

Citizen Advisory Committee Future Work Program Considerations Amendment to the Portland-Milwaukie Light Rail Project Locally Preferred Alternative Report

The Citizen Advisory Committee (CAC) was formed in the summer 2007 and met 14 times over the course of the project. The twenty-one CAC members were appointed by the project Steering Committee and include local residents, business leaders and representatives from public institutions and community groups. On June 12, 2008, the CAC came to consensus on an LPA recommendation, which was presented to the Steering Committee. The CAC forwards the following issues and suggestions for consideration as the project moves forward into Preliminary Engineering and implementation.

The CAC recommended the refined Porter-Sherman river crossing. Given that:

- The bridge decision should be evenly weighed in consideration to other alignment choices or options in the neighborhoods.
- Bridge landings need to support bike and pedestrian connections on both the east and west side.

The CAC recommended the Tillamook branch alignment. Given that:

- Need to consider future access to light rail for employees in Milwaukie's north industrial area.
- Concern about loss of park and ride spaces with a Tillamook alignment, thereby creating a need to consider future park and ride needs as the system grows.
- The CAC strongly supports moving the park and rides as far south as possible to get people onto transit as soon as possible.
- Need to solve future traffic issues at the Tacoma park and ride and access to McLoughlin Blvd;
- Strong consideration and efforts to assure safe pedestrian crossing of McLoughlin Blvd.
- Add a connector bus line through the industrial area to downtown Milwaukie.
- Improve bus alignments and connections to augment transit not served by the stations.

The CAC recommended the Park Avenue terminus. Given that:

- Explore the development of a green space at the Park Avenue park and ride that ties into the Trolley Trail and creates a "park" destination at the terminus.

The CAC recommended the following with regard to station areas:

- **Lake** - Provide shuttle service to North Main area of Milwaukie.
- **Harold** - The stations needs a pedestrian crossing to Reed College – perhaps a funding partnership with Reed and/or the railroad; hard wire the station now for potential development in the future.
- **Harbor** - Decision makers should consider the overall viability for the project, access, economic development, ridership and connectivity.

The CAC did not recommend a station at Bluebird. Given that:

- Provide attractive and safe pedestrian and bike access between the Bluebird area and downtown, Park and a Lake Road station; improve bus/transit service to Lake Road station; and the design of the line through the Bluebird area needs to be sensitive to local businesses that could have been served by a Bluebird station.

Additional considerations:

- Tacoma Street needs a dedicated lane onto McLoughlin Avenue southbound.
- A crosswalk at 17th Avenue and McLoughlin Avenue needs to be on north side.
- Bike and pedestrian access from Division/Powell bike corridor needs to have access to the bridge.

- Local transit service improvements are needed to serve the light rail line.
- Build to a quiet zone standard.
- The CAC concurs with the recommendations in the Safety and Security Task Force report – specifically increasing transit security including local police service.
- Maintain and develop pedestrian and bike routes from Clinton St./11th and 12th Avenues (Gideon Station) to the Willamette River at Caruthers, connecting with the Eastbank Esplanade and Springwater Corridor trails, as well as creating access to the bridge.