



**Citizen's Advisory Committee
July 15, 2010
Carvlin Hall, St. Philip Neri Parish
2408 SE 16th Avenue**

Meeting Notes

PMLR CAC Members Present:

Rick Williams – CHAIR, Lloyd District Transportation Management Association
David Aschenbrenner, Hector Campbell Neighborhood
Barbara Andersen, Oak Grove
Lina Bensel, Member-at-Large, Independent Living Resources Center
Ray Bryan, Historic Milwaukie Neighborhood
Paul Carlson, Oregon Museum of Science & Industry (OMSI)
Valerie Chapman, Oak Grove
Debbie Cronk, South Waterfront Neighborhood
David Edwards, Oak Grove
Neil Hankerson, Dark Horse Comics
Greg Hemer, Milwaukie Lumber
Michole Jensen, Ardenwald-Johnson Creek Neighborhood
Erin Kelley, Bicycle & Pedestrian Advocate
Lance Lindahl, Brooklyn Neighborhood (BAC)
Eric Miller, Island Station Neighborhood
Fred Nelligan, Oak Lodge Community Council
Dan Packard, Eastmoreland Neighborhood
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)
Susan Pearce, Hosford-Abernethy Neighborhood (HAND)
Terri Pucik, Sellwood-Moreland Neighborhood (SMILE)
Valeria Ramirez, Portland Opera
Dee Walsh, Central Eastside Industrial Council (CEIC)

PMLR CAC Members Absent:

Ken Love, South Portland Neighborhood
Jeff Reaves, Central Eastside Industrial Council (CEIC)
Dan Zalkow, Portland - Portland State University (PSU)

Welcome, announcements, review notes

Rick Williams, CAC Chair, welcomed the group. Rick noted Michole Jensen is leaving the committee and thanked him for his service. There were no comments on the minutes of the June CAC meeting.

Dave Unsworth, TriMet Deputy Project Director, presented a project status update and review of related grant proposals.

Final Design. Dave affirmed that the project is still on track for securing final design approval in October. Two discussion points about financial issues are in progress with our federal partners. First, discussions continue at the highest level regarding the federal contribution. The project requested a 60 percent share paid by the Federal New Starts program, but FTA has not confirmed whether we will receive a 60 percent match or a 50 percent match. This issue should be resolved in August or September. Second, the annual amount which Congress will appropriate remains unresolved. If Congress decides to distribute the funds over a longer period, with fewer dollars in any year, that will increase borrowing costs.

Dee Walsh: Is there a Plan B for the scenario of more drawn-out appropriations?

Dave Unsworth: At this point, our financial plans assume the more drawn-out annual appropriations of \$100m per year in comparison to \$150m per year. The bookends of our request to the federal government are 50 and 60 percent federal share. Our hope is for 60 percent. The federal government is actually allowed to fund up to 80 percent. But the precedent, established for the Green Line, is 60 percent. If the federal match is 60 percent, we have the dollars lined up on the local side. If it's 50 percent, we will be short and will have to figure how to close the funding gap. These type of discussions are not unusual at this point. I hope to report more at the next meeting.

Rick Williams: If the feds fund 50 percent, will the project take longer to build?

Dave Unsworth: It may take more time and more money. Borrowing costs would rise. The local match would be greater. If that happens, we would probably look at cuts and different approaches to construction.

Final Environmental Impact Statement. The FEIS has been reviewed by our federal partners here and in Seattle. They are happy with the document. While it was delayed due to the NOAA Fisheries Biological Assessment (the Biological Opinion was received June 22), it should be ready to publish as early as next week.

Willamette River Bridge. We have issued the Requests for Proposals (RFP) for bridge construction management and design. These contractors will help us figure out how to make better decisions for an overall better, more cost-effective project. Three design-build contractors have been short-listed to submit proposals. We have been meeting with them, answering their questions. Proposals are due September 1.

We are seeking a variety of bridge construction permits, including from the city, the state and the Coast Guard.

Arnold Panitch: Can TriMet help resolve some of the discontinuity problems with the west side Greenway? There's no river access currently between the South Waterfront and Tom McCall Waterfront Park.

Dave Unsworth: OHSU and Zidell own the land between the Marquam and Ross Island bridges. Our project has to meet Greenway code approvals around our bridgehead. We have to provide an easement for the trail. We're working with Portland Development Commission, City of Portland Parks, Zidell and OHSU to pay for improvements around the bridgehead. The construction of the trail between the bridges is up to the City of Portland. The Greenway improvements are normally triggered when development occurs.

TIGER II grant application. TriMet is teaming with the cities of Portland and Milwaukie to submit an application for a TIGER II economic stimulus grant. We are basing our request on what we're calling the Portland-Milwaukie Transit Catalyst Project [subsequently renamed Southeast Corridor Project: Connecting Communities]. This project would extend the benefits of the light rail project on both sides of the river. Elements of the project, as indicated on a map handed out at the CAC meeting, include:

- SE Water Avenue relocation
- Oregon Pacific Railroad Yard improvements
- Clinton to the River multi-use path
- OMSI station educational enhancements [this item was later removed from the application]
- Rhine Street pedestrian and bicycle bridge
- Kellogg Lake pedestrian and bicycle bridge

Dave offered a proposed letter of support for CAC's consideration. Based on experience with the successful TIGER I grant, staff felt it was important for the CAC to indicate its support for the TIGER II grant to the Secretary of Transportation. As the deadline for grant application will come before the CAC meets again. Staff drafted the letter, and Dave asked the CAC for comments and a decision.

Questions

Rick Williams: Rick said he met with Jennifer Koozer during the week to discuss the letter. If the CAC members are comfortable, he asked them to read the letter and discuss.

Susan Pearce: Thanked staff for letter. She asked whether staff had considered including funding for the Close the Loop Streetcar connection project in this grant request.

Dave Unsworth: Dave said project partners wanted to keep the total request close to the \$10 million minimum for competitive reasons. This meant keeping other elements such as Streetcar out of the request. However, he said, there are a number of other grants programs that could be a source of funds for other projects.

Valeria Ramirez asked how they arrived at the local match amount, and Dave Unsworth explained that it does include land donations.

Dee Walsh: The interpretive displays for the OMSI station enhancements seem odd.

Dave Unsworth said this element was an opportunity to make the OMSI station more interesting and active by explaining how some of the surrounding technology works, in connection with interpretive displays at OMSI. He agreed that this particular element may not be as compelling compared with some of the other infrastructure-related improvements included in the application. [This item was later removed from the application.]

Michole Jensen: Do you plan to prioritize among the elements that are included in the application?

Dave Unsworth: If our request is successful, we may have some decisions to make with our partners. We will want to spread the benefits equitably.

Eric Miller: Is it normal procedure to ask for the whole amount and not prioritize?

Dave Unsworth: The grant had a long list of criteria. We tried to pull together a project to meet those criteria, and we thought these elements had the best shot.

Arnold Panitch: The Committee for Accessible Transportation (CAT) has reviewed the question of elevators vs. ramps for pedestrian overcrossings. CAT members seem evenly divided. Ideally, we'd like to have everything at street level, but we realize that's not possible. We also would like to see station names that identify street names, as opposed to confusing names like Yamhill District and Galleria. This would benefit vision-impaired transit patrons.

Dave Unsworth: These station names you've been seeing in our plans are placeholder names for now. Arnold indicated the importance of station announcements for the blind, and Dave said he would also take that recommendation back to staff.

Rick Williams asked CAC members if they were comfortable with the draft letter. The general consensus around the table was positive.

Barbara Andersen: Asked Dave if there had been any surprises to date regarding the project.

Dave Unsworth: Dave said the biggest surprise has been restrictions on the in-water work schedule. Due to concerns about protecting endangered salmon, the project will have to work around additional schedule blackouts that restrict pile-driving. This will force us to lose some construction days, but we will find a way to work within the restrictions.

Leah Robbins, East Segment Director, provided an update on community meetings (JCWC/Tacoma charettes; Trolley Trail)

The Johnson Creek Watershed Council hosted charettes to discuss enhancing the creek and station environment. The group's top priority is restoration of Johnson Creek. A secondary goal is engaging surrounding sites for redevelopment, habitat protection and bicycle and pedestrian access. A third goal is "greening" the station and Park & Ride garage itself.

There was an informational meeting on the integration of the PMLR project and the Trolley Trail project, which also had a good turnout. Project staff from Clackamas County, TriMet, City of Milwaukie provided illustrations of the Project design, particularly elements from SE River Road to Park Avenue. The proximity of the Trolley Trail in that segment, adjacent to the light rail alignment was shown in plan and illustrated sections to describe the proposed environment. This included the Nature in Neighborhoods components along the trail. The community was asked to provide feedback regarding proposed pedestrian routes during construction.

Bob Hastings, TriMet Agency Architect, discussed next steps for urban design.

Bob began his discussion by defining terms: Station Design, Station Area Urban Design and Station Area Planning.

- Station Design pertains to what happens at the station itself, including art elements, shelters and furnishings.
- Station Area Urban Design addresses the character of the adjacent streetscape (e.g., street lights). Done well, station area urban design helps to create context, character and identity.
- Station Area Planning is about reviewing land use plans and policies. Led by local jurisdictional partners, this process looks at potential development opportunities and goals in connection with the transit project.

Bob showed a diagram illustrating the relationships between Station Design, Station Area Urban Design and Station Area Planning. He discussed how these intersect in the areas of public art, sustainability initiatives and the Possibilities Project. Urban design attempts to maintain a consistent approach, helping a transit patron know where they are in the larger alignment, and at a particular station in a particular neighborhood. It attempts to create connections to that neighborhood.

Bob discussed the Possibilities Project and showed illustrations of ideas. This is a process in which a team of 20 specialized professionals in disciplines such as landscape design and finance come together to discuss a particular area or project, such as how the widening of Southeast 17th Avenue affects the streetscape. Elements discussed included brainstorming around:

- Urban design issues identified in the CDR, the cities' exhibits, and recommendations from CAC and CAT
- Opportunities for adaptive re-use and redevelopment of remainder parcels
- Opportunities for sustainability initiatives
- Ease of quick implementation by 2015
- Funding opportunities

Bob said he would bring a series of images developed from the Possibilities Project's "blue sky process." He illustrated with a couple of ideas on the stations at Clinton, Tacoma and Bybee streets. He cautioned that, while the group wants to develop "aspirational" ideas, it also wants to make sure they are feasible and easy to maintain.

Teri Pucik encouraged Bob keep in mind the floodplain north of Bybee.

Bob discussed next steps with the Possibilities Project and Final Design. Over the summer, we'll begin to find those with the greatest potential. The goal for any of these ideas is to look at how they can be funded, and how they can land on the design team plate to be further explored.

Questions

Dee Walsh: Do you plan to go to the neighborhoods with these ideas?

Bob Hastings: In final design, the team will begin to share ideas that appear feasible.

Erin Kelley: Have you used this process before?

Bob Hastings: Not like this. This is a unique methodology.

Erin Kelley: On the existing light rail system, is there an ideal station environment?

Bob Hastings: Outside of the Portland Mall, not really. This is an effort to be more proactive.

Dan Packard: This is a great idea. It's another way to think about stations as more than concrete and steel rail.

Bob Hastings: We don't want to scare people or, conversely, create false hopes. The key areas of focus have been Clinton, 17th Avenue and the Milwaukie area.

Arnold Panitch: Asked about connections for bikes off the Springwater Trail to the Tacoma station.

Bob Hastings: We haven't yet delved deeper into bike connectivity. We're seeing Tacoma as more than a transit station. It's a place to access nature. But bicycle connections will be important. We will study the station as being a place to access

transit, as well as a way for cyclists to access the Springwater Trail. Long term bicycle parking has been brought up by others, and we'll need to respond to this issue.

David Aschenbrenner commented about charettes and connectivity.

Erin Kelley confirmed that one of the working groups that came out of the charette process will be looking at connectivity to an ecotrail.

Rick Williams: Thanked Bob and asked him to return at a future meeting with Tad Savinar.

Roundtable

Lance Lindahl: The traffic impacts from the recent water main break that closed McLoughlin Boulevard really highlighted the importance of the light rail project and the CAC's work.

Fred Nelligan: Fred raised concerns about how Park Avenue and McLoughlin Boulevard will be integrated into the line, particularly with regard to bus lines, pedestrian access to stations and traffic flow on McLoughlin. He said he would like to review traffic studies and pedestrian studies.

Barbara Andersen said she spoke with Tad Savinar about her concerns for the Waldorf School. She is interested to hear what ideas will move forward.

Valerie Chapman: After riding the safety train and seeing the wetlands near Bybee station, she is now concerned about impacts to wetlands.

Rick Williams agreed we should discuss wetland impacts and mitigation on a future agenda.

Fred Nelligan: The Bybee-to-Tacoma section of McLoughlin Boulevard presents a unique opportunity. The whole corridor of trees provides a vegetative shield between McLoughlin Boulevard and the Union Pacific tracks. The whole stretch, done right, could be nice showcase for blending two types of rail and a major four-lane arterial and greenway.

Arnold Panitch: I also rode the safety train. I saw the graffiti on the warehouses, the debris. It's not a showcase of beauty. It's not as pretty as one might think.

Ray Bryan: Noted media reports of increasing crime at Clackamas Town Center with the opening of Green Line. Maybe we could discuss this sometime in the future?

Claudia Steinberg: We have a new transit police commander. We would love to bring him in to a meeting.

Michole Jensen: Being on the CAC has been a great experience. I will miss it.

Debbie Cronk: The South Waterfront now has a TMA (Transportation Management Association). Regarding graffiti, once the trains start going through, people will see it more and be more apt to do something about it.

Rick Williams: Did the people who rode the safety train have any additional thoughts or ideas?

Fred Nelligan: The stretch south of the Springwater Trail looks junky. Also, I noticed where two tracks of the UP pass under the Springwater Corridor bridge. It's a narrow spot. It will be interesting to see how we get two more tracks through.

Public Comment

Steve Schopp, Tualatin: The Milwaukie Light Rail Line is not funded. The money from local sources is borrowed against future operating revenues, future earnings projections, or future urban renewal designations. There is no federal funding approved. TriMet is pouring concrete next June, yet the funding doesn't exist. This will take away from basic services. Many jurisdictions already have budget holes. This is a scary scenario. I urge you to resign and revolt. This is a disgrace, a horrific idea. It won't deliver a community makeover. People in the industry are not giving you the whole story.

Rick Williams adjourned the meeting.

Next meeting: 6-7:30 p.m., Thursday, September 16