

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday, July 18, 2019, 6-7:30 p.m.
PCC Southeast -- Community Hall Annex
2305 SE 82nd Ave, Portland

Present

John Carr, Southeast Uplift Neighborhood Coalition (SEUL); Portland Clean Air
Linh Doan Jade District/ APANO
Sydney Mead, Division Clinton Business Association (DCBA)
Amy Bader, Portland Community College (PCC) Southeast
Claudia Robertson, TriMet Committee on Accessible Transportation (CAT)

Absent

Michael Harrison, Oregon Health & Science University (OHSU)
Jef Kaiser, Gresham Coalition of Neighborhoods

Welcome & Approve Notes

John Carr, CAC Chair

John Carr welcomed the committee and the notes were approved.

Public comment period

Earl Stuart owns a building at SE 34th Ave. and Division St., in which Anders Printing and Laretta Jean's are located. The building has been there since the early 1900s. He wonders if trees will be removed from the front of the building. He states that he has never been contacted by anyone and does not know what is happening with the construction process. He would like to get more information, including printed materials.

Coral Egnew, TriMet Senior Community Affairs Coordinator, responded that the Community Affairs team received his email and she and TriMet Community Affairs Representative Thomas Scharff would be happy to follow up with him to set up a meeting and share information.

Project and Construction Updates

Sarah Espinosa, Resident Engineer

Sarah Espinosa is the Resident Engineer/Construction Manager for the Division Transit Project. The project is currently in the design process, with the 90% design plans under senior independent review. The 90% package of plans, specifications, and information will be shared with jurisdictional partners on 8/6/19. Anticipated Federal Transit Administration (FTA) funding is expected to arrive in November 2019. Private utility relocation

work may start as soon as October 2019. Sarah reviewed the project schedule. The 100% Design/Issued for Construction documents will be issued in November 2019, when major construction is also expected to start. These dates are about 6 weeks later than those previously presented.

Sydney Mead asked if the construction start dates were going to cause any problems for businesses given they are close to the holiday moratorium.

Sarah answered that the contractors have included the moratorium in their schedules and the starting locations do not conflict with it.

John Carr asked what caused the 6 week delay.

Sarah responded that there were several areas which required more work and delayed the designs. Specifically, the City of Portland and TriMet got together to relook at the station designs at 82nd Ave and 122nd Ave.

Sarah continued with the update and shared that there have been slight changes in the construction headings.

- Cleveland Park & Ride to SE 148th
- SE 148th to SE 76th
- SE 76th to SE 11th

These changes will even out the workload for the contractor and avoid some of the risk related to the timing of the private utilities work.

Sydney Mead asked if the private utilities will be using the same construction pattern or doing their own thing.

Sarah responded that PGE has agreed to move down the corridor in the same pattern. PGE is working on getting a designer and contractor on board, so schedules have not been determined yet.

Sarah continued with an update on the construction coordination efforts with Raimore and jurisdictional partners, and shared that TriMet is using the Construction Manager/General Contractor (CMGC) type of contract. There have been meetings to coordinate: design and constructability, traffic control plans, property coordination/right-of-way, parallel projects, and utility coordination, and traffic signal timing meetings will start soon. Sarah then reviewed the Design to Construction Process and Schedule:

- Preliminary TriMet Board approval for work – August 2019
- Early Construction – November 2019 – utility work, potholing, setting up field office
- 100% Design – November 2019
- Funding from FTA – November 2019
- Public Improvement Construction Permit for full corridor – November 2019
- Finalize Construction Contract and able to start full construction – Winter 2019/2020

John Carr expressed that summer is common for construction as it is light and dry. November will be darker and rainy. Will this be safe?

Sarah shared that Raimore and partners have done this before. Generally summer construction is due to concrete which cannot be poured when it's too cold and rainy, but other work can be done with tenting and lights for safety. The plan is to work all through the winter.

Earl Stuart asked where the project is starting, if doing east and west work at the same time or if starting from both ends of the corridor inward? Will 76th Ave. be the start of construction?

Sarah responded with information about the three headings/crews. One will start at Cleveland Park and Ride, one at 148th, and one at 76th. All three will start at the same time and work east to west.

Earl Stuart clarified that he meant to ask if construction work would be on both sides of the street.

Sarah responded that both sides of the street at a specific station area will be done in the same general time frame, sometimes alternating one side of the street after the other.

Earl Stuart asked if all three crews are under the same contractor.

Sarah responded that all three construction crews will work under Raimore but different sub-contractors will be out there.

Sarah continued the update with information on construction contracting and the community. She explained that this is a big point of focus right now.

- Conduct of Construction is a joint document being developed between TriMet, the contractor, and partner jurisdictions that will lay out expectations for how construction crews should do their work to mitigate local community impacts
- Contracting plan/workforce selection
- DBE local business engagement – there will be an upcoming contractor-led mixer for local businesses
- Community liaisons
- Buy local
- Keep businesses accessible
- Temporary business signage

Coral Egnew provided more information on the temporary business signage, which is a method used to help people know businesses are accessible during construction. TriMet will be working with Raimore and businesses, especially those with stations areas in front of them, to ensure customers know they are accessible during construction. TriMet and PBOT are also in conversation about ways to communicate to the region that Division Corridor is open for business during construction.

Sydney Mead asked if there was discussion of a buy local ad campaign, possibly utilizing the wraps on the external surface of the buses.

Coral responded that TriMet has talked about this, but that the buses could be going to Hillsboro or other areas that are not anywhere near Division. TriMet is interested in doing something that is on/near the corridor itself and would get an effective response. One idea is using the TriMet benches.

TriMet will be tabling at the upcoming Division Clinton Street Fair in the area.

Claudia Robertson expressed worry about the already high amount of visual clutter and signage on the streets due to City projects, and she mentioned the Outer Division Multimodal Safety Plan (ODMMSP) project, and the potential for future changes to the corridor's design affecting safety and clarity for those using the street. She also expressed frustration with a separate City project that led to the removal of bus stops on Halsey and Weidler and thus removed places for people to wait. She asked if the Division Transit buses would pull over or stop within the lane of traffic.

Jesse Stemmler, TriMet Urban Design Lead, answered that typically the buses will be stopping in the lane of traffic.

Claudia Robertson remains concerned about the ability to get around on the street and designs getting changed.

Sarah shared that TriMet is holding regular meetings with the City of Portland's ODMMSPP project to coordinate. Many of the same PBOT staff are on both Division Transit Project (DTP) and ODMMSPP.

Claudia Robertson asked about what is going to happen with the existing bus stops during construction and who would maintain control over their locations.

Sarah shared that they are starting a Line 2-Division Transition Plan which will look at the DTP plans to evaluate when and where to move existing Line 2 bus stops.

Claudia Robertson is concerned because previously bus stops were removed by the City rather than TriMet. Sarah stated that TriMet will remain in control of the bus stop locations and appearances.

Sydney Mead asked how much notice individual businesses they receive before construction begins on their block. Will those updates come from Raimore or TriMet?

Coral responded that the project team is working on figuring out timing and scheduling of construction work. Construction can be fluid but the team wants to give realistic information to business owners once the construction start date has been finalized. TriMet will aim for notice to be given 1.5 months in advance, but ideally communication will occur even earlier.

Sydney Mead asked who will be delivering those updates to businesses.

Coral stated that updates will come from TriMet staff.

Bus Procurement & Shelter Windscreen updates

Jesse Stemmler, Urban Design Lead

Jesse Stemmler provided a quick update on the bus procurement schedule. There was a slight delay in the bus procurement process due to some manufactures needing more time, but it has not pushed back the overall schedule because there was buffer built into the schedule. TriMet released the Request For Proposals (RFP) in March 2019 and has done some manufacturer visits and proposal evaluation. Broad timeline overview:

- Intent to award will be presented to the board and made public in August.
- Formal approval by TriMet is anticipated in September.
- Notice to Proceed (NTP) for Bus Procurement in September.
- Pilot Bus delivery and testing April-July of 2021. This pilot bus can take a significant amount of time but the remaining buses will be produced more rapidly after, with a new bus every few weeks. When the pilot bus arrives there will be a review to ensure everything is in order.
- Full bus order and delivery in August-November 2021
- Testing, and facility and operational training - April 2021 to February 2022
- Division Transit Service Opening in September 2022

At the next CAC meeting there will be more known information about bus manufacturing proposals.

Claudia Robertson shared that she and CAT (Committee on Accessible Transportation) members had spent some time with vendors in regards to new seating arrangements for wheelchair securement and priority seating. They vetted safety barriers for the operators and tested half ones, but operators want whole ones. Whole ones and some other components were not available for vetting. It will be tight to get in with a wheel chair, scooter, or some mobility devices. She wonders when there will be time for reviewing and making changes to the bus design.

Jesse responded that he's adding this to the meeting agenda for the September CAT meeting, and that this has been a topic the TriMet team is working on. There's enough time in the schedule such that tweaks can be made after the pilot bus is obtained. The purpose of pilot bus testing is to review the many needs, such as those of operators and the CAT.

Earl Stuart asked how DTP plans to accommodate ADA egress needs.

Jesse responded that CAT has a subgroup specifically on this project who went up to see C-Tran's "Vine," the bus rapid transit service in Vancouver, Washington, to look at and tour those buses and put together a report on what CAT wanted in terms of accessibility. TriMet has requirements that exceed ADA. There will be a front door that deploys a ramp.

John Carr asked for more information on which manufacturers submitted proposals and for what propulsion types.

Jesse replied that he doesn't know and is not sure if that information is currently shared broadly within TriMet outside the selection committee. The RFP asked for all propulsion types to see what all the proposals could potentially be.

John Carr asked about the protection area for the drivers and how the wheelchairs will be secured. Can changes be made to the selection of equipment after the RFP is released?

Jesse answered that some things have changed based on what was seen in C-Tran in Vancouver. Changes and improvements can and have been made.

Claudia Robertson added an example of seat size as an improvement. The middle door, as C-Tran uses, would have been much easier for access by people with mobility devices but the front door has been decided on for DTP. Front door challenges include turning and entry/exit. TriMet is always looking for improvement opportunities and shared some recent ideas.

Jesse provided an update on the thinking around shelter windscreen designs. He offered a reminder that public art cannot be funded as part of a federal project under current federal law, but there is a need to have patterning in windscreens to deter graffiti and this can incorporate artistic elements. The patterning has to be determined within the design timeline since, given the federal constraints on art, TriMet cannot have a robust public art process or hire an artist. The shelters consist of illuminated metal frames on the backside and a tinted glass canopy on the top. There needs to be one etch pattern across the corridor to create continuity and for Facilities & Maintenance teams to be able to replace them easily. The project plans to do a little more at key nodes: 82nd, 92nd, 122nd, and Gresham Central Transit Center. There may be the use of graphic interlays, which have been seen elsewhere but not in the TriMet system. It involves placing a layer between paneled glass, allowing for color, transparency, and translucency. Community feedback for each of the four locations has been a basis for draft designs. As the windscreen designs progress, the TriMet team will continue to provide updates. TriMet is also planning to reach out to multiple community groups soon.

Regarding the etching pattern corridor-wide, there have been two main design ideas, both of which have the goal of emphasizing oneness and connection among the many communities along the corridor. For safety purposes, the windscreens need to be at least 60% transparent. Idea 1: Pattern showing urban density variations across Gresham and Portland. Idea 2: Weaving pattern.

John Carr mentioned that it was a bit hard to see the designs, given the lighting of the room and the screen.

Sydney Mead asked if at this point, is it too late to find an alternate funding source in order to utilize public art. **Jesse** responded that it is not too late to have public art from an alternate funding source. The team is working to identify future opportunities for place making and art outside of the project scope, which could be pursued by others. However, it is too late related to the windscreens, and if we are able to do a betterment there are better art opportunities than the windscreens.

Claudia Robertson asked how will the heights of people -- standing and sitting -- impact visibility sight lines for the bus operators. She also expressed concern over those with visual impairments being able to see through the windscreens and orient themselves. CAT has a new member who is losing her sight and will be able to offer more insights.

Jesse replied that the windscreen patterns will be different when physically built than can be understood from a drawing. It will be important to bring to the CAT committee these windscreen designs and concerns.

Sydney Mead offered feedback on the design. She personally loves seeing the natural world and organic patterns on streetscapes (preference towards weave).

John Carr shared that both corridor-wide etch pattern designs are nicely abstract. From three feet and up there is some disappearance / transparency.

Sydney Mead stated that anything that would help with graffiti abatement is important.

Claudia Robertson shared that in a dense inner Division urban area too much visual patterning, such as a flower pattern, would distract.

Sydney Mead agreed.

Claudia Robertson said that keeping the design more generic is better given sight line concerns of seeing through the windscreens.

Jesse described the emerging ideas for the two kinds of approaches to the windscreen designs at the four key nodes. Jesse shared two preliminary ideas for 92nd Ave reflecting these two kinds of approaches. One includes bold abstracted graphics of the local features (left image). The other has detailed and illustrative graphics (right image) with images such as walking paths, topographic lines, birds, and trees. For the 92nd Ave. location, the overwhelming feedback TriMet heard from their surveys was the connection to natural features, such as the buttes, horizon, larger geographic features, and elements of wildlife touching the corridor. This is to set the tone for moving forward with the other designs. Colors on the visuals were a bit difficult to see in the room.

Jesse asked for feedback.

Amy Bader prefers the design on the right (illustrative), and she likes the bird and the amount of detail.

Claudia Robertson says the illustrative image on the right is more visually interesting.

Linh Doan wonders if, from the community survey results informing the windscreen designs, the big bubbles of focus [major, repeated themes] were chosen or if the little bubbles [less frequently mentioned themes] of community feedback were also considered.

Jesse responded that for 82nd Ave. multiculturalism was an important theme. The team went back to various groups to verify that they hadn't missed anything, and heard that there was a desire from the groups to receive graphics. There will be outreach to groups soon.

Linh Doan asked if the images will be presented at the open house in October.

Coral responded that TriMet will have specific meetings/smaller touch-backs with stakeholders to check in with progress and plan to return at the 100% design open house with a final windscreen design. Coral clarified that the open house will likely be in November.

John Carr expressed that given that the team is already going with an abstract etch pattern corridor-wide, maybe abstract patterns at the four specific sites might feel cold. Nature is often overwhelmed at 92nd by the surrounding urban environment and the I-205 overpass, having nature in the windscreen images would bring it out more. It would be a better complement to the corridor-wide etch pattern if there were detail at the four specific sites. There would be more possibility for weaving in nature and culture in a detailed approach.

Amy Bader mentioned that a detailed illustrative approach could allow for story-telling.

Claudia Robertson mentioned that the left image (bold, abstract approach) for 92nd had triangles that appeared very static. The illustrative approach has more movement.

Sydney Mead was curious if there could be a specific element such as a tree or bird which could change with each bus shelter windscreen design from station to station and weave the cultural diversity into the design while also capturing a sense of togetherness. She mentioned the Jade District and also the history related to Chinese immigrants in inner Division.

Jesse thanked the members for their feedback. He replied that the team doesn't want to get too specific culturally because it doesn't want to have anyone feel left out. Keeping the designs a little more generic/abstract but still inclusive is better. A design can't belong to one community alone but all communities need to connect/identify with it. He acknowledged that it is tough with an etch pattern to have it do so much and windscreens have limits on how much they can do.

Linh Doan appreciates Jesse's comments and the thought behind the designs. She also wonders if there's anything that acknowledges Native American communities and lands that could be included. She would like to suggest that for consideration.

John Carr shared that since the bus will be going over the Tilikum Crossing, maybe there could be a connection there.

Coral added that the Tilikum Crossing has story-telling descriptors and elements that acknowledge Native American communities.

Jesse shared the next steps.

- FTA single year grant
- Ongoing stakeholder meetings
- 90% design completion
- Ongoing construction coordination
- Community open house

Sydney Mead asked if community open houses would continue throughout construction.

Coral replied that typically they do not, since the team will be so busy with construction. The team will be at events and connecting with businesses, but they are not planning a formal open house after the November one.

Sydney Mead asked when they will do a starting party/kick-off.

Coral said they are coordinating to determine when would be the best opportunity for this. Stay tuned and the team will keep people posted.

Public comment period

There were no additional public comments.

Round Table Discussion

Sydney Mead expressed her disappointment about the reality that a public art component is not allowed in the project. While TriMet does not have control over it, there should be something to do outside of TriMet. It could be a missed opportunity without more action. Gateways are being created into business areas, and we could take advantage of this to incorporate more community identity and sense of gateway in the corridor.

Claudia Robertson responded that maybe it would be worth talking to the jurisdictions. This project is laid out and strict.

Sydney Mead described that the public art outside the project scope could be as simple as the poetry located at 8th/11th Avenues and Division St. stamped into the sidewalk. She is not sure who funded that. Maybe there could be some opportunities through the neighborhood and business associations or SE Uplift.

Jesse shared that the design team saw opportunities for place making that could be teed up for work that could be done outside the project. The team talked with Metro in the past about doing a place making grant project.

Sydney Mead asked if there was a sharable document about this.

Jesse replied yes there is a document that can be shared.

Sydney Mead stated that this document could be really powerful to share with SE Uplift and local neighborhood and business associations as some ideas. It also could be helpful for developers in the area to have in mind as a community wish list in advance of construction.

John Carr asked if Jesse could share any light-touch ways to add art without being tacky that would fit within the project timeline.

Jesse replied yes, he could share those too.

John Carr shared that SE Uplift grants are only about \$3,000 for place making.

Sydney Mead replied that SE Uplift plays an important role in connecting southeast Portland neighborhood associations and non-profits together.

Earl Stuart asked if business owners could have a voice in where shelters are placed at the bus stops. He expressed concern about shelters blocking business signage.

Jesse replied that there are lots of tradeoffs when it comes to placing shelters, ADA and accessibility is key and the shelter placements have been reviewed heavily with the CAT Committee. Want to have shelters close to the boarding areas so it is not arduous for patrons to go from shelters to the bus loading area. Have to balance lighting, communication cabinets, the existing Right Of Way environments like utility poles, underground environments, street trees, etc. The design team has looked very carefully at each location to balance those considerations and he is proud of that work. Coral and Thomas can provide more information on bus station placement.

John Carr stated that the next Community Advisory Committee meeting will be in September.

Sydney Mead shared that the Division Clinton Street Fair will be July 27th. Most of the fair will be happening around 26th and Clinton. There will be a parade from 41st to 25th along Division. Last year the fair had over 10,000 people attend, and it is a good location for discounts and sales. TriMet will be at the fair with a table.

John Carr asked if there will be a Policy and Budget Committee presenting on this meeting's topics.

Coral replied no.

Jesse shared that this Saturday, July 20th, there's an event in Gresham at the Gresham Central Transit Center not far from the Gresham Arts Festival. TriMet is doing some rehabilitation of the MAX blue line nearby. The DTP project will be putting in a platform nearby with a site-specific windscreen design graphic. There is currently an empty triangle in the Gresham Central Transit Center. The TriMet team has been working closely with City of Gresham to organize this upcoming event and activate the space by creating a pop-up play park and engage the public in imagining what the space could become in the future. This effort is born out of the DTP design team's place making efforts and hopes for what could be done in the future by others outside the project.

Meeting adjourned.

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與我們分享您的看法

ПОДЕЛИТЕСЬ С НАМИ СВОИМИ ИДЕЯМИ



Name / Nombre / Tên / 姓名 / Имя, фамилия

Kathryn Notson

Comments / Comentario / Ý kiến / 意見 / Примечание

Please use a darker green behind white text or use black text in Powerpoint presentations! Can't see text from back of meeting room

Are the articulated buses going to have the horizontal flashing lights on the rear of the buses in front & back?

Are you getting comments from current/new bus drivers on inside/outside features of articulated buses?

Can't see Shelter Windscreen Designs - (Corridor - wide Etch Pattern)

Don't place ads over any bus (or MAX) windows - visually impaired can't see outside!

Please choose preferred method for receiving project updates.

Favor de elegir como prefiere recibir actualizaciones sobre el proyecto.

Vui lòng chọn cách thức mà quý vị ưa thích để nhận các thông tin cập nhật của dự án.

請選擇您偏好的方式接收計劃更新的資訊。

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