

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday October 19, 6:00 p.m. - 7:30 p.m.
Portland Community College, 2305 SE 82nd Ave, Portland, OR 97216

CAC MEMBERS PRESENT

Claudia Robertson, TriMet Committee on Accessible Transportation (CAT)
John Carr, Southeast Uplift Neighborhood Coalition (SEUL); Portland Clean Air
Jef Kaiser Gresham Coalition of Neighborhoods
Michael Harrison, Oregon Health Science University (OHSU)
Rick Bartko, Division Midway Alliance
Sydney Mead, Division Clinton Business Association (DCBA)
Thuy Tu, Jade District/APANO
Carol Fenstermacher, Centennial School District

Absent

Chabre Vickers, Portland Community College Southeast (PCC) (Committee Chair)

Welcome

Rick Bartko opened the meeting. He opened the floor to public comment.

Comments from the Public

Richard Corbett

Mr. Corbett commented that he is a property owner at 8210 SE Division St, kitty corner from the college. His property is being dramatically impacted by the closure of one driveway. He will still have one driveway open, which is approximately 20 feet from the intersection that is a tough in and out for vehicles onto 82nd Avenue. He stated that the point of his visit was that he was informed that there would be no compensation for the closure of the driveway. This property will be so adversely impacted that it is not fair for the present tenants. Deliveries will be difficult. Semis will have to back out onto 82nd Avenue. Drivers arriving will now have to make left turns over two feet which are not safe conditions. Mr. Corbett conducted his own bus survey of 50 different drivers and not one endorsed this project. They said it is crazy and no one will be able to get through during peak times.

Curtis Kidwell and Brad Smith

Mr. Kidwell and Mr. Smith are property owners of the building at 3377 SE Division. They think that moving the stop across the street on 34th street will cause a lot of traffic issues, which is a safety concern, but will also block the view of businesses in that section. Mr. Kidwell said that he appreciates all that TriMet has accomplished, but to lose the seating outside their property and across the street makes no sense.

Brandon Butcher

Mr. Butcher is the business owner of Anders Printing on 34th and Division. His business has been in the area since 1946 and losing visibility will mean a loss in business. He does not think that it is fair that long established businesses should suffer which in turn will cause the neighborhood to suffer because people come there drawn by the old businesses.

John Carr asked the business owners if they know of any better alternatives for the stop.

They answered that they would like to see the stops to stay where they are today. They think that the station in front of OP Wurst makes sense because they have a large lot that is big enough to put a bus stop and you will not have to cut any trees.

Doug Klotz

Mr. Klotz mentioned his desire to have the project keep as many trees as possible as close to their current location as possible. He wants to have easy accessible creative shelters.

Steve Sousa

Mr. Sousa owns the building on 122nd and Division. He is terrified of TriMet. He is concerned with how this project will affect his business and employees. He hopes that Coral and Wendy live up to the assurances they have given him. His business is All That Glitters.

Notes

Rick asked the committee if they had any edits on the notes from the previous month. There was one change to correct the spelling of shoddy. The committee approved the notes with the change.

Electric Bus Update

Brenda Martin, Community Affairs Representative, updated the committee about the electric bus analysis being conducted for TriMet. She informed the committee that TriMet staff would be meeting with CTE and getting a short presentation on initial findings. She updated the committee on the air quality particulates being analyzed by the consultant. She informed them that they would look at carbon monoxide, NO₂, ozone, and particulate matter.

The committee took issue with the point that carbon dioxide was not being analyzed.

Claudia Robertson asked if the design of the electric buses would affect the interior of the bus.

Brenda answered that the interior of the bus could be impacted depending on where the battery is located in the vehicle. All that would need to be described and figured out during bus procurement.

Sydney Mead asked if TriMet was interested in electrifying the whole fleet.

Brenda responded that TriMet is interested in electrifying the entire fleet. There is a lot of support for electric buses. Currently, the line 62 in SW will be the first TriMet line to be electrified in March 2018.

Jef Kaiser asked if making the buses electric improved the project's competitiveness in securing the President's budget.

Brenda Martin responded that it should improve the project rating and makes it more competitive, as well as having increased community support.

John Carr asked that when the cost of the vehicle is described, that it is made clear that the upfront costs of procuring electric buses is more expensive, but when looking into the up keep and life cycle of electric buses, it would be cheaper than fueled buses, in the long run.

Brenda responded that the analysis would be looking into that as well as comparing costs of maintenance of diesel versus electric over the lifetime of the buses.

Michael Kiser clarified that the study on electric buses is to explore electric buses as an option for the future of DTP, however it is not a part of the federalized portion for the project.

Presentation on project scope, budget and draft 30% design update

Michael Kiser, Project Manager for the Division Transit Project, went over the current project budget and schedule. He presented the committee with information about the draft 30% design. He let the committee know that the design reflects changes in station placements and impacts associated with stations across the entire alignment.

He informed the committee that NEPA (environmental analysis that evaluates broad spectrum of project impacts) documents will be submitted for FTA review early next year. Then the project would receive a rating in the President's budget in February 2018. The project will be at 60% design by next summer. Construction is on track to begin in early 2019.

He also went into detail about the project rating and informed the committee that TriMet submitted their rating materials in September. He discussed the changes in the financial structure in order to obtain a higher rating. The funding changed from an 83% percent federal match, to a 50% federal match for a more competitive rating. The rating is expected to be medium-high.

He also went over the design considerations, performance questions, and outreach done from 15 to 30 percent and how these all were factors that attributed to changes in design.

After his presentation, Michael took questions from the committee,

Claudia Roberston stated that on the Orange Line she has noticed a lot of conflict between pedestrians, bikers and those on mobility devices. She would like someone from each one of those divisions to present at a meeting to come up with a solution where there is no conflict between them when they arrive at a station.

Michael responded that he doesn't meet with them altogether but meets individually and takes all the comments and put them together to take under consideration and reach a solution.

John Carr asked if there is a special traffic signal that can prioritize buses, but not cars. Specifically in areas where the stop is close to an intersection.

Michael said that he is not sure how the project will fine tune that. The focus to decrease the dwell time at each station. It will probably be better if the signal can hold a longer green to clear the intersection.

John Carr was referencing traffic that he sees around 11th and 12th.

Michael that is something that signal timing is something the project has not gotten into yet, but it will work on it with the city.

Michael Harrison suggested that there be a flashing sign on the back of the bus that says “bus stopping, do not block intersection”.

Michael responded that is a general bus operations question that the project can look at.

Michael Harrison would like infrastructure to force cyclists to slow down when heading into areas that are unsafe. For example, with cyclists riding through areas where there are pedestrian crossings and no one can see each other, because of shelter walls.

Michael said that fewer stops will help with that conflict since bikes won't be catching up with the buses creating more frequent occasions for contact. The project plans to place physical measures and signage to prevent people from speeding through these stops and create a more equal speed between pedestrians and bikers at the stops.

Michael Harrison asked if being on the farside was better as far as safety, visibility and saving time.

Michael responded that as a rule of thumb being on the farside was better where there is a signal at a major intersection for performance and safety.

Jef Kaiser noted that on the diagram of the island stations, pedestrians will be surprised by cyclists if the glass on the shelter is not clear.

Michael responded that they are working on the shelters to increase visibility at all stations.

Sydney Mead asked if the shelters had to be solid.

Michael responded that there are options for shelters to either have greater emphasis or transparency.

Michael Harrison asked if the general direction of the winds were being taken into account, when considering where shelter walls are warranted.

Michael said that the platform dictates the direction of the shelter.

Sydney Mead said that Michael had mentioned that it is good for drivers to have a consistent stop that they can look for and wondered if that could be achieved through special or different lighting signal through Inner Division like at shelters.

Michael responded that shelters themselves are not markers for drivers, but that stations would have amenities that would make them all fit together. That does not have to be the shelter.

Public Comments

Rick Barkto opened the floor to public comment.

Holly

Holly represents Laretta Jeans located at 34th Avenue and Division. Her business would be greatly impacted by a stop located at 34th. They would lose two trees in front of their business, visibility and half of their seating. Bike parking would be eliminated as well. Delivery trucks would have nowhere to park to make deliveries. She suggested that the space across the street would be better to accommodate a stop.

Doug Klotz

Mr. Klotz sked why the analysis of electric buses wasn't looking at carbon dioxide.

Brenda responded that it is not a criteria pollutant as part of the Federal Guideline. She let him know she would check in with the consultant to see if they could look at carbon dioxide.

Rick Bartko suggested outreach to our congressman for clarification.

John Carr wondered if there are models to look at as far as nearside and farside stations.

Michael said that he will inquire if there are better models of the sites as the project moves forward.

Roundtable

Rick Bartko asked the committee to participate in a roundtable about the upcoming Policy and Budget committee that he and Chabre Vickers sit on as CAC representatives. They wanted the committee to answer a few questions for the meeting:

1. What are the three main things that we want to convey to the Policy and Budget Committee?
2. Is there a major point of excitement, surprise or primary issue regarding the process?
3. As we step into the 30-60% design phase, what are we most interested in discussing and what do we want the Policy and Budget Committee to know about this new portion of this design phase as it relates to the communities that we represent as CAC members?

Rick Bartko said that his question, as a member of Outer Division and the fact that TriMet and PBOT are very active in this area, what will be the impact if TriMet or PBOT changes design for some reason. How will these changes be reflected in their designs. Another question he posed is what's TriMet's responsibility if the project is not funded in February 2018.

John Carr has two points he wants addressed. He would like to know what are the commitments and investments to affordable housing near and around these stops. Second, in regards to the

Tilikum Crossing and Hawthorne Bridge crossing, which crossing is better. Neither crossing is great, but what can the committee and TriMet do to improve the crossings at both bridges.

Michael Harrison wants a more in depth analysis of the station environment.

Thuy Tu wants more explanation on how businesses will be impacted due to station placement and how problems can be mitigated.