



**Citizen's Advisory Committee
June 17, 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
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
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:

David Aschenbrenner, Hector Campbell Neighborhood
Neil Hankerson, Dark Horse Comics, Milwaukie downtown
Greg Hemer, Milwaukie Lumber
Ken Love, South Portland Neighborhood
Jeff Reaves, Central Eastside Industrial Council (CEIC)
Dan Zalkow, Portland - Portland State University (PSU)

Welcome, announcements

Rick Williams, CAC Chair, welcomed the group and asked for input on the minutes of the June CAC meeting. There were no comments.

Dave Unsworth, TriMet Deputy Project Director, presented a project status report.

The Project has finalized the Preliminary Engineering phase and is waiting for permission to enter Final Design. The application for entry into Final Design was submitted at the end of March and approval for entry into Final Design is expected in October 2010.

During the extend Preliminary Engineering phase, we continue to discuss the Project's finance plan with the Federal Transit Administration (FTA) staff and recently suggested bill language to support the 60% federal match. We don't expect a quick resolution. Good news is that FTA agreed to carry both 50/50 and 60/40 finance plans in the Final Environmental Impact Statement (FEIS).

There is still a delay in publication of the FEIS because the Biological Opinion has not been issued yet by NOAA Fisheries. Although the Natural Resource agencies have agreed on the mitigation strategies, the Biological Opinion has not been finalized. We now hope to publish the FEIS in late July, and receive a Record of Decision in late September.

We recently finalized a Memorandum of Agreement with the State Historic Preservation Office that details how TriMet will proceed with construction at sites with potential archeological or historical significance. This is an important agreement for the FEIS.

The list of potential contractors for the Willamette River Bridge has been narrowed to three. These three are preparing a price submission, due in September.

The project is seeking a number of permits related to the bridge:

- 404 Clean Water Act permit; issued by the U.S. Army Corps of Engineers and the Oregon Division of State Lands; covers building in wetlands. We expect to apply for the permit next week. All state, federal and tribal entities have an opportunity to comment on the application.
- U.S. Coast Guard permit; expect to apply within a few weeks.
- Local permit covering Greenway Trail and design review for the western half of the bridge and South Waterfront station area.

This week Portland City Council approved Ordinances allowing the City to move forward with an application with FEMA related to the "no-net rise" issue for the piers in the Willamette River and the abandonment of an industrial railroad spur in the Central Eastside Industrial District.

The project will seek new federal and state funding opportunities. On the heels of successfully securing a federal TIGER economic stimulus grant for improvements on SW Moody Avenue, the project plans to apply for a TIGER II grant to cover several other elements, including roadway improvements at SE Water Avenue, freight rail improvements near the OMSI Station, bicycle access improvements in the Central

Eastside and a pedestrian bridge across Kellogg Lake in Milwaukie. The Project also intends to apply for State of Oregon Transportation Enhancement funding for bicycle improvements that tie into station designs.

Questions

Susan Pearce: Will an application for TIGER II grants compete with grants being sought by the Portland Streetcar loop?

Dave Unsworth: We are coordinating our grant requests with other city and state agencies such as the Portland Development Commission, the Oregon Department of Transportation and the City of Milwaukie.

Allen Morgan, TriMet ADA Coordinator, presented an overview of the Americans with Disabilities Act (ADA) and the TriMet Committee on Accessible Transportation (CAT). Allen introduced some CAT members in the audience.

Allen discussed the principle of Universal Design and how it affects TriMet's project designs and operations. Universal Design refers to design that benefits all people, not just those with disabilities, such as automatic doors at grocery stores.

Allen provided some background on the history and intent of the ADA. Now 20 years old, the law guarantees equal access as a civil right. The key provision for transit is the idea of accessibility for all people to use public transit.

Next, he described TriMet's two bus systems: fixed-route and paratransit, known at TriMet as the LIFT program. The LIFT program serves people whose disabilities prevent them from riding fixed-route buses. LIFT buses provide the same hours and location of service as the fixed-route system. He showed slides illustrating the impact of ADA on the growth of ridership by people with disabilities utilizing both LIFT and fixed-route buses.

He next presented an overview of the history of accessibility on TriMet. He showed slides, related personal stories and discussed the variety of bus designs and technical innovations over the years since TriMet bought its first lift-equipped bus in 1982. Since 1990, the ADA has required all buses be equipped with a lift or a ramp. The first low-floor rail cars in the United States were made for TriMet, and they are an example of Universal Design. TriMet's fleet became totally accessible in 1997. Moving forward, TriMet is committed to buying only low-floor buses and rail cars.

Allen discussed the substantial ADA-related responsibilities and requirements for TriMet operators, as well as training. The goal is to provide excellent service to all. This will become increasingly important as the Baby Boom generation ages.

Next, Allen discussed the Committee on Accessible Transportation (CAT), which formed in 1985 to advise TriMet on accessibility. The committee has created a list of accessible features it would like to see implemented on future projects, including the Portland-Milwaukie Light Rail project. He addressed some of the elements of the list, including priority seating areas, bridge plate ramp design, alignment design, station design, signage, vending machines, information kiosks, tactile warning strips and safety and security features such as audible signals at crosswalks.

Questions

Lina Bensele: The bridge plate on the Type 4 light rail vehicle is almost unusable, especially for people who use manual wheelchairs. Does the bridge plate come standard with the rail car or can we order it separately and specify the ones that work better?

Allen Morgan: On the Type 2 and 3 cars, the plate was custom-built. For the Type 4 Green Line cars, they were an off-the-shelf product that required retrofit of the bridge plate. With this Type 4 car, that's as good as we can do at this point.

Rick Williams: For PMLR, will we get that Type 4 bridge plate?

Allen Morgan: When we order new cars from the manufacturer, we will require bridge plates that meet our needs.

Arnold Panitch: Arnold discussed what he called the economics of being disabled or elderly. He noted the reduced costs for transit passes available to both seniors and people with disabilities. He also talked about the LIFT system, noting its cost is heavily subsidized by TriMet. He asked CAT members in the audience to describe how they traveled to today's meeting.

Allen Morgan: Allen introduced Bob Hastings, TriMet Agency Architect.

Bob Hastings: Bob discussed how TriMet incorporates Universal Design principles into all of its capital projects. He talked about how the agency works with both CAT and the CAC to refine designs.

Questions

Dan Packard mentioned concerns about pedestrian accessibility for the Tacoma station.

Bob Hastings responded that wayfinding and lighting will be considerations for Final Design.

Leah Robbins added that we are looking at how we can make the Tacoma station accessible for fixed-route buses to facilitate transfers.

Rick Williams: Thanked the presenters and suggested future presentations mention how improvements and features link with CAT's priority list.

Joseph Auth, of the Oregon Department of Transportation discussed changes planned at the McLoughlin Boulevard interchange at southbound Tacoma Street. In response to concerns raised at previous community meetings, ODOT has been looking into changing the lane configuration. Currently, vehicles entering southbound McLoughlin must wait at a stop sign and look for a gap in vehicles, which we've heard can be difficult to determine who is exiting and staying on the highway. To make this movement easier, we would develop the third southbound lane at the entrance ramp, so that vehicles entering McLoughlin here could do a free-flow right turn into their own lane.

Questions

David Edwards: Asked about the placement of the crosswalk.

Joseph Auth: Explained that cross walk is across the ramp, not McLoughlin, similar to existing.

Barbara Andersen: The existing situation is confusing: it says "bus only."

Leah Robbins: The new lane configuration alleviates the problem; it will be exit only.

Michole Jensen: It's still primarily a striping solution? Could people drift over?

Leah Robbins: No, there would be a raised island.

Valerie Chapman: Asked about stairs connecting Tacoma station to Springwater Trail overcrossing of McLoughlin.

Joseph Auth: Portland Parks is planning stair connections on both sides of the bike/pedestrian bridge over McLoughlin, supplementing the existing ramp on the east side.

Teri Pucik: I am confused about pedestrian improvements planned for Tacoma Street.

Leah Robbins: The design doesn't currently include pedestrian improvements on Tacoma Street, but we've heard that the existing sidewalk has some challenges. We'll look for ways to improve its design.

Leah Robbins, TriMet East Segment Director, discussed some activities taking place in Extended Preliminary Engineering.

- Bybee station. In previous CAC meetings we discussed bus connections and the neighborhoods' interest in having buses pull out of traffic to serve the station. Our plans now include bus pullouts on both sides, allowing buses to pull out of traffic completely. They also allow for maintenance and emergency access. Our Preliminary Engineering drawings did not include this, but our budget did. Our engineers have now progressed this element to the level of 30 percent design.
- Clinton station pedestrian access. The City of Portland Bureau of Planning and Sustainability is facilitating a station area discussion group. One thing they've been discussing is the location of the pedestrian crossing that is being impacted by the light rail tracks. There have been questions about whether it should be rebuilt where it is today (16th Ave) or rebuilt closer to the station (13th Ave). We also want to involve CAT in discussions about this pedestrian access. The Preliminary Engineering drawings show a large ramp to the overcrossing. Our budget now is showing an alternative to this massive ramp system—a combined an elevator and stair approach. There are significant issues on either side of this issue. We're continuing to discuss.
- Closure of Clinton Street between 11th and 12th avenues. We are working with area businesses and the city to find an alternate route to keep truck traffic moving, although it does mean additional property impacts at SE 12th & Division.
- Bicycle access from inner Southeast Portland and the Clinton station to the Willamette River. We're still working on technical issues. We're looking at the design of the multiuse path between 11th and 9th avenues. We're looking at how to make the most direct connection to the river without impeding truck traffic and on-street parking. That conversation is percolating. We will talk more about that before Final Design begins.

Leah concluded her presentation by showing an animated model of traffic analysis around Powell Boulevard, Milwaukie Avenue, 11th Ave, 12th Ave, etc.

Questions

Arnold Panitch: Asked if the Bybee station would have elevators on both sides of Bybee Boulevard and if they would lead to trains in both directions.

Leah Robbins: confirmed that Bybee station would have elevators on both sides of Bybee Boulevard, from which one could access northbound and southbound trains.

Claudia Steinberg, TriMet Community Affairs Manager, presented an update on community meetings, referring to the Meetings Log, and highlighting next week's meetings about the Tacoma station (with Johnson Creek Watershed Council) and Trolley Trail.

Roundtable

Dan Packard: Asked about the length of the Bybee Boulevard station bus pullouts.

Leah Robbins: They're about 100 feet long; long enough for a bus and maintenance vehicle.

Dan Packard: It's critical for the Tacoma station to be opened up for universal access, not just for autos, but for bikes and pedestrians. It's critical to access the southeast and southwest sides of that station from the Springwater Corridor. It's great that it will have steps. It would be nice if there were a ramp to ensure universal access for all.

Leah Robbins: The project includes an accessible ramp from the southeast portion of the site to the Springwater.

Lina Bense: I would like to see the next light rail vehicles have accessible bridge plates that are usable by people in manual wheelchairs.

Public comment

Peter Stark, Central Eastside Industrial Council: invited attendance at a meeting for property owners and residents on Thursday, June 24, from 9:30 a.m. to 2 p.m. at Madison's Restaurant.

Rick Williams adjourned the meeting.

Next meeting: 6-7:30 p.m., Thursday, July 15