Citizens’ Advisory Committee (CAC)
Thursday, November 21, 2013
PMLR East Field Office
2300 SE Beta Street, Milwaukie, OR 97222

PMLR CAC Members Present
Barbara Andersen, Oak Grove; Waldorf School
David Aschenbrenner, Hector Campbell Neighborhood
Ray Bryan, Historic Milwaukie Neighborhood
Valerie Chapman, Oak Grove Neighborhood
Leon Chavarria, TriMet Committee on Accessible Transportation (CAT)
David Edwards, Oak Grove (Committee Chair)
Catherine Goode, Ardenwald-Johnson Creek Neighborhood
Cindy Miguel, Island Station Neighborhood
Zoe Presson, TriMet Committee on Accessible Transportation (CAT)
Terri Pucik, SMILE Neighborhood
Valeria Ramirez, Portland Opera

PMLR CAC Members Absent
Neil Hankerson, Dark Horse Comics
Greg Hemer, Milwaukie
Ken Love, South Portland Neighborhood
Adam Marx, Brooklyn Neighborhood
Fred Nelligan, Oak Grove Community Council
Arnold Pantich, TriMet Committee of Accessible Transportation (CAT)
Sue Pearce, Hosford Abernethy Neighborhood District (HAND)
Jeff Reaves, Central Eastside Industrial Council
Ian Stude, Portland State University (PSU)

David Edwards opens meeting at 6:03.

David Edwards announced we need to be out of the building by 7:30 due to new janitorial service schedule. Zoe Presson and Leon Chavarria are here tonight representing the TriMet Committee on Accessible Transportation (CAT) in place of Arnie Panitch. Kohleun Adamson was introduced as meeting’s note-taker. Barbara Andersen noted a misspelling of her last name in the September 2013 meeting notes.

Park Ave. Park & Ride Garage Design Update
Jeb Doran, TriMet Urban Design Lead, presented a design and construction timeline from May 2013 through fall 2014. After meeting with multiple stakeholders, the contract has been awarded to Skanska USA and GBD Architects among others. Designs were presented in May and began in June with a strong proposal. After weekly meetings with TriMet, community members, members of the Elks Club, and others, a design was agreed upon. Preliminary work, including ground clearing and clean up, begins in December 2013, with construction going full-steam with garage work in January 2014.


**Zoe Presson** noted that the slides read “May 2013” and “January 2013,” although the project will run through fall of 2014. Correction noted.

Jeb continued with a Garage Achievement Summary presentation. The garage includes 398 parking spaces and 73 enclosed bike parking spaces. The new garage will utilize solar power to achieve Net-Zero. There will be electrical vehicle (EV) charging stations, and features to celebrate rainwater with diverse plant habitats, green roofs and a nature overlook. ODOT grants were utilized for water treatment areas. To achieve Nature In Neighborhood goals, the project footprint has dedicated 68% to habitat improvements and restoration, while still exceeding garage capacity goals and meeting all requirements. The Elk’s access will be realigned, and utilizes existing McLoughlin access.

**Cindy Miguel** asked what species of vine will grow over the garage building. Jeb answered that they are the same type that grows by Wendell Wyatt Federal Building in downtown Portland plus a few other species for texture.

Jeb discussed garage access. At grade pedestrian access is provided for each floor. The first floor has access off of 27th/Park Ave. The second floor is accessed off Park/McLoughlin, and the third floor is accessed off of McLoughlin Blvd. An elevator is located at NE corner of building.

**David Aschenbrenner** asked if plans for this parking structure are complete or whether there is an opportunity to expand.

Jeb answered that the foundation design could support two additional levels, but there are no plans for additional floors at this time.

**Valerie Chapman** asked regarding the Park & Ride traffic pattern, coming out of the third level, which ways can the cars turn?

Jeb answered, “Right in, right out, no left.” There is a median in street. Other traffic options did not work for the Elks or for the Fire Department. Vehicles entering or exiting the Elks Club can turn right or left.

**Cindy Miguel** asked about lighting on the Trolley Trail, noting concerns about safety and security. How far does the lighting extend, and were the Sheriff’s Department and Fire Department consulted?

Jeb confirmed that lighting levels have been reviewed with the project’s Safety and Security Committee. Park Avenue to the west is lit to standard, but further from intersection becomes progressively darker.

**Valerie Chapman** commented that the trail is not too poorly lit and there are enough people around for security.

**David Edwards** asked whether the photovoltaic arrays will supply power to the EV charging stations.

Jeb confirmed that no, they are not connected to the EV chargers.
**Valerie Chapman** asked if there will be a fee for using the EV charging stations, suggesting that there should be a cost to the user.

Jeb answered this is still to be determined, and is part of a larger policy decision for other Park & Rides.

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**Lafayette Pedestrian Bridge Construction and Art Update**

**Paige Schlupp**, TriMet Urban Design Lead, updated the committee. The City of Portland, TriMet and Union Pacific Railroad (UPRR) came to an agreement to return the Lafayette pedestrian bridge to the project with significant funding from UPRR.

The new bridge alignment shifts the west side landing to Rhine Street, which aligns with the signalized crossing at 17th Avenue and the station platform. The design team devised a steel truss system that lowers the existing path within the structure, which means shorter stairs and elevator towers. This is a similar structure of weathering steel to Springwater Trail bridge over the railroad near the Tillamook structure. This bridge will also be similar to the pedestrian overpass of the railroad at Peace Park and the north end of the Eastbank Esplanade.

There will be two elevators for ADA access. The goal is to keep sightlines open and straight with clear visibility. TriMet will own and maintain this structure. The elevator towers and cabs will be glass for maximum visibility. Cab design allows bikes to be ridden straight through and is large enough to accommodate a trailer. Stairs are also straight. The span will be covered in fine mesh to prohibit climbing and throwing objects onto the railroad tracks.

**Leon Chavarria** asked, why no roofing?

Paige answered, for easy maintenance and cleaning, since unroofed portion is about twelve feet tall and over UPRR tracks.

Portland public Artist **Anne Storrs**, who created sculptures for the Main Street station on the Green Line, was selected as the artist for this site. She is planning a 16-foot-tall freestanding sculpture in line with sidewalk on west side. East side features in grade medallion piece. She is considering including text in these pieces.

**Carlotta Collette** asked if the stairs would include tire gutters.

Paige confirmed that, yes, bike gutters for wheeling bikes adjacent to stairs are standard features.

**Cindy Miguel** said she’s a fan of weathering steel, but there is a lot of human damage. Other pedestrian bridges have had several maintenance issues. Suggested updating maintenance protocol to accommodate relatively new materials and potential tagging and vandalism. Appreciate something that doesn’t damage patina.

Paige answered, it’s not easy to repair paint either, which is the other option, and team found weathering steel to be the most durable medium for this.

**Cindy Miguel** suggested dry ice blasting the structure, like has been done with some sculptures in Chicago.
Michelle Traver, TriMet Public Art Coordinator, said she wasn’t familiar with the process. She thanked Cindy for the suggestion and let her know we’d appreciate any information she could share.

David Aschenbrenner asked if this structure would also have solar collectors to provide electricity for the elevator.

Paige answered that is not flagged as a solar opportunity, but there are several other places on the list.

Zoe Presson asked if TriMet will have an elevator repair company on board all the time. If one of those elevators is out of service, a person using a mobility device would be stranded.

Paige answered there is an on-call contractor with whom TriMet has been working closely to select an elevator with durability. These elevators will also be connected with the SCADA system, an automatic communication system that will send a message to central control if and when an elevator is not working.

Paige presented Design Features for Sustainability in five highlights.

Wayside energy storage. Braking light rail vehicles generate energy, similar to a hybrid car. Traditionally, some of that energy is captured and passed on to a nearby vehicle through the overhead wires. If there is not a train nearby, the energy is lost through a unit on top of the vehicle that is designed to dissipate that energy. With new wayside energy storage technology, we can capture that energy and store it until the same train is ready to use it again. This technology will be piloted at the SE Tacoma St/Johnson Creek MAX Station.

Eco-track. Same concept as an eco-roof. Planted trackway instead of a paved track, with aesthetic benefits, captures run-off, creates clean air, and provides insect habitats. This is being piloted at the Lincoln St/SW 3rd Ave station.

DeeAnn Sandberg, TriMet Community Affairs Representative announced that the eco-track is being installed tomorrow, specifically a low-growing ground cover called sedum.

Valeria Ramirez asked if the insects living there would attract birds who could get hit by trains?

DeeAnn answered that the trains are traveling too slow at the station to pose a threat to oncoming birds.

Green Roof or eco-roof is proposed for several systems buildings (two on west segment and five on east).

Potential photovoltaic (PV) panels in glass roofs of platform shelters. Bifacial panels allow collection via reflected heat, so orientation is not as important.

Potential EV charging stations at Park Ave Park & Ride and possibly at the Tacoma Park & Ride, which would reinforce sustainable goals, allowing commuters to park, charge while at work, then commute home.

David Edwards asked regarding eco-track, are we looking to add this to other parts on the line?
Paige and DeeAnn answered that it’s a pilot project for now. Paige added that it would be a difficult retrofit. Most of the tracks on the project are ballasted, so it would not have the same benefits that it does for paved track. It may potentially be used in future work.

**Michelle Traver** announced that The Gear, the first piece of art by Thomas Sayre, has been installed at the SE Tacoma/Johnson Creek station, and she shared time-lapse video of fabrication and installation. The second piece, The Blade, will be lifted into place later. To fabricate both pieces, molds were dug into earth, rebar laid, and colored concrete was poured into molds. The artwork by Elizabeth Conner at the Lincoln St/SW 3rd Ave station was also installed this week. This artwork contains mixed metal that will begin to rust over time in some parts with landscaping around it.

**DeeAnn Sandberg** added that there will be panels on top installed at a later date.

Michelle added that Bullseye Glass is fabricating art for the shelter columns and it’s gorgeous. Four employees have been hired full-time for the next four months to fabricate the mosaics for those columns.

**David Edwards** asked what the finish on The Blade would be?

The finish incorporates some clay and dirt and rocks.

**David Edwards** asked if it’s intentional that it naturally falls off?

Yes, Michelle answered, we power washed the footing, so there are no large pieces that will fall off, but the dirt and brownness will probably dissipate.

**Cindy Miguel** asked what is the anchor on there? How is it attached to the footing?

Michelle answered, it’s a two-part footing, there is rebar in place with two poles, stiff-knee mounts, and a second layer of concrete. This art piece is structurally engineered for earthquakes.

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**Construction Updates**

**Claudia Steinberg, TriMet Community Affairs Manager**, provided an update on construction in Oak Grove and Milwaukie.

- Kellogg Bridge girders are being placed this week and next, at night. Crews are placing 14 girders, two per night, starting at 8:00 p.m. McLoughlin will be narrowed to one lane in each direction.
- 22nd Avenue has been closed, and tonight and tomorrow night River Road and Bluebird Road will be closed from 8 p.m. till 7 a.m. and during the same times Monday and Tuesday. This work is done at night because of the road restrictions, and for safety reasons. We did a noise analysis, to measure the impact and noise level. Six areas will be impacted, through first group, into Bluebird area; we have relocated a family, they really had to be nudged, but we have facilities for four nights within two miles. Saturday and Sunday no work is scheduled. If there is a need; it would be between 8 a.m. and 4 p.m.
• PGE is also working in this area, and River Road will be local access only from Wren Street to River Road and Bluebird Street.

• Construction on the Park Ave garage is going to start in the new year. Some work is already in progress, such as utility relocation on Park Avenue. The bulk of the work starts after the first of year, with utility relocation then PGE has to move utility poles, and then road work will begin in Spring 2014. Sound walls will go up after the first of the year.

• Along Trolley Trail they are working on the track guideways, and the same in Milwaukie, they’re cleaning out the track alignment.

• There was a successful two week closure of 21st Avenue and Adams Street. Crews placed new sidewalks, roadways, and retaining walls. Turning on signals at Monroe. The businesses and neighbors have been very patient and we really do appreciate that.

Valerie Chapman noted that you can divert cars away from Park and McLoughlin, but there is no pedestrian access for a long way around. There has been poor flagging and no attention paid to pedestrians at the crossing. That’s a really important bus stop with no other nearby alternatives.

Claudia noted that some of the construction will affect that area of Park Avenue and McLoughlin closures coming soon. But we will have flaggers posted.

Valerie Chapman noted that where Line 33 connects with Line 70 at 17th & McLoughlin is also very challenging pedestrian access, confusing, and longer walking distance to transfer. The angle of the pedestrian signal is difficult to see, and the timing of the transfer at other locations doesn’t work.

Claudia agreed that the mentioned area is really tough and she will look into it and get more information back to Valerie and the committee.

Cindy Miguel noted the sign going northbound on River Road precedes the closure early enough so you don’t miss it, so you can make a left hand turn without missing the turn. I appreciate enough warning, and maybe that distance could be used on other road closures.

Coral Egnew, TriMet Community Affairs Representative, provided construction updates for southeast Portland:

• Night work December 4 and 5 on the Tacoma ramp at northbound McLoughlin. Flaggers will direct traffic while crews remove temporary decking on underside of light rail bridge.

• Tonight traffic will be held briefly at McLoughlin and Harold while new traffic signals are lifted into place over the roadway.

• Rail strands will be coming down 17th Avenue tomorrow and Saturday.

• Signals going in at 11th, 12th and Milwaukie avenues.

• Rail is being installed in front of Oregon Rail Heritage Museum.

• Portland Streetcar loop was closed a month ago, in order to tie streetcar track into to new bridge. This is the last shut-down until the final tie in with bridge.

• The big thing last week was removal of the pedestrian bridge removal connecting SE Gideon Street and the 16th & Brooklyn intersection. Detour routes are at both ends of bridge, but the bridge is not coming back. If there is money it will be back on the City of Portland’s project list, but not likely.

Terri Pucik noted that today there was one flagger at McLoughlin and 17th Avenue. This is a busy intersection and it was very confusing. The whole intersection moved so far to the east it’s
hard to tell what traffic from the other side is doing. We were notified by TriMet but did not get an update or any information from the City of Portland. The pedestrian route is also confusing and there is no access to the bus stop Valerie mentioned.

Coral affirmed that a flagger wasn’t expected today, so we’ll talk to our contractor to confirm they’re following approved traffic control plans.

[Following the meeting Jennifer Koozer confirmed via email to the CAC that the northbound stop for lines 31, 32 and 33 (Stop ID 3858) is still in service, but was shifted about 50 feet west a few weeks ago when major construction began at this intersection. (It’s a blue and white Temporary Bus Stop sign on a utility pole.) More recently, the shelter and standard bus stop sign at the regular location were temporarily removed to avoid confusion and conflicts with adjacent construction. Pedestrian access adjacent to the construction zone is on a delineated pathway and includes pedestrian signals at the crossing of 17th Ave.]

**DeeAnn Sandberg** provided a construction update on the west segment and bridge:

- Lincoln updates. Eco-track is being installed tomorrow and art was installed Tuesday.
- Harbor structure. Poles have been installed and construction is almost finished. Working on track by Collaborative Life Sciences Building.
- On the bridge, eight permanent cables are installed on the west side of the bridge, and six on the east (there will be a total of ten on each side).
- The west landside closure is scheduled for March, and in April on the east, with the center closure scheduled for May.

DeeAnn announced that the naming campaign for the bridge has over five thousand naming submissions. She described the bridge naming process and passed out fliers with postage-paid forms for submitting suggestions. Suggestions are also being taken online. The deadline is Dec. 1 at 5 p.m. DeeAnn also announced “Transit on Tap,” a new pub talk series. The first topic is the bridge, December 3 at the Green Dragon.

**Roundtable:**

- **Catherine Goode:** I heard about a movement about bridge naming, that we not name it after dead white men.

DeeAnn stated that it’s open to anything the public wants to submit. The committee will narrow down based on criteria.

- **Barbara Andersen:** Kindergarten teachers at the Waldorf School like the new wall at Walnut Hill. Want to keep going with it. They are not as devoted fans of the safety wall. Driving by the Kellogg Bridge at night with the giant girders, they are huge and impressive. It’s pretty cool.

- **Valerie Chapman:** Main concern that pedestrians are able to get through some of these places. There are fewer alternatives out here than in Portland. It is fun to watch them take things down to get ready for the Park Avenue station.

- **Cindy Miguel:** We just have big girders. Nothing to add.

- **Ray Bryan:** A member of the public safety committee asked me to bring up the point that folks in downtown Milwaukie have seen high school students traipsing through the construction area.
Claudia answered, we have talked with staff about some kids taking runs down Washington Street, and we're making sure everyone is safe. They've been talking with their kids, too.

Public Comment

Mark Gilbertson: Lives across from Park Avenue garage. There was a painted circle in our driveway with a wooden stake in the middle? How do we know what that means and what the plans are?

Claudia asked Mr. Gilbertson to talk with her after the meeting to resolve his question.

Michele Kremers from Gladstone asked, if there would be educational plaque outside the garage to educate community about the sustainability features?

Claudia answered that an educational component is planned.

Carlotta Collette: It’s been a while since I’ve been at these meetings. The community doesn’t know you have such perseverance and that you are carefully watching to make sure this worked. I can’t thank you enough. It’s just a marvel and people don’t realize how much of your time you’re putting in to make this right.

The meeting closed at 7:24 p.m.