

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday, May 16, 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)
Lori Boisen, representing APANO

Absent

Linh Doan Jade District/ APANO
Sydney Mead, Division Clinton Business Association (DCBA)
Amy Bader, Portland Community College (PCC) Southeast

Welcome & Approve Notes

John Carr, CAC Chair

John Carr welcomed the committee and asked to review the notes. John requested edits on a few typos and additional language that would clarify comments made by committee members. He asked if there would be 32 articulated buses. Michael Kiser responded there will be 31 buses. John asked his statement in the draft notes recognizing a volume of public comment should specify that the public comment was about “electric buses.” John asked his comment that “we asked the public for input at four specific stations” should specify that this input was about “shelter art.” Jef Kaiser asked that one of his comments that “there are quite a few existing bus stops that will be condensed” should instead read that there will be “fewer bus stops.” Notes were approved with changes.

Introduction: Thomas Scharff, new TriMet Community Affairs Representative

Coral Egnew, TriMet Senior Community Affairs Coordinator

Coral Egnew introduced Thomas Scharff, TriMet’s new Community Affairs Representative for the Division Transit Project (DTP). Thomas will primarily focus on outreach with the inner portion of the Division corridor, including 82nd Avenue and west. Thomas is also involved in aspects of the project that affect the corridor as a whole. Coral referenced Thomas’ prior community engagement and outreach experience. Thomas shared about his prior experience and his appreciation for the opportunity to work with the community and TriMet on the DTP project. The committee welcomed Thomas.

John Carr thanked TriMet for providing food at the meeting. Lori Boisen asked where the food came from. Coral stated that it was bought from Supermercados Mexico, a business on Division and 174th. Coral stated TriMet and Raimore are seeking to buy locally on the Corridor whenever possible.

Public comment period

Rachelle Green is from Real Property Management Solutions, which has a historic residential apartment building on Division. She spoke to the concern by some tenants at this property regarding the proposed bus stop in front of it. Rachelle asked if the stop can be placed in front of the business space a block away.

John Carr asked where the property is located.

Rachelle Green responded the property is located at 5110 SE Division. She is worried about the impact on the visual quality of the historic building and fears that increased foot traffic may disrupt a quiet area for the tenants. Rachelle asked if the bus stop plan is set in stone or if anything can change.

Jef Kaiser asked if the building has a name, any special status, or if it is on the National Register of Historic Places.

Rachelle Green did not know but described it as 1920s Italian style building.

Coral Egnew stated she will look up information about the building to see if it was documented in the project's NEPA review process.

Project Update

Michael Kiser, Project Manager

Michael Kiser stated the recent announcement of project funding from the Federal Transit Administration (FTA) triggers a number of deliverables and milestones. The project is working directly with the Project Management Oversight Committee (PMOC) on these deliverables. The project is making progress towards 90% design completion and aims to be at 90% by the next CAC meeting. Right now the team is tying up loose ends, and addressing outstanding comments and technical details, in coordination with the City of Portland. The project is currently undergoing an FTA Risk Assessment, which includes a review of the cost and schedule. This helps the project eliminate risk. The PMOC completes a Risk Assessment report in June 2019 and then the FTA creates a readiness report, likely in August or September, which gets the project ready for full funding status. The project looks forward to a Single Year Grant Agreement in October 2019. Private utility work is expected in August, or possibly as early as July. Efforts have already started with PGE, which will perform pole replacements or relocations. The Division Transit Project contractor Raimore has been coordinating with PGE, with guidance from TriMet. These efforts also involve coordinating with the tenants utilizing the PGE poles. Raimore is slated to start construction in November, and before then will be in a management capacity regarding utilities, mindful of impacts on the community. Although PGE is a private utility and not directly part of the project team, TriMet works closely with PGE in consideration of how they conduct themselves during construction.

Claudia Robertson asked if construction is going to start from the east and move west or work in three teams starting at the east end of each section.

Michael stated the project will be working strategically and having utilities coordinate with Raimore on the construction pace and approach. The design is set to be completed in October and construction to begin in November.

John Carr asked what the Single Year Grant Agreement referred to.

Michael responded we didn't know if funding from the FTA would be disbursed over multiple years or in one year and a single-year funding creates more assurance. The Single Year Grant means it will be distributed in one fiscal year.

Lori Boisen asked if the city's Outer Division Multi Modal Safety Project (ODMMSP) and TriMet will work together on a coordinated timeline.

Michael stated TriMet is encouraging the city to follow a similar approach to TriMet in outreach with the community and is seeking coordination. If Raimore were to be awarded the contract on the ODMMSp project it would result in the best coordination possible between both projects. ODMMSp is now at 60% design, the city is looking to bring on a Construction Manager/General Contractor (CM/GC) with its ODMMSp contract, which is not as typical for them. This contact method may allow for at least some pre-coordination time before construction. The intent is to let the DTP lead in terms of schedule, and fold in ODMMSp. Raimore may pursue the ODMMSp contract and may be successful, but TriMet doesn't know for sure.

Claudia Robertson asked what will happen to the current bus stops along the corridor. Will the stops stay put during construction or be moved temporarily?

Michael responded TriMet is reviewing the DTP project with existing bus stops. Most of the stops are not impacted by new locations. During construction, we will seek to incrementally do bus stops moves that have conflicts with construction.

Claudia shared her concern about bus stops being removed by the city on a separate project in the Halsey-Weidler couplet between 102nd and 111th. The city did not put in temporary stops and it will be like that until December 2019. There are retirement homes and nursing homes and apartments in that area with no stops currently available to them.

Michael stated that scenario will not be the case with DTP construction. There are a lot of criteria TriMet considers, including transfer points, ADA needs, and other factors. TM does not want to create a worse condition. Some of the affected bus stops will be long term stops. As we get closer, we will share more information about temporary bus stop changes.

Construction Approach

Sarah Espinosa, Construction Lead

Sarah Espinosa stated for the record: Go Blazers! (They are playing in the Western Conference Finals at this moment during the meeting).

Sarah described the construction approach, which involves significant coordination with Raimore and partners. TriMet is guiding coordination efforts with utilities and other projects so that they fit into the DTP construction schedule. TriMet engineer Jenny Lyman is helping with these private utility coordination efforts.

Coral Egnew stated there will be a Conduct of Construction document describing the project's construction processes, work zones, and phases of construction. This includes policies about the way TriMet builds and will involve coordination with businesses about their loading needs, freight delivery schedules, holiday moratoriums, and other ways construction could intersect with business needs. TriMet seeks to be sensitive to businesses' needs. Noise mitigation will be important. Safety and security, and housekeeping -- such as the location of port-a-potties and keeping construction sites buttoned up -- will also be considered.

Jef Kaiser asked if there is a construction hotline available.

Coral responded, there will be a 24/7 construction hotline managed by TriMet Community Affairs for construction emergencies.

Sarah Espinosa presented information about the preliminary construction headings, which at this point in time are expected to be the following:

- Cleveland Park & Ride to 157th
- 157th to 82nd

- 82nd to 11th

Sarah explained each heading refers to one construction crew. The plan is to have three construction crews working along the Corridor at three different sites at the same time. There will be flaggers at construction sites when appropriate. Sarah shared a draft preliminary construction heading timeline indicating estimated start or completion dates for specific sites along the corridor. The construction phases include: private utility relocations, advanced utilities, civil, and shelter and amenities. Utilities-related work is of moderate duration, civil of moderate duration, and shelter and amenities is of the shortest duration. Sarah described the scope of work in each phase and what to expect on the Corridor at each phase.

Jef Kaiser commented that if the presentation about the construction timeline and phases are presented to the broader public or to individual businesses in the future, the presentation should be simplified.

Lori Boisen added the construction heading timeline needs to be clarified so it is more understandable.

Sarah clarified the timeline includes construction start dates on some sites and the construction completion dates on other sites, which may have led to the confusion. She stated the information presented is in a very preliminary, draft format, as indicated by the “Draft Concept” in bold on the PowerPoint slide, and appreciated the feedback.

John Carr asked if in the amenities construction phase the work would be sequential down the corridor or if crews would hop around.

Sarah responded the project aims to work sequentially and with consistent timing as best as possible. There may be some changes or work that is not geographically sequential depending on factors such as holiday moratoriums, etc.

Jef Kaiser, Lori Boisen, and Claudia Robertson asked that TriMet please be sensitive to keeping as many of the existing Line 2 bus stops open as possible during construction.

Jef Kaiser asked that when Community Affairs speaks to business owners, they be detailed and clear on what is happening at each location.

Coral stated TriMet will present clear, relevant information to individual property owners and businesses, which will be detailed and customized to each location. For example, this would include information like where an adjacent work zone would be and how far down the street it will taper.

Michael Harrison asked how frequent there will be visits to specific businesses and sites, and if it is with everyone or just those folks struggling with the process. Has the OHSU Richmond Clinic been spoken to in a while?

Coral responded there has not been a recent meeting with OHSU Richmond Clinic because there had not been a design update since the latest communication with the clinic. TriMet recently added staff to the Community Affairs team and there will be ongoing outreach to businesses and property owners along the corridor in the immediate vicinity of future bus station platforms.

Jeff Moreland, Jr., Engineer for Raimore Construction, presented about the construction contracting plan and Raimore’s efforts to reach out to local Disadvantaged Business Enterprises (DBE). He stated how community liaisons such as Linh Doan, Lori Boisen, and Thuy Tu have been important resources related to business outreach. Raimore seeks to be proactive in engaging the community and plans to hold a local business mixer in the future. Raimore is learning about community issues even if they are not part of the Division Transit Project, such as future median islands in outer Division Street planned as part of ODMMS. Raimore, TriMet, City of Portland, and other project partners are involved in early traffic control planning meetings. Jeff discussed draft

versions of example traffic control plans that delineate the expected work zones, pedestrian detours, bike detours, and barricades. Work and impacts will vary significantly depending on the location in the corridor and if it is inner or outer Division. Most construction work is currently planned for daytime hours.

Bill Bruce, Project Manager for Raimore Construction, stated there will be some particular instances, such as construction of bus pads, that will require 24/7 work. There will be some places where traffic control management will need to be more sophisticated.

Shelters & Amenities update

Jesse Stemmler, Urban Design & Stations Lead

Jesse Stemmler presented on how the bus station shelter design was refined, considering cost, what would streamline fabrication and installation, ease of maintenance and replacement, and safety and ease of use. TriMet's Facilities and Maintenance team was one of multiple groups that provided input. Standardizing elements helped manage costs and provide for replicability. Shelters will be graffiti-resistant and as vandal-proof as possible. There were lighting studies, which informed plans to have illumination on the canopies, frames and on bus station markers. Jesse discussed connection details, material alternatives, and signage details.

Jesse stated the federal government does not fund public art on the public transit projects that it financially supports. However, the windscreens do allow for an artistic element through the etching patterns, which deter graffiti. There will be one etch pattern for the corridor except for four locations that will have site-specific etch patterns: 82nd, 93rd (MAX Station), 122nd, and Gresham Central Transit Center. There has been community engagement related to the site specific etching designs through a survey at past open houses. Common themes from the survey include history, culture, diversity, and nature, connection to community and surroundings, and activities such as shopping, work, food, hiking, walking, and art. The theme of multiculturalism was especially prominent at 82nd Ave., connection/intersection was a common theme at 93rd Ave. given that it is a place of transition between Inner and Outer Division, celebration of diversity and views of the buttes were common themes at 122nd Ave., and history was a prominent theme in Gresham.

Lori Boisen asked if there would be strong enough wind shelters to protect riders from the elements, given the strong winds in east Portland. Would there be more wind protection where needed?

Jesse stated there would be more wind protection where needed and also that the project had to consider creating enough clearance space for pedestrians to pass through or by the station.

Jef Kaiser asked what 'unique etching' means. Will it be replaceable if someone destroys it or if it is broken? Can it be replicated?

Jesse stated that a unique etching refers to a unique pattern to be etched on the shelter panel glass. The etching would be site-specific and not replicated on other shelters along the corridor. Extra panels will be on hand based on standard panel sizing. These are relatively easy to replace and a request can be sent to the fabricator to do so.

Claudia asked: was visibility kept in mind when designing the etching? It is very hard to see the new blue TriMet buses. She is very concerned about the visibility of buses when they come. Keep in mind visibility at the higher and lower heights of the shelter.

Jesse stated there would be at least a 60/40 % ratio of transparent glass to non-transparent etched glass, such that people could see through the shelters well. The shelters would accommodate visibility needs for people at multiple heights, for example whether they are standing up at a tall height or sitting in wheel-chairs.

Michael Harrison asked at what point in time people will have an understanding of the shelter design. Will there be a chance for public comment/feedback? Will there be more time to speak with specific business owners regarding the design of shelters/wind screens of individual station areas?

Jesse stated that local concerns have been incorporated into the design. For inner Division, where the street is more pedestrian-oriented, the design team heard business visibility and keeping impacts modest were especially important. In outer Division, safety and amenities for riders were common concerns. There is less flexibility in design at this late stage of the process but there may be potential for some smaller tweaks/moves in some instances. Throughout the corridor, the project has sought to integrate the shelters into their environment in a context-specific way.

Jef Kaiser asked if there will be sensitivity to homes and locations near and around the station areas, specifically if with the vertical lighting elements there will be sensitivity to the homes/locations near/behind those.

Jesse stated the project incorporates directional lightings with these sensitivities considered.

Jef Kaiser asked as the bus approaches a shelter will there be a light or indicator to alert riders a bus is coming. **Claudia Robertson** stated for people who are blind, lighting will not help.

Lori Boisen mentioned a noise indicator as an option.

Jesse stated there will be a real time information display of when the next bus will arrive.

John Carr asked that windscreens should be made as large as possible but not too large if not needed, considering pedestrian access.

Jesse stated there are some limitations given the variety of contexts. There will be standardized panel sizes at the back of the shelters and the size of the side windscreen depends on the context.

Lori Boisen added that outer Division has narrow sidewalks in many places.

Public comment period

There were no additional public comments.

Round Table Discussion

It was announced that the next meeting will be on July 18th. Michael Harrison stated that he will be out of town during that date.

Meeting adjourned.