

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday July 20, 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)
Cory Price, Gresham Business Owner
John Bildsoe (alternate), Gresham Coalition of Neighborhoods
John Carr, Southeast Uplift Neighborhood Coalition (SEUL); Portland Clean Air
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
Kem Marks, East Portland Action Plan (EPAP)

Welcome

Chabre Vickers asked the committee if they would approve the minutes from last month's meeting. The committee approved the notes for posting on the project website.

Chabre opened the floor to public comments.

Comments from the Public

Doug and Rose Adams

Mr. Adams noted concerns about the sidewalks on Division from 112th to 148th Avenue. Some of the brand new ramps are too narrow and the sidewalk is uneven. He uses a medium size wheelchair and can barely make it into some of the sidewalk ramps and some of the buses. The distance between the proposed stops needs to be reexamined. Mr. Adams mentioned that he lives on 118th Avenue. In bad weather, he could not make it to the current stop on 119th and now it is going to be pushed even further out. He would also like to see more shelters.

Doug Klotz

Mr. Klotz presented the committee with a diagram how trees could be incorporated into proposed stations. He noted that crashes and traffic deaths are rising in the city of Portland and that the Outer Division Safety project has been reducing the number of medians that are proposed for installation. The reasoning is that people will not be able to make U-turns and are forced to drive long distances. In other states, there are places with medians where U-turns are allowed. Portland needs the medians to be put in place and they need to do whatever it takes to allow U-turns at intersections so people do not have to drive long distances to make turns to get to where they need to go.

Jenya Andereev

Ms. Andereev lives on 135th and Division. She is concerned that the buses will still be running very slow if we do not look at taking drastic measures such as creating a buses only lane. She bikes from Division to

the MAX stop on Burnside because the bus goes too slow. She believes that the project will spend millions of dollars on a project that will not increase ridership.

Presentation on new final design team for Division Transit Project

Michael Kiser, Project Manager for the Division Transit Project, introduced the new final design consultant, WSP. He mentioned that the project is in a time of transition. The WSP team will be taking the work CH2M did with James McGrath as project manager and leading the project from 15% to final design, and into construction next year. He formally introduced the project manager of the WSP team, Stefano Viggiano, who continued his presentation.

Stefano (Stef) Viggiano, project manager from WSP, introduced his project team. Members include: Sine Adam, Chris Hemmer and Kari Turner and Scott Clark from Pivot Architecture. He discussed the 12 other firms that would be assisting on the project, including seven Disadvantaged Businesses Enterprises (DBEs). Stef described the WSP project team's experience working on bus rapid transit systems throughout the country.

John Carr asked what some of the challenges might be on a system like this running on a two lane arterial. He wanted to know if WSP had any experiences with other systems operating in this street type.

Stef stated that his team has more experience with multi-lane arterials and did not have examples of two lane arterials, other than a few small stretches in Eugene, but not as extensive as Division.

John Carr asked if there are any systems that comes to mind in reference to those stretches with a bigger bus.

Stef stated that although articulated buses may seem a lot larger, they are not wider than regular buses and they actually make turns more much easier than easily than the current bus. The conflict seems to be more of a perception issue than an operation issue.

John Bildsoe mentioned the Fresno BRT project. He wanted to know what the similarities might be between that project and the DTP project.

Stef mentioned that the Fresno BRT project was less expensive. That project had zero right-of-way acquisitions, and the platforms and are not using articulated coaches. they did not raise the platforms. They also do not have some of the costs that the DTP project has, including the maintenance facility.

John Bildsoe mentioned that with the project being at 15% design, he is seeing stations moved around. He wanted to know if the CAC meetings was the sole avenue to inquire and give suggestions about where these stations should move.

Stef said that since the project is still at 15% design, there will be other opportunities to provide feedback. The project will be at 30% by the end of October. At that time, the general station footprints need to be solid.

Chabre Vickers stated that everything that the CAC brings up at meetings will also be taken to the Policy and Budget Committee.

Presentation on open house feedback summary

Brenda Martin and Coral Egnew, Community Affairs for TriMet, reviewed the major topics that emerged from the online open house that was available from June 22 to July 13, 2017 and the in-person open house held on June 29, 2017. After presenting major themes, they both took questions from the committee.

Rick Barkto wanted to know if TriMet would have a booth at the Festival of nations in September. The event draws more than 4,000 people.

Coral replied that she would confirm with Wendy Serrano, TriMet's representative for that segment.

John Bildsoe asked what the CAC had to look forward to going into the next Open House.

Coral referred to the 30% design milestone.

Michael added that with the 30% design, the team would be solidifying any big moves, like station locations. Then over time, the project will hone in on details that will affect the communities. The committee will be asked for input on many details.

Chabre Vickers asked where there is still space for input. She wanted to know what those changes look like, assuming that there are changes. She wanted to gather where the CAC might be able to provide input and communicate changes prior to the 30% design.

Michael stated that the team was documenting the comments made at the Open Houses. In addition, the community affairs team is out in the field talking to the community, adjacent property owners and businesses.

Chabre Vickers wanted to know if the committee could get a brief report if big things come up from the community conversations.

Michael confirmed that the team can report on major issues.

Corey Price wanted to know why TriMet was not having two more open houses to address places that were not well represented at the online or in-person open house, particularly Downtown Portland and Gresham.

Coral stated that the team had heard interest for an open house in Gresham. The team is open to having an event there. She will work with staff to find availability of locations. In respect to Gresham, the team will be reaching out to the Latino community there later this fall for targeted outreach.

Michael Harrison wanted to know if there appeared to be any responses that came from community organizing.

Brenda confirmed that there did appear to be some organizing around the online open house. There were also groups present at the in-person open house that brought out certain themes.

John Bildsoe wanted to know if there would be any meetings to look at the design station by station.

Chabre Vickers responded to John saying that the committee could request those meetings with staff.

John Bildsoe wanted to know if the committee could look at specific locations. He wanted to know if he could sit down with someone and have a conversation with someone about location in his area, specifically about his concerns.

Coral stated that right now, staff is working to compile all of the comments online and from the in-person open house. She suggests that committee members reach out to their community affairs representative to coordinate meetings to hear your comments and concerns. These could include walking tours along the corridor.

John Bildsoe stated that since there is so much information to examine, he hopes there are more opportunities to address issues. He feels there are black holes where the information falls. It is hard to address details in large meetings like the CAC meetings.

Coral restated that committee members should work with their representatives to set up these types of meetings to go through specific issues and concerns.

Claudia Robertson stated that at the in-person open house there were no visuals to take home. She would like better visuals to show her stakeholders and constituents. She stated that the station distances are bad for senior citizens. She would like to include Accessible Transportation Program (ATP) in these discussions because it can affect the LIFT program. She requested a print out of the open house materials to show other CAT members.

Michael confirmed that the team can get printed materials to the committee. He also stated that TriMet is planning an internal open house specific to operations. The team will make sure to include ATP in the open house. He also stated that the team is assembling an ad hoc CAT subcommittee to get input on designs.

Sydney Mead wanted to know if TriMet was receiving any letters of support for electric busses.

Michael said that they were receiving letters. As of right now, according to the market and because the project is federally funded, there are not many electric bus options for the project. TriMet is being very cautious moving forward with trying out the new technology before it's been on the road and tested. TriMet is going to hire an outside source to analyze the market and system and vehicle performance requirements to look at articulated buses and electric buses.

Corey Price wanted to know what was happening to the area in Gresham, east of 142nd Avenue, in regards to sidewalks and infrastructure.

Katharine Kelly, City of Gresham, was in the audience and was able to provide some updates. She mentioned that the project was very challenging and that the cost is expensive because of steep grades. She said the City had a concept design to get a sidewalk and bike lane. The city is giving \$2 million in funding for the project and coordinating with Metro.

Michael Harrison asked the WSP team, from their experience, what type of fuel other BRT systems are using around the country.

Stef stated that most are using diesel or hybrid-electric buses. Community Transit uses diesel. One system is using compressed natural gas. However, diesel is the most common in most systems. Electric buses are in the future. Albuquerque is looking at having an all-electric bus for their BRT, and are working through issues with that. Chris Hemmer, WSP design manager, also made note that Indianapolis is also looking at adding electric bus fleets to their new BRT systems. Electric buses are still in the distant

~~future. He added that the Albuquerque system is looking at having an all electric fleet, but they are nowhere close to completing this goal.~~ There are only two manufacturers that produce all electric articulated buses; BYD, a Chinese manufacturer that does final assembly in California and New Flyer, a Canadian company that does their assembly in Minnesota.

John Carr asked what the topics be for the next few CAC meeting would be.

Chabre Vickers said that the committee would need to use the Google Group to make requests about what should be discussed in the upcoming meetings. The committee has two months before the 30% design is completed.