

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday, March 21, 2019, 6:00 p.m.-7:30 p.m.
Gresham City Hall, 1333 NW Eastman Pkwy, Gresham, OR 97030

Present

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

Jef Kaiser, Gresham Coalition of Neighborhoods

Claudia Robertson, TriMet Committee on Accessible Transportation (CAT)

Michael Harrison, Oregon Health & Science University (OHSU)

Sydney Mead, Division Clinton Business Association (DCBA)

Absent

Linh Doan Jade District/ APANO

Amy Bader, Portland Community College (PCC) Southeast

Welcome & Approve Notes

John Carr welcomed the committee and asked to review the notes. Jef Kaiser asked to add in the notes ‘if renewal natural gas was considered as a fuel type.’ John had a couple of proofreading typos. Notes were approved with changes.

Public comment period

Art Lewellan: Submitted materials to submit, with a copy for City Council and Metro. He is a transit advocate for 20+ years watching all the light rail lines go up. Art is hoping for the best for the bus rapid transit project on Division. However, he asks for another study for bus rapid transit on Barbur Blvd. He does not believe light rail is the right fit for Barbur. Art does not feel the one conducted was complete. The “Walking Communities of 2040” essay describes the need for transit and shows a map.

Project Update

Michael Kiser, Project Manager

The Division Transit Project (DTP) is on track for design, moving past 60% design on our way to 90% design. The Federal Transit Administration (FTA) gave the project concurrence of the National Environmental Policy Act (NEPA), which was a big part of getting the project to this stage, and Elizabeth Mros-O’Hara led the effort for this approval. This allows the project to begin the Small Starts Grant Agreement (SSGA) process. We are where we should be at 60% design.

In a recent meeting with FTA Region 10 staff, they provided a lot of good news and described support in Washington D.C. for the small start projects. While we don’t have a commitment for funding, the FTA has moved into a funding phase in our project and we are nearing project readiness. This process kicked off with a scope, schedule, and budget review. The FTA will produce a report and establish a threshold to move into a risk assessment and Small Starts Grant Agreement process. We feel the project is in a good place in regards to cost estimating and having the contingency going into the upcoming risk assessment. The risk assessment looks at everything related to risk, including cost, staffing, and management. We are moving into a readiness mode in relation to an August report. This sets the project up for funding in September – November in a single payment.

Sydney Mead asked when we would know with more certainty about funding in August.

Michael K. stated we would have more assurance around funding in May or June. We would like to move forward on several items needed before construction.

Michael Harrison asked how much the federal contribution was.

Michael K. stated \$87.5 million (50%) of the project is federal funding. There is a lot of exciting work and news we are hearing from the FTA. The FTA is providing a change in their tone in regards to funding.

Jef Kaiser asked if DTP could partner with the new Vancouver BRT (the Vine). Jef asked if there would be an opportunity for equipment or cost sharing for both companies.

Michael K. stated our specifications for buses are different from the Vine and there are too many changes to combine the bus order.

Jef Kaiser asked if the Vine is a competitor for our budget process.

Elizabeth Mros-O'Hara responded that the Vine is at an earlier phase in planning.

Michael K. added that the projects in the pipeline now are eligible for a 50% federal match while future projects will be at a 25% federal match.

Claudia Robertson stated the cost of the Vine was \$53 million. They expect to be done in 2023 and on the Vine they board wheel chairs in the center of their vehicles. What are we doing differently than them? They are doing this for a lot less than our project.

Michael K. stated that without knowing the scope of the Vine, it is hard to compare. DTP is much harder due to this being an aging corridor and property acquisitions. It could be the cost going from Portland to Gresham or the cost difference could be due to infrastructure improvements.

Stef Viggiano added that the Vine Fourth Plain project had almost no property acquisition and bought 6 to 8 buses compared to DTP's 31.

John Carr asked if there is a certain timeline for funding.

Michael K. stated the funding for small starts has been approved by the federal government, with funds available for fiscal year 2019 and fiscal year 2020. All those funds need to be dedicated by the end of the calendar year. We will not know until closer to autumn with absolute certainty. Through the SSGA process we will feel confident in the funding.

Claudia Robertson asked if the preparation work for the project will be part of the Outer Division Multi-Modal Safety Plan (ODMMSP).

Michael K. stated that the early construction does not fold ODMMSPP's work into our scope. The ODMMSPP construction looks like it will be after our project begins, but we will need to coordinate the projects during construction.

Construction Approach

Sarah Espinosa, Construction Lead

We have been developing our construction approach. Raimore is our contractor and we have been plugging them in early as a Construction Management/General Contractor (CMGC) in the pre-construction phase to advise on our meetings, schedules, and coordination with other projects. We have utility meetings every week with private utilities and about work zones. We are involving the contractor early and coordinating with other parts of the project. There will be three phases of construction: we start with demolition and early utility

construction, followed by civil construction, and lastly the amenities. The downtown improvements are minimal and we will be working with what we have. Construction will have three headings. Think of a heading as a crew, with three crews, each in various locations. The crews will start at those three headings, which are organized east to west, and they will move to the west as they advance on their construction work.

Headings

- Cleveland to 157th
- 157th to 82nd
- 82nd to 11th

Construction will start with the demolition and utility phase to put in the underground infrastructure. The civil phase will open, involving heavy civil work and concrete sidewalks and roadway work. The amenity phase includes items like installation of the shelter and trash cans.

Sydney Mead asked if as the crews do demolition in each spot, they will move east to west or if they will start and finish in one spot.

Sarah responded there is a gap in time between each phase. The civil phase will begin a few months after the demolition phase. After the civil phase, it will look like a platform with nothing on it. This approach allows us to work around the private utilities. Private utility work includes all of the poles that need to be moved. PGE poles include communication lines on the poles as well. We are holding meetings to try to coordinate the private utility work. This is the biggest risk to our construction schedule. This light touch approach enables us to be flexible to work in multiple locations.

Michael Harrison asked if all the bus pads would be concrete.

Sarah stated there are some bus pads with concrete but some bus pads with asphalt. The larger buses have the extra axels to allow for more weight distribution.

John Carr asked if there were examples of what a buttoned up area looks like.

Sarah responded we could find some photos from our contractor.

Jef Kaiser stated there will be a reduced number of stops along Division. The neighborhoods in Gresham are concerned about the loss of bus stops. Will the bus stops remain open through construction?

Sarah responded nothing has been decided. We need to look at those temporary stops and work with TriMet Operations to see what makes sense.

Our schedule wants early utility relocation happening in July. Private utilities include companies like PGE and CenturyLink. All of these utility moves are dependent on risk, so we really want funding certainty or agreements in place. We will be working with the community regarding events and plan to work holiday moratoriums into our schedule as well.

Michael K. added we can share the heading diagrams and explain in more detail how we step through these headings, and we can provide information about what each phase would look like.

Sydney Mead reminded the committee that Division has a lot of cafés.

Michael responded that by working with the contractor, all businesses will be accessible during construction.

Bus procurement update

Michael Kiser, Project Manager

This solicitation is out on the street. Once we work through the specifications with the bus manufacturer the bus manufacturer will deliver a test vehicle. After that, a proposal, and addressing of maintainability, the manufacturer can then go into full production of the 31 buses. TriMet will go through acceptance, training and testing of the buses. Unlike light rail, we do not have to be on the corridor to train and test. We will be ready for operation in late 2022. The bus procurement is looking at diesel, hybrid or electric. The baseline order will likely be diesel. The agency as a whole is looking at electrifying the entire fleet. TriMet is working with PGE to have enough energy to electrify the entire fleet.

Michael Harrison stated that as we get closer to 90% bus stops would be moving to the other side of the intersection. Many people will not anticipate the bus stopping and may get caught in the intersection. Are you considering a sign on the back of the bus?

Michael K. responded that a sign has come up even as we talk about how buses interface with bicycles. We want to be clear on the buses' intent at a station area. This allows people the ability to anticipate buses' movements. This sign can serve a dual purpose. We will know more when we get into conversations with the bus manufacturer.

Sarah added the project has built in 30 feet of space.

Michael K. stated the 30 feet of space for vehicles allows the stopped vehicle not to impede the crosswalk.

Claudia Robertson asked if the driver barriers are included on the new buses. If you put the barrier on the new buses it makes it more difficult for people in wheel chairs.

Michael K. responded he believes the barriers are included. We don't want the cage to make it more difficult for people in wheel chairs to access the bus. This is good information for Jesse to bring to the CAT committee.

Michael Harrison asked what the barriers are. Does the barrier obscure the view of the operator?

Claudia Robertson responded this is a clear barrier to separate the operator and the operator has to get out to assist the passengers. If the operator leaves the barrier open it makes life difficult for passengers to use the front door.

John Carr stated who he represents and the volume of public comment about electric buses. The RFP makes clear TriMet is only interested in diesel. John is interested in the propulsion types in future orders.

Michael K. stated we could look at a pilot project and order 6 electric buses that run on Division. This could run independent from the dedicated fleet. There is more testing required to ready the electric fleet.

John Carr stated this does not rule out electric buses. If the bulk of the buses are diesel, are there restrictions as to where that initial stock of buses has to put into service? Can the Division Transit Project be given priority as electric articulated are purchased in the future?

Michael K. responded there is the infrastructure component that would have to be implemented. Powell Garage is being designed to be electric ready. We would also need to add quick chargers at Cleveland. TriMet is moving towards introducing articulated buses. The FTA does not want TriMet to take DTP buses to serve other lines.

John Carr asked if you run articulated buses elsewhere whether that necessitates an alignment.

Michael K. stated you don't have to operate the same in another corridor. The articulated buses in electric is unproven.

Claudia Robertson stated it takes quite a while to perfect the propulsion types. Technology has improved over the years. TriMet had articulated buses previously and the old articulated buses were not good. Think of the Type 1 light rail train and those are finally being replaced. By the time you can replace them, those buses may be retired. I don't know if we will see an electric fleet in our lifetime.

Michael K. added it will take quite a while to replace our entire fleet. We could see switching out vehicles on the Division Transit Project.

John Carr asked if the project has looked at the weight and range of an electric vehicle.

Michael K. responded it appears technology will not make a full charge through the entire route.

Sydney Mead stated there are many nervous business owners. How will these businesses manage through construction and what kind of resources are available to help? Construction at another location has been in place for a long time obstructing businesses.

Sarah stated sidewalks for businesses will not be closed for a long length of time and all walkways will be accessible.

Michael K. added we passed 60% design and are headed to 90% design, so we know the shelter footprint.

Raimore brought on Landscape Forms as the shelter manufacturer. Landscape Forms are the same manufacturers that did the MAX Orange line. We are working with Pivot Architects to define what the shelters look like.

Round Table Discussion

Jef Kaiser stated the need to go out to specific businesses to talk about the footprint.

Coral responded there will be follow up meetings with businesses and property owners that have property impacts or station locations nearby them.

John Carr stated we asked the public for input about shelter art at four specific stations. He hopes that the project team will get meaningful responses.

Public comment period

Art Lewellan stated if you make the bus blue, it will be harder to see the bus. This is a safety concern and you should make the bus easier to see. The orange and red was better for advertising and easier to see.

Kirk Kramer moved here 24 years ago and does not like the spread of traffic. Little bus stops need to be bigger for people trying to ride. This area needs to be cleaned.

Barbur Blvd MAX light rail concerns

1. **Environmental Impact.** Per official artist depictions, Barbur will be clear cut and a monstrous concrete abutment wall, about 30' tall, constructed. Between Burlingame and Corbett/Lair Hill, Barbur is widened from 4-lanes to 8-lanes, (2-lanes for MAX, 2-lanes for buses, 2-lanes in each direction for traffic. This segment of forest canopy will be clear cut. The segment further north will also be clear cut of forest canopy.
2. **Impact on health.** Trees and foliage collect diesel particulates and other pollutants. The abutment wall will allow these pollutants to reform into clouds of pollution spread by wind and air flow of traffic.
3. **Development potential.** Barbur Blvd between Burlingame and Capitol Hwy at Taylors Ferry will likewise be widened, but traffic speeds will remain 35-45mph. Projected development will impose upon new residents this air pollution and noise right outside their windows. Walking to transit stops and to commercial enterprises alongside Barbur will not be a pleasant experience nor attract high quality development. Crossing Barbur will be as much or more hazardous than it is today. The new traffic entering/leaving Barbur to/from new development is an increase in accident potential.
4. **Rail + Bus duplicative service flaws.** For many transit trips, this choice of either bus or rail will encourage unsafe pedestrian crossings of Barbur and side streets to reach bus stop or rail station, whichever vehicle comes first. Only BRT can 'spur' off Barbur to other existing bus routes, in the process increasing the number of BRT routes. Transferring from MAX to bus lines is both time-consuming and creates hazardous crossings of Barbur. Because the plan includes bus lines, and because Barbur is already a relatively fast, scenic bus route, and because BRT will NOT require near as much widening of Barbur, BRT is seemingly more suitable than MAX. It seems Metro has not performed 'due diligence' in its considerations of BRT.
5. **LRT to Tigard/Tualatin via the WES corridor.** Oregon's premier rail advocacy AORTA (Associated Oregon Rail & Transit Advocates) does not support MAX on Barbur Blvd. Instead, they propose converting the WES corridor into an extension of the MAX Red Line from Beaverton to Wilsonville. The Portland & Western RR would continue to operate a single-track with a double-track MAX line alongside. This would cut cost by more than half and impacts are minimal. Portland-bound traffic would still be served, but so would cities in Washington County. Motorists who drive Hwy 217 would have a fine transit alternative, much like Hwy 84 Banfield Freeway motorists have an LRT alternative.
6. **Development potential on the WES corridor.** It may be possible to include a Washington Square station with a MAX 'flyover' to/from the WES corridor. There could be a Beaverton City Hall MAX station and stations 'flanking' this flyover along the WES corridor.
7. **Bridgeport Village Terminus.** This destination is possible on the MAX line, but not as a terminus. That is, from there it should extend to Tualatin 'proper' on the converted WES corridor. It may also extend to Wilsonville, especially desirable with a connection to an improved Amtrak Cascades line. A stipulation that these extensions are an eventual necessity should be a part of any legal public agreement.

"The Walking Communities of 2040"

The original essay with this title was penned in 1997 to grace the back cover of a transit proposal submitted to Portland City Council where it received a formal review and was awarded merit. Twenty years later with significant progress achieved in light rail projects nationally, mass transit still fails to address ever growing traffic woes nor soothe environmental nightmares predicted with global warming. As today's divestment in fossil fuel movement builds momentum, I remain certain that mass transit must receive redirected investment dollars. I am just as certain that self-driving car technology is a fraudulent ruse meant to distract public attention from actual solutions that include truly modern mass transit as a fundamental travel mode with the most potential to direct development beyond car dependency and traffic havoc.

The transit proposal is based on a design concept dubbed LOTi (Loop Oriented Transit Intermodal). Sometimes I refer to it as sort of missing link. Its closest model is Denver's 16th Street Shuttle. The design application writ broadly is meant to reduce the cost and impact of light rail and transit centers; streamline both light rail and peripheral bus lines by avoiding circuitous routing; provide convenient transfers rail to bus and between bus lines with the least number of any suitable transit vehicle; and, to offer much more potential for transit-oriented infill mixed-use development.

The basic flaws of self-driving cars are simple enough: Their technological hurdles are plainly unsurmountable, they will never be completely safe. They won't decrease traffic congestion, fuel/energy consumption nor emissions sufficient to prevent worst harm from climate change. They are most unlikely to reduce travel-related cost of living. They won't take full advantage of the benefits EVs offer. The technology is supported for all the wrong reasons; to bust transit operator and teamster unions; to give freeway planners an excuse to predict worsening traffic can be managed with reckless tailgating; to maintain most profitable but least resilient regional utility grids despite separate EV+PV household backup power systems proven most complementary.

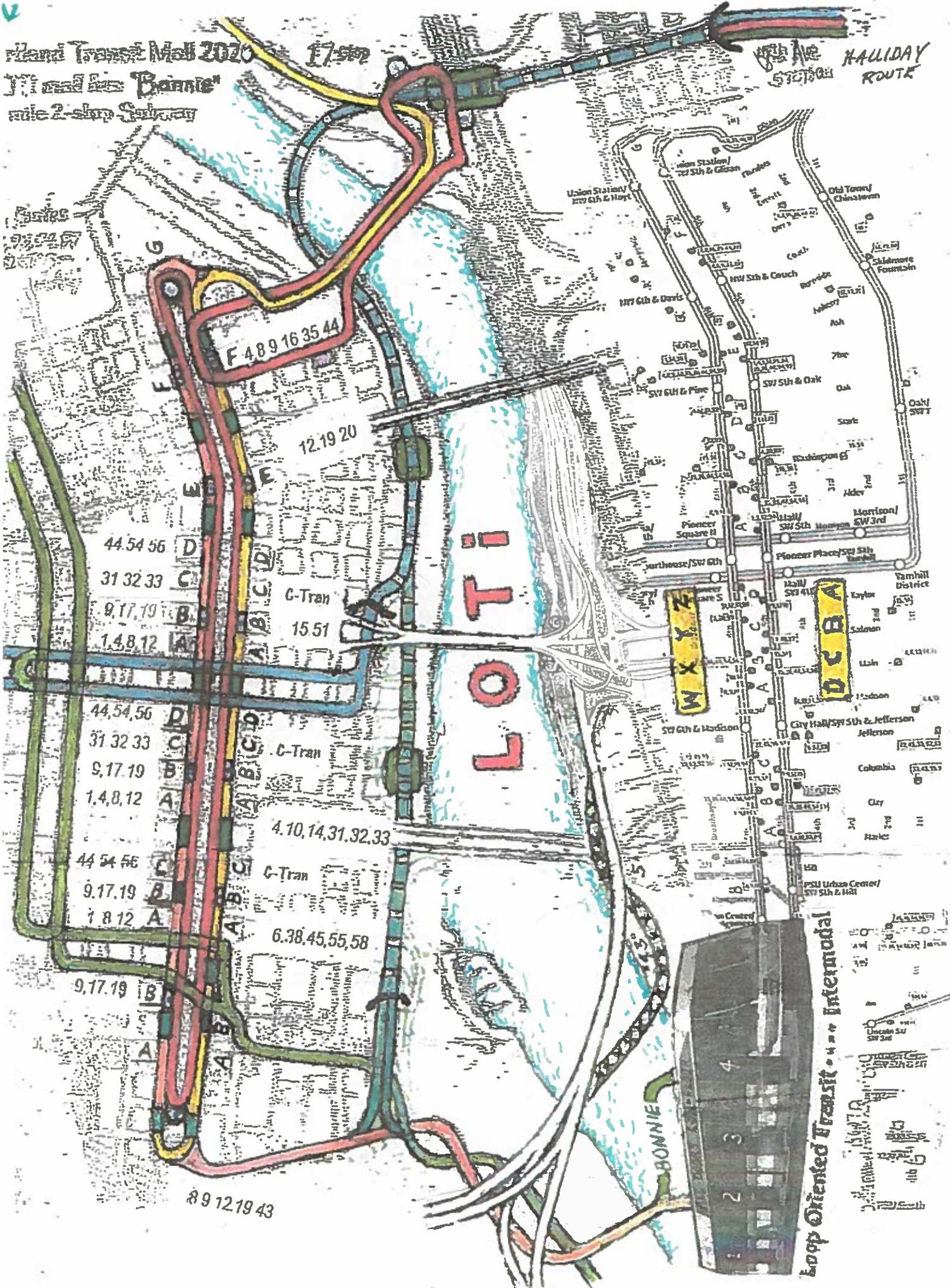
The most telling aspect of self-driving car folly is eliminating ownership whereupon all cars are kept in central garage locations and dispatched on demand. Never mind that in a grid failure, every household with an EV in the garage gains a backup power supply. Never mind any emergency where a car is needed immediately, not one that may arrive too late. Self-driving car tech completely denies those safety features and pretends "mass tailgating" won't produce horrific multi-car pileups. Self-driving tech in many ways puts safety dead last.

A household EV offers the means to more closely monitor and reduce energy consumption overall, both for driving and household use. Rooftop PV solar arrays are the perfect match to EV battery packs. Perhaps most important, household EV is an incentive to drive less, whereby more trips become possible without having to drive, whereby local economies grow and alternate modes of travel - mass transit, walking and bicycling - all more energy efficient than EVs alone - may serve more travel needs in this vision of walking communities in 2040. Its last line, "Look, there's a gas station. You don't see too many them no more."

Art Lewellan. Should GM & Ford be dragged to court to produce the best paratransit van? Do seniors and disabled deserve low-emission, low-floor entrance ramps and more comfortably stable rides as do all transit patrons?

17 miles Bonnie
with 2-stop Subway

7th Ave
STATION
HAULIDAY
ROUTE



F 489 16 35 44

12.19.20

44.54.56

31.32.33

9.17.19

1.4.8.12

44.54.56

31.32.33

9.17.19

1.4.8.12

44.54.56

9.17.19

1.8.12

9.17.19

4.10.14.31.32.33

6.38.45.55.58

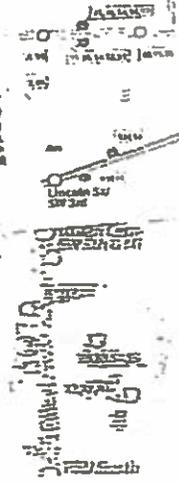
8.9.12.19.43

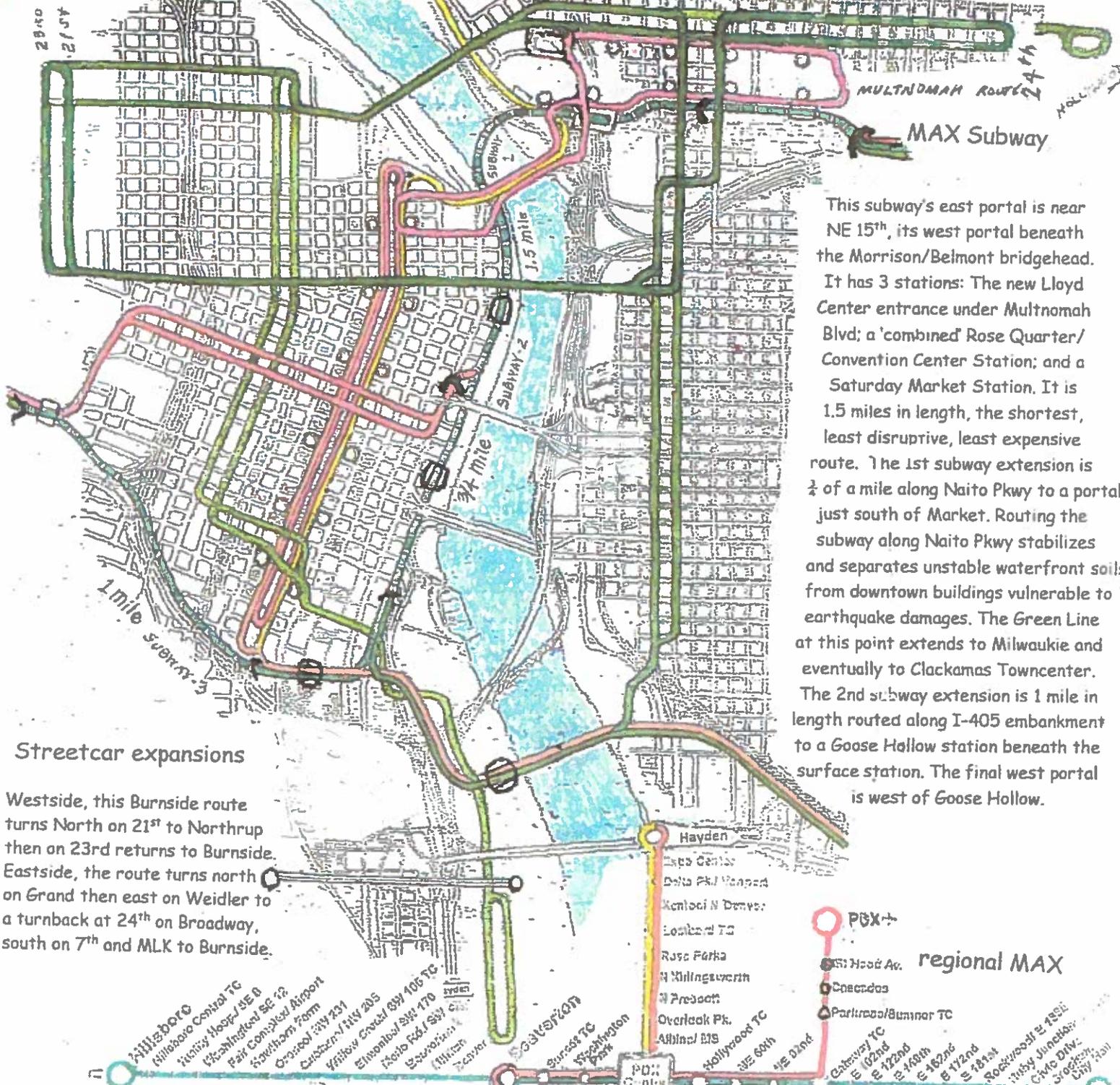
LOTTI

W X Y Z

D C B A

Loop Oriented Transit Intermodal

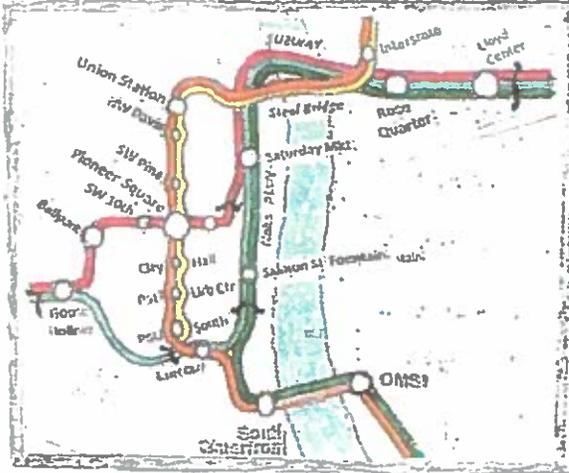




This subway's east portal is near NE 15th, its west portal beneath the Morrison/Belmont bridgehead. It has 3 stations: The new Lloyd Center entrance under Multnomah Blvd; a 'combined' Rose Quarter/Convention Center Station; and a Saturday Market Station. It is 1.5 miles in length, the shortest, least disruptive, least expensive route. The 1st subway extension is 1/2 of a mile along Naito Pkwy to a portal just south of Market. Routing the subway along Naito Pkwy stabilizes and separates unstable waterfront soils from downtown buildings vulnerable to earthquake damages. The Green Line at this point extends to Milwaukie and eventually to Clackamas Towncenter. The 2nd subway extension is 1 mile in length routed along I-405 embankment to a Goose Hollow station beneath the surface station. The final west portal is west of Goose Hollow.

Streetcar expansions

Westside, this Burnside route turns North on 21st to Northrup then on 23rd returns to Burnside. Eastside, the route turns north on Grand then east on Weidler to a turnback at 24th on Broadway, south on 7th and MLK to Burnside.



- regional MAX**
- Hood Av.
 - Coacooas
 - Parkrose/Burner TC
 - Gateway TC
 - E 122nd
 - E 160th
 - E 162nd
 - E 172nd
 - E 181st
 - Rockwood TC
 - Milwaukie TC
 - Clackamas TC
- additional stops**
- SE Main
 - SE Division
 - SE Powell
 - SE Holgate
 - Leota Town Center/ SE Foster
 - SE Flavel
 - SE Fuller
 - City Hall
 - Freeman
 - 37th
 - 82nd
- Other locations:** Wilsonville, Oregon City, Gladstone, Jennings, Vinyard, Concord, Oak Grove, Park Av, Milwaukie, Tualatin, Tigard, Wilsonville

Alternative: A1/A2

