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

David Edwards welcomed the committee back. He noted an attendance correction from the May 2014 meeting: Susan Pearce was present. Otherwise, no changes, additions or subtractions noted.

Ann Becklund, Director of TriMet Community Affairs, announced that a plaque in honor of Fred Nelligan’s service to the PMLR project will be displayed at the Park Avenue Station. The plaque will read: “In honor of Fred Nelligan, a champion for the MAX Orange Line, his neighbors and his community.” A dedication ceremony will take place in the coming weeks.

David Aschenbrenner, Susan Pearce, Cindy Miguel and Arnold Panitch shared words of appreciation for Fred.

Fred thanked the group and expressed his gratitude for the project and the committee.
Public Comment

(No Public Comment)

Orange Line Grand Opening

Ann Becklund, Director of TriMet Community Affairs, shared that TriMet is planning the Orange Line grand opening celebration, scheduled for Saturday, September 12, 2015 — just 46 weeks away.

Committee members will be invited to ride the first train from the SE Park Avenue Station. TriMet will open the entire transit system for free, which hasn't happened since Westside MAX service began in 1998. We are working on partnerships with Portland Opera, OMSI and the Confederated Tribes of Grand Ronde and other stakeholders to participate in the grand opening.

We're also working on events in advance of the grand opening, including preview rides.

The 20th annual Bridge Pedal on August 9 will include Tilikum Crossing, and its new graphic will include an image of the bridge. Just last week Tilikum Crossing received national attention on CNN, and the U.S. Secretary of Transportation, Anthony Foxx, came to Portland to tour the bridge earlier this month.

If committee members have ideas about how communities can celebrate their neighborhood Orange Line stations, please talk to Ann.

Safety and Security Planning and Outreach

Harry Saporta, Executive Director of TriMet Safety and Security, provided updates about safety and security on the Orange Line.

TriMet saw a 25 percent decrease in reported crime between 2012-13. Overall numbers are relatively low, and most crimes that take place are not serious.

Security strategies for Orange Line include:

1) Security presence on the system. This includes increased patrols from TriMet supervisors, transit police and unarmed security personnel; use of a unique task force model that draws police officers from surrounding communities; and partnerships with police departments from 14 jurisdictions and the Transportation Security Administration's Viper Team.
2) A transit response team made up of uniformed and plainclothes officers and fare inspectors. Teams will be deployed to crime “hot spots,” which will be identified using statistical data.

3) Public education, especially attentiveness to personal belongings to prevent petty theft. Security personnel will hand out leaflets onboard to educate riders. A forthcoming holiday campaign will focus on protecting belongings.

4) Physical security measures. All MAX stations are equipped with surveillance cameras, and use purposeful environmental design elements such as adequate lighting and open lines of sight to help prevent crime.

TriMet’s goal is to keep Orange Line crime statistics low from the start, using data to inform targeted strategies and tactics.

Next steps include adding Clackamas County Sheriff deputies and Milwaukie Police officers to the task force to create a strong community police presence from the start.

Security and transit police officers will be increasingly present at Park Avenue and Tacoma/Johnson Creek Park & Rides and in the Milwaukie area. TSA will be engaged in this effort, and law enforcement will ride the rail and be present on platforms.

David Aschenbrenner asked whether a hotline number other than 911 can be used to report crime on transit.

Harry said for all crimes in progress, riders should call 911. For non-emergency situations, they can call TriMet at 238-RIDE. A mobile security app is in development that will allow riders to report situations and include photos. Data collected from this app will inform hot spot policing tactics.

Cindy Miguel shared that a missing foster child believed to be on a MAX train from Clackamas Town Center was found within an hour through fast communication between two different counties. The transit police were very efficient. She asked whom people should call if something needs to be done immediately on the Orange Line. She also said that she teaches teen self-defense classes, and specific information about personal safety when riding transit would be helpful in developing new materials.

Harry said TriMet will develop a new brochure before the end of the year that includes personal safety tips. 911 is still the best number to call to report crimes, since the transit police use the same dispatching center. You can also call the local non-emergency police line at 503-823-3333.

Valerie Chapman noted that a valuable educational offering could be training on how to be courteous in public spaces, including placing bags appropriately on the train or bus instead of taking up unnecessary seat space. She also expressed concern about the
mobile security app’s ability to report photos, saying people can put themselves in serious danger by pulling out a camera and snapping photos of a crime.

Harry said the purpose of the app is to report uncomfortable situations, not necessarily crimes in progress. He hopes people will be careful about taking pictures. There is an upcoming campaign about respectful ridership that may also improve personal safety.

Arnold Panitch commented that he saw TSA officers at Gateway, and asked what their role is compared to a regular uniformed officer.

Harry answered that TSA personnel are sworn federal officers with the authority to arrest. Their presence is specifically aimed toward terrorism activities, but tactics are similar to other efforts and they support transit police in many ways.

Coral Egnew, TriMet Community Affairs Representative, provided updates on safety and security outreach and education.

TriMet is making efforts to educate the public about how to be safe and secure on and around the transit system. The team is reaching out to K-12 students, universities, businesses and neighborhood associations near the Orange Line.

There are 17 schools within a one-mile radius of the track alignment, and nine schools with more than 3,600 students within a half-mile radius.

All schools within one mile of the track alignment will be given Orange Line-specific safety materials, and schools within a half-mile will be offered safety presentations and onboard safety preview rides before the line opens.

Universities, businesses and neighborhood associations will be given safety materials to distribute at student fairs, local fairs and festivals. TriMet representatives will attend neighborhood association meetings to reintroduce themselves and present information on how to ride the system safely.

Upcoming PMLR milestones with safety considerations include:

- Fall 2014 – TriMet representatives will meet with school administrative staff to determine the best methods of communicating safety information to students and families.
- Early 2015 – The establishment of a rail “Quiet Zone” will lessen the frequency of freight noises. People in the community are used to hearing trains before they see them — but the goal is for people to see tracks and expect a train regardless of noise.
- March 2015 – PMLR bus operator training will begin, placing vehicles on the alignment before service opens. The public should be aware and watchful.
- June 2015 – PMLR rail operator training will begin, and trains will be much more frequent. The hope is to get students out for preview rides in May, prior to operator training.
- Mid-August 2015 – Simulated Orange Line service. Trains will pass by every 7 minutes.
- September 12, 2015 – Orange Line service begins.

Susan Pearce asked whether TriMet is familiar with Operation Lifesaver, a rail safety program.

Harry said yes, Operation Lifesaver provided a $25,000 grant to TriMet for training material development.

Coral added that TriMet will be seeking similar partnerships for the Orange Line.

David Aschenbrenner extended an invitation for the representatives to present safety information at the Milwaukie Farmers Market.

Harry noted that an additional safety principle on the Orange Line is the addition of intrusion detection that will detect anyone walking on the light rail structures and inform operators, who will slow or stop trains. Law enforcement will be brought in to handle anyone who is repeatedly on the tracks.

Valeria Ramirez requested a security presentation for Portland Opera. Its building is surrounded by PMLR construction and there’s a real concern about property safety, particularly in the parking lot right next to the OMSI Station. Will proximity make them more vulnerable, or more protected since it is a security hub?

Harry said he would be happy to present to the Portland Opera staff, including ways to protect belongings inside vehicles.

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Bus Service Planning Update

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

The starting assumptions for bus service changes were that all bus lines that currently travel McLoughlin Boulevard into downtown Portland would instead turn around in downtown Milwaukie, and that buses that currently cross the Ross Island Bridge would instead use Tilikum Crossing.

After gathering community feedback on those starting assumptions, TriMet developed an initial proposal which was shared with riders this summer. We distributed materials to more than 4,000 riders on-board, over 22,000 email subscribers, and over 20,000 physical addresses. We also hosted four open houses and attended several
neighborhood meetings. We asked for feedback including an online survey that asked riders to rate the proposal and provide detailed commentary.

The initial proposal included the following changes:
- Lines 31, 32, and 33 would turn around in downtown Milwaukie
- Line 99 would take Sellwood Bridge into downtown Portland, with new service on Tacoma Street in both directions, providing the option of a “one seat ride” from Milwaukie and the south, as well as the existing Milwaukie Park & Ride, and connecting Sellwood to the SE Tacoma/Johnson Creek station.
- Line 28 would take a new route along Linwood Avenue and Johnson Creek Boulevard, serving SE Tacoma St/Johnson Creek Station and Milwaukie Park & Ride. The line would connect with Line 34 which serves River Road and south to Oregon City. Frequency on both lines would be doubled.
- Lines 9 and 17 would use Tilikum Crossing, but Line 19 would keep its current route in order to preserve service around Ross Island Bridge.

We received over 1,400 comments on the initial proposal, and used that feedback to make some refinements. The final proposal will be shared with the public next week, and we’ll ask for more feedback before finalizing the plan around the end of the year.

**Valerie Chapman** said she has had conversations with people at the Ochoco Street and McLoughlin Boulevard bus stop who cross from the west side of McLoughlin and catch buses downtown. How will they get to the MAX stop? Where is the connector?

Jennifer answered that they would have Line 28 on weekdays or a short walk to the SE Tacoma St/Johnson Creek Station.

**Arnold Panitch** asked whether local bus service on McLoughlin Boulevard would continue at all, and whether Line 33 will run from Milwaukie to Clackamas Community College.

Line 33 would continue to serve Clackamas Community College. The Orange Line would replace service on McLoughlin north of downtown Milwaukie, but Line 33 would continue its existing route south of Milwaukie. There are a few bus stops on McLoughlin that would no longer have service at all, but they’re close to either Line 19, Line 17 or the Portland Streetcar.

In the final proposal (map not finalized), Line 33 from Oregon City would serve downtown Milwaukie and then continue east on the Line 31 route, which means a big increase in frequency for Line 31. All the buses into downtown Milwaukie would serve the stops at 21st and Jackson, which is about 4-5 blocks from the MAX station. Most lines would also stop around 21st and Washington or Adams, at the station. Extensive traffic analysis has been completed to make verify the 21st and Washington intersection can handle the traffic.
David Edwards added that if they want to, people can get on a different bus at 21st and Jackson to ride the additional few blocks to the MAX station.

Susan Pearce expressed concern about transit access for people on the west side of Sellwood and in Brooklyn, who ride on McLoughlin Boulevard.

People who are catching the bus in west side of the Brooklyn neighborhood and north end of Sellwood/Westmoreland would need to walk over to Line 19 on Milwaukie. Additional weekend service for Line 19 will be included in the final proposal.

Valerie Chapman asked how frequent service will be on Lines 28 and 34.

Jennifer answered that each currently has a 70-minute frequency, which is proposed to double to every 35 minutes. The Southeast Service Enhancement Plan process will ask for community feedback on future transit needs, including increased hours and frequency. The current PMLR proposal is not the end of enhancement for this part of the district.

Arnold Panitch asked when the Sellwood Bridge will open, providing service on Corbett Avenue. Will TriMet cut out existing service on Corbett to run an express bus instead?

Jennifer said the Sellwood Bridge should be complete around the end of 2015. We are looking at options to serve that area in the meantime. We do not propose any changes to existing Line 43 service on Corbett. Our initial proposal for Line 99 included Corbett Avenue, but after getting feedback from current Line 99 riders and the South Portland Neighborhood Association, our final proposal will have Line 99 on Macadam Avenue instead, to avoid that slower, residential street.

Arnold asked whether there will be bus service between the Rose Villa and Willamette View retirement communities.

Jennifer said TriMet has met with both facilities to discuss the proposal. Line 34 will serve the facilities with doubled frequency, and will connect them to MAX in downtown Milwaukie.

Arnold asked whether the train will go to Union Station or only to Portland State University.

Jennifer answered that MAX Orange Line serve all stops on the Portland Mall, including Pioneer Courthouse and Union Station.

Dave Unsworth added that most trains heading north will change color from Orange to Yellow in downtown and will continue north to the Expo Center. A few will turn around at Union Station. He also said that a Metro committee is studying a future high capacity...
transit project connecting Portland and Gresham via Powell Boulevard and Division Street with bus rapid transit.

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**Project Updates**

**Dave Unsworth, Director of TriMet Project Development**, provided project updates.

The PMLR project is in a good place — 90 percent complete and on time. Track is installed down to the SE Park Avenue Station. Systems personnel are working to install electricity, cables and signal switches. Permits are complete. TriMet's Center Street building has a new command center, and we've better organized our customer service, safety and operations work spaces.

More than two million worker hours have been logged. The project has created 12,200 jobs, and has employed 529 firms, 27 percent of which are disadvantaged business enterprises (DBEs). About $160 million worth of contracts have gone to DBEs, and we also have 17 percent of work hours performed by apprentices, building the future workforce.

There is still work to be done: We have $160 million worth of project still to complete. The first light rail vehicle just arrived from Siemens. Tonight and tomorrow night, Tilikum Crossing’s aesthetic lighting will undergo testing. The bridge looks complete but there is still more construction activity including installation of railings and safety certification. The Park Avenue Park & Ride building is nearing completion, and solar panels will generate enough energy to bring the site to net-zero power consumption.

We’re on time and under budget by $44 million.

Recall that in 2010, TriMet received notice from federal partners that the project would receive 50 percent of its funding from the Federal Transit Administration, rather than the 60 percent we’d been expecting. Local partners chipped in more funds, but some project scope had to be deferred, including additional levels in the Park Avenue Park & Ride, the garage for the Tacoma station, a Lafayette pedestrian structure and a pedestrian structure near the Clinton station. We removed vehicles, shelters and a center belvedere Tilikum Crossing. We’ve been able to add a few things back like completing the Portland Streetcar loop with help from the City of Portland and building the Lafayette pedestrian bridge with funds from Union Pacific Railroad.

We’ve gone back to our federal partners four times to ask to add deferred elements back. The answer has been that until the project is substantially complete, we cannot consider restoring any deferred scope. But we are now waiting to hear back on a fifth request, which was recently made to the new Federal Transit Administration administrator.
If we’re able to add just one element back, we will most likely advocate for the Tacoma Park & Ride. If we were to build a surface lot now and then later be able to build a structure, we would have to refund parking lot construction costs back to the FTA. We would also have to move everybody out for a few months during construction. We think the Park & Rides will be close to capacity and there will be demand for more spaces. We’re delaying construction a bit on the surface lot with the hope that we’ll be able to build a structure.

Dave invited questions about project updates.

**Bill Danneman** asked if there’s any possibility the Tilikum Crossing will open to pedestrians and bicyclists before the grand opening.

Dave said it will open to the public for one special event. On August 9 the Providence Bridge Pedal will use the bridge in the morning, and it will be open to the general public in the afternoon. But otherwise, no — it has to be safe before it’s opened and there’s still a lot of construction activity, testing and training.

**Susan Pearce** said her neighborhood continues to advocate strongly for rebuilding a pedestrian bridge near the Clinton station, but she understands the rationale for prioritizing the Tacoma parking structure and will support it. But she also wants to stress the importance of a safe crossing for pedestrians at the Clinton station, particularly when people are trying to outrun a train.

Dave said TriMet has heard that message about the pedestrian crossing near Clinton station very strongly from neighborhoods and city officials. We’ve used the best traffic tools we can to provide for safe at-grade crossing and will continue to observe closely. The pedestrian connection at the Powell overcrossing and Gideon Street is now complete, which provides another option.

Susan asked whether the multi-use path at 9th Avenue will be extended to the bridge earlier than September.

Dave said that about half of the Clinton to the River path is open. Construction is still happening, but once it’s safe the path will open fully, before light rail service begins.

Susan said her neighborhood is also looking into parking issues in the Central Eastside Industrial District. When will construction crews be out of the neighborhood?

Dave replied that most street construction work is done. Most remaining work will be on catenary systems, and that shouldn’t affect much on-street parking.

**Arnold Panitch** asked whether Bybee Station will have two elevators, and how much work has been done at Harold Station.
Dave said Bybee will have two elevators. Harold Station is deferred and will only happen if the land uses intensify, if a pedestrian crossing is built over Union Pacific railroad, and if funding is identified.

Jennifer Koozer added that Harold Station was being discussed before Union Pacific required elevated tracks over their yard entrance. At that point it would not have made sense to lay the infrastructure, not knowing where the structure would connect.

David Aschenbrenner asked if the committee could submit anything to help TriMet gain funding for the Tacoma parking structure.

Dave said that right now, everything has been done that can be done.

David noted concerns about visibility of a crosswalk signal at 21st and Washington.

Stacy Bluhm, City of Milwaukie Project Manager, said the signal is oddly placed due to the way the rail aligns with the sidewalk. We're looking into whether it can be reoriented and/or adding another set of lights so the flashing lights will directly face people coming down 21st Avenue.

Arnold Panitch asked what is being done about pedestrian crossing access at the Tacoma overpass area.

Jennifer Koozer said some curb ramps along Tacoma Street have been improved recently, and the City of Portland is planning a pedestrian crossing with a flashing light at SE 19th Avenue. The crossing island on the east side of the overpass was repainted a few years ago.

Valeria Ramirez asked about the triangular area is between Division Street and 9th Avenue. Will there be a structure there?

Dave answered that TriMet was considering using the site for a maintenance facility, but ran into zoning concerns and chose a different location. Our Transit Oriented Development team will look into options for moving it into private development. Developers are very interested in locations around the stations.

David Aschenbrenner asked whether construction at 17th Avenue and McLoughlin Boulevard is fully complete.

Jennifer answered that the intersection is fully open and fully striped, and pedestrian crossings are in place. A traffic sensor is being installed.

Dave Unsworth thanked the committee.
Construction Updates

Coral Egnew and Jennifer Koozer, TriMet Community Affairs Representatives, provided general construction updates.

Column art treatments are being installed at the South Waterfront Station shelters. This area is very close to completion.

The Greenway Trail is open on the east side, and tile treatments are being installed in the sonic dish beneath Tilikum Crossing.

The pedestrian and bike route is nearing completion between SE Caruthers & Grand and SE 7th & Division Place. The path between 9th and 11th avenues has been open for a few months, and provides much more direct access for pedestrians and cyclists.

The north side Bybee Bridge pullout is complete, steel for the elevator tower has been installed and work is being done on the pedestrian crossing.

The span for the Kellogg pedestrian bridge is has been installed, and design work is ongoing for potential pathway connections to the bridge.

On Park Avenue, new sidewalks are under construction connecting Oatfield Road and McLoughlin Boulevard. Traffic is now traveling on the south side of Park Avenue, allowing eastbound traffic to access businesses. This work is finally picking up steam after private utility companies moved their poles out of the way.

The Park Avenue and McLoughlin Boulevard intersection has been striped. Lefthand turn pockets for both northbound and southbound traffic will be restored shortly. Station platforms were poured today.

At the Park Avenue Park & Ride garage, all the decorative reeds are in place, decks have been poured, and some parking spaces have been striped.

The Nature in Neighborhoods planting event was a huge success. Thanks to everyone who came out. More than 100 people attended, there was news coverage and everyone was excited.

In June, the ceremonial closing of the two sides of Tilikum Crossing took place — another great event. It’s come a long way since that day. We recently brought a train over the bridge, pulling it through the alignment from Portland State University down to the Clinton Station to test clearances. There were no problems. We’ll be doing the same thing farther south soon.

One light rail vehicle has arrived from the fabricator and is being housed at Ruby Junction, where it will undergo extensive inspection before being officially accepted.
Aesthetic light testing for Tilikum Crossing will take place tonight and tomorrow night. We’re looking forward to watching the cables light up and making sure all components work the way the artist intended.

The team just inspected the solar panels going on every shelter, and eco roofs are being installed on many systems buildings.

Barbara Andersen asked when artwork will be installed at the Park Avenue plaza.

Coral answered that it will be at least a few months. However, one of the first Trolley Trail sculptures is currently being installed near the Park Avenue Park & Ride.

David Aschenbrenner asked when artwork will be installed at the downtown Milwaukie station.

There is no date yet for that addition.

Bill Danneman asked whether the pedestrian crossings at Southwest Moody Avenue and Porter Street will have audible signals.

Coral answered that the signals for crossing Porter are not yet activated, but there will be audible countdown beeps.

Roundtable Discussion

Bill Danneman stated that he is eager for the bridge to open to pedestrians and cyclists.

Cindy Miguel said that on one of the properties TriMet acquired, a house was torn down and construction is happening, and there’s a huge hole in the ground that hasn’t been taken care of. She got in touch with Jennifer Koozer, who emailed about it, and they’re going to start filling it next week. I really appreciate how quickly this is being addressed. The concern is erosion for the eight trees we as a neighborhood worked very hard to save from being torn down.

Cindy also said there was a vehicle fatality less than a month ago near Bluebird and McLoughlin. She talked to police, and wants to clarify that it wasn’t a TriMet- or construction-related collision. It was a devastating thing for the neighborhood, but the driver was at fault.

Susan Pearce said that the City of Portland wants to include a small triangle of land at Clinton Station as part of the South Quadrant of the Central Portland Plan and incorporate it into the Central Eastside Urban Renewal Area. I want to propose reconfiguring the Powell and Milwaukie intersection so eastbound traffic from Powell can make a left turn onto Milwaukie, which will make that triangle more accessible.
Another issue is parking, now and later, and how to handle people wanting to park on-street to ride transit. Mason Supply is having parking problems now, mostly at their facility east of 12th Avenue on Clinton Street.

Valeria Ramirez thanked Coral for getting things moving with the restoration of the landscaping surrounding the Portland Opera building.

David Aschenbrenner asked when the Trolley Trail is on track to open.

Dave Unsworth answered that they are trying to open on December 1, following final safety inspections.

Stacy Bluhm agreed that the trail itself will be completed enough to open. However, closures or detours may still occur as work is done at the Park Avenue plaza, and as art pieces are installed on the Kellogg Bridge over the trail.

David also said he noticed a narrow strip of dirt along McLoughlin, between the guardrail and the light rail fence. What is it?

Coral and Stacy answered that they will have a look to see. It might be incomplete landscaping, or it might be an ODOT project.

Valerie Chapman said she was at the Park Avenue Station planting party on Saturday and got to plant trees and bushes for five hours. She was very excited about the neighborhood’s response to this parking garage and the tremendous amount of energy and effort she’s seen. She is also very excited about having two southbound left turn lanes open at 17th & McLoughlin.

Barbara Andersen commented that she doesn’t come up to this area as often since moving to Brownsville, and it’s very exciting to see straight lanes, flat pavement and landscaping that seems to have sprouted up overnight.

The meeting closed at 8:21 p.m.