

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday May 18, 2017, 6:00 p.m. - 7:30 p.m.

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

CAC MEMBERS PRESENT

Rick Bartko, Division Midway Alliance
Thuy Tu, Jade District/APANO
Paul Pappas, TriMet Committee on Accessible Transportation (CAT)
Michael Harrison, Oregon Health Sciences University (OHSU)
Kari Schlosshauer, Safe Routes to School National Partnerships
John Carr, Southeast Uplift Neighborhood Coalition (SEUL); Portland Clean Air
Cory Price, Gresham Business Owner
Chabre Vickers, Portland Community College Southeast (PCC)
Carol Fenstermacher, Centennial School District
Jef Kaiser, Gresham Coalition of Neighborhoods

Absent

Heidi Guenin, Public Health Advocate (Committee Chair)
Kem Marks, East Portland Action Plan (EPAP)
Carlos Moreno, Hispanic Chamber of Commerce
Sydney Mead, Division Clinton Business Association (DCBA)

Welcome

Rick Bartko, CAC co chair led the meeting in Heidi Guenin's absence. He started the meeting with a review of the meeting notes from the previous CAC meeting in April. He asked the committee to submit any changes to the notes.

Rick also mentioned the need for a microphone and sound system at upcoming CAC meetings, He heard from audience members and committee members that it was difficult to hear the conversation at the previous CAC meeting. **Paul Pappas** agreed with Rick and reiterated the request for a sound system for people with hearing impairments.

Comments from the Public

No public comments were submitted to the committee.

Presentation on the Division Transit Project schedule and budget

Michael Kiser, Project Manager for the Division Transit Project, presented on the process the project must go through for the Small Starts Grant Agreement through the Federal Transit Administration. He went over major grant milestones and the breakdown of the project budget. The project team is currently working on solidifying the 10% design drawings for the purpose of cost estimation. He emphasized that the project cannot exceed the \$175 million budget cap.

Kari Schlosshauer asked what the project team anticipates will be included in the 30% design. Michael stated that at 30%, the project must have all station locations finalized, all major impacts known, and then they can refine the design as they move forward to 60% and 90% design.

Paul Pappas asked if the committee was going to be involved in the discussion of which bridge crossing would be used for the project. Michael emphasized that the preference expressed in the Locally Preferred Alternative was focus of the project is the Tilikum Crossing, but ultimately the final decision will be made by regional level leadership.

Paul Pappas also asked about transfer points in Downtown and the amount of time it would take to cross the river from Division to downtown. He wanted to know if the team had calculated the difference between the crossings. Michael said that the team has looked at the time difference and found that the biggest concern in reference to congestion was on the Hawthorne Bridge.

Jef Kaiser asked about the project budget. He wanted to know if the team had considered existing design templates around the country to save cost on design. Michael said that the team has looked at other systems and several existing designs, but the design still needs to be created on a station by station basis.

Rick Bartko asked for clarification on the connection between the Division Transit project and the Powell Garage project. Michael said that TriMet was looking at the Powell facility to expand capacity because it is a centralized location. DTP is also well served by its location and ability to hold the new 60-foot articulated buses.

Rick Bartko asked Michael to expand on how the percentage of funding that was being contributed by DTP was selected. Michael said that the \$20 million was based on past cost assessments for the portions that had to be added to accommodate DTP's new buses. The Powell project cost is over a \$100 million, and DTP is only paying a portion to added capacity and maintenance equipment needed for the new articulated buses.

Cory Price asked Michael to explain where the \$175 million cap came from. He asked if the project could use any outside funds. Michael said that the project was going through a federal Small Starts rating that included Warrants, which is capped at \$175 million. Additional money can be used on the project as long as it is used for a "Betterment", and not an essential element.

Cory Price also asked is the Powell Garage was being built to its fullest potential, or if there were future plans to expand the garage. Michael explained that TriMet is maxing out capacity to the garage. It does not rule out future expansion, but for now it is being expanded to maximum capacity.

[Presentation on Division Transit Project station design consideration examples](#)

James McGrath, CH2M Design Team Lead for the Division Transit Project, presented the challenges of four potential station locations to members of the committee. He explained that these examples represented a snapshot of the complexities designers and engineers face in placing platforms throughout the corridor. The project team has taken these considerations into account for all 81 platforms along the 14-mile long project corridor. The four stations the CAC reviewed included:

- 34th Avenue Stations
- 60th Avenue Stations
- 101st Avenue Stations
- 148th Avenue Stations

James walked the members through a PowerPoint Presentation and presented stations in Google Earth to discuss the main challenges and considerations at each location through Inner and Outer Division. He described design features that improve transit performance including positioning stations on the "farside" of an intersection, where buses can take advantage of transit signal priority, creating Business Access & Transit (BAT) lanes at congested intersections, having buses stop in the travel lane, and having a level-boarding platform height that allows for faster boarding and alighting. He discussed the potential for parking impacts, property acquisitions, driveway closures, utility relocations, changes to vehicular circulation, changes to stormwater drainage and tree removal. James emphasized the importance of minimizing these impacts and their associated costs, so that project spending can be focused on the features people want and features that improve transit speed and reliability. The committee

asked questions during each station discussion. Questions are listed below. He ended the presentation of each station location by stating that the project team was testing ways on how to best communicate these ideas and proposals to the greater public. All thoughts and views from the committee were welcomed.

Kari Schlosshauer asked about parking and tree removal. If, shifting to the other side of the intersection where there is no parking; wouldn't you just be able to swap them?

James responded yes, so it's not a total loss. There is absolutely the possibility that some of the displaced parking can be moved to the far side of the street. We may be able to reclaim some of the curb zone.

Cory Price asked how much of the sidewalk is getting eaten up by the new platform.

James responded I don't know the cross section of Division this platform has to be 10 ft wide, I'm going to say that we're pushing out about 2 ft so my guess is the existing sidewalk is in the 12 ft range. The 10 ft exceeds the min. requirements of the city of Portland which is 6 ft for pedestrian through zone.

John Carr stated I'm seeing railing in this model. Would that be a hardened station?

James responded yes this is a hardened station prototype. We haven't gotten into shelter design yet. We are concerned with regulations that wherever you have a step you must have handrails.

John Carr stated you had talked about the traffic turning east coming off of 60th. What happens if you have a bus there? Does the signal prohibit the cars from moving or do they just start stacking up behind the buses?

James responded with Traffic Signal Priority (TSP), the bus are talking to the signal and is a way for the bus to say I'm here don't give cars turning east off of 60th the green. On this street I believe there are two lanes or we could develop two lanes to separate this movement so we can create flow where cars aren't hanging out in the intersection where pedestrians are trying to cross.

Kari Schlosshauer asked if the bus stops in it? (bicycle lane)

James responded yes. In general on the project we are trying to push bikes behind. We are trying to clarify the lineage between bus and bikes because we are both trying to use the right side of the road. There are areas of middle Division where we don't have the right of way to do that. There are places along Division where compromises are being made where buses can turn in to the bike lanes

Kari Schlosshauer asked if this policy set in stone or can we have discussion of trade offs and costs?

This group will not be making decisions about whether the bikes go behind and we buy more property. We are having these negotiations at a staff level with PBOT

Chabre Vickers asked if the project looked at the impacts from other transit projects. James said that his team has looked at other projects and TriMet has a history of working well with businesses to lessen the impact of transit projects.

Chabre Vickers also asked if TriMet had looked into compounding impacts of a 14-mile project. She discussed the impacts of transit in the issues of gentrification of the black community in Portland.

Coral Egnew responded that TriMet is working with Portland Development Commission and some of the business support programs that they offer. TriMet is specifically looking in Portland, but there are also services that run into the Gresham area. Wendy Serrano, Brenda Martin and Coral are currently talking to businesses to get a feel for what is going on in the communities and to provide them awareness of the project. The community affairs team will learn how the businesses are run, how customers get to and from each business, their main access points and delivery schedules.

Chabre Vickers wanted to know what TriMet was bringing to the table for long term outcomes for the corridor and what the committee should be aware of so that gentrification can be prevented in the future.

James responded there is a mandate in outer Division for city ordinance. The City of Portland says that there will be a certain level of transformation, change in a way for access and circulation that is in play now. There is a desire to improve transit for the people that are here now. Certain things will change that will impact the future and your question deserves an answer. I don't have an answer for that.

Michael Kiser added we are trying to minimize impacts. In June as we get deeper into design we can give you real feedback.

Carol Fenstermacher said that schools around 162nd and 182nd are experiencing major growth so there should be a meeting between transit and schools to discuss how this growth will be handled in reference to the rising population of students who will be going to and from school.

Cory Price asked what does TriMet need from the committee in terms of this project. He wanted to know if there were some priorities that the team wanted from the committee. Michael Kiser responded that as the team rolls out more project plans, they will need information from the committee on what they might be missing. The team hopes that the committee can bring things and ideas to their awareness that they are not aware of. James added that the more the team and the committee learn from each other, the more they will both change. All the way up to pouring the concrete. James said that it is good that the CAC is challenging them with questions, but he would like the CAC to be champions of the project in their communities as well.