



Powell-Division Transit and Development Project Steering Committee  
Monday, September 26, 2016  
4 to 6:30 p.m.  
Church of Jesus Christ of Latter-Day Saints, 9901 SE Caruthers St, Portland

*Committee members present*

|                                 |  |
|---------------------------------|--|
| Shirley Craddick, Co-chair      | Metro Council  |
| Bob Stacey, Co-chair            | Metro Council  |
| John Bildsoe                    | Gresham Coalition of Neighborhood Associations                       |
| Rick Bartko (for Lori Boisen)   | Division-Midway Alliance   |
| Michael Calcagno                | Mt. Hood Community College   |
| Devin Carr                      | Student and transit rider  |
| Jason Howard                    | Johnson Creek Watershed Council                                      |
| Jessica Howard                  | Portland Community College, Southeast                                |
| Kem Marks                       | East Portland Neighborhood Office and East<br>Portland Action Plan   |
| Neil McFarlane                  | TriMet   |
| Diane McKeel                    | Multnomah County   |
| Kerry Rowand                    | Southeast Uplift Neighborhood Coalition                              |
| Raahi Reddy                     | Asian Pacific American Network of Oregon and<br>University of Oregon |
| Vivian Satterfield              | OPAL Environmental Justice Oregon                                    |
| Lori Stegmann                   | City of Gresham  |
| Rian Windsheimer                | Oregon Department of Transportation                                  |
| Chris Warner (for Steve Novick) | City of Portland   |

*Committee members excused*

Trell Anderson  
Shemia Fagan  
Heidi Guenin  
Melinda Merrill  
Diane Noriega  
Jessica Vega Pederson  
Raahi Reddy

## **1.0 Welcome, introductions and agenda review**

Co-chair Bob Stacey called the meeting to order at 4:09 p.m. and welcomed the committee members and public in attendance. He reminded the committee that no decisions would be made in today's meeting.

Ms. Noelle Dobson, Metro, proceeded to give a brief overview of agenda items. She explained that in today's meeting Steering Committee would have an opportunity to hear presentations on project timeline update, corridor-wide strategy, project costs, budget, federal funding, and route choices.

Co-chair Bob Stacey acknowledged project's challenges and commended members of the committee for working together on finding solutions on what can be done with the resources that are available. Co-chair Shirley Craddick agreed with co-chair Stacey and emphasized her commitment to ensure that East Portland has enhanced transportation options and is well connected to other major destinations.

## **2.0 Update on project timeline**

Ms. Elizabeth Mros-O'Hara, Metro, gave a brief overview of the project timeline and reminded the committee that based on the adopted project outcome for Locally Preferred Alternative (LPA), the following findings included:

- Major transit need
  - High ridership and growing area
  - 4-Division is overcapacity gets off-schedule during peak times
  - Most pass-up complaints on TriMet's system
- Powell transit project is not feasible in the near-term
  - High cost and property impacts
- Powell-Division Corridor-wide Strategy
  - Broader strategy by the project partners to address the areas that a transit project can't do alone.

Ms. Elizabeth Mros-O'Hara noted that project is officially in Project Development phase and gave a brief overview of the remaining decisions, which included:

- Route Recommendations (October 3)
  - Downtown Portland
  - Willamette River Crossing
  - Inner Portland
  - East Terminus
- Station Recommendations (October 24)
- If there are remaining decisions (November 7)

The committee members and all those in attendance proceeded to view the video of Inner Division Bus Rapid Transit (BRT) Test. Ms. Mros-O'Hara concluded with Summer Survey Results findings, which included:

- People want to see change!
- Most respondents prefer stops farther apart if it means a faster trip
- 64% say proposed station locations work Very Well or Well; some feel that 8-10 blocks between stations seems too far

- Some skepticism that a longer bus will fit on Division; many are supportive that inner Division streetscape will be maintained
- Some express frustrations that Powell is no longer being considered

### **3.0 Project cost, budget, and federal funding**

Ms. Elizabeth Mros-O'Hara, Metro, gave a brief overview of how the project will be funded, what are the requirements for funding, and what are the conditions for staying competitive. She proceeded by explaining what are the project elements and their estimated cost, and what project partners were able to identify in potential local funds. Main takeaways for project cost and funding included:

- Project costs to be in the competitive range for federal funding should be around \$175 million
- Early analysis shows the transit project costs \$226 million
- Need cost savings to make the project viable - \$51 million
- Project partners need to fill funding gap to get to \$75 million locally

### **4.0 Clarifying questions**

The committee members deliberated and asked for more detailed cost estimates before any decisions are made. In addition, committee members inquired if all the project elements were required in order to receive federal funding, and if there are similar projects that were approved for the maximum amount of federal funding.

### **5.0 Cost savings from different project elements**

Ms. Kelly Betteridge, TriMet, presented on options for service improvements to Mt. Hood Community College (MHCC). She started by giving an overview of existing bus line services, travel times, ridership, student population, and future ridership projections. Ms. Betteridge continued by presenting options for improving service to Gresham campus, which included:

- Increase frequency on Line 20 Burnside/Stark
- Extend Line 25 Glisan/Rockwood to MHCC
- Increase frequency on Lines 80 and 81

Options for improving service to Maywood Park campus included:

- Increase frequency on Line 71 - 122<sup>nd</sup> Avenue
- Increase frequency on Line 87 - Airport Way/181<sup>st</sup> to Frequent Service

She concluded with a brief overview of other potential capital improvements:

- Transit tracker display screen (would require providing electricity to shelter)
- Upgraded (electric) shelter lighting

### **6.0 Underlying service**

Mr. James McGrath, CH2M, started presentation on underlying service. He started by giving an overview of the challenges that an underlying service would bring if combined with Bus Rapid Transit service, which included:

- West of 82<sup>nd</sup> Ave – BRT would get caught behind slower underlying bus on one lane; providing pull outs for the underlying bus to stop while BRT passes would create more neighborhood impacts
- East of 82<sup>nd</sup> Ave – Operating BRT and underlying service would increase the number of bus to bus interactions; underlying service would slow down BRT; two lanes don't solve the problem alone; underlying service stops at curb move far away from intersection – making walk farther at all popular destinations; separating BRT and underlying service more to try and reduce travel time conflicts would make distances even farther.

Mr. McGrath concluded by going over the circulation challenges near 82<sup>nd</sup> Ave, near side, far side and far far side underlying service.

Mr. Alan Lehto, TriMet, gave a brief overview of the Line 20 service enhancement plan for the East Portland.

The committee members inquired if operational cost for Line 20 is part of the \$25 million commitment from TriMet and if there is a concrete commitment to enhance east side transit services. Other comments included disappointment about enhancement of the east side transit while connection to MHCC is being eliminated, and that Line 20 service enhancement plan should not be considered a BRT project.

## **7.0 Project elements**

Ms. Elizabeth Mros-O'Hara, Metro, gave a short overview of project elements which included:

- New 60-foot articulated buses
- Substantial stations with wider spacing
- Queue jumps at key congested intersections to allow buses to move around cars
- Traffic signal priority to give buses longer green lights
- Level or near level platforms
- Upgrading sidewalks with ADA ramps
- Improved street crossings
- Potential for local service improvements to serve key destinations
- MHCC students may be better served with local service improvements

## **8.0 General discussion, questions, and answers**

The committee members expressed strong concern about eliminating connection to MHCC. Other concerns included lack of confidence in provided cost estimates, need to connect underprivileged and underrepresented communities to the educational institution, need to explore any possible opportunities for funds.

Mr. Michael Calcagno, MHCC, stated that by eliminating connection to MHCC, two of the original project goals, equity and access, are being sacrificed. He requested to evaluate cost savings from cutting down on downtown Portland design details, to view details on financial analysis, and to have concrete commitment from TriMet for Line 20 service enhancement prior steering committee decisions.

Additional comments included interest in improving transit services and connection in a high crash corridor between 82<sup>nd</sup> Ave and downtown Portland, how proceeding with the project versus not proceeding would impact ability for future transit development and enhancement, understanding that big projects require layers of smaller ones to build upon each other to achieve major improvements and resolution to problems.

## **9.0 Public comment**

Mr. Chris Gorsek, State Representative House District 49, stressed the importance of connecting to MHCC. Mr. Gorsek commented on the poor state of the current bus service and emphasized the need for concrete commitment from TriMet on service enhancement for the east side Portland.

Mr. Jim Howell, a member of the Association of Oregon Rail and Transit Advocates (AORTA), urged the committee to focus on increasing ridership and suggested that it can be achieved through the increase in frequency of service. Mr. Howell commented that there are too many stops on the proposed route and supported one of the proposed recommendations that bus line 20 should be a frequent service bus line.

Mr. Doug Allen, a member of AORTA, commented that Powell-Division Transit and Development project realistically is a bus project. He suggested the committee should think of it this way and noted that it shouldn't matter what bus line service is enhanced.

Ms. Teresa Keishi Soto, a member of Division Midway Alliance and East Portland Action Plan, urged the committee to keep a shorter distance between proposed bus stops. She noted that longer distances would create many challenges for people with disabilities and limited mobility.

## **10.0 Next steps and adjourn**

Co-chair Stacey adjourned the meeting at 6:41 p.m.

Meeting summary respectfully submitted by:

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Yuliya Kharitonova

Attachments to the Record:

| Item | Type     | Document Date | Description  | Document Number |
|------|----------|---------------|--|-----------------|
| 1    | Agenda   | 9/26/16       | 9/26/16 Steering Committee Agenda                        | 092616PDSC-01   |
| 2    | Document | 9/26/16       | Steering Committee Meeting Summary                       | 092616PDSC-02   |
| 3    | Document | 6/1/16        | 6/1/16 Steering Committee Summary                        | 092616PDSC-03   |
| 4    | Report   | 9/26/16       | Public Engagement Report                                 | 092616PDSC-04   |
| 5    | Report   | 9/26/16       | Public Letters (June-September 2016)                     | 092616PDSC-05   |
| 6    | Letter   | 9/24/16       | Honoring Original Project Goals, MHCC<br>Route Inclusion | 092616PDSC-06   |