



**PORTLAND-MILWAUKIE**  
LIGHT RAIL PROJECT

**Citizen's Advisory Committee (CAC)**  
**Thursday, June 16, 2011**  
**Carvin Hall, St. Philip Neri Parish**  
**2408 SE 16<sup>th</sup> Avenue**

**PMLR CAC Members Present**

Barbara Andersen, Oak Grove  
David Aschenbrenner, Hector Campbell Neighborhood  
Lina Bensel, Independent Living Resources  
Ray Bryan, Historic Milwaukie Neighborhood  
Paul Carlson, Oregon Museum of Science & Industry (OMSI)  
Valerie Chapman, Oak Grove  
Catherine Goode, Ardenwald-Johnson Creek Neighborhood  
Neil Hankerson, Dark Horse Comics  
Erin Kelley, Bicycle & Pedestrian Advocate  
Lance Lindahl, Brooklyn Neighborhood (BAC)  
Fred Nelligan, Oak Lodge Community Council  
Dan Packard, Eastmoreland Neighborhood  
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)  
Susan Pearce, Hosford-Abernathy Neighborhood  
Teri Pucik, SMILE  
Valeria Ramirez, Portland Opera  
Dee Walsh, REACH  
Rick Williams – CHAIR, Lloyd District Transportation Management Association  
Dan Zalkow, Portland – Portland State University (PSU)

**PMLR CAC Members Absent**

Debbie Cronk, South Waterfront Neighborhood  
David Edwards, VICE CHAIR, Oak Grove  
Greg Hemer, Milwaukie Lumber  
Ken Love, South Portland Neighborhood  
Eric Miller, Island Station Neighborhood  
Jeff Reaves, Central Eastside Industrial Council (CEIC)

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**Rick Williams (CAC Chair)** welcomed attendees and opened the meeting.

**Project Finance and Recalibration Update, presented by Dave Unsworth, TriMet Deputy Project Director.**

#### Finance highlights:

- We plan to apply for the Full Funding Grant Agreement (FFGA) with the Federal Transportation Administration (FTA) on July 1. Prior to that application, local funding commitments need to be finalized, and those discussions are going well. We finalized our agreement with the Oregon Department of Transportation (ODOT) for its \$13.5 million funding contribution. In-kind donations of properties should be finalized by end of June.
- We continue to meet with FTA officials to ensure the project moves forward expeditiously. Yesterday, we met with the director of federal New Starts program and the special adviser to the FTA administrator. Next week, Neil McFarlane and Dan Blocher will meet with the FTA administrator. This week several FTA officials participated in a tour of the alignment.
- From our meetings with FTA, we now believe our FFGA application may progress faster than the 12 months originally predicted. We hope to shave three to four months from the schedule, receiving FFGA approval in March 2012. This would speed funding and give us greater assurance of funding.

#### Design news highlights:

- Most of the past month has been focused on getting the 60% design drawings finalized and ready for review. This week, hard copies were provided to local partners for review and comment by July 1. In mid-July we will have a series of meetings with jurisdictional partners' to review these comments.
- The next step is to move the design to 90 percent in November 2011 and 100 percent in January or February 2012.
- Another critical step now is securing cost estimates, from both our internal capital cost estimating team and the Construction Management General Contractor. This will help us understand the real cost of the project and help inform our scope discussions. That information is due in mid-July.

#### Construction news highlights:

- Bridge construction preparations already are taking place.
- Video cameras have been installed at OMSI and OHSU to record bridge construction. Images from the cameras can be seen on the PMLR website in both real-time and time-lapse views ([trimet.org/pm](http://trimet.org/pm)).
- Bridge construction kickoff celebration will occur June 30.
- On the east side, we are working to reopen the bicycle and pedestrian trail as quickly as possible. It had been closed while the contractor built an access road under it.
- On the west side, we have determined that bridge construction and Zidell's environmental remediation cannot happen at the same time. It appears that Westside construction must wait until mid-August. In the interim, we will focus construction on the east side of the river.
- Permits are nearly finalized:

- Today we received our 404 in-water permit from U.S. Army Corps of Engineers. This permit covers the entire project, including the bridges over the Willamette River and Kellogg Creek.
- The Port of Portland approved a required harbor line adjustment.
- Permits from the City of Portland and U.S. Coast Guard are expected very soon.
- We are asking our federal partners for a Letter of No Prejudice (LONP), which would allow construction on some elements to begin before the FFGA in March 2012. This includes the Harbor Structure on the west side, the Powell Boulevard bridge, Kellogg Lake and the Trolley Trail area, and the Tacoma structure. (Also today the Portland Design Commission unanimously approved the design of the Harbor structure.)

By the time the CAC meets next month, we expect to have submitted the FFGA application and to have begun bridge construction.

## QUESTIONS

**Valeria Ramirez:** Asked about construction around Portland Opera and whether the bike-pedestrian path will be open by the time of the groundbreaking ceremony.

**Dave Unsworth:** Dave explained that the new temporary bike and pedestrian bridge on the pathway should be open by June 25, but cyclists will be detoured onto Water Avenue during the ceremony.

**Barbara Andersen:** How does an expedited FFGA process affect the construction schedule?

**Dave Unsworth:** While it doesn't speed up construction, it provides greater certainty. The federal partners have recognized our design and coordination progress and that it reduces some of the risks (e.g., Union Pacific agreement, Willamette River bridge construction), thus expediting the FFGA process to March 2012.

**Leah Robbins:** Getting the FFGA approved earlier makes the UP right-of-way available sooner. However, it doesn't change how we plan the sequence of work. So the overall construction remains the same.

**Fred Nelligan:** Are the 60 percent design comments linked to cost estimating?

**Dave Unsworth:** We will cost the 60 percent drawings as they are. The jurisdictions' comments really help us move toward the 90 percent design stage. Two groups are doing the costing: TriMet cost estimators and the CMGC.

**Fred Nelligan:** Can you explain what you mean when you said you will you stay in touch and on top of things in case there are any runs on New Starts funding?

Dave Unsworth: I think I used the wrong word. We don't know where Congress is going to go. New Starts has been in place for a number of years, and we expect it will remain. As the deadline draws near, you want to be close to where your friends are. We continue to talk with them to make sure there are no hiccups with signing the Full Funding Grant Agreement.

**Susan Pearce:** Can you explain the change in the construction schedule due to Zidell's work? Is that because of fish issues?

Dave Unsworth: Yes. We won't be able to do the drilling in the sequence we'd planned. We believe we will find some work-arounds, but they will add some cost. Zidell is under court order to start its remediation in the Willamette River adjacent to the west bridge pier this year. We are working with ZRZ's construction team and our team through Kiewit to understand the issue, work around and cost.

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### **Pedestrian Safety at Light Rail Crossings, presented by Leah Robbins, East Segment Project Director**

Leah Robbins presented slides showing the various pedestrian safety treatments at light rail crossings. Among the factors considered in designing pedestrian treatments are train speeds, sight lines, pedestrian volumes and behavior, geometry, local jurisdictional standards, and safety and security committee review. Designers use a toolbox of design approaches, yet tailor specific crossings to the needs of the site. Treatments can employ both passive and active approaches. Passive approaches include pavement markings, signs, texture changes, channels, barriers and gates. Active approaches include bells and flashing lights activated by approaching trains.

#### QUESTIONS:

**Erin Kelley:** Are swing gates ADA-compliant? Who maintains the crossings?

Leah Robbins: Yes, gates comply with ADA guidelines. Crossing treatments in the public right of way are maintained by the appropriate jurisdiction. TriMet maintains treatments within the light rail trackway.

**Valeria Ramirez:** Is there a system for where you stand and where to address the train zone? Is it textural?

Leah Robbins: Yes, there are both visual and tactile indicators for where pedestrians should be and not be.

**Fred Nelligan:** Are there operational criteria for pedestrian crossings where trains cross at high speed?

Leah Robbins explained operational as well as design considerations and treatments for high-speed crossings. This includes adding treatments as speeds increase.

**Susan Pearce:** Will you be addressing crossing issues specific to bicycles?

Leah Robbins: Yes, but we generally want bicyclists to dismount and cross on foot. That allows them more time to make safe decisions.

**Susan Pearce:** Is there something to slow (bicyclists) down as they approach a crossing?

Leah Robbins: It depends on the specific site.

**Susan Pearce:** I have some concerns about the Clinton station. The Union Pacific and Amtrak trains will sometimes pass along the tracks slowly or even stop. Light rail users may be unable to access the station when a heavy rail is in the crossing.

Leah Robbins: Explained the full array of safety tools that TriMet can employ while acknowledging the inability to completely stop people from unsafe practices.

**Paul Carlson:** Which of these treatments will be used at the OMSI station?

Leah Robbins: We will employ the whole array of passive and active tools, including signals for bikes and pedestrians.

**Paul Carlson:** Another issue is the close proximity of bikes and pedestrians on the platform, especially on the south side. Bikes will be coming down off the bridge at high speed. What is the plan there? How are you separating pedestrians from bikes?

Leah Robbins: We are trying to use all the available space to separate users. We want to have space to allow people to make their choices, change routes and safely stop. We are at the 60 percent design stage now and hope to get more feedback at the bike-pedestrian meeting next week.

**Valerie Chapman:** It makes me nervous as a pedestrian where there are places that channel bikes and pedestrians together. Is it possible to say, you must walk your bike if you're in a pedestrian zone?

Leah Robbins: We have done other treatments to get people to walk their bikes. We use signs, but maybe there are other strategies.

**Valerie Chapman:** Is there education for bikers? Erin?

**Erin Kelley:** I'm not aware of any BTA-sponsored campaigns. If there were, it would be done in partnership with TriMet.

**Arnold Panitch:** Wayfinding could be a challenge. I would ask that we have signage letting people know where they are at a station. Signs should indicate close-by numbered blocks and cross streets.

**Catherine Goode:** Can you provide an update on the Oregon Worsted proposal for the Tacoma site? Any idea of when you will respond?

Leah Robbins: TriMet received an updated proposal on Friday from Oregon Worsted. That is under review. We will likely respond before the committee meets again, and that response will be available in advance of the meeting. (Leah asked Peter Stark, representing Oregon Worsted, if he wished to add anything to the discussion.)

**Peter Stark** (for Oregon Worsted): We have included a proposal to build a larger (800-space) parking garage. We have also supplied financing methods to assist TriMet in determining whether we have met the criteria to move forward. We are very hopeful.

**Catherine Goode:** There seems to be confusion among neighbors about the traffic signals at Johnson Creek Boulevard and 32nd Ave. It looks like you're going to extend the sidewalk there (to match the existing one), which ends at the next house. That's something to look into. And there is no sidewalk on north side of the overpass.

Leah Robbins: We are working with ODOT, based on the SMILE recommendation, on pedestrian improvements for the overpass.

**Teri Pucik:** Will the neighborhood have an opportunity to weigh in on the Oregon Worsted proposal?

Leah Robbins: Our initial response to Oregon Worsted is just to judge whether we see a benefit to TriMet and the public. Then, the process would move to the next step, including more discussion. By no means would the next response complete the negotiation.

**Teri Pucik:** The SMILE neighborhood is very wary of the proposal. We want input before that decision.

Leah Robbins: A decision to go to 800 parking spaces in the Tacoma garage is a project decision that would be made through the recalibration process.

**Susan Pearce:** Regarding the East Bank Esplanade Trail, is the temporary path under or over the heavy equipment crossing?

DeeAnn Sandberg: A temporary pedestrian and bicycle bridge will be installed over the heavy-equipment access road next week.

## **Public Involvement Update, presented by Jennifer Koozer, TriMet Community Affairs Manager**

Jennifer Koozer talked about upcoming public meetings. These included a bicycle and pedestrian discussion on June 22 and an open house on June 27 at Milwaukie High School. Jennifer also reminded the committee of the June 30 groundbreaking ceremony for bridge construction near OMSI and Portland Opera.

Project-wide open houses are tentatively scheduled for November, to update the conceptual design report and share a draft Conduct of Construction document. This document will describe the "rules" for how we do construction as efficiently as possible while aiming to minimize impacts.

DeeAnn Sandberg noted that nearby residents were mailed a postcard about bridge construction, and public notices were distributed to river users. We designated a "slow, no-wake zone" around the bridge and an exclusion zone below the work trestles and swing radius of the crane.

### QUESTIONS:

**Teri Pucik:** suggested scheduling November meetings earlier in the month, before the holiday season.

**Arnold Panitch:** Will tour boats continue to operate there around the bridge construction area?

DeeAnn Sandberg: Yes. We will be in close communication with the Portland Spirit staff during construction.

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### **Committee Roundtable**

**David Aschenbrenner:** When will discussions about the Tillamook structure in Milwaukie start? Can you address the DLC meeting next week in Milwaukie regarding walls and fences?

Jennifer Koozer: Claudia Steinberg can call you with that information.

**Lance Lindahl:** This will be my last meeting. This past fall I moved to the Ardenwald neighborhood. It has been an eventful five years with the Brooklyn neighborhood association. This committee has been a highlight. It's an amazing project. Don't let naysayers get to you. I will still be around to attend meetings. Adam Marx is the new Brooklyn neighborhood representative.

**Dan Packard:** If you're a kayaker, do you have to stay within the 400-foot zone in the center of the channel?

DeeAnn Sandberg: Yes. That is why there is a slow zone, so all the different river craft can mix in that spot.

**Dan Packard:** This is probably my last meeting, as well. I have moved out of Eastmoreland. I've had a good time on the CAC. It's been interesting to see the genesis of project. It's been a great experience and nice serving on the board.

**Catherine Goode:** My neighborhood association is opposed to the traffic light at 32nd Avenue and the right turn lane from Johnson Creek Boulevard going westward. There is also concern about traffic speed. And we have concerns about a larger parking structure at Tacoma station, bringing more traffic, speed, et cetera.

**Paul Carlson:** I would like to mention for the record that we've been trying to coordinate discussions and trying to bring light rail and street car officials together to talk about the intersection of the lines at the Opera and OMSI. This is all tied with Close-the-Loop and how to coordinate the two stations so they don't look like a patchwork. We're trying to promote meetings with TriMet, Portland Streetcar and City of Portland to evolve thinking on how this intersection will look, feel and work when finished. We now need PDOT to coordinate a program for this area. The meetings are taking place.

**Teri Pucik:** I want to reiterate that our neighborhood is concerned about the Tacoma development. TriMet hasn't reached out to ask for our input. Mr. Stark has come to a general neighborhood meeting and started making claims that were not true about such things as signals and overpass improvements. He has been nebulous about retail plans. Oregon Worsted is a 10,000 square foot business, yet the space is about 100,000 square feet. It can't fill that space on its own. I don't think (Mr. Stark) is being completely honest. The property owner originally proposed a Walmart in that location as well on the old Red Lion Inn property on Hayden Island. We're very worried. We support development there, but we want input.

**Susan Pearce:** I am working on a letter to the planning commission emphasizing the need to coordinate transportation planning for the Portland Plan. We may want to consider doing something similar with this group.

**Dee Walsh:** Will we discuss adding back items removed during the budget recalibration effort when we are between the 60 percent and 90 percent design stages?

Dave Unsworth: Yes.

**Fred Nelligan:** For the past nine months in the Oak Grove area, there has been a planning effort led by Clackamas County and ODOT. Valerie Chapman and I are both on the group. We are studying redevelopment options for the immediate area within a half-mile radius of the Park Avenue station. The process should be finalized by this fall. It's exciting but concerning. Consultants working for ODOT and Clackamas County have come up with interesting ideas for redevelopment, either bringing in high-density

residential or area-transforming commercial. People like myself and Valerie have been counseling them to scale down their objectives. This is such a unique station area and terminal relative to anywhere else on the MAX system. There are some incredible neighborhoods that we want to protect. So, all that process will be coming to a head over the next few weeks.

**Valerie Chapman:** Adding to that, unfortunately, TriMet becomes the focal point for people opposed to development. There are lots of “no rail” signs popping up. I have to say that some of the development concepts are crazy. They do not reflect the historical street pattern and topography. I thought TriMet should be aware of that. It sets up negative feelings about the line.

**Rick Williams:** Rich thanked Lance and Dan for their years of voluntary service on the committee.

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### **Public Comment**

**Brian Dunn:** I am a resident of Eastmoreland. Regarding the Bybee Bridge, have you advanced the alternative idea for two bus pullouts?

Jennifer Koozer: the intent is to get a cost estimate for both.

**Peter Stark:** I apologize if I have gotten some things wrong about the treatment of the intersections near the Tacoma Station. I am not a traffic engineer. We do have a traffic consultant on board with us who would provide engineering ideas to meet concerns at that station. Terri (Pucik) is right -- Walmart was a possible use at that site once, and at Hayden Island. But I hope she understands that we're willing to work with the neighborhoods.

**John Gormley:** Have you put any thought into having bilingual English and Spanish announcements for pedestrian safety at crossings? Also, I wonder what could be done, besides enforcement, to have bicyclists be more considerate about pedestrians.

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Rick Williams adjourned the meeting at 8:10 p.m.

**Next CAC meeting: Thursday, July 21, 6–7:30 p.m.**

St. Philip Neri Parish, Carvlin Hall 2408 S.E. 16th Ave., Portland