



Title VI Equity Analysis

Bus Line 8 Layover Facility Siting

Department of Diversity & Transit Equity

July 7, 2014

I. Background

Faced with a \$12 million shortfall in the FY2013 budget, TriMet shortened the Line 8 bus in Northeast Portland which included moving the layover location from Jubitz truck stop on NE Vancouver Way to NE Dekum & 9th Avenue next to Woodlawn Park on September 2, 2012. This resulted in approximately \$500,000 in annual operating cost savings. After noise and parking concerns were raised by the neighborhood, TriMet met with stakeholders and instituted various response measures including restriping the street at Dekum & 9th to make bus parking more organized, issuing slow orders to reduce speed and noise, and working with neighbors who reported operator infractions.

To respond to ongoing concerns, TriMet then researched potential alternative layover locations where buses could be temporarily located and began the search for a permanent off-street layover location.

In the spring of 2013, after temporary layover locations were found at NE Ainsworth & Grand Avenue and at NE Winchell & MLK, the layover buses were moved away from the last stop at Dekum & 9th. The trips first relocated were trips before 7 a.m. and after 8 p.m. on weekdays and all weekend trips, which provided some neighbors with a respite from the layover buses during sleep hours. Each temporary layover location receives about half of the total trips.

Noise and parking issues continued at Dekum and at the temporary Ainsworth location; mitigation efforts included issuing slow orders, layover reminders and continuing to work with neighbors who reported operator infractions.

After many potential layover locations were evaluated, TriMet conducted outreach to determine how the most promising potential sites (NE MLK/Dekum and NE MLK/Rosa Parks Way) could be developed as a single permanent off-street layover location. A community meeting was held in November 2013 where attendees voiced their concerns about the locations being too close to homes, especially the NE MLK/Rosa Parks Way location.

Taking public input into consideration, TriMet identified an alternative site at 511 NE Lombard, which is farther away from residents. TriMet then conducted additional outreach including another community meeting in May 2014 where residents provided their feedback on the NE MLK/Dekum site and the NE Lombard site, indicating that the NE Lombard site was preferred over the NE MLK/Dekum site.

II. Project Description

TriMet is planning to construct a permanent off-street bus parking location near the end of Line 8-Jackson Park/NE 15th in order to provide a secure location for operator breaks and make improvements to bus operations. The facility would include restrooms and accommodate a maximum of three buses at any given time. Buses would be present seven days a week for approximately 19-20 hours per day, and would be required to shut off engines while dwelling. The site might also include landscaping, sound walls and lighting.

III. Benefits/Reasoning

TriMet is undertaking this project to meet the following objectives:

- 1) Commitment to TriMet operators
 - a. Provides secure, safe and reliable place for operators to take breaks.
 - b. Facility could be used by Line 8 as well as Line 17 buses.
- 2) Commitment to TriMet riders
 - a. Permanent off-street layover helps improve on-time performance and service reliability for riders.
 - b. Potential to serve Line 8 stops on Dekum up to MLK and possibly to Lombard, allowing for easier transfers between Lines 8 and 6.
- 3) Commitment to the neighborhood
 - a. Establishes permanent layover location helping facilitate service to riders in the neighborhood, now and into the future.
 - b. Location primarily industrial with few homes nearby.
- 4) Operational savings
 - a. Location will allow retention of up to \$350,000 of the original \$500,000 annual operational savings gained from 2012 service change.
- 5) Reduces the need for on-street parking removal
 - a. Reduces the use of on-street parking spaces needed by businesses and residents.
 - b. Off-street location provides dedicated parking and operator break facility that TriMet controls.

IV. Title VI Compliance

This project entails acquisition of land for the construction of a facility that TriMet has determined to fall under the provisions in Chapter III-13 of FTA Circular 4702.1B:

13. DETERMINATION OF SITE OR LOCATION OF FACILITIES. Title 49 CFR Section 21.9(b)(3) states, "In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the

objectives of the Act or this part.” Title 49 CFR part 21, Appendix C, Section (3)(iv) provides, “The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.” For purposes of this requirement, “facilities” does not include bus shelters, as these are transit amenities and are covered in Chapter IV, nor does it include transit stations, power substations, etc., as those are evaluated during project development and the NEPA process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc.

TriMet is thusly required to conduct a Title VI equity analysis to ensure the location is selected without regard to race, color, or national origin. Per the guidance in the circular, this analysis must:

- Include outreach to persons potentially impacted by the siting of the facility;
- Compare impacts of various siting alternatives;
- Determine if cumulative adverse impacts might result due to the presence of other facilities with similar impacts in the area; and
- Occur before the selection of the preferred site.

If disparate impacts are identified, the least discriminatory alternative must be implemented.

V. Community Outreach

TriMet has engaged the impacted community in the following ways in order to inform the site selection process:

- Information provided on agency website with opportunity to submit comments at www.trimet.org/line8
- Outreach to nearby businesses
- Community meeting November 13, 2013 (minutes attached as Appendix A)
- Community meeting May 14, 2014 (minutes attached as Appendix B)

Through this process TriMet received 472 comments and reached an estimated 1,300 community members.

VI. Benefits and Burdens Analysis

Regardless of which site location is selected, the nature of potential impacts is not likely to differ. While the primary purpose of constructing the layover facility is to benefit bus operators, TriMet has identified the following potential external impacts that may result from the project:

*Potential Positive Community Impacts
(Benefits)*

- Would maintain bus service coverage in area
- May improve bus on-time performance
- May add a new bus connection

*Potential Adverse Community Impacts
(Burdens)*

- Noise from buses entering/exiting the site (operators are to shut off engines while dwelling)

Members of the community have also voiced concerns that the following adverse impacts may result from the construction of a bus layover facility in their area: pollution/emissions, increased traffic, crime/personal safety concerns, decreased property values, bicycle/pedestrian safety concerns, and preclusion of other potential development on the selected site. Without formal studies to evaluate these community-identified impacts, this analysis cannot comment on their merit.

VII. Site Selection Process

TriMet developed a set of considerations at the beginning of the process to guide the search for an appropriate layover site. These are shown on the next page (Line 8 Layover: Site Selection Considerations) and led to an initial set of nine candidate locations (see Figure 1).

Community feedback at the November 13, 2013 public meeting led to the addition of two more potential locations: Sites 10 and 11 (see Figure 2). After comparing how well all eleven sites met the selection criteria, all sites except Site 1 and 11 were eliminated from consideration (see Figure 3). These alternatives were then taken to the community on May 14, 2014. Meeting attendees voiced strong opposition to locating the facility at Site 1, pointing to the number of neighboring residences and the types of nearby businesses (specifically a preschool and a social service organization).

LINE 8 LAYOVER SITE SELECTION CONSIDERATIONS

Site Functionality

- Minimum of 3 buses to work independently of each other
- Ability to construct operator restroom/break room facility
- Buses can enter, exit and move easily within layover site and without backing up

Service efficiency and cost

- Distance from the end of line
- Traveling on roadways that TriMet does not already travel

Acquisition Consideration

- For sale?
- Cost to acquire parcel(s) market value
- Existing structures?
- Private/Public owner
- Institutional use (School/Hospital/etc.)

Site Development

- Proper zoning/development codes
- Existing features
- Site Preparation
- Development costs

Neighborhood

- Proximity and number of houses adjacent to lot
- Proximity, scale and number of businesses adjacent to lot

Line 8 Bus Layover Facility

Original Alternatives

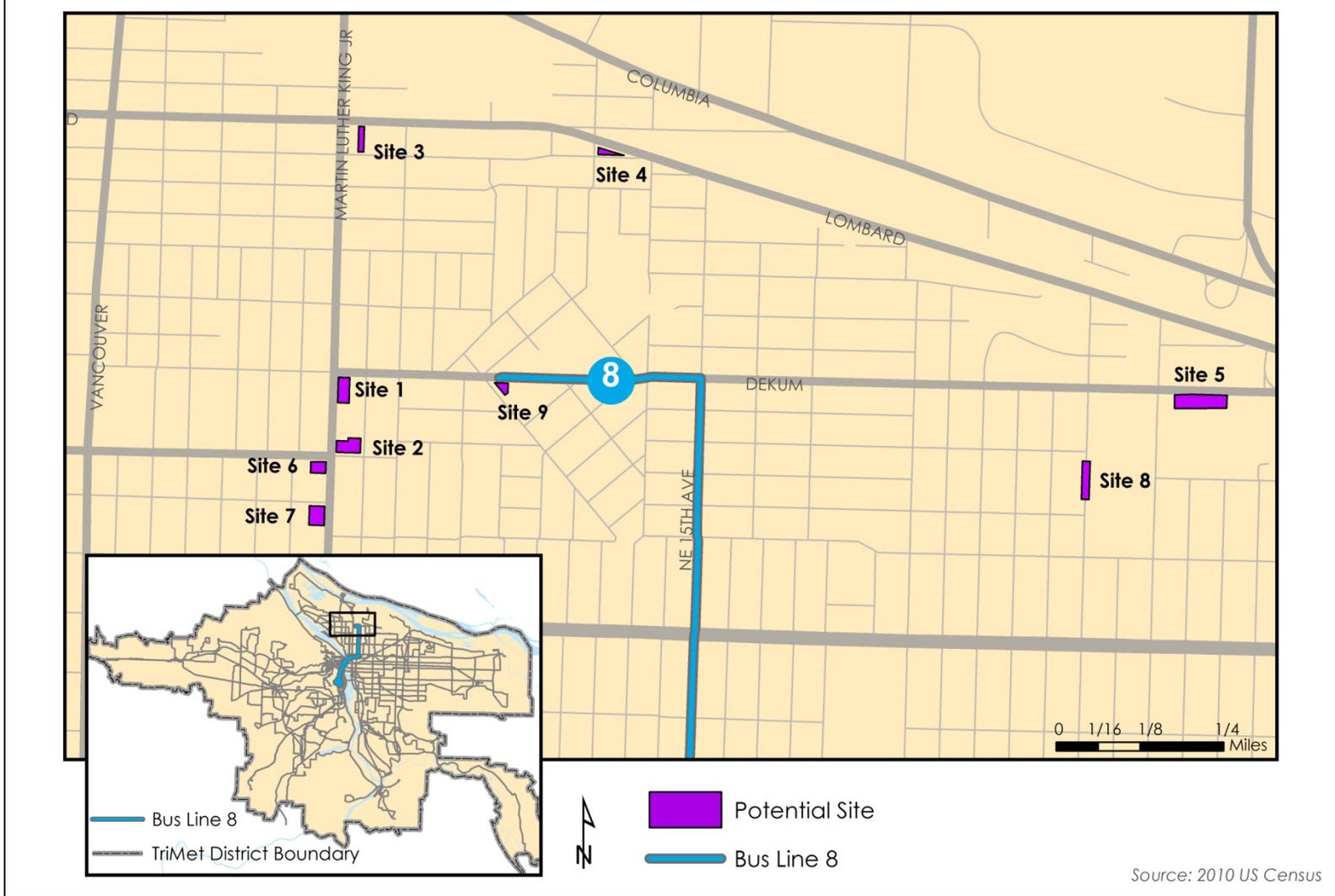


Figure 1: Initial nine sites proposed as potential locations for the Line 8 bus layover facility

Line 8 Bus Layover Facility

Modified Alternatives

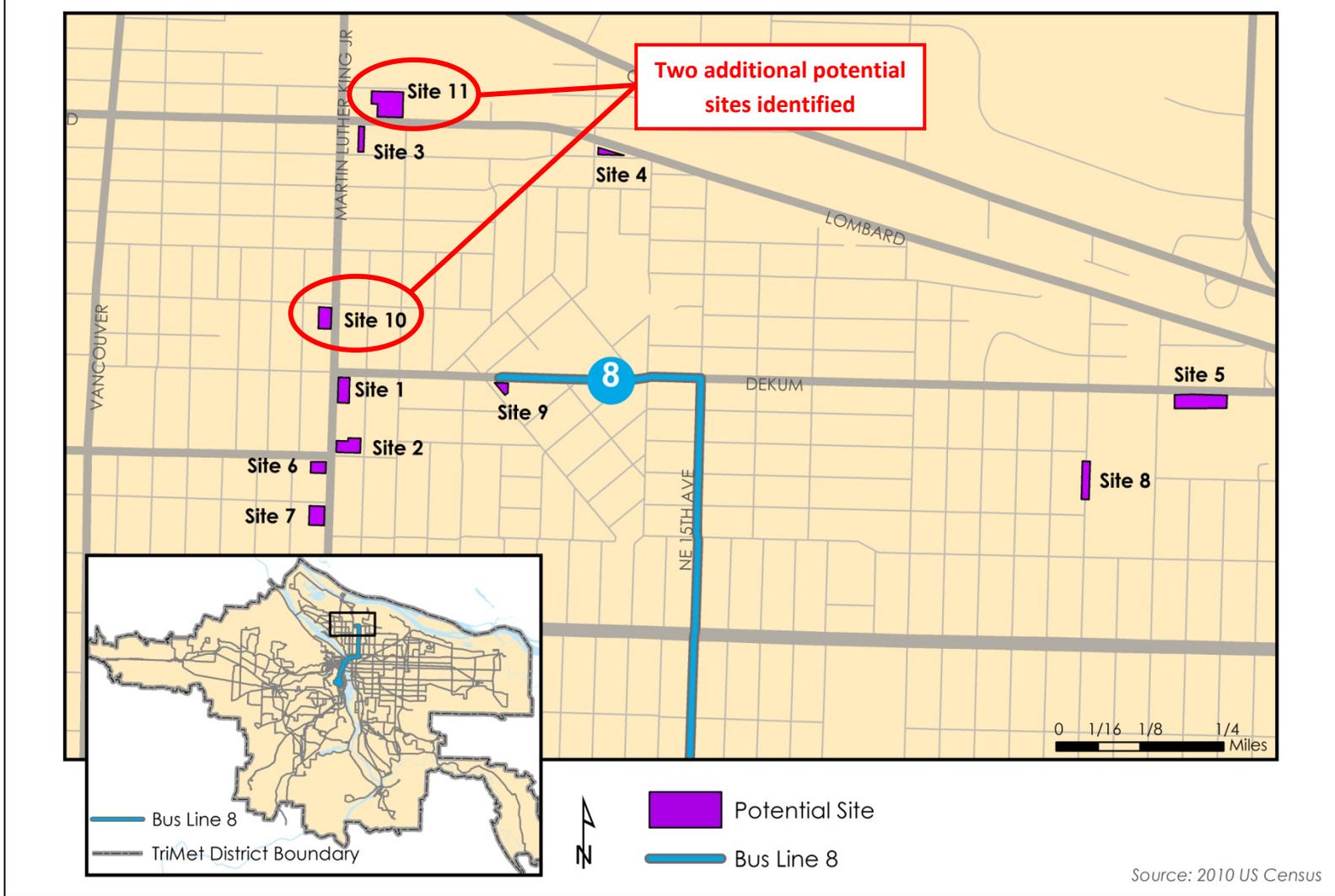


Figure 2: Site location alternatives for Line 8 bus layover facility after initial phase of community outreach

Line 8 Bus Layover Facility

Final Alternatives

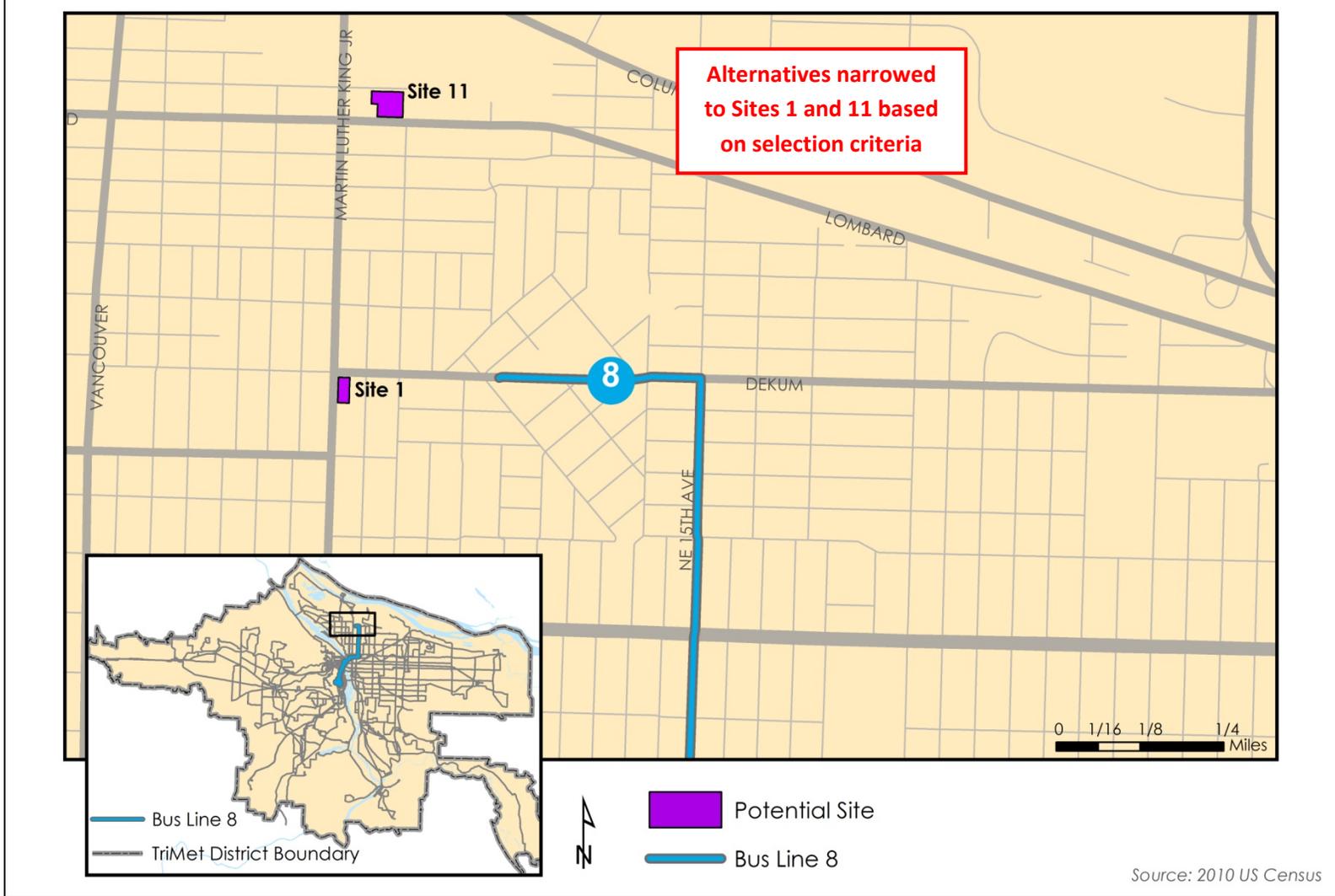


Figure 3: Final set of two site alternatives for Line 8 bus layover facility

VIII. Alternatives Equity Analysis

While the Site Selection Considerations criteria and community feedback were used to narrow the candidates down to two (sites 1 and 11), TriMet analyzed area demographics afterwards to ensure that this did not result in disparate treatment on the basis of race, color, or national origin. All alternative sites from the beginning of the process are within Census Block Groups with minority populations that are higher-than-average for the TriMet District; the current end of the line and on-street layover location are also in a block group with higher-than-average minority population (Figure 4).

For sites 1 and 11, TriMet compared them across three additional factors for the purposes of evaluating the relative equity impacts: who would be impacted by each respective site selection; whether either would require displacement of residents or businesses; and any cumulative impacts from the presence of similar facilities in the area. The results are shown in Table 1.

Table 1: Equity Impact Comparison for Sites 1 & 11		
	Site 1 Address: 6720 NE MLK Jr Blvd	Site 11 Address: 511 NE Lombard
Minority Population of surrounding Census Block Group	<ul style="list-style-type: none"> - Number: 478 - Percentage: 44% 	<ul style="list-style-type: none"> - Number: 801 - Percentage: 54%
Who would be impacted by selecting this site?	<ul style="list-style-type: none"> - Market operating on site (minority-owned) - Abuts several residential properties - Preschool, social service organization, church, residences, neighborhood businesses all within one block of site 	<ul style="list-style-type: none"> - Business currently operating on site (minority-owned) - Abuts one residential property - Veterinary clinic, auto repair/maintenance businesses, residences, neighborhood businesses all within one block of site
Will selecting this site require displacement of residents or businesses?	No – property owner willing to sell.	No – property owner willing to sell.
List other similar facilities nearby. Includes maintenance, storage, operations, etc.	Line 17 on-street layover location (not a facility, but ~1 mile away)	Line 17 on-street layover location (not a facility, but ~1 mile away)

While the block group surrounding Site 11 has a greater number and percentage of minorities than the block group surrounding Site 1, Site 11 itself abuts only one residential property. Additionally, at community meetings neighbors have consistently voiced concerns about Site 1 due to its proximity to residences and a preschool.

Bus Layover Facility Location Analysis

Modified Alternatives & Minority Population

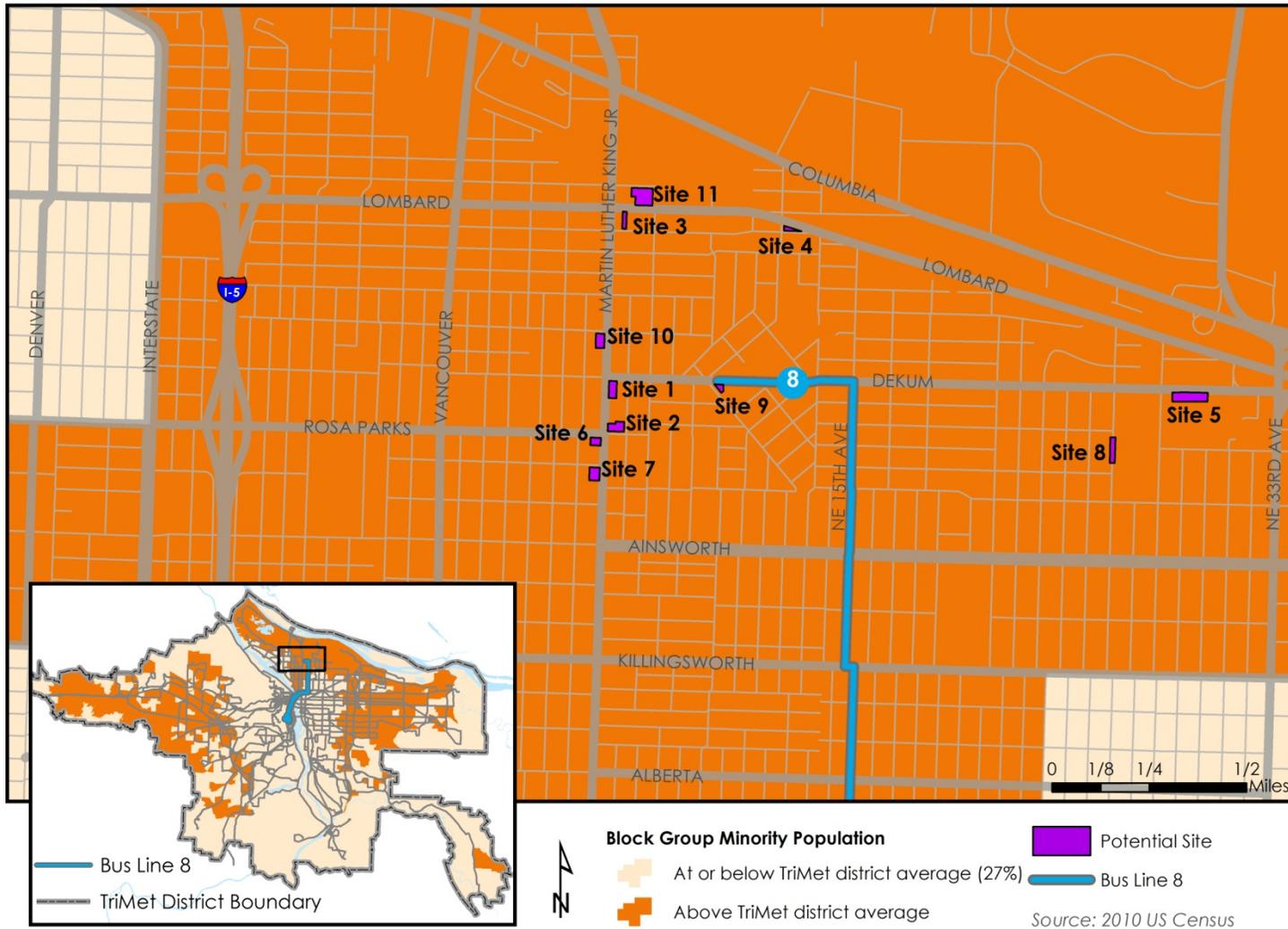


Figure 4: All 11 site alternatives and minority population by Census block group

Both sites have minority-owned businesses operating on-site, the owners of which also own the property and are willing to sell to TriMet for the purpose of constructing the layover facility.

In terms of cumulative adverse impacts, the area does not have any similar facilities nearby. There is an on-street bus layover location that is equidistant (less than one mile away) from Sites 1 and 11.

IX. Conclusions

This equity analysis has aimed to guide TriMet on selecting a location for the Line 8 layover facility that does not result in disparate impacts on the basis of race, color, or national origin. Accomplishing this required identifying any potential denial of benefits or adverse impacts associated with the site, and comparing site alternatives with this in mind.

In summary it is concluded that:

- In terms of adverse impacts, TriMet and community members agree that the facility will have bus-related noise for many hours of the day. The community has also voiced concerns that the facility will have several other negative impacts. However, neither Site 1 nor Site 11 would present a disparate impact on the basis of race, color, or national origin in comparison one-to-the-other, or to a continuation of current Line 8 operations;
- The potential overall community impacts appear to be less if Site 11 were selected, and;
- In the context of this analysis, and informed by the input of the local community, Site 11 is recommended for the Line 8 bus layover facility.

Appendices

- A. Meeting minutes: November 13, 2013 community meeting
- B. Meeting minutes: May 14, 2014 community meeting
- C. Project staff's Line 8 site review matrix
- D. Project presentation slides, updated April 2014
- E. Project timeline

APPENDIX A: November 13, 2013 community meeting minutes

TriMet Community Meeting
8-Jackson Park/NE 15th Off-Street Layover
Classic Foods—Woodlawn Neighborhood, Portland, Oregon
Wednesday, November 13, 2013

Meeting Facilitators/Representatives

Clay Thompson, TriMet & Doug Zenn, Zenn Associates

Welcome & Introductions

Doug Zenn, Zenn Associates

- Meeting being recorded and notes being taken to be shared
- Brief Presentation, followed by break-out sessions
- Early in the process, information-gathering
- No decisions being made tonight

Meeting Ground Rules

Doug Zenn

Be respectful of each other

- One person speaks at a time
- Listen with an open mind
- Don't interrupt
- Take side conversations outside

Honor the limitations of time

- Try to speak concisely
- Allow others to speak

If you state a problem ...

- Attack the problem, not the person
- Offer solutions

Cell Phones

- Please put on vibrate or turn off
- If you must take a cell phone call, please leave the room quietly

Background & Goals

Clay Thompson, TriMet

Background

- 2012 budget shortfall created need to shorten line 8 back to Woodlawn
- \$500,000 saved annually
- Reasons for off-street layover
 - Limited space
 - e.g., at Ainsworth, there is only one (1) place for them to park
 - Proximity to last stop (*several blocks away from last stop*)
 - Smaller neighborhood footprint

Line 8-Jackson Park/NE 15th Off-street layover options

TriMet is considering building a permanent off-street parking location to accommodate Line 8-Jackson Park/NE 15th buses during layovers as they serve Northeast Portland. Several locations

were studied for this facility before narrowing options to two sites that have the dimensions necessary to park and turn 1-2 (*possibly 3*) 40-foot buses during operator breaks.

- Several locations studied
- Two sites with needed dimensions
- Factors weighed
- Goal this evening to gather information and input
- Show how these sites can be developed

We want to hear from the community and learn how a site might be best developed to be a community asset.

Potential off-street layover locations

Our site review process narrowed the selections down to two sites – Site #1 at NE MLK & Dekum and Site #2 at NE MLK and Rosa Parks Way. These sites were chosen primarily because of their proximity to the bus stops located at the intersection of NE Dekum and Durham, the lot size and access to either site. The buses will enter and leave the site from a primarily business oriented area.

General information

- Line 8 buses and operators will use it
- Once final site is determined a construction timeline will be shared
- Goal is to maintain access to existing businesses

Public Question: Are either property owners interested in selling?

Answer (*Clay Thompson, TriMet*): Site # 1: Interested; Site # 2: Not interested

- Additional goal to blend the site into the neighborhood
 - Every neighborhood is different
 - We want to make sure that we reflect your feedback, neighborhood and wishes

Issues raised (*through written comments that we have solicited and received*)

— **Traffic**

TriMet Note:

- Newer, quieter buses being integrated into TriMet fleet

TriMet Notes:

- Better lighting with site
- Security cameras
- Secure sites

— **Noise**

TriMet Note:

- Though, primarily (*but, not exclusively*) a business-associated area

Public Comment:

- Contested characterization of 'business-associated area'

— **Bus connectivity**

TriMet Note:

- We may be able to connect Line 8 with Line 6

— **Bicyclist/pedestrian safety**

Public Comment:

- Concern regarding changes to street and bike lanes to ensure bicyclist safety

— **Air quality**

— **Crime/safety**

Bus frequency

Line 8 buses would arrive and depart the layover location up to every 15 minutes, with service approximately:

- 5 a.m. to 2 a.m., Monday-through-Friday
- 5:30 a.m. to 2 a.m., Saturdays
- 6 a.m. to 1 a.m., Sundays

Site Amenities

We will build and maintain a break facility with restrooms to provide a secure location for operator breaks. The site might also include landscaping, sound walls and lighting.

Possible benefits?

- Improved sidewalk infrastructure
- ADA compliance
- Landscaping
- Improved lighting
- Security cameras
- Potential for easier transfers

Public Comment:

- Concern about potential removal of curb/sidewalk extension.

Service Impacts

The last stops in Northeast Portland for Line 8 are located near the intersection of NE Dekum and Durham next to Woodlawn Park. Either of the two layover sites shown on the map might allow us to provide a new stop to transfer between Line 8 and Line 6 close to the intersection of Dekum and MLK.

Public Comments & Questions

- **Michael Calwin** (sp?), lives in Piedmont neighborhood; does work at Café 11, concerned about noise level at Café (*applause*)
- **Steven**, lives two (2) blocks away, inquired about review of other prospective other commercial sites—Answer (*by Clay Thompson, TriMet*): Yes, looked at proximity, etc. [need to fill in]
- **Kristin**, lives in townhomes ~ expressed concern about safety of site and referenced bus operator stabbings at other sites
- **Aimee Fahey**, has lived in neighborhood for eight (8) years, conveyed that bus noise is offensive to the neighborhood
- [Name??], How can we be comfortable with TriMet as landlords, “not in the business of being landlords”
- [Name??], How can \$500,000 be saved in such a short distance; Answer (*by Clay Thompson, TriMet*): frequent service ...
- **Shirley**, has lived in neighborhood for 15 years; expressed
- **Aram**, lived in neighborhood for 6 years, excited about local businesses, expressed concern about potential for use of Eminent Domain (*applause*)
- **Alan Jones**, architect, expressed concern about Rosa Parks (*as a community main street*) and about potential left-hand turn of bus
- [Name??], owner of four-plex, has invested over \$30k in improvements, expressed concern about depiction/perception of “primarily business-oriented” as well as ability to rent and character and livability of neighborhood
- **Patricia Krugar** (sp?), two children that go to Growing Seeds pre-school, expressed concern about air quality and health and well-being of the children and teachers (*applause*)

- **Rick Peters** (*and wife Monica*), read prepared remarks expressing concern over air quality, livability of neighborhood, noise and safety of children and urged public to call/e-mail public officials
- **Gary** (?), expressed concern over traffic, noise and inconsistencies of bus operators and overall impact to neighborhood; concerned about how feedback is integrated
- **Jim Howell**, retired architect (*40 years ago designed park*) and worked with TriMet, suggests better connectivity through the extension of line to Interstate Ave. (*applause*)
- **Sarani**, has lived in Woodlawn for 16 years, has kept log of violations of bus operators, expressed concern about emissions and noise
- **Angela**, representing Nicole Hannah Jones, home-owner, relaying message that she is not in favor of site behind Café Eleven; suggests sites further down on MLK
- **Aimee Fahey**, did not get notice, found out from neighbor
- [Name??], transit-dependent rider, concerned about connectivity (*e.g., connection between Line 8 and Line 6*), wants accessibility and affordability as well as restored service
- **Andre Colepepper** (?), owner of Reviva (?), 12-year Woodlawn resident, expressed concern about air quality and impact particularly during warmer weather as well as traffic and access for deliveries as well as noise
- **Marcus**, concerns about impact on both residents and businesses, expressed concern about disproportionate budget saving from Woodlawn neighborhood
- **Alice**, 6th X Rosa Parks, gateway entrances to neighborhood with opportunity to bring more businesses to neighborhood, lives close to Site 2 and did not get notice
- **Bobby Wagener**, expressed concern about cut to Line 8

Feedback

Please submit your comments by November 22, 2013.

By e-mail: line8feedback@trimet.org

By regular mail:

Mailstop: PA

TriMet

1800 SW 1st Ave., Suite 300

Portland, OR 97201-9904

Next Meeting: Early 2014

APPENDIX B: May 14, 2014 community meeting minutes

TriMet Community Meeting

8-Jackson Park/NE 15th Permanent Off-Street Layover

Classic Foods—Woodlawn Neighborhood, Portland, Oregon

Wednesday, May 14, 2014

Meeting Facilitators and Representatives

Doug Zenn, Zenn Associates
Clay Thompson, TriMet
Kerry Ayres-Palanuk, TriMet

Ben Baldwin, TriMet
Nick Stewart, TriMet
Maureen Kenney, TriMet

Welcome & Introductions

Doug Zenn, Zenn Associates

— Meeting being recorded and notes being taken to be shared

— Agenda

- Introductions
- Meeting Ground Rules
- Background
- Site Information
- Site Maps
- Site Review Considerations
- Zone Information
- Bus Frequency/Amenities
- Q & A | Feedback

Meeting Ground Rules

Doug Zenn

Be respectful of each other

- One person speaks at a time
- Listen with an open mind
- Don't interrupt
- Take side conversations outside

Honor the limitations of time

- Try to speak concisely
- Allow others to speak

If you state a problem ...

- Attack the problem, not the person
- Offer solutions

Cell Phones

- Please put on vibrate or turn off
- If you must take a cell phone call, please leave the room quietly

Background | Site Review

Clay Thompson,

TriMet

Background

- 2012 budget shortfall created need to shorten line 8 back to Woodlawn (*\$500,000 saved annually*)
- Reasons for off-street layover
 - Limited space
 - e.g., at Ainsworth, there is only one (1) place for them to park
 - Proximity to last stop (*several blocks away from last stop*)

- Smaller neighborhood footprint

Line 8-Jackson Park/NE 15th

Off-street layover options

The potential layover site is intended to be a permanent off-street parking location to accommodate Line 8-Jackson Park/NE 15th buses during operator rest breaks as they serve Northeast Portland. A total of 11 locations have been studied for this facility before narrowing options to two sites. TriMet is seeking community feedback on these layover options and alternative service options.

Sites

In response to stakeholder feedback, the site search was refined in early 2014. Site 2 at NE Rosa Parks Way and MLK was removed from consideration. Site 11 at NE Lombard and 6th Ave was added to the sites considered to work best as a layover location along with Site 1 located at NE MLK and Dekum. These sites were chosen primarily because of their proximity to the bus stops located at the intersection of NE Dekum and Durham, the lot size and access to either site. The buses will enter and leave the site from a primarily business oriented area.

Maps

Maps of all 11 sites reviewed

Site 2—prospective seller was not interested

Site 10—community suggestion that was considered

Potential Layover Sites—Site 1 and Site 11

Site 1— NE MLK & Dekum

Site 11— NE Lombard & 6th

Site Review Considerations

Site Functionality

- Minimum of 3 buses to work independently of each other
- Ability to construct operator restroom/break room facility
- Buses can enter, exit and move easily without layover site and without backing up

Service Efficiency and Cost

- Distance from the end of line
- Traveling on roadways that TriMet does not already travel

Acquisition Consideration

- For sale?
- Cost to acquire parcel(s) market value
- Existing structures?
- Private/Public owner
- Institutional use (*school/hospital/etc.*)

Site Development

- Proper zoning/development codes
- Existing features
- Site preparation
- Development costs

Neighborhood

- Proximity and number of houses adjacent to lot
- Proximity, scale and number of businesses adjacent to lot

Zone Information

Review of handout

Bus Frequency

- Line 8 buses and operators will use it
- Once final site is determined a construction timeline will be shared
- Goal to blend the site into the neighborhood
- Off-street layover eliminates need to remove on-street parking
- Off-street layover may improve on-time performance

Site Amenities

Facility will have restrooms and provide a secure location for operator breaks. The site might also include landscaping, sound walls, lighting and security cameras.

Service Impacts

The last stops in Northeast Portland for Line 8 are located near the intersection of NE Dekum and Durham next to Woodlwan Park. Either sites #1 or # 11 shown on the map above might allow us to provide better connections between Line 8 and Line 6.

Next Steps

- May 30 – feedback deadline (**changed to June 13**)
- Consider all feedback
- Late June – Site recommendation to Neil McFarlane
- June 11 – TriMet board reading (**changed to July 9**)
- TriMet board meeting and public testimony (**changed to July 23**)

Feedback

Please submit your comments by **May 30, 2014**.

Comment cards tonight

By e-mail: line8feedback@trimet.org

Self-mailer available

By regular mail:

Mailstop: PA
TriMet
1800 SW 1st Ave., Suite 300
Portland, OR 97201-9904

Public Comments & Questions

— Suggestion that TriMet consider full impact to neighborhood

- Concern about negative impact to home values
- Concern about exhaust and pollution
- Concern about negative impact to businesses
- Site 1 would negatively impact both senior citizens as well as children
- **Question:** If TriMet does not purchase the entire property, would that change the cost?
Answer (Doug Zenn): Yes
- **Question:** Would the back of the lot remain vacant?
Answer (Clay Thompson): Yes, unless TriMet were to, at a later time, and pending budget capacity, further develop the property
- **Question:** Has the animal hospital been contacted?
Answer (Clay Thompson): Yes, they had one concern about the traffic backing up; they also had one thing that they were pleased with which is that the site would become aesthetically improved
- **Question:** Was cost-benefit analysis done?
Answer (Kerry Ayres Palanuk): What we look at is the initial budget outlay and the ongoing maintenance as well as the long-term savings.
- Jim, former transit planner, cited ridership differences for consideration and suggested line extension
- 17-year resident raised concerns regarding pollution as well as health/medical concerns related to interrupted sleep
- Resident expressed concern regarding loss of service as well as impact beyond immediate site, particularly NE Grand
- Expressed concern about Site 1 conveying that it is “just a bad idea”
- **Question:** Cost savings?
Answer (Clay Thompson): Site #1 retains most of \$500,000 savings; Site #11 retains about \$250,000
- **Question:** If buses would flow on a timely basis, then maybe you could
Answer (Clay Thompson): Yes
- Resident expressed that “Dekum is not okay” and “we will fight for our neighborhood”
- Resident expressed concerns over bus operators not following procedures as well as noise from new audible turning signal on buses
- Concern about residential nature of sites
- Expression that buses should go where people want them to
- **Question:** Jim came up with issues about extension of line
Answer (Kerry Ayres-Palanuk): TriMet is about to embark upon longer-term service planning process and that will be a perfect time to talk about adding/changing service; we did look at Jim’s ideas and for TriMet, we really need a place for the operators to go and we would really like to see it off-street for all of the reasons mentioned earlier (*e.g., rest room, stability, etc.*)
- Request to look seriously at option involving Wal*Mart
Answer (Kerry Ayres-Palanuk): With the Line 8 we would really have to have a location that we could pull over and have a restroom
- Concern expressed about buses idling on Ainsworth and Dekum and TriMet has not proven that you can stop the drivers from doing what they want—no layover is the option that we really want
- **Question:** What has TriMet done regarding operators using unofficial layovers?
Answer (Clay Thompson): We have been conducting on-going training with bus operators as neighbors identify individual issues.
- Public comment—we want each lot to be developed in a way to be of the best benefit to our community

- Resident polled meeting attendees regarding use of Line 8 (*approximately 65% of attendees*); thanked representative for attending meeting; cited development at MLK and Rosa Parks; “it’s really pretty clear how people feel about Site 1” (*applause*)
- Concern about more buses beyond the Line 8; favors somewhere by East Columbia
- Expressed idea to create a centralized layover location that serves 6, 75, 8, line/s coming from Vancouver, WA, etc.
- **Question:** What kind of lighting is going to be used?
Answer (Clay Thompson): We need to make it safe for operators; it could be motion-sensitive, etc.
- **Question:** Site 10?
Answer (Clay Thompson): We haven’t completely let go of Site 10, we just aren’t pursuing it at this time
- We have our own site criteria and I really think PDC should be a bigger part of this conversation
- Concern expressed about noise and pollution
- Expressed support for layover, but would like to see it further away
- Expressed concern about truncation of line and need for better connectivity and expanded service
- We are not willing to trade off \$500,000 for negative impact to our businesses and residents (*applause*)
- **Question:** When will we know what the recommendation to the GM will be? There are enough of us that will gather around and circulate petitions ...
Answer (Clay Thompson): June 11th = board meeting and public hearing
- Ross Daniels, lived in neighborhood since 1974, involved in “Green in the Hood”, nothing more important than local community; expressed possibility of an outside transportation consultant and asked about access to public records
- **Question:** How soon can we get the notes from the meetings?
Answer (Clay Thompson): By early next week
Does TriMet have an environmental justice policy
- **Question:** Is there another layover location like this in a residential area?
Answer (Clay Thompson): Yes, in the neighborhood as well as downtown
- Jim, former transit planner, “when you extend the line it does not necessarily cost money because you expand ridership” and “of course, the whole purpose of TriMet is to carry people”
- **Question:** What percentage of your budget is allocated for planning for this site? I would like to know what’s left of your planning budget. What percentage is left?
Answer (Clay Thompson): I can find out and get back to you
- **Question:** Will there be any more community meetings?
- **Answer** (Clay Thompson): Yes, there will be no more Community Meetings between now and the recommendation
- Comment that language in handouts points out that TriMet has had bias towards Site 1 from the beginning and that “this process is BS”
- Concern expressed about 100s of seniors as well as children in building at potential site
- **Question:** What kind of positive feedback do you have regarding Site 1?
Answer (Clay Thompson): We have had some positive feedback, though it is in the minority
- Question regarding bus re-routing if Site 11
Answer (Clay Thompson): Line 8 would use MLK and Lombard to get to the Site 11 layover if that site is chosen. There is the possibility of reconnection Line 8 with Line 6 as a result.
- **Question:** Question about consideration of other sites
Answer (Clay Thompson): Referenced detailed matrix (*handout provided at meeting*)

— **Question:** Are the sellers highly motivated?

Answer (Clay Thompson): Potential seller expressed concern about timing as it relates to tenant/s

APPENDIX C: Project staff's Line 8 site review matrix

Line 8 Layover Matrix												
Parking Location	Site 1 - MLK and Dekum	Site 2 - MLK and Rosa Parks	Site 3 - Lombard and MLK	Site 4 - Lombard and 11th	Site 5 - Dekum and 29th	Site 6 MLK and Rosa Parks	Site 7 - MLK and NE Highland St	Site 8 - NE 27th Ave and NE Liberty St.	Site 9 - Dekum and Durham	Site 10 -MLK and Bryant	Site 11 - Lombard and 6th	
Site Address	6720 NE MLK	431 ROSA PARKS	7410 NE M L KING BLVD	South Side NE LOMBARD ST	3039 NE ROSA PARKS WAY	6445 NE MLK	6359 NE MLK	6615 NE 29TH AVE	904 NE DEKUM ST	6931 NE MLK	511 NE Lombard	
Site Functionality	Site allows for three buses to work independent of each other. Location provides desired space for operator restroom/ break room facility. Bus turning movements in and out of site meet minimum turn criteria for bus.	Site allows for three buses to work independent of each other. Location provides desired space for operator restroom/ break room facility. Bus turning movements in and out of site meet minimum turn criteria for bus.	Site allows for three buses to work independent of each other. Location does not provide desired space for operator restroom/ break room facility. Bus turning movements in and out of site meet minimum turn criteria for bus.	Site allows for three buses to work independent of each other. Location does not provide desired space for operator restroom/ break room facility. Bus turning movements in and out of site meet minimum turn criteria for bus.	Site allows for three buses to work independent of each other. Location does not provide desired space for operator restroom/ break room facility. Bus turning movements in and out of site meet minimum turn criteria for bus.	Site allows for three buses to work independent of each other. Location does not provide desired space for operator restroom/ break room facility. Bus turning movements in and out of site meet minimum turn criteria for bus.	Site allows for three buses to work independent of each other. Location does provide desired space for operator restroom/ break room facility. Bus turning movements in and out of site meet minimum turn criteria for bus.	Site allows for only two buses to work independent of each other and space for three buses is required. Location does provide desired space for operator restroom/ break room facility. Bus turning movements in and out of site meet minimum turn criteria for bus.	Site allows for three buses to work independent of each other. Location does provide desired space for operator restroom/ break room facility. Bus turning movements in and out of site does not meet minimum turn criteria for bus.	Site allows for three buses to work independent of each other. Location does provide desired space for operator restroom/ break room facility. Bus turning movements in and out of site does not meet minimum turn criteria for bus.	Site allows for three buses to work independent of each other. Location provides desired space for operator restroom/ break room facility. Bus turning movements in and out of site meet minimum turn criteria for bus. But intersection work probably required	Site allows for three buses to work independent of each other. Location provides desired space for operator restroom/ break room facility. Bus turning movements in and out of site meet minimum turn criteria for bus.
Service Efficiency	Site is in close proximity to the end of line for line 8. Entering the site from Dekum and exiting site on MLK to another right back on Dekum makes location ideal for turnaround.	Site is in close proximity to end of line requiring a left from MLK onto Rosa Parks. Exit back on to MLK.	Median on MLK would require bus to travel northbound on MLK and a right turn onto Stafford then a left into site. Due to close proximity to intersection the bus would be unable to take a left onto Lombard forcing a right turn. This leads to additional travel increasing operation costs.	Site is off route increasing travel time and costs. Site allows for ease of access and entering and exiting of buses.	Site is significantly off route increasing operation costs. Difficulty accessing site with congestion.	Site is in close proximity to end of line requiring a right from MLK onto site then a right onto Rosa Parks.		Entering and exiting site is made difficult by median on MLK limiting the direction the site can be utilized and increased driving distance from end of line. Site requires tight turns for the bus.	Site is significantly off route increasing operation costs. Entering and exiting from 27th Ave.	Site is in close proximity to end of line.	Site is in close proximity to end of line.	Site is off route increasing travel time and costs. Site allows reasonable access for entering and exiting of buses but turns across lombard traffic and may need turn pocket.
Acquisition Considerations	Site was for sale, existing structure, privately owned	Site not for sale, no existing structure, privately owned	Site not for sale, no existing structure, privately owned	Potential for agreement with ODOT for use, no existing structure, publicly owned	Site not for sale, no existing structure, publicly owned - institutional use	Site not for sale, no existing structure, publicly owned	Site for lease, existing structure, privately owned	Potential for agreement for use, institutional use	Site not for sale, existing structure, privately owned	Site is for sale/available, has existing structure, pdc owned	Site not for sale, existing structure, privately owned, but owner is very willing to listen to offers	
Site Development	Site is undeveloped minimizing development costs. Zoned Appropriately (CMdh & EXdh)* - Allows for a Basic Utility (mass transit stop/turnaround).	Site is developed. Existing facilities and development of site have potential to be utilized. Zoned Appropriately (EXdhb)* - Allows for a Basic Utility (mass transit stop/turnaround).	Site is undeveloped minimizing development costs. Zoned Appropriately (CGdh)* - Allows for a Basic Utility (mass transit stop/turnaround).	Site is undeveloped minimizing development costs. Zoned Appropriately (EG2h)* - Allows for a Basic Utility (mass transit stop/turnaround).	Site is developed increasing development costs. Structure removal is required. Zoned Appropriately (CMh)* - Allows for a Basic Utility (mass transit stop/turnaround).	Site is undeveloped minimizing development costs. Zoned Appropriately (CMdh)* - Allows for a Basic Utility (mass transit stop/turnaround).	Site is undeveloped minimizing development costs. Zoned Appropriately (CMdh)* - Allows for a Basic Utility (mass transit stop/turnaround).	Site is undeveloped minimizing development costs. Zoned Appropriately (IRdh)* - Allows for a Basic Utility (mass transit stop/turnaround).	Site is undeveloped minimizing development costs. Zoned Appropriately (CGdh)* - Allows for a Basic Utility (mass transit stop/turnaround).	Site is undeveloped minimizing development costs. Zoned Appropriately (CMdh)* - Allows for a Basic Utility (mass transit stop/turnaround).	Site is underdeveloped and Zoned Appropriately (CGdh)* -however development costs are exceedingly high, due to 3 unimproved frontages and potential permitting requirements. Allows for a Basic Utility (mass transit stop/turnaround).	
Neighborhood Impact	Impacts several homes and one business.	Impact to residential area is lower than other sites, direct impact to businesses on property.	Impact to one house, adjacent to business with similar uses.	Impact to many houses in the vicinity along Stafford and 11th ave.	Site is near school and residential area. Location has high volumes of pedestrian traffic from children and residents.	Across alley from high density housing, large number of residents affected.	Impact to several residents and businesses.	Across street from high density student housing	Site has the largest number of impacted local residents.	Site has a large number of impacted local residents.	Site has the fewest impacted local residents.	

*City of Portland Zoning Code

APPENDIX D: Project presentation slides, updated April 2014

8-Jackson/Park/NE 15th

Off-Street Layover Update

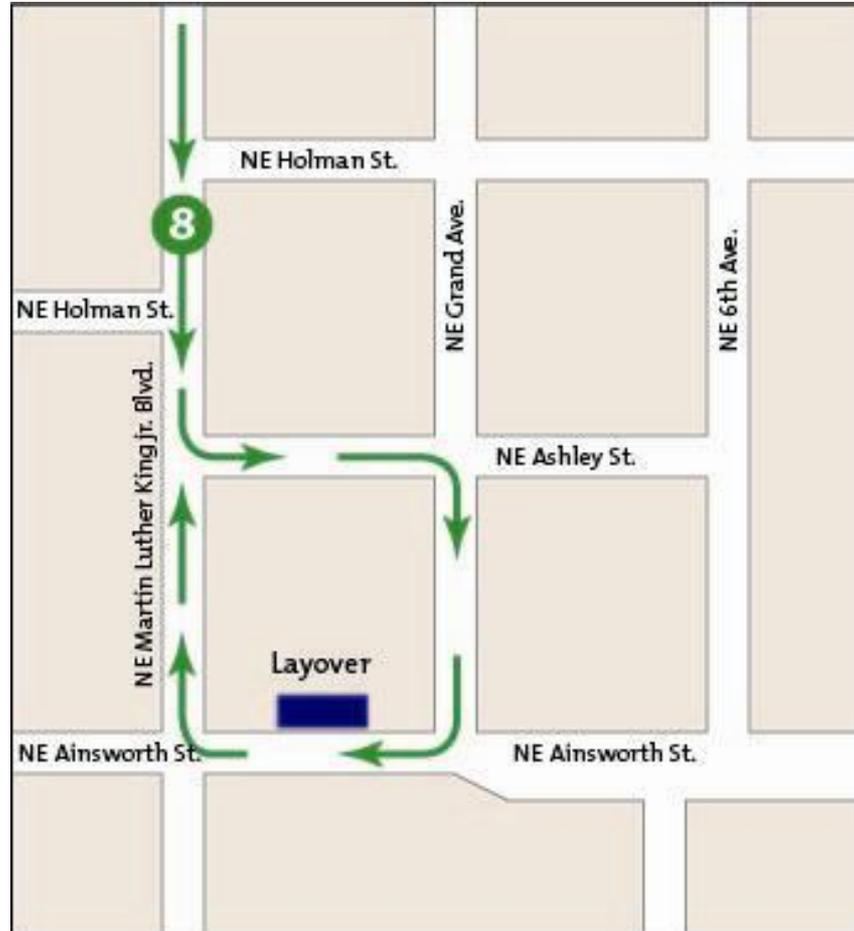
NE Winchell Layover



NE Winchell Layover



NE Ainsworth Layover

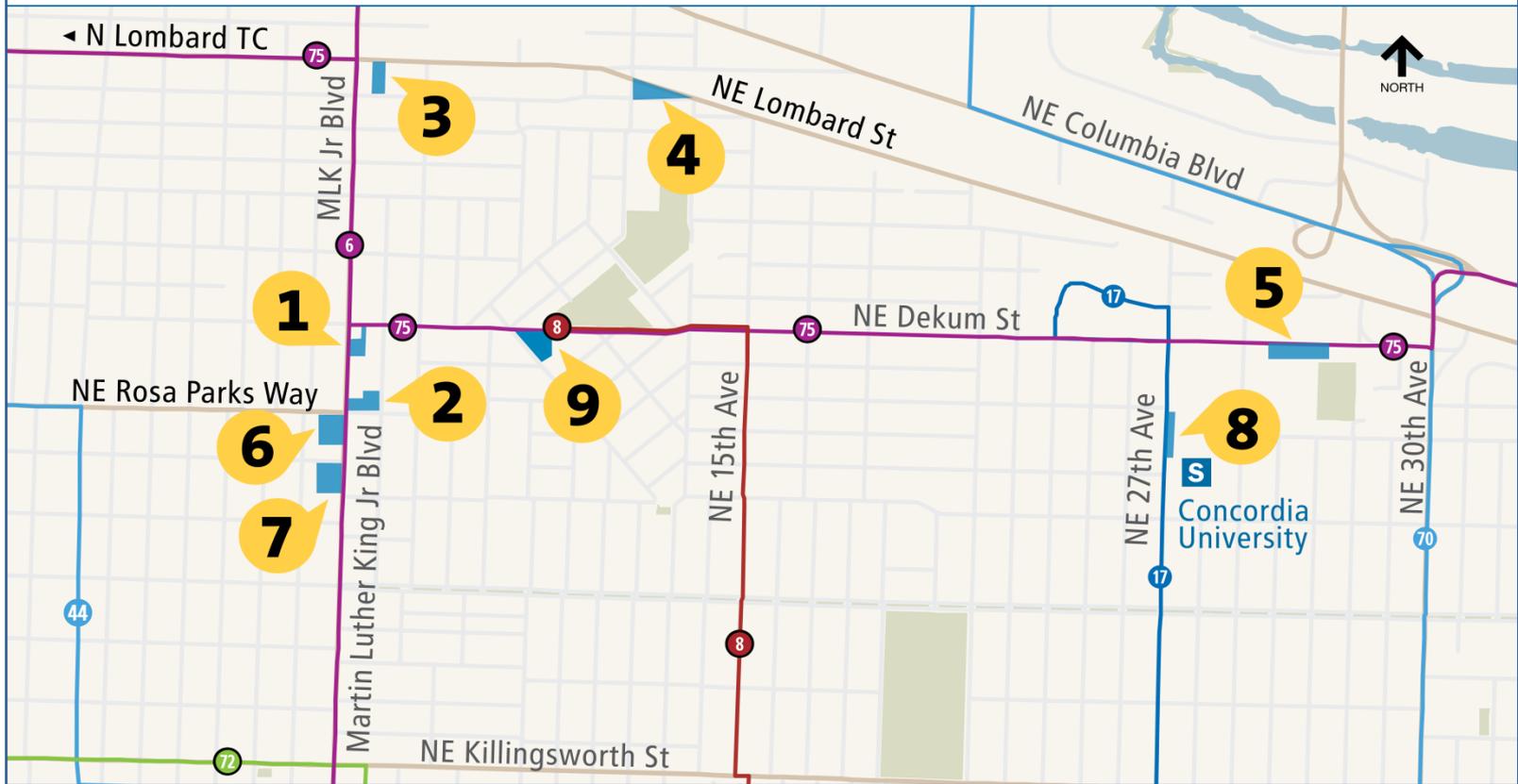


NE Ainsworth Layover



- \$2,097,000 requested project budget
- 9 sites initially evaluated
- Total of 11 sites evaluated

Line 8-Jackson Park/NE 15th Off-street layover locations considered



Outreach

- Initial site review process narrowed selections down to two preferred options
- Preferred options met the largest number of considerations
- Outreach process began in September to notify property owners and neighborhood stakeholders

Potential Sites Preferred



NE Dekum/MLK (site 1) view from MLK



NE Dekum/MLK (site 1)

houses directly behind site



- NE Dekum/MLK (site 1)
 - Privately owned
 - Owner interested in selling
 - Fits 3 buses
 - Very close to last stop on Dekum
 - Retain the majority of Line 8 cost savings
 - Could reconnect Lines 8 and 6
 - Neighbors very close/voiced opposition
 - Narrow easement puts buses very close to homes as they enter the site
 - Development cost estimated at \$2.6M

NE Rose Parks Way/MLK (site 2)

site no longer under consideration



- NE Rose Parks Way/MLK (site 2)
 - Removed from potential list
 - Fits 3 buses
 - Close to last stop on Dekum
 - Retain the majority of Line 8 cost savings
 - Could reconnect Lines 8 and 6
 - Neighbors very close/voiced opposition
 - Owner did not want to sell
 - Renters (Café 11/pastry shop) did not want TriMet as their landlord
 - Sharp opposition to this site on Nov 13

Community meeting held November 13 in Woodlawn

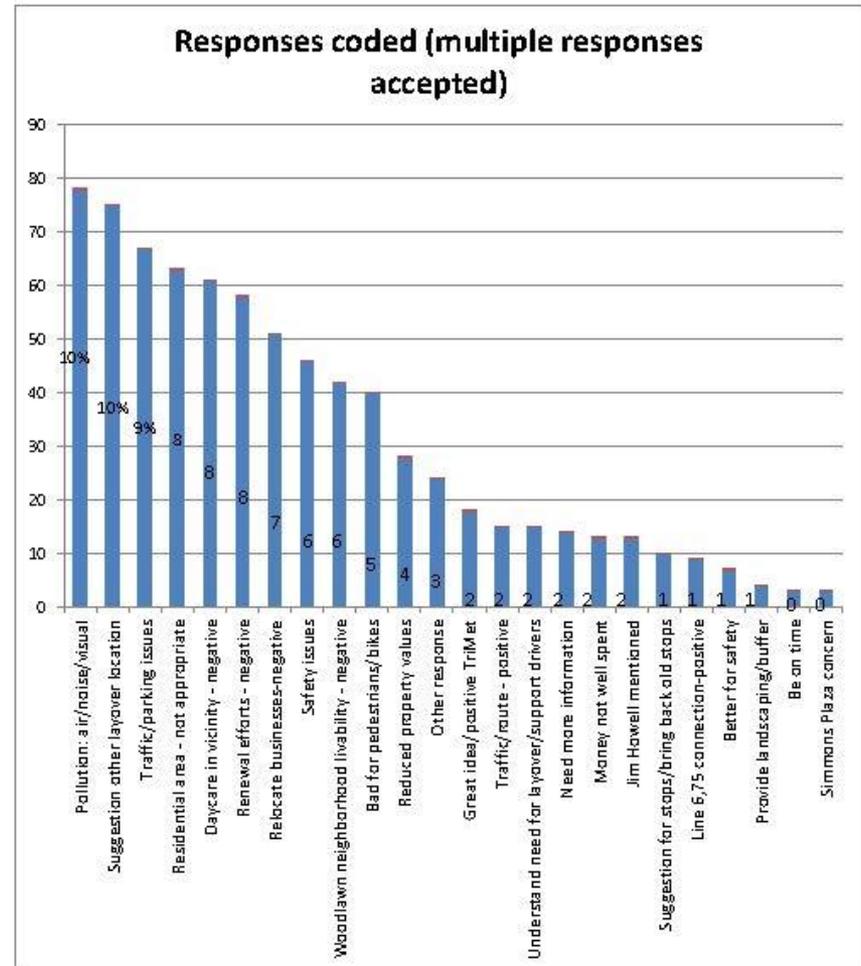
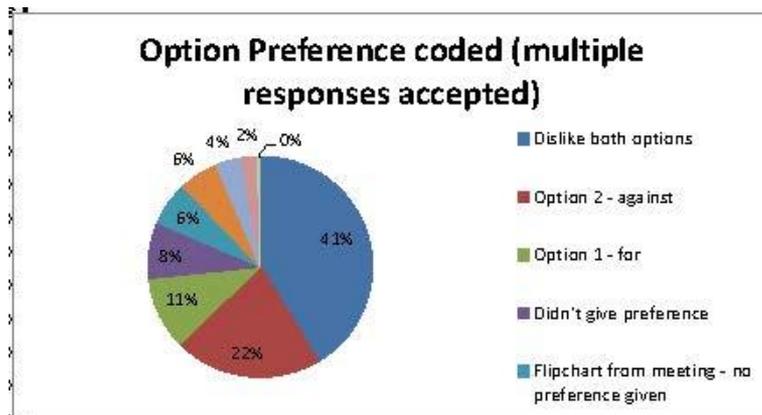
- Line 8 buses and operators will use layover
- Once final site is chosen a construction timeline will be shared
- Goal is to maintain access to existing businesses
- Additional goal to blend the site into the neighborhood
- Site built to accommodate other bus lines as well

Primary issues raised

- Traffic
- Noise
- Air quality
- Crime/safety
- Bus connectivity
- Bicyclist/pedestrian safety
- TriMet as a landlord
- MLK mixed use/street future

Outreach feedback

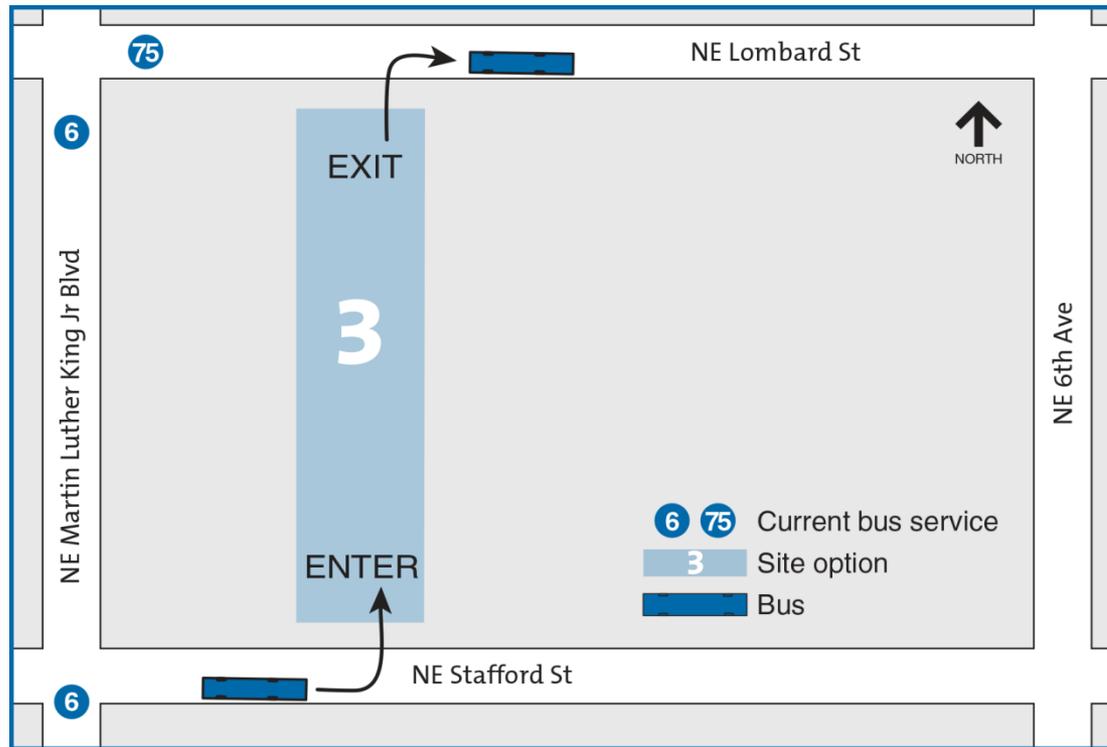
- 300 responses
- Email
- Card
- Phone
- Meetings



Actions post meeting

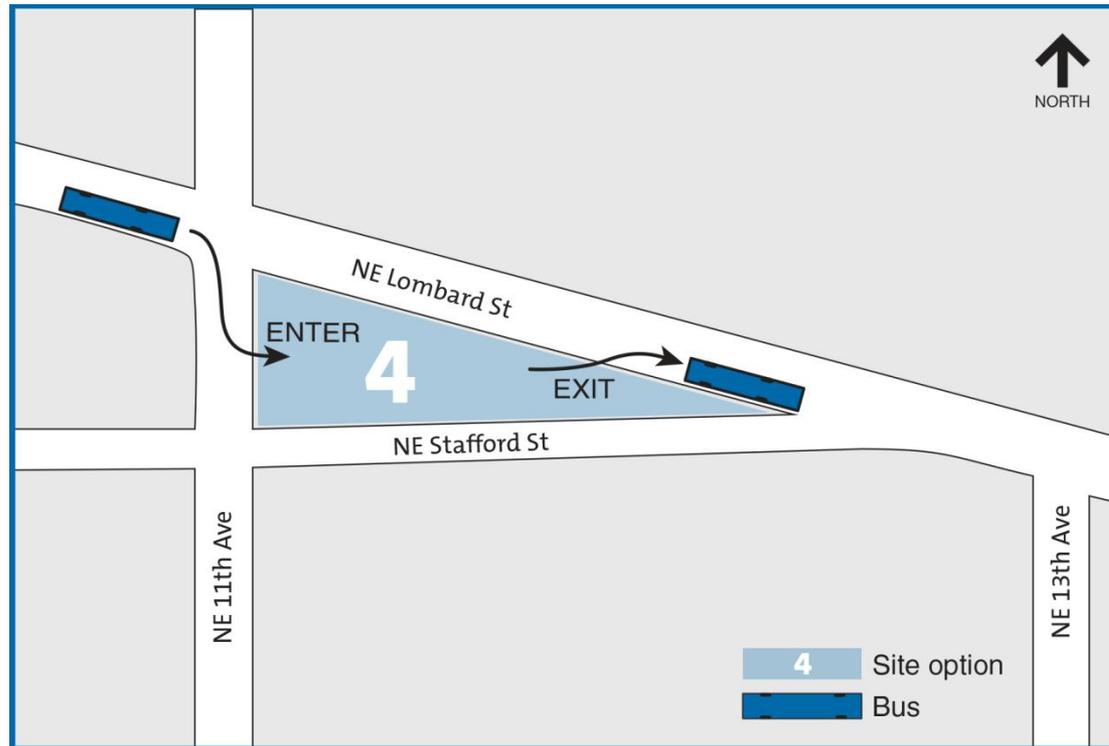
- Clear that neighbors who attended not happy with any of the options, especially Site 2
- Went to work to find additional sites
- Evaluated Jim Howell's route proposal
- Met with DAO Architecture regarding design options

NE MLK/Lombard (site 3)



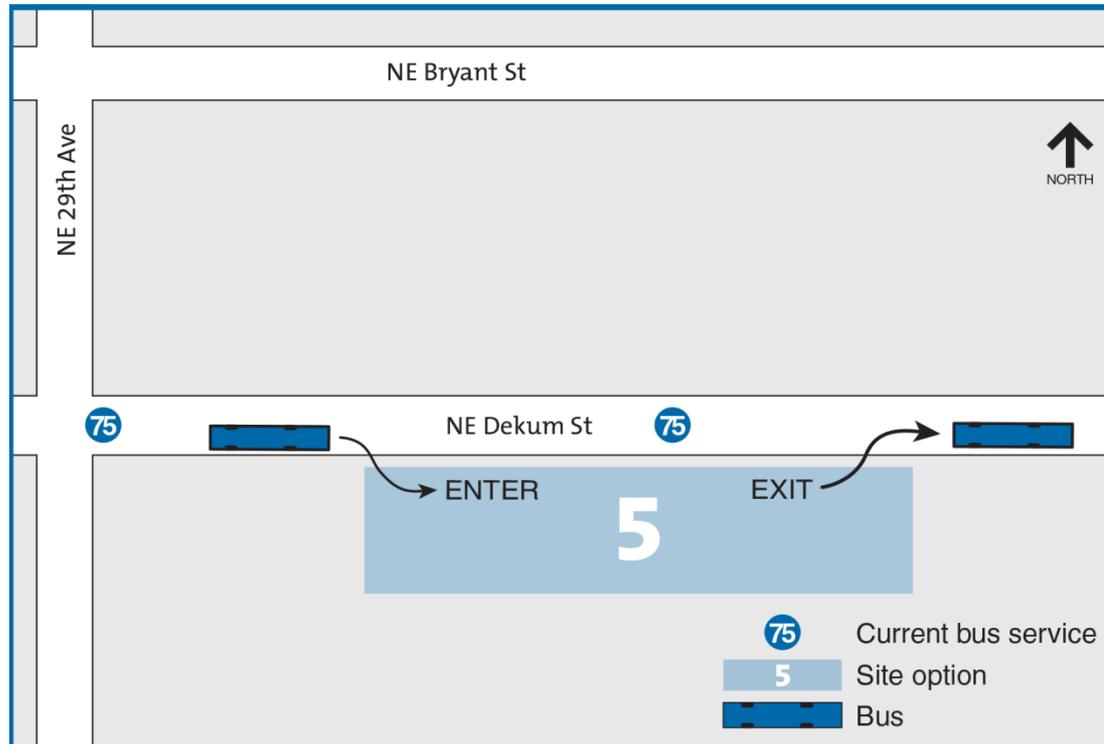
- Site not for sale/turning issues
- No space for break room

NE 11th/Lombard (site 4)



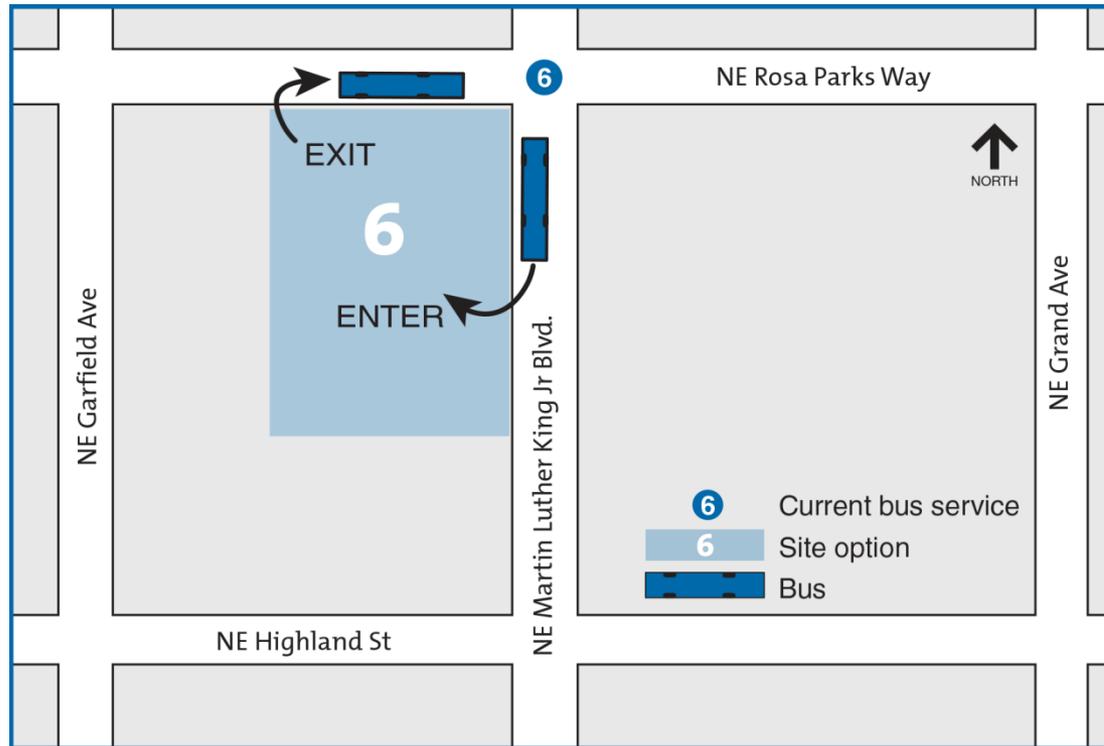
- Not for sale/off route issue
- No space for break room

NE Dekum/29th Ave (site 5)



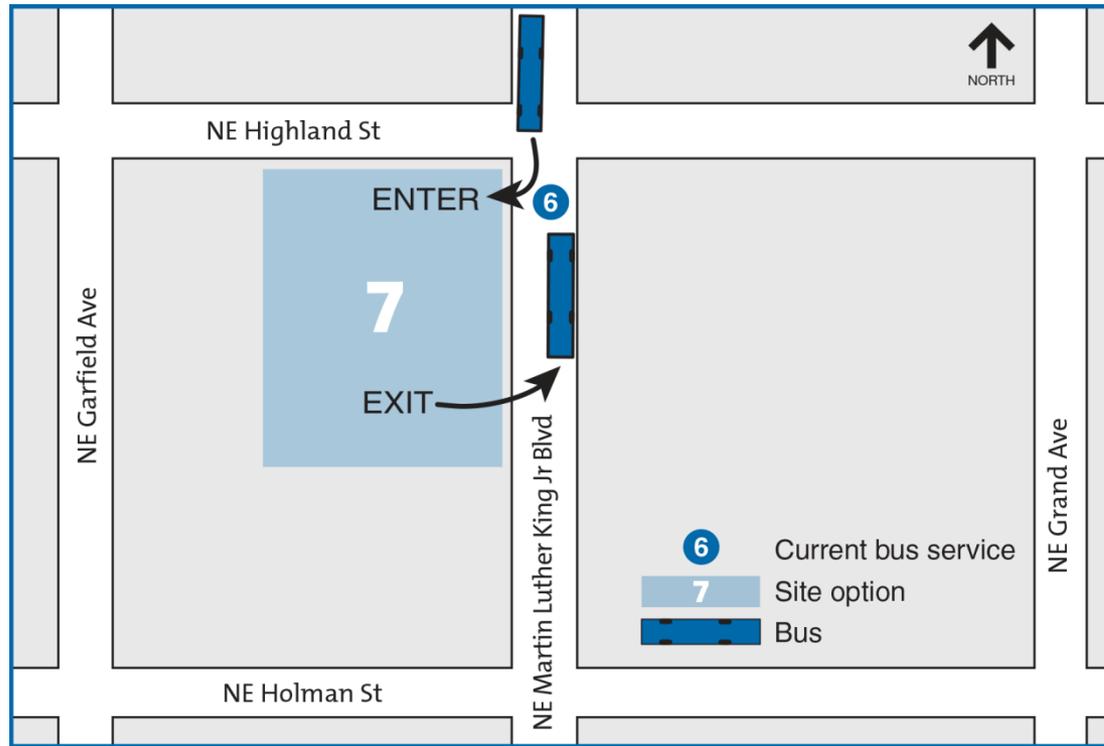
- No for sale/off route issue
- No space for break room

NE Rosa Parks Way/MLK (site 6)



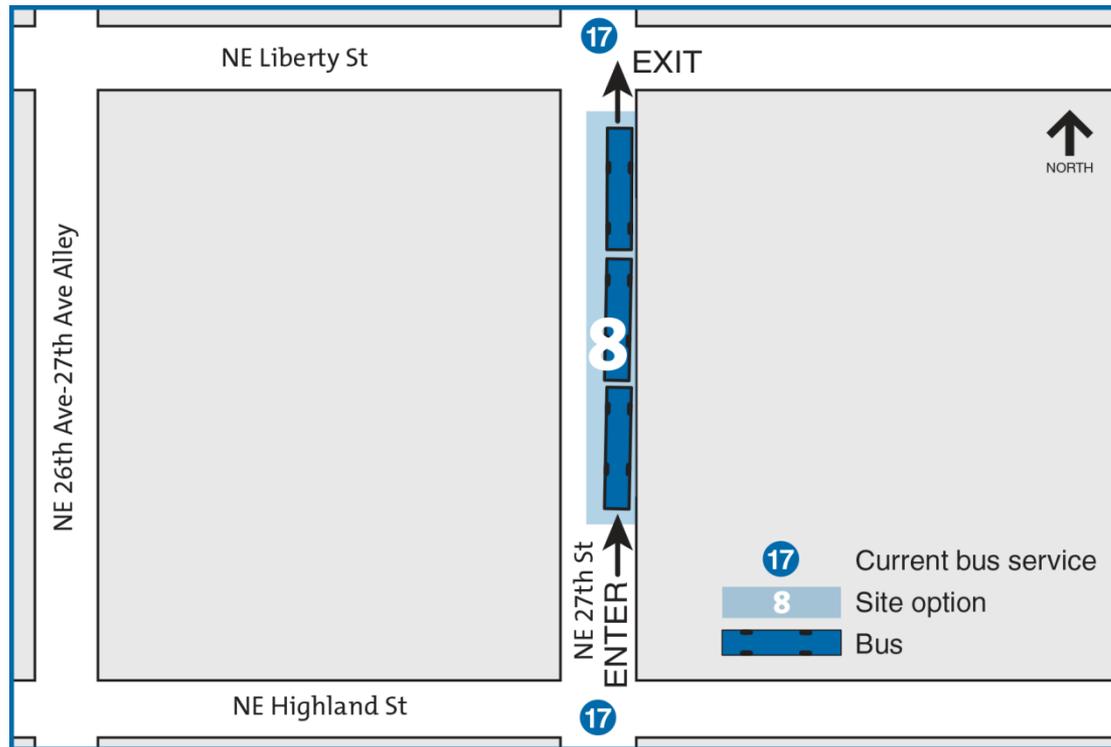
- **Not for sale**
- **Near high density housing**

NE MLK/Highland St. (site 7)



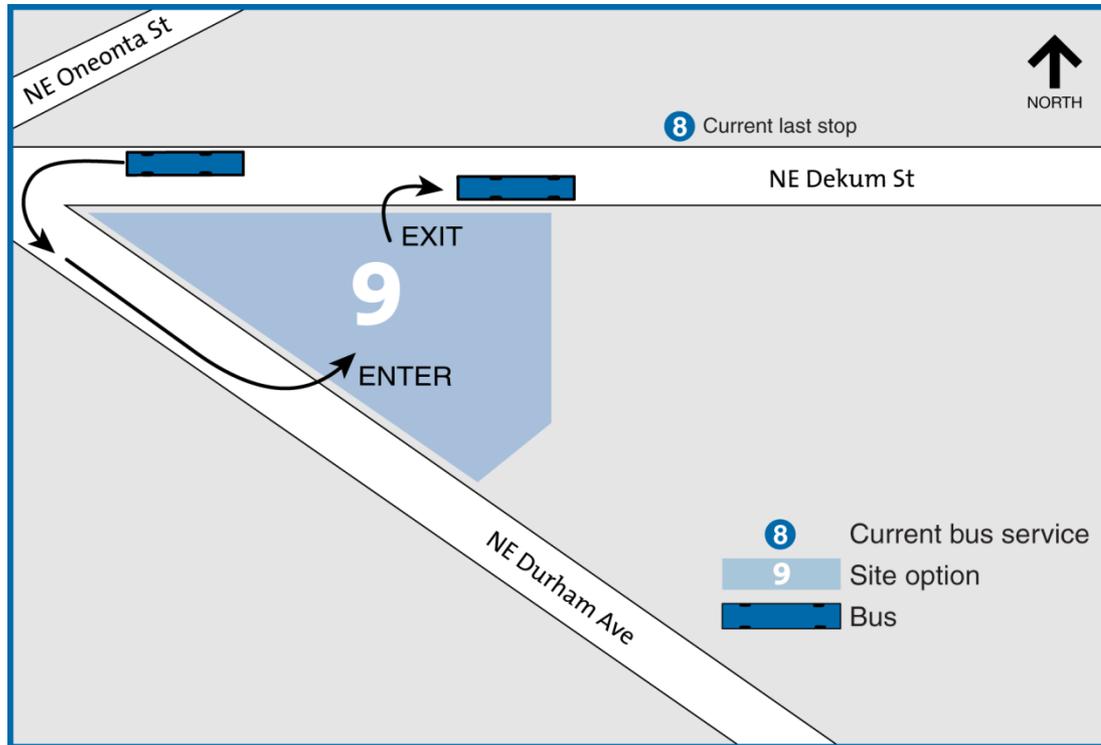
- Enter/exit difficult due to median
- Requires tight turns

NE 27th/Liberty St (site 8)



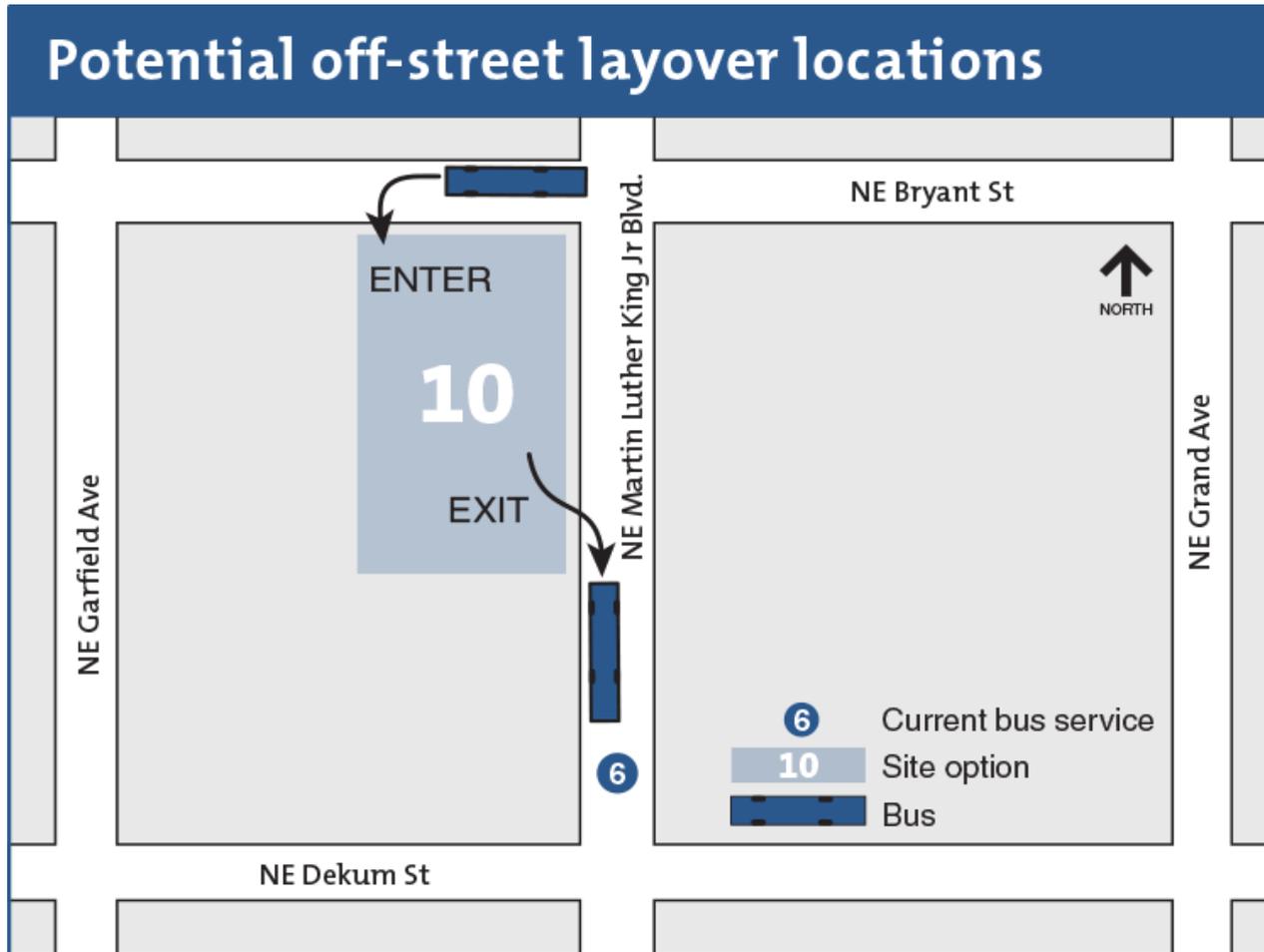
- **Significantly off route**
- **On-street/next to Concordia student housing**

NE Dekum/Durham (site 9)



- Enter/exit turns too tight
- Not for sale/high resident impact

NE MLK/Bryant (site 10)



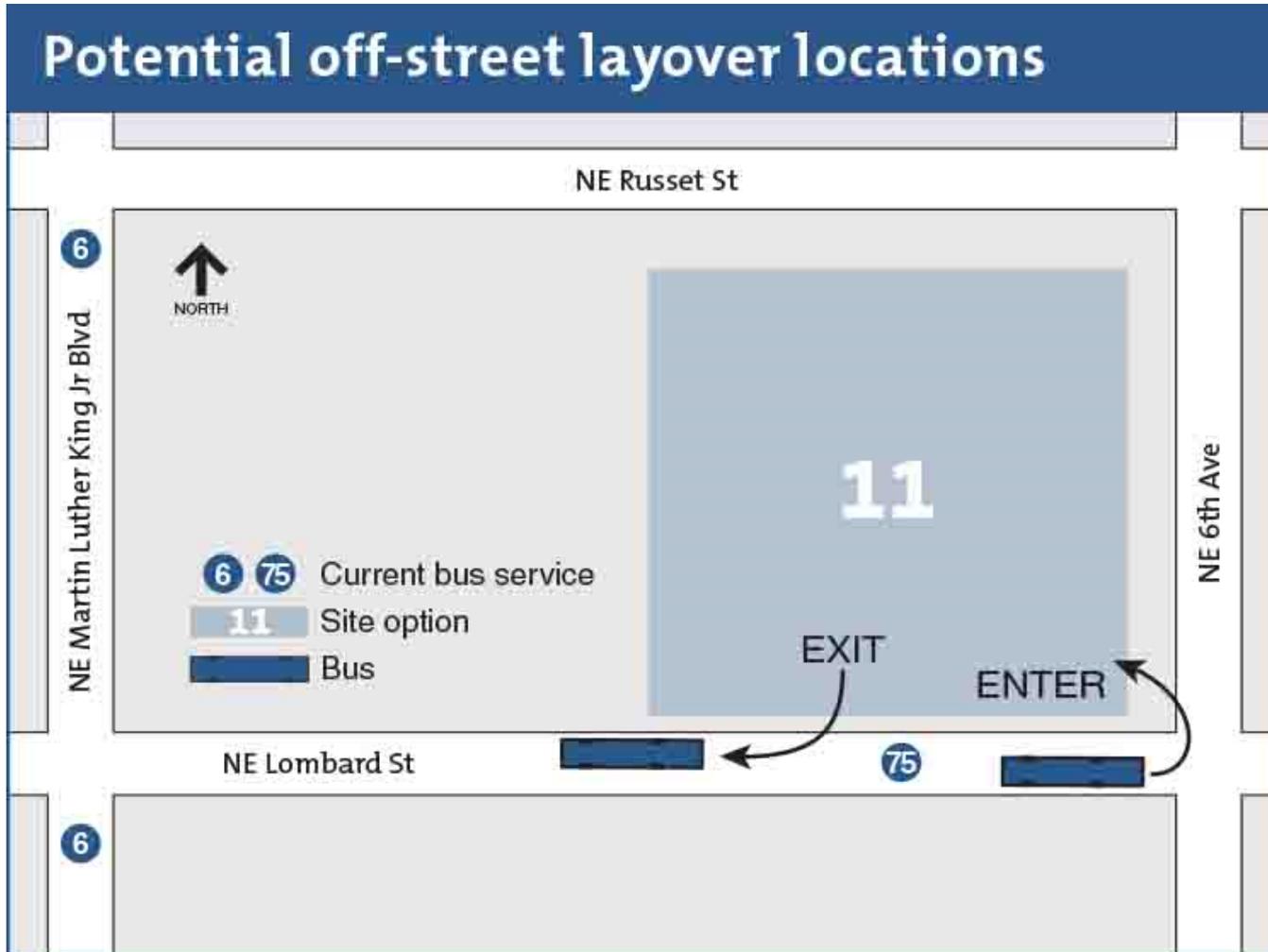
NE MLK/Bryant (site 10)

Bryant Street entrance



- NE MLK/Bryant (site 10)
 - Southwest corner
 - Owned by PDC
 - PDC interested in selling
 - Smaller area than other sites
 - Very close to large condo complex
 - Turn into site possibly difficult with cars queued up to enter condo complex
 - Development cost estimated at \$3.1M

NE Lombard/6th (site 11)



NE Lombard/6th (site 11) corner 6th & Lombard



NE Lombard/6th (site 11)

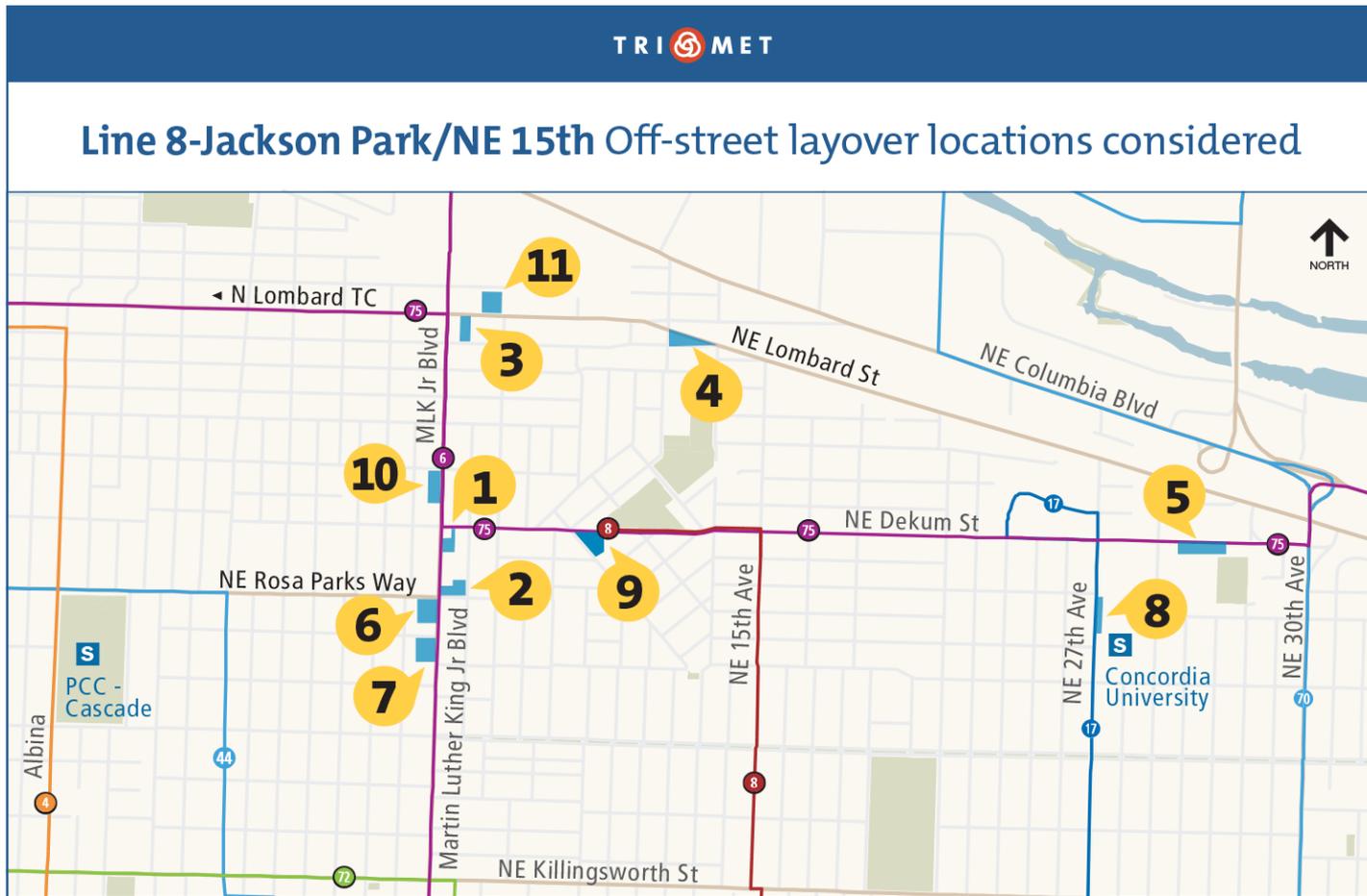
6th Ave entrance from Lombard



- NE Lombard/6th (site 11)
 - North side of Lombard at 6th Avenue
 - Privately owned
 - Owner interested in selling/prefers lease
 - Could purchase only part that fronts Lombard
 - Could develop and lease back to owner
 - Large with more than enough space for 3 buses
 - Left turn required from Lombard
 - Retain \$250K of the \$500K operational savings
 - Development cost estimated at \$3.7 - \$4.3M

- NE Lombard/6th
 - April 16 meeting with Bureau of Dev Services
 - Early Assistance Review
 - Off-site improvements are required and if so, what kind.
 - Purchase vs lease of only part of the site requires off-site improvements and if so, what kind.
 - If structures require off-site improvements and if so, what kind.
 - Meeting will help determine actual development budget for the site.

Additional sites considered

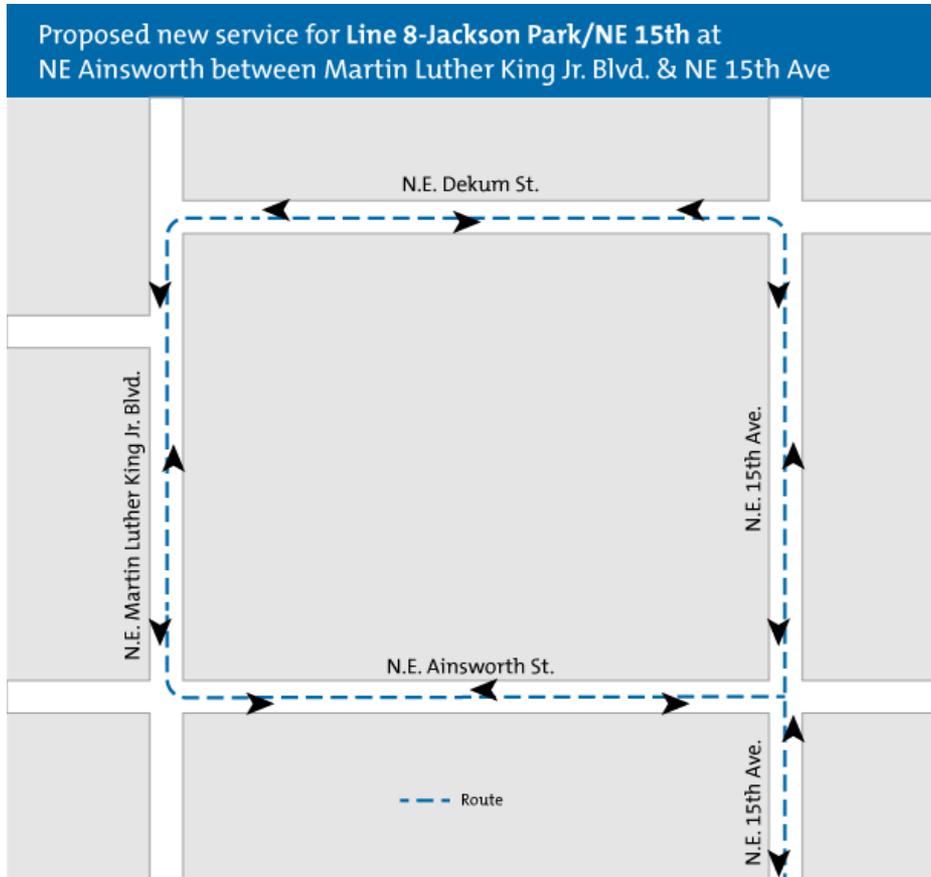


Site designs – DAO Architecture



Service alternatives considered

- Ainsworth/Dekum loop



Service alternatives

- Jim Howell proposal
 - Extend Line 8 west on Dekum/south MLK/west on Rosa Parks to Rosa Parks Yellow Line station, then north on Interstate to Lombard Fred Meyer. Return via Albina to Rosa Parks Way.
 - Theory is that connections with lines 4, 6, 44 and MAX yellow line will pay for annual cost difference
 - Section of Rosa Parks gets service that did not have it before
 - Number of new riders unsupported
 - No place to layover or turnaround

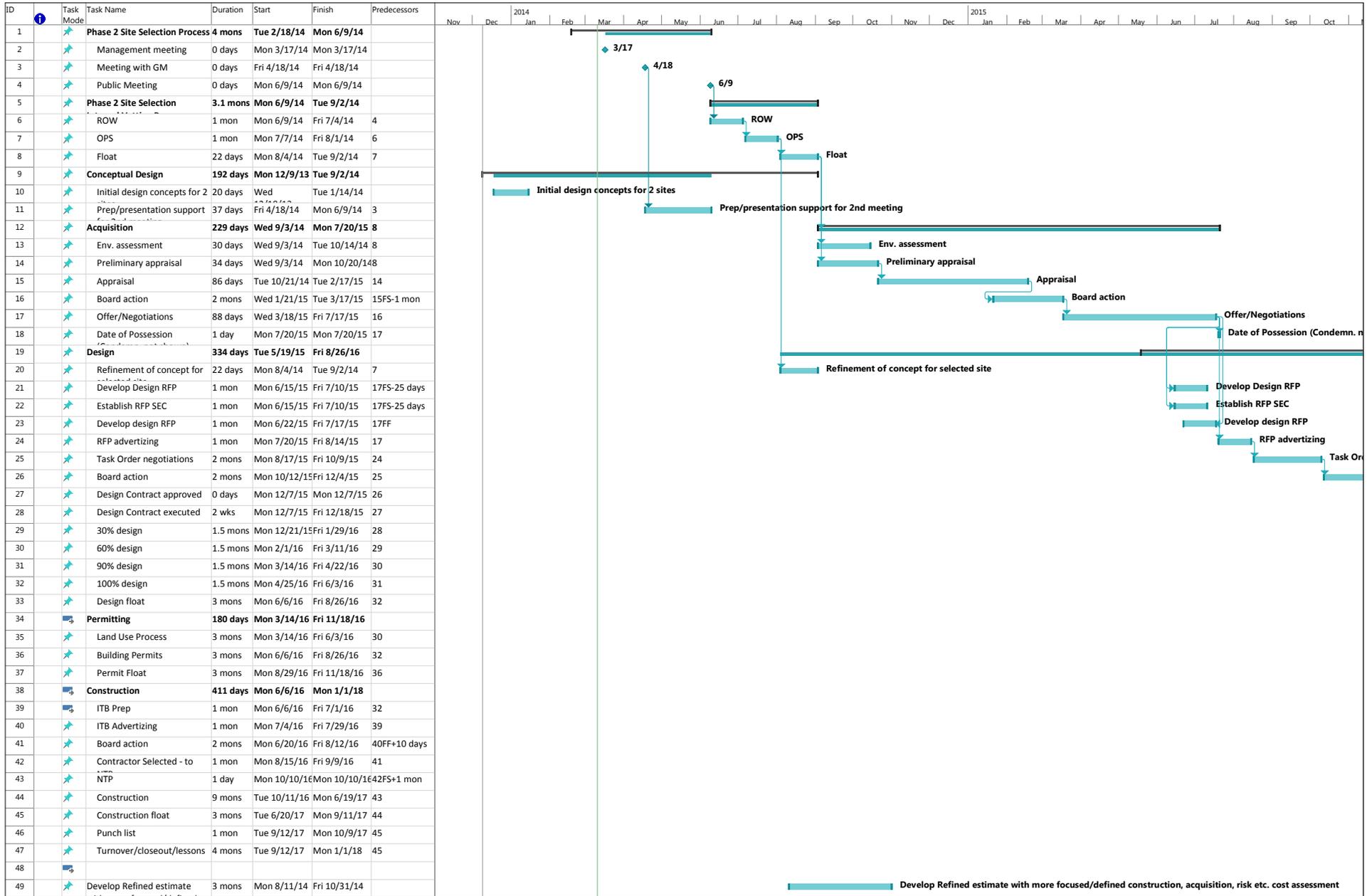
Service alternatives

- Line 8 extension to new Walmart in Hayden Meadows (NECN)
 - Extend Line 8 west on Dekum/south MLK/west on Rosa Parks, past Rosa Parks Yellow Line station, right on Denver then to Walmart
 - Difficult layover/turnaround location
 - Some duplication of service
 - Hard to gauge number of new riders
 - Expensive extension

Next steps

- Sites 1 and 11 show the most promise
- Site 10 still being evaluated
- Site 1 has property owner that we've not been able to reach
- Community meeting in early May?

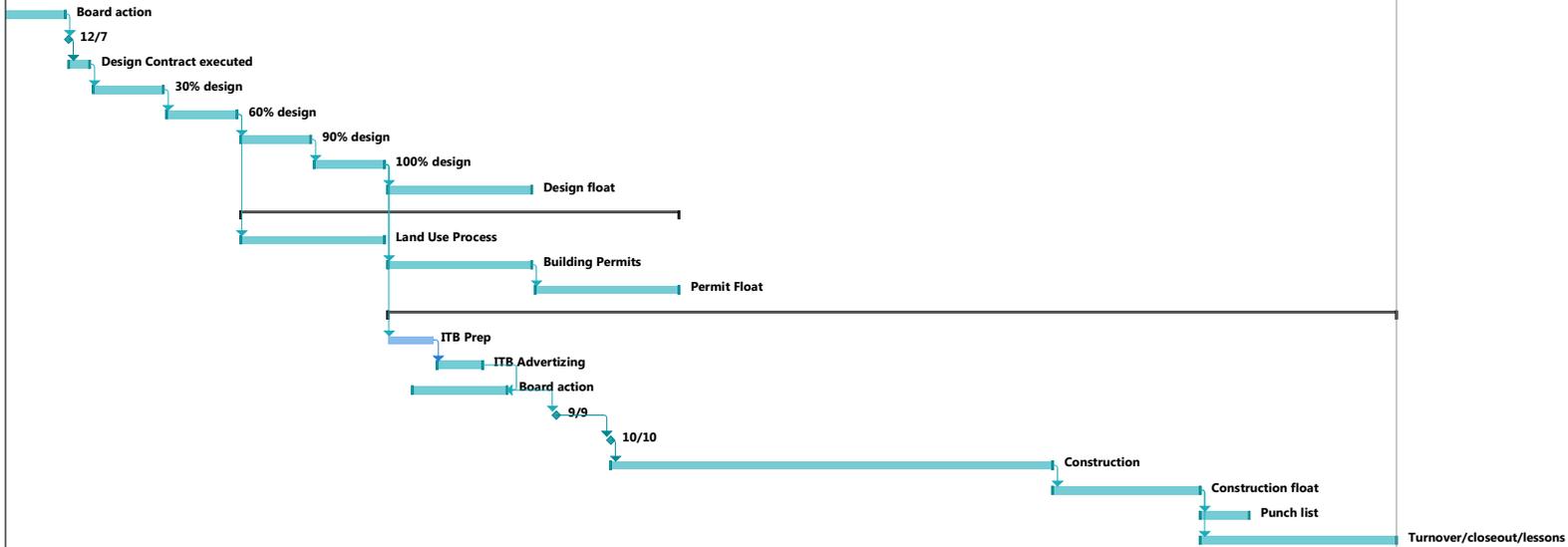
APPENDIX E: Project timeline



Project: Line 8 turnaround Phas	Task	Summary	Inactive Milestone	Duration-only	Start-only	External Milestone	Manual Progress
	Split	Project Summary	Inactive Summary	Manual Summary Rollup	Finish-only	Deadline	
	Milestone	Inactive Task	Manual Task	Manual Summary	External Tasks	Progress	

nn. not shown)

Order negotiations



Project: Line 8 turnaround Phas	Task	Summary	Inactive Milestone	Duration-only	Start-only	External Milestone	Manual Progress
	Split	Project Summary	Inactive Summary	Manual Summary Rollup	Finish-only	Deadline	
	Milestone	Inactive Task	Manual Task	Manual Summary	External Tasks	Progress	