

## DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday July 19, 2018, 6:00 p.m. - 7:30 p.m.  
Portland Community College, 2305 SE 82nd Ave, Portland, OR 97216

### CAC MEMBERS PRESENT

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

### Absent

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

### Welcome

**Coral Egnew** announced Chabre Vickers, Rick Barkto and Thuy Tu have stepped down from the CAC for various reasons. She introduced the two new members of the Division Transit Project CAC, Amy Bader of Portland Community College and Linh Doan from Jade District/APANO. Coral announced John Carr has agreed to serve as the new Division Transit Project CAC chair.

### Comments from the Public

**Mahala Lahvis** with Environment Oregon is working on a campaign to push TriMet to transition to an electric bus fleet. She spoke on the statistics that electric buses are less harmful to the environment than the current fleet and alternative fossil fuels. She said that in her interactions with the community, business owners and neighborhood leaders have been supportive of an electric bus fleet.

**Simon Janovsky** supports an all-electric bus fleet and suggests that TriMet uses Flyer Industries to build the articulated buses. He has witnessed their capabilities in Vancouver and Seattle.

### Project Update, Michael Kiser Project Manager

He is currently working on the scheduling of bus procurement, hoping to have a final schedule by the fall but it could be pushed out. Currently no request for proposal (RFP) has gone out. When the RFP goes out it will include electric, diesel and hybrid bus options.

The project is working on ensuring the cost of signal improvements match the benefit for transit performance. Transit Signal Priority (TSP) allows the bus operators to pre-emptive the signals allowing buses to navigate traffic and reduce dwell time. During the refinement stage there were some final recommendations concerning TSP. The project was able to save close to \$3.5 million by reducing underperforming signal technology. We were able to keep the items on the wish list due to their reliability contributions and relatively low cost of approximately \$430,000.

The 30% design reflected 11" level platforms. Through interactions with other agencies throughout the US and Canada, other options such as 9" near level and 6" standard platforms would be more beneficial while leaving much smaller footprints. The benefits of the 9" platform

include reducing lift requests for partially impaired, faster boarding and enhanced performance. It costs more than 6" platforms, but the differences in costs are negligible. The benefits of a 6" platform include blending in better with abutting properties, smallest overall footprint and costs the least. Moving forward into 60% completion, the following recommendations are being made:

- Apply near-level boarding to all high and standard ridership stations when feasible
- Apply standard boarding only at places where near level cannot be achieved due to contextual constraints or at low ridership stations
- Continue to evaluate cost and performance impacts to determine necessary adjustments in subsequent design milestones.
- Interface with Bikes goals are to provide safe bike, pedestrian, transit zones. Integrate bike lane and station within existing ROW and reduce impacts to private property and utilities.

### Questions

**Claudia Robertson** said I didn't see a bike lane on inner division.

Michael said there is no bike lane. They go down Clinton

**Claudia Robertson** was impressed by the initial design and that said she is excited to see the final outcome.

**John Carr** asked about the electric power for the stops. He asked if there were options to take some stations off grid to save money.

**Michael Kiser** said he is not sure if there is an easier or affordable way to generate and provide energy.

### Open House Briefing Brenda Martin Community Affairs Representative

There will be an open house summary report in September with details and commentary. There were two in person open houses promoted in seven community newspapers, postcards and project website where over 30 comments were collected.

There was also an online open house active June 27 through July 13. Promoted on Facebook and email invitations to more than 32,000 subscribers. About 320 comments were collected.

### Public Comment

**Michelle Straight** said that didn't see any issues discussed concerning the narrow streets or freight train. What are the solutions on 11th and 12th where there is a unique loading zone for freights? How will you have the freight load and unload for the commercial area and have the buses go through? The present method works very well.

**Piper Wyrick** from high school, wanted to reinforce support that TriMet change to an all- electric fleet to help and reduce negative effects on the environment.

### Committee Roundtable

**Sydney Mead** requests that TriMet maintain the amenities on 34<sup>th</sup> and Division such as planting trees, quality lighting, benches and trash cans.

**Coral Egnew** informed the CAC that we will be moving the CAC meetings to meeting every other month. She also announced that the meeting times will be posted online.