

## Meeting #3 Summary

Wednesday, April 10, 2018, 4:00 – 6:00pm  
University Place Conference Center

### Committee Members in Attendance

Fred Miller (Chair), Doug Kelsey, Skai Dancey, Todd Lofgren, Zari Santner, Councilor Craig Dirksen (substitute for Bob Stacey), Anton Vetterlein, Chet Orloff, Don Stastny

**Absent:** Jamey Duhamel, Bob Stacey

**Presenters:** Carol Mayer-Reed & Shannon Simms (ZGF-VIA-Mayer/Reed Joint Venture)

### Public Comment

- An individual that identified as the former Chair of the Portland Design Commission had submitted a letter that was provided to all of the committee members. The letter voiced strong support for a tunnel & elevator option.
- An individual that identified as PP&R natural ecologist that manages the Terwilliger Parkway raised concerns about Terwilliger Parkway as a habitat corridor, in particular she thought the Inclined Elevator may present a barrier to wildlife movement and wanted the team to look into wildlife crossings for this option. She also spoke about the significance of the Oregon white oak in this area.

### Project Status

Steve Witter, TriMet's Executive Director of Construction and Engineer provided an update on the overall SW Corridor Project budget status. Key points:

- The project is over target budget by \$359 million
- This is typical for this phase but the project is looking to reduce cost pressures.
- Doug Kelsey shared later that TriMet originally included \$13 million for the connector option.

### Survey Report & Look Ahead

Jennifer Koozer, TriMet's Community Affairs Manager provided an overview of the online goals survey related to Marquam Hill and outlined future engagement activities.

- Over 1000 respondents to the online survey, primarily patients and employees.
- Most important goals: Access, Operations, and Safety
- Additional engagement activities include:
  - Public Open House April 10
  - Online Open house April 15 – 29
  - Committee on Accessible Transportation April 11
  - Portland Design Commission Briefing April 18
  - Portland City Council Work Session May 7

### Review & Evaluation of Connector Type Options

The project team provided a summary of the project status and the most current information on the four connector types that are under consideration.

#### Inclined Elevator:

- Question about the stairs adjacent to the inclined elevator. The team said that they are not required, could be relocated or removed in order to narrow the footprint.
- Question about whether this option could accommodate future capacity needs. Possible that larger cars could be used in future.

#### Bridge + Elevator:

- Question about weather protection. Not inherent or typical, but could be added.
- Question about whether this option could accommodate future capacity needs. Possible that they could add additional elevators.
- Some concerns expressed about connectivity to campus from landing, visual impacts, night lighting, and conflicts w/ crossing at Terwilliger.
- Discussion of whether elevator could tuck into hillside more.

#### Tunnel + Elevator:

- Question about construction thresholds, OHSU said they're higher than what they use.
- Questions about wide budget range. This conveys varying lengths & also variable risk.
- Clarification that this is based on a drill & blast method.

#### Aerial Tram:

- Per previous GRC direction, the consultants only provided an updated cost estimate.
- Concerns about capacity limitations of aerial tram.
- Discussion about who will own, maintain, and operate. Currently that is undetermined.

### Group Discussion

The chair asked each committee member to offer their thoughts on the presentation of options. Below is a summary of the group's overall feelings on each option.

1. **Bridge and Elevator:** Many committee members agreed this was the baseline option. It stood out as cost efficient, though there was some discussion as to whether dropping people at Terwilliger Boulevard would provide adequate access to further points on Marquam Hill.
2. **Aerial Tram:** Many committee members agreed this had the potential to be an efficient option that could connect further onto Marquam Hill and have minimal impact to the Parkway. There was a desire to get more information about this option as soon as possible.
3. **Inclined Elevator:** There was mixed interest in this option. There were concerns about wildlife and Parkway issues as well as cost, operations, and maintenance concerns.
4. **Tunnel and Elevator:** There was generally little interest in this option. There were a wide variety of concerns including safety and security, experience, cost & constructability, length, operations (leaking, etc).

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**Notes from Jamey Duhamel Briefing on April 22, 2019**

- Preference for the funicular option: it's fast, accessible, less expensive, unique/interesting. Seems to meet most of the goals.
  - Preference for landing location at Casey Eye
  - Not opposed to a raised funicular over Terwilliger.
- 2nd choice is bridge + elevator: it's likely not to require a user fee, but includes a lot of walking distance
- Not interested in tunnel
- Aerial tram, maybe, but cost seem awfully high, likely to have a user fee
- Other comments:
  - Wayfinding to your destination on the hill is difficult
  - Need a better understanding of scale – the distance between Barbur & Casey Eye is only about 3 downtown city blocks
  - Reluctant to support options that land on east side of Terwilliger as they do not seem like they provide enough access to induce use