

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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## GROWING TRANSIT COMMUNITIES PLAN

COMMUNITY ADVISORY GROUP (CAG)

WEDNESDAY, FEBRUARY 3, 2016 6–8PM

MONTAVILLA UNITED METHODIST CHURCH

232 SE 80TH AVENUE | PORTLAND, OR



### Meeting #3 Notes

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**Members in attendance:** Darin Lund, Emeé Pumarega, Phuc Toan Nguyen, Rowena Norman, Sue Ludington, Arlene Kimura, Jim Howell, Tony Lamb, and Katie Urey.

**Members not in attendance:** Jeff Deng, Jennifer Phung.

**Staff in attendance:** April Bertelsen, Francesca Patricolo, and Zef Wagner, PBOT; Vanessa Vissar, TriMet; and Stephanie Millar, ODOT.

**Members of the public in attendance:** DiJonnelle Montgomery-Thompson and Holly Sullins, Join.

#### Welcome and introductions

The group helped themselves to tacos from Tienda Santa Cruz and April called the meeting to order at 6:10 p.m., thanking everyone for coming. Everyone went around and introduced themselves to the group then April reviewed the Group Principles.

#### Meeting Notes

The committee reviewed and approved last month's meeting notes. Arlene requested to have a hard copy available to herself and others at the next meeting.

**ACTION:** Staff will print a few copies of the previous meeting notes and bring them to the next meeting.

#### TriMet Service Enhancement Plan and Service Alerts

Vanessa Vissar, Transportation Planner from TriMet, discussed proposed 2016 and 2017 bus service changes in Portland and said that they are a part of a 10-year expansion of transit throughout the Portland area. Information below:

**March 2016:**

- **Line 12–Barbur/Sandy Blvd:** More late-night and early morning trips between Downtown Portland and Tigard.
- **Line 72–Killingsworth/82nd Ave:** Earlier weekday service from Clackamas Transit Center and earlier service from Swan Island.
- **Line 83–Washington Park Loop:** Service will be replaced by the [Explore Washington Park Shuttle](#) during the summer months.
- **Line 87–Airport Way/181<sup>st</sup>:** More weekday midday trips service between 182nd/Powell and Gateway Transit Center.

**September 2016 (proposed):**

- **Line 4–Division/Fessenden:** Increase early morning and late-night service.
- **Line 63–Washington Park/Arlington Heights:** More Saturday and Sunday service through Washington Park and neighboring areas.
- **Line 71–60th Ave/122nd Ave:** Split into two bus lines and increase service hours on 122<sup>nd</sup> Ave towards Frequent Service. One line will continue to run on its current route and frequency along 60th Avenue between Parkrose Transit Center and Clackamas Town Center. The other line will be renamed and re-numbered to Line 73 and will continue to run along 122<sup>nd</sup> Ave and between Parkrose Transit Center and SE 94th and Foster with additional trips added during the weekday rush hours.

**March 2017 (proposed):**

- **Line 20–Burnside/Stark:** Increase weekday frequency.
- **Line 21–Sandy Blvd/223<sup>rd</sup>:** Add weekday trips during rush hours.

Vanessa said Service Enhancement Planning will have improvement to line 87, which serves our NE Airport Way GTC Plan corridor. The improvement starts at Gateway TC to Powell and SE Highland, increasing frequency to every 45min.

Q: What is it currently?

A: Currently it can be over an hour and it can be as low as 40min. It does not have weekend service.

Q: What is the reason for increasing the frequency?

A: To get East Portland, Rockwood and Gresham residents to jobs and to other connections faster.

Comment: Service stops at 7PM. We should look at helping people get home. Match the schedule to the shift times. There is also a demand for ridership during the day.

Vanessa said that TriMet’s proposing improvements to the Line 20, which serves our Outer Stark – Burnside GTC Plan corridor, for March 2017. Weekday frequency is proposed to increase on the Line 20. The improvements would be from NW Portland to Gresham. She said it is based on costs, bus availability, and the prioritization process.

Comment: The line 4 is frustrating because not all of the lines go all the way through.

Response: One of the proposals is to add an earlier trip on the line 4. She said that she will share more information when it is available.

**ACTION: Vanessa said that she would check to see if that is proposed for the line 4.**

**RESPONSE 4/6/16:**

*In response to Arlene's comments about Line 4 - during peak hours more trips are added to the Line 4 going to Portland in the morning and leaving Portland in the evening to manage heavier loads. These trips are added to the sections of the route where there is demand and not necessarily to the entire length of the route. There isn't a proposal to extend these trips the entire route because there is still Frequent Service on the entire Line 4 during peak hours. The September 2016 proposal for Line 4 is to add earlier and later service. My response is focused on peak hours but if Arlene is experiencing this issue outside of peak hours then she can provide you/me with the time and I can look into it.*

Comment: Heading East, folks are using the 20 transferring to and from a N-S bus line, a lot of people are stranded for long amounts of time on 122<sup>nd</sup> and 182<sup>nd</sup> Avenues. Young, female college students are waiting from 7-9PM in unsafe situations. More N-S connectors lining us with E-W connectors is important. Timing needs to improve and making sure the frequency is also at night.

Vanessa said there is an open house coming up and encouraged feedback on the Service Enhancement Plans and proposed service increases. Information below:

TriMet is launching a 10-year expansion of transit with a focus on bus service and we want to hear from you!

Attend our Public Hearing and Open House on Thursday, February 25, from 6:30 to 8:30 p.m., to share your feedback on proposed service changes for September 2016 and March 2017.

Mt. Hood Community College  
Maywood Park Campus, Rooms 305 & 311  
10100 NE Prescott St., Portland 97220

Comment: I noticed that sometimes the drivers are instructed to pick up the pace at some of the bus stops. I wonder if it is part of the conversation to talk about operator instruction when it is not a key bus stop.

Response: Drivers are expected to keep to a timetable.

April noted that if there is increased frequency, and increased ridership, that will trigger development of shelters, however through this process, we can also identify where there are deficiencies.

### **Online Survey Update**

Francesca said that she is still working on the survey. Committee members discussed opportunities for outreach and engagement including guest blogging such as for Bike Portland and asking non-profits to help by giving them \$1 for every survey filled out.

### **Introduce Corridor-level Analysis and Prioritization Tools**

April shared handouts and introduced the tools and potential criteria to be used to help prioritize needs and projects within the GTC corridors.

**Tools:** She explained that the ActivTrans Priority Tool we propose to help prioritize projects to address needs in the three GTC corridors comes from guidance from National Cooperative Highway Research Program (NCHRP) and National Transportation Research Board. She also shared that the project team is developing a routable pedestrian network in Geographic Information System (GIS) mapping software to

do a pedestrian network analysis. This will enable us to better understand the connectivity and access benefit for sidewalk and crossing projects.

Comment: An app called Mapalary allows a person with a smart phone to map their walk and take pictures of the walk.

Q: RE interns helping with the pedestrian system work.

A: Francesca said that the Bureau of Transportation will be hiring interns and they may even get to help with the pedestrian network and she will share that information with the CAG when she has more.

April discussed possible criteria on the handout that would be used to help identify the most beneficial projects from all the input received and set project priorities in the GTC Plan. She also shared an example of outcomes and related prioritization criteria used for the Transportation System Plan Update. She walked through various measures that could be used for evaluating each criteria and how each would be used. She then got feedback on the criteria and measures. To help weight the criteria that are most important, she asked CAG members to vote for their top two criteria.

CAG feedback on the most important selection criteria (each member voted twice):

- Safety: 4
- Improves access to transit: 4
- Proximity to other key destinations: 5
- Equity and demographics for serving vulnerable users: 6
- Is it already in a plan: 0
- Connectivity/ network: 2
- Transit service/ operations –delay reduction/ reliability: 1
- Public support: 0
- Feasibility of implementation: 0

Q: In all of this, where is Climate Action Plan?

A: What we are looking at will all help with reducing climate change, given we are focused on pedestrian and bicycle improvements and access to transit.

Comment: Bikes and peds should not be competitive, they are complementary. Bike and ped should not have to compete with parking. What makes it a more attractive corridor for lingering?

Q: Are you separating jobs for white collar/ blue collar?

A: We could break it out to say which jobs have higher priority.

Discussion:

- The criteria is not covering convenience or speed. Reduce risky behavior.
- Response: The connectivity criteria covers convenience. The safety criteria covers speed. Zef said this could also capture things like delay.
- Personal safety, comfort, night, vice businesses, user experience.
- I would hate to see a lot of investment done on old data and conditions on the ground is much different.
- It's about how you feel when you get there. Security. User experience. Personal safety.
- What about near misses that are not counted as crashes?

- Safety is a real concern for Join. A lot of near misses, dark, no crosswalk, high speeds.
- People may not take public transportation because they feel unsafe. Overlay crime maps. 2 levels of safety.

**Corridor Maps Activity: Help identify needs**

The group reviewed changes and additions to the maps.

**Next Steps**

There may not be a meeting in March.

**ACTION: Staff will confirm in a follow-up email if there will be a March CAG meeting.**

The meeting adjourned at 8:05PM.

*Meeting notes are provided as a courtesy and are not verbatim.*

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