

Milwaukie Monthly Meeting
February 22, 2010
Bridge City Community Church

Staff Present:

Kenny Asher, Community Development & Public Works Director
Katie Mangle, Planning Director
Wendy Hemmen, Light Rail Coordinator
Grady Wheeler, Public Information Coordinator

Claudia Steinberg, TriMet, Community Affairs
Bob Hastings, TriMet, Segment Architect

Follow-up Items:

- *Add to the Community Concerns Matrix:*
 - *Queuing on Washington Street already a problem - could lead to further Neighborhood cut-through traffic*
 - *Reduced Tacoma Park & Ride size and the consequences it might have on Neighborhood parking*
- *Request a visual simulation - the City will ask Alan to do that to help us understand what that might look like.*
- *How much storage is on the Tacoma ramp, and what does it mean for trains crossing the access road and how will it impact people getting in and out of the Tacoma Park & Ride site.*
- *What's the percentage of vehicles coming from the south on McLoughlin using the Park Ave. facility?*
- *Portland said signal adjustment on JCB is something that could be looked at in the near-term. Provide an update on this.*
- *Verifying pedestrian counts at Milwaukie Station.*

Introductions

Kenny said City staff makes an effort every month to bring citizens and stakeholders up to date on the project so that people know where to go for information.

The main item on tonight's agenda is the Conceptual Design Report (CDR) - which addresses urban design issues.

- Many of the issues previously discussed have been engineering focused.
- The CDR discussion focuses more on the character of the project.
- Now at 30% Design, leaving Preliminary Engineering, and entering Final Design phase, we can begin to get into more of these kinds of issues, which is often times an easier way to relate to the project.

The project is anticipating a response from the Federal Transit Authority in October to enter Final Design, which is important to meet next year's construction window of beginning work in the Willamette River.

Alignment, Agenda & Future Meeting Review

Kenny discussed the upcoming meetings:

- Open House on Thursday at Milwaukie High School - lots of boards with visuals at the Open House, visual simulations, FEIS information.
- Council presentation next Tuesday - Wendy will be providing an update on the project.
 - All City Council meetings offer public testimony if you want to address the Council on this project, you can do that here.
- Planning Commission and Design and Landmarks Committee will have a joint meeting on March 9, 2010 where permitting issues and local review processes will be discussed.

- At the March Monthly Meeting staff will begin to share the Final Environmental Impact Statement (FEIS) results - which describes the different impacts the project will have - traffic, noise, vibration, cultural, etc., and if and what mitigations the project is committed to performing.
 - The project is shooting for a publication of the FEIS in May, with a Record of Decision in July.

Question: Can anything be changed after the publication of the FEIS?

Response: Kenny - There are varying levels of impacts that trigger different ranges of mitigations by different levels of government.

- Some will be federally required, and some mitigations will be triggered by local land use processes.
- It's more of a disclosure document than one that stipulates what is actually going to be done.
- The Record of Decision is important because the project can't qualify for any more funding or enter Final Design without the ROD.

Kenny - In March going to talk about preliminary FEIS results.

- Talk about some of the results in March.
- The whole document won't be available for review until May, but we know we have constituents, like the Waldorf School, that want to know what's in there.
 - The sensitivity is that FEIS is an FTA document and TriMet doesn't want the public to review it before the FTA does.
 - Metro is holding the reigns on this because FTA is the owner of the document.
- However, like some of the traffic data, staff will try to get the information out to the stakeholders.

Wendy reviewed the alignment and pointed out the major features.

Question: Last summer at one of the workshops, the Trolley Trail was brought up and how the construction would be phased. Will there be a detour or temporary path?

Response: Wendy - A detour on the north side of McLoughing was requested, or a different route through the Island Station Neighborhood, but a plan of action hasn't been arrived at.

- Might just be signs detouring to River Road.

Question: How would Trolley Trail construction be phased?

Response: Trolley trail construction starts this summer and will be installed from Gladstone to Park Avenue and then from River Road to the Waterfront Park connection.

- This first phase is expected to be complete in 2011.
- The section from Park Avenue to River Road will be installed with the light rail construction beginning 2012.

Question: Will the foundation of the Park Ave. Park & Ride be able to support 1,000?

Response: The idea is that the foundation could support two additional levels of parking.

Question: Will the Park & Ride at Tacoma have a foundation that will allow more levels to be added later?

Response: Wendy - Don't recall that being the case, only remember that being the case at Park.

<<AFTER DOUBLE-CHECKING THIS POINT IT WAS LEARNED THAT THE TACOMA PARK & RIDE STRUCTURE WILL BE BUILT WITH A FOUNDATION THAT COULD SUPPORT ANOTHER LEVEL TO ACCOMMODATE 1,000 SPACES>>

Comment: Once the alignment opens, we don't want anything to come up that we haven't thought about.

- Noticed on the I-205 alignment that there are places where the train travels up and down structures and that the trains' headlight beams out of the general track-way.

Response: Wendy - This issue is being discussed in project meetings and is recognized as an issue to be addressed in the Portland-Milwaukie Light Rail project.

Comment: In the SDEIS the projected auto passengers at the Park Ave. Park & Ride is 1,300 a day, which is a substantial difference than what was provided for in a 1000 space park and ride.

- If there isn't enough parking for the demand it could hurt a lot of people.
- Reduction in Park & Ride spaces could be a mistake.

Response: Wendy - I've been talking with TriMet and Metro and have directed this concern to them and they're working on it.

- There are pedestrian counts that figure into this.
- About 4,600 roundtrip, with 31% as Park & Riders.
- 700 cars, if there's only 600 spaces, some will come in the morning, by 2 p.m. some will leave, with some coming in the evening.
 - That's what is seen at Gateway and Sunset.
 - There are more on and offs than capacity due to carpools and then some staggered leaving.
- It was a good catch because the SDEIS states 7,281.

Response: Appreciate you looking out for us, but there are numbers that are presented that are changed later in the process, and that is concerning.

Response: Kenny - Skepticism in a project like this is good.

- The SDEIS makes a lot of assumptions that after further study and scrutiny show something different.
- Real world experience also informs planning and assumptions.
- As example, the parking provided in the Clackamas line is being vastly underutilized.
 - Raises the question of where the project's money should be invested.
 - There are a few things that are informing the shift.
- With the question of parking in the Historic Milwaukie, we have to be prepared for rogue parking no matter what the supply is.
 - Have to be ready for enforcement, have the right signage and discourage it.
 - TriMet will say this, and I believe it to be true, that if we're prepared, we can get a handle on this.

Question: Pedestrian access is going to be important in downtown, how will transit services serve the Milwaukie Station.?

Response: Kenny - There will be a lot more busses at 21st and Washington.

- Katie will address this in her presentation.

Question: Have two questions haven't been able to get answers: An issue keeps being avoided - the ramp that comes down into the Tacoma Park & Ride area, how many cars will fit the ramp, and then leaving the facility going southbound at Tacoma, and saying that a fix is in the works, but what happens in the meantime.

- The concern is that there's going to be great congestion in the area.

Response: Kenny - It's a complicated equation that brings into play other issues which can spin off in other directions.

- Wendy will send you an email about how much storage is on the ramp, and what does it mean for trains crossing the access road and how it impacts people getting in and out of the site.
- I think you and Wendy should talk to have a focused conversation on this.
 - Not saying you're going to agree with the answers, but we can tell you what the project is saying.

Comment: Suggestion of utilizing buses better to alleviate traffic in this area.

- With some reconfiguration there could be a right turn lane onto Tacoma at 32nd.
- If you take out the sidewalk on 32nd there is enough room for two lanes, keep the three way stop at 32nd and JCB, yield.
 - Would take care of the queuing issues so you don't have to install street lights.

Response: Wendy - There isn't enough room for three lanes of traffic, and sidewalks, there still isn't enough room because of the width of the bridge.

Response: Kenny - You're offering an alternative design.

- If you're not satisfied in getting an answer, help us understand what the proposal is so we can get an answer.

Response: We've tried this, we ask questions, and we don't get answers.

Response: If we understand what the proposal is, we can sit down with the project team and get answers.

Response: If it weren't for queuing, the safety and livability would have gone down years ago.

- Queuing keeps speeds down.
- Signals will take this all away.

Response: Kenny - Traffic calming is also being looked at to address this.

Comment: Alan says the queuing is a problem with the three-way stop, but is not with a signal.

- Will this be tested?
- Is there a way to get the traffic moving better now to get traffic moving better rather than waiting three years?
- If signals were adjusted today, it would help things.

Response: Wendy - Portland said that is something that could be looked in the near-term, and we can let you know.

Comment: Give me the price of the signals at 32nd and JCB.

Response: They quoted \$250,000 on Feb. 11th meeting at Ardenwald, and there's additional money that's budgeted for traffic calming.

Comment: With the number of trips on JCB, and because of the lack of strength of the existing roadway, the cushions will not be able hold up.

There are currently 14,000 daily trips on JCB, which translates to 28,000 axles hitting the bumps, and the road condition won't hold up with that many impacts.

Response: Wendy - That's why cushions are just one of the options being looked at.

- Portland has documentation on how well traffic feedback signs work and the results show they are effective.
- The signs are installed right next to the road off the curb with a digital readout and a radar making motorists aware of their current speed.
 - The feedback signs are installed near speed limit signs.

Question: Who is responsible for the cost of those intersections?

Response: It's TriMet's responsibility as part of the project.

Project Issues - Report Back Items

Traffic Discussion Follow-Up Items from January Meeting

Traffic on Lake Road

Wendy - Today, 214 trips going west and 258 going east in the peak hour.

- In 2030, without the project, it looks like 240 going west, 340 going east.
- And 2030 with light rail added, west is 230, east 300.
- Because of light rail, the additional traffic is going to be 13% in one direction, and another 16% due to natural growth.

- The FEIS determined that Lake Road can handle the volume of traffic.

Pedestrians at Milwaukie Station

Wendy - The most updated FEIS shows 7,900 trips, 20% walking, 80% bus transfers.

- Expecting a lot of bus transfers, and the City is asking why it's projected to be so high.
 - Don't have an answer as of yet.
- 6,300 people riding, 800 people walking to and from.

Question: From Jackson Street transit area?

Response: From Jackson Street, and from Washington Street and 21st Ave.

SMART Signal

Wendy- Could not find a T intersection that has two lanes in each direction.

Question: Does \$250,000 still fit the cost for that kind of signal?

Response: Next best is 45th and JCB.

Response: No such thing?

Response: Wendy - Haven't found similar conditions.

- The City could request a visual simulation be put together to show what that might look like.
- It might take a few months, and we'll present it at a Monthly Meeting.

Response: Suggest presenting it at the Ardenwald Neighborhood Meeting.

Project Issues - Emerging

CDR Study Session

CDR's were handed out to those in attendance and Katie walked people through the pages and sections pertinent to Milwaukie.

<<To view and/or download a copy of the CDR visit: <http://www.trimet.org/pm/planninganddesign/index.htm>>>

Katie - The CDR gets deeper into the design and what the motivations and goals are behind the design.

Page 18: Planning and Urban Design - Lays out the general goals for the project from an urban design standpoint for the entire project.

Page 19: Breaks the project down into its different areas - Katie drew focus to the structures along the alignment.

Page 20, 21: Bob - The aim is to put station elements in similar spots at all of the stations to help aid the users, but how stations can still look distinctive is still a primary goal so that they fit in with the Neighborhood.

- This can be achieved through the art program - which identifies additional things that can be done through the architecture that signals riders that they are in Downtown Milwaukie.
- This will be done in each Neighborhood and the community will inform this, and push design from 30% to Final Design.
- Things such as safety, way-finding, architecture are things that will get a lot of attention in this phase of the project.
- A lot of work has already been done in Milwaukie on the station area and a lot of attention has been dedicated to the details, and that's what I'll be picking up on.

Page 68: Katie - Describes the segment from Tacoma into Downtown Milwaukie.

Page 72: Katie - Urban Design Vision - Describes what the project has heard in coming up for a vision for the area.

- There will be more meetings to get more fine-grained detail to see how the vision is translated into an actual project.

- For the Tacoma Station, which is split between Milwaukie and Portland, there are environmental considerations because the station is so close to Johnson Creek, but there are also ways to bring it into the experience.
 - Graffiti proofing is talked about here, connections to the Sprignwater Trail, connection at 29th Ave.

Kaite - A benefit of the CDR is that, for the first time in one place, there are visual simulations, aerial photos, and graphic artist renderings of all of the different segments of the alignment - with particular focus on the station areas.

Page 71: Katie - Shows the Tacoma Park & Ride as a 1,000 space facility, which is not the smaller 800 space facility that is now called for.

Page 73: Katie - Downtown Milwaukie - We have specific ideas about what we want in terms of streetscape, but now need to focus on how we integrate that into TriMet's elements of distinction.

- These are things that have yet to be determined, but the CDR identifies some of these issues.

Page 76: Katie - The cross-section of the Milwaukie Station is particularly helpful to show the grading issues that exist at the site.

- In October staff went out and put up sticks and strings according to the plans to envision the grading issues - the cross section shows the challenges involved.
- The platform is elevated and will offer great views of the rest of Downtown, but what else do we want to see there?
- The South Downtown work will inform this.
- Aiming for more of a village feel than one large, single-developer approach to development.

Page 77: Katie - Worked with TriMet designers integrating the plaza idea of the South Downtown process with the TriMet process.

Page 78: Katie - One of the ideas of the South Downtown work was to create a historic train station type of structure.

- The City worked with an architecture firm to generate ideas for the site that takes into account the grading challenges and to see if development, and what types of development, would be viable at that location.
- The property has to be purchased by TriMet, so the land will be secured.

Page 79: Katie - Addresses the circulation issues around the station.

- Adams Street will be closed due to safety issues at the crossing.
- Lake Road could be closed to restrict auto traffic through the plaza.
- Bike traffic is still permitted, as 21st is not the preferred route.

Katie - TriMet will be going to all of the Neighborhood Association meetings in March, and the Planning Commission, to present the CDR.

Katie - A special meeting focusing on bike issues will be convened to talk about bike-specific issues.

Question: What happens to the High School traffic if Adams Street is closed?

Response: It's just the one block between Adams and 21st.

- Adams already dead-ends, but there will be circulation issues.
- Especially the drop off at the station area.

Katie - Kellogg Creek, south to the Park Ave. Park & Ride - This is an important portion of the alignment as there is a significant structure spanning Kellogg, Kronberg, McLouglin.

- There are three different structure types that makes up this span.
- The picture in the CDR shows a structure type that will accommodate a future pedestrian bridge.
 - The bridge will not be built as part of the project, but the City will pursue other funding options.
- Big engineering decisions have been made, but there are aesthetic and architectural considerations that remain for that structure.

Bob - The ped bridge over Kronberg is a good example of how early on you identify opportunities for future improvements.

- The project is designed to accommodate good ideas that can follow the work of this major infrastructure project.

Katie pointed out that it was a design change to accommodate the ped bridge - an idea generated at the first Monthly Meeting held last year.

Katie - One of my regrets is that the report doesn't do justice to the section between Kellogg Lake and Park Avenue Station and Park & Ride.

- Much of the focus of the CDR are the station areas, but this is an important stretch.
- Trolley Trail collaboration has been successful so far.
- Vegetation will come out in this corridor, but the ODOT property is a chance for a park.
- Would have liked to describe this area more fully in the CDR, but will place emphasis on this area at the March Island Station Neighborhood meeting.

Question: Some visual simulations showed quite an imposing structure. Will there be other visual simulations?

Response: Katie - They are being showed at the Open House and we have some here tonight.

Response: Kenny - The visual simulations are created in a crude way to show the impacts from an engineering standpoint, not an architectural standpoint.

- You will get an understanding of how big the structure is, the mass of it, but not the details.
- When you see them, think about how they could be enhanced from an architectural point of view.

Comment: Described a visual showing a Park and Ride facility in Downtown.

Response: Kenny - This is a part of the Minimum Operable Segment (MOS), and this isn't an outcome anyone in the project is entertaining.

Comment: Page 87: Park & Ride at Park looks much different than the one at Tacoma. Will Tacoma have some personality like the one at Park, or be a big box like is shown in the CDR? Tacoma is a gateway to Milwaukie as well.

Response: Bob - This is a perfect example of moving from an engineering perspective to an architectural perspective.

The engineering perspective helps in the federal process, but not in the community.

- Working with Katie and the community and neighborhood to find out what's important to incorporate into the Final Design for the Tacoma Park & Ride.
- Will also be exploring what resources could be brought to the project to make it distinctive and more interesting.
 - Applying for grants could help the effort.

Question: The money saved reducing the size of the Tacoma Park & Ride, could that be applied at the facility?

Response: Bob - The project doesn't work in that way.

- Work is being done throughout the alignment to reduce costs.
- But there are strategies that can be done to improve the quality of the station and Park & Rides - interesting things with stormwater treatment can be done to create water features, is one example.
- Encouraged people to review the document and offer suggestions and to challenge ideas that are being presented.

Katie - Pointed to the CDR's Trolley Trail cross section, the Station Furnishings, Equipment and Signage section, and the Public Art section.

- The Public Art program has been really successful in the past and Milwaukie will have 2 representatives on the project's art committee.

Comment: If you have concerns about bike and ped circulation and cars getting to the station areas, concerned about all these people traveling a distance and not having public restrooms.

- Fearful that people will get off at Milwaukie and need to use the restroom.

Response: Bob - It's a frequent comment that's asked.

- On a previous project worked with the Portland Zoo to come up with a solution.
- Need to think about both locations in more depth.
- Can imagine a Milwaukie that is much more of a destination where restrooms are available elsewhere.
- On the Interstate MAX project, there were a lot of different kinds of concerns to negotiate - criminal behavior, safety - a lot of it came down to coordinating with a lot of different partners and the line has been very successful.
- I don't know how it will play out, but you're identifying a key issue.

Question: Are there going to be restrooms at Tacoma?

Response: Currently, no.

Question: How long is the travel time from Portland to Downtown Milwaukie?

Response: Wendy - From Portland State University in Portland to Park Ave. is 22 minutes.

Katie - Pointed to the CDR's Key Next Steps section:

- Station area planning involving the South Downtown work and the City is also working with TriMet to get into the fine details of Urban Design.
 - The Design and Landmarks Committee will aid this work.
 - Planning Commission will also weigh in.
- Final Engineering to begin in October.
- City and TriMet will identify the things that can be agreed upon and getting those details established in the next six months.
 - Just starting that work now.
 - The CDR sets us up to understand these things and to get deeper into them.

Rob - There were many, many issues involved in the Interstate project, but there are ways to move forward.

- You identify the common issues, get those taken care of, and then work on the difficult issues with the project partners.

Comment: Thank you very much for this. It's very helpful.

Response: Kenny - Does it answer questions or pose more questions?

Response: The Open House helps as well. Encouraged people to attend.

Comment: Hope we don't see what we see on the I-205 project. The landscaping we see there, is what we don't want to see in Milwaukie. It's very drab. Hope more thought with vegetation and trees is invested at this line's Park & Rides so that the structures are not so stark.

Response: Kenny - Asked Rob to explain why and how Interstate is the model, and why and how I-205 is not, and to clarify if that is even the case.

Response: Rob - Interstate was initially along the I-5 alignment but went down in funding flames.

- The only viable right of way was to use Interstate - and using such a populated area hadn't been done before.
- There was a lot of concern for safety, impacts on business and neighborhoods, gentrification concerns.
- Uses this project as an example not in the physical sense, but in a process sense, because of the intense discussions that took place in working out solutions so that the line would add and contribute to its surroundings.
- I-205 was always working in a space that was identified as a light rail corridor, next to a freeway, where there was less connection to neighborhood areas.
- This light rail line goes through downtown Milwaukie and care will be taken.
 - Things like train speeds are sensitive topics.
- The project is going to happen, but we have to think about how to manipulate it to make it benefit the community and make it a good transportation project.

Comment: Worked on Beaverton - Hillsboro light rail. A lot of it has to do with how involved the citizens get. The I-205 project had trouble getting people engaged in the project. Hillsboro worked with the project to make it work for their Downtown. In Gresham they did not, and now they're working to get it connected to the Downtown. To the point of constructing a tunnel where it doesn't make sense to have one, that's the power of citizen input.

Question: Didn't get much input on I-205, but why not make those structures more attractive.

Response: Bob - There wasn't enough public concern about it.

- It fulfilled the functional needs, and it's far away from the Clackamas Town Center and it didn't inspire much thought about what it could be?
- TriMet isn't everything to everybody, but it takes input to tell TriMet where the emphasis needs to be.

Comment: Are there going to be a range of options shown to the Neighborhood for the Tacoma Park & Ride and get feedback on the different options.

Response: Bob - That's been shown to be the best strategy.

- Will show the public different treatments to get feedback - which is why the public feedback is important.

Comment: That's what's happened at Park Avenue. People have spoken up and said we don't want just a box. The more people are engaged involved and speaking up, the more it informs what you get.

Response: Bob - Three stations on Interstate were changed due to public involvement because there was such clarity from the community as to what the concerns were.

Response: Kenny - We are eager to engage in the conversations that address the character of the alignment, and we're glad to see Bob here and having these kinds of discussions.

- We will keep working on the South downtown Plan so we're ahead of the project.

Wendy - A point of clarification - Not all of the visual simulations will be at the Open House.

Question: Why is it necessary to have a police precinct at the Milwaukie Station?

Response: Kenny - The idea has less to do about the fear of crime than it does about crime prevention through SEPTED principals and what kind of development would work there.

- It's going to be a bike heavy place, so we thought it was a natural to have a bike shop there, as well as have a police bike presence there to be a tenant in the development and provide some bike parking there.

Question: So does that mean Portland is thinking about a bike patrol at Tacoma?

Response: A project Citizen Advisory Committee member said that what's been brought up in previous meetings is that there should be space provided at Park & Ride facilities that accommodate a police presence.

- Not necessarily a 24-hour presence, but a something like a report writing area where police would have an established presence.

Question: Tacoma as well? Has Portland been brought in on this?

Response: Claudia - The project has really heard this idea in relation to the Park Ave. facility.

- I do think people need to keep reminding staff that this is something the community wants to see at Tacoma, as well.

Comment: What's the percentage of vehicles coming from the south on McLoughlin using the Park Ave. facility?

Response: Wendy - Have to talk to Alan and get that number.

Comment: It's been stated that 50% using the Tacoma P & R would be coming from the south, 25% would be using 224, 25% using McLoughlin.

- Indicates commercial, not residential traffic.
- Who would be coming north to the Tacoma Park and Ride rather than using the Park?

Response: Wendy will get with Alan to find that number.

Response: Claudia - Hoped to have that number for the Thursday Open House.

Comment: A resident read a statement voicing concerns about the process, in particular the process around the traffic issues on Johnson Creek Blvd., and that prior commitments to provide information at particular times was not honored.

- Also concerned that a list of issues were listed as not to be discussed.
- Also felt not everyone had a chance to ask their questions, and that the meeting was closed before all issues were raised.
- Meetings are being held to fulfill requirements and not to convey information and to take input.
- If there are not to be any JCB specific meetings - provide information at the Ardenwald Neighborhood meetings.

Response: Claudia - Notes have been sent to all who had signed in and have been emailed to the Neighborhoods.

- This issue was discussed at the CAC meeting and been busy answering the questions, some aren't able to be answered, notes were taken at the last meeting, and
 - Some of the questions just don't pertain to the project.
- The documents will also be available at the Thursday Open House.