

Meeting #5 Summary - DRAFT

Wednesday, June 5, 2018, 4:00 – 6:00pm
Multnomah Falls Room, University Place Center

Committee Members in Attendance

Fred Miller (Chair), Doug Kelsey, Skai Dancey, Todd Lofgren, Zari Santner, Councilor Bob Stacey, Anton Vetterlein, Chet Orloff, Don Stastny, Jamey Duhamel

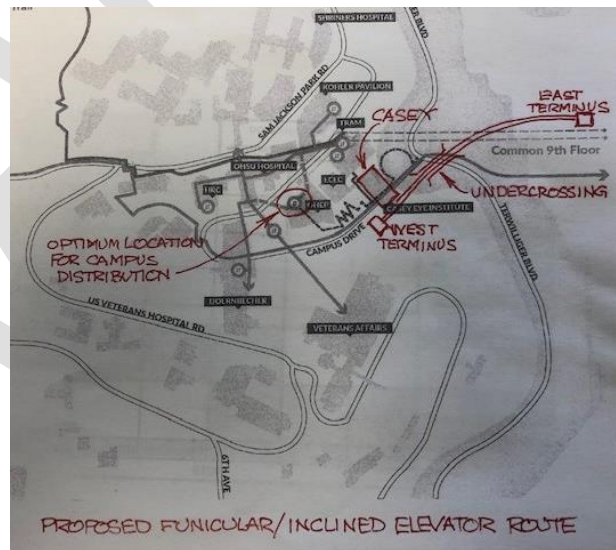
Presenter: Shannon Simms (ZGF-VIA-Mayer/Reed Joint Venture)

Main Outcomes

- The committee decided to remove the aerial tram option from consideration.
- Overall, there was a strong preference from the committee members for the inclined elevator.
- A few committee members supported a bridge and elevator and wanted to maintain this option as a possible secondary option.

Public Comment

1. Wayne Stewart, a previous Design Commission Chair, spoke about his preference for the connector. At previous meetings he had stated a preference for a tunnel or aerial tram due to their minimal impact on the parkway. At this meeting he stated that of the two main options being considered by the committee – funicular and bridge + elevator – he preferred the funicular option. He also shared a diagram with the committee indicating his preferred route for the funicular (see image at right).



2. One of the committee members, Anton Vetterlein, made a short presentation about the history and context of Terwilliger Parkway. He explained the original, linear intent of the design of the Parkway by the Olmsted Brothers. He also provided information about the 1980's city and community work to study the Terwilliger Parkway corridor and ultimately develop the Terwilliger Parkway Design Guidelines.

Additional Information on Connector Types

Shannon Simms, the Urban Design team lead for this project, provided an overview of the remaining connector options.

- Review of circulation into campus for any option that lands within Terwilliger Parkway:

- Horizontal distance to Terwilliger is not far, but vertical distance is the challenge (120ft). This is why the mechanical connections are being studied.
- Campus Drive is a central spine within OHSU's campus, from here people can move toward any number of destinations. Existing elevators at Casey Eye, parking garages and Doernbecher make this possible.
- OHSU is planning an elevator in the hospital expansion building that connects directly from ground floor to 9th floor level, no intermediate stops. Travel times on the connector generally improved when we considered this connection through the hospital expansion building.
- OHSU also has plans to provide ADA pathways all the way from the hospital expansion building to Terwilliger Blvd.
- **Aerial Tram:**
 - Landing location at hospital expansion site is not feasible due to limited landing site, cable clearance needed under existing tram line, and severely impacted area in the Parkway. Two towers would be required for this alignment, approximately 170' and 180' tall. Would also require an uphill terminus on structure, which was a major complicating factor in the previous tram project.
 - A more feasible landing location is at the Campus Dr/Sam Jackson intersection. Also has challenges as it is not at the 9th floor level, ADA routing to the adjacent buildings from this point is difficult. Two towers would be required, approximately 140' and 200' tall. These land in environmental protection zone and oak habitat areas. Small area of clearing near lower terminal, but not as extensive as other option.
- **Bridge & Elevator:**
 - Cross section studies show the bridge is likely to be minimum of 15' wide, could be wider in gathering areas at either end of the structure.
 - Maintenance clearance zone around structure is likely to be 10-15' with space for replanting underneath.
 - Construction footprint likely to be 65-105' total width.
- **Inclined Elevator:**
 - Cross section studies show the trackway width is 20-35', with 10-15' maintenance footprint on either size.
 - Construction footprint likely to be similar to permanent one, 40-65'.
 - Trackway can be elevated with plantings underneath (shrubs, groundcovers).
 - Studies of west side landing show retaining walls under Terwilliger Blvd around 26' tall. West side landing extends 130' to the face of Casey Eye, approximately 30' vertical.

Review of Working Group Feedback

Simms reviewed the feedback from the working group members, whose final recommendations were provided to the committee (see handouts).

- Majority of members prefer the inclined elevator option. Two members ranked bridge and elevator first and inclined elevator second.

Discussion and Recommendation

Fred Miller (Chair) informed the committee that their recommendation will be presented to the SWC Steering Committee on June 10. He suggested the following statement summarizing the committee's stance, and asked GRC members to modify and improve upon it as the basis of their recommendation:

- Aerial tram is not a preferred alternative
- Bridge and elevator and inclined elevator are reasonable, acceptable alternatives
- The inclined elevator is more popular in the GRC, but there are questions about cost and capacity

Round Table Responses

- **Chet Orloff - Has been in support of the inclined elevator through the whole process.**
 - Has experienced a funicular in Lisbon in very close proximity to parks and houses. It is practical, useful and in high demand. Noise is not an issue.
 - Thinks that additional funding to support this option can be found. Cites example of the Portland Aerial Tram.
 - Olmstead envisioned a parkway, not a park. He was long headed and practical, thought outside of the box, and was not a preservationist. He realized the importance and need to move people around.
- **Councilor Bob Stacey - Both inclined elevator and bridge and elevator are defensible alternatives.**
 - Primary focus of the Steering Committee is to complete the whole project, all the way to Bridgeport Villages. They tend to look at the overall budget, and consider what the FTA is likely to spend.
 - Metro is preparing a funding measure requiring a local match to the FTA funding. Voters will choose what they will pay in taxes. There must be some sense of balance in the region from the funding measure. We need to best serve the needs of the project and also complete it all the way to Bridgeport Village.
 - Supports study of an east side landing at Terwilliger with an improved pedestrian crossing.
 - Both proposals have issues to be further explored.
 - Bridge and elevator:
 - View of elevator tower from the Parkway
 - Avoid impacts to trees, particularly oaks
 - Inclined elevator
 - Cost management
 - Better understanding of O&M
 - Recommends carrying both options forward. Need to refine the cost estimates and study the issues above.
- **Jamey Duhamel - Agrees with recommendation for inclined elevator.**
 - Does not want the cost to be the driving factor, must consider other criteria as well.
 - Wants to provide a strong recommendation to the Steering Committee. Inclined elevator clearly best meets the goals and criteria established by the GRC.
 - We must choose an option that incentivizes use. Jamey would not use the bridge and elevator due to walking distance, is not accessible enough.

- If outstanding questions and requirements for the inclined elevator cannot be met, then fall back option is bridge and elevator, but this committee should strongly recommend the inclined elevator to the Steering Committee.
- **Todd Lofgren – Inclined elevator is preferred mode regardless of landing.**
 - There is agreement between PBOT and PP&R in support of the inclined elevator option.
 - It satisfies the criteria of safety, context and experience. More work to be done answer outstanding questions and cost the cost gap.
 - Bridge and elevator is a backup choice, but not preferred.
 - Both options will have impacts on the Parkway that will require mitigations.
 - Thank you to TriMet for their engagement to date with PP&R.
- **Anton Vetterlein – prefers inclined elevator and strongly opposed to bridge and elevator.**
 - Has oscillated back and forth between what meets the criteria and what is realistic.
 - Thinks the impacts of a bridge and elevator cannot be mitigated. The elevator tower will be visible from a distance.
 - Inclined elevator can be integrated into the site better and be less visible.
 - Recommends that the GRC go forward with a single recommendation for the inclined elevator. Cost is only one criteria, and this committee should choose the best option based on all the criteria.
 - Community representatives on the Working Group favored the inclined elevator as first choice and chose bridge and elevator last.
 - Favors a west side landing over an east side landing for the inclined elevator. It's close to the destinations, creates less conflict with Terwilliger.
 - The impact of the MHC on the Parkway is a big contribution of City of Portland, should be thought of as a credit.
- **Don Stastny - Agrees with others on preference for inclined elevator, but thinks that a bridge and elevator could be done well.**
 - Should think about what is right with an option rather than what's wrong with it.
 - Has 3 areas of interest:
 - City building – this decision is for the next 50 years, need to maintain the long view. How will this change the city in a positive way?
 - Placemaking – look at the arrival and departure points. What other elements are around the lower landing? How do you access this “Italian hill town” at the top?
 - Design and Deliver – Portland has been built by public/private partnerships. Can there be joint partnerships in order to deliver this result? Can we work with a developer to contribute to the capital cost? Public instructional partnerships?
 - Lower landing – an Olmstead interpretive center?
 - Upper landing – something that discusses OHSU's great contributions to research
 - Original concern was that the MHC has to be cool. The inclined elevator meets that criteria.
- **Zari Santner - Agrees with strong recommendation for inclined elevator.**
 - Aerial tram option would have too much impact on the Parkway, remove from consideration.

- Intent of the project is to discourage people from using autos, have reliable access into the future. The easier it is to make the connection to a central point, it is best in the long run. Will ensure that people will use the facility.
- Prefers west side terminus to avoid conflicts with the roadway.
- Bridge and elevator could be a beautiful design, but this is not the right location.
- **Skai Dancey - Proposes keeping both options for the FEIS.**
 - Preferred the aerial tram at the beginning of the process, since the existing one was hugely successful for OHSU.
 - Thought the bridge and elevator would not be a good option because of walking distance, but travel times support that it is feasible.
 - Also supports the inclined elevator option: it's different, it has some unknowns and impacts. More work to be done.
 - Agrees that it would be easy for the Steering Committee to turn to cost if recommend two together.
- **Doug Kelsey - Comfortable with studying both inclined elevator and bridge options, but prefer the bridge and elevator based on capacity and cost.**
 - Thanks the GRC committee and team. Learned a lot in this process.
 - Agrees with removing the aerial tram option. Supports having a primary and secondary option, rather than presenting two on equal footing.
 - Need to look far out into the future, 50-75 years from now. The inclined elevator is in a higher risk category, there are more unknowns with it.
 - Need to consider capacity. West side landing estimate was not very high capacity compared to east side or bridge options. History tells us that we will outgrow the inclined elevator sooner than we think.
 - The Steering Committee has a nearly \$400 million gap to wrestle with. There may not be enough time to establish public/private partnership on this project schedule.
 - We can carry forward the inclined elevator option pending the availability of other funding partnerships.

Discussion

- Should consider how attractive the type is to use. Bridge and elevator may have higher capacity, but won't meet it because it's a less attractive option due to exposure to weather and walking distance.
- Committee for Accessible Transportation was neutral on both options.
- Fred asked Doug if cost were not an obstacle, would he prefer the inclined elevator? Doug responded that he would, with some outstanding questions about capacity.
- Bridge and elevator was the last choice for some people in the Working Group, so should not be considered a toss up between these two options. Some people really do not prefer it.
- Fred summarized that all people on the committee have expressed support for the inclined elevator, and that it is the job of the Steering Committee, not the GRC, to consider cost. He asked the committee how he should represent the bridge and elevator option, as a base case or fall back option.

- Others confirmed that they were comfortable with a strong GRC recommendation for the inclined elevator. Bridge and elevator will be the obvious fall back for the Steering Committee.
- The preference of the community and the committee should be respected, since the cost difference between options is small in the context in the overall project budget. Also cost assumptions for the MHC have changed between DEIS and now, which may need to be revisited.
- Others stated that they were not comfortable with an “inclined elevator or bust” approach. Need to be open to a possible fall back option.
- Friends of Terwilliger has identified historic light poles in the Parkway that are in need of updating but lack funding. Perhaps this can be considered as part of the mitigation.

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