

**Portland-Milwaukie Light Rail Project  
Citizen's Advisory Committee  
Thursday, June 18, 2009  
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  
Heather Andrews, Bicycle Transportation Alliance (BTA)  
David Aschenbrenner, Hector Campbell Neighborhood  
Lina Bensel, TriMet Committee on Accessible Transportation (CAT)  
Ray Bryan, Historic Milwaukie Neighborhood  
Valerie Chapman, Oak Grove  
David Edwards, Oak Grove  
Michole Jensen, Ardenwald-Johnson Creek Neighborhood  
Reid Kells, Sellwood-Moreland Neighborhood (SMILE)  
Eric Miller, Island Station Neighborhood  
Dan Packard, Eastmoreland Neighborhood  
Susan Pearce, Hosford-Abernethy Neighborhood (HAND)  
Valeria Ramirez, Portland Opera  
Henry Schmidt, Oak Lodge Community Council  
Joe Traverso, WW Metal Fab  
Dee Walsh, Central Eastside Industrial Council (CEIC)

**PMLR CAC Members Absent:**

Debbie Cronk, South Waterfront Neighborhood  
Barbara Dimick, Oak Grove  
Neil Hankerson, Dark Horse Comics  
Greg Hemer, Milwaukie Lumber  
Lance Lindahl, Brooklyn Neighborhood (BAC)  
Ken Love, South Portland Neighborhood  
Rod McDowell, Oregon Museum of Science & Industry (OMSI)  
Dan Zalkow, Portland - Portland State University (PSU)

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

Rick asked the CAC if they had any changes or comments for the May 21, 2009 meeting notes. There were no comments or suggestions.

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**Leah Robbins** (TriMet East Segment Director) made a report on the Park Avenue Station Workshop.

**Leah Robbins** reported that the workshop was very successful. Despite the stormy weather there was good representation from the community: PMLR CAC members, City of Milwaukie, Clackamas County, and members of the Elks Lodge attended. A variety of design tools were used to present and explain the Park Avenue Station. Garage size, the use of retail space, and attractiveness of the station were discussed. Design team took the feedback from the workshop and they are developing some alternatives, which will be presented at a future meeting. Input from the community and TriMet operations suggested considering having the station on the same side of Park Avenue as the garage to allow for easy transitions between garage and station, pedestrian crossings of Park Avenue for example. We are still in conversation with the Elk's about shared use at lodge site.

Leah stated that the next steps would be:

- Drafting a concept based on the feedback from the workshop.
- Design team will be considering traffic, structural, and cost impacts of concepts. (They will return with visual aids representing their ideas.)
- Second Workshop – July 15, 6:30-8:30pm, Rose Villa.

**Henry Schmidt (CAC member)** reported on the Park Avenue Station workshop. He found the concept to combine station and parking in one facility an elegant solution. Combining the two would allow commuters to park car and go into the facility without going outdoors. Pedestrian traffic problems would be eliminated. He would like to see a mixed-use facility with retail. Suggested we consider a pedestrian bridge across McLoughlin Boulevard. Pedestrian bridge could pick up bus riders and eliminate pedestrian crossing hazards. He reminded the committee that the Park Avenue station is the beginning of the alignment and the gateway to the suburbs of Milwaukie and Oak Grove. He urged the committee to think about the importance of making this station special.

**David Edwards (CAC member)** reported on the Park Avenue Station workshop. His group discussed the aesthetic issues around the light rail project. One item that came out of the discussion was the idea of the train coming into parking structure so that pedestrians could avoid walking outside in the elements. His group liked the idea of a covered pedestrian bridge from parking area to the light rail platform. His group also liked the idea of circulating buses through park and ride area to keep this space active.

**Heather Andrews (CAC member)** commented that it would be good to have platform accessible from outside the parking garage as well so that pedestrians do not have to navigate through a parking lot to get to their destinations.

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**Rob Barnard (TriMet West Segment Director)** presented an update on the Willamette River Bridge.

Rob discussed bridge type selection, vertical clearance, and bike/ped path width.

Rob summarized the bridge type selection process thus far as well as the cost estimates of the bridge types. Rob showed slides of the bridge types and discussed various design elements of the bridges including the cable stayed and cantenary cable systems, tower height and design, and vertical clearance. The Hybrid refined is \$139 million (3% over budget) and the Cable Stayed refined is \$110 million (18% under budget). We will be having a series of workshops to discuss refinement in the tower design and other architectural details of the bridge. Rob reminded the committee that the project is still at the very beginning of the design and refinement process. WRBAC recommendation gave majority support for the cable stayed refined and minority support for the hybrid refined. WRBAC will recommend the cable stayed bridge to the PMLR Steering Committee on Monday, June 22.

Rob discussed vertical clearance of the bridge, which is 77.36 feet. Rob reported that the final climate change research was complete. Additional analysis on vertical clearance will take place during preliminary engineering (PE). Rob explained the thorough examination process that was utilized to reach these findings:

- 1.9 to 3.5 feet increase in river elevation due to flow by 2099.
- Increases occur mainly during the winter months.
- This research did not consider possible flow management mitigation, i.e. dams.

In addition to river users' issues, team also investigated landside issues. The project wants stations built at grade for safety, to promote landside development, and easy access to transit.

**Valeria Ramirez (CAC member)** asked if there is a functionality associated with the V-tower shape?

**Rob Barnard:** The V-tower shape has a smaller footprint in the water and the tower is farther away from the light rail overhead catenary system.

**Dan Packard (CAC member)** stated that he was concerned about rain run off from cables on cable stayed design.

**Rob Barnard:** Design details will be worked out in PE.

**Dee Walsh (CAC Member)** asked if the river users are happy with height of the bridge?

**Rob Barnard:** Some river users are satisfied with the height and others are not. We are not finished with our work yet on this issue.

**Rob Barnard** continued with his presentation with the issue of bike/ped path width on the bridge. The path width can be increased to 14 feet on each side without changing current structural system of bridge. Now that we have optimal space to work with, the challenge will be to program it in a way that accommodates all the activities on the bridge. For example, we must consider how the bridge will be used during a 10K race or a bicycle race or maintenance activities.

Donald MacDonald, our new bridge architect, has a great deal of experience working with bike/ped amenities on bridges.

**Susan Pearce (CAC member)** asked what will separate the bikes and the pedestrians.

**Rob Barnard:** The next step will be to gather feedback from our workshops in July. We will make those decisions later in PE after we do more research.

**Henry Schmidt (CAC member)** wants to know if this will be a heavily used bridge for events because it won't have car traffic.

**Rob Barnard:** That is yet to be determined. We want to think about this of course.

**Rick Williams (CAC Chair)** then asks the committee to look at the draft letter to Fred Hansen in the meeting packet. In this letter, the PMLR CAC will recommend the four-pier cable-stayed refined bridge type to the PMLR Steering Committee. After the committee had time to read the letter they made a few comments and changes. 16 CAC members are in favor with one abstention. Rick will finalize the letter and send it to the Steering Committee on Monday.

**Valeria Ramirez (CAC member)** states that she is abstaining from voting because she feels that she does not have enough information about the budget process. Valeria is concerned that decisions are being made about the project based on cost alone.

**Rob Barnard** explained the budget process as the project moves through PE. After tracking all the changes in the budget using a baseline estimate through PE, the budget gets reset at the very end of PE. He stated that decisions are not based on the cheapest option. Project team analyzes each decision with consultants, in workshops and working groups. We track all the costs of design refinements and analyze them. For example on the bridge design, we heard from the public that using the cantenary cable was not worth the extra cost.

**Rick Williams (CAC Chair)** ask that a budget discussion be on the next CAC meeting agenda.

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**Claudia Steinberg (TriMet Community Affairs Manager)** gave a report on Public Involvement.

Claudia gave a brief update on stakeholder meetings. There will be no CAC meeting in August. Claudia invited the committee on a Green Line preview ride.

**Committee Roundtable:**

**Reid Kells (CAC Member):** Thanks for getting the Tacoma workshop scheduled.

**David Aschenbrenner (CAC member):** I want more involvement from ODOT and Clackamas County regarding some issues in the Milwaukie area. For example, the “jug handle” on Johnson Creek Boulevard and traffic on McLoughlin. I also want to hear input from Clackamas County on safety and security issues.

**Michole Jenson (CAC Member):** Three concerns from the Ardenwald neighborhood were outlined in a letter. There is a concern about the size of the Tacoma park and ride and traffic issues that could impact the neighborhood. The community feels that the size and scope of the elevated track has not been transparent.

**Rick Williams (CAC Chair):** Asked that the elevated trackway near the Ardenwald neighborhood be on the CAC agenda at a future meeting.

**Valerie Chapman (CAC member):** Asked for a phone number at TriMet that her neighbors can call with their questions about the project. She thinks that there is a lot of misinformation out in the community.

**Lance Lindahl (CAC member)** also wants more information from ODOT regarding traffic on McLoughlin and Powell. He stated that neighbors are happy about the Holgate station decision. Brooklyn will want to get involved in the design process. Train noise is also still a concern with his community.

**Rob Barnard:** Train horn noise came up at a recent City Council meeting and Mayor Adams committed to applying for a quiet zone.

**Dan Packard (CAC member):** Reported on Eastmoreland neighborhood meeting. The Bybee Street station plan is causing concern about parking in the neighborhood. There are also security concerns because of the station being at a lower grade.

**Susan Pearce (CAC Member):** There are concerns in the HAND neighborhood about train horn noise. They have an informal petition circulating now expressing noise concerns. HAND is pushing for a quiet zone. It was a positive step to hear Mayor Adams commit that the City of Portland will apply for a quiet zone. Also, the potential new traffic pattern created by multiple train crossings are a concern. The PSU Urban Studies class will have another presentation on June 30<sup>th</sup> at 6:30pm at St. Philip Neri Parish talking about their study of the Clinton Station area. Another area of interest is the ped/bike route from Clinton to the new bridge.

**Valeria Ramirez (CAC member):** The bridge will be extremely close to our 3<sup>rd</sup> floor terrace. We want to see the modeling as soon as possible. Issues related to old and new Water Avenue (i.e., car, bike/ped traffic) are a large concern for the Portland Opera and OMSI.

**Ray Bryan (CAC member):** Gave summary of the Milwaukie meeting. Last Monday night, a traffic engineer from Metro presented his data on the intersections that he is studying. Not knowing what is going to happen to traffic is a major concern of the Historic Milwaukie Neighborhood. There was a conversation about pedestrian traffic and a short presentation on quiet zones as well. Milwaukie will be applying for a quiet zone.

**Heather Andrews (CAC member):** The new MAX Green Line trains are running very close to the BTA office. They have a nice bell sound that goes well with the feel of the historic Chinatown neighborhood. She also commented that the new trains have less impact from vibration.

**Lina Bensel (CAC member):** I am here to make sure that everything is accessible to people with disabilities on the Portland-Milwaukie project. These continue to be my concerns

**Rick Williams (CAC Chair)** summarized the subjects that the committee requested more information on at future CAC meetings:

- Train noise and quiet zone issues
- Desire for ADA presentation
- ODOT Q&A
- Ardenwald elevated track
- TriMet police on safety Q&A
- Bike/ped routes to the bridge
- Budget discussion
- Water Avenue traffic
- Bybee station

Public Comment:

**Wayne Kingsley (Citizen):** There are rumors of crossing closures in the Central Eastside (Division/Division Place) area and the neighborhood wants to know more about that possibility and be involved. ADA standards are not required for the bridge by the Federal and State government because there are other ways to provide access to the bridge.

**Dave Unsworth (TriMet):** In answer to Mr. Kingsley's first question, we are in discussion with the railroad to look at each intersection. We are having a diagnostic team to look at intersections as well. No decisions have been made. We are still exploring many options. The CEIC will be part of the process.

**Rob Barnard (TriMet):** In answer to Mr. Kingsley's second statement, we will share information about ADA standards for the bridge and the project at a future meeting.

**Teresa (Citizen):** Is Bybee planned to be a below grade crossing? Fred Hansen testified to the Oregon State Legislature that he would never build a below grade crossing again. I am also concerned about long delays caused by passengers getting off and on the bus in mobility devices. Concerned that delays will cause traffic backups. Does not want to eliminate stops on Eastmoreland side.

**Rick Williams** closed the meeting.

*Next PMLR CAC meeting: Thursday, July 16 from 6:00 – 8:00 p.m. at Carvlin Hall, St. Philip Neri Parish (2408 SE 16<sup>th</sup> Avenue)*