

Agenda

4:30pm	Welcome and introductions	Jamie Damon
	Overview of process	
	Purpose of meeting	Kenny Asher
	Update on South Corridor	Bridget Weighart
	Overview of Transit	Phil Selinger
	Grading the past 10 Years	All
6:30pm	Next steps/Close	Jamie Damon

Welcome and Introductions

The meeting was attended by twenty-eight people, nineteen members of the public and nine staff.

Jamie Damon welcomed the group and reminded them of the meeting protocols developed at the kick off meeting in February.

Kenny gave an overview of the TSP process and of the transit component. Kenny emphasized that the TSP is focusing on transit issues within the city and not specifically on light rail because Metro is beginning a process to look at light rail. Kenny outlined that there are significant transit issues to address within the city and that this working group and TSP update are the processes to focus on identifying the city's transit needs. Kenny cautioned the group to not get sidetracked into the light rail issues because we will short change the important discussions the city needs to have regarding transit.

Update on South Corridor

Bridget Weighart of Metro gave an overview presentation of the South Corridor Project Phase II – Milwaukie Light Rail. Bridgett distributed a project fact sheet. Bridgett highlighted that beginning in April 2007, Metro would be leading a multi agency effort to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) to analyze the design, ridership, costs of construction, engineering, environmental impacts, traffic circulation and effect on neighborhoods. The SDEIS should be completed in the summer of 2008. The group had the following comments:

- It is important to not forget that this community has voted down light rail twice.
- Do we have future projections of ridership and travel demand for light rail? *Phil responded that there are basically two reasons that we could see a change in ridership – 1) population change and 2) quality of the system. If the quality of the system improves, i.e. more consistent service, more options, etc. then an increase in ridership will result.*

- Doesn't it make sense to extend the light rail service to Gladstone and Oregon City? With the growth projected in Damascus it seems as though ridership will continue to increase.
- Can we serve on the TSP working groups, AC and the light rail committee? *Yes!*
- What do we mean by "local funding?" *Federal, state, regional and city.*
- Can we use any of the material from the 96-98 environmental work? *The most valuable information that we can use comes from the work completed in 2002.*

Transit Overview

Phil presented an overview of transit service in Milwaukie. He asked the group who uses transit now? About eight members of the group raised their hands. Phil outlined the "five aspects of transit":

- 1) **Total transit experience** – what happens before getting on the bus. Getting information about schedules, the availability of stops, etc.
- 2) **High capacity network** – the interconnectivity of the region.
- 3) **Frequent service** – bus service that runs at least every fifteen minutes, everyday, seven days a week. Tri-met has emphasized frequent service to provide certainty for transit riders. #33 in Milwaukie is an example. Road connections, pedestrian access, and street design are all important for frequent service to work.
- 4) **Local service** – such as #34/River Road; #152/RR corridor to the Town Center; #28 and #29/circulate between Town Center and central Milwaukie; and #31 and #32/radial routes
- 5) **Lift service** – door to door pick up. Tri met would like to help users use the fixed route service rather than the lift service as it is ten times more expensive to operate.

The group had the following comments:

- Is there transit access in the industrial area? *Yes*
- Is the goal of a quarter mile of transit service "as the crow flies?" *Yes – which means that in some areas people are driving a long way to get to a bus stop because of the lack of street connectivity.*
- Some of the bus stops are not well maintained and don't feel safe.
- It is difficult to find a stop with accurate schedule information.
- How do we enforce the "no smoking" rule at stops? There doesn't seem to be any help with enforcing the ridership rules. This creates unsafe situations and a reluctance for disabled riders to use the fixed routes as opposed to the more expensive lift service.

Grading the Last Ten Years

Kenny led the group in a worksheet exercise to solicit input on how well the city has done in meeting the 1997 goals for transit and how important transit is for achieving our new TSP goals.

The group individually completed the forms and offered some highlights.

Next Steps

The group decided that Saturday late afternoon is a good time to meet and that the location worked out well. Kenny indicated that the next Transit meeting would most likely be in early May and that all who have expressed an interest would be notified.