

## DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday June 15, 6:00 p.m. - 8:00 p.m.  
Gresham City Hall, 1333 NW Eastman Parkway, Gresham, OR 97030

### **CAC MEMBERS PRESENT**

Chabre Vickers, Portland Community College Southeast (PCC) (Committee Chair)  
Rick Bartko, Division Midway Alliance  
Carol Fenstermacher, Centennial School District  
Kem Marks, East Portland Action Plan (EPAP)  
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

Cory Price, Gresham Business Owner  
Carlos Moreno, Hispanic Chamber of Commerce  
Kari Schlosshauer, Safe Routes to School National Partnerships  
Paul Pappas, TriMet Committee on Accessible Transportation (CAT)

### Welcome

Coral Egnew opened the meeting by announcing that Heidi Guenin would be stepping down from the committee and chair position. She announced that Chabre Vickers would be the new Chair of the committee, and Rick Bartko would continue as Co-Chair.

**Chabre Vickers** continues as meeting lead and opened the addressed the floor to public comments.

### Comments from the Public

#### **Doug Klotz**

Mr. Klotz mentioned that he has noticed that all of the new stops planned will have tree removals. He is concerned about the removal of the trees. He would like TriMet to figure out designs to save the trees or plant new one. He explains that riders and pedestrians need trees for shade. He proposes taking two feet away from each platform to reserve for plantings.

#### **Jim Howell.**

Mr. Howell discussed the purpose of transportation projects. He believes that the purpose of any project is to grow ridership. He stated that ridership on the Line 4 has declined two percent over the last five years, 6% in the last year. Ridership should be number one and there are some very simple principles to make sure ridership increases. Four of those ways are to make transit into a system that includes connectivity, improves frequency of service, is a reliable service, and improves span of service. There are other thing involved in the Division project, but they are less important. Image or branding is not an important issue. Focusing on fancy bus stops is not important. These are not the things to get people on buses. So if funding this, TriMet needs to focus on what is going to increase ridership. He also added that TriMet needs to be very careful in considering Tilikum Crossing. There is one single flaw. It crosses a main line railroad and that cannot be controlled. TriMet does not control them. Their routes can change overnight. He suggested that we should use the streetcar bridge to cross the tracks.

## Presentation on station updates to the Division Transit Project

**Michael Kiser, Project Manager for the Division Transit Project**, updated members on the project scope, timeline and budget. He stated that the team would be presenting the 10% design at the public open house. He let the members know that today the presentation would focus on the changes to the Locally Preferred Alternative (LPA), including station shifts and station removals.

Michael mentioned that earlier in the day, the Policy and Budget committee had convened and discussed the project team's recommendation for Tilikum Crossing as the preferred crossing for Division Transit Project (DTP). Tilikum was the LPA preference, and through traffic analysis, the findings showed that the rail crossing was not an issue. Similarly, concerns about traffic capacity at SW 4<sup>th</sup> Avenue and Lincoln showed to not impact the addition of DTP and other transit project being planned for this area, including Southwest Corridor and the City of Portland's Central City Multi-Modal Project. Though this is the recommendation, it does not preclude changes in the future if trains become a problem on reliability of the project.

**John Carr** asked if there would be a means to re-route buses in bad weather.

Michael stated that Hawthorne is very congested. It is not a good to re-route the bus there. He clarified that even in inclement weather, the Tilikum Crossing is still the better crossing.

**Kem Marks** asked how much capacity for expansion the Tilikum Crossing could hold before it becomes a bottleneck and congested.

Michael said that projection analysis can be done, but at the moment he did not have the number for that.

**Kem Marks** asked if there would be specific information about what properties are being acquired and how much is being spent to acquire them.

Michael said that yes, TriMet will be providing that information at the open house. There are estimates for cost, but as the project moves further along, better information will be available.

**Chabre Vickers** stated that she noted some changes on the budget chart since this committee last looked at it. She asked that as things change, TriMet should note the changes on the chart.

Michael transitioned the presentation into the relocated and removed stations. He discussed the stations that are recommended to be shifted or relocated. Shifted stations include:

- **Division & 43rd Ave. (previously 45th Ave.):** Preferred option preserves ridership and Lift service at 43rd Ave; also avoids right-of-way and driveway impacts of alternate location at 45th Ave. Preferred option requires no changes to current traffic operations.
- **Division & 87th Ave. (previously 85th Ave.):** Preferred option selected to avoid left turn prohibitions. Alternative site would have required physical median and creating access restrictions. The preferred option uses the existing signalized intersection. Alternative site was far from the 87th intersection requiring long distance to cross street or addition of new midblock crossing.
- **Division & 130th Ave. (previously 127th Ave.):** Relocated to prevent extensive out of direction travel for a multi-family housing development, and removal of access to a business. There is higher ridership at 130th Ave due to its proximity to David Douglas High School, the largest high school in Oregon. Safer pedestrian crossings and multi-modal intersection exist at 130th Ave.

- **Division & 168th Ave. (previously 167th Ave.):** Preferred option selected in order to avoid right-of-way impacts to gas station (and potential hazardous material mitigation) and this option also has fewest driveway closures.
- **Division & Eastwood (previously Gresham-Fairview Trail):** Low ridership at Gresham-Fairview Trail site in comparison to nearby Eastwood site, and not close to businesses or popular destinations. Moved to serve high ridership and lifts near Grocery Outlet. Eastwood will have a full intersection to control pedestrian, bus and vehicular movements.
- **Division & Angeline (previously Bella Vista):** Preferred option moved station to Angeline due to sight distance concerns for bus operators at Bella Vista.
- **Division & Civic Drive (previously Wallula/212th):** Preferred option selected to minimize ROW impacts of moving bikes behind platforms. In addition, moving bikes behind platforms would have impacted more light poles and required additional retaining walls.

Removed stations include:

- **Division & 109th Ave.:** Community had voiced anticipated opportunity for future land use transformation at the quarry located at 109<sup>th</sup> Ave. However, the options for this station eliminated left turns into the quarry and numerous other businesses along the south side. It also impacted the parking access to a business. Moving away from these impacts placed potential station locations within one block of the 112th Ave. station and 101st Ave. station.
- **Division & 119th Ave.:** Station placement in the eastbound direction at 119th Ave. would foul Transit Signal Priority on the approach to 122nd Ave. Station also shows high ridership only in offs for eastbound travel, which could be attributed to riders getting off before 122nd Ave. due to rush hour congestion.
- **Division & 139th Ave.:** This option removed the center turn lane, restricted left turn movements and narrowed travel lanes near the pedestrian crossing. Impacts put the station platforms too close to nearby station locations.
- **Division & 190th Ave.:** Originally selected to avoid “gaps” between stations, but station placement would impact driveways, front lawns and circulation. The current stop also has low ridership.

Michael also discussed a new station added:

- **NE 8th St. & Cleveland Ave.:** Added due to operational constraints at Gresham Transit Center.

**Kem Marks** stated that a lot of discussion took place previously with the Metro-led Steering Committee about 127<sup>th</sup> Ave. being the locally preferred station. How many community members have provided input to arrive to the decision to move the station to 130<sup>th</sup> Ave.?

Michael said that TriMet would have that discussion about these changes at the Open House and throughout the summer. He stated that there are probably minutes from those discussions and that those were something the team could reference.

**Kem Marks** asked what the percentage of people getting off at the stop at 119<sup>th</sup> Ave. and walking up to 122<sup>nd</sup> was.

Michael said that the number was not known, but looking at the number of people getting on at 119<sup>th</sup> Ave. going westbound, which is low, the likelihood is probably a high percentage.

**Kem Marks** added that he uses that bus and that stop. People are using the stop at 119<sup>th</sup> to access the west end of the shopping center. I see some people walk to 122<sup>nd</sup> Ave., but he thinks the project team's assumption is off. He does believe that people walk up to 122<sup>nd</sup> Ave. because there is more of a shelter there and places to stand than 119<sup>th</sup> Ave.

Michael responded by clarifying that the removal of the 119<sup>th</sup> Ave. station was not all based on ridership. One of the big things that caused its removal is that it would foul TSP on 122<sup>nd</sup> Ave. due to its proximity.

**Rick Bartko** mentioned that he thinks it may be useful to do a simulation to show the flushing of westbound traffic at this station.

**Sydney Mead** asked for an explanation on why the Downtown stations were not requiring any construction.

Michael described that the important factors for transit performance were dependent on transit signal, boarding and stop spacing. Due to the legacy system downtown and the improvements that already exist, construction and redesigning of the mall was never part of the original project.

**Sydney Mead** added that she had been briefed on the stations in Inner Division and wanted to know what the process would be moving forward for concerns and suggestions being incorporated into the design.

Michael explained that last month was about the processes. Coral added that members should attend the open house for more design detail and opportunities to comment.

**Chabre Vickers** also added that members could also participate on the online open house.

Wendy Serrano added that she and Brenda Martin would also be available to answer questions and hold those discussions.

**Kem Marks** noted his observation that no stops were recommended for removal between 12<sup>th</sup> Ave. and 82<sup>nd</sup> Ave. He also requested information on the distances between stations in East Portland each time there is a shift.

Michael said that TriMet could get him that information. He added that the alignment discussed is the best recommendation based on the information we have in delivering the project, but that feedback is needed from all members.

**Chabre Vickers** wants to make sure that the ownership of these removals are placed where it belongs. Her understanding is that the Policy and Budget Committee is the group that makes the final decisions. She explained to the group that as a member of the Policy & Budget Committee, she recommended that CAC meetings happen before the Policy & Budget Committee meets so that the CAC can have an opportunity to voice questions or concerns to them.

**John Carr** asked what the flexibility is for station design and the cost of elements that might help the project meet its budget goals.

Michael responded that the stations that the team is looking at removing are not based on cost. He clarified that he does not think station designs will change based on cost. The team is already looking at drilling down on the cost of platforms. Michael also added that the team is not looking at recommending any other station to be removed.

**Michael Harrison** asked how the members of the committee can get their comments address for specific site issues.

Coral said that through the community affairs team, made up of her, Wendy and Brenda, all comments and concerns would be gathered. She mentioned that the members should check all of the google group questions. Rick and she will work out what the best way to post that information.

**Kem Marks** wanted to know that if no stations were eliminated, would the project still be under \$175 million.

Michael responded that the project is not currently under the budget threshold. Currently the project exceeds 175 million.

**Kem Marks** asked if the elimination of the stations were to reduce cost.

Michael stated that the eliminations were not made based on cost. They were removed for design purposes. However, each station does cost around \$1 million.

**Kem Marks** wants to know how much money was saved by eliminating the stations discussed. He would also like to know what other things are planned to bring the project under budget.

**Chabre Vickers** suggested that, that question be placed on the google group.