

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
February 19, 2008**

CALL TO ORDER

Mayor Bernard called the 2024th meeting of the Milwaukie City Council to order at 7:00 p.m. in the City Hall Council Chambers.

Present: Mayor James Bernard and Councilors Deborah Barnes, Greg Chaimov, Joe Loomis, and Susan Stone

Staff present: City Manager Mike Swanson and Community Development and Public Works Director Kenny Asher

PLEDGE OF ALLEGIANCE**PROCLAMATIONS, COMMENDATION, SPECIAL REPORTS AND AWARDS**

Mayor Bernard congratulated Monica Carlson for winning the American Gladiator contest.

Update on the South Corridor 2 Supplemental Draft Environmental Impact Statement Study

Mr. Asher reported TriMet and Metro would provide an update on March 18 that focused on the safety and security information recently produce by the Task Force and absorbed by the transit agency. By that time there would be more information out on the Environmental Impact Study (EIS). Tonight's update would focus on ridership and capital costs. The next major public meeting in Milwaukie would be a discussion of station location preferences in the community and especially focused on the downtown between Hwy 224 and the Bluebird station option. The City needed to come to some recommendation of how many stations were likely in that area. In order to do that the project needed to hear from people who lived and worked in the vicinity and from the broader community that might use this line about what was convenient and made sense. The March 19 meeting at Milwaukie High School would focus on what options made sense and listen to the community. There would be a full safety and security and Supplemental Draft Environmental Impact Statement (SDEIS) update at the regular Council meeting on March 18. Two of the three design options under study had a southern extension that would continue the alignment to Park Avenue, and a public meeting was scheduled for March 12 in Oak Grove to discuss that station.

Bridget Wieghart, Metro, reported initial draft chapters were being submitted to the Federal Transit Administration (FTA), and the document was still on schedule for early April. The line ridership looked very strong. The 2003 Locally Preferred Alternative (LPA) was being used for the comparison both in the river crossing and terminus area. The 2003 LPA had buses on the bridge which reduced light rail ridership a little bit but increased system ridership overall. It would likely be the most cost effective use of the infrastructure. It was anticipated to have 22,000 riders on the light rail line. From a system standpoint when taking into account all of the new transit riders, the LPA was anticipated to have 9,000 new riders which was a healthy system change for this length of light rail. Everything else above that added to the LPA. The Willamette River crossing options had between 22,000 and 27,000 line riders and between 8,000 and 12,000 new riders to the transit system. The terminus option, because of the additional

stations, park-and-rides, and length, added ridership over the 2003 LPA which terminated at Lake Road. An extension to park was 25,770 riders and added 12,000 system riders over the no-build option. The Tillamook Branch would have 24,660 line ridership with a system ridership increase from the no-build of 11,330. It was hard to compare the Park to the Tillamook Branch directly because both terminated in the same place but had different station configurations and total amounts of park-and-ride. She look at that as more of a range. Tillamook Branch had slightly lower line ridership because it had fewer park-and-ride spaces overall. The LPA to Park had 2,600 spaces, and it looked like there was more demand than that overall. The Tillamook branch had 2,200 where as the LPA had 1,400. There was a big demand. A lot of the park-and-riders were coming from south and east of Milwaukie. That Park Avenue station looked like it would be very attractive. These numbers seemed competitive with other lines elsewhere and especially in terms of system ridership increase.

Councilor Stone asked how these projections were done.

Ms. Wieghart replied all of the numbers were for 2030, so it was a projection. It was based on a well-developed and well-established travel-forecasting model. All of the agencies around the country that were competing for this federal funding had to develop travel-forecasting models. Metro's was one of the most well respected methodologies. The travel-forecasting model had been developed over the last 25 years. It was based initially on travel surveys of people's entire day for several days. Thousands of people throughout the region kept a diary, and that was one major input. There was input for TriMet in terms of its transit ridership. That gave the propensity for people in certain locations, socio-economic circumstances, number of cars, location, and that sort of thing for where they drove and where they took transit. That developed the basic model. The major inputs were population, and an economist provided information on projected population and employment. They knew the propensity and history of people to travel on certain corridors, then they projected forward in a travel-forecasting model. There was a detailed development of the system, the roads, the light rail, and bus lines as well as TriMet's projected increases.

Councilor Stone asked where those numbers reflected for bus users versus someone who was newly taking light rail.

Ms. Wieghart replied the line ridership, 22,000 to 27,000, were the actual light rail riders on this segment of the overall MAX system. The number of new riders was 8,000 to 12,000. New system riders may also be attracted to other portions of the system because they can make better connections. Those were counted as new riders if they were new to the system and not currently a transit rider.

Councilor Stone understood it did not break it down to a certain percentage of that plus 9,000 number were people who used to take bus transit that was no longer needed or was there because the light rail line was there.

Ms. Wieghart responded all of those were compared to the no-build option, so it was just the current bus system grown to 2030. The 9,000 to 12,000 new system riders were the new system riders when a bus-only system was compared to a light rail system. One could say those were people who were induced to take transit because of the light rail line. The City would be interested in the number of new system riders. In response to an audience comment, riders were boarding rides daily, so it was a trip.

Mayor Bernard understood a roundtrip to Portland was counted as 2 rides.

Dave Unsworth, TriMet, discussed capital costs and an additional point about ridership. TriMet would do cost-effectiveness calculations for the FTA which was measured in the travel time saved. They were finding with the bridge that it would be used not only for light rail but also for streetcar and bus. Bus riders coming from the east would save

quite a bit of travel time as they used that additional bridge. He touched on the Safety and Security Task Force which was an important process and a difficult time from TriMet in the past few months. It had to face up to some of the things recently in the press. General Manager Fred Hansen was taking this very seriously. The Executive Director of Operations was having direct conversations with Chief Kanzler who was very helpful on the Task Force in providing information. He expected that conversation to continue as the project moved forward, and there would be more detail at the March 18 City Council meeting.

TriMet had the benefit of the public trust to build a number of light rail lines in Portland, and it was currently constructing the I-205-Portland Mall project and the yellow line to Expo and PDX. All were being used and were successful. There was a lot of information on how much it costs to construct in-street and railroad right-of-way lines, stations, and structured park-and-rides. What TriMet did not know a lot about was constructing a new bridge. They had to look at endangered species, ships, and hazardous materials in the soil so they needed some expertise in calculating that cost. CH2MHill was hired to provide some information about the setting and what it would cost per square foot to build a bridge. Another engineering firm and a design-build firm out of Denver were asked what they would expect it to cost. All of that information was triangulated, so TriMet thought it had a good idea of what a bridge would actually cost. Designs from last September were taken and held constant. They looked at where they thought mitigation would be required and went through the process of applying a cost to each unit. While going through the costing process, they found that bridges were very complicated to build. Second, the bridge would probably take about 4 years to build meaning another year of approximately 5% inflation. The costs were estimated not on today's dollars but in the end what it would cost to build the bridge and the project. There were also extraordinary increases in unit costs for construction. It was related to the cost of diesel, petroleum-based products, steel, and concrete. All of the recent bids on the Portland Mall and I-205 were captured for a better understanding. The dollar has been devaluated which was important when some equipment was purchased from Europe. Projects at the federal level had to count the interest that was accrued by someone who provided money to the project. For example, TriMet was successful in securing \$250 million in lottery-backed bonds from the State for this project. There was a cost to the State for borrowing those dollars which needed to be accounted for in the project costs. The FTA would generally pay 60% of the project cost, so as the costs went up, more federal dollars would come into the region.

Mr. Unsworth reviewed the LPA to Lake Road. The current Portland Mall project ended at Lincoln at Portland State University (PSU). Section A would go down Lincoln and cross the Willamette River to about 8th, and section B was from Clinton Street to near Tacoma. This scenario has the 600-space Milwaukie park-and-ride at Southgate with station and Lake Road park-and-ride. If one built it today, the cost would be \$818 million. There were segments A, B, and C and systems. Systems was the cost of the light rail vehicles and upgrading Ruby Junction and other similar maintenance facilities. Engineering administration was the cost to design, preliminary engineering, final design, and the cost of monitoring construction all the way through along with the costs related to driver training. Inflation was 35% to 36%, so the project was \$1.2 billion.

If the line went to Park Avenue there were some different assumptions. Tacoma in this scenario was 1,000 instead of 600 spaces. Segment D was from Lake Road going across Kellogg Lake with a Bluebird Station going down to Park Avenue with 1,000 spaces. The idea of capturing those autos was an important factor. There was a demand for approximately 2,600 vehicles that wanted to use light rail based on the 2030 demand modeling. TriMet was trying to make sure those vehicles were captured before they came between the beautiful Riverfront Park and the Milwaukie downtown. The

cost of Segment D was \$86 million but did not include the additional light rail vehicles. It would take 4 or 5 more vehicles to operate all day long because there were more riders from Park Avenue. The trains coming to Milwaukie would probably be coming from the Expo line, so more light rail vehicles were necessary. Under this scenario the cost was \$1.4 billion. This was the number of vehicles needed to operate the system in 2030. One did not generally acquire all those vehicles in the initial contract with the federal government, so there were significant savings.

All of this design was based on what was known in September. The parties had been working diligently to understand where the tradeoffs were, where some of the impacts were, and where money could be saved. That would be done in the next phase, preliminary engineering.

The final version was the Tillamook Branch alignment. This went through the Working Group, and there were concerns with the Southgate park-and-ride location from the North Industrial businesses. This alignment avoided that issue by staying on the Tillamook Branch including an assumed set of stations and going down to Park Avenue. This was a little less expensive as it did not have as many park-and-ride spaces, but it was \$1.3 billion. Part of the LPA choice may include going further south, station choices, and the River crossing. There were 5 choices in the River crossing in Portland. In addition to the LPA there was the crossing that served the Schnitzer Campus which was OHSU's 19-acre site. He pointed out the length of the alignment including the bridge and discussed the range of costs and bridge types. There was a future bridge study if this moved forward that balanced aesthetics, cost, navigation, navigational clearances, and how it fit from an urban design standpoint within both banks of the River. In preliminary engineering there would be a re-examination and value engineering effort that looked at every project element and how to reduce costs and keep the value of the project.

Mayor Bernard received a report from the Technical Advisory Committee (TAC) on safety and talked with TriMet General Manager Hansen to discuss safety concerns. He felt confident an effort was being made and noted there were more security officers in the Milwaukie transit center.

Councilor Loomis appreciated the information and asked for copies for City Council.

Councilor Stone said this was in regard to Mr. Unsworth's comments about bridge costs. Was the contractor's profit not built in those numbers.

Mr. Unsworth replied the way design / builders actually looked at bridge costs depended on how it was set up. TriMet wanted to understand how much it would cost to actually build a bridge today without the profit that went on top of that. The assumption helped to triangulate between the engineering record and the 2 other sources for what a square foot of bridge would cost.

Councilor Stone understood the numbers City Council saw were not with the profit built in and would be higher.

Mr. Unsworth would say TriMet was trying to understand how much it would cost to build a bridge.

Councilor Stone understood Mr. Unsworth to say the costs would likely go down. She asked about his thinking on that when everything was going up.

Mr. Unsworth replied no one knew the future. TriMet did know that generally construction costs had cycles, and it was probably near the high part of those construction costs given how it was tracked over the past years. This design had not gone through a serious value engineering effort that generally takes place during preliminary engineering when it gets more precise.

CITY COUNCIL REGULAR SESSION – FEBRUARY 19, 2008

APPROVED MINUTES

Page 4 of 14

Councilor Stone referred to the staff report. This project had to be 60% funded by the FTA, so 40% of the funding had to come from the local taxpayers. In the upcoming items on page 4 of the staff report it read, "in order to obtain federal funding the project would need to meet stringent cost-effectiveness criteria which examine the cost of the project as compared to the benefits provided to the transit system users." As the costs keep escalating upward, how can it be justified that this type of transportation was most cost-effective to serve the public when we had bus transportation that did it effectively right now if we would just improve that.

Mr. Unsworth replied the FTA had specific criteria: the amount of travel time, the hours of benefit you get when you compare a bus network to a light rail network. You were basically keeping everything the same and all you were doing was replacing the general trunk service with light rail. Then you were looking out to 2030 calculations. You were looking to determine how many hours of benefit you had divided by the delta, difference in capital cost between a baseline alternative and a build alternative and how much it costs to operate the baseline alternative to the build alternative. That calculation provided a ranking. In order to cost-effective you needed a medium rating or higher. All projects have been successful in securing that. In part because when one looked at what would happen by the year 2030, and there were a million new people expected in the region. That was what Portland State said. He guessed they were right. There were a lot of fast-growing areas in Clackamas County, so that had an effect on the roadway. It was difficult to build new roadways. The first project Mr. Unsworth was involved with was on a technical advisory committee for the Sunrise Corridor. There had been a lot of efforts to build that road, and it was still not constructed. He pointed to the Westside light rail line that went in at the same time as the highway expansion through the environmental impact statement. He thought the roadway was constructed a number of years after the light rail line. It took a long time for any of that to happen. It was hard to build roads, and it was hard to build light rail. McLoughlin Boulevard was certainly at the edge of breaking down. It would be at capacity if not most of the time now. It was going to get a lot worse, and these intersections would have a lot of backup. Not only was the car going to be in that but so were all the buses. The reliability of getting from here to there diminished dramatically, so it would take a lot longer. One of the beauties of light rail was that it was going to be as reliable on the day it was constructed in 2015 as it was in the year 2030 because it was in its own separate right-of-way. That travel time means a lot. The surveys show that people would get on light rail and not get on buses. That was what people were reporting back. If the region were to get federal funding for this at 60% that was over \$700 million, then the federal partners would run TriMet through the wringer to make sure it was a cost-effective project.

Councilor Stone thought of a few other things after listening to Mr. Unsworth. With 1 million new people coming in, the numbers projected to ride light rail did not reflect the big percentage of 1 million new people coming in. She also had a question about how travel times were estimated. Was that comparison between bus and rail travel times, and was the rail quicker than the bus? When you factored in travel time was the person's travel time from his door to their car, from the car to the light rail station, and waiting for the train taken into account?

Mr. Unsworth replied when one was driving there was a quick walk to the car. When one was in downtown Portland there was probably a 2 to 5 minute walk time, so it was pretty unencumbered. When one was waiting for a bus that was more personal time than actually being on a bus. It was measuring both in-vehicle time and the time spent waiting for a transfer to a bus or a light rail. The model took all of those into consideration. From a standpoint of how long it took a train or a bus to go through here. The speed of the bus was predicated on the speed of the adjacent auto traffic and

assumed stops per mile. For light rail it was going to take that long to go from here to here based on design. It would dwell 20 to 40 seconds at each station before it moved on.

Ms. Wieghart said that was accurate. People from the surveys indicated they did not like to wait for a bus or a light rail train, so that was considered more onerous and taken into account in the propensity to ride any kind of transit.

Councilor Stone did not get her answer about the 1 million people expected to come into Clackamas County and how that was accounted for in terms of the projected numbers of new ridership.

Mr. Unsworth replied it was 1 million people in the region, so it was the larger region including Clark County. It was not just Clackamas County. The model assumed the same land use for both. The no-build had the same assumptions for population-employment as the build alignment did. The delta was the increases being seen. The model took into consideration employment increases, population increases, and degradation in travel time for autos and the bus.

Councilor Barnes wanted to discuss employment costs and how much it would cost to be safe once this was in. How soon would the Milwaukie City Council know the number of officers that would be added to the overall system?

Mr. Unsworth said operating costs were assumed for both choices of bus versus build. There were increases in security for this year and next year as the project ramped up. He could not say if there would be 150 new officers in 20 years, and he suggested saving that question for the March 18 meeting where the appropriate representatives would be there. A couple of things were already being done including hiring a number of private security people and new radios. Rider Advocates were already on the system. One of the issues Portland and Beaverton had was finding people who wanted to be police.

Councilor Barnes asked for a rough estimate for the March 18 meeting.

Councilor Stone commented on the idea of light rail coming through the downtown and the neighborhood. She thought it was important that the Council fully realized what that meant. She did not know that people could really grasp what it meant because they had not seen what it was going to mean. It was really easy to look at a rendition on paper, but it was a whole other ballgame when it was there. She worked next to light rail, and it was not without noise – the train itself. It went by frequently, and it was huge. She would like a virtual reality computer simulation of what it means in scale. She would like to see that and have the public see that. What it meant to have this train run through a little neighborhood, behind a school. The tour was great, but it was like comparing apples and oranges to what was going to happen here in Milwaukie. We were on Interstate which was a multi-lane, all-directional highway. Yes, there were schools there, but they were not like right there. This was invasive to the neighborhood, frankly. She wanted to see a virtual reality of what it really meant to scale. You go out and build a life-sized model of what the train would look like sitting in your neighborhood and how big those stations were going to be. We really need to digest that before making any decisions about whether or not this was a good alignment.

Mr. Asher responded there would be a virtual simulation of the proposed MAX traveling through downtown Milwaukie. We were not planning on building a life-sized MAX train model. He thought that would help and invited people to the March 19 event where that could be seen in two dimensions. There would be far more detail in the public discussion about what stations might mean at the various options and the tracks as well. There would be a lot of useful new information. He did not think some would be satisfied because even that would not tell people exactly what the experience would be

CITY COUNCIL REGULAR SESSION – FEBRUARY 19, 2008

APPROVED MINUTES

Page 6 of 14

of having the train built through Milwaukie. There would have been no way to say what the experience would have been for building it anywhere or any project of any size anywhere. We were talking about development projects in downtown Milwaukie. There were a couple that were talked about in the recent past which have required all of us to project as best they could on the appropriateness of the scale, look, and feel. This was a large project. All of those same questions were valid. All of those same issues were important. There was no way for a computer or cardboard model to simulate what the experiential effect of that project was going to be. It was incumbent on all of us in the community – staff, Council, neighbors, businesses, and everyone – to do their level best to try to come to the meetings and use the system in other places and imagine what that was going to be like. There was something that could be provided and be helpful. In the end if certain people had already concluded that it was invasive then it was probably difficult to show anything or provide anything that convinced them otherwise. He would give his best effort in illustrating the size of the platform, how much a station would take up, and how much room the right-of-way would take up. In the end there needed to be some faith involved that on net it was a positive or negative thing for the community on the whole.

CONSENT AGENDA

- A. City Council Regular Session Minutes of December 4, 2007;**
- B. Resolution 14-2008: A Resolution of the City Council of the City of Milwaukie, Oregon, Directing the City Manager to Enter into an Intergovernmental Agreement (IGA) with the Oregon Department of Transportation (ODOT) for the Provision of Appraisal Services for the Logus Road Improvement Project;**
- C. Resolution 15-2008: A Resolution of the City Council of the City of Milwaukie, Oregon, Directing the City Manager to Enter into an Intergovernmental Agreement (IGA) with Clackamas County Regarding the Expenditure of Community Development Block Grant Funds on the Logus Road Improvement Project; and**
- D. Authorization to Renew a Comcast Institutional Network Contract.**

It was moved by Councilor Barnes and seconded by Councilor Chaimov to adopt the consent agenda. Motion passed unanimously. [5:0]

AUDIENCE PARTICIPATION

- **Ralph Rigdon, Clackamas County**

Mr. Rigdon had lived in the Milwaukie area for over 50 years, and this was a nice quiet, peaceful town. He did not think people could realize what it was going to be like having this train run through the City every 6 or 8 minutes. If the citizens of Milwaukie still wanted the train to come in, then it should stop at Southgate and stay out of downtown. It would be a big mistake. It would help the schools and all the businesses that did not want it. He felt the City should seriously consider that. If this went through, there would be a lot of sorry people walking around town as far as he was concerned, and he would be one of them.

- **Ed Zumwalt, Milwaukie**

Mr. Zumwalt said the scale bothered him. Mr. Asher can say they will make models and do this and that. One day he was standing in the second a clinic on 99th. He stood there transfixed for 20-minutes looking at the mess at the Gateway station. It may be a beautiful station, but he was visualizing that in Milwaukie. Holy mackerel. What are we going to do? After that he systematically looked at all the stations around. Holy

CITY COUNCIL REGULAR SESSION – FEBRUARY 19, 2008

APPROVED MINUTES

Page 7 of 14

mackerel. When asked by Mayor Bernard if he drove or took light rail, Mr. Zumwalt responded he could proudly say he had never been on one of those cotton-picking things. He was afraid he would be electrocuted. They were dangerous. They keep coming at us out here with our own money by the way and beating us up every 2 years. First they were going to go up Monroe. Then they were going to go with the North South Light Rail. \$1.7 billion. Then they got an LPA going in 2001 – 2002. He thought they had that worked out. They wrote the 14 Points and agreed to agree. There was an LPA transit center at Southgate. All of a sudden in 2003 – 2004 they came out and looked in their files. Southgate had to be a park-and-ride forever. We saw their internal e-mail. We knew what it said. Here we go skating south to Kellogg Lake. There went the 14 Points and obliterated them. We all know what happened at Kellogg Lake. Here we sit now. He had never seen such determination by these folks. They were all nice people, and he thought they all believed in what they were doing. They were going to create such chaos in this little town we might as well just wipe it off the face of the earth. They say MAX was the reason people came out to visit Oregon because they make postcards. Have they not heard of Mt. Hood or the Columbia Gorge or the beach? They even say it was like the Eiffel Tower. As a man said recently, thank God the French were smart enough to only build one Eiffel Tower. We were looking at building this thing and more and more of them. Mr. Zumwalt did not know what we were going to do. He did not know how we could look at this and rationalize putting this beast in our little, narrow town. The scale was not there.

- **Bryan Dorr, Milwaukie**

Mr. Dorr addressed a couple of things about the TriMet light rail. There had been a lot of talk about the safety issues, and after looking at some of the public safety reports from the Ardenwald Neighborhood meeting they usually got a map from Officer Kendrick from the City of Portland. It was not only light rail that would bring criminals to the Neighborhood. There were also other conveyances such as the Springwater Trail. It was not only light rail although a lot of people had spoken out about it because it might bring in crime. There were other conveyances including bikes, boxcars, and backs of pickup trucks. He discussed the cost of the light rail project. That number was \$1.3 billion with the inflation being at 5% each year. Most of us who worked only saw about a 3% increase on their paychecks. Property taxes go up 3% every year. How were we going to pay for it? He knew Metro probably thought it was a good idea to go ahead and dream up a \$1.3 billion project like it was a few cents, but for the rest of us that was a lot of money. He thought this was impractical. That was one of the reasons he did not want to have light rail come into this town. He referred to the illustration of having light rail come through Milwaukie. The train car was actually larger than the Oregon Pacific Railroad's locomotive that hauled about 1 or 2 boxcars down its tracks along the Springwater Corridor and down Ochoco. Just picture one of the Willamette Pacific trains coming through the City; this would be worse. He only lived 200-feet from the Union Pacific Railroad track, so he knew how bad the noise would be. There was a train that blasted its horn for at least 20-seconds at 1 a.m. It would be a mess and would drive people out of Milwaukie.

- **Gil Frey, Milwaukie**

Mr. Frey watched this on television and watched people speak. One citizen commented whatever he said really did not matter because the City Council would do its thing anyway. This was a very difficult decision, and Mr. Frey sympathized in that regard. If we could zap it in that would be really nice. Punky Scott went down Interstate and found that many of the businesses could not survive the construction period. He saw that in downtown Portland. Little businesses could not last that long when the streets were torn up for a year or so. He assumed that was what happened on

Interstate. Right over here was a new high rise with apartments and condos, but he always saw the parking spaces completely full including tonight. One restaurant was open. He was sorry there was not enough parking to run a business. He wondered when it would be functional. We all made mistakes, and this was a tough decision.

- **Cheryl Ausmann-Moreno, Milwaukie**

Ms. Ausmann-Moreno lived near 40th Avenue and King Road. She was the past Chair of the Ardenwald – Johnson Creek Neighborhood and continued to serve the community as a member of the Public Safety Advisory Committee (PSAC). She would like the City Council to consider the fact that the voices of families with children in the community were an under-represented group in the City processes. That population found it incredibly hard to attend work sessions, transportation meetings, and City Council meetings due to a high demand of their time which was devoted to work, their spouses, and their children and their activities. They did not have left over time, herself included. Throughout her 2 years' service as a neighborhood leader she was frequently asked about better public transportation. The Ardenwald Neighborhood was desperately underserved. She was especially asked when light rail would arrive. Through many surveys listing a dozen community issues, more than 90% responded that light rail was a major issue. The second hot issue was neighborhood traffic. This was all pretty well related. When she followed up and verbally asked these people if they were for or against light rail, they all replied they wanted light rail in the Neighborhood. It was unfortunate these respondents thought they were in a minority and would only respond in private. They thought this was an unpopular opinion. She had to assure them she would not put their names on anything and that there were a lot of other people who had the same opinion. These were people involved with PTA, sports, keeping their kids clean, working, feeding them, getting them to bed, getting their homework done, athletics, music programs, and everything. It was an incredible schedule to keep up. She was painfully aware she was not the only person who was extremely disappointed as a parent in 1998. Back in 1998 she was still working for Shriners' Hospital. In 1998 she had a 2-year old and was pregnant, and it took her over 1-1/2 hours to take public transportation to the top of the hill at OHSU. It was very difficult when it was only a 10-minute drive at that time. That travel time had not improved, and the commute by vehicle was a little over 20-minutes in good traffic. That was how much things had changed since 1998. For individuals with the aging population, people with minor disabilities and she with a chronic pain condition, light rail was definitely the preferred mode of transportation versus bus. Many could not manage getting up and down a steep bus, and we had an aging population. Ride light rail for at least a half hour and try it out. Ride the bus, and one sees the tremendous amount of difference and understand why people felt more comfortable and often times safer. She had been riding TriMet since the mid-1970's, and she felt things had improved. Mistake had occurred but things had improved. Improved public transportation and light rail will mean better access to jobs and families. People now had to decide whether to pay for child care or finance another vehicle. Young adults were forced to buy vehicles in order to get to their jobs because of the transportation problem. It would improve access to better jobs and improve the ability of families to purchase and keep their homes in this community plus have more funds to spend in the community. She hoped this was different than what Council had heard before and that the members make a decision that was best for the future of the community. Milwaukie would not stay the same.

- **Jim Karlock, Portland**

Mr. Karlock commented on a \$1.4 billion price tag for 10,000 riders that would not otherwise be on the bus. Since that was boardings, it was actually 5,000 riders. That was \$280,000 for each person you attracted out of a car. It would be cheaper to buy

those people condos in the Pearl District than to build this system. Was it wise to try to attract Yuppies out of their BMWs by building a deluxe system where you could spend 1/10th of that amount of money and have a super bus system that would attract a lot of poor people out their beaters? That made a lot more sense to him. He assembled some information from Portland's experiences with light rail. Light rail divided neighborhoods and added overhead lines. A quote from a Portland officer was, "MAX has been a living nightmare for us." He would not ride MAX at night even though he carried a gun. Light rail was dangerous. Not only did it have a crime problem, but it also happened to kill bystanders at about 2.5-times the rate that cars killed people. That was based on passenger miles. Each of the statements had a source, and there were links on his website to substantiate what he was saying at this meeting. Light rail was not that great a form of transportation. It was mostly a tool to encourage high-density development. The City of Milwaukie was going to get high-density development just as Interstate Avenue was beginning to realize what was in store for them. Light rail also caused congestion because it diverted money that could otherwise be spent on roads into light rail. Light rail according to TriMet data carried about the same number of people as 1/3 of one lane of traffic. That was after you accounted for the fact that 2/3 of the light rail riders would otherwise be on the bus. TriMet's published number was about 1-1/3 lanes worth of people. When you discounted that by the 2/3 of the people who would be on buses there was about 1/3 of one lane of traffic. That system cost \$1 billion to effectively add one lane of road. Light rail costs over \$.434 per mile or over \$1 per mile if construction costs were counted. A car costs \$.25 per passenger mile. Light rail did not really relieve congestion. Planners seem to like the idea of emulating Europe with the notion that people would move over to transit. European traffic lost about 20% of its market share in the past 20 years while the percentage of European travel by car has gone from 76% to 78%. Those numbers were not much different than here. Increasing density was one of the causes of increased congestion. You pack more people into an area and you get more cars. Each person drove a little less but no where near less to make up for the fact there were 2, 3, or 4 times as many people. You got the kind of congestion you saw in San Francisco, San Jose, New York City, Hong Kong, London, etc. It was because of the density. They want to increase density every place where there is light rail. A member on the Citizen Advisory Committee (CAC) said he was just getting to the point where he knew what was going on, and it was too late. They were not keeping people informed, and it was going to be the same story here. He provided a list of the 20 people who had died so far in the hand of Portland's MAX.

- **Craig Flynn**

Mr. Flynn asked when the EIS came out if there would only be a comparison between build and no-build. What the buses would do compared to no-build compared to light rail. Increased bus services; not just existing bus services.

Ms. Wiegart replied the no-build that was compared to all the light rail alignments and options assumed increases in bus service over today. It was a future bus system compared to all the different light rail alignments and options.

Mr. Flynn said most people when traveling used public transit to sightsee and then rented a car. He had never once in any city found that public transit was better than sightseeing in a car because he could not get there from here. A guy from TriMet said they took a poll of the people that parked in Gateway and found that most cars came from the Gresham end of the line. They drove all the way to the last free parking lot before they went downtown. When we build this new alignment and get these riders were they going to just try to beat downtown Portland parking. Was it cheaper to ride than pay parking? If we build this new alignment was congestion going to be reduced in the future? Or were we just going to reduce the increase in congestion? If we were

CITY COUNCIL REGULAR SESSION – FEBRUARY 19, 2008

APPROVED MINUTES

Page 10 of 14

going to spend \$1.4 billion this should reduce congestion. In 2030 there should be fewer cars on McLoughlin Boulevard. Otherwise, why are we doing this? We were always able to build our way out of congestion in the past. Only in the past 20 years have we given up. When schools fill up we build more classrooms. When sewers overflow we build more sewers even in Portland. When we hit a problem we always solve it except for transportation in the Portland metropolitan area. Now we have decided congestion was a good thing and would not try to solve the problem. We will add density that will only make it worse. This was upside down. If we do this it had better relieve congestion otherwise what was the point?

- **Beth Wasko, Milwaukie**

Ms. Wasko registered her continued non-support of light rail as the public transportation solution. She recently sent a letter to the City Council and asked if members had received it.

Mayor Bernard replied the Council had received her comments, and he reviewed them at the last meeting.

Ms. Wasko acknowledged she was very grateful for this democratic process which did not exist in all nations around the world. As an American she was grateful to have it and all needed to be mindful of what we were called to in this process and that it was truly democratic. To that end she wanted to talk about why we were not going to vote on this. It was becoming clearer and clearer this was going to be very expensive, and we were going to be footing the bill, or at least half of it. The other half came from other hardworking taxpayers from around the country. She thought if they had any notion that we were all clambering and competing for these dollars that they would not be so excited about light rail for us here in Milwaukie and Portland. We need to really question that and understand how you could justify spending other people's money and hers to put something in where a ridership on an existing bus system was adequate. If you increase the bus system for increased ridership, there you go. The other day she was driving past Portland Waldorf School on Harrison going east. She saw a child getting off a public school bus at the apartments. His mother was waiting right there for him. He probably was a kinder or maybe a pre-schooler. He got off the bus and directly went toward the tracks. His mother ran after him. She was not fast enough. Luckily, there was no train coming. Right now all we had to worry about was rail. When light rail came through the likelihood of that scenario happening was pretty great with the number of schools in proximity to where light rail would be. That needed to be considered. She also wanted the City Council to consider in this democratic process was that the Metro and TriMet were government agencies. It was in the interest of their job security to think of reasons, to think of projects to build in order to use our tax dollars to create a new thing for them to do. The City Council needed to consider what its constituency wanted and what was best for the community. She did not know that was being considered when they got a soapbox and she had to come forward again and again to reiterate her nonsupport of this project. Many people were tiring of this. Mayor Bernard had told her verbally and in letters this would not come to a vote. She questioned whether this was a democratic process.

- **David Miller, Milwaukie**

Mr. Miller was doing the numbers as others were speaking. If they were right, he had \$12,000 per rider. That was 9,000 trips or 4,500 new riders working a 5-day week. That was 900 people. There were projections of 1 million people coming to this area. Ten percent of that coming to this area was 100,000 people. That meant there was room for 900 of them on the train. What about the other 99,100 people? Where were they going to drive? He felt the money could be better spent.

- **Jeff Loudon, Milwaukie**

Mr. Loudon was a parent of 4 children and heavily involved with the PTA. Consistently, he heard from a large number of people on the east side of Hwy 224 that they were very much in favor of having light rail in the area. He had no studies but heard it daily. Light rail was an opportunity for all those families both as potential commuters and single trips to downtown Portland to see a Blazer game or go to Hillsboro to the Air Show or go to the airport to catch a flight. The issues brought up previously all addressed commuters on a daily basis. They probably did not take into account all the MAX users on an irregular basis. Fossil fuel and traffic issues would have to be addressed. This was an option. It was a good option now and benefited so many people who would never come to the City Council meeting to speak. He considered himself to be representative of those people because he lived next to them and talked to them on a regular basis. He was unusual in that he would actually stand up and talk in a public setting as most of them would not. They were afraid of it and did not understand the process or were unfamiliar with all the issues, but they did want to see light rail. He wanted to support it. Crime was blown up as a major issue with respect to light rail. Undoubtedly any time there was a gathering of people, especially in a hub situation like this, there was a chance for some bad apples to commit some crimes. If you looked at the numbers, one would see it was blown completely out of proportion because of the ferocity of a very few attacks with respect to light rail. He was most excited about looking along Burnside Avenue in Gresham and Portland and seeing all of the nice, high-quality apartment buildings going up along light rail. It showed people wanted to move into those areas. Those facilities were full of tenants who used light rail on a daily basis in their commutes whether it be to the Gresham area or downtown Portland. That would happen here, but it will take time. One did not see that in the first few years because it took time for developers to recognize that people would use those buildings because light rail was there. It was unfortunate when any neighborhood was broken up, but in the long run the goal was going to be positive. Those neighborhoods would improve. He did not know if this was the best option; that was not his choice. The people who studied all the details looked at the best options. He definitely wanted to see light rail come into Milwaukie. If the City Council did not want to see it downtown, then he would be happy to see it behind Albertson's. He hoped Milwaukie had light rail soon.

Councilor Stone asked if Milwaukie light rail would reduce congestion on McLoughlin Boulevard.

Ms. Wieghart responded everything was compared in 2030 to the no-build. Without light rail there would be more traffic on McLoughlin Boulevard than with light rail in 2030. Compared to a system with buses light rail would reduce congestion. They did not pretend to replicate the entire highway system. The percentage reduction was small – 2% to 4% -- of the total traffic. In any case there would still be more congestion than there was today because of growth. By next year there would be more congestion regardless.

Councilor Stone said when light rail first came up that was one of the things that was touted was that it was going to reduce congestion. From what she remembered from 1997 – 1998 the statistics was that there was actually more congestion with light rail than without it because it was forcing people that would take the bus into their cars to go to a light rail stations and thereby increasing congestion in peak hour traffic times.

Ms. Wieghart responded that was not what Metro was seeing in its analysis. There would be a reduction of traffic on McLoughlin Boulevard and parallel streets after light rail in 2030. The numbers looked bigger when one looked at vehicle miles traveled. It would be 50,000 to 70,000 miles of vehicle miles traveled over no-build in 2030.

Mayor Bernard asked what \$1.4 billion dollars would buy if McLoughlin Boulevard were expanded. How many lanes would it add? Would part of the Park be taken? How would that money be spent on McLoughlin Boulevard to carry the same number of people and in theory reduce the congestion? He understood TriMet and Metro would answer that question.

PUBLIC HEARING

Motion to Consider Continuation of Amendments to Milwaukie Municipal Code (MMC) Section 19.321.7 and 19.321.3

Mr. Swanson said this was a monthly process that began June 2006 when amendments were considered to 3 sections of the code. Council adopted the Comprehensive Plan changes that provided for the Kellogg Treatment Plant being a nonconforming use and required its removal by December 31, 2015. That was in the middle of the Citizen Advisory Council (CAC) process, so it was thought best at that time and had continued to be policy of the Council to consider those amendments. Those considerations will be brought up monthly so that Council may adopt them in the future.

It was moved by Councilor Chaimov and seconded by Councilor Stone to consider continuation amendment to MMC 19.321.7 and 19.321.3 to a date certain of March 18, 2008 regular City Council meeting. Motion passed unanimously. [5:0]

OTHER BUSINESS

A. City Manager Performance Review

Ms. Rowe said the request was to take formal action on what was previously discussed by the Mayor and Council in an executive session. She outlined the discussion.

Mayor Bernard met with Mr. Swanson, and the overview was that he was doing an excellent job as city manager. Council felt his performance exceeded expectations in all areas. This past year Mr. Swanson received the Herman Kehrli Award for outstanding public service from the League of Oregon Cities with a focus on community stewardship. Milwaukie was chosen as a tour city during the past League Conference due to creative partnerships established to move forward with its downtown development. This past year the City had seen many changes which were a result of Mr. Swanson's leadership and work of the staff he assembled. He took it upon himself to be a staff liaison to one of the neighborhood associations to help re-establish lines of communication. His accomplishments included completion of the North Main Village Project, McLoughlin Boulevard Enhancement Project, waterfront property acquisition, the joint Metro / City partnership on the Town Center project, support of the Farmers' Market, the Street Surface Maintenance Program, and acquisition of property adjacent to the Ledding Library. People commented he was a remarkable manager and fine steward of the community, thought strategically, had high ethical standards, and prepared a usable budget for the community. Council felt he should continue to work on the decommissioning of the Kellogg Treatment Plant, downtown development, transportation options, resolve downtown parking issues, move forward with the Transportation System Plan (TSP), look at the feasibility and profitability of annexation, and pursue ways to delegate more work to prevent burnout.

Councilor Barnes commented on Mr. Swanson's ability to reach out to the public and connect with people. She valued his ethics and the importance he placed on making the right decision for the community. She appreciated the fact that Mr. Swanson worked for Milwaukie and not some other city.

CITY COUNCIL REGULAR SESSION – FEBRUARY 19, 2008

APPROVED MINUTES

Page 13 of 14

Councilor Stone thanked Mr. Swanson for all of his hard work and encouraged him to take some time off because he put in so many hours. He was well-loved by those who worked for him.

Councilor Loomis agreed and encouraged Mr. Swanson to take time to recharge and think about himself.

Mayor Bernard considered Mr. Swanson a mentor and thanked him for his work.

It was moved by Councilor Chaimov and seconded by to adopt the city manager's performance review, to extend his employment agreement with the city manager for another year, and to increase his base salary by 3.5% based on his outstanding performance over the past year. Motion passed unanimously. [5:0]

Mr. Swanson said it had been enjoyable, and the staff was great. Though times had been difficult in the Chambers at times, staff and the Council cared a great deal about what was happening.

B. Council Reports

Councilor Stone attended the Historic Milwaukie and Ardenwald Neighborhood Association meetings.

Councilor Barnes would attend the Officer of the Year dinner where Officer John Troung and Reserve Officer Lindsey Nold would be recognized and reminded citizens of the upcoming Arts Committee meeting for those interested in becoming involved.

Councilor Chaimov represented the City Council at the Poetry Reading and encouraged people to attend future events. He would meet this week with his Island Station neighbors.

Mayor Bernard met with TriMet General Manager Fred Hansen to discuss concerns with safety and security. He would go on his annual trip to Washington, DC to seek funding for local projects such as the recently completed McLoughlin Boulevard Enhancement Project. Council President Stone would preside over the next City Council meeting.

ADJOURNMENT

It was moved by Councilor Stone and seconded by Councilor Barnes to adjourn the meeting. Motion passed unanimously

Mayor Bernard adjourned the regular session at 8:55 p.m.



Pat DuVal, Recorder