

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday August 17, 6:00 p.m. - 7:00 p.m.
Portland Community College, 2305 SE 82nd Ave, Portland, OR 97216

CAC MEMBERS PRESENT

Chabre Vickers, Portland Community College Southeast (PCC) (Committee Chair)
Claudia Robertson, TriMet Committee on Accessible Transportation (CAT)
Michael Harrison, Oregon Health Science University (OHSU)
John Carr, Southeast Uplift Neighborhood Coalition (SEUL); Portland Clean Air Sydney Mead
Sydney Mead, Division Clinton Business Association (DCBA)
Jef Kaiser Gresham Coalition of Neighborhoods
Cory Price, Gresham Business Owner

Absent

Rick Bartko, Division Midway Alliance
Carol Fenstermacher, Centennial School District
Kem Marks, East Portland Action Plan (EPAP)
Thuy Tu, Jade District/APANO

Welcome

Chabre Vickers opened the meeting. She started by asking the committee to review the summary notes from the previous CAC meeting in July.

John Carr had two changes to the notes. He wanted to add that Indianapolis will also be utilizing an all-electric fleet for their BRT. Second, he did not recall Steph saying that Albuquerque was not close to completing this goal of an all-electric fleet. He recalls him saying that they are very early in the process.

Chabre opened the meeting to public comment.

Comments from the Public

Steve Souza

Mr. Souza is a business owner on 122nd Avenue and Division. Has been there for over 20 years. He is concerned with larger buses on Division. He thinks 60-foot buses will block the intersection, posing a huge visual impairment. He has seen over six people hit by cars, not seeing people trying to cut through Division.

Doug Klotz

Mr. Klotz wanted to reiterate three points. He wants to make insure that the stop at 60th Avenue does not preclude the bike lanes from 52nd to 60th Avenue; second, he wants to voice his support of bus only lanes on Division, east of 82nd Avenue. Third, he would like to support electric buses. San Francisco and Seattle have wired systems and maybe Portland can look into that.

Electric bus update

Brenda Martin, Community Affairs Representative, updated the committee on electric buses. Based on community feedback, every CAC meeting from here forward will include an update on electric buses. The newest update from TriMet is that leadership is looking at hiring a consultant to start doing an analysis on the potential of electric, diesel, and hybrid diesel buses on Division. The scope of work is

currently being written. It is anticipated that the scope will include route modeling to see the frequency of the buses and span of the line and elements of the corridor, like topography and weather conditions. That would show TriMet how often and where an electric bus would need to be charged, how long the buses will need to be charged and how that could affect service. It would also indicate the number of buses needed. The scope would also include the operational cost of different choices. Once this scope of work is out, TriMet will inform the CAC on the timeline.

Cory Price asked as far as paying for the consultant, would that come from the DTP budget or a separate fund.

Brenda answered that the funding would come from another budget. TriMet leadership is taking this on for an agency-wide interest.

John Carr asked if TriMet was also looking at different ways to finance a bus purchase if that could save money and time. He asked if that would be a factor in the analysis.

Brenda responded that she did not believe it was, but she would take it back to the team to consider.

Brenda also invited the CAC to an electric bus demonstration happening the following day. Proterra will be bringing one of their buses and giving short rides to guests. If anyone is interested in attending, they should contact her directly.

John Carr asked if the invitation was opened to the audience. He also added that Proterra is planning to make 60 foot buses in the future. Their bus technology is different from the others that build 60-foot electric buses.

Brenda let everyone in the audience know that if they were interested in attending the event, they were welcome to speak to her afterwards.

Michal Harrison asked if Proterra was a US company.

John Carr responded that they were. He felt they were from South Carolina and maybe a California plant.

Project process and Open House Report

Wendy Serrano, Community Affairs Representative, gave the CAC members an update on project timeline and where the project was headed to at 30% design. She discussed the feedback process that will happen as the project moves towards 30% and discussed where there would be opportunities for feedback.

Part of that process will include three segment workshops that will be happening over the month of August and September. These workshops will include the CAC members and design staff to discuss the potential changes from 15% that address impacts, comments, and concerns shared by property owners, business owners, and community members.

As the project move into the fall, staff will have design team come to a future CAC meeting and do a presentation on the 30% draft. This will get project staff prepared for open houses in November. From November to the rest of the year, staff will focus on more detailed design with the CAC and stakeholders.

Chabre Vickers asked how the CAC members could utilize their meetings more efficiency.

Wendy Serrano responded that project staff wants to give the CAC members as much time as they need to review information and provide feedback. As the design approaches 30%, staff will want all the feedback they can get from the CAC.

Chabre Vickers asked when is the next policy and budget committee would be held.

Coral Egnew answered that the team was looking at a meeting at the end of November, or first part of December.

Claudia Robertson asked how the ad hoc committee within TriMet's Committee of Accessible Transportation (CAT) would fit into the project schedule.

Jesse Stemmler, Station Lead for the project, stated that he would be working with staff next week to set an agenda to tackle these issues and begin thinking about when to schedule that smaller committee.

Jef Kaiser stated that a lot is going to happen in September as station location firm up. He wants to know if an open house in Gresham in September will be enough time for the community to react to information.

Wendy Serrano stated that the project is planning to hold another open house and online open house. Community Affairs has also been going to community locations to talk to residents. Last month they set up a table outside Supermercado Mexico at 174th Avenue to meet and engage the communities in Portland and Gresham.

Jef Kaiser asked that if things were firmed up to where major components would not change, how does the committee react to concerns. He added that there is a lot of concern about station locations in Gresham.

Coral Egnew responded that based on comments received throughout the summer, the project team is working with the design to address concerns. In Gresham, the team has taken all the information received and are working with the City of Gresham. She added that the Gresham station workshop would look specifically at Gresham station locations.

Jef Kaiser asked if the CAC members would see the results from the environmental impact statement report and if there would be time to address concerns.

Wendy Serrano responded that the impact analysis is happening concurrently with the design. The team can work to present the CAC with an update in November.

Corey Price asked what the next major milestone after the October 30% achievement.

Stefano Viggiano, project manager for WSP, said that the next milestone is 60% design in April 2018.

Chabre Vickers asked what the differences between 30% and 60% were so the committee could understand that their input could be successful.

Stef Viggiano responded that 30% focuses on the two dimensional aspects of the project, like station footprint. At 60%, the project starts to look at the three dimensional aspects, like station amenities. The focus now is to firm up the footprint at 30% design. As the project moves into 60%, it will begin to fill in the details. Finally, the 60% to 90% design work will focus on technical specifications and engineering work for the stations.

Sydney Mead asked if tree removals would be addressed in the 30% or 60% design.

Stefano Viggiano responded that trees are the 30% design because they deal with station footprints. There will be a tree count as design moves forward.

John Carr asked how the design timeline would impact putting the buses up for bid.

Brenda Martin responded that bus procurement should still be happening in 2018.

John Carr asked the team to clarify what the process of bus procurement would look like.

Jesse Stemmler responded that TriMet would be doing an open bid. It seems that New Flyer may be the only company that makes the buses the project needs, but there will be a bid to leave it open. Once buses are chosen, then the procurement process will begin.

Michael Harrison asked where each of the segment workshops would take place. He also wanted to know who would be invited to the workshops.

Brenda Martin responded that each workshop would be held in their respective segments. She added that only CAC members and staff are invited to the workshops, since much of what will be shared is still in flux and needs to be finalized with project partners and the project design engineers.

Brenda Martin presented the final open house summary report.

Committee Roundtable

Michael Harrison stated that he is particularly interested in pedestrian safety, bicycle safety and vehicle visibility. He hopes that the project will highlight these issues in their design. He is also curious about the transition of bicycles from Gresham into Outer Division and then to Inner Division. He would like to know if there is advanced design showing how cyclists would travel from 60th Avenue to Lincoln.

John Carr wanted to know what the tree requirements would be on the project. He wants to know more information on how tree removals will be offset.

Jesse Stemmler responded that he is working with Urban Forestry. They have let the project know that if any non-nuisance tree of a certain caliber is removed, then it must be replaced with two trees. It can be moved anywhere in the corridor, so the entirety of Division. Urban Forestry has some suggestions on where trees should go and he will continue to work with them.

Corey Price suggested that he appreciates visuals and it would help him to understand how stations will look and feel on the ground.

Chabre Vickers adjourned the meeting.