

## DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday November 16, 6:00 p.m. - 7:30 p.m.  
Portland Community College, 2305 SE 82nd Ave, Portland, OR 97216

### **CAC MEMBERS PRESENT**

Chabre Vickers, Portland Community College Southeast (PCC) (Committee Chair)  
Rick Bartko, Division Midway Alliance  
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)  
Sydney Mead, Division Clinton Business Association (DCBA)  
Thuy Tu, Jade District/APANO

### **Absent**

Carol Fenstermacher, Centennial School District

### **Welcome**

Chabre Vickers opened the meeting. She invited the CAC to review the notes from the previous meeting for approval to post online.

Chabre opened the floor to public comment.

### **Comments from the Public**

#### **Luke Dirks**

Mr. Dirks is one of the owners of Ava Gene's on 34th Avenue and Division. He feels that where the current bus stops are now are perfectly placed for the neighborhood. Simply changing the stops to the SE side and the NW side is unnecessary and will negatively affect the businesses that will now be next to the bus stops. He said that Ava Genes will find it hard to create a certain ambiance and they will lose their outdoor seating. He said that it seems to him that having a bus come through the intersection and then stop will create more traffic problems than it will solve. Traffic trailing the buses will stop behind the bus and block the intersection creating a safety hazard.

#### **Brad Smith**

Mr. Smith is a co-owner of the building where Ava Genes and Roman Candle are located. He has a studio there and has been there for about 16 years. Has the same concerns as Mr. Dirk. With the bus stopping after the intersection, he is concerned this will cause safety hazards. Trees will have to be removed that he would like to remain and Ava Genes will lose seating, Anders Printing, cross the street, will also be impacted. Hedge House will be impacted. He moved to this location in order to be close to businesses. He and his wife bike and walk a lot and enjoy the fact that they do not have to get in their cars. It seems that this change is ebbing away from businesses that have helped to define the community. That needs to be taken into consideration.

**Curtis Kidwell**

Mr. Kidwell is also a co-owner with Mr. Smith. He said that he risked a lot and went through some financial difficulties in order to live in this particular community. He is very upset about the proposed project. He said that on that corner, the stops are solving a very small problem while creating more large problems. He said that where the current bus stop is seems very logical.

**Emily Lillywhite**

Ms. Lillywhite wanted to express concerns about Westbound and Eastbound stops between 51st and 52nd Avenues. She said that her family supports the Division Transit Project but does not want a stop to be placed directly in front of their home on a block that is completely residential and they are requesting a review of this location. This new stop will be a much bigger and larger stop than the ones that are on Division now so it makes more sense to place it in a more commercial area on 50th Avenue or between 50th and 51st Avenue, where the stop currently is. Mr. Lillywhite and her family just moved into their house in July and recently found out about this project. It impacts them. The project will remove two wonderful trees in front of their house. The raised platform will raise passengers waiting for the bus eye line with the family directly in front of their living room. Our view will be graffiti and garbage which is now at the current stop.

**Gil Stewart**

Mr. Stewart owns the building on the corner of 34th Avenue and SE Division. He said that a few years ago they decided to make a piece of 34th Avenue a one way street. Now there is a bicycle lane there and they lost parking. This move of the bus stopping after the intersection will cause traffic to stop, blocking the intersection. There is space along the SW corridor of Division where a stop would be more ideal. Cars can move in and out and go around it.

**Kimberlyn Heller**

Ms. Heller has lived at 51st Avenue and Division for 8 years. She said that her quiet neighborhood is turning into a lively loud neighborhood due to a bar placed next door to her house and the new stop will add to the noise that wakes her kids up at night. She asked if we are doing this on purpose in order to get them to move out. She suggested that we make the transit center located at 52nd Avenue.

**Project Update**

**Michael Kiser, Project Manager for the Division Transit Project**, updated the committee on the progress the project has made into the draft 30% design. He told the committee that later they would hear more about the current station work being done by Pivot Architecture. He informed the committee about the outreach work done over the last month, including the three open houses associated with this milestone. The project team is still at the stage of collecting comments and feedback. As the team works to finish the final 30% design, the work towards 60% design is starting to get underway. TriMet is working with WSP and Pivot to pull in business and property owners to design what stations will look like in the next couple of months.

**Chabre Vickers** asked Michael to recap what occurred at the Policy and Budget Committee meeting earlier that month.

Michael said the team had general support and received good feedback. The committee encouraged them to focus on pulling in property owners leading into 60% design.

### Electric Bus Update

**Brenda Martin, Community Affairs Representative:** updated the committee on the electric bus analysis that was being conducted by an outside consultant. She let the committee know that TriMet has received a draft report a week ago. While it was still being received internally, some of the major findings included that: Electric buses are feasible on Division Street; the line would require both fast and depot chargers; and that about \$26 million in additional costs would be added to bus procurement for an electric bus fleet. Fuel and operational costs savings would be about \$200,000 per year. TriMet is still looking at the potential maintenance cost savings. Finally, due to the depot chargers at Powell Garage, about 12 bus parking stalls would need to be removed.

**Chabre Vickers** asked for clarity on the feasibility and affordability of electric buses under the current project budget.

Brenda clarified that under the \$175 million project budget, these buses would not be feasible. If the agency decided to move forward with electric buses, it would need to find funding outside of the project budget.

Michael added that the funding could only come from state funding or TriMet's general fund.

**Rick Barko** asked if the report would be made public and when.

Brenda said that she will find out when TriMet would be able to get a final version of the report.

**Jef Kaiser** asked if TriMet was open to having a mix of electric and diesel bus fleets for DTP.

Michael added that it is possible to have a mix of bus technologies. Diesel and electric or all or nothing.

**Claudia Robertson** asked how long it would take TriMet to change its whole system to an entire electric fleet

Brenda said she wasn't sure, but probably a long time since the life of buses are nearly 16 years.

**John Carr** asked if TriMet had looked at other ways to pay the upfront costs. He wanted to know what TriMet had looked into that could offset the payment.

Brenda said that first, the agency wanted to know if it was feasible to run electric buses on this line. Now that it knows we can, we will start looking into how best to pay the \$26 million difference in cost.

**Chabre Vickers** asked about the budget for the electric buses.

Michal clarified that electric buses would not be funded by the \$175 million in any way, shape or form. The agency would need to make that decision based on its own goal to electrify the entire TriMet fleet.

### NEPA Update

**Elizabeth Mros-O'Hara, Metro Investment Areas Project Manager**, presented on the NEPA, National Environmental Policy Act, process that is being led by Metro. They are leading the historic and cultural analysis that must be done as part of a federally funded project.

She informed the committee that the NEPA documentation would utilize the 30% design to better know where things may be impacted and how best to meet the federal requirements. The historic and cultural consultation is being conducted with FTA and Metro invited all partners and tribal groups to inform the design. She let the committee know that Metro will submit a checklist completed in December and submitted in January 2018.

**Chabre Vickers** suggested that Elizabeth come back in January once the 30% design is finalized.

**Claudia Robertson** asked why people with disabilities are not part of the protected class in the environmental justice report.

Elizabeth said that Federal law does not designate people with disabilities as a protected class.

**Sydney Mead** asked Elizabeth to go more in depth on what she does. Sydney said she was not very familiar with the work. She asked if the project was looking at mitigating impacts during construction, like material removal and where the stops are going.

Elizabeth replied that the checklist has a little bit of everything in it. It has a section concerning construction mitigation. If there was an area that required more attention the project team would go more in depth on that area. The project is supposed to look at everything: potential traffic impacts of the busses, impacts to endangered species, etc. The main thing is that the project be conscientious while doing this work.

**Chabre Vickers** asked Elizabeth if the NEPA process looks at gentrification.

Elizabeth said that they the project was not required to look specifically at gentrification, but they try to avoid disproportionate impacts to protected classes when these projects are taking place.

**John Carr** asked about historic properties and what qualifies a structure as historic.

Elizabeth responded that they have a historian who first looks through the registry for any structure that was built before 1975. Based on that list, they then determine eligibility of what may be a historic property.

**John Carr** asked if they are doing categorical exclusion because they are replacing a bus line with a bus line and we are going through an urban area.

Elizabeth said those were some of the reasons.

**Michael Harrison** asked if there is a cheat sheet that can be distributed that outlines the limits of categorical exclusion.

Elizabeth said that it is called a checklist and she could get it for the committee.

### [Project Design Concepts](#)

**Kari Turner, Architect for Pivot Architecture**, presented the CAC members with station types being proposed for the project. She discussed the level of universal designs for circulation, ADA considerations and crime prevention.

Kari walked through the two groups of station types. Stations connected to the sidewalk are called Integrated Stations and those separated from the sidewalk are called Island Stations. TriMet is currently working on a brand to name the platform designs.

IN the interest of time, Chabre directed the meeting to public comments before the committee asked questions to Kari.

### [Comments from the Public](#)

#### **Stephen Palethorpe**

Mr. Palethorpe is one of the owners of Anderson's Printshop. He wanted to reiterate the concerns raised in the first public comments that the new station on 34th Avenue and Division will block parking and cause additional traffic implications at the intersection.

#### **Sebastian Fidler**

Mr. Fidler offered a rebuttal to a private discussion that he had with Brenda Martin regarding the station placement at 51st Avenue. There is a visibility issue when getting off of the Line 71. It would be good to be able to see the next station, so moving the current location closer to 52nd might be better as well.

## Project Design Concept Questions

**Michael Harrison** stated he was curious about the process in how the public will see designs moving forward.

Michael answered that the intent is to identify sites that represent the most challenge to integrate and work with adjacent property and business owners to inform the design and minimize impacts.

**John Carr** wanted to know how TriMet will future proof the bus line brands.

Kari responded that bus lines become branded in and of themselves during design much like light rail.

## Round Table Discussion

The committee decided that it would not meet in December due to the holidays.

Chabre opened the floor to the committee for any final thoughts.

**John Carr** requested the Electric Bus Report be sent in December since no meeting would be held that month.

Brenda said that she will find out when it will be available and send it to the committee when it is ready to share.

**Chabre Vickers** said that she will arrange with Coral to make sure it is publically available as soon as a final draft is produced.

**John Carr** inquired about cost comparison with this bus line and light rail. He wanted the numbers to benchmark it for comparison.

Coral said that in comparison, seven miles of light rail for the Orange line was over one billion dollars.

**Chabre Vickers** asked if there are any notes that John can peruse.

Elizabeth said that there are some notes that he can look over.