Citizens’ Advisory Committee (CAC)  
Thursday, February 19, 2015  
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  
Bill Danneman, South Portland Neighborhood  
David Edwards, Oak Grove (Committee Chair)  
Catherine Goode, Ardenwald-Johnson Creek Neighborhood  
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)  
Susan Pearce, Hosford Abernethy Neighborhood District (HAND)  
Valeria Ramirez, Portland Opera

PMLR CAC Members Absent  
Cindy Miguel, Island Station Neighborhood  
Neil Hankerson, Dark Horse Comics  
Greg Hemer, Milwaukie  
Terri Pucik, SMILE Neighborhood  
Jeff Reaves, Central Eastside Industrial Council  
Ian Stude, Portland State University (PSU)

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

Previous meeting minutes were accepted with no changes.

Public Comment

(No Public Comment)

Construction Updates

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

The bicycle/pedestrian path under the Harbor Viaduct is complete and very popular.
Tilikum Crossing’s bicycle/pedestrian pathway has been laid with pavement markings indicating spaces for one-way cyclists and two-way pedestrians. The 14-foot path widens at the belvederes, with striping to warn that there may be slower traffic near these viewing areas.

Pavement markings are also being installed around the OMSI/SE Water Avenue Station, with green treatments to assist cyclist navigation and yellow treatments to mark pedestrian crossings. Beautiful sandset pavers have been placed for the plaza leading up to the station area.

Susan Pearce expressed concerns about traffic signals on SE Water Avenue. There are no corners, the placement of signal poles is confusing, and it is unclear where cars should stop.

Coral said recent striping should help clarify where limit lines are.

Jean Senechal, Project Manager at the Portland Bureau of Transportation, noted that it is an atypical intersection and PBOT will take a look to be sure sight lines and signage are as clear as possible.

David Edwards asked whether directional entry to the bridge will be clearly marked for cyclists coming from the Greenway Trail.

Yes, there will be pavement markings.

Susan Pearce asked if bicyclists exiting the bridge will continue onto Caruthers Street.

Jennifer said they can choose turn right on 2nd Place and left onto Caruthers Street or continue straight and turn right onto Water Avenue, which has a signalized crossing for bikes and pedestrians.

Valeria Ramirez asked whether OMSI/SE Water Avenue is the official name for this station.

Yes, it is.

Susan Pearce noted that the transit street that continues from Tilikum Crossing has been named Tilikum Way.

At Clinton/SE 12th Avenue, signals are being installed and tested in preparation for the Quiet Zone going into effect March 1. TriMet is working with Union Pacific and PBOT to make sure all signals are ready.

Valeria Ramirez asked whether anything will change about the long delays when a train stops in the crossing. What about people who get stuck on the wrong side of the train?
Coral answered that the changes being made for the Quiet Zone will only affect noise, not traffic or train movement. The safety measures are aimed to prevent people from walking or riding their bikes through gates and across tracks when a train could be coming.

Arnold Panitch clarified that the trains backing up traffic are Union Pacific trains, not MAX trains. MAX trains won’t stop in the crossings.

Jean Senechal noted that there is a stop bar in the intersection and a special signal to keep the way clear for fire trucks from the fire station on Gideon Street. In the case of an emergency call, there is a signal that will allow a left turn for fire trucks only.

Arnold Panitch asked whether there is a place near this station for people to drop someone off to wait for the bus.

Coral said cars cannot stop on 11th or 12th, but Gideon Street has low-volume traffic and short-term parking that can be used for this purpose.

Susan Pearce noted there are plans to annex the Clinton Triangle into the Central Eastside Urban Renewal Area, which may include a project that would allow left turns from eastbound Powell Boulevard onto Milwaukie Avenue. The Hosford-Abernethy neighborhood is working with PBOT, businesses and neighbors to explore a possible parking permit program to keep people from using the streets as a park-and-ride.

Arnold Panitch asked why there cannot be a drop-off area at Clinton.

Coral said drop-offs should happen on Gideon St, not on 12th Ave, which is a much busier street. On Gideon St, there is a TriMet parking zone for LIFT paratransit vehicles, and several one-hour spaces. We can explore designating some short-term parking for drop-offs.

At the SE 17th Avenue & Holgate Boulevard Station platform, mosaic columns are complete with a rose theme that nods to Rose City Transit. Shelter roofs with glass and solar panels are finished. These roofs will be used on all shelters except at Bybee Station, where more transparency is desired.

The Brooklyn neighborhood continues to plan for a community orchard on property to be leased from TriMet near the SE 17th Ave & Rhine St Station. This site has been a construction staging area for the past few years.

The Lafayette-Rhine pedestrian bridge structural elements were placed in December. Work continues, and the bridge will open in the summer.
At SE Bybee Boulevard Station, the north entrance and platform and the south entrance are complete. The north entrance is larger to accommodate bike parking. Construction on the stairs and elevators is ongoing.

The SE Tacoma Street Station has beautiful finished column mosaics, and the Johnson Creek interpretive boardwalk and habitat enhancements are in place. Interpretive signage will be placed with information about the area’s history as both an industrial and a natural area.

At the Milwaukie Avenue/Main Street Station, most major construction is finished. There will be some slight changes to pedestrian crossings in response to safety reviews of the sightlines around the large retaining walls. Pedestrian swing gates will be added on the east side of the crossings at Harrison, Monroe and Washington streets.

Arnold Panitch asked when the Main Street underpass will open.

Stacey Bluhm, City of Milwaukie Project Manager, answered that construction crews still need to access in this area. It may not be open to motorists until the pedestrian and bike connection to the Kellogg Bridge is completed, but in the meantime we plan to open the south sidewalk soon.

Barbara Andersen asked when the Kellogg Bridge pedestrian connections will be completed.

Stacey answered that the city of Milwaukie authorized funds for landings and they are now working on design. Ideally this will open by the time the light rail opens. In a later phase, a path may continue to connect to the River Road signal.

Barbara asked when a Quiet Zone is expected for Milwaukie.

The Milwaukie Quiet Zone is scheduled to begin May 1.

Ray Bryan asked whether TriMet has considered any alternatives to installing swing gates at the station.

Stacey explained that at first, bedstead railings were considered, which would direct pedestrians to orient themselves to see oncoming trains. But the large walls near the station were so close to the tracks that sightlines were impeded, and swing gates were found to be the safest option. They can be installed right at the tactile strip of the tracks, giving people the best view. Pedestrians will pull the gates to enter the crossing, and the gates open easily to exit the tracks.

The Trolley Trail is open and beautiful. Some artwork is waiting to be installed and landscaping needs to be completed at River Road. A small section near 22nd Avenue remains closed, with cyclists and pedestrians detoured. The city of Milwaukie and ODOT are exploring options to slow cars turning right onto 22nd Ave from southbound
McLoughlin by tightening the intersection, and making a longer, clearer right-turn pocket for motorists exiting McLoughlin Boulevard.

The Park Avenue Park station area plaza is taking shape, with railings and platform shelters in place and overhead catenary wires being strung. Pavers are being installed in the plaza, which should be substantially completed by the end of the month.

There will be another Nature in Neighborhoods community tree-planting event at Park Avenue Station at 10 a.m. on February 28, similar to the very successful event that took place in October.

Park Avenue and Oatfield Road are paved and striped and have new bike lanes. Work continues on sidewalks and traffic signals.

**David Edwards** commented that at Park & McLoughlin there’s no right turn lane, but there’s a dedicated left turn with a signal that no one uses. Cars have to sit in traffic going straight in order to take the right turn. The triangle separating the left turn lane from the straight lane uses enough space that cars can’t make a legal right turn on red in the bike lane. They are forced to stop closer to the curb, preventing people from making right turns for two to three minutes while they wait for the light to change instead of allowing all that traffic to turn. David suggested that traffic alignment could be accomplished in other ways, such as striping across the intersection. Removing the triangle would allow for better traffic flow.

Coral said she will ask Clackamas traffic engineers about this.

**Valerie Chapman** asked how Trolley Trail will be signaled since the crossing at 27th Avenue is on a diagonal.

Coral said there is a normal pedestrian crossing, as well as a signaled diagonal crossing for bikes.

**Arnold Panitch** asked which buses serve this station.

Bus lines 33 and 99 will stop on McLoughlin at Park Ave.

The Park Avenue Park & Ride is nearly done. Landscaping, solar panels, parking stall striping and electric vehicle charging stations are installed, along with artwork and the rainwater runnels.

**Valerie Chapman** said if anyone hasn’t been out there to look, go. It’s really lovely. She asked if there will be a garbage can to reduce litter in the landscaping.

Coral said there are currently no containers planned in the landscaping area.
Catherine Goode asked about parking lot construction and landscaping at the SE Tacoma St/Johnson Creek Station.

Jennifer answered that the site has been used for construction staging up until now and the boardwalk and station platform are done. Work is starting on the perimeter road, followed by the parking lot construction and landscaping.

Coral added that contractors are performing the landscaping; there won’t be a community planting event here.

Arnold Panitch asked for an explanation of traffic flow in the parking garage, and whether there will be public restrooms or wheelchair ramps.

Coral said cars entering and exiting from southbound McLoughlin Boulevard can make right turns in and out, and will use a ramp to access the different levels. The other entrance on Park Avenue has a right and left turn in and out. There will be parking on the roof, as well as a large bike parking area. TriMet has no public restrooms anywhere. The operator building contains a private break room and restroom for staff. The garage does have wheelchair ramps, as well as elevators and a crosswalk.

Valerie Chapman asked which buildings are near the station.

Coral said there is an operator building and a signal and communication building. There is also an Oak Lodge Sanitary District pump station above the Trolley Trail, accessed of SE 27th Ave.

Arnold Panitch asked whether a TriMet dispatcher is present when the train is operating.

No, the operations command center is at the 17th and Center operations building.

Betty Fulmore, Ardenwald Neighborhood, asked whether the Tacoma Park & Ride layout has changed.

Jennifer answered that TriMet has not heard back from the Federal Transportation Administration about restoring deferred project scope, so we are continuing with the expectation that the Tacoma Park & Ride will be a surface lot, to be complete by opening day.

Betty Fulmore asked if traffic will be impacted on Tacoma Street due to track crossings in at the Park & Ride.

Jennifer said cars will travel in and out via Tacoma across train tracks, or via northbound McLoughlin Boulevard without crossing tracks.

Coral noted that the Gateway Transit Center operates similarly without major disruption.
Safety Updates

**Coral Egnew, TriMet Community Affairs Representative**, provided updates on safety outreach.

Upcoming PMLR milestones with safety considerations include:

- February – Signals and train testing.
- March – Portland Quiet Zone starts; bus operator training begins.
- May – Milwaukie Quiet Zone starts.
- June – Light rail operator training for several hundred operators.
- August – Orange Line simulated service.
- September 12 – Orange Line service begins.
- September 13 – All bus service changes go into effect.

**Arnold Panitch** asked whether the Washington and 21st intersection will come online before opening.

Stacey Bluhm answered that the new traffic signals should be on before the May 1 Quiet Zone goes into effect. Rail electrical systems are being installed and the traffic signal will be tested next week.

Coral said safety notices will be sent out as conditions change. For the soonest upcoming milestone, the Portland Quiet Zone, mailers have gone out to neighborhoods to notify residents.

Safety messaging will also go out to the public and to youth. Safety preview rides for students will reinforce messaging.

**Barbara Andersen** asked when the safety rides for students will occur.

Coral said they will happen at the end of May, after the system is prepared to accommodate the rides and before the school year ends.

**Arnold Panitch** asked how long the Orange Line trip from Park Avenue to Portland State University will take.

Jennifer Koozer said the trip is estimated to be around 25 minutes.

**Ann Becklund, TriMet Community Affairs Director**, presented updates on upcoming events and celebrations.
The first Orange Line ride will take place Friday, May 15 at 11 a.m. for VIPs and elected officials. A train will run from the Lincoln Street Station down the alignment.

Preview rides for key stakeholders will take place between June 9 and August 6, on Tuesdays at 10:30 a.m. and noon, and Thursdays at 7 p.m., including a ride and reception for CAC members and guests.

On August 9, Tilikum Crossing will be open for a one-day preview, starting with the Providence Bridge Pedal. In the afternoon, TriMet will open the bridge to seniors and people with disabilities so they have a chance to cross the bridge without bikes and without paying for the Bridge Pedal, and to the general public later in the afternoon.

On Saturday, August 22, a world-class fireworks show from Tilikum Crossing will show off the bridge and build excitement for opening day.

On Thursday, September 10, there will be a spectacular light show using the bridge’s lighting.

On September 11, we will hold a 9/11 memorial in Milwaukie honoring veterans and first responders.

On September 12, opening day, a train will leave the SE Park Ave Station at 7:30 a.m. and pick up CAC members at their own stops to go to Lincoln/SW 3rd Ave Station for the opening ceremony. Members of the Confederated Tribes of Grand Ronde will escort the train across Tilikum Crossing. There will be speeches at 10:30 a.m. followed by a daylong celebration at every station. We’re currently seeking community sponsors for activities and refreshments at these station parties.

Roundtable Discussion

Ray Bryan would like more information about the swing gates. Also, he has some concerns about the traffic simulation for 2030.

Jennifer Koozer said she received Ray’s email and will talk with him about these concerns.

Valerie Chapman said she is concerned about the signal lights at Park Avenue and Oatfield Road, and about traffic congestion and the diagonal crossing where 27th Avenue and Trolley Trail intersect. She would also like some clarification about where to go on her bike when the Trolley Trail meets River Road and 22nd Avenue.

David Aschenbrenner said he would like to be informed when the Lake Road underpass and Trolley Trail are fully open so he can go see them.
Arnold Panitch said the Committee on Accessible Transportation was invited to evaluate the new train cars. They had few concerns — the new trains are nice. One concern is that crowds during Trailblazers games weigh down the cars so much that some passengers have to unload for the wheelchair ramps to connect. CAT also toured the Center Street operations center, and it was very cool to see. It might be a nice CAC trip as well.

Valeria Ramirez said her group is asking about signage and wayfinding at OMSI/SE Water Avenue Station. Who is responsible for that?

Jean Senechal Biggs reported that staff is looking into whether wayfinding signage is planned in this area.

Valeria also asked if Segways and motorized bikes will be allowed on Tilikum Crossing.

Coral Egnew said Segways are allowed. People use them as mobility devices. Electric-assist bikes are also allowed, but mopeds aren’t.

Susan Pearce said her neighborhood wants to emphasize concerns about the crossings at 11th and 12th avenues, specifically when Union Pacific trains are stopped in the crossings, it will be difficult to get to the MAX station, so we continue to be interested in an overcrossing for pedestrians and bicycles. Susan also asked if Clinton Station will have crossing gates.

Jennifer answered no, the gates will only be added in Milwaukie because of limited sight lines at the retaining walls.

Susan said she has heard concerns from others, including as Bob Sallinger from the Audubon Society, about the direction of the lights on Tilikum Crossing; the light diffuses upward more than expected and may affect both migratory and local birds.

Coral said the project team has considered this and been in touch with Mr. Sallinger and will follow up.

Susan said she is also interested to see how the Oregon Pacific Railroad’s track crossing will be managed.

Coral explained that the crossing is managed by TriMet Operations Command Center and priority is given to Oregon Pacific Railroad when they are approaching.

Barbara Andersen would like to know more about plans for the parking structure at Tacoma Street Station.

Catherine Goode said she is also interested in information about the potential Tacoma Street parking garage as it becomes available. The neighborhood is concerned that if
the structure does go up, it will be so last-minute that design and construction will be rushed and not turn out as nicely as it was imagined in the original plans.

Jennifer said no garage has been designed. Getting approval for a garage is a long shot, but if did happen, TriMet would work with the neighborhood and a design/build contractor. It would likely be a streamlined process, but quality would not be sacrificed for time constraints.

Catherine said the neighborhood hopes the garage doesn’t happen because of concerns about traffic. She is also worried about the bridge lighting affecting migratory birds.

Bill Danneman said that the future greenway at the west side of Tilikum Crossing might become attractive as a camping site. Are there measures in place to keep that area secure?

Coral answered that it is currently fenced and will be left that way until the trail is extended.

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Public Comment

(No Public Comment)

The meeting closed at 8:01 p.m.