

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday, May 17, 2018, 6:00 p.m. - 7:30 p.m.

Gresham City Hall, 1333 NW Eastman Pkwy, Gresham, OR 97030

CAC MEMBERS PRESENT

Rick Bartko, Division Midway Alliance (DMA)
John Carr, Southeast Uplift Neighborhood Coalition (SEUL); Portland Clean Air
Michael Harrison, Oregon Health Science University (OHSU)
Claudia Robertson, TriMet Committee on Accessible Transportation (CAT)
Jef Kaiser, Gresham Coalition of Neighborhoods
Thuy Tu, Jade District/APANO
Teresa Keishi Soto, East Portland Action Plan (EPAP)

Absent

Chabre Vickers, Portland Community College Southeast (PCC) (Committee Chair)
Sydney Mead, Division Clinton Business Association (DCBA)

Welcome

Rick Bartko opened up the meeting. He invited the CAC to review the notes from the previous meeting for approval to post online.

Rick opened the floor to public comment.

Public Comments

No public comment.

Line 4 Service Hours Allocation

Kerry Ayers-Palanuk, TriMet Planning & Policy Director, presented the current service changes being planned for areas around the Division Transit Project (DTP). When the project was approved during the Locally Preferred Alternative process, TriMet made a commitment to reallocate the Line 4 hours into the area around the DTP. Some of the planned services changes include:

- A new bus line on 162nd Avenue
- Greater frequency on Line 87, from Gateway Transit Center to Portland Airport
- A new, more frequent line from 182nd Avenue/Powell to Gresham Transit Center
- Greater frequency added to 122nd Avenue on Line 73
- Greater frequency on Line 81, from Gresham Transit Center to Troutdale
- 24 hour service will be added to Line 20 in the upcoming year
- All-night service to Portland Airport on 82nd Avenue from Burnside/Stark on Line 272
- The Line 4 will be split into two bus lines in September 2018 with overlapping service in downtown Portland

Kerry shared that TriMet is also considering other options and opportunities for improvements in the area. There is potential to add a new frequent service line or a new bus line. She also

mentioned that TriMet is considering how to replace the service lost on SE 7th Avenue with the removal of the Line 4 and replacement of DTP.

Teresa Soto asked if there was enough data to prove that the line on 162nd Avenue could use more frequent service.

Kerry answered that since the line just opened, ridership is not very high right now, but if it becomes the priority in the future, more frequency could be added.

Claudia Robertson asked if the service that Kerry spoke about adding to the area would be happening in the 2020 timeline.

Kerry said that that is the assumption right now.

Jef Kaiser asked if there was capacity in the reallocation to cover the service to Mount Hood Community College that was not accommodated for under the project.

Kerry answered that if that is something that the committee would like to look at, then it could be talked about and considered at TriMet. She believes that the Line 20 is a frequent service route now. It goes from Gresham Transit Center right past the college and it is how most students get to the college. The Line 20 will also have a transfer point with DTP at the Gresham Transit Center.

Jef Kaiser said he was under the impression that there is no longer a deliberate effort to increase service to MHCC.

Coral added that when discussions began, there was an MOU between TriMet and MHCC to create frequent service to the college. The agreement was to look at the Line 20 and increase frequent service. That was a conversation that was had when the project stopped at the Gresham Transit Center. She said that she believes that there is something in the agreement for future growth of bus service from the Gresham Transit Center to the college.

Jef Kaiser said that he hopes that it remains a priority so that the community will not have to start a new discussion all over again.

Rick Bartko said in the beginning, the project was marketed as an education corridor between PSU and MHCC and that idea and goal cannot die. All of the agencies must work together to keep this a main priority.

John Carr asked if Kerry could offer something on the financing of the Line 4 hours. Where is the funding coming from? Is it all from increased ridership?

Kerry said that money from increased ridership would be great, but no one is focused on ridership for funding. The focus will be fitting the reallocation of hours into the general budget.

John Carr asked if there were an easy way to get service on 7th Avenue where it will be lost after DTP comes along. He asked if any lines came to mind to extend service there.

Kerry said that there is no easy way to provide service on this street, but they are looking at options with the Line 10. However, more outreach has to be done because working with residential areas are tricky and it is very difficult to predict any outcomes without sufficient outreach.

[Union Pacific Railroad Track Switch Update](#)

Brenda Martin, Community Affairs Representative, discussed some of the work TriMet was doing to improve the Union Pacific Crossing at 11th and 12th Avenue in southeast Portland. She started her presentation with an overview of the data collected to help staff make the recommendation to use Tilikum Crossing as the river crossing for DTP.

Another project TriMet is leading to improve safety at 11th and 12th Avenue is adding a bicycle and pedestrian Bridge at Gideon Street over the railroad and MAX tracks. The bridge will be built in the spring of 2019 with funds from the Orange Line Project. The bridge will be in operation in fall 2019.

The last project Brenda mentioned was the work TriMet was doing with Union Pacific Railroad on updating their manual switches to automatic switches at the Brooklyn Yard. Analysis done by UPRR and the City of Portland found that about half of the gate issues at the intersection were due to the manual switches. Switch work is scheduled to be complete by June 2019. Funding will come from the Orange Line Project as well.

Claudia Robertson requested that someone come to talk to the CAT committee about the Gideon Pedestrian Bridge.

Michael Harrison pointed out that PSU was the number one destination of those who ride the Line 4. He wanted to know who is number two, three and four.

Theresa Soto has a vision for the future for commuters to know when trains will be passing. Maybe a light or a message to let them know that a train is passing the intersection.

[Division Transit Project Update](#)

Michael Kiser, Project Manager, gave the committee an update on the current project scope, schedule, and budget. At the next CAC meeting Michael expects to roll out the design that has been completed over the past 5 months. That will also be followed by community outreach and two open houses in late June.

TriMet also put out a Request for Proposal (RFP) for a Construction Management General Contractor to focus on pre-construction services. This will help with cost certainty and scheduling.

There is also a process going on to vet an alternate approach to bicycle infrastructure within Eat Portland and one stop in City of Gresham. TriMet is working with their partners, and the City's

Bicycle and Pedestrian Advisory Committees, TriMet's Committee on Accessible Transportation and the Gresham Multi-modal Steering Committee

John Carr asked how DTP will ensure that zero emission buses will be part of the bus procurement.

Jesse Stemmler responded that they are putting together specifications and looking into diesel, electric and hybrid propulsions. More work has to be done. An RFP will be out for all three propulsion types and see what we get back.

Public Comment

John Bildsoe asked what the level of service anticipated for 7th Avenue might be.

Brenda Martin responded that it is unclear and frequency has not been decided yet.

Coral Egnew announced that TriMet has been looking to fill the vacant CAC seat for a business representative from Gresham. Unfortunately, Coral was also told that Carol Fenstermacher, Centennial School District can no longer serving on the committee. She will also need to be replaced.

Committee Roundtable

Rick Bartko emphasized how important it is that all of the partners involved in transit continue to work together.

John Carr announced that he would be going to Seattle for an electric bus event.

Theresa Soto and **Claudia Robertson** discussed the concerns about access for the disabled on the articulated buses.