



**Citizen's Advisory Committee  
Thursday, Feb. 17, 2011  
Holgate Plaza  
1625 S.W. Holgate Plaza**

**Meeting Notes**

**PMLR CAC Members Present:**

Barbara Andersen, Oak Grove  
Lina Bensel, TriMet Committee on Accessible Transportation (CAT)  
Paul Carlson, Oregon Museum of Science & Industry (OMSI)  
Valerie Chapman, Oak Grove  
Bill Crawford, Hosford-Abernethy Neighborhood (HAND) (for Susan Pearce)  
Catherine Goode, Ardenwald-Johnson Creek Neighborhood  
Neil Hankerson, Dark Horse Comics  
Greg Hemer, Milwaukie Lumber  
Erin Kelley, Bicycle & Pedestrian Advocate  
Lance Lindahl, Brooklyn Neighborhood (BAC)  
Eric Miller, Island Station Neighborhood  
Fred Nelligan, Oak Lodge Community Council  
Dan Packard, Eastmoreland Neighborhood  
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)  
Teri Pucik, SMILE  
Valeria Ramirez, Portland Opera  
Jeff Reaves, Central Eastside Industrial Council (CEIC)  
Dee Walsh, CEIC  
Rick Williams – CHAIR, Lloyd District Transportation Management Association  
Dan Zalkow, Portland - Portland State University (PSU)

**PMLR CAC Members Absent:**

David Aschenbrenner, Hector Campbell Neighborhood  
Ray Bryan, Historic Milwaukie Neighborhood  
Debbie Cronk, South Waterfront Neighborhood  
David Edwards, Oak Grove  
Ken Love, South Portland Neighborhood

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**Rick Williams (CAC Chair)** welcomed those in attendance and opened the meeting.

**Project Update**, presented by Dave Unsworth, TriMet Deputy Project Director.

Dave noted that TriMet has been named the top transit agency in the country by US News and World Report.

The Federal Transit Administration rated our project medium-high as of last week, which is about as high as one can expect. The transportation secretary called us a world-class transit system, which again is very positive for our agency. President Obama's budget suggests the project receive \$200 million for the 2012 fiscal year, which starts in October 2011. We only asked for \$40 million for the year, but we don't expect to get the full \$200 million. We'll be thankful to get \$40 million. This is a great vote of confidence.

Yesterday, the Oregon Transportation Commission voted to provide the project some flexible dollars. We were seeking \$15 million; they agreed to assemble \$13.5 million for project.

We are putting together an intergovernmental agreement (IGA) with the state to get the gap dollars, which is down to about \$21.5 million now. We have come a long way from the original recalibration effort.

We expect the remainder of the funds to come from in-kind property donations from local jurisdictions and some funds from TriMet. We need to get appraisals, and federal partners need to concur on those and then go through an IGA process. On January 31, we closed on two property donations, worth about \$21.5 million. Both were donated, one by OHSU and the other by Zidell Realty, located in South Waterfront.

Neil McFarlane and Dan Blocher are flying to Washington, D.C., next week to meet with our federal partners. They will ask to move forward with the Full Funding Grant Agreement (FFGA), which is a contract between the federal government and TriMet, indicating exactly how much money the federal partners will pay and the scope involved.

We hired the contractor and design team for the west segment, Stacy Witbeck and CH2MHill. Some of their designs will be coming before the Portland Design Commission on March 3. The west side has a Design Overlay, and we will be seeking the Design Commission's advice about Lincoln Street and the 1,700-foot bridge from Naito Parkway across Harbor Drive to near Southwest Porter and Moody streets. Geotechnical exploration is taking place right now in this area.

There is also geotechnical exploration around the abutments for the Portland-Milwaukie Light Rail Bridge on the Willamette River. This work included a short detour for cyclists.

We met with the U.S. Coast Guard last week regarding the process to finalize the bridge permit. We are working through some concerns from one yacht owner.

Dave introduced the Kiewit Construction Manager for the bridge, who was in the audience. The design-build team is working quickly. They have done a great job in trying to minimize impacts by minimizing the size of some of the bridge piers and reducing the size of pier caps. We will continue our conversations with the owners of the Portland Spirit to discuss navigational issues.

We have also met with the Oregon Marine Board. There will be a hearing on March 30th at 7 p.m. We will be asking for a no-wake zone around the bridge work area and that no boats go under the work platforms.

A bridge groundbreaking ceremony will be held on the morning of June 30. .

For the east segment, we should be getting securing the Greenway Approval soon. The contractor is working on a construction schedule to help us understand the sequence of when and where we do construction.

Urban design is in full swing. In March, April and May there will be lots of opportunities for community discussions.

### Questions

**Erin Kelley:** Is the \$13.5 million from the Oregon Transportation Commission to be paid over 10 years?

Dave Unsworth: Oregon Transportation Commission has a flexible pot of money; we asked for \$1.9 million a year, over 10 years, and TriMet would bond that money. Instead they said they would give us \$2 million this year and the same next year. The remainder of the ODOT monies are coming from a number of different sources.

**Barbara Andersen:** Is there a chance of receiving more money from the federal government?

Dave Unsworth: During President Obama's state of the union address, he talked about how to cut discretionary funding but also understanding that transportation creates job and important structures for moving people from place to place. He has actually increased federal funding for transportation. Those are his priorities, but we don't know whether the House and Senate feel the same way. We won't know the outcome until later. We understand that maximum contribution of federal funds is set at the start of Final Design.

**Greg Hemer:** If you got \$100 million this year, what would be the impact?

Dave Unsworth: We would have to re-examine our cash flow analysis. Based on when and how quickly we get the money, we could modify our cash flow estimates. The FFGA usually has a schedule of payments. If they moved forward and said they would give us \$200 million, we'd have to recalculate numbers as we go through the FFGA. This could

reduce the cost of the Project since we would not have spent as much on interim financing.

**Jeff Reaves:** If we get \$200 million or whatever amount it ends up being, will it impact what you ask for from local jurisdictions?

Dave Unsworth: We expect that we're capped at \$745 million and expect to receive that amount. The question is how quickly the dollars would flow to the Project. This flow of federal dollars affects how much borrowing we would need. If we received faster or slower flow of federal dollars, then the Project would need to account for this change. The idea of a Full Funding Grant Agreement is that it includes a schedule for the flow of federal dollars. But, first we have to negotiate the FFGA, which we expect to be complete in June 2012. The FFGA will finalize the federal commitment.

**Paul Carlson:** When is the next adjustment possible in the contingency fund?

Dave Unsworth: The next major discussion on contingency will occur after the cost estimating is complete on the 60 percent plans, approximately in July.

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### **Urban Design Process, presented by Bob Hastings, TriMet Agency Architect**

Bob introduced his presentation noting how the project is moving to the more tangible, visual design phase. Our approach calls for thinking about how the project integrates in the neighborhoods and communities.

Bob provided a preview of some components of the urban design discussion to come. He showed photos of examples of urban design elements from previous TriMet projects such as the Interstate and I-205 lines. Elements include walls, furnishings, shelters, fences, railings, bollards, lighting and buildings.

The Conceptual Design Report process in 2010 included "homework" from the project's jurisdictional partners, involving aspirational ideals for the look and feel of design elements and how they integrate into the community.

Bob also emphasized how design adds both to the perception and the reality of safety and security. He showed examples of how this goal can be achieved aesthetically.

Two key phrases introduced here are "elements of consistency" and "elements of distinction." We have fixed elements, yet, within those lay some flexibility.

Consistent elements help transit patrons know where they are and where to find things. They help regular transit users as well as visitors and less-frequent users. We've learned over time that it's better to make some things consistent. It establishes a consistent level of quality, is more responsive to maintenance budgets, and helps manage capital costs. But we've always learned there are ways to get more safety,

comfort and operability, depending on the location. For example, downtown Portland will have a much different transit experience than Park Avenue.

Conversely, elements of distinction give transit patrons a sense of the identity of a place. The distinctiveness of our neighborhoods is the richness of our metropolitan area. Distinctive elements emphasize where patrons are within the system. They tell the history or story of a place. They offer an opportunity to educate and delight. For example, on the downtown Portland Mall, we integrated mandatory stormwater treatments in such a way as to make them richer experiences for people to move through. On the PMLR line, we want to be one of the first to use an “eco-track” along the alignment.

Bob showed a number of examples of distinctive elements incorporated at stations on other lines. This is a way for us to articulate our community values, characteristics and unique identities, he said. We’ve come to value the collaboration that is essential to this process.

Fixed Elements are those elements mandated by building codes, accessibility regulations, operational efficiency and maintainability. We have developed a sort of catalog of fixed elements for our transit system. Over time, they have been field tested and proved. We’ve established a level of quality with these. We know they work. They help set transit apart from, yet integrate with, other transit modes. These elements help us operate and maintain the transit system better.

At the same time, we can make these fixed elements more flexible. He provided examples of how flexibility was integrated into fixed elements in order to meet context-sensitive goals, honor community and neighborhood planning goals, and respond to adjacent transit-oriented development.

Finally, Bob addressed the importance of public involvement in the process. If we truly want to leverage our dollars and bring the project in on-time, on-budget, with few changes, we need a very good communicative process. At this stage, we’re thinking about where the tracks and stations go. We’ll be bringing to the CAC how these elements will begin to be arranged, and how those ideas may take shape.

We are also talking with jurisdictional partners, asking them for their ideas on such elements as bicycle connectivity, stormwater enhancement and private development. A good example of this can be seen in downtown Hillsboro. Another example is the close coordination between transit and adjacent development in the South Waterfront.

Over the next several months, we will be bringing the details of these kinds of efforts to you. This winter and spring, we will be gathering community input along the alignment through public meetings.

## Questions

**Erin Kelley:** Can you explain what is an eco-track?

Bob Hastings: It is not a lawn. It is a green vegetated area such as sedges and low groundcover as opposed to grass. Our first area to look at this is the Lincoln station between Southwest Third and Fourth avenues. This has not been done in the United States for modern light rail vehicles. It will require irrigation and maintenance.

**Fred Nelligan:** What have you learned about the potential feasibility of implementing eco-tracks?

Bob Hastings: Right now we're in the information gathering, technical analysis phase for a potential application on Lincoln Street. We might be looking for support from funders to test the eco-track as a viable alternative. This discussion will go on throughout the year before we make a decision.

**Arnold Panitch:** Have there been changes in technology to permit more undergrounding of utilities, such as in the South Waterfront. This is the sixth TriMet line, yet we still have the catenary wires.

Bob Hastings: I believe they've tried placing the electricity in the trackway in Europe; they're still working on it. One of the things we've learned is that you can turn the catenary pole into a piece of furniture for the streetscape. This allows it to serve multiple roles while being easy to maintain.

**Paul Carlson:** OMSI wants to be closely involved in the look and feel of the OMSI/Opera station. Is there any coordination between your group and the Portland Streetcar group on the look and feel of stations and walls?

Bob Hastings: Absolutely. This is one of the hot topics for the design team. What are the elements of distinction that would speak to the district and the larger Innovation Quadrant and get reflected in the architecture?

**Catherine Goode:** What can you tell me about the Tacoma Street station design? It's a large tract of land and has been significantly affected by the recalibration.

Bob Hastings: We will be having workshops specifically about Tacoma station. We have already brought on our public artist. We're trying to bring a lot of the aspirations and ideas of the Johnson Creek Watershed Council into the station. We're trying to subvert the paradigm of a parking lot – we want to make it a place.

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## **Public Art Update, presented by Michelle Traver, TriMet Public Art Coordinator**

Michelle distributed a new public art fact sheet. She talked about the artists selected to work on specific stations and showed examples of their prior work. She also reported that community resource sessions during the artist orientation were attended by about 50 community members and were considered a success. The upcoming urban design meetings (open houses) will be another opportunity for the community to learn more about the public art program and to provide the artists with input. .

Next steps include the artists developing concepts for artwork with input from staff, designers and the community. Artists will begin presenting their concepts in April and May to the PMLR Public Art Advisory Committee (PAAC). Concepts also will undergo technical review looking at such criteria as safety and security.

### Questions

**Valerie Chapman:** These are all fine artists but almost all are men. Are there more male artists who do this large-scale public art? I would like to see more gender balance.

Michelle Traver: I understand your concern; a number of women applied and were interviewed. The committee wanted to pair the right artists with the right locations, and these are artists they felt would do that best. . (Michelle followed up with Valerie following the meeting and let her know that her concerns would be shared with the PAAC).

**Fred Nelligan:** It seems very early in the process for artists to develop concepts. Why are we so far ahead?

Bob Hastings: We have learned over years that when we can collaborate early in the process, there is a much richer chance to improve both the design and art. That coordination also saves money since the artwork is better integrated into the overall design.

**Fred Nelligan:** So if the urban design changes, the artist may have an opportunity to modify the design?

Michelle Traver: They would need to have the opportunity to revise. To clarify, at the conceptual design phase the artist's present an idea that leads to final concept, so it is not the final product.

**Arnold Panitch:** How deep are you with the bike community and the idea of the so-called singing bridge?

Michelle Traver: This concept of a "sonic bike lane" is proposed for two locations where bikes exit the new bridge over the Willamette and enter mixed traffic. It was presented to the Bicycle Advisory Committee earlier this week, with the goal of floating it up to the

bike community to get their feedback about the idea. It also came in front of the PAAC, at which time we decided that more information was needed before giving the artists the go-ahead to pursue the idea further, which would require building a full-scale model. It's gotten a lot of press. So, we've gotten lots of feedback about the concept.

**Teri Pucik:** Of the \$4 million for public art, how is that amount divided by station? Is it divided equally?

Michelle Traver: A good chunk of that \$4 million will go for installation, lighting – the unseen parts of the artwork. The station area budgets are not exactly the same, but are all in the range of \$150,000 to \$250,000.

**Teri Pucik**

Who decides who gets more? How is that decided, and who made the decisions?

Michelle Traver: Those are staff recommendations voted on by PAAC members. Some of the factors include the size of the station area and/or constraints on that space.

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### **Community Outreach update, presented by Jennifer Koozer, TriMet Community Affairs Representative**

Jennifer reported on recent meetings as well as upcoming meetings. Recent meetings include a bus service study group and land-use study group. Upcoming meetings will offer the first opportunity to provide feedback on initial design ideas. The second study group on land use planning will look at the alignment from Tacoma station to the north.

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### **Roundtable**

**Barbara Andersen:** David Aschenbrenner and I recently took an alignment tour with Jennifer and Claudia. It was interesting to see greater detail than on previous tours. I hope all will get a chance to do the revised and updated tour. Also, Waldorf School is getting more anxious about the wall behind the school.

**Erin Kelley:** The Oregon Bicycle and Pedestrian Advisory Committee would like to recommend that the bridge be named after Don Stathos, father of the 1971 Oregon Bike Bill.

**Dan Packard:** Last week we held a service planning study group. It was interesting to listen to potential problems with bus connections to light rail stations. It sounded like there may be funding difficulties in the future, such as connecting to Tacoma station in the east-west direction. It was interesting to learn about what goes into how light rail interacts with buses.

**Lina Bensel:** I attended that meeting also. I also found it of interest not just for light rail but also for general things to consider when discussing new bus routes.

**Jeff Reaves:** It will be interesting to hear from the city and TriMet how the OMSI/Clinton area will come together.

**Arnold Panitch:** As a member of the Committee for Accessible Transportation, I wanted to remind you of the interest we have in this work. There are four of us here from the committee. Please continue to keep us in mind.

**Catherine Goode:** I would like to second Dan's comment about the integration of bus and light rail planning meeting. It was really interesting. I appreciated the input from TriMet. I voiced concerns that light rail is very car-oriented. I still feel that way. But, what I learned is that bus schedules and routes are flexible. Secondly, there is a movement in my neighborhood to rename Tacoma Street in our area. Where the station will be, the cross street is actually Tenino. There is a movement to extend the Johnson Creek Boulevard name to where Tacoma technically ends. So Johnson Creek Boulevard, the name, would pass over 99E and extend to the other side. And the name of the station would be the Johnson Creek station.

**Fred Nelligan:** Thanks again for hosting the bus study group. Right now I'm most interested in the trackway between River Road and the Park Avenue station. A lot of vegetation is going to have to come out. So, an eco-track sounds intriguing for this stretch. I'm concerned about the potential impact a "cyclops" light [the train's headlight] may have on southbound traffic on McLoughlin Boulevard. I am looking forward to more discussion about how this might be mitigated.

**Bill Crawford:** I also attended the bus study meeting. I have a greater appreciation now of how buses work. I'm looking forward to the land-use discussions about Clinton. I am especially interested in changes from Union Pacific that may curtail the size of the station.

**Greg Hemer:** I also attended both study groups and found them very informative. I look forward to many more. I applaud the collaboration among architects, engineers, staff and artists on the bridge. I think it will result in a huge savings of money and be a much more aesthetically pleasing product and design. Also: think about solar power to run trains.

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## **Public Comment**

Leon Chavarria-Aguilar: Can individuals get involved in station design?

Michelle Traver: Yes. I can share that information with you.

Felicia Molatore, Milwaukie: The artists are from over the country. How much time and what time of year are they required to be at the station? I would hope they would not just visit in summer. Nine months out of the year the weather is dreary. It would be nice if artists can see the place at other times of the year when the community sees it.

Michelle Traver: The artists were here in the fall and December, and we expect them back in the spring. That is an interesting point and I will carry it on to the committee.

Felicia Molatore, Milwaukie: Along the same lines, how does a community express ideas to the artist? It would be nice if we had some green roofs or used grey water runoff. It would go along with the theme of enhancing the community and setting an example for the rest of the country.

Michelle Traver: These are considerations of the design team and artists. Thanks for reiterating those. We're encouraging them to think about those issues. During upcoming urban-design meetings, there will be an opportunity to meet with some of the artists. If you want to share your ideas, we can talk more about that.

Peter Stark: How much integration is there with streetcar design?

Bob Hastings: The conversation with the city has already started.

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**Rick Williams** thanked staff and community for attending. He then adjourned the meeting at 7:44 p.m.

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**Next meeting: 6-7:30 p.m., March 17, 2010 at St. Philip Neri Carvlin Hall, 2408 S.E. 16<sup>th</sup> Ave., Portland OR 97202**