Citizens’ Advisory Committee (CAC)  
Thursday, March 20, 2014  
PMLR East Field Office  
2300 SE Beta Street, Milwaukie, OR 97222

PMLR CAC Members Present  
Barbara Andersen, Oak Grove; Waldorf School  
David Aschenbrenner, Hector Campbell Neighborhood  
Ray Bryan, Historic Milwaukie Neighborhood  
Valerie Chapman, Oak Grove Neighborhood  
David Edwards, Oak Grove (Committee Chair)  
Catherine Goode, Ardenwald-Johnson Creek Neighborhood  
Neil Hankerson, Dark Horse Comics  
Greg Hemer, Milwaukie  
Cindy Miguel, Island Station Neighborhood  
Fred Nelligan, Oak Grove Community Council  
Arnold Pantich, TriMet Committee on Accessible Transportation (CAT)  
Terri Pucik, SMILE Neighborhood  
Valeria Ramirez, Portland Opera

PMLR CAC Members Absent  
Bill Danneman, South Portland Neighborhood  
Susan Pearce, Hosford Abernethy Neighborhood District (HAND)  
Jeff Reaves, Central Eastside Industrial Council  
Ian Stude, Portland State University (PSU)

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

David Edwards noted one correction from the previous meeting notes: Neil Hankerson was present at the January meeting. Otherwise, no changes, additions or subtractions noted. Minutes accepted.

Public Comment  
(No Public Comment)
Michelle Traver, TriMet Public Art Coordinator, presented updates on public art.

Public Art Update
Artist Hilary Pfeiffer will develop a sculpture for the south side of the SE Park Ave Park & Ride garage. She and a landscape architect are working with students from New Urban High School in Oak Grove as part of the Nature in Neighborhoods Grant, educating them about art and ecology, and involving them in concept development for a sculpture. The sculpture will be in the landscaped area between the trail and the garage, and visible from the trail.

The sculpture for the plaza area at the SE Park Ave Station is almost ready for fabrication. Slight changes have been made to the plaza in order to accommodate the design.

The artwork for the Kellogg Structure is currently being fine-tuned.

Stone carving is under way for the Milwaukie/Main Street Station artwork. The water feature's horizontal element is in fabrication. The artist is carving wooden planks in granite that will go over the water feature at the top of the stairs.

At the Tacoma Street/Johnson Creek Boulevard Station, landscaping will be completed soon, and will help provide context for the installed sculpture. The second sculpture will be lifted into place later this year.

At the SE Bybee Blvd Station, programmed lighting elements are being integrated at the elevator entrances. The painted glass imagery on the cupola will be enhanced with soft lighting from inside that gives a gentle sense of movement and serves as a wayfinding beacon.

Along the 17th Avenue corridor, about 16 of the 38 weathering steel boat sculptures are scheduled for installation in April. The boats are designed with three ribs across the inside, to deter vagrancy.

For the Lafayette-Rhine Pedestrian Bridge, a 17-foot sculpture will be installed near the west stairs. Near the east stairs, a medallion form will be inlaid in the ground. The pieces will feature stainless steel rings with text that will be generated through a poetry project with Cleveland High School students.

TriMet may unveil the Velosaurus pieces under the 17th/Powell overpass for Bike to Work Day, May 16, if construction permits.

A prototype for the South Waterfront and OMSI stations has completed and it will be fitted with video screens before final fabrication.

Lighting programming is under way for the transit bridge. Tile for the abutment walls will be fabricated locally at Pratt and Larson Ceramics.
The artwork at the Lincoln St/SW 3rd Ave Station has been installed, along with subtle uplighting and landscaping. An interpretive panel will be installed at one of the electrical cabinets at the station to provide information about the Halprin District.

The shelter column mosaic tile is being fabricated locally at Bullseye Glass Company. It is beautiful!

**David Aschenbrenner** asked about sculptures along the Trolley Trail.

Michelle answered that there are no new updates since the last meeting; some pieces are finished and others are in fabrication.

**Valeria Ramirez** asked for further elaboration on the OMSI station pieces.

Michelle answered that the video display components are designed to match the existing station elements. The non-linear video imagery should inspire curiosity about the area; it will also include a “dial” to provide about the imagery being viewed. A sample of one of the video clips had been shown to the CAC previously, and Michelle indicated she would forward that link to the CAC to view again.

**Arnold Panitch** asked if the Public Art Advisory Committee will be involved with decisions about station signage. He wants to make sure signs meet the needs of the visually impaired.

Michelle answered that signage is not part of the art program. Station names and signage are standardized through agency design guidelines.

Michelle announced that on April 17, as part of the TriMet Riders Club Transit on Tap series, she and two artists will be talking about the PMLR Public Art Program from 5 p.m. to 7 p.m. at Ford Food and Drink, 2505 SE 11th Ave #101, Portland, OR 97202.

A reading of the PMLR Orange Lining poetry project will be held on April 15 as part of the Figures of Speech poetry reading series and in celebration of Poetry Month. The event will take place at In Other Words Bookstore.

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**Jennifer Koozer, TriMet Community Affairs Representative**, provided an update on bus service outreach.

**Bus Service Outreach Update**

TriMet mailed postcards to over 15,000 addresses in the corridor, and emailed over 3,500 subscribers about the opportunity to comment on potential bus service changes. We hosted four open houses (plus one hosted by SMILE), with more than 200 attendees. We have received over 200 comments online and another 130 comment.
cards at open houses. Staff has also been meeting with key stakeholders, such as major employers, institutions, schools and neighborhood associations.

We were pleased that so many riders have been engaged. Now, our service planning team will review all the comments we’ve received, and study ridership, travel times, and other technical data before developing a proposal for further public comment later this spring or early summer.

Jennifer reiterated the starting assumptions for bus service planning: 1) riders on buses that currently serve McLoughlin north of downtown Milwaukie (lines 31, 32, 33 and 99) would transfer to MAX at Park Avenue or in downtown Milwaukie, where those lines would turn around; and 2) buses that currently use the Ross Island Bridge (lines 9, 17 and 19) would use the new transit bridge.

The bus service planning website (trimet.org/pm/busplanning) has more information and a place to submit comments. It also links to the Southeast Service Enhancement Plan (SEP) website (trimet.org/southeast). The SEP is a longer-term vision for transit that includes the PMLR plan as well as potential enhancements for the next 20 or more years. Jennifer encouraged the committee to visit the website and sign up to receive email updates.

Jennifer added that details about bike and pedestrian improvements, including maps of the different alignment sections, are now available on the PMLR website (trimet.org/pm) under “About the Project.” The PMLR project isn’t just about a train; it’s about improving connections for all modes.

Valeria Ramirez asked if there are plans in place for weather-related light rail service interruptions and for emergencies. Will emergency vehicles be allowed to use the bridge?

In the event of weather-related service disruption, TriMet has identified bus pickup locations close to each light rail station. Certain catastrophic emergencies may warrant opening the bridge to emergency vehicles.

Greg Hemer asked what percentage of the general public was reached for feedback on the bus service.

Claudia Steinberg and Jennifer Koozer answered that we do not have a number for the percentage of the public, but do believe that we have engaged many riders who had not previously been involved. In addition to the mailings and meetings, over 20 staff hours were spent handing out information and talking to riders at key bus stops. Many of the comments we received referred to conversations with other riders on board buses.
Construction Updates

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

- On March 26, signals will be activated at 5th and Lincoln, 2nd and Lincoln, and Naito Parkway.
- A covered bike parking area is being installed on the west side of Moody Avenue. The glass shelter will include seven bike racks and will open in June across from the OHSU Collaborative Life Sciences Building.
- The Moody Ave signals and communication building is finished except for the eco-roof. We will be turning it over to the contractor and systems for power.
- Landscaping at the South Waterfront/SW Moody Ave station is looking more complete. The track is installed and shelters are in. Shelter glass won’t be installed until July.
- The PMLR Bridge: The west closure is complete. The east closure is scheduled for March 24, and the mid-span closure has been moved up — the edge will be completed in mid-to-late April and the deck will be filled in May. The bridge name will be revealed at an event at the OMSI plaza on April 16 at 10 a.m.

David Edwards asked if the bridge will open to pedestrians before the light rail begins operating.

DeeAnn said they are looking at all the tasks that still need to be completed, including safety analysis and overhead wiring and operator training. Given the tight schedule, and rather than opening and closing the bridge for each update, it most likely will not be opened early.

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

- OMSI Station/Complete the Loop: Trackway and transitway are installed, and concrete is being poured for sidewalks. Substation buildings are being completed so they can be turned over to systems contractors.
- Lots of concrete is being poured over the next few weeks from Water Avenue moving east in the shared transitway.
- The Grand Avenue systems building is under construction; we are pushing very hard to have these buildings turned over to contractors.
- Clinton/SE 12th Ave Station: The shelter frame is in. Trackway is in and has been turned over to the systems contractor. Poles for overhead wires are being installed.
- Powell Boulevard: Sidewalks and landscaping are complete.

David Aschenbrenner asked whether the OMSI/SE Water Ave Station will serve both buses and light rail.

Coral confirmed that yes, buses and light rail will stop in the same area and will share a platform.
Jennifer Koozer, TriMet Community Affairs Representative, provided additional construction updates in Southeast Portland.

- **17th Avenue:** Access to southbound 17th Ave from eastbound Powell to Rhine Street will be closed through May and then extended to Rhone Street for the month of June, because the section of roadway is too narrow to do improvements while traffic is moving. A new traffic signal was installed at Holgate Boulevard to allow a turnaround for those heading north. New roadway and sidewalk just opened on the west side of 17th Ave from Boise Street to McLoughlin Boulevard. Poles and wires are also being installed in the trackway.

- **Center Street Operations Building:** The building is ready for move-in, and people will begin working on the upper floors on Monday. The Portland Bureau of Transportation parking permit proposal did not pass. Not enough people returned ballots, and the majority of those who returned them did not vote in favor. TriMet is still discouraging employee parking in the neighborhood and encouraging employees to ride transit, bike, walk and carpool.

- **Tree removals along McLoughlin near Harold Street:** during recent storms some trees fell onto McLoughlin Boulevard near Harold Street. ODOT investigated and found safety concerns with some additional trees. These trees are outside the light rail project area.

- **Bybbee Bridge:** construction continues on the pullout structure on the south side of the bridge.

- **Tacoma Structure:** Trackway is being installed.

**Greg Hemer** asked whether bus drivers for TriMet get free transit passes.

Jennifer answered that all TriMet employees can use their employee badges as transit passes.

**Terri Pucik** commented that bus drivers who start work early may have no choice but to drive cars. Many people do try, and some even commute by bike over long distances, but it’s hard to tell someone who has to be ready to drive a bus at 5:30 a.m. how he or she should get to work.

**Arnold Panitch** asked if the number of people working in the Center Street building has changed, and whether the same number of buses serve the area.

Jennifer answered that there are slightly fewer employees, and slightly more parking spaces, but still not a space for every employee. No additional bus lines are staged from the Center Street garage, but with incremental improvements in frequency, there could eventually be more operators here.

**Terri Pucik** asked where grant funded employees will go when grant funding expires.

Jennifer answered that they don’t know yet.
Arnold Panitch noted that 17th Avenue looks much bigger and wider. How is that going to work for accessibility? Are there just as many crossings?

Jennifer answered that every traffic signal will have a countdown timer and audible signal. There are fewer crossings than before.

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

- Tillamook Structure: Trackway is being installed.
- A vibration mat is being installed in downtown Milwaukie at Monroe Street.
- Milwaukie/Main St Station: A wall and center platform are in place. New lights have been turned on.
- Kellogg Bridge: Traffic has been reduced to one lane for workers’ safety while installing new decking across the roadway.
- SE Park Ave Park & Ride: The bus stop is closed and the shelter has been removed. A new structure just to the north will be improved as part of the project. A drill rig is drilling holes to insert piles for a large retaining wall for the hillside in order to create bike lanes and sidewalks on both sides. Plastic tubing for 300 steel reeds is going in to screen the garage. The garage will be complete sometime toward the end of this year; maybe sooner.

Valerie Chapman noted that Nancy’s Bakery and Restaurant is struggling because it’s hard to access with the construction closures. She suggested everyone go enjoy some Mexican food and help them out.

Claudia said they are working with local businesses daily. Evergreen Street will be open soon, and pedestrian access will improve. Clackamas County is in charge of enforcing traffic control.

Arnold Panitch asked how people transferring from buses will get to the light rail station on the opposite side of the street.

Claudia answered that people will either cross McLoughlin at the signal at Park Avenue, or transfer in downtown Milwaukie. There will be a pullout on the south side of Park Avenue near the station for emergency bus use, but not regular service.

Terri Pucik asked what the transfer situation is like in Milwaukie.

Claudia replied that riders will get off on Washington Street at 21st Avenue and walk about half a block to the light rail station.

Arnold Panitch asked whether the train will wait for the traffic signal when a busload of people is crossing the street, including those in wheelchairs and the visually impaired.
Claudia said service planning staff will be looking into timed transfers between buses and trains.

Arnold commented that having a screen to view with times would be great. Riders and operators would know how much time is left before departure.

**Barbara Andersen** commented that most people riding the bus, especially those with mobility challenges, would stay on it and transfer to the train in Milwaukie. She suspects the Park Avenue garage will be more a car drop-off area than a bus transfer station.

**Greg Hemer** asked whether the Elks Lodge driveway will be shared with the parking structure, and where emergency access will be for the structure.

Claudia answered that the driveway will not be shared, and emergency access will be separate. Elks Lodge is replacing access they had with new access from a vacant roadway. Access to the garage will be from Park Avenue on the west side of the pump station, and also from McLoughlin with a right turn in and right turn out.

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**Roundtable Discussion**

**Catherine Goode** asked whether the Eastmoreland neighborhood has a representative on the CAC, and whether there have been any changes or updates regarding intersection of 32nd Avenue and Johnson Creek Boulevard.

Jennifer Koozer answered that Eastmoreland decided not to participate in the CAC, and that there have been no changes to the design of that intersection (adding a traffic signal and widening Johnson Creek Boulevard east of 32nd to accommodate sidewalk and a turn lane).

**Barbara Andersen** said it’s exciting to see things coming to completion.

**Terri Pucik** asked whether there will be a chance to offer more feedback on bus service planning. She also suggested that outreach reach more people in neighborhoods instead of only on buses.

Jennifer Koozer answered that there will be another round of feedback before decisions are finalized, and TriMet would welcome CAC members’ help reaching more people.

Terri also commented that she is concerned about the tree removal near TriMet work sites. It seems coincidental that trees of the same age are not falling down on the west side, but one fell down on the east side where backhoes are digging.

Claudia suggested that Terri speak with Shelli Romero at ODOT, as it is their property and the tree removal was their decision.
David Aschenbrenner mentioned that flagger vehicles parked near 26th Avenue are making the roadway very narrow. He also asked how long the sidewalk will be closed at Washington and 21st.

Claudia answered 21st Avenue will be closed for another two weeks.

David asked when the stormwater retention basins will be filled and planted. Rainwater is running off Washington.

Claudia said that they are starting them now and are aware of the runoff.

Ray Bryan said the project had its first graffiti event on Monroe Street. An entire wall was tagged, and he is hoping to learn more about precautions and prevention—can something be put over the wall? Who is responsible for cleanup?

Claudia answered that responsibility will be determined in the maintenance agreements coming out between TriMet, the City of Milwaukie and the City of Portland. They are working on getting that information to council within the next couple of months.

Valerie Chapman said she feels like she’s constantly walking through a construction zone. Her bus stop disappeared and it was very confusing. She wants the construction workers to be more aware of people nearby.

Arnold Panitch said there are ongoing conversations about whether LIFT paratransit vehicles will be able to use the new transit bridge. TriMet is one unified system, and CAT wants LIFT vehicles to have the same quick river crossing available for all. He also mentioned the idea of a free bus pass system for youth. Portland Public Schools offer bus passes for students, but there should be more effort across the tri-county region. There is some movement within TriMet to talk to school districts about the costs and benefits to transporting students via the TriMet system rather than district buses.

The meeting closed at 7:37 p.m.