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I-205 CITIZENS ADVISORY COMMITTEE MEETING

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MARCH 9, 2006

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Portland Police Bureau, East Precinct

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737 S.E. 106th Avenue

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Portland, Oregon

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Court Reporter: Julie A. Bennett



1 CAC ATTENDEES

2 Jerry Schmidt, Chair

3 Beth Baltz

4 Jim Chasse

5 Rosanne Lee

6 Captain Ron Schwartz

7 Joyce Rothenbucher

8 Rob Wheeler

9 Ken Turner

10 Harry LawHing

11 Deward Akers

12 STAFF ATTENDEES

13 Elizabeth Davidson

14 Ann Becklund

15 Neil McFarlane

16 Meghan Oldfield

17 Michelle Traver

18 OTHER ATTENDEES

19 John Rist, Clackamas County

20 Mark Cochran

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1 PROCEEDINGS

2 5:35 p.m.

3 MR. SCHMIDT: Well, I welcome you to the  
4 CAC meeting here. I hope you have had a chance to  
5 look at your minutes from last time, and there's a  
6 copy on the table here. We need someone to give us  
7 a motion to accept and adopt those minutes.

8 MS. BALTZ: I move.

9 MR. CHASSE: I second.

10 MR. SCHMIDT: All in favor of accepting  
11 the minutes as they are?

12 (Group in Unison): Aye.

13 MR. SCHMIDT: Great. All done. You have  
14 in front of you some special gifts from Tri-Met, and  
15 I call your attention to this stopwatch so you can  
16 count down to the start date as well as the  
17 completion date of the light rail to Clackamas Town  
18 Center -- I was teasing Elizabeth, but perhaps, we  
19 can set this so we can get out early tonight -- and  
20 a tape measure to help you measure distance, make  
21 sure they're getting the rails the right length,  
22 that they'll connect, and north will meet south at  
23 the right time, right place. It's a way of  
24 expressing thanks from Tri-Met to you for your  
25 service and time here.



1           We do have an update on our committee, our  
2 Citizens Advisory Committee. Kate Mytron, who was  
3 from the Lents area and was more than happy to serve  
4 on our team, had just been with us a short time, and  
5 she was also involved with the art project for the  
6 siting stations, and realized she could not do both,  
7 so she decided to go the way of the art, and in her  
8 place has stepped in Deward Akers, and we're hoping  
9 that he'll be here tonight -- he had some conflict  
10 but might still show up, so we'll hopefully get a  
11 chance to meet him soon.

12           MS. DAVIDSON: Jerry, can I just pop in,  
13 too, on a quick comment, as long as we're on the  
14 same topic? One thing I also wanted to mention,  
15 too: At the beginning of the year, Ted Gilbert, who  
16 has provided some input in the past at CAC meetings  
17 as far as development opportunities, he, too, has,  
18 kind of, a taxing schedule and so has requested to  
19 come in and make presentations or join the CAC, kind  
20 of, on an as-needed basis, so he won't be attending  
21 every meeting but will be coming in when we talk --  
22 when we have topics, specific issues such as  
23 development for us.

24           And then the other point I want to bring  
25 up with regard to CAC membership is Brenda Carlin,



1 who was on -- who was representing the Southgate CPO  
2 neighborhood in Clackamas County -- that's the area  
3 surrounding the future Fuller Station and park and  
4 ride -- also is finding that attending every CAC  
5 meeting is getting to be a little bit taxing,  
6 especially because her home is going to be displaced  
7 by part of this project.

8               So concurrently with that, the CPO is  
9 undergoing some staffing changes, so I just met with  
10 the chair earlier today, the new chair of the  
11 Southgate CPO and will be making a determination as  
12 to what kind of representation they want on this  
13 committee, so I'll keep you advised. Thanks.

14               MR. SCHMIDT: Great. Thanks, Elizabeth.

15               We have next an update on the project from  
16 Neil McFarlane.

17               MS. BECKLUND: Neil is probably racing  
18 here, so (inaudible).

19               MS. DAVIDSON: You know, one thing, I  
20 thought we could move a few agenda items around.  
21 What do you think about doing, kind of, a  
22 roundtable? Would that work for you?

23               MR. SCHMIDT: Sure. Just -- let's take  
24 advantage of the moment here to go around the table  
25 and, kind of, catch the temperature of what you've



1 gotten as feedback from the groups that you  
2 represent with regards to the light rail project.

3 MS. DAVIDSON: Should we, kind of, do a  
4 roundtable --

5 MR. SCHMIDT: Sure. Let's, kind of, start  
6 with Rosanne.

7 MS. LEE: Okay. From a crime prevention  
8 perspective, we're just, kind of, interested to see  
9 what kind of security measures are going to be taken  
10 at the park and rides still, and other than that,  
11 I've got no negative feedback from anyone. Just  
12 monitoring and glad to see progress.

13 MR. SCHMIDT: Very good. Thanks, Rosanne.

14 CAPTAIN SCHWARTZ: I haven't received a  
15 lot of feedback yet.

16 MS. ROTHENBUCHER: Mine concerns the power  
17 supply station that will be north of Division, that  
18 they want really good security around it, having had  
19 trouble (inaudible) but accessible at all to anyone  
20 who would try to get to it.

21 And also, art's really important to my  
22 neighborhood association, and they really don't care  
23 for the type of art, like, at 122nd and at the park  
24 and ride there and were hoping for, maybe, something  
25 more realistic for the Main Street station.



1                   MS. DAVIDSON: Well, I'm glad you brought  
2 that up because actually, on tonight's agenda, a big  
3 part of our presentation is going to be Michelle  
4 Traver, who is with our public art program, and  
5 she's going to give us an update on some of the  
6 initial art concepts presented by the artists today;  
7 and again, a lot of them are pretty conceptual, but  
8 hopefully, it will give you at least some ideas and  
9 notions of what the artists are thinking for each  
10 station, but thanks.

11                   MR. SCHMIDT: Okay. Jim?

12                   MR. CHASSE: You know, I haven't received  
13 a whole lot of feedback either. Some of the  
14 concerns the neighborhood association has expressed,  
15 like Lents's, is security and especially around the  
16 Holgate park and ride and the Powell park and ride,  
17 because they're in the area. Other than that, I'm  
18 just anxious to see the project move along. I think  
19 everybody is.

20                   MR. SCHMIDT: Anything from Happy Valley?

21                   MR. WHEELER: No real concerns. All I  
22 hear about is extending it even further, you know,  
23 Oregon City. I know that right-of-way, I think, is  
24 a problem, Oregon City down 205, and Sunrise  
25 Corridor is a big project in our area; maybe, run



1 out that way toward Damascus ultimately, Sunnyside.

2 MR. SCHMIDT: Or a spur to Happy Valley?

3 MR. WHEELER: Because that's where the  
4 future growth is going to be, 12,000 acres in the  
5 urban growth boundary expanded into Damascus. The  
6 growth's going to be out that way, but the demand  
7 won't be early on, I wouldn't think. It's not like  
8 you can build it tomorrow, either, but I think we're  
9 excited about it in our area.

10 MS. BALTZ: I'm still hearing worries  
11 about the intersection at Main Street, the concerns  
12 in terms of looking at the load that's on the street  
13 there now and how many people are backed up and that  
14 it's really not performing well and no plans at all  
15 for a light. That's a real concern. Needless to  
16 say, like this gentleman, we're anxious to have it  
17 happen and hear the possibilities of, maybe, it  
18 going further. That's mostly what I hear.

19 MR. SCHMIDT: Okay. Thank you.

20 MR. LAWHING: The only thing I've heard  
21 from neighbors is concerns for security and that,  
22 because the already-existing bypass has, kind of --  
23 you know, crime's, kind of, increased as far as a  
24 lot of homeless people go down the bike path, so  
25 that's the only feedback I've received from



1 neighbors, is that -- you know, is this going to add  
2 to the crime, but who knows? Crime's running  
3 rampant anyway, but that's the only thing that I've,  
4 the concerns about crime in the neighborhood.

5 MR. SCHMIDT: Security seems to be a real  
6 common item.

7 MS. DAVIDSON: Yeah. Actually, to that  
8 end -- and I'm jumping a little bit ahead, but one  
9 of the notions, because I have -- that seems to be a  
10 reoccurring theme and issue that people want to know  
11 more about is that at a future CAC meeting,  
12 probably, in the next few months, we would have an  
13 agenda item and presentation by safety and security  
14 personnel that talks about safety and security on --  
15 you know, as a whole but also as it pertains  
16 specifically to Tri-Met, not only in our design and  
17 planning efforts but also operationally, so ...

18 MR. SCHMIDT: Okay.

19 MS. DAVIDSON: Hey Dewey, come on in. You  
20 don't have to sign in. Sorry to the rest of you who  
21 I made sign in.

22 MR. SCHMIDT: Welcome, Dewey.

23 MR. AKERS: Hi. Right here? Fine.

24 MR. LAWHING: I'd like to add on the crime  
25 situation that it seems -- it appears there is



1 more -- there's a higher ratio of break-ins in  
2 autos -- of autos that are parked on the street as  
3 opposed to if they're off the street, it's reduced  
4 somewhat. In other words, they seem to be hitting  
5 more of the vehicles that are parked on the street.  
6 Why, I don't know, but that seems to be in our  
7 specific area, that what they're doing is hitting  
8 cars on the street.

9 MS. DAVIDSON: As opposed to, say, parking  
10 lots or driveways or --

11 MR. LAWHING: Well, as opposed to just  
12 even being parked on the driveway off of the street,  
13 you know. The vehicle doesn't necessarily have to  
14 be in the garage, but if it's in the driveway,  
15 you're less apt to get it broken into than if you're  
16 parked on the street. That's in my neighborhood.

17 MS. DAVIDSON: Thanks.

18 MR. SCHMIDT: Dewey, can we just, kind of,  
19 get acquainted with you a little bit --

20 MR. AKERS: Sure.

21 MR. SCHMIDT: -- and share, maybe, your  
22 connection with the Lents community.

23 MR. AKERS: I sit on the Lents  
24 Neighborhood Association board as a transportation  
25 chair. How's that? You want to know more? I live



1 in Lents as well and work with the Pacific Seafood  
2 Group here in Portland, so ...

3 MR. SCHMIDT: Great. Welcome aboard.

4 MR. AKERS: Thank you, thank you.

5 MS. DAVIDSON: Dewey, we also just went  
6 around and did a roundtable. I know we talked about  
7 this a little bit yesterday or the day before -- I  
8 can't remember. Did you have any specific comments  
9 or roundtable issues that you want to bring --

10 MR. AKERS: Yeah. Actually, I'm digging  
11 in here to pull out something. Sorry I'm a little  
12 bit late, but getting here by five-thirty is a  
13 little challenging from Clackamas. It's a little  
14 bit hard to get across on the freeway quite that  
15 quickly.

16 MS. DAVIDSON: While Dewey is getting  
17 prepared, I also want to mention Dewey had sent me  
18 an e-mail yesterday about some opportunities,  
19 events, festivals, those types of things that are  
20 happening in the community, not only immediately but  
21 for the rest of the calendar year; so if there are  
22 events and partnerships that you feel would be a  
23 good opportunity for -- I mean, either staff a booth  
24 or attend at or whatever to promote and provide  
25 information about the I-205 light rail project,



1 please let me know. That's very helpful  
2 information.

3 MR. AKERS: I actually had a couple of  
4 questions, and I'm sorry, again, coming in late; I  
5 didn't hear your areas of concern, but it sounded  
6 like some of the things that have been being  
7 questioned in Lents as well, and obviously, there's  
8 been a lot of press out regarding safety in some of  
9 the park and rides.

10 So one of the concerns that had come up --  
11 and I think I sent you, kind of, four specific  
12 questions in case I wasn't able to be here. One was  
13 what changes to design, use of monitored cameras,  
14 limits to platforms and our actual station controls  
15 are being considered for the project. That was one  
16 of the concerns that has come up quite a little bit,  
17 and I think -- you know, Elizabeth, we went on  
18 that -- took us on a ride up and down the line, and  
19 that concern came up associated, primarily, with  
20 how -- obviously, in our area with Powell as well as  
21 with the Holgate station, particularly with the  
22 Holgate station being a little bit more removed, so  
23 I, kind of, wanted to get some of that addressed.  
24 Should I just stop there and let you tell me what's  
25 going on there?



1 MS. DAVIDSON: Actually, we will be  
2 addressing some of those things. Some of those  
3 are -- some of those issues and questions are going  
4 to be tabled. We can talk specifically about your  
5 actual concerns, because I know those were also  
6 brought up on the tour that I was recently a part  
7 of.

8 But to speak to the safety and security  
9 issue on a more global level, I thought it would be  
10 prudent to do a more formal presentation to this CAC  
11 on safety and security as it pertains to not only  
12 the light rail but also Tri-Met's policies around it  
13 and how things could change, you know, especially  
14 since 9/11 and the like.

15 MR. AKERS: So you wanted to table that  
16 until we had a formal discussion set up for the CAC?

17 MS. DAVIDSON: Yeah. I thought --  
18 well ...

19 CAPTAIN SCHWARTZ: That would probably  
20 be -- I mean, there's some questions that he's  
21 asking there, safety and security. It probably  
22 would be best to have somebody from Tri-Met  
23 representing safety and security who could talk  
24 about the sorts of crime prevention measures they're  
25 going to do in the park and rides and some of the



1 other concerns and things that people can do to  
2 minimize their risk of becoming a victim.

3           There's a lot of things you can do as an  
4 individual to reduce your chances of being  
5 victimized, and it would probably be best to have  
6 somebody from Tri-Met actually come here and make  
7 that presentation, and then we can have a discussion  
8 surrounding all those things. There's a lot of  
9 concern.

10           MR. AKERS: Yeah. There's some design  
11 things that -- I mean, things that we talked about,  
12 some that Elizabeth pointed out that I -- I don't  
13 know where we're at in the process because I'm new  
14 to this, but certainly, the idea of not allowing  
15 people on a platform that have not gone through some  
16 type of obtaining a ticket. I take light rail in  
17 cities all around the country, so --

18           CAPTAIN SCHWARTZ: And that's a closed  
19 versus an open system, and there's a lot of  
20 discussion about that and whether Tri-Met should go  
21 to a closed, and that's probably removed from what  
22 we're discussing here; but yeah, you're right.

23           MR. AKERS: Okay. I'll let it go, then.  
24 We'll wait to see what you have coming up.

25           MS. DAVIDSON: We won't forget, Dewey, and



1 thanks for outlining your questions via e-mail,  
2 because that's really helpful for me because --

3 CAPTAIN SCHWARTZ: Actually, I'm going to  
4 give you my business card afterwards, so if you have  
5 some questions, I'd like to take a look at them, so  
6 maybe, I can try to address some of those.

7 MR. AKERS: Great. Thank you.

8 MS. DAVIDSON: Ron used to be on our  
9 transit police, so ...

10 MR. AKERS: Oh, okay.

11 MR. SCHMIDT: Well, if Neil has had a  
12 chance to catch his breath and get ready for the --

13 MR. McFARLANE: Sorry. You know, I left  
14 the Center Street offices at the same time Ann did.  
15 She got here ten minutes earlier, so I have to find  
16 out what her secret is, but thank you; it's a  
17 pleasure to be here. I did want to give you just a  
18 general update on where the overall I-205/Portland  
19 Mall program is.

20 You may have seen an article in The  
21 Oregonian about three weeks ago that indicated that  
22 the federal government has indicated that they were  
23 approving this -- or recommending this project for  
24 funding. This was very good news, and let me give  
25 you just a little bit of context for it. Each year,



1 through a whole series of steps, we actually -- in  
2 August of each year, we submit all of the statistics  
3 that describe the benefits associated with our  
4 project. Ridership, travel time savings, costs, all  
5 these things go into a big formulation and  
6 ultimately a report called a "Report to Congress on  
7 New Starts" that the Federal Transit Administration  
8 submits. They release that report every February in  
9 association with the President's budget, which, you  
10 know, is a fairly big deal, and the President  
11 submits the actual budget proposal to congress.

12           This year, in that report, there were five  
13 projects around the country that were recommended  
14 for funding. We're proud to say that two of them  
15 were in our home town, in our home district, so the  
16 I-205/Portland Mall was recommended for funding as  
17 was the Washington County commuter rail line, so  
18 that was good news.

19           The funding recommendations that went  
20 along with that was that they recommended that \$80  
21 million be appropriated this year for the  
22 I-205/Portland Mall project, big number for a first  
23 year, first time in; and recall that these projects  
24 are funded over a number of years, so that's a very  
25 big down payment, if you will, for the federal share



1 of this, and I'll get into that a little bit more.

2           And for the Washington County commuter  
3 rail, the funding recommendation was to really  
4 complete -- it's a much smaller program -- project.  
5 It's going to be \$17 million total, and more than  
6 half of that, the federal share, which is 50 percent  
7 on that project, has already been -- is already in  
8 our hands, so to speak, and so that was another --  
9 just so we could finish it off was the  
10 recommendation in the President's budget, so that  
11 was very good news.

12           The FTA believes these projects are good,  
13 believes they're sound. It's a very competitive  
14 program. There's probably a list of 25 to 30  
15 projects that are in the queue, if you will, waiting  
16 for these funds, and that the five recommended for  
17 funding, frankly, two of those in Portland, that's a  
18 pretty amazing outcome; so thanks to this community,  
19 really, for rallying around and developing really  
20 sound projects.

21           So recall that the 205/Portland Mall  
22 project has a total budget of \$557 million. In the  
23 case of this project, the federal share is 60  
24 percent, which is better than we were able to get  
25 with the Washington County commuter rail, so again,



1 considering all of these things when they make these  
2 recommendations, I think it tells you how strong a  
3 project it is from a technical standpoint if you  
4 look at issues of ridership and the number of people  
5 who are served and travel times and all of that, so  
6 we're very happy with that status and where we are  
7 with the project.

8           What that means for us is that the federal  
9 government now is prepared to process this project  
10 to what they call a "Full Funding Grant Agreement."  
11 It really becomes a contract between the federal  
12 government and Tri-Met. Tri-Met agrees to produce  
13 the project for \$557 million, to put in a 40-percent  
14 local share that includes a lot of contributions,  
15 not just from Tri-Met but Clackamas County, from the  
16 City of Portland through the urban renewal  
17 districts, the City of Portland through parking fees  
18 for a portion of the downtown alignment. Metro has  
19 contributed some of the local funding, so those all  
20 pooled together create the 40 percent to match the  
21 federal government's 60 percent.

22           The process to get there is a bit  
23 extended. We intend to actually put together the  
24 application, are on schedule to put together the  
25 application and materials that would progress that,



1 send that in around -- it's very precise.  
2 April 11th is the date on the schedule right now for  
3 this stuff.

4           That would then allow us to have that  
5 signed funding contract following the schedule that  
6 the Federal Transit Administration has given us in  
7 November of this year, so that would, again, put us  
8 in very good stead to start construction of the  
9 alignment in earnest in January of '07, which has  
10 been our schedule all along; so we really have two  
11 years of construction, '07 and '08, and systems  
12 tests, systems installation and testing leading to  
13 an opening of the project in September of '09, so  
14 that's a pretty fast track from here on.

15           We'll describe as we go through the agenda  
16 how we're preparing to do that. We have -- two  
17 people are spending full-time, if not more, Meghan  
18 Oldfield and Jeff Goodling, who are managing the  
19 design/build contract for the partnership, and  
20 they'll describe to you the preparations for design  
21 and other work that are going on right now with our  
22 design/build contractor for this project.

23           Again, I think -- one of the other things  
24 I, sort of, left out of these notes I should have  
25 noted is that in order to start this application



1 process, we need something called "50 percent  
2 design," and that's what these guys have been  
3 working on so hard over the last few months, and  
4 that is just design sets: basic alignment  
5 parameters, basic station locations, basic bridge  
6 types, all in a very still-not-thoroughly-detailed  
7 way, so this will be a very good time over the next  
8 few months to get your input and thoughts and  
9 notions about how to fine-tune this design to best  
10 meet the needs of your neighborhoods and your  
11 community.

12           So I think that's -- a really important  
13 part of the process is very participatory, both here  
14 and in any other settings with interest groups that  
15 are interested in having more to say about design  
16 and all the details; but again, it is a bit of a  
17 picture that gets filled in over time. We'll have  
18 the basic outlines, a set of documents that will be  
19 in front of us as engineers in a few weeks, but then  
20 we'll start adding lots of detail to those drawings  
21 over the next few months with actual completion,  
22 more or less, by the end of the summer and then  
23 ready for construction in January.

24           So any questions about that related to the  
25 205 process, where we are generally? I know Meghan



1 and Jeff and others can go through the details of  
2 how the design and (inaudible) and then how the  
3 contractors are also preparing now for -- believe it  
4 or not, for the construction effort, beginning to  
5 wind things up.

6 MR. CHASSE: Neil, on -- because it is one  
7 project, the I-205/Portland Transit Mall, are the  
8 start times going to be coinciding with each other?  
9 Is one going to start before the other? What's the  
10 time lines?

11 MR. McFARLANE: Good question. And  
12 actually, they both will basically coincide,  
13 overlap, pretty much, entirely, but they are  
14 different, very different styles of projects, so the  
15 construction efforts will be very different.

16 But for example, for the mall project,  
17 really, the key elements to get ahead of the  
18 schedule are to make sure the utilities are out of  
19 the way of the alignment when construction is done;  
20 so actually, if you were in downtown right now,  
21 you'll see private utilities beginning to relocate  
22 in certain areas of the mall right now. It's mostly  
23 Qwest removing some of the telephone lines from the  
24 areas that are underneath (inaudible).

25 That will pick up speed throughout this



1 calendar year, and actually, in September of this  
2 year, we'll start doing some fairly major  
3 construction about water line relocation and sewer  
4 installation, but then the actual trackway and  
5 stations and all that stuff will start in January,  
6 just as we noted here, and it has a pretty parallel  
7 time line in terms of completion.

8           The mall itself is another topic that I  
9 want to talk about. There has been a little bit of  
10 a swirl of controversy raised about the mall  
11 recently, and I don't know how many of you have seen  
12 some of the news reports about this, but I did want  
13 to have the opportunity mostly for you to ask any  
14 questions you have about it, because frankly, these  
15 two projects are linked quite directly, they both  
16 move together, and so having solid footing under 205  
17 also requires us to have solid footing on the mall,  
18 so -- but -- so -- but I wanted to make sure I've  
19 answered any questions about the particular  
20 schedules on 205.

21           MR. AKERS: Is not the funding separate?

22           MR. McFARLANE: You know, the funding is  
23 actually together. It's -- so from a federal  
24 standpoint, from a Tri-Met standpoint, it's one big  
25 budget. Now, that said, we manage it in two



1 separate -- two separate areas, so in that regard,  
2 we have a particular budget for 205 and a particular  
3 budget for the mall, and that's the way we manage  
4 it, but for the federal government, it's one budget.

5 MR. AKERS: So how would what's going on  
6 downtown affect or jeopardize the start of the  
7 project on I-205?

8 MR. MCFARLANE: Well, I'm here to tell you  
9 that it won't, but if we were to play out a negative  
10 scenario, and somebody decided, Well, let's not do  
11 the mall now, what we would have to do is go back  
12 and resubmit all of those, what we call "new start  
13 rating materials" about ridership and all the things  
14 that I described earlier that go into this Federal  
15 Transit Administration report on new starts. That  
16 all has to be redone, and our rating has to be  
17 redone because the federal government has judged the  
18 combined programs at this point, not one, not the  
19 second. Does that make sense?

20 MR. AKERS: Yeah.

21 MR. MCFARLANE: So it's entirely possible,  
22 but I think we'd lose a year if we had to do that,  
23 but not to worry. There have been a number of  
24 questions -- and let me just, sort of, go through  
25 them, and we can come back to any questions on any



1 topic that you feel about both the safety of the  
2 mall and its operations.

3           We've gone back and forth with a certain  
4 reporter at the Portland Tribune, all this in great  
5 detail. We are -- Number One, nobody is more  
6 concerned about safety than Tri-Met when it comes to  
7 operating the system, and I would say that we have  
8 learned an awful lot in developing the four light  
9 rail lines that we've already developed, and we have  
10 an enormous depth of knowledge and commitment  
11 related to making sure everything we do is really  
12 absolutely safe, and the same thing is true with the  
13 mall as it is with 205.

14           So first of all, commitment and the  
15 strength of design and knowledge, I think, is very  
16 strong on this project. As we've talked to PR and  
17 the members of the City Council and the mayor, I  
18 think as we've gone through the issues, each of them  
19 have been convinced as well this is -- there's no  
20 question this is a safe and well-developed project.

21           There's also been some noise about whether  
22 or not the changes to the mall, adding light rail to  
23 the mall would reduce bus capacity -- or reduce the  
24 ability to run buses on the mall, and the answer to  
25 that is that once we open the new mall with light



1 rail, we'll be able to run every bus that we  
2 currently run on the mall with light rail, if we  
3 wanted to; but the notion -- as we work through  
4 these issues with the -- with your brethren CAC for  
5 the Portland mall, the notion is that when you have  
6 all the service of light rail with trains every five  
7 to six minutes all day on the mall, it seems as if  
8 maybe the buses can be used to serve other parts of  
9 the downtown community.

10           And in particular, Columbia and Jefferson,  
11 if you're familiar with downtown, between, really,  
12 the auditorium area and Goose Hollow used to have a  
13 lot of service before the west side light rail was  
14 built. When we built the west side light rail, all  
15 those buses, frankly, disappeared on Columbia and  
16 Jefferson as the train provided that service; so the  
17 notion is to begin to reinforce that spine of  
18 Columbia and Jefferson, which has been in the City  
19 plan as a major transit spine for a very long time.

20           So we've included in our plans the concept  
21 of spreading the bus service out to serve some other  
22 areas when we add light rail to the mall as a very  
23 strong north-south element through the middle of  
24 downtown, so -- but I think that's gotten a little  
25 confused by some people in terms of the notion that



1 it's not because of light rail; it's because that we  
2 have to do it; it's because of a desire to spread  
3 bus service that it has been suggested.

4           And all of these bus routing schemes and  
5 alternatives are subject to a lot of comment from  
6 our customers and from citizens and from people in  
7 businesses, and so we will go through a very  
8 elaborate effort to hear what our customers and  
9 constituents have to say about that before you make  
10 any changes; but just know every bus we run on the  
11 mall today, we can run after light rail is on the  
12 mall.

13           There's also been some consternation about  
14 something that was called a "serpentine alignment"  
15 of the light rail line, and that is not the word  
16 that I would use; we would call it a "right side  
17 alternative."

18           But just so you know how it's planned to  
19 run down there, the light rail will run down the  
20 middle of the street, and so will buses behind the  
21 light rail, but the light rail will be separated by  
22 time or space at all times from buses; so for  
23 example, light rail will run down the middle of the  
24 street, and every four or five blocks, it will pull  
25 to the right just like a bus does to allow



1 passengers to get on and off. Buses will run right  
2 down the middle of the street, and every four or  
3 five blocks, they will pull to the right just like  
4 they do now, and people get on and off.

5           Through traffic will be consistently on  
6 the center through lane, and that through lane will  
7 have plenty of capacity for the buses and the light  
8 rail. The control of this is through very simple  
9 red-light, green-light, yellow-light signals that  
10 we're all used to using. There's nothing  
11 complicated about it. It's very simple and  
12 straightforward, and it's one of the concepts that,  
13 frankly, as we began to develop it, it got simpler  
14 and simpler, and when that happens, you know it's  
15 getting better and better all the time.

16           So we're very confident in the safety of  
17 that overall concept. It has a lot of advantages in  
18 terms of transit service. First of all, it allows  
19 light rail to stop at all the very best places in  
20 downtown, so you'll have a station right at Pioneer  
21 Courthouse so that easy transfers are allowed  
22 between the lines on Morrison, Yamhill, and the  
23 mall. You'll be able to stop at Portland State  
24 University Urban Center Plaza, right there at the  
25 heart of the university. You'll be able to stop at



1 Union Station, at the Oak Street Plaza right where  
2 the Unico Bank is, and you'll be right at the best  
3 places in downtown with the light rail line, and we  
4 think that it has great advantages for the ultimate  
5 connection of light rail.

6           It will also provide enough capacity that  
7 we can add links to -- as we may all know, this is  
8 Phase 1 of the South Corridor, so we can add the  
9 second phase of the South Corridor, which is  
10 Milwaukie, even think about extensions in --  
11 S.W. Barbur can easily be added without any added  
12 impact to downtown.

13           So we think it's a very strong concept, we  
14 think it's very safe, but every design goes through  
15 a lot of detailing as we, sort of, talked about on  
16 205. We have a very active and engaged Safety  
17 Committee that reviews every inch of the design in  
18 many different ways. We have independent safety  
19 reviews all the way through, so there's no question  
20 that every effort will be made to make everything as  
21 safe as possible, and that's true for the 205  
22 alignment as much as the mall alignment.

23           So I think I'll stop there and just answer  
24 any questions that anybody has.

25           MR. CHASSE: What are some of the safety



1 issues that have come up?

2 MR. McFARLANE: One question that has come  
3 up --

4 MR. CHASSE: On the transit mall.

5 MR. McFARLANE: On the transit mall, one  
6 question, I think, has come up is, sort of,  
7 confusion about the serpentine alignment -- we call  
8 it the weave, but that somehow, buses and trains  
9 were going to be having to avoid each other; but  
10 truthfully, the way the system works is that they  
11 are separated by signals, so for example, if they're  
12 at a station at a block face facing a traffic light,  
13 the train will get an advance and will move ahead of  
14 the bus -- move ahead, and not until it's clear will  
15 the buses get a green light to follow.

16 So it's a very simple solution. I think a  
17 lot of people haven't understood that separation, so  
18 they're thinking separation can only be in space,  
19 but remember, separation can be in time, too, and  
20 that's, sort of, a basic fundamental of how a  
21 traffic intersections works, so I think that's been  
22 one.

23 There have been concerns about -- people,  
24 sort of, get the idea of serpentine and say, "Oh, my  
25 gosh, it's going to be very confusing to



1 pedestrians, but I think our response to that is  
2 this is actually the simplest solution for  
3 pedestrians because all the transit stops, whether  
4 it be bus or train, are going to be on the right  
5 side of the street, and so you're not going to have  
6 the specter of getting off a train on the left side  
7 of the street and trying to run across the street to  
8 catch a bus or vice versa. That's pretty worrisome,  
9 and that's one of the reasons why we like this  
10 design, which kept all the transit facilities on the  
11 right.

12           So Ann, if there's any other things  
13 (inaudible).

14           MS. BECKLUND: I would like to say -- give  
15 kudos to -- we appreciate all the support that you  
16 guys have indicated to the -- the mall CAC was  
17 really very helpful. First of all, they were  
18 somewhat indignant as reporting about whether  
19 citizens had been involved, but they've very much  
20 been there with us to talk to the press, to the  
21 community, and talk about how they have been present  
22 through the design and how they have looked at these  
23 issues previously and that they're on board with us  
24 to still craft the finish -- we're at 50 percent  
25 design -- to still go forward and resolve a lot of



1 the issues that were brought up.

2 MR. McFARLANE: (inaudible) criticisms.

3 One was involvement, but I think Ann just responded  
4 an answer, and our CAC did very forcefully, in  
5 writing, actually, but it's also been the impacts of  
6 construction. I think there's also been some  
7 exaggeration of that.

8 The plan we have for construction -- while  
9 construction is never easy, never pretty -- in the  
10 central area is to really confine the construction  
11 to areas of three blocks at a time, to rotate, dig  
12 in, and create a complete finished project and then  
13 move on to the next few blocks; so at any one time,  
14 it's not the whole length of Fifth and Sixth under  
15 construction but usually three spots, one north, one  
16 south, and one central at each time, and then we'll  
17 continue to, sort of, focus so that we try to  
18 minimize the amount of time we're in construction in  
19 front of any one business.

20 MR. SCHMIDT: Neil, was that similar to  
21 what was used on the Interstate line?

22 MR. McFARLANE: It is, and also, street  
23 car construction. And again, I think (inaudible) is  
24 the lessons learned over time and that we really  
25 have -- we've learned something doing these things



1 over time and that we're trying to apply those  
2 lessons on these projects now.

3 MR. AKERS: I think some of the concern,  
4 at least, what I'm reading into it, also centers  
5 around how you're going to interject  
6 transportation -- or automobile transportation on  
7 that same mall, so -- I mean, I've been hearing more  
8 in regard to that than the buses and the trains  
9 having challenges with each other, so can you, kind  
10 of --

11 MR. MCFARLANE: You bet. Thank you for  
12 bringing that up. Right now, if you're familiar  
13 with the mall, there are 57 block faces that we'll  
14 be dealing with. There's already auto access on all  
15 but six of those block faces, so 51 blocks have auto  
16 access, and six don't, so that's, sort of -- think  
17 about that for a minute.

18 The problem, Number One problem that bus  
19 drivers relate to right now on the mall is when a  
20 driver gets stuck in a transit lane. They come  
21 across these spots on Fifth or Sixth where they've  
22 got to turn because the sidewalk is extended out  
23 into the traffic lane to make it discontinuous on  
24 each of those six different blocks, and they get  
25 disoriented. They might have an out-of-state



1 license plate, but they may wander into the transit  
2 lane where buses are; and so we believe that by  
3 making the through lane continuous, clearly marked,  
4 and clearly separated from the two transit lanes,  
5 we're actually going to be enhancing traffic safety  
6 and transit safety.

7           There's a great deal of confusion that  
8 occurs by drivers right now because they go down,  
9 you know, part of Fifth, are forced to turn, and  
10 because of the one-way grid downtown, you can't --  
11 it's not a quick turn to where you want to be; it's  
12 you got to go two blocks out of your direction  
13 either way to get back, depending on where your  
14 one-way grid works, so it's disorienting, I think,  
15 to have these six blocks where people have to turn;  
16 so that's the only -- frankly, the only difference,  
17 is that those six blocks will have through traffic  
18 lanes as opposed to the 51 that do now.

19           MR. AKERS: I'm curious why you even  
20 considered automobile traffic on the transit mall at  
21 all.

22           MR. McFARLANE: Well, we do think it is  
23 important. Remember, they are local streets as  
24 well, so they don't just serve transit; they serve  
25 the whole -- they serve a number of different



1 purposes, and so they serve local circulation for  
2 the businesses that are down there, and so I think  
3 that is important.

4           Number Two is that we've got plenty of  
5 capacity with the two lanes that we're using, and  
6 the way I, sort of, look at it -- I don't know if  
7 this makes sense to anybody but me, but this is --  
8 downtown on the transit mall is the mostly intensely  
9 used and intensely zoned land between downtown  
10 Seattle and downtown San Francisco, certainly, the  
11 most intense in the state of Oregon, and we have to  
12 use -- we should be using the downtown streets just  
13 as intensely as the people on the other side of the  
14 property line use their private property; and that  
15 doesn't mean do it unsafe, but it means really be  
16 careful to maximize the utility of each inch of the  
17 public right-of-way and street, and I think we're  
18 doing that.

19           I think the other issue: We actually  
20 think it's safer to have through auto lanes and  
21 circulation because it helps with the eyes on the  
22 street issue as well, and it allows people to  
23 circulate, see what businesses are there, and the  
24 whole sense of activity also makes the streets  
25 safer, I believe. I hope that answers your



1 question.

2 MR. WHEELER: I'm glad to hear it, that  
3 cars will be allowed in the six-block stretch. It  
4 used to irritate me that I couldn't drive on it.

5 MR. McFARLANE: And I would also note that  
6 the mall project is more than just transit. It  
7 is -- has been titled the "Portland Mall  
8 Revitalization," because I think we all know as  
9 you're down there, it's not the kind of environment  
10 that we'd all really like to see; and so a lot of  
11 the activities, particularly those that are funded  
12 by some of the private sector involved in it, are  
13 really to upgrade the whole street, both from a  
14 retail environment and from what happens on the  
15 street itself, so it's really -- it's a  
16 comprehensive program to try to improve the mall  
17 environment. I've taken more time than I should  
18 have, but anyone have any questions?

19 MR. SCHMIDT: Great. Thank you, Neil.

20 MR. McFARLANE: Well, thank you. I'll be  
21 around if there's anything else.

22 MR. SCHMIDT: You've been busy.

23 I think we want to hear from the  
24 engineering department Meghan? You're probably not  
25 familiar with an eight-hour day at all.



1                   MS. OLDFIELD: I think I've met all of  
2 you, but I'm Meghan Oldfield with Tri-Met, and I'm  
3 the project engineer for the 205 light rail project.  
4 As Neil indicated, we are in the middle of final  
5 design, and our design/build contractor is just  
6 about finishing up with 50 percent final design.

7                   We've talked before about the design -- or  
8 about the contracting method that we've used. It's  
9 a design/build format, which means that we hire a  
10 contractor and a designer as one team, so they work  
11 hand in hand, talking about constructability issues  
12 and other items as the design progresses.

13                   And as a reminder, our design/build  
14 contractor's name is South Corridor Constructors,  
15 and the contractor is a joint venture of  
16 Stacy-Witbeck (inaudible) F.E. Ward, and Granite  
17 Construction. The designers: The lead civil  
18 designer is David Evans & Associates in downtown  
19 Portland, and the lead systems designer is Siemens,  
20 systems being the signal communications and overhead  
21 power that run the train.

22                   The design team is focused -- like I said,  
23 David Evans & Associates, and they have an office in  
24 downtown Portland on the waterfront. They have  
25 their fourth floor all set aside for the final



1 design. I have a desk there and spend a lot of my  
2 time there, and it's really exciting to see the  
3 design progress, and there's a lot of energy that's  
4 on the floor, a lot of good ideas, things coming  
5 forward.

6           So I'll talk a little bit about what we've  
7 done so far in design and where we think we're  
8 headed in the near future. For 50 percent design,  
9 as Neil indicated, we have been focusing on a couple  
10 of key items of the design, kind of, really  
11 finalizing and nailing down some of the basics of  
12 the project. When we finished preliminary  
13 engineering in -- what was it? -- '04, we were at  
14 about 30 percent design, and we've moved it now to  
15 50 percent.

16           And what that has meant is about three  
17 different things. We have gotten a survey of the  
18 land that's out there. In preliminary engineering,  
19 we had a pretty good idea what the topography is,  
20 but we really got that nailed down now, and we've  
21 taken the track alignment, and we've done a pretty  
22 good job of optimizing how that's going to fit on  
23 the actual lay of the land. There's still a couple  
24 of things to, kind of, tweak and fiddle with, but  
25 it's pretty much nailed down.



1           So that's one thing we've done. That  
2 allows us to help with Number Two, which is where  
3 retaining walls are going to go. A lot of the  
4 alignment you'll see as you drive down the freeway  
5 is in the existing transitway. It's already graded,  
6 there's not a whole lot of work to be done, but from  
7 Foster to Clackamas Town Center, there isn't the  
8 trees that we already set aside, so we'll be having  
9 more retaining walls and some more heavy  
10 construction in there; so that, kind of, helps us  
11 figure out where the retaining walls are going to  
12 be, how high they're going to be, what kind of --  
13 what should they be made out of, that kind of stuff.

14           And the third thing we've done is really  
15 gotten more focused on what kind of bridges we're  
16 going to have. There are going to be seven major  
17 bridges for light rail to go over existing roadways,  
18 like at Powell, Harold, Foster, Woodstock, Johnson  
19 Creek Boulevard, and a few other places, and that's  
20 going to be a key driver of the project. That's  
21 going to be our critical path, so we wanted to do a  
22 little more work on those and, kind of, nail those  
23 down; so that's been some of the most significant  
24 focus of what we've done to date.

25           What we'll be doing between 50 percent and



1 100 percent is some of the stuff that's a little bit  
2 more tangible, the station design, what the  
3 multi-use path will look like, some of those kinds  
4 of things. And as we've mentioned, when those  
5 designs progress, we'll be bringing those to you for  
6 CAC meetings and open houses and other things,  
7 giving you updates and talking about the security  
8 item that we've heard expressed today and other  
9 items that are of interest to the group. Between 30  
10 and 50, a lot of the stuff that we've done is less  
11 tangible and more rooted in the fundamentals of the  
12 design, so -- if that makes sense.

13           Let's see. You may have seen some drill  
14 rigs and other construction equipment out on the  
15 alignment. We have done a little bit of geotech  
16 work in the last month or so, and what the function  
17 there is, it's to support our bridge design. Like I  
18 said, that's one of the three main things we've been  
19 focusing on, and when you design a bridge, you want  
20 to know what kind of foundation you're going to  
21 have, which means you need what kind of soil you  
22 have. Is it going to be mostly gravels or silts or  
23 clays?

24           I mean, those things are really important  
25 to know what your bridge foundation should look



1 like, so if you've seen drillers and geotech rigs  
2 out there, that's what they've been doing.

3           They're also going to be working in the  
4 park and ride locations, looking to see what kind of  
5 soil we have there. When you have a parking lot,  
6 you have a lot of storm water that's generated. It  
7 needs to be treated somewhere. We'd like to treat  
8 it infiltration, just, kind of, soaking through the  
9 ground, let it go to the groundwater -- that's the  
10 most natural way to do it, and in order to design  
11 that, you need to know what the soil's like.

12           So those are some of the things we've been  
13 doing to date. I think I've got most of that stuff.  
14 One question that's come up a lot from the group is  
15 what the construction schedule is going to be like  
16 and the rest of the design schedule, and that's  
17 something that we have some general information from  
18 our design/build contractor, but they've really been  
19 focusing on getting this 50 percent design done. We  
20 gave them permission to start final design  
21 January 11th, and they're finishing it up, pretty  
22 much, next week, so that's a lot of work they've  
23 done in two months. They've been going gangbusters,  
24 and so they'll be, kind of, looking at the bigger  
25 picture and giving us a more detailed construction



1 schedule, and we'll share that with you when we have  
2 it. In general, we've heard they're going to start  
3 from north to south, kind of, the little easy stuff  
4 first; like I said, the graded transitway is already  
5 there, but we'll be sharing more of that information  
6 as we have it.

7                   So that was, I think, most of what I  
8 wanted to cover. Do you guys have any questions  
9 or -- yes?

10                   MR. CHASSE: I have a question. The  
11 bridges; let's talk about the bridges for a minute.

12                   MS. OLDFIELD: Okay.

13                   MR. CHASSE: Are they going to be a  
14 standard engineered bridge? Is there going to be  
15 any kind of design work in the structure at all?  
16 Have you considered that?

17                   MS. OLDFIELD: Have you seen the bridge  
18 that we built as part of the Interstate MAX, the  
19 long bridge, the Vanport Bridge?

20                   MR. CHASSE: Over 205?

21                   MS. OLDFIELD: The one that's -- on  
22 Interstate MAX, the one that goes over the slough?

23                   MR. CHASSE: Oh, I'm sorry, on Interstate.  
24 I'm thinking the airport.

25                   MS. OLDFIELD: Oh, no.



1 MR. CHASSE: No, I haven't.

2 MS. OLDFIELD: Anyway, it's going to look  
3 quite similar to that. There are going to be a  
4 bunch of precast beams that we set and then put the  
5 bridge slab on top of that, the track slab on top of  
6 that, so they're going to be, pretty much,  
7 functional, I think. There would be some -- are  
8 you, kind of, leaning towards is there going to be  
9 an art opportunity with the bridges or --

10 MR. CHASSE: That was my next question.

11 MS. OLDFIELD: Okay. That's something  
12 that Michelle can help address, because she's more  
13 closely tied in with what the artists are doing.  
14 You know, it's something that we can --

15 MR. CHASSE: But it's not going to be tied  
16 into the engineering part of the bridge at all?

17 MS. OLDFIELD: Not so much, no.

18 MR. CHASSE: Okay. So we're not going to  
19 win any awards with the bridges, I guess, is what it  
20 amounts to.

21 MS. OLDFIELD: They'll probably be super  
22 efficient.

23 MR. CHASSE: Spoken like a true engineer.

24 MR. WHEELER: So no gargoyles, anything  
25 like that?



1           MR. CHASSE: I was hoping for some salmon  
2 or something.

3           MS. OLDFIELD: No. Yes, Harry.

4           MR. LAWHING: I notice the drilling rigs,  
5 but they've been south of Henry, and I thought they  
6 would be north towards Woodstock. They were on the  
7 east side of the bike path and south of Henry,  
8 almost to Duke where they were drilling.

9           MS. OLDFIELD: Okay. I would need to  
10 think about that for a second, but they may also be  
11 looking -- they may have some retaining walls in  
12 there, so maybe, they're trying to see what the  
13 retaining wall footings would need to be. Yeah,  
14 I'll have to think about that.

15          MR. LAWHING: Yeah, because I saw a  
16 drilling rig. What are they drilling there for?  
17 because it was right south of Henry, and at that  
18 point, I believe light rail is back in the ground  
19 there, south of Henry.

20          MR. AKERS: Yeah. Your retaining walls  
21 all along the part of that route.

22          MS. OLDFIELD: Yeah. We can look at a map  
23 together to make sure I'm picturing it correctly.  
24 There's a lot of different reasons that you get  
25 geotechnical information. Another thing -- and this



1 might have been what that's for; it looks like it's  
2 in a relatively flat spot -- is underneath the  
3 track, you have -- the track is going to be built  
4 like a regular railroad, so it's going to be tie and  
5 ballast and rock.

6           And then you also need to make sure you  
7 have a pretty decent foundation so it's going to be  
8 stable, so sometimes you put extra rock underneath  
9 it, and so one of the things the geotech is doing is  
10 they're looking to see what the existing soil is and  
11 how strong it already is, so how much more of that  
12 extra rock, they have to put down, because the less  
13 you have to put down, of course, the more money  
14 saved, so that could have been one of the things  
15 they were looking for.

16           There's a whole variety of reasons the  
17 geotechs are out there. I've heard there might be  
18 some very big rocks. Are there any other questions?  
19 Okay. Well, I'll be here if you guys need anything  
20 else.

21           MR. SCHMIDT: Great. Thank you, Meghan.  
22 And Michelle, you're up with our art presentation.

23           MS. TRAVER: You know what? I'm just  
24 going to put them down here, and also, I have notes,  
25 and I have noted what you said about -- was it Main



1 Street you were referring to?

2 MS. ROTHENBUCHER: That's the one in the  
3 inaudible) area of the new station.

4 MS. TRAVER: Well, I'll start with thank  
5 you for having us here to explain about the program,  
6 and we've gone through the point of the artists  
7 being chosen by the Public Art Committee to sending  
8 them out to have their dream time and come back to  
9 us with the basic concepts about what they'd like to  
10 do at stations. We work very closely with the  
11 architects and the landscape architects to help the  
12 artists understand the sites as well as, kind of,  
13 come up with their vision for each station.

14 So instead of reading each of these to  
15 you, I'll be sure to post them when the meeting is  
16 finished, but at the Main Street station, there is a  
17 proposal for there to be -- there was originally two  
18 large cast concrete sculptures planned. Now,  
19 there's one larger concrete sculpture planned, and  
20 it's based off of an abstracted image of a gingko  
21 tree, sort of, referring to memory and its  
22 connection to human history.

23 There were two locations that had been  
24 considered for the primary sculpture at Main. One  
25 was here at the terminus of 96th and Main, and the



1 other was at the northeast -- northwest station  
2 entrance, so since the artist has already -- so at  
3 this point in time, the ideas are still formulating,  
4 and we're working on 50 percent, and so at 50  
5 percent, the ideas should be much more well  
6 established; so it's also a good time, I think, as  
7 Neil said, to give us any kind of feedback or  
8 thoughts that any of you would have about the  
9 concepts, because it's, kind of, an ideal time to  
10 get -- that we're in discussions with the artists  
11 about their ideas.

12           But in terms of this one, back to the  
13 original idea, it would be probably a 15-foot-high  
14 single sculpture, then with individual elements that  
15 are placed throughout the park and ride, some in the  
16 bioswale area. Also, Anne Storrs is the artist for  
17 the Main Street station, and she is a southeast  
18 Portland resident.

19           And if you have any questions, feel free  
20 interrupt in the middle of any particular station.  
21 Some of the concepts are more developed than others,  
22 so --

23           MR. LAWHING: I would think those prongs  
24 sticking up there, if they're concrete or whatever,  
25 because the vandalism is going on around town, and I



1 just think they're going to do something that --  
2 like break them off or something. That would be a  
3 fear, of destroying the art. I mean, it looks  
4 vulnerable.

5 MS. TRAVER: That's a really good comment.  
6 These are just the artists' mockettes that area  
7 created out of clay, and so in terms of her original  
8 idea, that's how she solved it. We're, kind of,  
9 working with her on that in terms of how functional  
10 it really is.

11 MR. LAWHING: Well, it's just a shame, you  
12 know, that artists express themselves like that, and  
13 I would just fear with vandalism the way it is now  
14 that that would be really -- it just seems like  
15 something for somebody to do something to.

16 MS. TRAVER: One of the things that the  
17 artists will go through before the final design  
18 presentation, which will be in May, is a safety and  
19 security meeting and a technical advisory meeting so  
20 that any of those details will be brought to their  
21 attention really rather soon --

22 MR. LAWHING: Just a thought.

23 MS. TRAVER: Thanks. It's a good one.  
24 Thank you. S.E. Division Street is a very graded --  
25 there's quite -- and Meghan can address this really



1 probably much better than I can, but there is  
2 sloping grade at -- from Division Street to the  
3 southeast, and Anne Storrs -- not Anne Storrs but  
4 Carolyn Law from Seattle has proposed a sculptural  
5 fence to line the entrance to the station.

6           Now, obviously, we won't be able to do the  
7 loop-de-loop that she has envisioned here, but she  
8 would be using a very tight fencing fabric that is  
9 stainless steel covered in vinyl, a colored fencing  
10 that would undulate and move and, sort of, embrace  
11 the landscape there at Division. She's also  
12 currently working on another element that would be  
13 up at Division Street. That's still under  
14 consideration, so any thoughts, questions about  
15 Division?

16           MR. CHASSE: I have a question. Months  
17 ago -- and I don't recall who brought up the  
18 challenge with Division Street in particular, that  
19 it was going to be a skateboard runway down there,  
20 from Division Street down to the station, and will I  
21 see something that's going to break up that --  
22 exactly. Now, is that going to break up the path?

23           MS. TRAVER: This is where a lot of the  
24 pedestrian traffic will come together, at the  
25 multi-use path, which will continue along here, and



1 there is a slope here, and I think, again, that is  
2 more of an architect or an engineering sort of  
3 question, I think, not really an aesthetic one that  
4 I can address.

5 MS. LEE: There's things that you can do  
6 with the surface, the paving surface. If you have  
7 more of a bumpy, river rock pebbles, it's very  
8 unpleasant for skateboarders.

9 MR. CHASSE: But it's still accessible for  
10 wheelchairs?

11 MS. LEE: Yeah, yeah, but it's just -- for  
12 skateboard wheels, it's not real pleasant.

13 MR. CHASSE: Thanks, Rosanne.

14 MS. LEE: You're welcome.

15 MS. TRAVER: Also, what I didn't address  
16 at Main Street or at Division is that both of these  
17 artists had planned for column wraps of glass mosaic  
18 tile.

19 MR. COCHRAN: Michelle, if I could, one  
20 area that might be interesting to the CAC -- and  
21 perhaps, we can talk more about this -- it is our  
22 intention to introduce some different paving  
23 patterns on these paths for a variety of reasons,  
24 one of the main ones being we want to let bicyclists  
25 have a physical notice that they're arriving in a



1 place where we're going to have more pedestrians, so  
2 we're going to be exploring different colors and  
3 textures and behavior patterns.

4           It is a difficult issue in that it needs  
5 to remain accessible and not become a burden upon  
6 people with accessibility disabilities, but to try  
7 to find the appropriate blend between those  
8 materials with this group and our citizens on  
9 accessible transportation and how we can best  
10 communicate through paving patterns I think would be  
11 a great topic for us to explore in the months ahead  
12 as we start to get to that level of detail.

13           MR. CHASSE: Sure. Great.

14           MS. TRAVER: And then at Powell, Valerie  
15 Otani has proposed a 24-foot-tall sculpture that  
16 refers both to the Han Dynasty money tree form and  
17 the Douglas fir, which is a local tree, where each  
18 limb is a cut pattern, and she's referencing  
19 different cultures that use cut patterns, paper  
20 often, in celebratory types of items, etc.

21           And so each of the branches would have  
22 laser-cut steel panels and -- I'm sorry; I can't  
23 even see over here -- laser-cut steel branches and  
24 topped with a Phoenix, and her notion is to  
25 celebrate the vitality that the emigrant population



1 has brought to the community and to further that.  
2 Also, there would be a seating area at the base of  
3 the sculpture, and it would be sited here south of  
4 Powell about central to where the platform is so  
5 that each entrance would be there.

6 MR. CHASSE: Is it -- did you say steel or  
7 stainless steel?

8 MS. TRAVER: Probably stainless. It still  
9 remains to be seen since we're not -- she's not at  
10 50 percent yet, and so she's working more to have  
11 those details.

12 MR. CHASSE: I have a question about the  
13 artists and the projects and how they're chosen. So  
14 far, most of them have been local artists, and have  
15 you contracted with different artists to do these  
16 projects?

17 MS. TRAVER: There was a call for a  
18 request for qualifications last year, and we  
19 received approximately 30 responses of artists who  
20 are from Washington or Oregon State, which was --  
21 the call was limited to that for a variety of  
22 reasons in terms of how many meetings that we hold  
23 on an ongoing basis with the artists and  
24 transportation costs. We don't want to spend the  
25 budget for someone flying or driving from a great



1 distance. We'd rather put the money into the art.

2           And so we hold a lot of meetings in order  
3 to have even this much information so that we can  
4 take it to the design/builder and yet, again, save  
5 money by planning ahead and being prepared; so I  
6 hope that answers -- that answers part of your  
7 question.

8           MR. CHASSE: That answers -- yeah. And to  
9 be more involved with the art and local artists, we  
10 can check the Tri-Met web site?

11           MS. TRAVER: We list the requests for  
12 qualifications on the RACC web site and the Tri-Met  
13 web site, and we also have an e-mail update option  
14 on the Tri-Met web site so that if you're interested  
15 in the future, of course, there will be calls for  
16 some of the art for the mall portion if you're an  
17 artist or know anyone who's interested, and the best  
18 way to find out would be to sign up for updates,  
19 which go out as soon as the call is announced.

20           And the artists were chosen by the Public  
21 Art Committee, which is comprised of members of each  
22 of the communities for the I-205. In fact, Kate  
23 Mytron and -- names are not happening to me -- oh,  
24 Cheryl Snow, the executive director of the Clackamas  
25 County Art Group, so there are a lot of people on



1 the committee that are involved in the art  
2 community, and so they try to also -- they're on the  
3 ground level and put the word out as well.

4           Also, one of the criteria for this  
5 particular selection was previous public art  
6 experience. Okay? Any other questions about  
7 Powell? Valerie also is intending to cover the  
8 columns under the shelter with tile. The artist did  
9 this independently, so we, kind of, went with it,  
10 and it's, sort of, encouraging that even artists who  
11 didn't propose it, that we would go ahead and also  
12 do that to make sure that all of the --

13           MR. CHASSE: You mean, the base of the  
14 structure and then tile around?

15           MS. TRAVER: The columns that hold the  
16 shelter, that those would be --

17           MR. CHASSE: Oh, oh, okay.

18           MS. TRAVER: Similar to the Killingsworth,  
19 I think, isn't it?

20           MS. OLDFIELD: And Lombard on Interstate  
21 MAX.

22           MR. CHASSE: I'm just going to have to  
23 take a ride.

24           MS. TRAVER: But it would be the glass,  
25 glass mosaic, which is highly reflective and very



1 colorful.

2           Also, at S.E. Holgate, a little smaller  
3 station and very much related to Powell, Suzanne  
4 Lee, another southeast Portland resident, has  
5 proposed a smaller, kind of -- she's calling it  
6 "Shared Vision," which it's a single -- which are  
7 two sculptures. One holds a variety of lanterns  
8 that have different cultural references, and it's an  
9 illuminated piece with separate components, and then  
10 a smaller sculpture on the north entrance that holds  
11 a wind chime.

12           Again, the south sculpture has small  
13 fringe that will also tinkle in the wind, and she is  
14 considering an element up at Holgate as well. She's  
15 really down-scaling. Her thought is about making  
16 the way-finding, kind of, a light at home. I mean,  
17 she's really thinking on a very, kind of, intimate  
18 scale here at Holgate, and it should be very  
19 colorful. She's also -- her proposal included  
20 column wraps that are baked enamel on steel that  
21 would have poetry and a variety of images from  
22 different cultures. Any questions about --

23           MS. LEE: How tall is it going to be?

24           MS. TRAVER: Twelve feet. I mean, she's  
25 not talking fourteen, ten feet. I think we'll have



1 to really work out the details in terms of safety  
2 and accessibility, like you were saying, but she's,  
3 kind of, proposing something very intimate that you  
4 can -- a light in the window kind of idea.

5           And then the station, S.E. Foster Road  
6 station. This kind of proposal is truly, truly  
7 still in a very early stage. Brian Borrello has  
8 spent a lot of time out in the community and  
9 speaking with different residents, attending the  
10 Lents Neighborhood Association meetings, and really  
11 trying to garner a sense of the community and how he  
12 could positively influence the community with the  
13 art, and I think he's really taking that task very  
14 much to heart.

15           And so in terms of his idea and his  
16 working process, we have -- we have given him a  
17 little more time, and we'll have a final proposal in  
18 terms of his concept next week, so we can't really  
19 explain -- it wouldn't serve to go into detail about  
20 this except to say that these are wind -- they're  
21 LED-lit wind -- help me, Jeff.

22           UNIDENTIFIED: Turbines?

23           MS. TRAVER: Yeah, turbines, and this was  
24 just one of many very good ideas that he had, so it  
25 is a large task, and he's really is very focused



1 on -- not that the other artists aren't. There are  
2 some particular needs at Lents, and he wants to make  
3 sure that he is addressing that.

4 MR. SCHMIDT: Be a good place for a wind  
5 turbine right there.

6 MS. TRAVER: It seems like it. And also,  
7 at Flavel Street, Brian Borrello is also the artist  
8 there, and he became very interested in Indian Rock  
9 and how that area with Johnson Creek and with Indian  
10 Rock nearby related to the station area; and at this  
11 point, he would be having enamel steel, again, on  
12 column wraps with images of Indian Creek.

13 And then, he has proposed a plaza inset  
14 for this area right at Flavel Street, which would be  
15 a map of Johnson Creek, and another element would be  
16 a lighted sculpture along this edge of the -- across  
17 the platform to the east.

18 MS. DAVIDSON: Does everybody know about  
19 Indian Rock? Indian Rock is a area that was sacred  
20 to the Native Americans, and it's just east of the  
21 future alignment, and through some of the work that  
22 our cultural historian did as part of this project,  
23 which is ultimately helping to shape what some of  
24 our art concepts and artists will be doing, is that  
25 Brian Borrello, kind of, saw -- again, speaking to



1 what Michelle said, trying incorporate both the  
2 history, past and present, about the values and  
3 significance of the area into specific art at the  
4 station areas, and because Indian Rock was such a  
5 significant area, a sacred place for the Native  
6 Americans, that's the area he's chosen.

7           But it's really neat, a view of -- we'll  
8 have a cultural history report available. We don't  
9 know when at this point. It's a work in progress  
10 right now, but this summer, but that will give you,  
11 kind of, a sense. There's a real neat history  
12 surrounding that.

13           MS. TRAVER: I think that's one of the  
14 tasks that all of the artists have really, kind of,  
15 taken upon themselves, is to look at the task but  
16 also to be forward-looking and not forget that these  
17 are all really evolving neighborhoods and areas. It  
18 really is very important to them to make that a  
19 positive and a good contribution and to really do  
20 their best. They're working very diligently to give  
21 it their best.

22           At Fuller Road as we begin to enter  
23 Clackamas County, Pete Beeman, who you may be  
24 familiar with since he did "POD" across from  
25 Powell's, has proposed an interactive kinetic



1 sculpture at the -- I want to say kiss and ride; I  
2 know I shouldn't -- at the quick drop here at the  
3 north entrance of the Fuller Road station.

4 MR. CHASSE: Excuse me, Michelle; what did  
5 you call it?

6 MS. TRAVER: I called it a quick drop --  
7 I'll never forget.

8 And so his notion is to -- he's really  
9 curious about the background of the area and  
10 relating the history and how the neighborhood had  
11 once crossed the I-205 area, and so he wanted to  
12 make a very strong place-making statement that would  
13 wave and say, "Hi, here I am; this is here," so that  
14 it would help identify and actually create a  
15 location somewhere that was a little nefarious; so  
16 at any rate, that's his plan, and his idea is that  
17 it would wave across I-205, and you would be able to  
18 see it from the interstate as well as the whole park  
19 and ride area.

20 MR. CHASSE: So you could identify the  
21 kiss and ride from across the freeway.

22 MS. TRAVER: Yes, you would be able to --  
23 now I forgot it already.

24 Anyway, so that's his idea, and also just  
25 thinking that these are fingers that are uplifting,



1 and they also could be seen as wings, and so I think  
2 a lot of people -- a lot of the artists are really  
3 considering prosperity as, sort of, a sub-theme, I  
4 think, and I think that's really a positive  
5 contribution.

6           Any questions about -- there's a crag at  
7 the base of that culture. It would be about twenty  
8 feet high, minimally. I think it's going to be a  
9 little bit taller when it comes to the end, but  
10 (inaudible) again, column wraps that are colored,  
11 colored tile, glass tile mosaic.

12           Clackamas Town Center Transit Center would  
13 be -- the artist is Richard Elliott, and he's from  
14 Washington State, and his plan -- he's noticed the  
15 reflector (inaudible), and he -- in fact, he's done  
16 a number of transit projects, and Portland just  
17 wouldn't be on the map without -- well, I shouldn't  
18 say that; maybe, it's the other way around.

19           Anyway, he's done a number of transit  
20 projects, and he uses industrial or government grade  
21 reflectors as a design element that he repeats, and  
22 for our particular project, he's looked at the  
23 Columbia -- the Lower Columbia Native American  
24 pattern as well as pioneer quilts, and so he's used  
25 that as inspiration for his patterning, which he



1 intended to adhere to this side of the parking  
2 garage. However, the building is still under  
3 design, and so his concept is very early and general  
4 now, and we'll, kind of, back up a little bit as  
5 this is a separate contract and a little bit -- as  
6 we mentioned, we'll be going from north to south,  
7 and so as this idea develops, we'll be bringing back  
8 more information about it.

9           But the general idea is that he does use  
10 reflectors. He's talking about 3-by-3 foot panels.  
11 We're hoping at some point that he will address,  
12 maybe, more the pedestrian area, some of the  
13 southwest area that relates to the Clackamas Town  
14 Center. He also has done -- he's planned for every  
15 single platform to have a paving pattern that  
16 relates, also, to his research, so there will be  
17 paving patterns, most likely, another influence by  
18 the Lower Columbia Native American work.

19           Any other thoughts or questions about  
20 this? As I said, we'll be coming back with this  
21 probably much later, and you'll hear from us again  
22 about these ideas as they develop. I did bring some  
23 business cards if you have any thoughts post facto  
24 that you'd like to forward or other, you know,  
25 vandalism thoughts, because we certainly are



1 interested to know what other -- how other people  
2 respond to this work now, so anything at all?

3 MS. ROTHENBUCHER: I like the fact that  
4 everything's so different at each station, because  
5 as everyone knows, when you ride the train, you  
6 can't always hear when they announce the station,  
7 and so it's nice to use art work as a guide for  
8 that.

9 MS. TRAVER: Thank you. I really  
10 appreciate hearing you say that, because that's one  
11 of the things that the artwork should do, and that's  
12 to help identify the station for the public,  
13 patrons, and the neighborhood itself so that -- you  
14 know, sometimes, like me, you can't remember what  
15 it's called, and so -- Oh, the big blue fence, and  
16 so I really appreciate hearing you say that. Okay?

17 MR. SCHMIDT: Great. Thank you, Michelle.  
18 Public involvement updates?

19 MS. DAVIDSON: Yeah, a couple of things.  
20 I wanted to bring to your attention some upcoming  
21 open houses. The upcoming open houses will be held  
22 this month the 15th, the 21st, and the 22nd in  
23 various locations throughout our service agency  
24 area; so one will be downtown Portland, the 21st  
25 will be at the Adventist School, and then the



1 meeting on the 22nd will be out in Beaverton.

2           And I just wanted to commend all of you,  
3 because the last time we had open houses, I asked  
4 all of you guys to spread the word and let other  
5 people know about it, and we had absolutely  
6 phenomenal attendance. I cannot remember a time  
7 when we had better attendance at an open house.  
8 There were probably upwards of eighty people, so I  
9 thank and commend all of you for sharing the  
10 information and encouraging people to come to these  
11 drop-in open houses.

12           As you look at your postcards -- and I'm  
13 going to give you extra, and you can certainly take  
14 some with you if you want to distribute them. That  
15 would be great -- thanks, Jim. I -- thanks,  
16 Michelle. They're referred to as TIP open houses  
17 and TIP stands for "Transit Investment Plan."

18           Tri-Met has an evolving five-year planning  
19 effort where we try to look ahead every five years  
20 and say, you know, where does our agency see our  
21 resources being targeted? What -- you know, how do  
22 we use the plan to extend service, change service  
23 and the like? And so obviously, as part of that,  
24 the light rail project, the downtown mall, the  
25 I-205, and the commuter rail are a big piece of



1 that, so these are going to be big-picture open  
2 houses, but a big part of the focal point at these  
3 open houses will be the current projects that are  
4 underway, so -- but they're also a great opportunity  
5 if you want to learn more about bus service planning  
6 efforts. It's another great way to get engaged.

7 I also want to talk about some other  
8 opportunities to get the word out about the project.  
9 Dewey had mentioned some tours. What I've been  
10 doing is -- kind of, on an as-requested basis is  
11 giving people alignment tours, showing people in  
12 small buses and vans going up and down the future  
13 alignment, pulling into future park and ride and  
14 station area locations to show people what they're  
15 going to look like, what the access is going to be  
16 like.

17 I continue to do that, so if that is  
18 something of interest to all of you or your  
19 constituency, please let me know. One of the things  
20 that might be of interest is taking a tour of the  
21 Interstate MAX yellow line where we can point out  
22 some, for example, the art patterns, the art mosaic  
23 that will be repeated on this project but were also  
24 used up on Interstate MAX and also speaks to your  
25 question, Jim, about the Vanport Bridge --



1 MR. CHASSE: Super efficient bridges.

2 MS. DAVIDSON: -- so you have a better  
3 idea of, kind of, what some of the structural  
4 elements will look like; so if that's something of  
5 interest, I'll be sending those out. I'll e-mail to  
6 see if there's any interest.

7 MR. CHASSE: So can we get a pass to ride  
8 the Yellow Line?

9 MS. DAVIDSON: I'm sorry; what?

10 MR. CHASSE: A free pass.

11 MR. AKERS: Was Jim the one that asked  
12 about the year-long pass?

13 MS. DAVIDSON: No. That's Rob.

14 MR. WHEELER: Actually, it was a lifetime  
15 pass.

16 MS. DAVIDSON: I put that in there  
17 specifically.

18 MR. AKERS: I just wanted to say thank you  
19 for what you did. I know it was supposed to be  
20 just, kind of, an introduction to me, but I invited  
21 along a whole lot of people from the neighborhood  
22 association, from the community, and Elizabeth was  
23 goods enough to bring a large enough bus to cart us  
24 all along our section of the alignment, and we had  
25 two hours, and it was very informative.



1                   MS. DAVIDSON: Dewey was so good at  
2 putting out the word that we had all these people.  
3 I thought it was just going to be, you know, a  
4 Dewey-Elizabeth show, but it ended up being much  
5 more than that, and it is truly a good networking.  
6 A lot of nonprofits came --

7                   MR. AKERS: We had nonprofits.

8                   MS. DAVIDSON: Yeah. It was really a  
9 terrific opportunity, and to look at opportunities  
10 for partnerships along the way and feedback is  
11 just -- that's what makes a really great project is  
12 that all-inclusive system.

13                   And actually, to speak to that, one of the  
14 other things that we are working very hard on that  
15 speaks to, again, all-inclusiveness is reaching out  
16 to disparate and minority populations. You know,  
17 this whole -- the Portland area has extremely  
18 incredible growth, and a lot of that growth is to  
19 populations that don't necessarily have English as a  
20 first language and may have different needs than the  
21 general population.

22                   So we're trying to in our public  
23 involvement efforts to be as inclusive as possible,  
24 and we're looking at ways to make sure that our  
25 materials and the information that we provide about



1 the project and ways to get involved in the project  
2 are also reflective of that; so I am right now  
3 meeting with some schools along the way, Lents  
4 School and Marshall School. Those are great ways to  
5 get plugged in with diverse populations along the  
6 alignment and looking at also possibly translated  
7 materials, those types of things.

8           So if you have ideas about materials or  
9 services that we could provide that speak to that,  
10 that would be hugely helpful information.

11           MS. ROTHENBUCHER: Is there any chance of,  
12 maybe, having something at, like, the new Fuhan  
13 [phonetic] Marketplace? That's all inside, and on a  
14 Saturday, there's a very large Asian population.

15           MS. DAVIDSON: As a matter of fact,  
16 Rosanne and I are on another committee.

17           MS. LEE: It's meeting the night of your  
18 open house.

19           MS. DAVIDSON: Yeah. Sorry about that.  
20 The owner has very much showed an interest in the  
21 I-205 light rail project, and I'm actually going to  
22 be meeting with him in the next couple of weeks, so  
23 we're going to be looking at some of those  
24 opportunities, because that's an excellent example  
25 of -- 82nd Avenue is really -- there's some really



1 neat development and changes that are coming to 82nd  
2 in the way of Asian businesses, and so one of the  
3 ways we're looking at is, Hey, how do we look at  
4 this collaboratively, look at possible partnership  
5 opportunity.

6 MR. LAWHING: A large percent of your high  
7 quality Chinese restaurants are moving out.

8 MS. DAVIDSON: Out to 82nd Avenue?

9 MR. LAWHING: You bet. Some of the best  
10 ones are out there now.

11 MS. DAVIDSON: Right, yeah. So there's  
12 that. And then future CAC meetings and topics, I  
13 touched on this earlier, but we'll come back to it.  
14 We will be -- as we move forward, I had mentioned  
15 that we will be seeking your input on some cost  
16 pressures.

17 Like I said, because of competition for  
18 federal dollars, there just isn't the same amount of  
19 funding for these types of projects as there has  
20 been in the past. It doesn't mean we're not going  
21 to have an incredible project, because we are, but  
22 it just means that along the way, there are going to  
23 be some top choices and some trade-offs we're going  
24 to have to make, and we would really appreciate your  
25 input on that; so as we move forward in final



1 design, we'll be seeking your input on, you know, if  
2 you have a prioritized list, what's the most  
3 important and why to you.

4           And then the other thing I wanted to  
5 mention to is that at future CAC meetings,  
6 especially because we're on a pretty tight time line  
7 with regards to the amount of work to be completed  
8 before the end of final design, which will be this  
9 fall, I wanted to see if there would be interest in  
10 each CAC meeting, kind of, from hereafter having the  
11 bulk of it being, kind of, a presentation or a very  
12 topic-specific issue related to I-205.

13           For example, safety and security, doing a  
14 presentation and having a Q and A afterwards.  
15 Another example of that might be, like, station area  
16 and design and amenities so, kind of, going station  
17 by station and looking at each one: What's the  
18 landscaping going to look like? What are the  
19 amenities going to look like, access? You brought  
20 up paving treatments, those types of things, the  
21 interface of the multi-use path, so those were some  
22 of my notions.

23           So what I'll be doing probably in the next  
24 few weeks is outlining some of those main points of  
25 those topics and then when we will likely plug those



1 into future CAC meetings, and that's all I have.

2 Any questions?

3 MR. COCHRAN: In terms of priorities? In  
4 terms of aesthetics? Do you mean in terms of  
5 aesthetics, or do you mean in terms of the  
6 trade-offs, what are the -- what would be an example  
7 of this priority list?

8 MS. DAVIDSON: Well, one of the examples  
9 that comes up periodically that came up on the tour  
10 and has come up as part of our Citizens for  
11 Accessible Transportation is what about, say, an  
12 elevator at Foster? Currently, there's not budget  
13 in the project for elevators, and the other part of  
14 it is elevators also have trade-offs. We have  
15 people who really like the notion of having a means  
16 other than an elevator to access the station, but  
17 obviously, elevators have some operational issues,  
18 they have safety and security, they have cleanliness  
19 issues, those types of things.

20 MR. COCHRAN: So similar to, for example,  
21 Sunset where they have the elevator that goes to the  
22 skybridge?

23 MS. DAVIDSON: Right. Now, bear in mind,  
24 the one thing I want to say is that all our station  
25 locations will have ramp access, so the point being



1 is that the elevator, if there were to be a future  
2 elevator, you know, as part of a particular station  
3 location would be in addition to ramp access,  
4 because obviously, all our station area platforms  
5 and park and rides need to be fully ADA accessible;  
6 so that's one of the things that we've heard time  
7 and time again, so those are the kinds of issues  
8 that if you were to look at elevators, what are your  
9 thoughts on that.

10 MR. COCHRAN: Thank you.

11 MR. SCHMIDT: We certainly want to invite  
12 public comment from anyone in our audience today who  
13 would like to intervene by asking a question of the  
14 team here or any public officials? We have John  
15 Rist with us from Clackamas County Transportation.

16 MR. AKERS: We're right back on schedule.

17 MS. DAVIDSON: Does anybody have any other  
18 announcements?

19 I do have one. It's on April 22nd is  
20 official Earth Day, and as part of that effort,  
21 Tri-Met, we're -- a big part of our value at Tri-Met  
22 is sustainability and looking at green opportunities  
23 and honoring our Mother Earth, and to that end, this  
24 year, we felt one of the ways to do that would be to  
25 partner with SOLV, Stop Oregon Litter and Vandalism,



1 to do an Earth Day clean-up; and the area that we  
2 chose, actually, with input from CAC members and the  
3 community and working with SOLV, was contained  
4 within the Lents Neighborhood Association  
5 boundaries.

6 So the boundaries from north to south will  
7 be Holgate to Flavel, and then the westbound border  
8 would be 92nd Avenue, and then eastbound would be,  
9 kind of, the freeway, so we are looking for site  
10 coordinators, anybody who's willing to come out and  
11 help, you know --

12 MR. CHASSE: Clean up.

13 MS. DAVIDSON: -- with gloves and a bag  
14 and -- yeah. And site coordinators, if you're  
15 interested in something like that, please contact  
16 me, or you can go directly to the SOLV web site.  
17 There will be a lot more publicity about this as the  
18 date become near.

19 MR. AKERS: Was there not also a site, a  
20 point for a dumpster that you -- or was this just a  
21 walking clean-up?

22 MS. DAVIDSON: That's actually going to be  
23 determined, kind of, in the next couple of weeks,  
24 Dewey, as I understand it, yeah, is that some of the  
25 logistics will be --



1           MR. CHASSE: So this is just a community  
2 clean-up?

3           MS. DAVIDSON: Uh-huh, yeah.

4           MS. ROTHENBUCHER: It won't include  
5 actually along the freeway, though, will it?

6           MS. DAVIDSON: Actually, no, not along the  
7 freeway. Kind of, the multi-use path would be  
8 about -- yeah. We're not asking you to --

9           MS. ROTHENBUCHER: I didn't know if we  
10 were taking over --

11           MS. DAVIDSON: No, no. Ron will be out  
12 there on the side of the freeway. Only ones in  
13 uniform can do that.

14           MR. CHASSE: So we can talk to the  
15 neighborhood association and then get back to you?

16           MS. DAVIDSON: Yeah, please. Dewey knows  
17 about it.

18           MR. AKERS: Yeah it's on our web site.

19           MS. ROTHENBUCHER: Do you know if there's  
20 a particular staging area for volunteers to go to if  
21 they want to volunteer at the last minute?

22           MS. DAVIDSON: You know what? You're  
23 asking all the right questions, and that's still  
24 evolving, so if you're interest, I will certainly,  
25 kind of, start disseminating information about the



1 specifics of the Earth Day clean-up.

2 MR. AKERS: Now, were you doing a mailing  
3 centering around that? You were not, were you?

4 MS. DAVIDSON: SOLV will be.

5 MR. AKERS: SOLV was, okay. I thought  
6 there was one.

7 MS. DAVIDSON: But there will be a lot of  
8 publicity, again, as the date approaches.

9 MR. AKERS: And then we were going to help  
10 disseminate some information around that immediate  
11 area.

12 MS. DAVIDSON: Yeah.

13 MR. CHASSE: What were the times?

14 MS. DAVIDSON: For the --

15 MR. CHASSE: April 22nd.

16 MS. DAVIDSON: I think it's, kind of,  
17 going to start at, like, nine o'clock, and then I  
18 understand it will end about two or three o'clock.

19 MS. BECKLUND: (inaudible)

20 MS. DAVIDSON: Oh, I'm sorry. Did I not  
21 make that clear? The sites that we're choosing is  
22 within the Lents Neighborhood Association.

23 MS. BECKLUND: For Tri-Met as an agency.  
24 Our employees and families are really going to  
25 concentrate --



1                   MR. AKERS: I didn't know that. See, I  
2 didn't know that piece.

3                   MS. DAVIDSON: Yeah. This is a big effort  
4 that we -- it's something we really focus on every  
5 year.

6                   MS. BECKLUND: I suspect it has something  
7 to do with the fact that our general manager has  
8 very fond memories of his aunt and uncle's house in  
9 Lents.

10                  MR. CHASSE: Well, we'll have to leverage  
11 that.

12                  MR. WHEELER: Maybe, we could start at the  
13 park and ride -- oh, I'm sorry; there won't be a  
14 park and ride at that site.

15                  MR. CHASSE: We digress.

16                  MR. SCHMIDT: Anything else?

17                  MS. DAVIDSON: No.

18                  MR. SCHMIDT: Okay. Well, our next  
19 meeting is on April 13th. Make sure you mark it on  
20 your calendars, the same time, and place to be  
21 announced, and thanks for coming out.

22                  (The meeting was adjourned at 7:14 p.m.)

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CERTIFICATE

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I, Julie A. Bennett, do hereby certify that pursuant to the Rules of Civil Procedure, the witness named herein appeared before me at the time and place set forth in the caption herein; that at the said time and place, I reported in stenotype all testimony adduced and other oral proceedings had in the foregoing matter; and that the foregoing transcript pages constitute a full, true and correct record of such testimony adduced and oral proceeding had and of the whole thereof.

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IN WITNESS HEREOF, I have hereunto set my hand this 25th day of March, 2006.

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Julie A. Bennett

Commission Expiration

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