

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday November 15, 2018, 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)

Michael Harrison, Oregon Health Science University (OHSU)

Linh Doan Jade District/ APANO

Sydney Mead, Division Clinton Business Association (DCBA)

Welcome & Approve Notes

Jef Kaiser had two edits to the notes. Page one should note the concerns regarding the bullnose approach and on page two change to construction safety. Notes were approved with edits.

Jef Kaiser wanted to get a representative on the committee to represent businesses for Gresham as an addition to the representative for the larger community.

Public comment period

No comments

Project Status

Michael Kiser, Division Transit Project Manager

The project is on track with the major milestones. The project design should be complete by the fall 2019. Construction should start at the fall 2019. Service starting in fall 2022.

Metro has made excellent progress with their work on National Environmental Policy Act (NEPA). NEPA is one of the measurements to qualify the project for funding. It opens up opportunities for property acquisition to pave the way for construction. NEPA concurrence is on target for December of this year. This must happen before 60% is complete. By the end of February, 60% of the design drawings will be completed with cost estimates included. The President's budget is also in February. Last year there were no small starts in the President's budget. Our current funding approach is a congressional approach for funding. The President's budget will be out there but it will not be the determining factor for funding. In March of next year we will be submitting our small starts grant agreement, for funding for the project. After submission in March, a response will be given in November. In March FTA will be performing a risk assessment. If everything goes as planned, major construction should begin in late fall or November 2019. The project has a Construction Manager General Manager (CMGC) on board looking at construction approaches. Bringing them on board helps with cost certainty and informs the design process.

Jef Kaiser asked if the theme for the project was still being considered.

Michael Kiser said branding is an FTA requirement. Branding informs the project and helps it stand out in the community as being unique.

Shared Bike/ Pedestrian Station Mock Up Summary

Jesse Stemmler, Urban Design Lead

Several simulations were ran from a shared bike pedestrian platform mock up. The shared bike pedestrian platform is where a buffered protected bike lane interfaces with the platform. This platform approach was approved by stakeholders. The simulations included people following directions and signs, and people not following any signs or directions. Different size bike lanes were also tested during the simulations. Stakeholders were included in the simulations and participated a discussion after each scenario. A video of the mock up was shared with the committee.

The most repeated comment/feedback was concerning safety at the bike crossing. Bikes must stop when the bus doors are open. Some of the ideas shared were related to bus signage, pavement markings, things on the bus, things off the bus are being considered by the design team. Additional comments included consistency and simplicity making this new platform simple so it is safe.

Other items stakeholders asked project team to consider was maintaining sightlines, placement of the shelter and amenities. Using pavement markings, signage and warnings before and after boarding the bus.

Michael Harrison asked if this design was unique or if it was being implemented in other parts of the country. Jesse Stemmler said it is unique and designed for the environment and other cities, like Seattle, are inquiring about the mock up and considering similar designs for their cities.

John Carr asked if anything came up after watching the videos that was not thought of during the actual mock up.

Jesse Stemmler said video footage is currently being reviewed to dive deep into design. One of the noticeable concerns is congestion between pedestrians, riders, bikers etc., and how to relieve it particularly at the front door location. Originally, all markings and amenities were located at the front of the bus, however over time markings will be needed on each of the doors.

John Carr brought awareness to safety issues to be taken while waiting for the bus, while bikers are free to ride in their lane. Pedestrians or kids may wander into that lane while waiting for the bus.

Shelter Design Update

Jesse Stemmler, Urban Design Lead

There are several considerations put into project shelter design.

- Maintenance and durability of the shelter design: Project shelters must stand the test of time and withstand the elements.
- Safety and security: People must feel safe.
- Accessible: Universally accessible, anyone can use the shelter area.
- Cost flexibility: Costs must be flexible so decisions can be made as it moves closer to construction.

Working with our CMGC a vetted fabricator will be brought on board the project.

There are two shelter design concepts shared. The concept must be able to grow or reduce shelters according to ridership. Each of the concepts include a free standing bus marker, with real time transit tracker information and additional lighting, with lighting on the brand.

The frames concept structure of shelter is made of metal and steel frames with LED lighting. Frames will be added or removed in response to ridership. The glass panels as windscreens may or may not be integrated. Bench most likely will be a standard bench.

The other concept is a ribbon to support the structure. This includes a canopy and bench tied together with a continuous ribbon.

Jesse said when thinking about weather protection, they may be able to increase the windscreens. Frames is the top choice because they are easier to replace and repair.

Jef Kaiser pointed out that on the flat surface in the second concept, would most likely invite graffiti, skateboarding and collect leaves and debris from weather.

Claudia Robertson said the CAT team has provided feedback to the project.

Sydney Mead said the ability to make the stations invisible is preferred to maintain the historical view of the community in inner division.

Teresa Keishi Soto asked about the width of protection a person has from the wind on the sides, with the ribbon design.

Michael Harrison asked if the shelter designs will be unique or similar to some station on the light rail. Jesse Stemmler said there will be a consistency with the TriMet brand, but the branding group wants to implement the color green.

Claudia Roberston asked if the buses will be the same buses or will they be different colors in order to correspond with the brand.

Jesse Stemmler the buses will implement a green color as well.

Claudia Robertson asked if there will be a commitment to not cover the windows with advertisements which limits vision and impedes those with low vision and colorblindness. Lighting needs to be considered in reference to certain types of lighting may cause migraines.

Sydney Mead questioned if art pieces will be limited to aid in function of the stations or will it be separate. Jesse Stemmler said that art funding will not be coming from the project. Windscreen etching is a functional element, it reduces vandalism. We must ensure the etching is transparent in regards to safety concerns.

Claudia Roberston suggested that Jesse bring in slides to show how these shelters may look along the corridor.

John Carr asked how was the Portland Design Commission involved in the project.

Jesse Stemmler said they will be an advisory group as the project develops. They will view the project and make comments and suggestions in the first week of December.

John Carr asked to provide the dates of the viewings in case anyone wanted to attend.

Michael Kiser responded with the December 6th date.

Jesse Stemmler said that the project will get advice from the Design Commission as different milestones are reached.

Jef Kaiser asked if someone could check with Gresham staff to see if the Portland Design Commission presentation is appropriate for Gresham as well.

Jesse Stemmler said they have reached out to Gresham staff and informed them of the process going through the City of Portland and they are also inquiring if there is a similar commission with the City of Gresham since we are closely connected with the City of Gresham.

Public comment period

Sebastian Fidler – homeowner on Division St. He said that he noticed there were no garbage cans in the designs and would like more attention be given to garbage collection. He also suggested the lighting in certain areas be lowered so that they are not shining into the windows of homes in the residential areas.

Jesse Stemmler said lighting is taking the residential areas into consideration and the garbage cans are a part of the amenities at each station but we have yet to know what they will look like.

Doug Klotz agrees with the frame choice. He hopes that the roofs on the shelters are not so high as to not block rain that comes down at an angle.

Kathryn Notson brought to awareness that the scooters are dangerous when they are traveling at 15 mph and that scooters may be trying to cross at those speeds. She stated there is a substance used on shelter walls in San Francisco that deflects urine of people urinating on walls and that elevators on Max have been used as bathrooms so this needs to be considered as well as vandalism. She noticed that the homeless are known to take the trash lids off the trash so the project needs to be design cans that keep the lids on the trashcans.