

 Metro | Meeting Summary

Powell-Division Transit and Development Project Steering Committee
Monday, November 9, 2015
4 to 6:30 p.m.
Gresham City Hall, 1333 NW Eastman Pkwy, Gresham

Committee members present

Shirley Craddick, Co-chair	Metro Council
Bob Stacey, Co-chair	Metro Council
John Bildsoe	Gresham Coalition of Neighborhood Associations
Lori Boisen	Division-Midway Alliance
Jason Howard	Johnson Creek Watershed Council
Heidi Guenin	Upstream Public Health
Michael Calcagno	Mt. Hood Community College
Jessica Howard	Portland Community College, Southeast
Kem Marks	East Portland Neighborhood Office and East Portland Action Plan
Neil McFarlane	TriMet
Raahi Reddy	Asian Pacific American Network of Oregon and University of Oregon
Vivian Satterfield	OPAL Environmental Justice Oregon
Lori Stegmann	City of Gresham
Jack Polales (for Shemia Fagan)	Oregon State Legislator
Leah Treat (for Steve Novick)	City of Portland
Dwight Unti	Tokola Properties Inc.
Bob Kellet (for Bill Crawford)	Southeast Uplift Neighborhood Coalition
Alan Snook (for Rian Windsheimer)	Oregon Department of Transportation
Jessica Vega Pederson	Oregon State Legislator

Committee members excused

Devin Carr	Student and transit rider
Trell Anderson	Catholic Charities
Diane McKeel	Multnomah County
Melinda Merrill	Fred Meyer

1.0 Welcome, introductions and agenda review

Co-chair Shirley Craddick called the meeting to order at 4:08 p.m. and welcomed the committee members and public in attendance. Each committee member introduced themselves and their affiliation.

Co-chair Shirley Craddick noted and welcomed two new members of the steering committee, Mr. Dwight Unti, Tokola Properties Inc. and Michael Calcagno, Mt. Hood Community College. Mr. Unti and Mr. Calcagno briefly introduced themselves.

Ms. Dana Lucero, Metro staff, gave a brief overview of agenda items and materials for the meeting. She reminded the committee that no decisions would be made at today's meeting.

Co-chair Bob Stacey asked for any amendments to the June 1, 2015 Steering Committee meeting summary. With no amendments, the summary was approved unanimously.

2.0 Public comment

Ms. Lanna Hampton expressed concern that selected bus stop locations, specifically along the route of the bus line 4-Division, would not be easily accessible and would present a challenge for the community members with limited mobility.

Ms. Suenn Ho, an urban designer representing Division Midway Alliance as a consultant, expressed concerns about current design and condition of the sidewalks on Division Street. She strongly recommended the project emphasize lightening, accessibility and sidewalk width when selecting and designing bus stop locations.

3.0 Portland Action Plan and Gresham Action Plan

Mr. Joe Zehnder, Portland Bureau of Planning and Sustainability, gave an overview of updates for the Portland Local Action Plan. The updates included:

- New-and-improved urban design images that show more aspirational designs in East Portland
- Spotlight on community development actions
- Continued coordination with the city to develop the right tools and programs to carry out items identified in the Action Plan.

Mr. Zehnder provided additional details on the community development actions, which included:

- **Coordinate and participate** – Ensure the city is coordinated to carry out community development actions and that community continues to participate in the process.
- **Develop and preserve housing** – Find tools and strategies to develop and preserve more affordable housing, including market-rate and mixed-income projects.
- **Strengthen business and job opportunities** – Build on current work with Portland Development Commission's Neighborhood Prosperity Initiative (NPI). Develop new programs that help businesses thrive. Create more job opportunities for local residents, including a percentage of construction funds—for transit and (affordable) housing—to go toward Minority Women Small Business (MWSB) contracting and local hiring.

The committee members expressed support for the Portland Local Action Plan, but also noted few concerns and areas for improvement. Concerns included having too many goals to achieve, lack of prioritization, the need for a more defined timeline, and the negative effects of adult oriented businesses.

Ms. Jessica Vega Pederson, Oregon State Legislator, raised a question about what can be done to ensure that right kind of economic investment in specific project areas. Mr. Zehnder responded that Division Midway and Jade District already have ties with a community there to provide input on which economic investments are needed the most, and that other funding sources are being considered.

Co-chair Shirley Craddick introduced Mr. David Berniker, City of Gresham, to present the Gresham Action Plan. Mr. Berniker noted draft plan focuses on the three key areas: 182nd and Division, Downtown/Civic, and Stark/Hogan/Kane. He stated the focus would be on stronger connections, safety, jobs and housing.

The committee members deliberated and commented that some of the development strategies were vague. In addition, questions were raised about lack of the project's goals.

4.0 Project update: Where are we in the process?

Ms. Elizabeth Mros-O'Hara, Metro staff, gave a brief overview of the major actions taken by the Powell-Division Steering Committee since winter of 2014. She reminded the committee of the project goals:

- **Transportation** – safe and convenient option for frequent high capacity transit
- **Well-being** – creating safe and healthy neighborhoods with access to important destinations
- **Equity** – reduce existing disparities, serve existing residents and businesses
- **Efficiency** – Transit is efficiently implemented and operated

Ms. Mros-O'Hara concluded with an overview of the project timeline moving forward.

Ms. Kelly Betteridge, TriMet staff, gave a brief update, stating that it is officially in the Project Development phase, and it would be a two year process to complete. Ms. Betteridge elaborated on the key steps of the process which included:

- Locally Preferred Alternative (LPA)
- National Environmental Policy Act (NEPA)
- Small Starts Project Rating – including commitment of all non-federal funding
- Sufficient engineering and design

5.0 Proposed bus rapid transit station location discussion

Ms. Betteridge presented proposed bus rapid transit station locations and supporting analysis. She noted that data collected to develop proposed station locations included:

- About 38 proposed stations
- Spacing varies from about 1/2 to 1/3 of a mile
- Stations were identified based on multiple variables: transfer locations, ridership, ramp usage and major trip generators (e.g. school, medical, social service, major employer, etc.) - 50% of proposed stations are current or future transfer locations

She concluded her presentation by noting the committee can add, move or delete stations and that there would be additional opportunities for the public to weigh-in on station locations.

Ms. Lucero gave a preview of upcoming community engagement. Ms. Lucero pointed out key highlights of the outreach activities which would include:

- Target bus riders in the project area
- Outreach to communities of color, young people and people with disabilities
- Provide the committee with feedback on proposed station locations

Ms. Lucero concluded that outreach activities would include in-person, online and equity engagement.

Ms. Kerry Ayers-Palanuk, TriMet staff, presented Service Enhancement Plan (SEP) and planning for other bus service within and connected to the Powell-Division corridor. She stated that TriMet strives to maintain, restore/optimize or increase services in their annual service plan. Ms. Ayers-Palanuk gave an overview of the proposed timeline which included:

- March 2016 – Bus stop spacing decision and alignment decision
- 2018-2020 – Service planning outreach
- Early 2020 – Service plan finalized
- Fall 2020 – BRT service begins

Ms. Ayers-Palanuk emphasized that SEP service connecting to Powell-Division is a priority, outer Powell and inner Division will continue to have frequent service, and that many different scenarios would be considered as part of the service planning process.

The committee members deliberated and commented on the presentations.

Vivian Satterfield asked to see the pedestrian network with the ridership and station locations.

Kem Marks stated that measuring lift deployments does not account for other mobility issues, such as strollers, carts and people with walkers.

Leah Treat expressed support for collecting data on north/south connections.

Lori Boisen questioned if the committee's decision on station locations would determine future underlying service scenarios.

Alan Snook asked if bus lines 4 and 9 were differentiated during the sampling.

John Bildsoe raised concerns on age limitations on driving and need to account for where non-grid network affects access to proposed stations. In addition, he noted the lack of sidewalks and lighting.

Kem Marks expressed skepticism on network distance mapping. He noted his disapproval on the upcoming decision unless input on underlying service is provided.

Jessica Vega Pederson raised questions about use of federal funds, net time gain, and if BRT stations were permanent locations. In addition, she asked if equity or safety trumped cost-effectiveness and commented that north/south service was critically important.

Vivian Satterfield expressed concern about the idea of saving service hours in one area to increase them in another and asked for additional information. She raised questions on the budget sources and why there is a need to save service hours versus expanding them.

Lori Boisen strongly disagreed with taking service hours away from the bus line 4 to serve other places considering the line is very well-used and profitable.

Bob Stacey commented on legislative session proposal to significantly increase money for transit and asked for TriMet's assistance to help the committee understand what new funds could do.

Raahi Reddy asked how ridership can be increased to make it more affordable and if increased capacities would reduce costs for riders. She noted the need for accessibility for young families.

Heidi Guenin agreed with Raahi Reddy's comments and added that she would like to have a better understanding of travel time savings, specifically its distribution, and who would benefit or would be burdened by it. She also raised a question why Powell/80th stop location was selected.

Michael Calcagno asked if there were online barriers for taking the survey and if personal information was asked that may deter people from completing the survey.

Jason Howard asked to clarify the frequency and extent of a lesser service for people not served directly by a proposed BRT station.

Dwight Unti questioned if increased revenue that may come with better service was accounted. He commented that addition of north/south lines could increase ridership and revenue.

Kem Marks asked about the time of trip with proposed vs. further spaced stops vs. auto trips. Is this comparable?

Lori Boisen raised a concern that too many stops would not help retail businesses.

Michael Calcagno proposed the committee look at stations that could be removed.

Kem Marks agreed with Michael Calcagno and, in addition, proposed to take a look at the stations that would be kept.

Jessica Vega Pederson asked where trips were commonly starting and stopping and what was the average length of the trips.

Jason Howard noted that separate, more zoomed in maps would be helpful.

6.0 Project alignment update

Ms. Katherine Kelly, City of Gresham staff, gave a brief update on Gresham alignment options. The connection in Gresham between the Transit Center and Mt. Hood Community College has three possible alignment options. From the results of paper and online surveys, with the most preferred option listed first, those options include:

- Hogan Drive
- Main Avenue/223rd
- Cleveland Avenue

The survey's key themes included the following aspects:

- Concerns about pedestrian safety accessing stations
- Schedule reliability
- Riders were excited to hear about improved transit service
- People largely preferred serving areas that are already developed
- Business owners had a mix of positive and negative reactions

Ms. Betteridge spoke to the Portland alignment options, which included the crossover between Powell and Division streets and Downtown Portland. Key takeaways on the Powell-Division crossover included:

- Clear understanding that 82nd is the preferred alignment
- Focus on design/traffic to understand how to make 82nd work

- Outreach to community and interested parties to get underway in winter
- Plans to share conceptual design and outreach summary at next committee meeting

Main points on the Downtown Portland crossing included:

- Transit Mall is emerging as the preferred alignment
- Operating in a dedicated transit facility is a necessity in downtown
- Summary of analysis to date at next steering committee meeting

John Bildsoe asked how many people responded to the last two Gresham surveys and if there was an issue with sampling/weighting. He noted that number of respondents seemed small, and he would like to see more people weighing in on the alignment options.

Shirley Craddick asked about relationship to the East Metro Connection Plan north/south freight routes and impacts on freight movement. She noted the relationship to Gresham Vista and Hogan may not be best route.

John Bildsoe expressed concern about traffic congestion and other transit changes on Gresham routes.

Michael Calcagno expressed support for the Hogan Drive alignment option and asked if a close up map view of how 223rd would loop around the Transit Center could be provided.

7.0 Next Steps and Adjourn

Co-chair Stacey adjourned the meeting at 6:40 p.m.

Meeting summary respectfully submitted by:

Yuliya Kharitonova

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	11/9/15	11/9/15 Steering Committee Agenda	110915PDSC-01
2	Document	6/1/15	Steering Committee Meeting Summary	110915PDSC-02
3	Summary	11/9/15	Overview for November 9, 2015 Steering Committee	110915PDSC-03
4	Document	10/22/15	Portland Action Plan- Draft	110915PDSC-04
5	Document	June 2015	Transit Action Plan	110915PDSC-05
6	Document	11/5/15	Map book: Proposed station locations and current ridership	110915PDSC-06