

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday September 20, 2018, 6:00 p.m.-7:30 p.m.

PCC Southeast – Community Hall Annex, 2305 SE 82nd Ave, Portland, OR 97216

Present

John Carr, Southeast Uplift Neighborhood Coalition (SEUL); Portland Clean Air (Committee Chair)

Teresa Keishi Soto, East Portland Action Plan (EPAP)

Jef Kaiser, Gresham Coalition of Neighborhoods

Amy Bader, Portland Community College Southeast

Todd Strouble, JADE District/APANO

Claudia Robertson, TriMet Committee on Accessible Transportation (CAT)

Michael Harrison, Oregon Health Science University (OHSU)

Absent

Linh Doan Jade District/APANO

Sydney Mead, Division Clinton Business Association (DCBA)

Welcome & Approve Notes

Coral Egnew opened the meeting at 6:14 to review the notes.

Public comment period - none

Project Status

Sarah Espinosa, Division Transit Construction Project Manager

Briefly reviewed the design of the project, stating the project is 14 miles long with 42 stations, 84 platforms spaced roughly a third of a mile apart. This project connects Portland State University to Mount Hood Community College via the Line 20, which is now a frequent service line. The project is in the middle of 60% design and expect to submit 60% design to our partners in January 2019. We anticipate construction to start in Fall 2019. The project rating this past year has been medium high and we expect to remain at this rating as the project progresses. One big design challenge has been the Shared Bike/Pedestrian Station design. This station design is the best design thus far because it works within existing ROW. This station design creates a replicable tool and has low impacts to private property and utilities. A testing of mock up in a safe controlled environment will place and all of our stakeholders who have participated in this station design including Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), Committee on Accessible Transportation (CAT), Gresham Active Committee Transportation and Commission for the Blind will participate in this mock up.

Jef Kaiser raised concerns about the bullnose approach design for the bike path.

Sarah Espinosa responded that will be one of the issues observed during the mock up.

Michael Kiser added the mock up will not be an exact model of a station.

Sarah Espinosa continued that we have hired a CM/GC Raimore who we have been working with for the past 20 years, is constructing this mock up.

Raimore Construction - Construction Manager/ General Contractor (CM/GC) Team

Bill Bruce, CM/GC Project Manager

Provided background on Raimore Construction, which started in 1999 on the Interstate MAX project. Raimore is a minority owned business and a local contractor, who does not do work outside of the Portland area.

Through Raimore's extended work with TriMet, Portland Bureau of Transportation (PBOT), City of Portland and private big builders, it is a unique fit for projects such as the Division Transit Project. Raimore has studied this project for the past year. As result, Raimore is currently trying to minimize the footprints to minimize and validate costs. A Conduct of Construction will be created around this project, to describe how the project will be built in this community.

Community member asked when will Raimore start building?

Bill Bruce responded it depends on funding, but they believe that building will start in November 2019 if funding goes well.

Community member asked if there was a template for construction, where will it begin, middle and end?

Bill Bruce responded the scope and value of the work dictate the duration. As this project progresses and funding progresses, that will determine where construction will start and proceed.

Jef Kaiser asked if there were any challenges coming up?

Bill Bruce said construction safety is the greatest challenge and public impact is the second biggest challenge.

John Carr asked if Bill could explain how Raimore anticipates to pull the workforce from the community.

Bill Bruce responded CM/GC is the best practice and having a relationship with the community will be important. They plan on involving around 50 to 75 contractors.

Claudia Robertson asked if the City of Portland construction in the same area will interfere with Raimore on the Division Transit Project.

Bill Bruce said yes, but we will try and win that project as well.

Community Outreach Update

Brenda Martin, Community Affairs Representative

There were two open houses in June. One on the 27th in Gresham and one on the 28th at PCC Southeast. The online open house was from June 29th to July 12th. The project received a total of 337, which 306 comments were received online. We received 93 positive comments, 130 comments about the Shared Pedestrian/Bike Platform, 38 comments regarding the Pedestrian Bypass platform, 9 comments regarding the Pedestrian Pass Through Platform, 16 comments addressing the Shelters & Amenities and 17 ADA comments

The top 3 comments included:

- Support and concern for the shared bicycle and pedestrian station type; suggestions for more testing and signage to make sure to reduce possible pedestrian/cyclist conflicts.
- Desire for larger shelters with seating, weather protection and lighting; closer resembling MAX station shelters than bus stop shelters.
- General support of the project and positive feedback on the integrated station types.

Michael Harrison asked if there were any demographics available from the comments left at the open houses.

Brenda Martin said we were unable to determine demographics from the comments.

John Carr asked what TriMet's thinking on the comments about shelter amenities and hop readers being at the stations.

Brenda Martin responded that some thoughts on the shelter could resemble the shelters at the MAX stations. The Hop readers are being looked at based on ridership and a station by station basis.

Michael Kiser added the 3 door articulated buses will have hop touch readers. Providing hop touch readers is being looked at but is not part of the 30% design. However, each platform will be made capable to have a validator if necessary in the future.

Claudia Robertson asked if it would be possible for the ad hoc committee put together by Jesse Stemmler, share their recommendations with the entire CAC. She said that they have recommendations for the buses and stations, but they did not take into account the recent scooters that have been added to the mix.

Brenda Martin said the recommendations would be a great thing to share at the next meeting.

Public comment period

Community member asked when will the buses be purchased?

John Carr answered originally that TriMet's board was able to put out proposals in June of this year. Currently they are looking sometime in the Spring to put that out to bid.

Michael Kiser said that due to funding, TriMet will have to push that out further than previously planned. He said that March is more likely for diesel propulsion.

Committee Roundtable

Jef Kaiser asked what will be the committee's role going further?

Coral Egnew said the committee will continue to give recommendations and feedback all the way through the design.

Michael Kiser said feedback on construction and amenities will eventually be the larger portion of the committee's role.

Jef Kaiser said that since construction will impact businesses as well as the larger community, it would be best to add a business owner to help represent Gresham in the CAC moving forward.

Michael Kiser said that it will affect all of the community, especially in reference to traffic.

Claudia Robertson said that in her previous involvement with CACs on past projects, they had input and feedback all the way through. The community actually went out and tested the projects in use and provided feedback for changes and improvements.

John Carr recommended the CAC take a tour of the Division Transit Project alignment to discuss at future agendas.

Michael Harrison reiterated that something be placed on the back of buses a warning that it is stopping and to not block the intersection.

Michael Kiser agreed that that is a good idea and it has also been contemplated for bikers as well.