

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday, January 17, 2019, 6:00 p.m.-7:30 p.m.

PCC Southeast – Community Hall Annex, 2305 SE 82nd Ave, Portland, OR 97216

Present

John Carr, Southeast Uplift Neighborhood Coalition (SEUL); Portland Clean Air

Jef Kaiser, Gresham Coalition of Neighborhoods

Amy Bader, Portland Community College (PCC) Southeast

Claudia Robertson, TriMet Committee on Accessible Transportation (CAT)

Linh Doan Jade District/ APANO

Absent

Michael Harrison, Oregon Health Science University (OHSU)

Sydney Mead, Division Clinton Business Association (DCBA)

Welcome & Approve Notes

John Carr welcomed the committee and asked to review the notes. Jef and John asked for changes to be made on pages two and three. Notes were approved with changes.

Public comment period

Alex Shank: Request that TriMet use non-diesel for the new bus rapid transit lines and consider using conventional renewable natural gas. Buses powered with conventional renewable natural gas are reliable, inexpensive and offer environmental benefits.

Project Status

Sarah Espinosa, Construction Lead

The Division Transit Project (DTP) is on track for design, working towards 60% design. TriMet has submitted a review set to agency partners. The design review will last until the end of February pending Federal Transit Administration (FTA) approval of the National Environmental Policy Act (NEPA) process. The cost estimating effort should be complete by the end of February as well. It is very important the entire project be reviewed to find where costs can be cut to remain in the budget. Small Starts Grant Agreement (SSGA) application will be in March followed by the Risk Assessment in April.

Jef Kaiser asked what the risk assessment will include.

Sarah responded the risk assessment looks at every dollar spent on the project financial, operational etc.

Claudia Robertson asked Sarah to expand a little bit on cost reduction.

Sarah stated the reductions may occur at bus procurement (i.e. the number of buses, equipment on the bus). Construction related things will be reviewed as well. All is conceptual at this stage.

Jesse expanded on cost cuts for bus procurement. He said costs may be cut on the amount of spare parts reserved for potential repairs. The cuts will not be made in areas that may reduce the performance or accessibility of the bus.

Station update

Jesse Stemmler, Urban Design Lead

Michelle Traver, TriMet Public Art Administrator

DTP is moving forward with the frames design and submitted this design to the Portland Design Commission. The Portland Design Commission is interested in DTP's design and amenities because what is implemented in this project will be the standard for future designs. The project will go back to the Portland Design Commission at 90% design completion. The 90% design will be a collaboration between design team, contractor and fabricator. Our contractor will be selecting a fabricator for us this week.

Jef Kaiser asked about branding.

Jesse responded the project is working with TriMet's communications department. They are still working through some of the details. We do not have a design as of now. As we think about the shelters and bus markers all of these things should reinforce the branding connectivity across the corridor.

Michelle referenced a glass etching on the Parkrose station and explained how the etching on the glass is graffiti mitigation and multipurpose. She also explained branding will inform the etching design. There will be etching throughout the corridor with 60% visibility for safety purposes. She explained there is no federal funding for public art. In the upcoming open house we are hoping to hear from the community about imagery and art that they would like to see along the corridor to represent their community.

John Carr asked if every station along the corridor would have etching.

Michelle responded yes, every station along the corridor would have etching.

Linh Doan asked how many shelters will have etching.

Jesse responded that there will be 63 total shelters but is not sure exactly what the shapes and sizes will be, in reference to ridership but they will have etching.

Michelle clarified that the public can inform the design, but no artists can be hired to create art.

Bus procurement update

Jesse Stemmler, Urban Design Lead

DTP will include electric, hybrid and diesel in our articulated bus Request for Proposal (RFP). RFP is scheduled to be released in March, this is based on NEPA approval and delayed due to the government shutdown. The review of solicitations will take place later this spring with a decision for propulsion type for DTP made by late spring/early summer. Given DTP's hard-capped budget, the funding for electric buses would have to come from outside our project. Currently, electric articulated buses are in their first generation, with reports of these buses not meeting performance and service standards by other transit agencies. We want to look at this very closely.

TriMet is actively vetting electric bus technology in real world conditions - introducing five 40' electric buses to run on Line 62. TriMet will continue efforts to test and begin this conversation process. Project staff will continue to provide relevant updates as it relates to DTP. TriMet has a non-diesel bus plan online and you can sign up for electric bus updates.

Jef Kaiser asked if renewable natural gas was considered as a fuel type.

Jesse responded yes, it was but it was rejected and will have to come back to the committee with the reason.

Jesse said that diesel is cheaper than the other fuel types.

Coral stated there will be two open houses from 5pm to 7pm

- Wednesday, March 6: Portland Community College Southeast
- Thursday, March 7 : Gresham City Hall

Public comment period

Community member asked how did the health of the community become second to the selection of diesel fueled articulated buses.

Coral stated the current buses along the corridor are diesel fueled. The diesel propulsion articulated buses will have less dwell times and swifter movement through traffic to reduce the emissions going into the air.

Jesse said we would love to have electric articulated buses, but the technology is not there to meet the service needs of the corridor. The infrastructure to have electric buses in the future will need to be placed at the garage and specific stations.

Community member asked are there ways, at the stations to help bicycles can pass through safely.

John Carr referred to the prototype the TriMet used to show the flow of traffic at the station.

Community member asked how the hop pass will be incorporated in the buses.

Jesse responded the buses will have hop pass scanners in them.

Round Table Discussion

Jef Kaiser wanted to have more explanation about the brand. A brand can inform the design of the project as design nears completion and help unify the project. The brand is something that would help inform the art work and station design as well.

Michelle responded the design is not built around a set brand. There are a lot of conceptual studies in the early project development. It is important not to impose a brand that early on, there are other factors and considerations

Jesse added branding is actively being worked on and our team will continue to talk with them.

Linh Doan asked about seeing more details on the locations of safe pedestrian crossings and which intersections the bus will be stopping. Will there be materials at the open house showing a standard detail?

Jesse stated there will be station plans for each stop at the open houses. Project staff can speak to any issue as it relates to a station.