

## DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday, March 15, 2018, 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 (DMA)  
John Carr, Southeast Uplift Neighborhood Coalition (SEUL); Portland Clean Air  
Carol Fenstermacher, Centennial School District  
Michael Harrison, Oregon Health Science University (OHSU)  
Claudia Robertson, TriMet Committee on Accessible Transportation (CAT)  
Sydney Mead, Division Clinton Business Association (DCBA)  
Jef Kaiser, Gresham Coalition of Neighborhoods  
Thuy Tu, Jade District/APANO

### Absent

Teresa Keishi Soto, East Portland Action Plan (EPAP)

### Welcome

Chabre Vickers opened up 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. She stated that if a member of the public provides written comments that they will be included along with summary notes.

### Comments from the Public

#### **Brad Smith**

Mr. Smith stated that on behalf of the businesses located on 34<sup>th</sup> and Division he would like the bus stop relocated from in front of their businesses to the other side of the street. The current placement will cause removal of outside seating and blocking commercial loading zones. He, along with others, is lobbying to keep the stop where it is so people can support the small businesses that are there. He said that two weeks ago he received a letter from PBOT saying they too will be removing another commercial loading zone along that strip so there will be no loading zones in that area. Unfortunately, that will be harsh on his business and all of the other businesses that are there. Trucks will be forced to stop on the street to unload and that will have a negative impact on traffic. He hopes that the project can address this problem in a manner that will support the small businesses that are there.

**John Carr** asked Brad why PBOT was going to remove a loading zone.

**Brad** said that the loading zone that they will be removing is located near a new crosswalk and that it is a small loading zone where they do recycling and deliveries. Without this loading area and the other area proposed to be removed by this project, traffic will be blocked and any other deliveries will have to park a block or two away and have to carry deliveries to the businesses.

## **Art Luellan**

Mr. Luellan is an advocate for transit for over 20 years. He presented his transportation plan to the committee so that it could be on record. He advocates for electric buses and solar powered vehicles. His map is included in the notes.

## **Electric Bus Update**

**Brenda Martin, Community Affairs Representative**, addressed the feasibility of using electric buses on the corridor. She let the committee know that the TriMet employee assigned to this project had left the agency and was yet to be replaced. She also stated that the conversation for electric buses had been moved to an agency-wide conversation and that the topic would be addressed at the community advisory committee for the new HB2017 state funding. She also stated that the project would not be procuring buses this year, which opens up more time to continue analyzing purchases and this topic in general.

**Claudia Robertson** asked if she was referencing to articulated buses for procurement.

Brenda answered in the affirmative and that it is an ongoing question based on when funding is received.

## **Powell Garage Renovation Project**

**Kate MacKinnon, Project Manager for the Powell Garage Renovation Project**, presented the current progress on the garage renovation, which would house the articulated fleet for Division Transit Project.

Kate gave the committee a background of the building and the plans for renovation. The Powell Garage Project is scheduled for completion in 2021. This will be done in two phases. The new facility will have two core fueling stations and two bus launches, one more than the current facility. The new garage must have everything ready to accommodate the 60 foot buses such as the washes, the storage and overhauling. The design is reaching 65 percent.

Kate took questions from the committee.

**Claudia Robertson** requested clarification of LIFT moving on-site. She was unclear if it was a company or not.

Kate clarified that she was referencing the paratransit service run by TriMet, not the riding sharing company. The paratransit service was moving to the Park and Ride off Interstate 205.

**Sydney Mead** asked if the large space on the roof will be used for solar power.

Kate said that there are currently many small projects that are looking to harness solar power and that the roofing on this design will provide a pretty good platform for those projects.

**Rick Barkto** asked what the budget was for the project

Kate answered that the project budget was \$75 million.

**Jef Kaiser** wanted to know if all of the exposure on the roof could be utilized to harness solar energy.

Kate said potentially sometime in the future it could be used to harness solar energy but that is not currently in the design. The east side of the building is being designed to be “solar ready.”

**Jef Kaiser** stated that utilizing that solar exposure could save money and free up funding for electric buses.

Kate said that they are working with PGE about electrification of the fleet to see what that would actually mean.

**John Carr** asked if any of the parking was multi-level or would it all be ground level.

Kate responded that it is all ground level.

**John Carr** asked if that was enough parking to hold the future fleet of 60 ft. articulated buses.

Kate said that currently there is an agency wide deficiency for parking in light of the purchases TriMet plans to make in the upcoming years. But as the fleet grows the site must grow as well.

**John Carr** asked how much of the \$75 million budget will come from the Division Transit Project Budget.

Michael responded that right now it is slated for \$20 million.

**John Carr** asked that since there are problems with the funding of the Division Project will the Powell Garage Project be affected.

Kate said that the Powell Garage Project is necessary for growth so the project is continuing moving forward.

**John Carr** asked at what phase of the project will there be consideration for the electric buses.

Kate responded that they are currently working with PGE to create a footprint for that without getting too much into the weeds. TriMet is bringing on a small fleet of electric buses in a year or two. And TriMet is aware that there is a potential for electric bus technology to change. There will be conduits laid down all over the garage for growth and change.

## **Project Update**

**Michael Kiser, Project Manager for Division Transit Project**, updated the committee on the process of the design refinement phase.

The goal is to get back on financial track at 35% design before moving forward. At the end of this month, the first phase of the refinement will be complete and the move into phase two will begin. This will involve implementing the design work. The project will need feedback from the committee and the Policy and Budget committee before moving forward.

Michael summarized some of the major topics discussed during the design refinement phase. Signals is a major factor in the refinement process. The second topic included looking at stations. The team looks at potential amenity packages for stations based on anticipated ridership. Another conversation has been on the opportunity to move towards 9 inch or 6 inch platforms to alleviate some of the impacts to properties.

**John Carr** asked for clarification if the decision was to use 9 inches or 6 inches, or both.

**Michael** responded that there would be a mix of the two along the corridor.

Michael continued to discuss some of the other considerations during the refinement. Bicycle protection is another factor the team discussed. From 82 Avenue to the Portland city limits, bikes going behind the station as they approach the station and merging with bike lanes incurs large costs on property acquisitions and creates a very large footprint. A preferable decision is the have bikes go up, over and through the station. This option keeps bikes in the bike lane, keeps buses from crossing over into the bike lane and in lane and maintains safety zones. This model is used extensively in Toronto. There are no US examples. The model is still undeveloped.

**Sydney Mead** asked Michael to clarify what is meant by up and over for bikes.

Michael said that the bikes would go up a ramp to a 9 inch platform and back down into the bike lane at street level while crossing the station. There will need to be synchronization with the buses and pedestrians, which is still being analyzed. Toronto has not experienced any collision, however, they have a different way to operate so there is an educational component that we will have to be implemented.

**Chabre Vickers** said that an educational component will require outreach and asked how that will fit into the budget.

Michael said that he believes that this is something that would have to be discussed and developed with the project partners if this is chosen as a regional tool that could work.

Michael discussed the last component being analyzed during the refinement. Laneways, or traffic lanes, like bus only lane sections approaching stations, may help traffic move along with little to no cost. The lanes insure travel time reliability. The addition of left lanes is also being considered as well, so that people turning left do not hold up traffic and the bus moving through the corridor to nearby stations.

## **Public Comment**

### **Richard Corbet**

Mr. Corbet was at the November meeting and inquired if studies have been done on the cost of holding traffic at signals with TSP for opposing vehicles.

Michael said that it is currently being evaluated. The City of Portland has the regulations on how long a green can be held. This evaluation encompasses the whole region not just Division.

**Mr. Corbet** said he heard the team spoke to TriMet drivers about their support of the project. He was hoping for a copy of the survey

Michael said that no official survey was done. Bus operators were spoken with at open houses and continue to be a part of the conversation moving forward.

**Mr. Corbet** said that he conducted a survey to drivers that stopped into his store and he found that they were not in support of the project. He said that not one operator supported the project and that their comments were dramatically negative.

### Committee Roundtable

**Sydney Mead** asked what the odds that congressional funding would be secured for the project.

Michael responded that in discussion with federal transit representatives in Seattle, there are four or five examples where that approach is at least getting attention. Unfortunately, no one really knows if it will be successful or not.

**Sydney Mead** asked about the methodology used to make the ridership growth projections along the corridor and why a 40% ridership increase was assumed.

Michael responded that he is not familiar with what methodology was used but he will look into it and bring the results in.

**Michael Harrison** was interested in the committee's thought on the up and over bike lanes at the stations.

**Chabre Vickers** said that further outreach and education is necessary for the public to understand how it functions.

**Claudia Robertson** supports it and agrees that further education is necessary.

**John Carr** supports the up and over and maintains that it will have to be implemented on the right side of the station to keep pedestrians safe. There has to be a large enough footprint to not get swiped by bikers passing through the station.

**John Carr** asked Michael Kiser if work has been done on individual stations and just have not been shared yet.

**Michael** said that they must test their theories and sample ideas first. All of the signals have been evaluated, but stations have not been looked at on a station by station basis yet.