Fred Nelligan, substituting for Rick Williams, opened the meeting. There were no errors or omissions noted on the previous meeting’s notes.

**Construction update, Southeast Portland, presented by Jennifer Koozer, TriMet Community Affairs Representative**

Jennifer Koozer highlighted construction progress in the Southeast Portland portion of the east segment. Among the highlights of her presentation:
• Full closure of Powell Boulevard begins this weekend for construction. Traffic delays are expected. Extensive outreach is underway. We visited every business in the section of Powell that will be restricted, and key locations on the detour route. We mailed postcards to over 4,300 addresses in the area, and went door-to-door at over 100 residences.
• Caruthers sewer pipe work
• Trackwork near Oregon Rail Heritage Foundation interpretive center
• Deep sewer pipe project north of Powell Boulevard at Southeast 17th Avenue
• Northbound SE 17th Avenue at Powell Boulevard overpass: We continue to tweak with the traffic control signage to discourage motorists from driving through the neighborhood.
• McLoughlin Boulevard near SE Harold Street: large sewer project and beginning foundation work for structure
• Corridor from Southeast Harold to Tacoma streets: clearing vegetation and readying right of way; rail staging area south of SE Bybee Boulevard
• Tacoma: pile driving and drilling shafts for structure foundations

QUESTIONS:
Valerie Chapman: What is being done to protect the wetlands?
Jennifer Koozer: The wetlands are being delineated and fenced off during construction.
Greg Hemer: Is the Crystal Springs culvert completed?
Jennifer Koozer: Crews start excavating under the future light rail tracks in a couple of weeks and then under the Union Pacific tracks during the first two weekends of August. We’ll start seeing a lot of activity there the week after next. During the work at UP tracks, certain tracks will be closed, but trains will still pass through the work zone, and will be required to use horns and bells per federal safety regulations.
Paul Carlson: Looking at the photo of the 100-year-old sewer pipe, it’s incredibly important to do whatever you can to communicate so that the community, especially young people, can have an appreciation for the investments being made in infrastructure that we rarely even see yet which are so critically important.
Claudia Steinberg: We would refer you to the City of Portland Bureau of Environmental Services. We considered communicating about this, but they really want us to work through them.

Construction update, Milwaukie & Clackamas County, presented by Claudia Steinberg, TriMet Community Affairs Manager
Claudia Steinberg highlighted construction progress in this segment of the line. Among the areas and jobs highlighted were:
• Tillamook Branch: Crews are removing the Holman spur to make way for piers for the Tillamook rail bridge.
• Kellogg structure: Work will start with cranes moving on-site and driving piles, followed by laying of the deck for the work bridge. Construction will take most of the summer. When work is completed here, it will proceed to “Abutment 1” at 21st Ave and Main St.

• Private utilities on River Road: Work stopped for an archeology review when workers found buried bricks. We’ll be down for about week.

• Work shutdown: Yesterday we had a potentially dangerous incident at Ochoco when a subcontractor was not following safety protocols while working in a vault and were affected by carbon monoxide. Police and emergency crews responded. The contractor, Stacy & Witbeck, shut the construction site to conduct a safety meeting and training. Safety is the number-one priority for TriMet and Stacy & Witbeck.

• Trolley Trail art: We held a tour today with the six artists sculpting artworks along the Trolley Trail.

• Park Avenue art: Yesterday the art advisory committee selected an artist for Park Avenue. We will ask Michelle Traver to return in September to do a full update on this artist and all the art. The artist’s concept is preliminary at this point.

• Park Avenue parking garage: We want to hold an initial stakeholder meeting in early August.

• Tree removal: We are starting to plan for tree removal in first week of September.

• Island Station: We plan to remove 12 trees in Island Station in the next couple weeks. These trees are already cleared for removal by the biologist checking the trees for bird nests. We are sending an email to the neighborhood to notify neighbors of an informational meeting to review the work. Once cut, the trees will be used for habitat restoration on Crystal Springs Creek.

QUESTIONS

Valerie Chapman: How are you taking care of the local ducks?

Claudia Steinberg: I haven’t looked into it yet. I can forward this to the environmental person who speaks weekly with the biologist monitoring the birds.

Barbara Andersen: I’ve heard a rumor that funding has been found for the Kellogg Creek pedestrian bridge?

David Aschenbrenner: It’s official. I have the news release right here. It went out today.

Catherine Goode: In the elevated roadway south of the Tacoma station, I’ve heard discussion about its height. How elevated will it be?

Claudia Steinberg: From the base to the bottom of the deck will be 27 to 30 feet. If you count the catenary poles, it will be taller. The clearance is needed for trains on the Tillamook branch.

David Aschenbrenner: You have to be able to move fully loaded, double-decker trains beneath it.
**Greg Hemer:** The Milwaukie Design & Landmarks Commission would love to see the results of the archeologist’s findings on the bricks referred to earlier. Also, what kind of signage will be posted on McLoughlin about the importance of tree removal and perhaps the project as whole?

**Claudia Steinberg:** There is a meeting scheduled for project partners to discuss communications around tree removal. The main thing to stress is the reuse of the trees. We want to focus on the good things and notify the community in general. We’ll get back to you.

**Fred Nelligan:** The more information available to the thousands of vehicles driving through this stretch, the better for not only for the project but also for Milwaukie and Clackamas County.

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**Construction update, Bridge and West segment, presented by DeeAnn Sandberg, TriMet Community Affairs Representative**

DeeAnn Sandberg updated the CAC on construction progress on the bridge and in the west segment of the project. Among the highlights:

- East tower drilled shafts are complete.
- Derrick barge "Los Angeles" heads for Seattle tomorrow after 13 months here. Tower crane is on site and will handle a bulk of the lifting for west tower work.
- The west tower pylons continue to grow. Preparation for the pier table is full speed ahead.
- South Waterfront station area: Crews are building walls and raising the grade from 14 to 17 feet above the current grade.
- Harbor Structure: The big news here is the first set of girders being delivered and set the week of July 23. SW Sheridan Street will be closed for four weeks during this phase. There also will be major road impacts on Harbor Drive and River Parkway in September.
- Lincoln Street civil construction: The work on the south side of SW Lincoln Street between SW 4th and 5th avenues is now complete. Work includes new sidewalks, stormwater planters, driveways and curbs. On July 23, we will start civil construction on the south side of Lincoln between SW 4th and 1st avenues. This phase will last eight weeks. Work includes removal of existing sidewalks and curbs, building up the base, and constructing new curbs, sidewalks, driveways, etc.
- Orange lining project: As part of this art project, we stamped a poem in the concrete sidewalk on the south side of Lincoln Street between 4th and 5th avenues.

**QUESTIONS**

**Dee Walsh:** When does the project reach Southwest Naito?

DeeAnn Sandberg: Next spring.
Shelters and station amenities; sustainability efforts presented by Bob Hastings, TriMet Agency Architect; and Michael Kiser, TriMet Public Art & Architecture Coordinator

Bob introduced the topic of sustainability on the PMLR project, highlighting the sustainability program's three goals:

- Taking a holistic approach to everything from selecting materials to building the project to thinking about long-term operations and maintenance
- Considering the "triple bottom line" of sustainability – social, environmental and economic – and the interplay among these elements
- Thinking project-wide across all functions, from engineering through maintenance

A January 2010 staff workshop identified broad themes. We wanted to engage the natural systems (e.g., storm water treatment, landscape materials) touched by our project in a more intensive and intentional way. For example, we not only wanted to integrate habitat restoration as a principle into our design engineering but also to embed it in the work of the contractors.

As a part of this process, we identified 27 initiatives. The top 10:

1. Smart track: leveraging gravity by sloping the track up into a station to slow the train and sloping down to accelerate out of the station
2. Wayside energy: using regenerative braking to temporarily store energy and then reuse that energy to accelerate out of the station
3. Pervious paving: allowing stormwater to percolate into the ground
4. Eco trackway at Lincoln Station
5. Durability engineering
6. Material salvage: not only salvaging trees for habitat restoration or artwork but also incenting contractors to salvage materials as they disassemble buildings
7. Bike and pedestrian connectivity
8. Art-sustainability themes: engaging with the engineering at stations or using art to tell stories at stations
9. Habitat: finding ways to incorporate wildlife into structures (e.g., osprey and peregrine falcon nesting)
10. Flex parking: working with ZipCar and Getaround car sharing service

Things we consider as we work on these initiatives:

- Structure commissioning
- Vehicle charging at park-and-ride facilities
- Vegetated structures, e.g., ecoroofs
- Temporary art during construction
- LEED certification
- Habitat protection
• Renewable energy: solar energy, wind energy – not only on buildings but even on catenary poles
• Transit-oriented development
• Tracking progress, capturing and presenting results on sustainability initiatives

I’ll continue to ensure our initiatives in the project are being done well and that you are informed about progress.

QUESTIONS

**Greg Hemer**: Green roofs are wonderful. I’m glad to see solar energy. Cisterns can hold stormwater for irrigating green roofs. Looking at the short-term, renewable energy doesn’t generally pencil out. But looking long-term, you will see that your investment in renewable energy will make it cheaper to run this line versus other lines. If you think long term, it will eventually pencil out.

Bob Hastings: We find when we talk to people about thinking 25 years out, and we’ll still own, operate and maintain those facilities, that stimulates creative thinking.

**Greg Hemer**: Add into your sustainability thinking the Buy America program. Buying materials from local suppliers with good environmental practices will reduce our carbon footprint and provide a huge environmental advantage to Portland, the nation and the rest of the world.

**Arnold Panitch**: At our recent CAT meeting, we discussed shrinkage of shelters. Keep shelters as lengthy as you can within budgets, especially for people with disabilities. Another question: Are you making adjustments to accommodate different microclimates?

Bob Hastings: Ice caps are on the deferred list. We would like to get those added on. Michael Kiser will address this topic in his presentation. We are also better at providing real-time information about weather for riders.

**Cindy Miguel**: I’d like to address planning ahead for maintenance. I would like for TriMet to look at dry ice to remove graffiti. It has worked successfully in Chicago. It’s kind to the environment.

**Michael Kiser, TriMet Public Art & Architecture Coordinator**

Bob introduced Michael Kiser. Michael has two major responsibilities: One, translating the public art concepts into architectural reality. Two, procuring and installing amenities for stations. We’ve been looking at systems not only that are durable but attractive and better-crafted. We’ve created an ensemble of elements now for the PMLR that look like they belong in the same family.
Michael said he’s excited to roll out the next generation of station architecture. Design work over the past couple of years has produced: cohesiveness among elements, continuity along alignment, and a sense of identity for the PMLR line.

This has been accomplished through the design process and selection of materials chosen for longevity, both maintenance and sustained beauty (e.g., use of stainless steel and mosaic tiles). We’re very focused on the customer experience. This translates into refined details, the “humanization of the machine.”

Next, Michael presented a “walk-through” of a generic station and then showed a three-dimensional animation of the Bybee Boulevard station.

Some highlights of the presentation of the generic station included:

- Ticket vending machine located off the platform for enhanced security, fare enforcement and convenience
- “Tag-on, tag-off” ticketing technology employing a digital reader for future
- On-platform security cameras
- Illuminated signs
- Stainless steel elements for easier maintenance and longer-lasting beauty
- Refinements in benches and contact points
- Integrated mosaics on columns, bringing art into stations
- Glass roofs for transparency and openness
- Bringing elements off the platform for easier cleaning, greater respect for place and higher perception of safety
- Etched-glass wind screens with wings on wider platforms for a humanizing element
- Emergency telephones featuring one-button 911
- Transit trackers at ends of shelters
- Same-size shelters with strategic placement in congested areas
- Increased shelter widths for greater potential capacity

QUESTIONS

Valerie Chapman: I use the system. Several things bother me about how we design stations. It rains here. Too often the windbreak is not on the side to shelter people from rain. Some of the new shelters are worthless. You might as well get rid of them and provide umbrellas. It feels like they’re designed by people who don’t live in Portland and don’t use the transit system.

Fred Nelligan: I’ve had the same observations. It’s windy on the Green Line. I agree with Arnie’s earlier point about microclimates. Winter winds come out of the south and southwest. The wind screens are the key to break up that flow.

Michael Kiser: We’ve tried to create a balance between full enclosure and no enclosure. The panels mitigate the elements. Depending on the location, the wings can work well or be problematic.
Valerie Chapman: I realize safety is important. But a minority of people creates problems. We still want ordinary people to ride. We’re so focused on crime prevention that we make the stations unfriendly to people (e.g., by excluding non-ticketed citizens from train platforms). The whole station design thing is an issue.

Susan Pearce: I like being ticketed before getting on the platform. I agree with your point about weather issues. I’d add that, when it’s clear in the winter, the wind is coming off Mt. Hood. When it’s rainy, it’s coming from the southwest. We want to be sheltered from both. I hope cigarette smoke is just not a problem.

Arnold Panitch: I represent CAT and want to talk about visual impairment. On the Portland Mall, you have raised letters, Braille and an audio cue with a button. After the CAT meeting yesterday, I went up and down the mall pushing buttons and found many not working. If we’re going to consider the visually impaired on these platforms, we must have a durable way to maintain the visual cues. The buttons have been criticized because they’re never in the same place. You can’t find them. Secondly, they’re not maintained. We want to raise our sensitivity about people in various levels of sight impairment.

Michael Kiser: I appreciate that. Going back and verifying with the end-user that stuff works is important. We are listening. Information from CAT is influencing how we think about the system.

Fred Nelligan: Maybe we can get an update at a future meeting on the status of buttons on the mall.

Teri Pucik: Are the furnishings and amenities American made?

Michael Kiser: Yes. It’s all Buy America, every component from shelters, amenities, furnishings and signage. It’s not locally made. We looked. We conducted a national process. It takes a certain capacity to handle quantity and quality in time. However, there are local subcontractors working as part of the contract, e.g., Moonshadow Glass does the glass etching.

Teri Pucik: I agree with Susan about having the paid system on the platform. Everywhere else in the world, whether Paris, London or New York, you have to pay to get on the train. I think Portland should adopt that closed system.

Dee Walsh: Do you do rain and wind studies when you design shelters?

Michael Kiser: We can’t do it on a micro level. It’s difficult to make micro adjustments beyond some components such as the wings. At that level, no, we haven’t gotten there.

Roundtable
Cindy Miguel: There was theft of tools from a PMLR contractor’s truck in the middle of the day. The neighborhood decided to be more vigilant in watching and questioning work crews and calling police when suspicious. You can prevent this by a simple conversation and letting the police do their job. I would love for TriMet to take this as a lesson to protect the contractors and subcontractors and their and materials while on the project.

Susan Pearce: In our last meeting, Kathryn Krygier talked about small parcels owned by TriMet. One of those is at the Clinton Street station. Some of us from HAND have been meeting with Kathryn and others to present ideas to the RFQ committee. Another conversation we’re having started with talking about a pocket park. In the 70s, officials were planning a Mt. Hood freeway between Division and Powell. To our knowledge there is nothing along the Banfield alignment that commemorates what happened, and yet it was a watershed moment for neighborhood organizations, urban planning and transit, and that put Portland on the map. We want artwork for this park to reflect this history. If this were a freeway, we wouldn’t be sitting here now because light rail may not have happened.

Teri Pucik: It was widely reported about TriMet’s offices being remodeled and leasing new offices downtown. This included purchasing $750,000 of office furniture when there’s already furniture there that TriMet could be using. I don’t know how that fits your sustainability goals. We’ve looked at budget after budget. I’ve never seen money for this remodeling. Where’s that money coming from? Why haven’t we been made a part of that? It’s odd that the light rail line is going to be directly in front of TriMet headquarters, yet TriMet management is moving downtown. I don’t see how that fits into sustainability.

Bob Hastings: TriMet’s Center Street facility is going to become the command center for the region, because the system is outgrowing the existing command center in Gresham. So we’re reallocating staff throughout all facilities to get a better balance of services, and reducing the footprint of our offices to get more people into our spaces, all linked by transit. This is part of a calibrated effort that saves money in the long term. We can have Dave Unsworth of Rob Barnard provide a full report at a future meeting.

Barbara Andersen: I’m thrilled about the pedestrian bridge on the Kellogg structure.

Greg Hemer: I’m also excited about the Kellogg bridge. Also, stainless steel requires cleaning. What happens for smudges and fingerprints and such?

Bob Hastings: Cleaning crews are talking about that. There is some smudging. But this is better than before.

Michael Kiser: Some of this can be mitigated with the finish we apply.

Greg Hemer: I would like to reiterate the point about the visually impaired. There is no spot for Braille on the designs. It’s very disappointing. If the spots on the mall are in
different places, that’s bad design. If you want something innovative and new: a weathervane roof system that turns with the direction of the wind.

**David Aschenbrenner:** Would this group be interested in putting together a ‘thank you’ to the powers that got the funding for the Kellogg pedestrian bridge? It would be a good thing to do because it’s something a lot of us have been keeping an eye on for a long time. And, to go with Fred’s idea, how about wind turbines on cars to generate electricity?

**Ray Bryan:** I’m thrilled about the bridge. I like the idea of a ‘thank you.’ Claudia, please note Milwaukee’s celebration and parade that will be dispersing at the construction area for the bridge.

**Arnold Panitch:** I would reiterate what I’ve said earlier about place names. TriMet has a legacy of naming stations after local landmarks such as the Galleria, Jeld-Wen Field and the Rose Quarter, which doesn’t tell you anything about where you are. We’re doing the same with this new line with OMSI. What does that tell you? We want to have the name of where you are on the maps and stations. One more thing that has come up at the CAT meeting: The notion of on-the-level. The station has to be as flat as possible for people in mobility devices or motorized scooters. The minimum slopes possible, the better.

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**Public comment**

Zoe Presson: You were talking about elevators. How much is TriMet willing to spend to maintain these? To get to my bus stop, I use two elevators. If one is out of service, I’m stuck at home unless I want to go places during rush hour. Even then, one of the stops is blocked and there is no sidewalk wide enough to get to the stop. Elevators need to be usable for those of us in mobility devices. Be willing to make an effort to ensure elevators are working.

Bob Hastings: That is an excellent point. It was one of the considerations about installing a second elevator at the Bybee station. If one is out of service, the other is available. Maintenance is an issue of sustainability of the customer and is something we’ve addressed.

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Fred Nelligan adjourned the meeting at approximately 7:45 p.m.

Next PMLR CAC meeting: Thursday, September 20, 6–7:30 p.m.

Carvlin Hall at St. Philip Neri Parish
2408 S.E. 16th Ave.
Portland