



Powell-Division Transit and Development Project Steering Committee
Monday, October 24, 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
Lori Boisen	Division-Midway Alliance
Michael Calcagno	Mt. Hood Community College
Heidi Guenin	Upstream Public Health
Jason Howard	Johnson Creek Watershed Council
Jessica Howard	Portland Community College, Southeast
Kem Marks	East Portland Neighborhood Office and East Portland Action Plan
Neil McFarlane	TriMet
Diane McKeel	Multnomah County
Vivian Satterfield	OPAL Environmental Justice Oregon
Lori Stegmann	City of Gresham
Rian Windsheimer	Oregon Department of Transportation
Leah Treat (for Steve Novick)	City of Portland
Raahi Reddy	Asian Pacific American Network of Oregon and University of Oregon
Kerry Rowand	Southeast Uplift Neighborhood Coalition

Committee members excused

Trell Anderson
Devin Carr
Shemia Fagan
Melinda Merrill
Diane Noriega
Jessica Vega Pederson

1.0 Welcome, introductions and agenda review

Co-chair Bob Stacey called the meeting to order at 4:04 p.m. and welcomed the committee members and public in attendance. He reminded the committee that today's decision is to advance a Bus Rapid Transit (BRT) project which includes the following:

- Runs from downtown Portland, along Division, to Gresham Transit Center
- Is accompanied by improved bus service to Mt. Hood Community College (MHCC)
- Has stations located along the route to provide access without underlying service (Steering Committee decisions on the alignment river crossing and station locations will be determined separately if and when the committee moves forward with the proposed project described above)
- Includes reallocation of Line 4-Division service hours to other transit lines in the corridor

Co-chair Stacey commented on the accomplishments of the committee members and thanked them for their service and dedication.

Ms. Noelle Dobson, Metro, gave a brief overview of the agenda items. She reminded the committee that in addition to today's vote, they will have an opportunity to hear about serving MHCC, corridor-wide strategy and project features, and have a route and station location discussion.

2.0 Public Comment

Mr. Doug Allen, and Mr. Jim Howell, both members of the Association of Oregon Rail and Transit Advocates (AORTA), advocated for the AORTA's project enhancement proposal. Mr. Allen emphasized the importance of increasing ridership through implementation of electric buses, having fewer stops, and increasing bus service frequency.

Ms. Reyleen McMillan, Portland State University (PSU), and Mr. Michael Harrison, Oregon Health and Science University (OHSU), expressed support for the Powell-Division Transit and Development project. They advocated for Tilikum crossing and emphasized the importance of partnerships with Portland Community College (PCC) and MHCC, and noted that reliable connections are vital to their institutions. Document was provided and included as part of the meeting record.

Ms. Jan Campbell, a member of Committee on Accessible Transportation (CAT) at TriMet, expressed concern about long distances between bus stops saying it presents a challenge for seniors and people with limited mobility. She noted that it would be great to have a member serve on Powell-Division Steering Committee that represents community members with disabilities and seniors.

Ms. Claudia Robertson, a member of CAT at TriMet, and Elders in Action Transportation Committee, expressed concern about long distances between bus stops and having very few crossings. She advocated for better lighting and infrastructure and also supported Ms. Jan Campbell's comment on having a representative from seniors and people with disabilities communities.

Mr. Eric Tschuy, MHCC employee, commented that many MHCC students dependent on public transportation. He emphasized the need for improvements on bus line 20, more reliable transit connections, and building a stop on the MHCC campus.

Mr. Todd Struble, a representative from Jade district, disapproved Local Preferred Alternative (LPA) and elaborated on his decision. He expressed frustration with decisions being taken away despite large numbers of community members being involved in the community outreach efforts, not having enough time to go over the presented information, and sense of issues being ignored.

Duncan Hwang, a member of Asian Pacific American Network of Oregon (APANO), supported Mr. Stuble's statement. He also added that the problem lies with broken promises to the members of the community.

3.0 Key themes from last Steering Committee meeting

Ms. Elizabeth Mros-O'Hara, Metro, and Mr. Alan Lehto, TriMet, gave a short overview of the project timeline, Steering Committee outcomes, and questions from the September 26 Steering Committee meeting, which were summarized in a handout and included:

- Sidewalk costs
- Costs by route comparison
- Ridership by route
- Bridge cost comparisons
- Corridor-Wide Strategy
- Gresham's financial contributions
- TriMet's local hiring practices
- Regional Transportation Options for MHCC
- Funding for affordable housing and land banking in Portland
- Improvements to streets connecting to Division

Mr. Lehto also discussed in more detail local hiring opportunities for the project and how BRT has performed in other locations such as Twin Cities, Minnesota and Seattle, Washington.

4.0 East Side Terminus and how to best serve MHCC

Mr. Alan Lehto, TriMet, gave a short overview of the memorandum of understanding (MOU) between TriMet, MHCC, Metro, Gresham, and Multnomah County, which highlighted:

- Accelerating enhancements to Line 20 service to better connect MHCC to BRT, downtown Gresham, Rockwood, and MAX
- Partnerships on fare assistance, advertising on buses, real-time arrival displays, and design work for a future transit facility at the campus.

5.0 Corridor-wide Strategy and Project features

Mr. Alan Lehto, TriMet gave a brief overview of the corridor-wide strategy, which includes:

- Transit Investments
- Equitable Housing and Community Development
- Safety and Active Transportation

Mr. Lehto also summarized the project features, which include:

- Faster, more reliable service that includes better and safer transit access in a growing corridor

- New 60-foot articulated buses that have faster boarding with multiple doors, carry 60% more people, and have fewer pass-ups
- Substantial stations (weather protection/bus arrival times, bike parking, and benches) with wider spacing
- Other improvements like queue jumps at 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, and improved street crossings

Mr. Lehto then showed pictures of what some stops look like today, and visualizations of what they could look like with the BRT project. Mr. Lehto concluded by discussing service improvements to other lines to connect and serve communities using hours from replacing 4-Division with BRT, and MHCC students receiving bus service improvements with strong connections to BRT and MAX. Mr. Lehto showed a map of possible routes that could receive service hour investments with the project, and noted that actual improvements would be determined with public input closer to the opening of BRT.

7.0 Station Locations, New Stations, and Underlying Service

Mr. Alan Lehto, TriMet, presented on the proposed station locations, new stations, and underlying service. Mr. Lehto showed a map with the 39 proposed stations, noting that 85% of riders would use the same stop they have now and 99% of riders would have bus rapid transit within 3 blocks of their current stop.

Mr. Lehto explained that 5 new stations were proposed, bringing the average distance between stations down to .34 miles. The new stations are at:

- Division and 119th
- Division and 125th
- Division and 135th
- Division and 145th
- Division and 30th

Mr. Lehto concluded by explaining that there were operational problems and safety concerns with bus to bus and bus to bike interaction with underlying service, that potential transfer distance at major intersections would be similar to or farther than walking to BRT stations, and that underlying service would serve very few riders.

6.0 Bridge Crossing Discussion and Vote

Ms. Elizabeth Mros-O'Hara, Metro, provided an overview of the different elements of the route alignment to be included in the LPA

- The Gresham Transit Center Terminus
- Outer Division
- Inner Division
- The Portland Transit Mall

Ms. O'Hara explained that the Steering Committee would be considering a BRT project that:

- Runs from downtown Portland, along Division, to Gresham Transit Center
- Is accompanied by improved bus service to Mount Hood Community College
- Has stations located along the route to provide access without underlying service

- Includes reallocation of Line 4-Division service hours to other transit lines in the corridor

Ms. O'Hara noted that Steering Committee decisions on the alignment's river crossing and station locations will be determined separately if and when the committee moves forward with the proposed project.

Councilor Shirley Craddick, Metro, provided the Steering Committee with an overview of the decision-making process. Councilor Craddick explained that each Steering Committee member had three colored cards in front of them, and when asked, would raise a card to vote on the project. A green card indicates that the member supports advancing the project, a yellow card indicates that the member will not block the BRT project, and a red card means that the member does not support the BRT project. Members who raise a red card have the responsibility to indicate what would have to change in the project for their vote to become a yellow or green card.

The Steering Committee then proceeded to vote on a Locally Preferred Alternative that includes:

- Bus Rapid Transit
- Stations at the locations indicated on the attached map
- Route running between downtown Portland and the Gresham Transit Center
- Route running on Division Street from SE 8th Avenue in Portland to the Gresham Transit Center
- Route running on the Portland Transit Mall (5th and 6th Avenues) in downtown Portland
- Crossing the Willamette River on either the Tilikum Crossing or Hawthorne Bridge

Steering Committee members who raised green cards were Leah Treat, Shirley Craddick, Bob Stacey, Diane McKeel, Michael Calcagno, Rian Windsheimer, Neil McFarlane, Heidi Guenin, Jessica Howard, Lori Stegmann, Jason Howard. Their reasons for raising green cards included:

- Brings needed improved service
- Project is an improvement, looking towards the future
- Moves equity goals for east Portland
- Provides increased service hours that can be used elsewhere
- Project is something to build on
- This is a good alternative to build ridership
- The included active transportation infrastructure is good for health
- This investment in east Portland can bring more investment
- The region can take advantage of a \$100 million grant from FTA

Steering Committee members who raised yellow cards were Kerry Rowand and John Bildsoe. Their reasons for raising yellow cards included:

- Commitments to Powell are not at the level needed
- Concerns about speed and reliability of new service
- Distance between stops is still concerning
- No dedication to improve sidewalks and crossings on side streets approaching stations
- Lack of improvements for 82nd Avenue

Steering Committee members who raised red cards were Kem Marks, Vivian Satterfield, Raahi Reddy, Lori Boisen. Their reasons for raising red cards and what would have to happen to move them to a yellow or green card included:

- Desire for firm commitment from City/TriMet on affordable housing, business support/mitigation, and jobs/wages/local hiring
- Want commitment from TriMet on keeping the 4-Division service hours within the corridor
- The project is not BRT, doesn't have dedicated lanes and may not be reliable
- Project should have had needs identified and estimated costs before choosing how to fund it
- Station locations are too far apart
- There needs to be commitment that there will be ongoing community input
- No proof that reliability and speed will happen on inner Division

Following the discussion, Councilor Bob Stacey, Metro, suggested that a final recommendation be postponed to the November 7, 2016 Steering Committee meeting, so that staff could take time to address the concerns raised by steering committee members during the discussion following the vote.

11.0 Next Steps and Adjourn

Co-chair Shirley Craddick adjourned the meeting at 6:37 p.m.

Meeting summary respectfully submitted by:

Yuliya Kharitonova

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	10/24/16	10/24/16 Steering Committee Agenda	102416PDSC-01
2	Document	10/24/16	10/24/16 Steering Committee Summary	102416PDSC-02
3	Document	9/26/16	Steering Committee Meeting Summary	102416PDSC-03
4	Document	9/26/16	9/26/16 Steering Committee Summary	102416PDSC-04
5	Presentation slides	10/24/16	Powell-Division Transit and Development Project Steering Committee Meeting 10/24/16	102416PDSC-05
6	Document	9/22/16	Powell-Division Corridor Transportation and Development Strategy	102416PDSC-06
7	Document	10/24/16	Public comments	102416PDSC-07
8	Document	10/6/16	Funded: East Portland in Motion Projects	102416PDSC-08
9	Letter	10/7/16	OHSU/PSU Letter to Steering Committee	102416PDSC-09
10	Presentation slides	10/24/16	TriMet: Opportunities for the project	102416PDSC-10