David Edwards, Vice Chair, opened the meeting at 6:04 p.m. No errors or omissions were noted from the notes of the previous meeting.

Construction update, Milwaukie & Clackamas County, presented by Claudia Steinberg, TriMet Community Affairs Manager

Claudia Steinberg highlighted developments in Milwaukie and Clackamas County, including construction, traffic and noise impacts in the following sections:

- **Trolley Trail:**
  - Contractor has removed most of the trees. Some felled trees are being used to support stream habitat restoration.
Project staff is still negotiating with property owners over the removal of some trees. We expect these negotiations to be finalized in the next few weeks.

- When all targeted trees are removed, wall construction will begin, moving from north to south.
- The project has delivered some logs to the Milwaukie Center, to be distributed to low income seniors for firewood.

- Kellogg Structure:
  - Contractors have drilled foundations and are installing rebar for piers.
  - They have been working on the east side of McLoughlin Boulevard and will move to the west side in the first week of December.
  - Residents of the Island Station neighborhood will begin to see a lot of activity along McLoughlin Boulevard and the Trolley Trail.

- Downtown Milwaukie:
  - Construction crews are working at Southeast Harrison Street and 26\textsuperscript{th} Avenue, and Southeast Monroe and Washington streets. This includes:
    - Storm sewer work and, later, water line work, on Harrison and Washington streets
    - Retaining wall between Harrison and Monroe streets – Crews started clearing the embankment on the east side of the Tillamook tracks, removing trees, building an access road and preparing to stage a crane.
    - Wall construction – Work begins in December, with plans to start work on Adams Street and 21\textsuperscript{st} Avenue after Jan. 1.

- Tillamook Structure: all foundations have been completed. Residents will start seeing the bridge take shape.

**QUESTIONS**

**Greg Hemer:** Will the owner of the house on Monroe, where the street is being lowered, have access to his garage?

**Claudia Steinberg:** Our real-estate people are working with his attorney on right-of-way access.

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**Construction update, Southeast Portland, presented by Jennifer Koozer, TriMet Community Affairs Representative**

Jennifer Koozer highlighted construction progress in the Southeast Portland portion of the east segment. Among the highlights of her presentation:

- Tacoma structure: construction of the bridge that will carry the train over the ramp for the Tacoma connection on northbound McLoughlin Boulevard will require nighttime
work for a few nights (to minimize traffic disruptions). This will entail an exit lane closure and ramp detour on Dec. 7, and an exit lane closure on December 10-11.

- Harold Structure: girder placement was accomplished last month without the need for night work.
- Southeast 17th Avenue
  - Crews have demolished all targeted buildings north of Holgate.
  - Underground utility construction is progressing south.
  - Civil construction is beginning soon on the east side of 17th Ave from Rhine to Rhone streets, and on the west side from Rhone to Center streets.
  - TriMet Moving Together project – Construction related to this project is happening concurrent with street and track construction.
- Southeast 17th Avenue and Powell Boulevard Overpass
  - First concrete pour for the south retaining wall happened recently, with other scheduled soon. Several nights of demolition will be required to remove the existing north retaining wall. This will require narrowing traffic to one lane in each direction on Southeast Powell Boulevard for several nights in December. [Post-meeting note: this is now tentatively scheduled for February 2013.]
  - The new overpass should be opened to bicyclists and pedestrians in summer 2013.

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**Construction update presented by Coral Egnew, TriMet Community Affairs Representative**

- Southeast 12th Avenue and Division Street: intersection widening is almost complete (to accommodate vehicle movements that will no longer be possible when the leg of Clinton between 11th and 12th avenues is closed). Work includes moving utilities, street widening and repaving.
- Southeast 9th Avenue and Division Place: extensive work coordinating with utilities, including gas, electricity and water, will continue through the end of the year.

**QUESTION:**

**Teri Pucik:** Which streets will you close around Southeast 9th Avenue?

Coral Egnew: Northwest Natural requires a street closure on 9th Avenue and Division Place, because they have been working on a trench from their facilities across through Division Place.

**Teri Pucik:** The flaggers there are not paying any attention to the train tracks. Two or three times a day, flaggers won’t allow cars stopped on the train tracks through when trains are coming. The train blows its whistle at length. Drivers try to back up. Others are honking. It's a mess and is going to be a problem.
Coral Egnew: Please call me; we will follow up with Northwest Natural's flaggers.

Catherine Goode: Trains are wreaking havoc. It's more than what it appears if you're stuck at the railroad.

Construction update, Bridge and West segment, presented by DeeAnn Sandberg, TriMet Community Affairs Representative

DeeAnn Sandberg highlighted construction progress and impacts in this segment of the line:

- **Willamette River Bridge, West Tower**
  - Workers are pouring the 9th of 10 sections of each tower leg.
  - Temporary caps are ready to be placed.
  - Crews are continuing to pour pier table sections.
  - Form travelers are being assembled and tested.

- **East Tower**
  - Pile cap is complete.
  - Form work is being installed for the first pour of tower leg/pylon.
  - Cofferdam sheets were removed by the end of October.
  - The tower crane is mostly up.
  - Pedestals for pier table temporary supports are being poured.

- **Harbor Structure**
  - Final girders have been delivered and set in place.
  - Bolting of girders continues.
  - Lower deck pours continue.
  - Abutment work (low-density cellular concrete placement) and wall work continues.

- **Lincoln Street**
  - Work continues on the north of Lincoln Street between 4th and 5th avenues.
  - The guide way in the middle of Lincoln is being prepared for track placement.
  - Utility work has been completed.
  - The downtown holiday construction moratorium begins at the end of the shift on Nov. 16 and continues through end of day Jan. 1, 2013. 5th, 4th and Naito are part of the construction moratorium.
  - Rail pulling and placement begins Nov. 19, and welding starts Nov. 26.
  - The 4th Avenue and Lincoln Street intersection is complete.
  - The 1st Avenue intersection is in progress and entails a major grade change.
- The Naito Boulevard intersection also involves a major grade change. This will affect downtown commuters, and we’ll be getting the word out in early January because the work will begin in mid-January.
- We will focus on the 5th Avenue intersection in spring 2013.

**QUESTIONS**

**Catherine Goode:** How does the new Zidell building in South Waterfront affect the project?

DeeAnn Sandberg: Zidell owns 33 acres in the South Waterfront and just released its master development plan, envisioning up to 30 buildings. Right now they are developing an apartment building just north of the Ross Island Bridge and west of Moody Avenue. Further along in construction is the OHSU Collaborative Life Sciences Building, off Moody and just north of our planned South Waterfront station. We anticipate a lot more development in the area.

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**CAC Meeting Format presented by Claudia Steinberg, TriMet Community Affairs Manager**

Claudia opened a discussion on the future of the CAC, asking for input on frequency, location and some housekeeping issues.

After a discussion on the merits of different meeting times, Susan Pearce moved that the meeting be held bi-monthly. All members favored the bi-monthly schedule.

The next item focused on a meeting location. Susan Pearce offered use of the Oregon Rail Heritage Center for free. However, she acknowledged it is not heated in winter and currently has limited access to technology. Claudia suggested the Milwaukie field office (site of today’s meeting) offered the benefits of convenient access to staff, maps and technology, location near the center of project, and no added cost. Adam Marx voiced concern over bicycle access to the field office. David Aschenbrenner suggested holding several meeting at the field office and then reassessing in spring. Paul Carlson offered space at OMSI (for a room rental charge) and Ian Stude offered space at PSU. Valerie Chapman advocated keeping the meeting at the field office until at least May 2013 to make it easier for the public to know where to attend. All members favored meeting at the Milwaukie field office for the next three meetings.

Greg Hemer suggested the CAC take responsibility for preparing the meeting agenda. Claudia Steinberg responded that it’s not a burden to create the agenda, as long as she hears from members about what’s important to them. David Edwards asked if meeting minutes could be distributed sooner. Barbara Andersen asked whether TriMet could send emails to CAC members about bigger issues or changes in the interim between meetings, and Claudia agreed.
Claudia asked members whether they would accept snacks instead of dinner, which has been provided until now. All agreed.

Claudia proposed starting the meeting at 5:30 p.m. Adam Marx suggested shortening the meetings to one hour by discussing fewer topics. The consensus lay with keeping the meeting start time at 6 p.m.

Claudia distributed a handout listing possible topics for future meetings. Members agreed to review the handout at home. Jennifer Koozer asked members to email her with thoughts about topics for upcoming meetings.

David Edwards opened a discussion on CAC leadership. Rick Williams’ resignation has opened a vacancy for the Chair. David said he’d be willing and honored to take on that role but would stay as Vice Chair if someone else wanted to assume the Chair position. He shared that he may be moving from Oak Grove to North Portland at some point. David Aschenbrenner noted that the Chair has sat on the Project Steering Committee. Susan Pearce suggested an option of co-chairs, who could split responsibility. Claudia Steinberg asked members to send recommendations to Jennifer Koozer. David suggested the group discuss Chair and Vice Chair at January’s meeting.

Roundtable

Barbara Andersen: The Waldorf School leaders have had a lot to discuss with TriMet and project staff about project impacts on the school. Claudia Steinberg is doing a great job of staying connected, which helps people remain calm.

Greg Hemer: I attended a meeting with supporters of the Clackamas County 3-401 initiative to require public votes for future rail projects. He handed out and discussed a flowchart created by Chris White, the ballot measure sponsor. The chart, he said, does a good job of showing the basic rules governing implementation of the measure. It indicates that anything the county board has to spend money on must go to a popular vote. Or, as long as the County is not spending money, the board can discuss an item. At that meeting, there was specific talk about the Trolley Trail purchase by TriMet. This entails an Intergovernmental Agreement with the North Clackamas County Park District, which must be approved by the County Commission. So that means it must go to a public vote, requiring the County to spend $125,000 to make a $75,000 decision. I believe the City of Milwaukie owns that land, although North Clackamas Parks maintains all of Milwaukie’s open spaces and parks. If you can prove that it’s the City of Milwaukie’s jurisdiction, it would save the County $140,000, or a 100-year lease, because there was a group saying they would not allow TriMet buy North Clackamas Parks land.

Dale Henningsen (resident sitting at table): I voted yes for (3-401), right, wrong or otherwise. But if it went to a vote, I would definitely have voted to have light rail come to Milwaukie. I look at it as two separate issues. I walk downtown Milwaukie with my
grandson. The thought of light rail coming into Milwaukie and rejuvenating it is thrilling to me—and to my 4-year-old grandson.

**Ray Bryan:** At our neighborhood meeting, the owner of the house (that Greg Hemer had mentioned earlier) on Monroe Street said he needs our help. I’ll follow up with Claudia on that. There are issues regarding his understanding of the final design.

**Catherine Goode:** It is amazing how much is happening on McLoughlin Boulevard.

**Valerie Chapman:** I remain concerned over pedestrian and bicyclist safety on McLoughlin Boulevard. The area in question is dark, inaccessible and isolated. There is no land route considered safe from Park Avenue into Milwaukie. The only route is around the sewer treatment plant, but people are not doing it. People are now making their way on McLoughlin. I will try to go to the Milwaukie meeting and bring this up.

**Ian Stude:** I would second that. It would be stretching it to call the mitigation adequate. Safety is challenged. If staff is open to reviewing this, it would be a step in the right direction.

**Susan Pearce:** I’d be very interested in talking about accessibility to ORHF across the gravel between the parking lot and engine house. Whoever is considering the vice-chair or co-chair position may need to know when the steering committee meets. (Claudia said it meets on an ad-hoc basis.)

### Public comment

Ian Trout, Southeast Woodstock resident: Spoke about bike and pedestrian access near the Kellogg structure construction, suggesting closure of the right-most lane during off-peak times allows bike-pedestrian access to go northbound.

Maryann Paradise, Exalted Ruler, Milwaukie Elks Lodge: questions about TriMet’s purchase of Elks property and design of Park Ave station and Park & Ride. (Claudia indicated that project staff has met with prior Elks lodge leadership and invited Maryann and other Elks leaders to discuss further after the meeting.)

**Valerie Chapman** reported from the committee involved with the Park Avenue garage: The committee is not designing the project but is trying to bring together areas that should be strongly considered by the designers. There is a preference for a three-story, smaller-footprint building. Also, there is a budget parameter. When it goes out for request for proposals (RFP), we want to take in all the characteristics and keep it within budget. The next phase is request for qualifications. From those, there would be an RFP.

David Edwards adjourned the meeting at approximately 7:50 p.m.
Next PMLR CAC meeting: Thursday, Jan. 17, 2013, 6–7:30 p.m.

PMLR East Field Office
2300 SE Beta St., Milwaukie, OR 97222