



**Citizen's Advisory Committee  
Thursday, Nov. 19, 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  
David Aschenbrenner, Hector Campbell Neighborhood  
Ray Bryan, Historic Milwaukie Neighborhood  
Paul Carlson, Oregon Museum of Science & Industry (OMSI)  
Valerie Chapman, Oak Grove  
Debbie Cronk, South Waterfront Neighborhood  
Barbara Dimick, Oak Grove  
David Edwards, Oak Grove  
Neil Hankerson, Dark Horse Comics  
Michole Jensen, Ardenwald-Johnson Creek Neighborhood  
Reid Kells, Sellwood-Moreland Neighborhood (SMILE)  
Lance Lindahl, Brooklyn Neighborhood (BAC)  
Eric Miller, Island Station Neighborhood  
Susan Pearce, Hosford-Abernethy Neighborhood (HAND)  
Valeria Ramirez, Portland Opera  
Jeff Reaves, Central Eastside Industrial Council (CEIC)  
Henry Schmidt, Oak Lodge Community Council  
Dan Zalkow, Portland - Portland State University (PSU)

**PMLR CAC Members Absent:**

Heather Andrews, Bicycle Transportation Alliance (BTA)  
Lina Bensel, TriMet Committee on Accessible Transportation (CAT)  
Greg Hemer, Milwaukie Lumber  
Ken Love, South Portland Neighborhood  
Dan Packard, Eastmoreland Neighborhood

---

**Rick Williams (CAC Chair)** welcomed everyone and opened the meeting. Rick introduced Jeff Reaves, who is taking the place of Dee Walsh representing Central Eastside Industrial Council (CEIC). Dee will remain on the committee as a member at large. Committee members introduced themselves.

---

For the **Safety and Security Q&A** Rick Williams introduced Shelly Lomax, TriMet Director of Operations Support, Vince Jarmer, TriMet Transit Police Commander, and Bob Jordan, Milwaukie Chief of Police.

QUESTIONS:

**Henry Schmidt:** Asked about plans for law enforcement facilities on site at the Park Ave light rail station.

**Shelly Lomax:** Shelly said it's too early to know yet, but that adding an actual precinct is expensive, in the range of \$600,000.

**David Aschenbrenner:** Would you be considering something other than a full precinct at the Park & Ride facilities?

**Shelly Lomax:** What works well is to have a space for our K-9 officers or our Wackenhut contract officers. Either one of those options allows visible security presence at different times of the day.

**Henry Schmidt:** We had in mind a small space with a restroom, phone, office, and desk, where an officer could have on-site presence periodically.

**Shelly Lomax:** We love that concept and would look to staff to take that idea back to the Project.

**Michole Jensen:** What problems do you see at Park & Rides, and how do you plan to address them?

**Shelly Lomax:** Because of the way we structure our Park & Rides, with open lines of sight, good lighting and visibility; we see fewer criminal problems, compared with other large parking lots.

**Vince Jarmer:** Most people are drawn to those areas to do the right things. You will always find some vandalism, car break-ins, etc., wherever cars are parked.

**Shelly Lomax:** In our existing system, we might have neighbor complaints about unruly kids at certain times. We will then address that on a site-specific incident basis. In general, complaints are isolated and have not increased overall.

**Vince Jarmer:** As a follow-up, I was just speaking with a citizen whose friend had stopped going to Willow Creek (Transit Center at Southwest 185<sup>th</sup> St.). But now those same friends are feeling good about parking there and riding again. My take-away: Since we've increased staffing and have developed a different plan of policing we can be more strategic. We're getting a synergistic effect from local law enforcement officers as well. The entire system feels better. I'm hearing those kinds of comments from

people at these meetings. We're fully staffed. We can be responsive to isolated issues or strategic issues.

**Barbara Dimick:** I'm a Park Avenue resident. There are a lot of registered sex offenders in the area. I see the parking garage as having potential issues. I think it's really important we have some kind of police presence, although I agree we don't need a full precinct.

**Shelly Lomax:** I love the idea of having a place to hang our hat, whether it's TriMet supervisors, Wackenhut or police. It does make a difference to see security personnel, people in authority coming and going.

**Barbara Dimick:** You said you're fully staffed. Will you add more staff as this line segment opens?

**Vince Jarmer:** We're at 58 sworn police officers now, from 15 area police agencies. We've doubled our size in 20 months. TriMet prioritized increased staffing to help protect the jewel that the transit system is. It is reasonable to me that, as service is added to the system, TriMet would look at a commensurate increase in resources to deal with safety and security. You can't just put it out there and not protect it. I would hope TriMet looks at the extra mileage added, and decides it's worth x number of police officers. I will advocate that way, and I'm sure Shelly will also.

**Shelly Lomax:** Like every government entity, we must live within a budget. But we will look at the changes, ask jurisdictions, talk to the chief, and we will make a budget proposal. I anticipate that would be taken seriously. TriMet has had financial issues, but our general manager has told us, the one thing that can't be touched is security. That's still the mantra and I believe that will continue.

**Ray Bryan:** At our Historic Milwaukie meetings and monthly Milwaukie meetings, safety and security is the number-one issue. At what stage in the process will you have more definite decisions made about the number of officers and security offices, so that people know what to expect and might have some of their concerns relieved?

**Shelly Lomax:** Security reporting locations or some kind of security office space will come first as the project team does its drawings. Then, within the 12- to 18-month period before the new light rail service begins, we will start looking at staffing plans at a higher level. I would presume to know what that would be within 12 to 18 months of the opening, best-case scenario. The last thing we want is to open and not be prepared to lay down the welcome mat from the beginning that says, 'This is how you'll behave on this portion of the alignment.' Let people know from day one, 'You can play but you're not playing here.'

**Susan Pearce:** Seniors in the neighborhood are concerned about the station at Clinton. Currently the area seems like a dark hole. I think it will change with a station there. I'm hoping Portland Police can swing by there at intervals. That would be perfect.

**Vince Jarmer:** Explains how transit police are assigned in four quadrants. He also expresses optimism that the station design will integrate many safety design principles such as lighting and openness.

**Debbie Cronk:** It's good to hear that officers will go on trains to check fares. It puts more money in TriMet's pocket. She relates examples in Europe where riders must enter through turnstiles. Mentions how quality of ridership drops off as one nears downtown.

**Shelly Lomax:** We not only have the 58 police officers assigned to the transit division. We have 30 order-maintenance supervisors whose sole duty is to enforce fares and TriMet code. That's had a huge impact. And we get word out to other police jurisdictions we travel through on how to use the TriMet code.

**Valerie Chapman:** I don't want to see undesirable people sent to the Park Ave Station. How will you work in that area?

**Vince Jarmer:** Clackamas County Sheriff's Office responds in that area. The Transit Division has two Clackamas County officers working on the Green Line. We offered to Clackamas County to be involved in planning, and Sheriff Roberts took advantage of the offer. The officers working the Portland-Milwaukie line may or may not be Clackamas County Sheriff's representatives. They could come from many jurisdictions. Their main focus will be structures and adjacent areas. Also, we have interoperability on radios, so we can hear what's going on in Milwaukie with a flick of a switch. That allows an officer to discover if there is a problem in an area he or she is traveling in. We do get good interagency cooperation, with jurisdictions handling our calls, and vice versa. I am hoping to see the same thing as in Portland; the area has gotten a lot better. Simply because, with a train every 15 minutes, criminals don't want to be watched. My hope is that energy will end up in your neck of woods. I want undesirable people to get the impression that there's a cop somewhere around here close by.

**Valerie Chapman:** How far from the Park & Ride will police patrol?

**Vince Jarmer:** We don't have a jurisdictional limitation in Oregon. All officers have authority everywhere. Also, these places will attract police. It's kind of like going fishing. They might be more of a natural attractor for cops to hang around. I mean that in a positive way. Transit cops are not limited to being at a station or structure. I encourage them, if they see criminality anywhere, or hear a call and are close, to help the responsible agency. We're getting a lot of that in return. There's no demarcation in the sand for my men and women. Anything close by, I expect them to help out partner agencies.

**Henry Schmidt:** When the train goes up McLoughlin Boulevard between River Road and Park Avenue, the Trolley Trail will be sandwiched between the light rail train and a retaining wall. Once you enter the Trolley Trail at either River Road or Park Avenue,

there is no other access for about one-half mile. How would the police patrol the trail or respond to an incident?

**Bob Jordan:** Our motorcycle patrols will be able to get in and out of there. We may grow our motorcycle unit now. We also have started a bicycle patrol unit.

**Shelly Lomax:** She mentions that a fire-life-safety committee, composed of representatives of emergency response agencies, will be formed to look at the plans and help shape the projects and help mitigate some of the problems mentioned here.

**David Aschenbrenner:** Have you been looking at drawings now and identifying concerns with regard to the 25 percent design?

**Shelly Lomax:** We have a committee now, including a representative from Milwaukie, that is talking about some of the higher-level issues, e.g., lighting, approaches, egresses. We eventually get down to nuts and bolts issues, e.g., the color of glass.

**Rick Williams:** Thanked the officers for coming and expressed wish to have them back in three to four months and invite community members to also ask questions.

---

**Project Status and What's Next**, presented by Rob Barnard, TriMet West Segment Director.

Rob framed the overall project and described upcoming milestones leading to civil construction start in summer 2012 (preceded by work on structures and underground utilities in 2011), and an expected service start in fall 2015. He also highlighted design and construction milestones for the new Willamette River Bridge.

**David Aschenbrenner:** Is there a chance that the pedestrian portion of the Willamette River Bridge can open earlier than the service start?

**Rob Barnard:** It will have to wait for the full alignment. The north end of the South Waterfront district is being raised 14 feet.

**Henry Schmidt:** Is there any requirement mandating Oregon-based companies for bids?

**Rob Barnard:** There is no Oregon preference. As a federally funded contract, there is a buy-American stipulation.

**Jeff Reaves:** What happens if you miss the in-water window for bridge construction? Would that delay construction for a year?

**Rob Barnard:** Yes. There are only 122 calendar days for in-water construction. It's an aggressive schedule.

**Jeff Reaves:** What's the likelihood you won't make that window?

**Rob Barnard:** We have performed a detailed risk analysis that I can share with you.

**David Edwards:** Asked about any similarities between construction schedules for the Willamette River Bridge and the Columbia River Crossing, and wondered if resources could be shared between the two.

**Rob Barnard:** Didn't think there was much opportunity for that with the difference in construction schedules.

---

**Willamette River Bridge Update**, presented by Rob Barnard.

Rob updated the group on the bridge design, showing slides of the towers and cables. He noted that the design phase had now shifted to refinements in elements such as the bicycle/pedestrian paths, railings, safety and aesthetic lighting, systems integration, landside integration and riverside trails below bridge abutments.

He also spent some time explaining how the design team had arrived at the vertical clearance of 77.36 feet between river and bridge. To arrive at that figure, the team looked at existing river users and landside uses, including planned uses. They also looked at the future, using the Coast Guard's standard of the "reasonable use" for existing and future navigation. The team's goal was to find the right balance between the reasonable needs of existing and future navigation with the reasonable needs of bridge users and landside impacts. Rob cited the studies, plans and resources they consulted from various sources to inform their understanding of future navigation needs. Based on that work, 77.36 feet seems to achieve the right balance.

Rob described the process for the vertical clearance recommendation. The next step is to advance the draft recommendation to the Steering Committee. Following that, they would seek approval from the Federal Transit Administration. If FTA approves, the bridge clearance would be part of the Record of Decision expected in summer 2010. He also noted the need to acquire a bridge permit from the U.S. Coast Guard. The Coast Guard uses the reasonableness standard in granting permits. From what we know today, he said, 77.36 feet appears to be the right height.

#### QUESTIONS:

**Henry Schmidt:** Noted an article in *The Oregonian* about the Portland Spirit's ships and its owner's issues with the bridge clearance. Asked how the new bridge would impede the Portland Spirit's ability to sail to the Willamette Falls in Oregon City, given that bridges to the south (Sellwood, railroad bridge, I-205) have even shorter clearance.

**Rob Barnard:** Confirmed that the bridges to the south are lower, but the bridges to the north are either higher or movable.

**Rick Williams:** Suggested that after the committee roundtable and public comment period, they discuss the draft letter from the CAC to the Steering Committee, included in the packet, the current language of which indicates CAC support for the 77.36 foot vertical clearance. The committee agreed with Rick's suggestion and moved on to the next agenda item.

---

**Bybee Station update, presented by Leah Robbins, TriMet East Segment Director.**

Leah showed slides of Bybee Station concepts. She pointed out the station would have access on both sides of existing Bybee Bridge structure, with elevators and stairs on both sides. Other elements highlighted included a large amount of bike parking (53 spaces) on the platform. She added that this station is expected to handle heavy walk-on and bike-on traffic, with 10 percent transferring via buses. Key questions from the neighborhood are how buses serve the station. Plans currently call for a bus stop in the westbound direction only, on the bridge structure. A bus stop on the eastbound direction was problematic due to the need to accommodate eastbound emergency response route from the Portland fire station that serves Eastmoreland. Leah showed more views, discussing how the station has incorporated safety and security principles learned from experiences with other grade-separated stations. This includes making riders pay their fares before entering the platform. In response to questions from the neighborhood, staff is looking at suggestions for improving bus connections at the station and will meet again with the land use and transportation committees from the Sellwood-Westmoreland and Eastmoreland neighborhoods.

**Henry Schmidt:** Are the bicycle parking spaces secure?

**Leah Robbins:** Yes, a portion of the parking spaces will be card key access to ensure a secure bike zone.

**David Edwards:** Why are there two elevators at Bybee and not at the Park Ave Park and Ride?

**Leah Robbins:** This is part of our lessons-learned from our Banfield stations, especially N.E. 60<sup>th</sup> Avenue and N.E. 82<sup>nd</sup> Avenue, which have high numbers of bus transfers and pedestrians. Each of those has one elevator. We learned two key lessons: One, reliability. A second elevator works as a backup in case of an elevator outage. Two, pedestrian safety. Having two elevators minimizes the need for pedestrians to cross the street.

---

## **Tacoma Station update, presented by Leah Robbins, TriMet East Segment Director.**

Leah discussed the project timeline, emphasizing that the station design project is still only one-third complete. The team has been studying traffic that would be generated by the Park & Ride and potential mitigation. We've been talking with the neighborhoods about this, in connection with the FEIS and the City of Portland's permitting requirements. At this point, we've identified potential traffic mitigations as new signals on Johnson Creek Boulevard. But that is not the end of the story. Key milestones include submittal of the FEIS and the Record of Decision in 2010. After that, we will still have Final Design and permitting of the project. Throughout this time, we will still be discussing, with jurisdictional partners, the appropriate level of traffic mitigation. We heard clearly at the Oct. 26 neighborhood meeting that a lot of delay on Johnson Creek Boulevard is good for neighbors, with no neighborhood benefit of the regional traffic. In addition, at that meeting, we presented the ODOT-related facility traffic analysis. We may look at incorporating, as a part of this project, traffic mitigation at the southbound off-ramps from McLoughlin Boulevard to Southeast Tacoma Street. We are awaiting ODOT's analysis of traffic issues at that location to help in our decision-making. Leah emphasized that it's key for preliminary engineering to set the budget for the project. That explains why you will see the traffic mitigations included in the 25 percent design plans and budgets estimates.

### QUESTIONS:

**David Aschenbrenner:** The more traffic we can get out of this structure and back onto McLoughlin and Highway 224, the more it helps the neighborhood. I am very anxious to hear ODOT's response. That's a key issue with a big impact on neighborhood.

David added information about how ODOT is considering the creation of a "slow-down" or "drop" lane in the farthest-west lane existing Southeast Tacoma Street.

Ralph Drewfs, an ODOT representative in attendance, added that this would include removing the stop signs off the southbound off-ramp. They would make the southbound, westernmost lane a drop lane that has to exit, which gives traffic coming on to McLoughlin, going southbound, an empty lane to accelerate. ODOT traffic engineers are looking at it now. We expect they will address the benefits and costs by the middle of December. This could be done on its own schedule.

**Michole Jensen:** If changes were not made and things were left as is, would that affect the project?

**Leah Robbins:** All the cities and TriMet are working as a technical group to understand how permits work, make sure we meet jurisdictional requirements, and can fit with neighborhood aspirations. We're in the middle of that discussion now.

**Michole Jensen:** The neighborhood felt we had two meetings, and now what? There is a healthy dose of skepticism. I would like to tell them this is not a final done deal. There will be additional meetings and you're going to want to maintain your involvement in this process.

**Leah:** Absolutely.

**Michole Jensen:** With so much emphasis placed on traffic on Johnson Creek Boulevard, there has been little discussion of the Tacoma station itself. That's one of my concerns.

**Leah Robbins:** I would suggest, this is a perfect time, with the 25 percent plans distributed, to make a presentation of the designs.

**Rick Williams:** Asked the group whether, because it was running late, it was willing to suspend the roundtable portion of the agenda, in order to allow 15 minutes of public comment, and then pick up roundtable at next meeting. The group agreed.

---

## Public Comment

**John Gormley (citizen).** My question falls into the lessons-learned department regarding station design. Are we getting closer to the idea of excluding people from the system if they did not pay a fare?

**Claudia Steinberg (TriMet Community Affairs Manager):** TriMet is looking into smart cards. Others added to the conversation, including Rick Williams, who mentioned Seattle's One Regional Card for All (ORCA) system. Rob Barnard mentioned the challenge of turnstiles in open settings such as downtown.

**Theresa Pucik (citizen):** Criticized planning of the Bybee Station. She said security will be a problem and faulted the need for busses to stop in the travel lanes. She said Fred Hansen had promised to the Oregon Legislature to never build another grade-separated station. She faulted sight-lines at the station and dismissed CCTV unless there is live monitoring of all cameras at all times. She said police could only access the station from above, and said she spoke with Union Pacific, which verified it had not granted TriMet access via at-grade road.

**Leah Robbins:** Leah said that TriMet is buying right-of-way from Union Pacific. We will assure emergency access, she said.

**Claudia Steinberg:** Claudia mentioned continuing meetings regarding this station with neighbors and transportation planners. Rick Williams added that he is glad to hear meetings are continuing in the neighborhoods.

**Dan Yates (Portland Spirit):** Dan discussed his needs for greater vertical clearance between the river and the bridge. He said he wants the bridge but needs to understand every element of its planning. He listed several business needs for greater height: the need for certainty in his business since it depends on advance bookings; the need to operate from the Caruthers Landing dock; the need to plan for rising river levels due to climate-change and dam removals; the need for larger boats to accommodate changing Coast Guard weight requirements. He mentioned that he was not happy with TriMet's response to a letter he sent in July. In summary, he told the committee there wasn't enough information backing the 77.36-foot clearance.

**Henry Schmidt:** Henry mentioned the newspaper article about the Portland Spirit. He asked whether the article was accurate in discussing Dan's plans to outfit the boat with wind turbines, which would make the ship taller. Do we spend a couple millions dollars to make the bridge higher? Or do you forgo putting wind turbines on your boat, and maybe you're not quite as green as you'd like to be?

**Dan Yates:** That is a reasonable question but as a marine operator I have the right to modify my vessel within a reasonable timeframe. If it's not reasonable, I won't do it.

**Rick Williams:** Rick provided context and background about the draft letter to the PMLR Project Steering Committee, which was contained in the committee's packet. He said the Steering Committee will address the issues in the letter on Dec. 1, and would like to hear from the CAC on this issue.

**Valerie Chapman:** Valerie expressed her concern that there was not enough time to address the issues raised by Dan Yates. She said she'd like more time to investigate or hear feedback from staff that addresses these concerns.

**Rick Williams:** The Steering Committee is going to make a decision on this, and they wanted our input.

**Barbara Dimick:** (To Dan Yates) What height do you need?

**Dan Yates:** We thought we needed 85 feet, but we won't know until I see the study on climate change. I understand I may not be able to do everything I want with my boats. But I want to make sure I get under that bridge 100 percent of time, year-round for the life of that bridge. That is the bare minimum to survive as a business.

**Barbara Dimick:** I also have concerns that we don't have enough information to say we agree with the height determination.

**Susan Pearce:** Agreed.

**Paul Carlson:** The bike and pedestrian routes at the landings have not been determined at this point; so we don't really know what we're talking about.

**Rick Williams:** The committee already recommended the 14-foot-wide bicycle/pedestrian lane, but we haven't made a recommendation about the vertical clearance.

**Henry Schmidt:** (to Rob Barnard) How big a deal is it to jack the bridge up another eight feet? What would it cost?

**Rob Barnard:** Twenty million dollars or more. Rob went on to discuss on-going research. He mentioned the effort to gather more research before publishing a report on climate change river impacts. But with what we know today, the worst case scenario would have produced 13 days in the last 30 years in which the Portland Spirit's tallest vessel (the Columbia Gorge which docks on the Willamette only during December) could not have sailed under the new bridge at 77.36 feet.

**Valeria Ramirez:** I too have concerns about recommending the 77.36-foot vertical clearance, but if it's important for us to weigh in, I would be in support of the first two points in the recommendation, and then acknowledging the work to-date and the need for additional exploration.

Discussion followed about the bullet point which, in the draft letter, supports the 77.36-foot vertical clearance. At the end of the discussion, the group decided it would support sending the letter with the first two bullet points unchanged, and then amending the third bullet point by removing the actual number of 77.36. In addition, group members agreed to send their concerns to Jennifer Koozer at TriMet. Jennifer will compile these concerns as an addendum to the CAC's letter to the Steering Committee. Rick asked committee members to submit their concerns via email to Jennifer by the end of the following day.

---

**Rick Williams** thanked staff and community and expressed hope that the CAC can help the Steering Committee in its decision. He then adjourned the meeting.

---

**No meeting in December**

**Next meeting: 6-7:30 p.m., January 21, 2010**