David Edwards opened the meeting at 6:02 p.m.

David Edwards announced that Fred Nelligan would be arriving late and that Valeria Ramirez and David Aschenbrenner would be absent. Paul Carlson (OMSI) and Adam Marx (Brooklyn Neighborhood) will no longer be participating in the CAC. No changes, additions or subtractions noted for previous meeting notes.

David announced a new protocol for meetings: The public comment portion will occur at the beginning of the meeting, so people who come to share don’t have to sit through the entire meeting.

Public Comment

Linn Davis of Milwaukie said he submitted a comment online about bus service planning process. He found the online form, just a blank box for comments, to be lacking. He suggested adding more specific prompts and options to benefit the entire
system, rather than only their own special interests. He hopes the rest of the outreach process will be more thorough.

Jennifer Koozer thanked Linn and noted that TriMet received his comment. Bus service planning is just getting started and will include more robust tools for gathering input after a proposal is developed.

Dave Unsworth, TriMet Project Development Director, thanked the CAC for its service and discussed two topics.

Access Control Pilot Project
All PMLR stations will have very clear delineation on the platform area where fare is required. A “PAID FARE ZONE” inlay is visible on the platform pavement, in addition to signs. In the meantime, TriMet is working on a system-wide electronic fare (“e-fare”) system, to be implemented in 2016 or later. With e-fare, customers would purchase fares that would be loaded onto a smart card or smartphone. Paper tickets would still be available. Two PMLR stations (Bybee and Park) are designed to accommodate future access control equipment (e.g., gates), as a pilot project when the e-fare system is implemented.

Zoe Presson asked whether the fare structure will change based on the distance a rider travels.

Dave answered that the system is a flat-fare system and will continue to be that way. It will only track where riders get on and will not measure the distance they travel.

Ruby Junction Operations and Maintenance Facility
TriMet’s light rail vehicle maintenance and storage facility, called Ruby Junction, is located in Gresham. With the addition of 18 new light rail vehicles for the PMLR line, we needed to purchase property adjacent to Ruby Junction in order to expand this facility. This construction is nearly complete, and includes new tracks, a new wash bay and new maintenance bays. Further expansion will be necessary if the Columbia River Crossing Project happens.

17th Ave. and Center St. Operations Center
Ruby Junction is also home to TriMet’s Command Center, where train movements are coordinated and along with bus dispatch. However, the addition of the PMLR line causes TriMet to outgrow that Command Center. It’s also poorly located as an emergency command center, since Gresham often experiences some of our region’s worst winter weather. So, the Command Center is moving to TriMet’s more centrally-located building at SE 17th and Center, where it can be co-located with the customer call center, service planning, training, and other related functions. This fall, all staff moved out of the 17th and Center building, with many moving permanently to the newly leased office space in the Harrison Square building in downtown Portland. The bus operators are working from seven modular trailers in front of the building to avoid the
impact of living through a major remodel. Their new report area will be on the first floor, which still has several months of construction. The upper floors will be ready for employees to move in at the end of February. Command Center employees will move in later this spring/summer.

We have also reconfigured employee parking, including adding a new lot on property east of 17th Avenue that we acquired from Union Pacific Railroad. We need employee parking because many employees come and go before and after buses are running, but we are also encouraging employees to take transit, bike and walk as much as their schedules allow. Once light rail is in service, employees will have more options. But for years, neighbors of the 17th and Center facility have complained about TriMet employees parking on nearby residential streets, so a parking permit program through the Portland Bureau of Transportation, has been proposed. Neighbors on affected blockfaces will vote on whether or not they want permit parking. If adopted, TriMet would purchase one permit per household until October 2015, but no permits for TriMet employees.

Susan Pearce asked how the neighborhoods will be voting.

Jennifer Koozer answered that 40 percent of ballots must be returned, and the majority have to be in favor.

Mark Gamba asked why the permits will be $60.

Susan Pearce answered that the amount covers patrolling. The amount went up last year from $45 to $60.

Arnold Panitch commented that some employees do arrive to drive the first buses each day, but there are plenty of 8-to-5 employees. Parking was purposefully minimized at Harrison Square to encourage employees to walk, bike or take transit, and there is a change of behavior occurring there.

Dave answered that they’d like to do the same here.

David Edwards asked if the hope is that the parking problem will be alleviated once the light rail opens.

Dave answered yes. He added that if permits are approved, they will no longer be subsidized after the light rail line opens. If the neighborhoods want to get rid of them they’ll vote; otherwise, residents will pay the permit fee.

Greg Hemer asked if permit implementation will be Portland-wide.

Jennifer Koozer answered that any neighborhood can work with Portland Bureau of Transportation to set up a permit system.
Construction Updates

DeeAnn Sandberg, TriMet Community Affairs Representative, provided construction updates for the west segment and the bridge.

- Lincoln St. and SW 3rd Ave. station: The eco-track installation and landscaping are complete. Elizabeth Conner’s sculpture titled "Trio" has been installed. The piece is designed to be viewed from multiple sides.
- Harbor Structure: Structural construction is finished, an overhead electrical system nearing completion. The South Waterfront station is progressing.
- The PMLR Bridge: Only 23 feet remain to close up the west section, scheduled for February 2014. The east section closure is scheduled for March; 71 feet remain. The mid-span has 130 feet to go; closure is scheduled for May. Bridge name finalists have been announced. They are:
  - Abigail Scott Duniway Transit Bridge
  - Cascadia Crossing Transit Bridge
  - Tillicum Crossing Transit Bridge, Bridge of the People
  - Wy'east Transit Bridge
  Through March 1, the TriMet will be accepting comments on the names. The final name will be announced this spring. On February 3, Chet Orloff will give a talk about the history of the names and Donald MacDonald will talk about the architecture of the bridge.

Arnold Panitch suggested that the bridge accommodate 22-passenger LIFT buses. The TriMet Committee on Accessible Transportation (CAT) heard “no” from TriMet previously, because of driver training issues. CAT would like TriMet to re-examine and consider a unified system of all vehicle modes — LIFT buses get stuck in traffic just like other buses on the other bridges.

Susan Pearce asked who will own the bridge.

Dave Unsworth replied that the public owns the bridge; TriMet is responsible for maintaining it.

Coral Egnew, TriMet Community Affairs Representative, provided construction updates for Southeast Portland.

- The Greenway Trail is closed and will remain closed until late spring or summer.
- Streetcar track construction complete, although service will be interrupted to connect overhead wire. OMSI Station has been an area of heavy focus lately; a lot of the work is on the guideway rather than the roadway, so roadways and neighborhoods haven’t been severely impacted.
- Signal/communication buildings are under construction. These show we are transitioning into the systems/communication phase of the project.
- Fencing is being installed around the transitway at SE 8th and 9th avenues south of Division and north of Powell.
• A multi-use path is being constructed in this area as part of the Clinton to the River Project.

Jennifer Koozer, TriMet Community Affairs Representative, provided additional construction updates

• 17th Avenue continues to progress. Track has been installed on all of 17th, and all track crossings are complete.
• Platform work is underway at Rhine and Holgate, with the frame of the shelter in place at Rhine.
• Track crossing was completed at the 17th and McLoughlin intersection before the holidays. Work is now being done on the southbound lanes, while traffic for both directions uses the northbound lane. Work over the next couple months will allow create a pedestrian crossing.
• Bybee pullout construction starts next week, including sidewalk demolition. Sidewalks will be closed on one side of the bridge at a time, but the auto lanes will remain open.

Claudia Steinberg, TriMet Community Affairs Manager, provided construction updates for Oak Grove and Milwaukie.

• The Tillamook Bridge has concrete deck now. All the formwork is being taken down.
• The last rail crossing and first crossing in Milwaukie for the quiet zone is scheduled for April 14 and will take seven days. No noise variance will be issued; work will be completed during the day. Traffic will come in and out of 26th, and there will be a flagger at Harrison.
• Monroe St. has new street lighting and is getting sidewalks and roadway improvements. The north side of Portland Waldorf School will have stairways, and the south side will have new fencing. Fencing is being installed from Harrison to Monroe and through downtown.
• Kellogg Bridge at McLoughlin: final girders were placed in November and we're now installing rebar for the decking. A couple more pieces of night work will happen with concrete trucks — day access to McLoughlin is limited, so the work will be completed at night with a noise variance. We offered to temporarily relocate residents really close by; one family took advantage of that.
• The Park Avenue Park & Ride garage is under way. It will have three stories, 398 parking spaces and a station for electric vehicles. A Nature in Neighborhoods grant will help incorporate habitat into the landscaping. There will be beautiful artistic features on the garage itself. There is also a community component to the garage: Students from New Urban High School, a charter school through North Clackamas School District in downtown Oak Grove, will work with the artist and landscape architect to develop the design. There will be four workshop sessions between the end of January and March 12, and students will be visiting their workplaces. The group will also help get rid of invasive species around the garage. This is a real community effort: biology, art and science all together.
• I’m going to be at Oak Grove Community Council this month, and we’re going to have a big meeting for Milwaukie Monthly talking about bus service, construction
going on — especially Park Avenue and Oatfield Road. I will be merging Milwaukie Monthly with Oak Grove Community Council to open up for people from Oak Grove and Park Avenue to learn about their construction updates.

- Park Avenue was closed this week by a private utility company, not our contractor. We will start tree removal on Oatfield Road later this month. PGE will remove trees and then our contractor, Stacy and Witbeck, will come. The trees will be removed by March 1, before bird migratory activity begins.

Valerie Chapman advocated for more care for pedestrians during the Park Avenue construction. Bus riders are forced to walk on a divided street in a narrow roadway with cars coming behind them, and can’t get onto a sidewalk because of the construction fence.

Cindy Miguel agreed, saying that there is not an adequate number of flaggers. They need to be in the street directing people.

Claudia agreed to follow up with the contractor. The plan is to keep everyone on the north sidewalk, because the south sidewalk will be under construction. The challenge is coordinating several utilities.

Valerie commented that it’s difficult to plan your route and schedule when the buses are slowed down. The driver of bus 33 saw her waiting for the bus across the street and left.

Arnold Panitch said this is not a unique problem; he has had problems missing buses while waiting for a light. If a bus sees people rushing to get on, it can wait for 10 seconds.

Jennifer Koozer noted that it can be a difficult balance for bus drivers who want to be courteous to riders running to catch the bus but may already be behind schedule with a full bus.

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**Bus Service Outreach/Process**

Kerry Ayres-Palanuk, TriMet Service Planning Manager, provided an overview of bus service planning for 2015 when light rail service begins.

For the next few months, we will be talking with people to hearing their interests and concerns. Then we will develop an initial proposal and ask for feedback. In the summer, we’ll create a revised plan. Then we’ll do the same thing again: two or three months of going out to people and hearing their feedback. By the end of the calendar year, we’ll have a final plan for bus service that will go into effect in September 2015.

Basic assumptions guiding the planning process include 1) Try to minimize duplicative service that goes north-south in the Portland-Milwaukie corridor (lines 31, 32, 33 and 99 would turn around at downtown Milwaukie); 2) Try to minimize the number of bus lines
that terminate in downtown Milwaukie; 3) Move lines that currently cross the Ross Island Bridge (lines 9, 17 and 19) to the new transit bridge.

Kerry provided an overview of the bus lines that currently run through the corridor.

Questions that we are hearing include: Will there be bus service on the Sellwood Bridge? Along Johnson Creek Boulevard? At the SE Tacoma/Johnson Creek Station? Tacoma Street? What happens with bus stops near the Ross Island Bridge if all these buses are going across the new bridge? How do we serve the inner west side of Portland? Will there be service to the Milwaukie Park & Ride? What about traffic concerns in Milwaukie? Will we keep service on McLoughlin?

Kerry opened the floor for additional questions.

**Mark Gamba** asked whether buses coming from the south will go to the Park Avenue station and downtown Milwaukie. Will they continue north on McLoughlin past Milwaukie?

Kerry answered that bus riders would transfer to light rail at Park Ave and in downtown Milwaukie. We need to minimize duplicative service, and will consider how that affects the overall system and what changes need to be made. When the rail line is complete, people will be encouraged to take it. It will be very dependable and a lot of people are going to choose it.

**Arnold Panitch** commented on the need for bus lines that will move people from West and Southwest Portland across the Willamette River without requiring them to go into downtown Portland. A bus route such as a reintroduced Line 40 could connect over the Sellwood Bridge. In addition, feeder buses on Tacoma would be helpful to get people from Sellwood, Johnson Creek and Ardenwald to light rail station. Lastly, it’s important to make sure people can get quickly from downtown Portland to inner southwest areas such as Naito Parkway and Lair Hill if buses are removed from the Ross Island Bridge.

**Valerie Chapman** voiced a concern about pedestrian safety for riders transferring between bus and light rail at Park Avenue. Crossing McLoughlin Boulevard is not safe – there is too much traffic and too many people who aren’t paying attention to traffic. The transfer point should not be where people have to cross a major street. She said when she rides Line 33 at night (between 9-11 p.m.), a majority of riders get off south of Park Avenue. A metro area this large should have all-night service on at least some nights. Service workers can’t get onto buses at night — maybe even the people who clean the buses can’t get home easily. At some point TriMet and the community need to think about what happens at night with all the people who work at night.

**Greg Hemer** asked Valerie if she would prefer making a transfer from one bus to another or taking a straight line on the light rail with no stops.
Valerie Chapman answered that she prefers the MAX and would walk a few blocks out of her way in order to get on the light rail. But she also likes having options — the bus allows her another option, and so does walking or riding her bike.

Dave Unsworth added that many people have lots of destinations and like having choices. Places served by several lines allow people to make different choices at different times of day, especially with smartphones and Transit Tracker.

Barbara Andersen suggested that Park Avenue doesn’t seem set up to have buses drop off and then get back onto the street, and that having 20 people trying to cross McLoughlin after getting off the Line 33 bus is unsafe. She also commented that bus service on River Road is almost pointless because it comes so rarely and not on weekends at all. People walk farther to Park Avenue than two blocks to River Road because the service is inconsistent. There are a lot of people who would ride it if it came more often.

Arnold Panitch said that light rail will attract a lot of people to Park Avenue to transfer. Lines will need to be “beefed up” at night to keep people from having to hang out and wait. There should be enough buses at the corner of McLoughlin and Park to get people out of the terminal.

Mark Gamba said there is concern coming from the Milwaukie City Council about how people will access the station, because there’s no parking. There’s so much concern that Milwaukie is casually talking about creating its own bus service within the city if TriMet doesn’t have buses that come through neighborhoods to bring people to the station. They’re afraid people will just come park.

Dave Unsworth noted that a previous conversation with the council had brought up interlining lines to provide a loop that gets to the light rail and transfer station. Bus service to downtown Milwaukie is really important if the city’s going to grow, and the intention is to make sure it grows well.

Susan Pearce echoed Arnold Panitch’s concern about providing enough bus service to the inner west side of Portland.

Kerry said TriMet will be exploring potential solutions. Rather than sending all three bus lines (lines 9, 17 and 19) across the new bridge, one could stay on Ross Island. Also the Line 66 (peak-hour, express trip from Hollywood Transit Center to OHSU) could go across the Ross Island Bridge to solve some of that demand.

Susan Pearce suggested putting a bus stop between the bridge and Milwaukie Avenue.

Greg Hemer asked if feedback questionnaires and surveys are available on the buses.

Jennifer Koozer said as the planning process moves forward we will talk to riders and post information and requests for comments at key stops.
**Greg Hemer** noted that if every bus had a cardholder and TriMet gave the driver a five-minute training, the drivers could hand them out to riders. Otherwise, fewer people will give feedback and that might be ineffective for the entire public.

Kerry said that it’s hard to get all operators to do something like that because it’s outside their job description. We will get information on buses but 100 percent coverage is difficult.

**Valerie Chapman** asked if it would work to have Line 31 go out to Oregon City. That would keep Clackamas County in circulation we don’t have right now. You can get to the transit center, but you can get stuck out there for a long time. There’s service for people going to work, but service at other times isn’t as good.

Kerry answered that one way to have fewer buses stop in Milwaukie is to merge the 31 and 33 together: Clackamas Town Center through Milwaukie to Oregon City or the Clackamas Community Center.

**William Danneman**, Transportation Chair for the South Portland Neighborhood Association, commented that it would be a very grave problem if the north part of the South Portland neighborhood wasn’t on the bus route. Steep streets in the neighborhood keep some buses away from transit-dependent people, including at the National College of Natural Medicine. You’re looking at cutting 43, which is already very limited, and want to look at other lines we fought so hard to get into the South Waterfront, which is really transit-dependent.

Kerry said TriMet is not proposing getting rid of those lines — they are just listed on our handout because they are routes that are in the PMLR corridor that could be changed or that do connect.

**DeeAnn Sandberg** confirmed that she will be the liaison with the South Portland Neighborhood Association, and will attend an upcoming meeting get more feedback.

**Mark Gamba** said there is concern among Milwaukie residents that workers won’t be willing to take the MAX and walk a half-mile to work. Has there been any thought given to a shuttle or bus line that will run in this area?

Kerry said they are looking into different options for how to best serve the area with what they have.

**Claudia Steinberg** acknowledged the CAT members present, and said TriMet will be attending an upcoming CAT meeting to discuss bus service planning.
Roundtable Discussion

Ray Bryan said the Milwaukie Public Safety Advisory Committee has requested to hear TriMet’s safety outreach presentation before it goes out to schools.

Fred Nelligan announced that he missed the past two meetings but will still be involved. He has been told he’s been diagnosed with ALS, which is beginning to affect his speech. He’s not giving into the diagnosis yet, and it’s good to be back.

(Several in attendance offered well wishes.)

Susan Pearce commented that there is a lot going on with Portland’s Central City Southeast Quadrant Plan.

Greg Hemer commented that he is proud of this light rail line and the commitment that has been shown to education, the environment, and inspiring youth to go into arts or design. In addition to being an American-made project, it’s helping to supply jobs, provide education and help the environment, and he hopes it will be a model for the future.

Arnold Panitch said he lives in Southwest and there is a Southwest Corridor planning process underway. What he has learned around this table is a helpful model. They’re talking about a rail line or rapid bus system — their fantasy is to have tunnels to OHSU, Hillsdale Station, Multnomah, Barbur/Capitol Highway, and King City and Sherwood on rail or rapid bus.

The meeting closed at 7:54 p.m.