfavorable to light rail in Oak Grove. Oak Lodge will be very surprised to find out about urban renewal. I'm trying to see the good part of urban renewal, but I'm not convinced it's a good thing. It stops our effort to become incorporated dead in its tracks.

**Michole Jensen:** Johnson Creek Boulevard traffic will continue to dominate as an issue. I suspect the discussion won't stop until the project is finished.

**David Aschenbrenner:** Several items—The Johnson Creek Boulevard issue: I don't feel TriMet should take the brunt of it. The cities of Portland and Milwaukie need to step up and put in their two cents. It's not totally TriMet's issue to resolve. Also: I'd like to hear more about Water Avenue, the bridge and the interchange. That needs to be high on our list. Also: We need more information—hopefully sooner than later—on how buses are going to interact with light rail, especially in downtown Milwaukie.

**Greg Hemer:** Yes, I would like to make bus-light rail interaction in downtown Milwaukie one of our topics. Also, I recently attended a joint DLC Planning Commission meeting in Milwaukie. There are many people concerned about what it will look like. Try to include them as soon as possible, and maybe give them design and budget choices. If they're involved early in the process, you will have much more success.

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### **Public comment**

**John Gormley:** I second the idea of getting out and doing some walking. I also second the idea of pedestrian crossing arms to prevent pedestrian accidents.

**Unidentified woman:** In reference to page 7 of the minutes, Mr. Panitch's remarks misrepresented our views. We were not disrespectful, but we were upset that we were not getting answers to our questions. Also: Had a suggestion about how an additional travel lane could be added to the intersection of Southwest 32<sup>nd</sup> Avenue and Johnson Creek Boulevard. This solution would eliminate or minimize much of the queuing on Tacoma Street.

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**Rick Williams** closed the meeting.

**Next meeting: 6-8 p.m., April 15, 2010**