



Transportation Infrastructure Subcommittee Meeting
Thursday, December 5, 2013, 1:00 – 2:00pm
NECN Office – Conference Room
DRAFT Minutes

Agenda topic: Existing Bus Service Routes — Future Bus/Shuttle Service
Special Guest: Kerry Ayres-Palanuk, TriMet Manager of Service Planning

Attendees:

Ed Abrahamson, Irvington
Paul Anthony, Humboldt
Steve Cole, Irvington
Anjala Ehlebe, Woodlawn
Carol Gossett, Sullivan's Gulch
Ken Peterson, Grant Park
Mike Warwick, Eliot
Garlynn Woodsong, Concordia
Claire Adamsick, NECN Committees Coordinator

Guest: Kerry Ayres-Palanuk, TriMet Manager of Service Planning

TriMet: Existing Bus Service Routes and TriMet Planning for Future Service in Northeast Portland

Frequent service lines that serve our neighborhoods: (6, 4, 8, 72 and 75): While service had been reduced in recent years, in March 2014, all frequent service routes will resume service at 15 minute intervals if not more frequent. Beginning in September, there may be a modest increase to service frequency. Lines with regular (less frequent) service (17, 70, 77 44, 35); There is currently not an identified need for increased service for these lines. It may be somewhat of a chicken-and-egg scenario, e.g. more service translating to more riders.

Humboldt: Paul requested that lines 4 and 72 near PCC Cascade and Jefferson High School have increased their frequency (and more busses running on this route) and have service extended later into the evening to accommodate the growing student population. Line 4 is the most frequently used line in the City; **Kerry offered to look at specific trips on lines that serve the PCC/Jefferson area.** TriMet runs express buses, just not between college campuses.

Woodlawn: Anjala noted that the Comp Plan indicates a new trolley service on Killingsworth by 2035; Kerry is not the TriMet contact on long-range plan information (beyond the next five years). TriMet works with Metro to obtain demographic information on riders to be used in long-range planning.

Woodlawn neighbors are continuing to work with TriMet to address the negative impact of bus layovers in Woodlawn and the impact layovers have on residents and local businesses. TriMet is working to balance operational concerns with community concerns. The Line 8 layover zone has been moved away from Woodlawn Park and split into two separate locations, but TriMet is looking for a permanent location for drivers to be able to take a break and use facilities at the end of the line. Drivers are required to turn off engines when they are on break (if temps are above 32 degrees), though as Anjala reported, drivers are not always compliant.

Eliot: Mike asked TriMet to identify strategies to accelerate its service schedule in light of rapid development in inner North/Northeast neighborhoods, specifically along Williams Avenue. At the previous evening's LUTC meeting Commissioner Novick mentioned double-axel buses to reduce damage to roadways. Kerry stated she would look into Williams Avenue planning.

Concordia: Garlynn asked whether the fleet be changed to a fuel alternative to diesel that is less toxic, or whether TriMet has a plan to get to zero greenhouse gas emissions. Electrification infrastructure would



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help with layover zones, neighborhood perception of bus noise, etc. Additionally, a cost-benefit analysis for a high-density area to identify what transit service (high-capacity transit) would allow TriMet to break even. Kerry stated that although this is not her area of planning, alternatives to fuel usage is considered by TriMet in long term planning.

Woodlawn: Anjala noted that the Comp Plan projected frequent service on NE 33rd; “Frequent Service” indicates early morning to early evening frequent service at 15 minutes or better TriMet’s hope would be that more people will opt to take the bus over driving so that congestion on NE 33rd will not increase.

Irvington: Steve asked how TriMet will address its revenue shortfall and identify additional revenue sources. Kerry stressed that contract negotiations are the first area of focus regarding TriMet’s financial stability.

At Large Member: Ed emphasized the need for TriMet to take a comprehensive approach in transit planning, particular when weighing inner city service expansion on outer areas in the region.

Sullivan’s Gulch: Carol shared a concern in Sullivan’s Gulch around bus shelter improvements. Kerry stated there is a bus stops-focused group that deals with care and maintenance of bus shelters. Young Park is the TriMet bus stops contact; **Kerry will share his contact information with the committee.**

Kerry mentioned that she can serve as an ongoing contact for NECN’s LUTC Infrastructure Subcommittee. TriMet will be seeking public input leading up to its September budget and **Kerry will invite NECN to play a role in soliciting feedback.**

Proposed Topics for January (upcoming) meeting(s)

- 2030 Bike Plan – how is this being implemented?
- Streetcar planning and related public engagement process
- City parking requirements
- Metro presentation on demographics
- Developer access to neighborhood resources.

Next Meeting: Thursday, January 23, 1-2 p.m., NECN