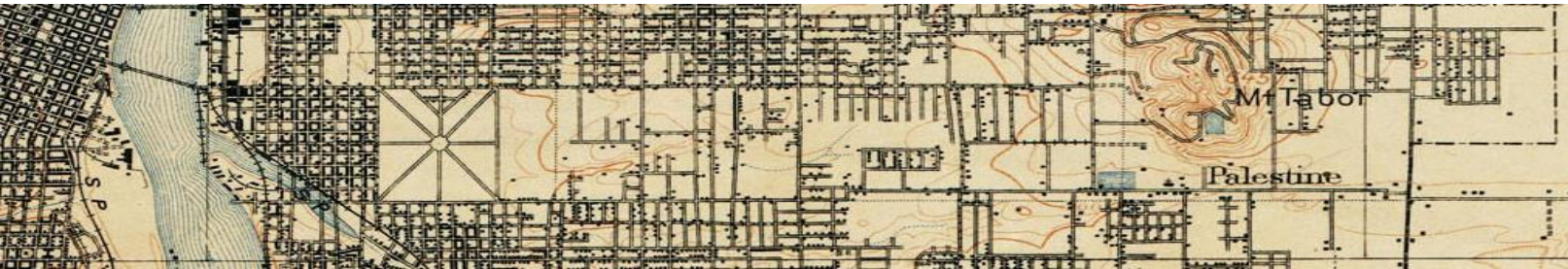


# DIVISION

TRANSIT PROJECT



## Community Advisory Committee Meeting

June 15, 2017

# Project Scope



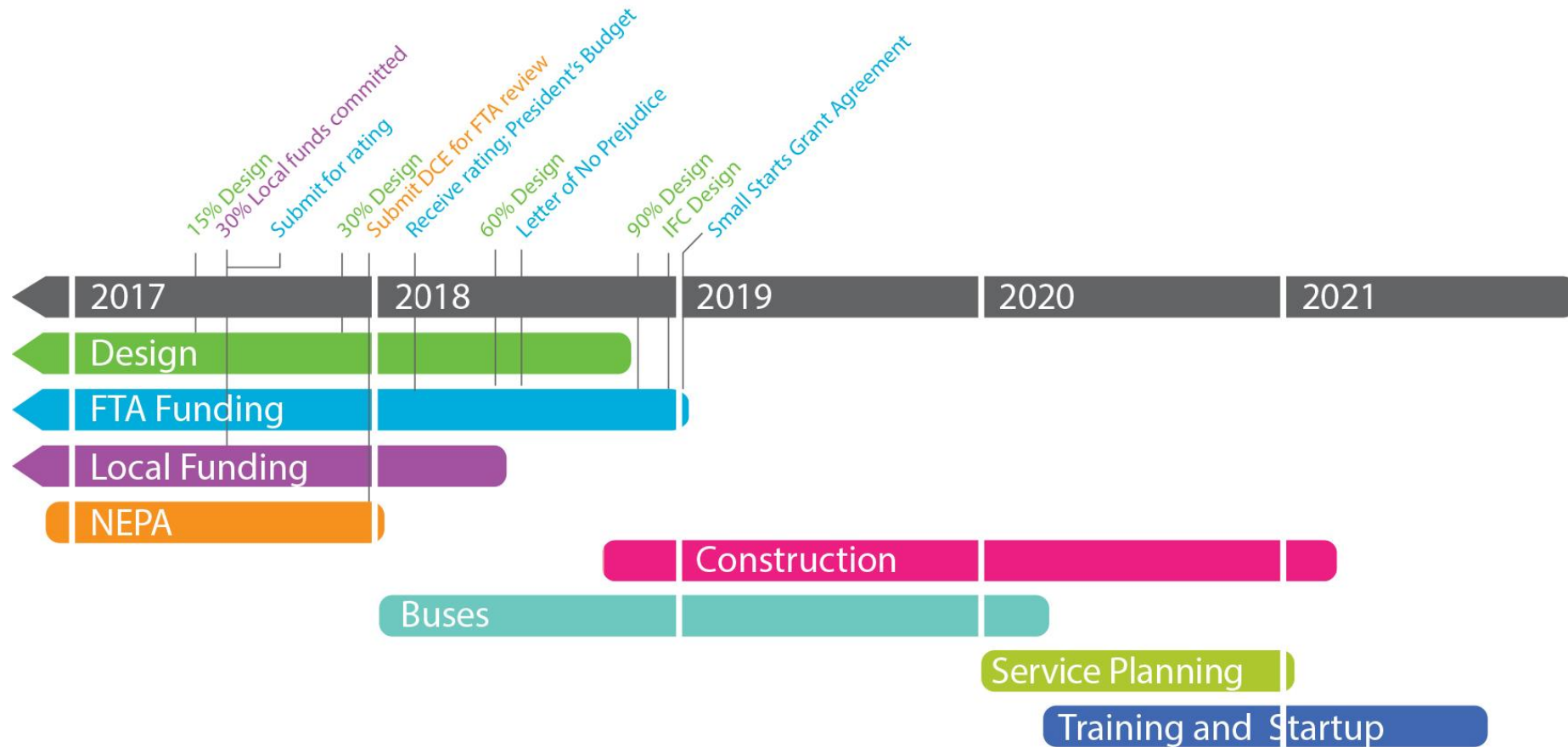
- **14 miles** of enhanced service from Downtown Portland to Cleveland Park & Ride
- **41 Stations with 82 Platforms** – 1/3 mile approximate station spacing
- **15% average improvement** in travel times over existing service
- Utilization of existing bus stop infrastructure at OMSI, South Waterfront, SW Lincoln St., and the Transit Mall

# Project Status

- Finalizing 10% Design Cost Estimate and preliminary Value Engineering
- Wrapping up 6 month effort to achieve 15% Preliminary Design.
  - Intensive work with regional partners (TriMet, Metro, City of Gresham, City of Portland, Multnomah County, ODOT) and design consultants
  - Represents initial proposal for public and stakeholder vetting
- Transitioning to new design team (WSP) – 15% through to construction
- Looking forward to presenting the current design proposal at the June 29<sup>th</sup> Open House.



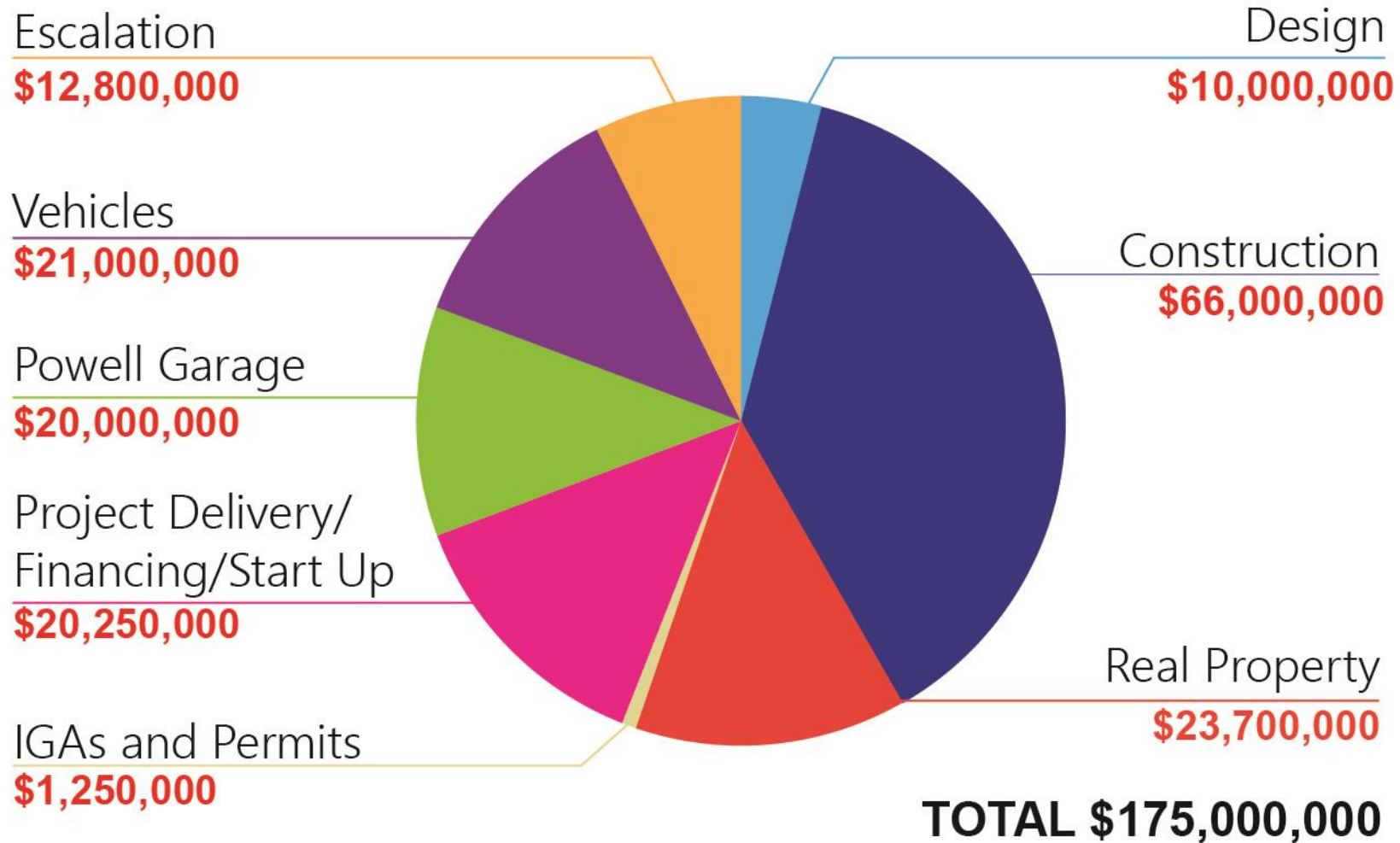
# Project Schedule



# Bridge Status – Tilikum Crossing Confirmed

- LPA preference, and reliability concerns
- Traffic analysis and findings
- Evaluation of capacity and risk at SW Naito/Lincoln/and 4<sup>th</sup> Ave.
  - Division Transit Project
  - Southwest Corridor
  - Central City Multi-Modal Project
- Design efforts on future projects to continue coordination related to opportunities and challenges.

# Project Budget Breakdown

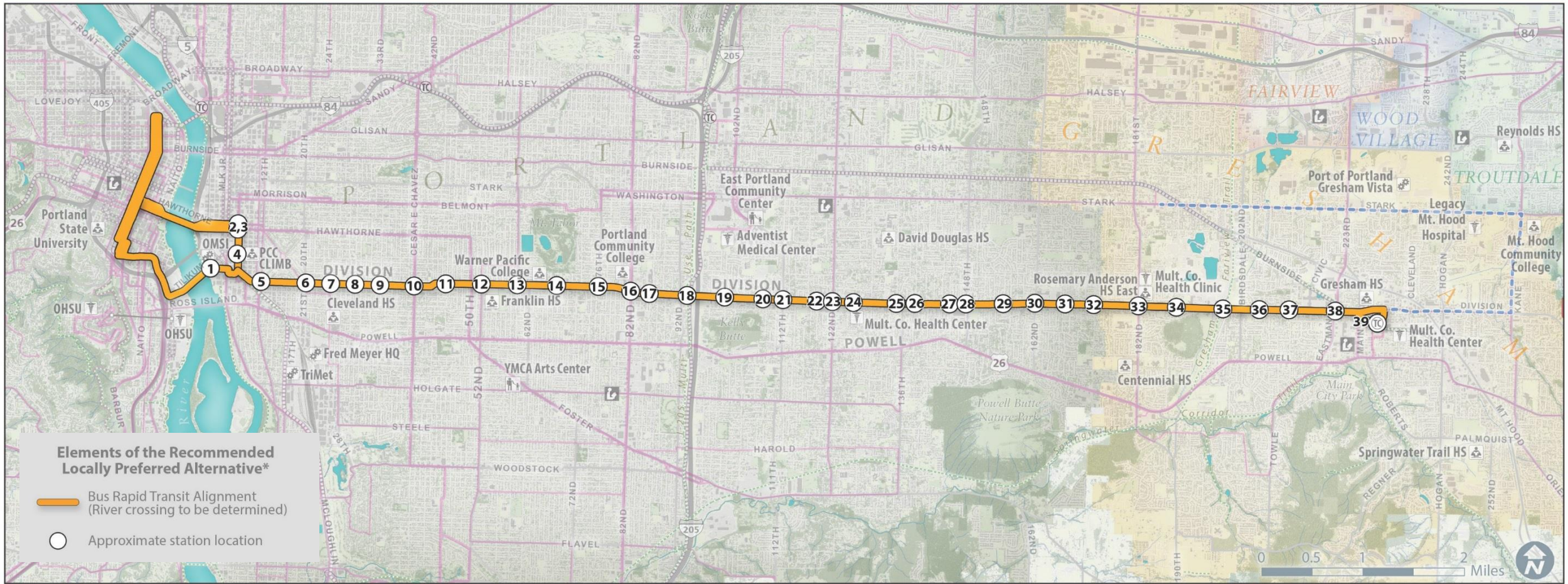


# Design Effort and Charge

- Work collaboratively with regional partners to design and deliver this project with:
  - Integrity
  - Transparency
  - Accountability
  - Equity
- Solicit feedback from public and stakeholder groups help inform the design process and outcome
- Work to create a balance between community needs, project performance, and project cost.
- Deliver a project within the parameters of the FTA budget cap (\$175M), and scheduled milestones.



# Powell-Division Transit and Development Project: Recommended Locally Preferred Alternative



## LPA Map

approximate station locations





- LPA provided approximate station locations
- We tested, designed and analyzed those locations
- Changes and refinements are expected through design
- Showed you some examples of station placement last month
- Changes have occurred and are necessary due to:
  - Context
  - Impacts
  - Ridership
  - Operations
- Lets talk through some of these key changes
- Walk through this east to west

## LPA to Now

design informs stations



Map Key	Station Location	Map Key	Station Location	Map Key	Station Location	Map Key	Station Location
1	OMSI	11	Division & 43rd	21	Division & 112th	31	Division & 168th
2	Madison & 7th	12	Division & 51st	22	Division & 119th	32	Division & 174th
3	Hawthorne & 7th	13	Division & 60th	23	Division & 122nd	33	Division & 182nd
4	Harrison & 7th	14	Division & 68th	24	Division & 130th	34	Division & 190th
5	Division & 12th	15	Division & 76th	25	Division & 135th	35	Division & Eastwood Fairview Trail
6	Division & 20th	16	Division & 82nd	26	Division & 139th	36	Division & Angeline
7	Division & 26th	17	Division & 87th	27	Division & 145th	37	Division & Civic Drive
8	Division & 30th	18	Division & MAX	28	Division & 148th	38	Division & Eastman
9	Division & 34th	19	Division & 101st	29	Division & 156th	39	Gresham Transit Center
10	Division & Chavez	20	Division & 109th	30	Division & 162nd		

## LPA Station List

design informs placement



Map Key	Station Location	Map Key	Station Location	Map Key	Station Location	Map Key	Station Location
1	OMSI	11	Division & 45th	21	Division & 112th	31	Division & 167th
2	Maple & 25th <del>removed</del>	12	Division & 51st	22	Division & 115th <del>Removed</del>	32	Division & 174th
3	Harborview & 27th <del>removed</del>	13	Division & 60th	23	Division & 122nd	33	Division & 182nd
4	Harborview & 27th <del>removed</del>	14	Division & 68th	24	Division & 127th	34	Division & 185th <del>Removed</del>
5	Division & 12th	15	Division & 76th	25	Division & 135th	35	Division & Gresham-Fairview Trail
6	Division & 20th	16	Division & 82nd	26	Division & 138th <del>Removed</del>	36	Division & Bella Vista
7	Division & 26th	17	Division & 85th	27	Division & 145th	37	Division & Wallula/212th
8	Division & 30th	18	Division & MAX	28	Division & 148th	38	Division & Eastman
9	Division & 34th	19	Division & 101st	29	Division & 156th	39	Gresham Transit Center
10	Division & Chavez	20	Division & 104th <del>Removed</del>	30	Division & 162nd		<b>NE 8<sup>th</sup> &amp; Cleveland</b>

Removed from LPA due to Tillikum Bridge Selection

Removed from LPA due to context, impacts, ridership, spacing proximity and operations

Added due to operational constraints at Gresham TC

## LPA Station List

design informs placement





1. NW Irving St/5<sup>th</sup> & Hoyt
2. NW 6<sup>th</sup> & Flanders/5<sup>th</sup> & Davis
3. SW 6<sup>th</sup> & Washington/5<sup>th</sup> & Stark
4. SW 5<sup>th</sup>/6<sup>th</sup> & Salmon
5. SW 6<sup>th</sup> & Jefferson/5<sup>th</sup> & Columbia
6. 5<sup>th</sup> & Hall
7. SW Lincoln Street
8. South Waterfront/SW Moody
9. OMSI/Water
10. Division & 12<sup>th</sup>
11. Division & 20<sup>th</sup>
12. Division & 26<sup>th</sup>
13. Division & 30<sup>th</sup>
14. Division & 34<sup>th</sup>
15. Division & Cesar Chavez Blvd.
16. Division & 43<sup>rd</sup>
17. Division & 51<sup>st</sup>
18. Division & 60<sup>th</sup>
19. Division & 68<sup>th</sup>
20. Division & 76<sup>th</sup>
21. Division & 82<sup>nd</sup>
22. Division & 87<sup>th</sup>
23. Division & Max Green Line
24. Division & 101<sup>st</sup>
25. Division & 112<sup>th</sup>
26. Division & 122<sup>nd</sup>
27. Division & 130<sup>th</sup>
28. Division & 135<sup>th</sup>
29. Division & 145<sup>th</sup>
30. Division & 148<sup>th</sup>
31. Division & 156<sup>th</sup>
32. Division & 162<sup>nd</sup>
33. Division & 168<sup>th</sup>
34. Division & 174<sup>th</sup>
35. Division & 182<sup>nd</sup>
36. Division & Eastwood
37. Division & Angeline
38. Division & Civic Drive
39. Division & Eastman Pkwy.
40. Gresham Transit Center
41. NE 8<sup>th</sup> & Cleveland Station



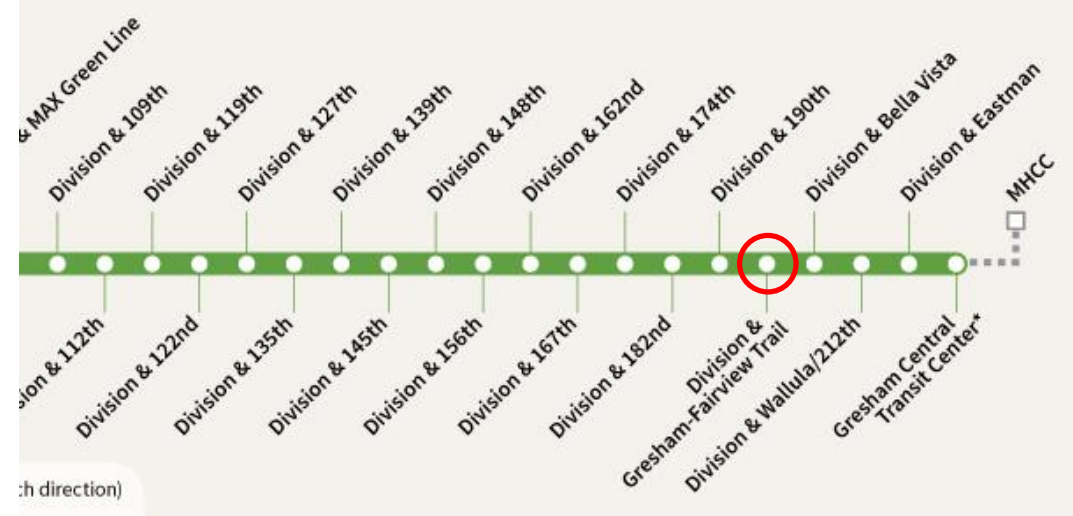
## Recommended Station List

design informs placement

# Gresham-Fairview Trail

## Why in project?

- Identifiable geographic point
- Good spacing but never wedded to the “address”



### Eastwood Ridership Data (Fall 2016)

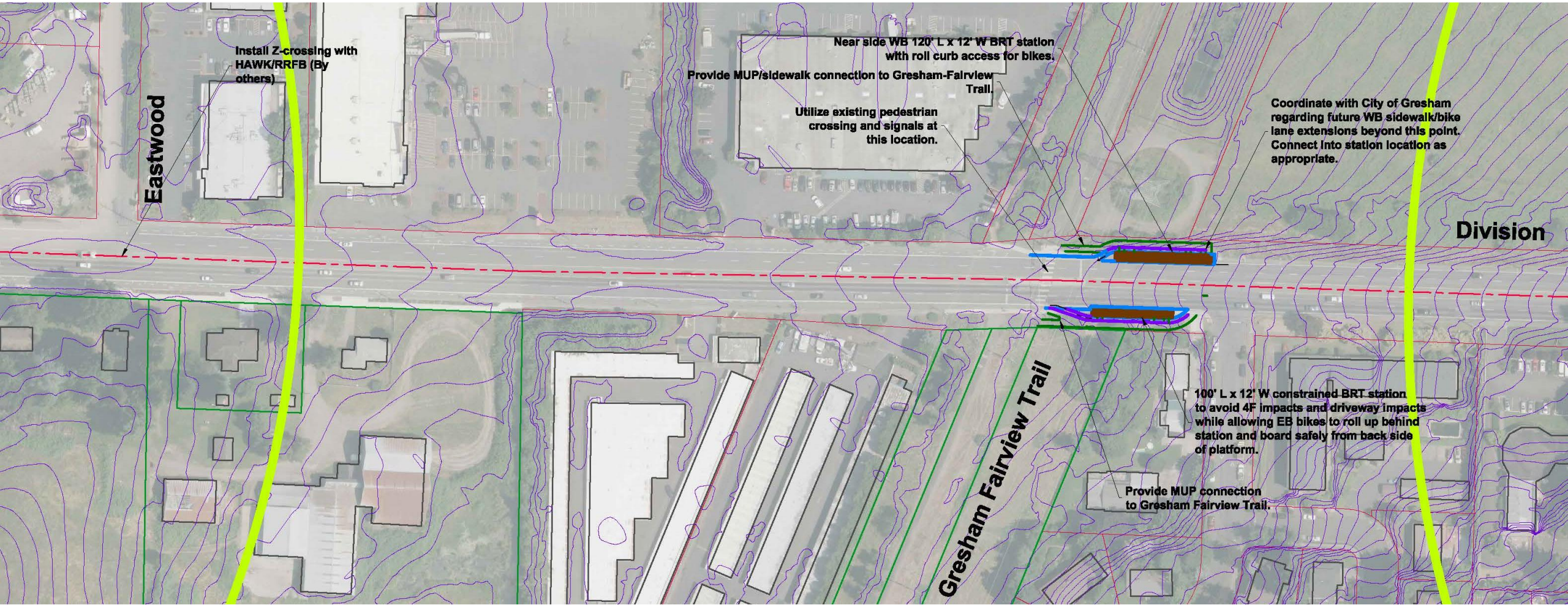
Route #	Direction	Stop Location	Ons	Offs	Total	Monthly Lifts
4	E	3100 Block NW Division	12	21	33	5
4	W	NW Division & Eastwood	20	16	36	10



# Gresham-Fairview Trail Station

## EXPLORATION...

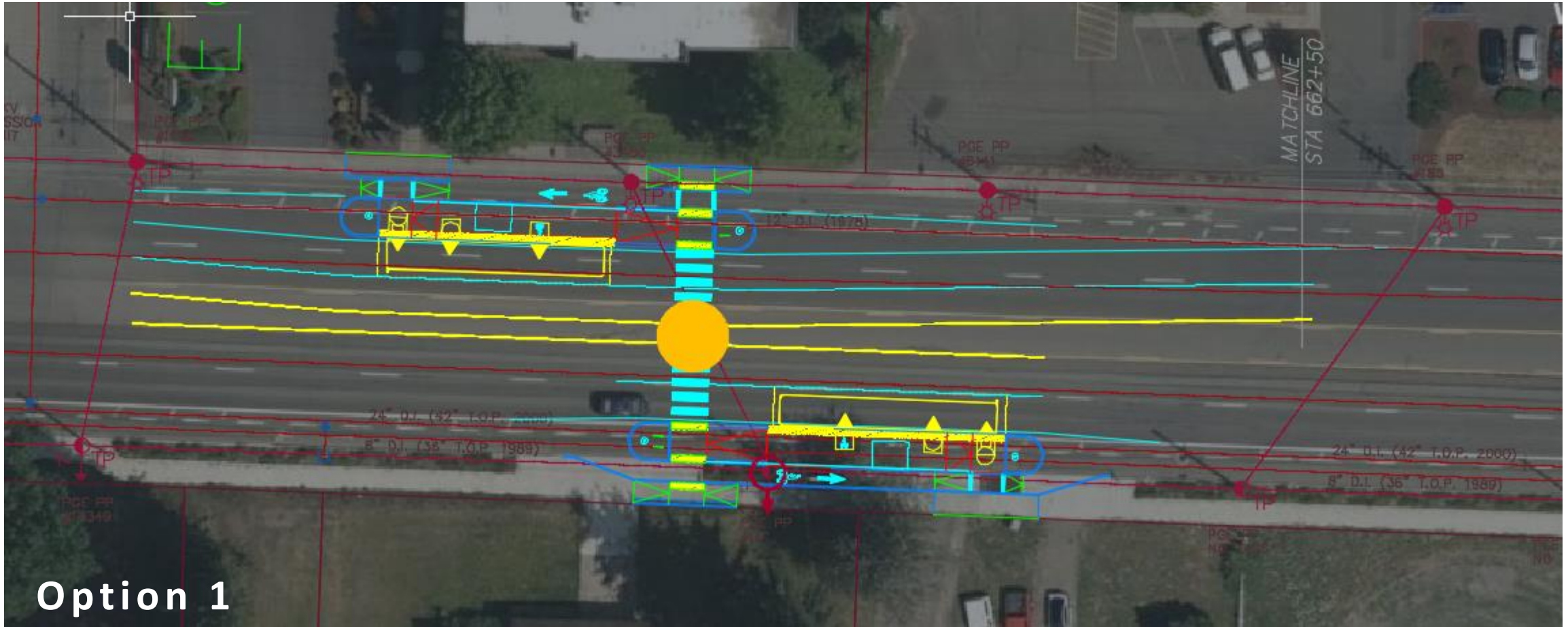
Not near ridership or destinations





# NW Eastwood Ave EXPLORATION...

Moved near high ridership/lifts at  
Grocery Outlet  
This option precludes many left turns





# Gresham-Fairview Trail Station

## DISCOVERED:

- Low ridership in comparison to nearby stop
- Not close to businesses and destinations
- Improve overall spacing with shift west
- Increase multimodal safety with signal near station
- Avoid potential environmental impacts at open space/trail

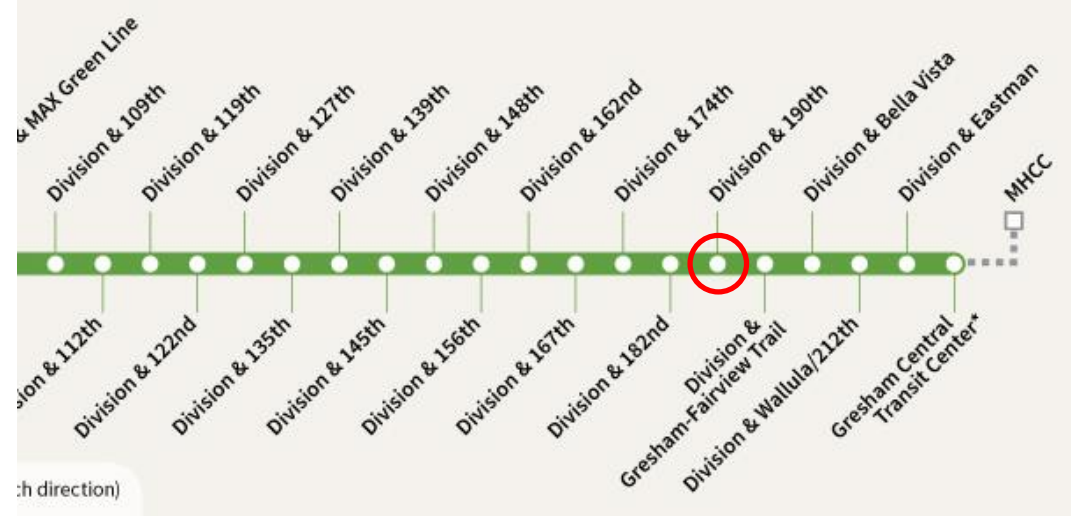
**RECOMMENDATION: move station to Eastwood Ave**



# 190<sup>TH</sup> Station

## Why in project?

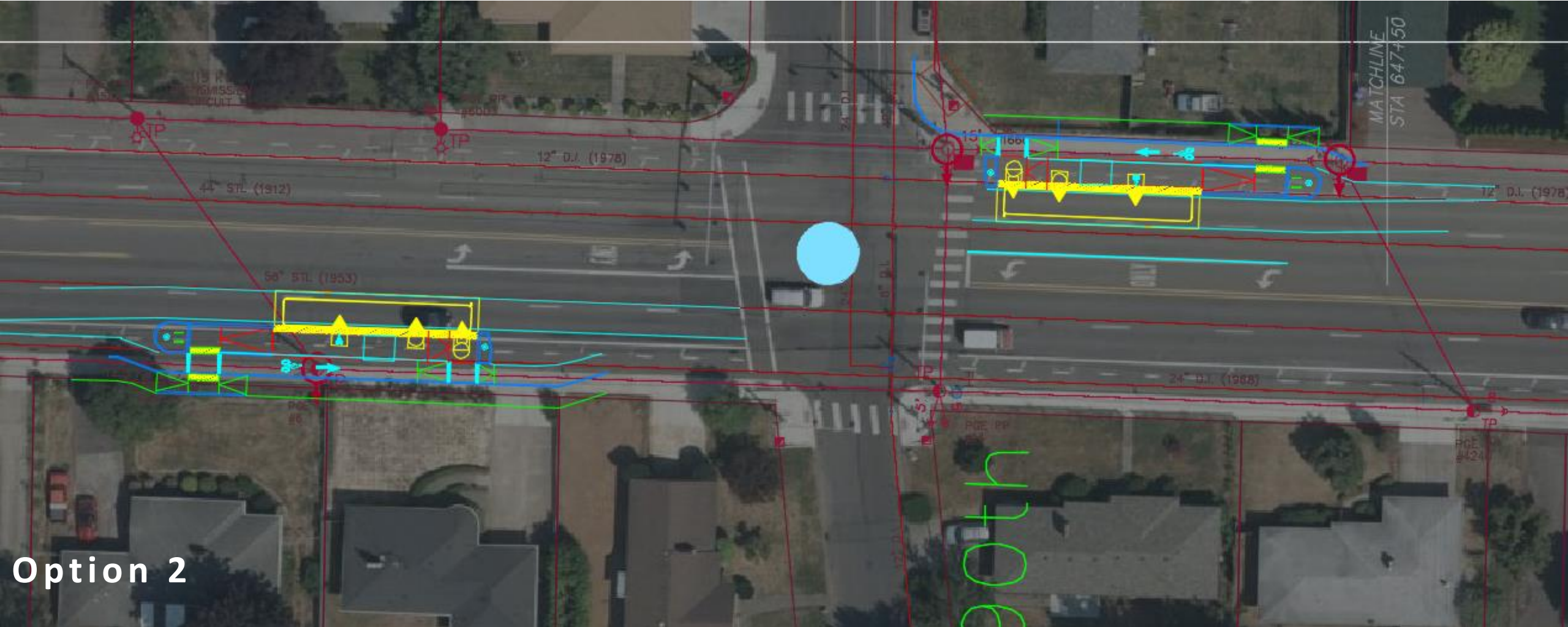
- Provided even spacing to avoid 'gap' between stations





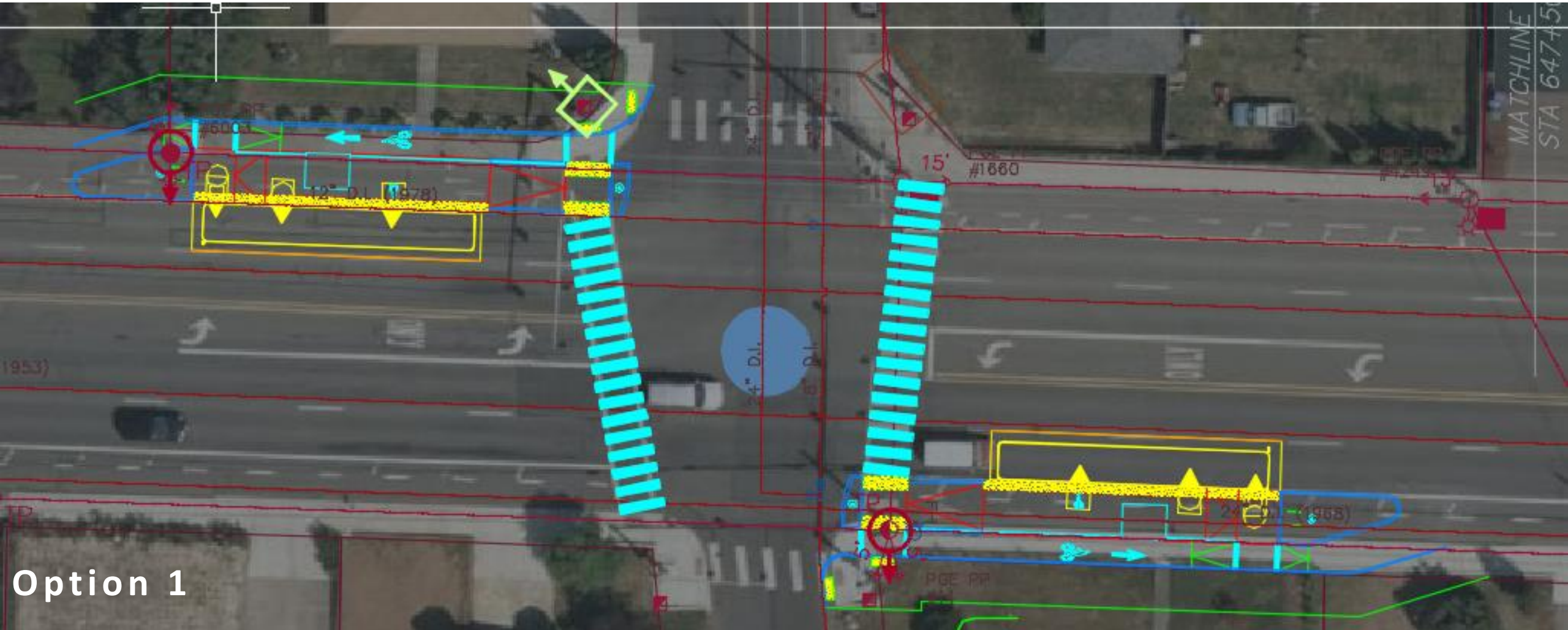
# 190<sup>th</sup> Ave Station EXPLORATION...

Attempted to place the station with minimal impacts to single family homes all along this stretch



# 190<sup>th</sup> Ave Station EXPLORATION...

Each option impacted driveways,  
front lawns and circulation

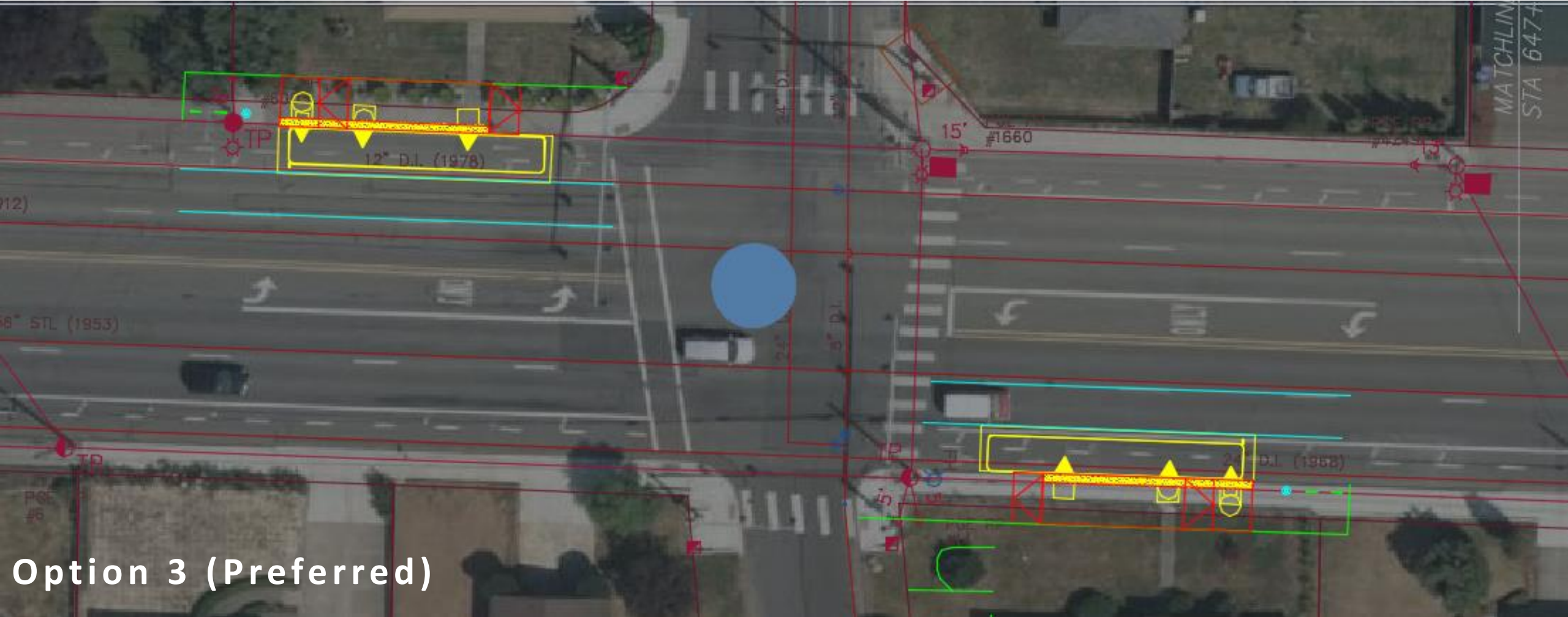


Option 1



# 190<sup>th</sup> Ave Station EXPLORATION...

Impacts of preferred alternative still deemed too high by City of Gresham for the ridership at this location



Option 3 (Preferred)

# 190<sup>TH</sup> Station

## DISCOVERED:

- Ridership is low

### 190<sup>th</sup> Ridership Data (Fall 2016)

Route #	Direction	Stop Location	Ons	Offs	Total	Monthly Lifts
4	E	SE Division & 190th	8	18	26	14
4	W	SE Division & 190th	15	6	21	11

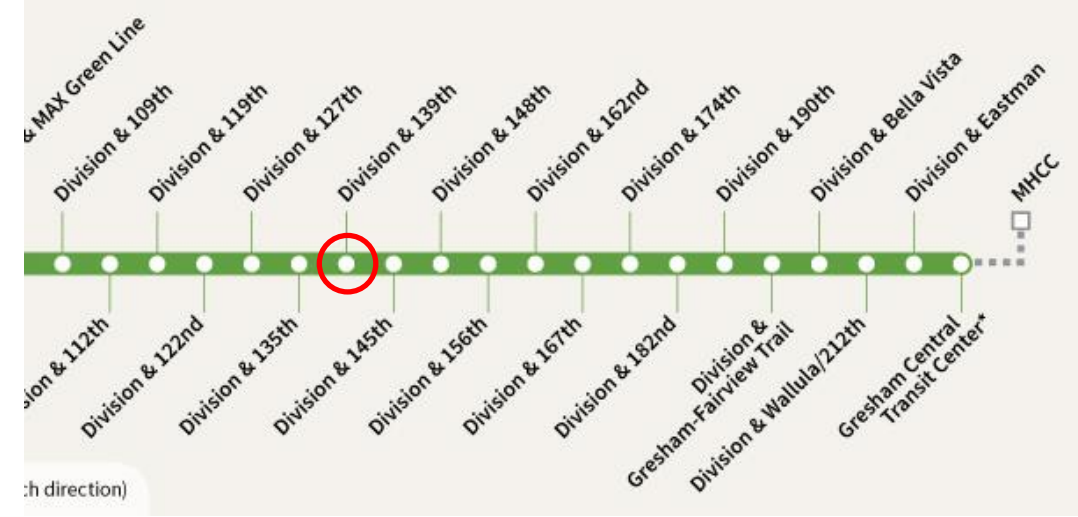
- Impacts to City of Gresham recent investments and single family homes not desirable

## RECOMMENDATION: remove station

# 139<sup>TH</sup> Station

## Why in project?

- General location was desirable for spacing/coverage more than ridership



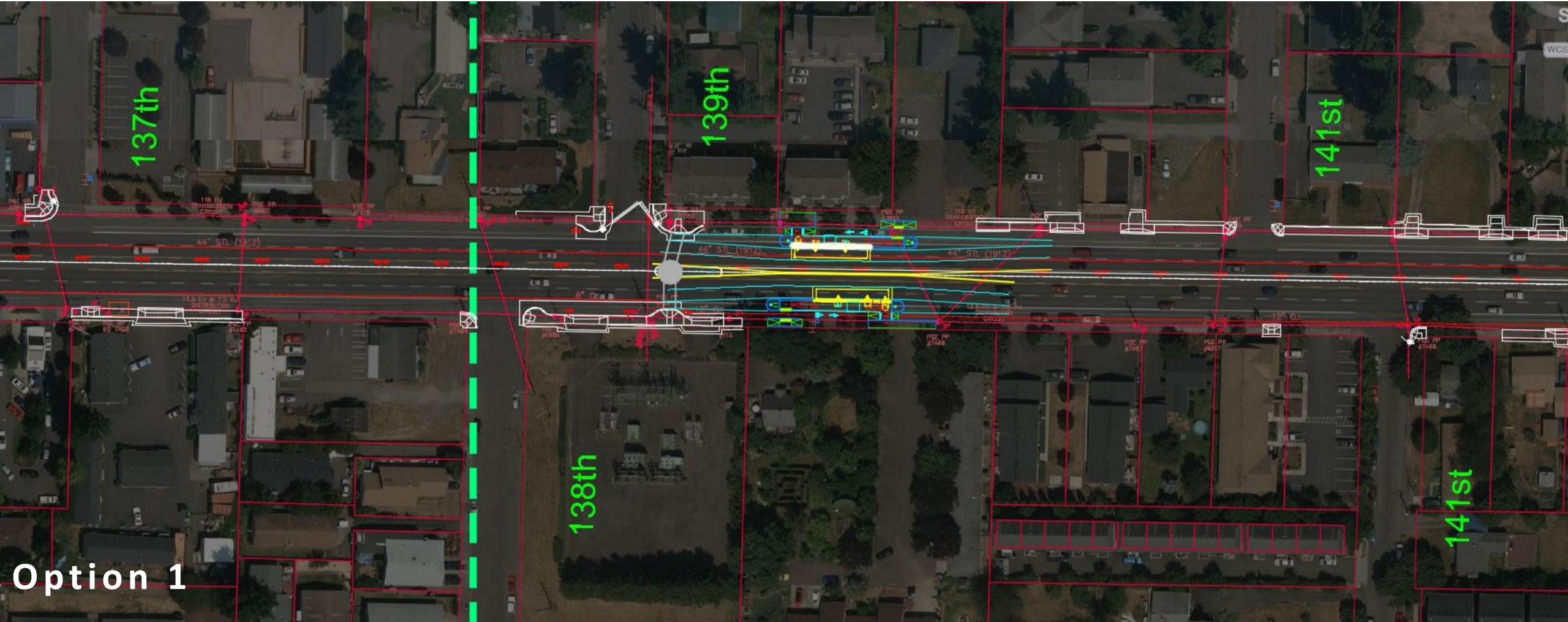
### 190<sup>th</sup> Ridership Data (Fall 2016)

Route #	Direction	Stop Location	Ons	Offs	Total	Monthly Lifts
4	E	SE Division & 139th	16	33	49	6
4	W	SE Division & 139th	69	18	87	11



# 139<sup>th</sup> Ave Station EXPLORATION...

Attempted to place the station in coordination with EPAT improvements and minimal impacts, but this removed CTL and restricted left turn movements

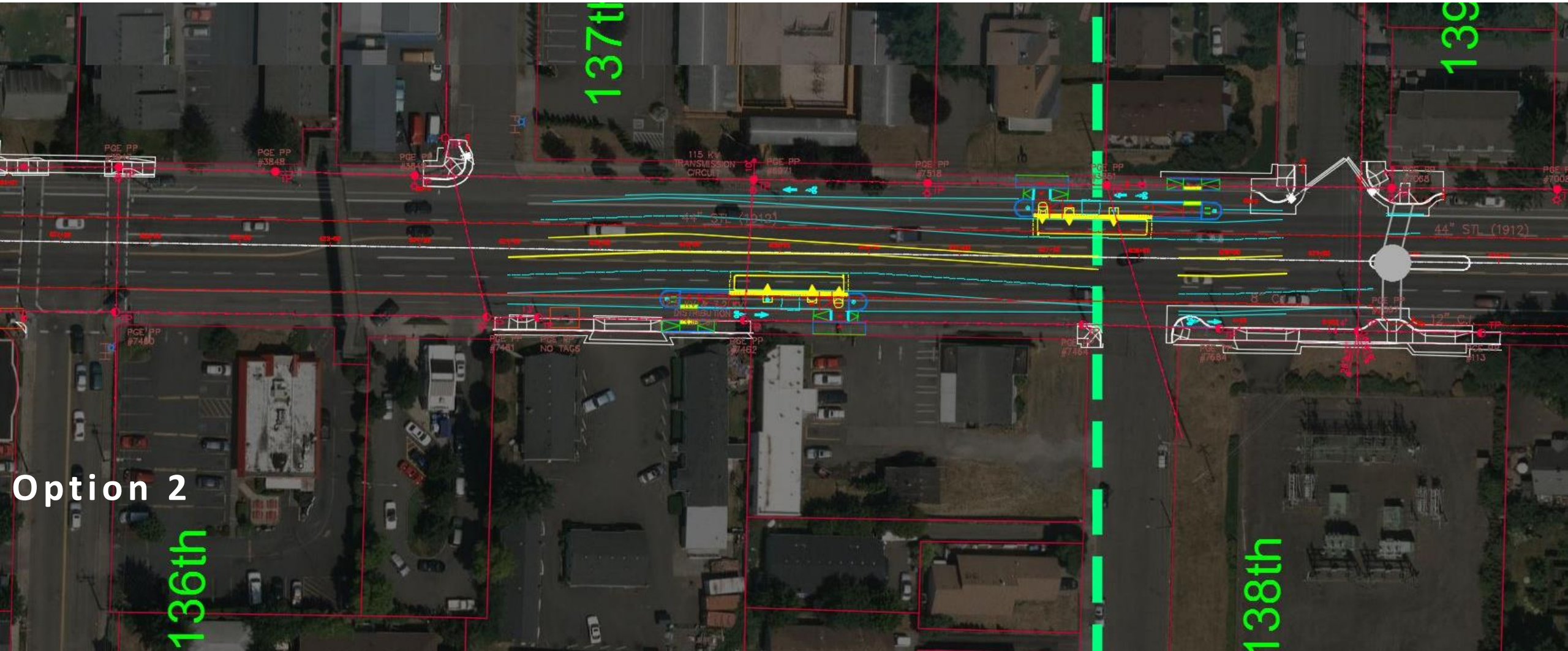


Option 1



# 139<sup>th</sup> Ave Station EXPLORATION...

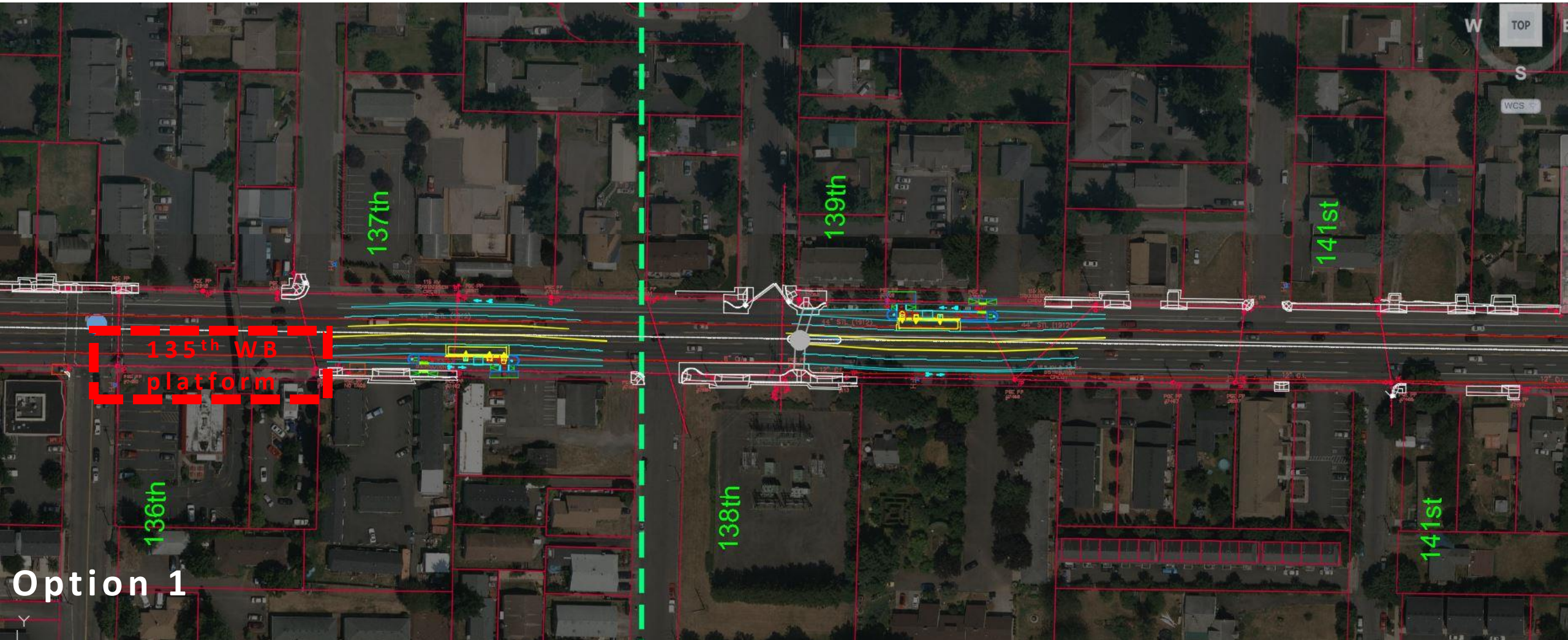
This option also removed the center turn lane, precluded certain movements and chicaned the travel lanes near the pedestrian crossing





# 139<sup>th</sup> Ave Station EXPLORATION...

And this option started to slide the platforms so far to the west that it was right on top of the 135<sup>th</sup> station platform



Option 1



# 139<sup>TH</sup> Station

## DISCOVERED:

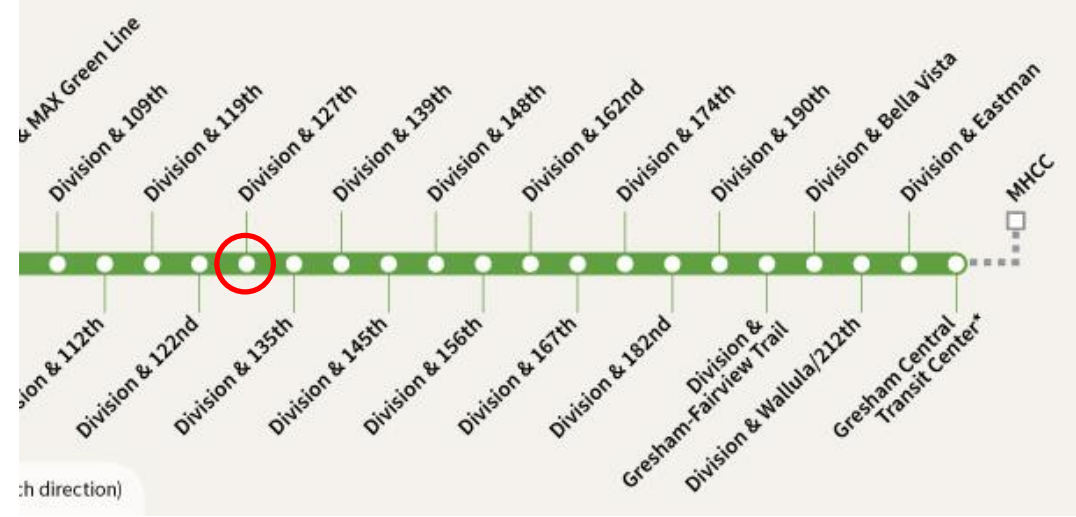
- Context and impacts required large sliding moves that put platforms too close to other station locations
- With 135<sup>th</sup> and 145<sup>th</sup> in direct proximity, the station density exceeds ridership in this reach

**RECOMMENDATION: removal from project**

# 127<sup>th</sup> Station

## Why in project?

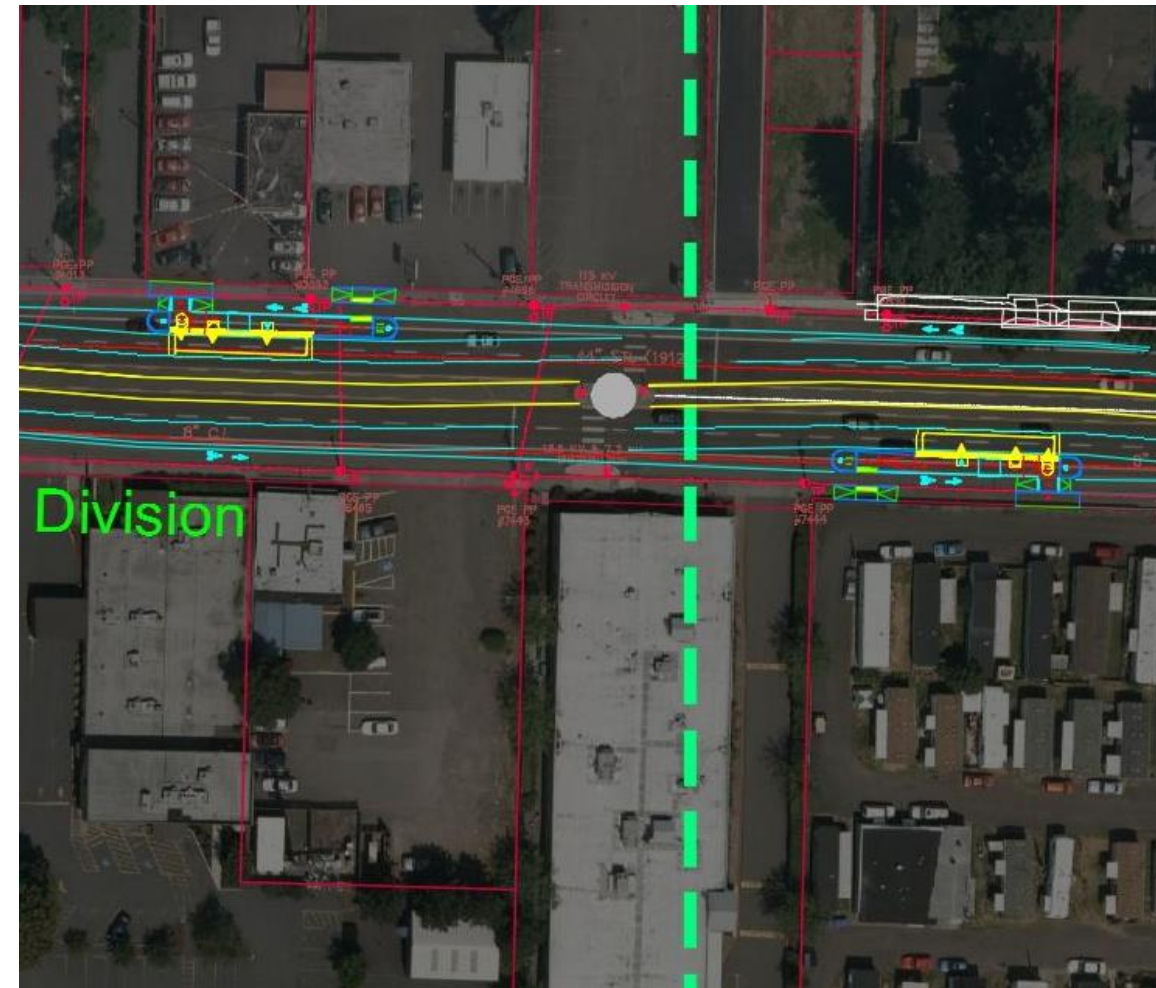
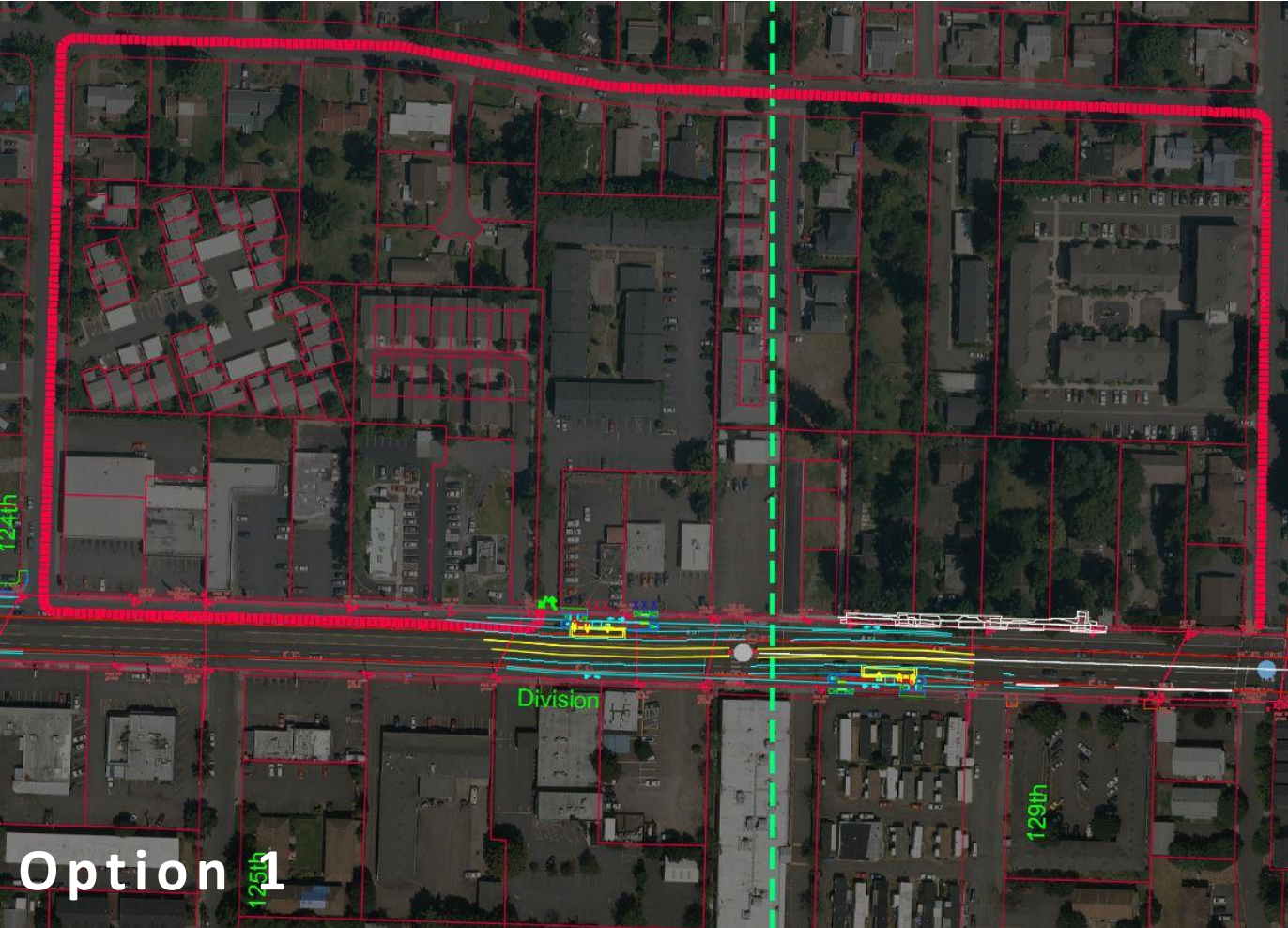
- No stop at 127<sup>th</sup> today – 125<sup>th</sup> and 130<sup>th</sup> only
- Stations originally proposed at 125<sup>th</sup> and 130<sup>th</sup>
- Recommendation for LPA to consolidate at 127<sup>th</sup> to avoid impacts





# 127<sup>th</sup> Ave Station EXPLORATION...

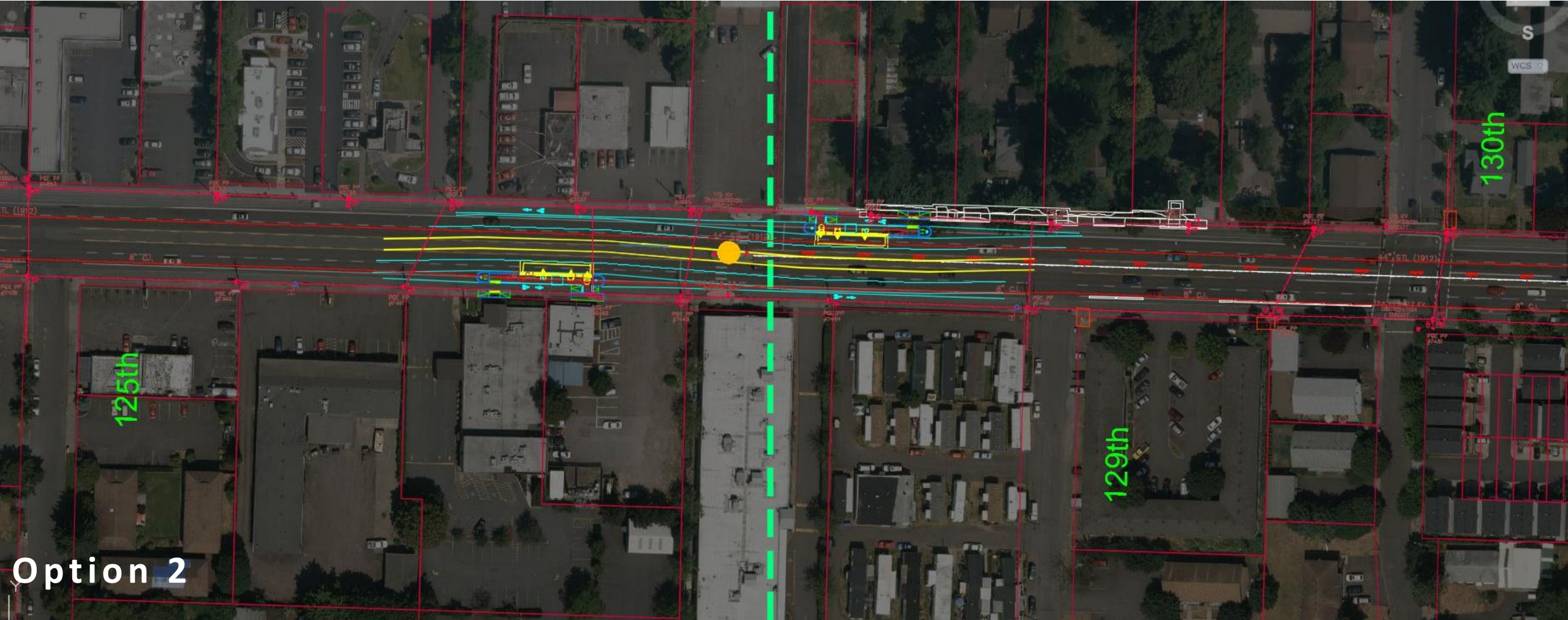
Initial option required extensive out of direction travel for a multi-family housing development and landlocked/removed access to a Midway business





# 127<sup>th</sup> Ave Station EXPLORATION...

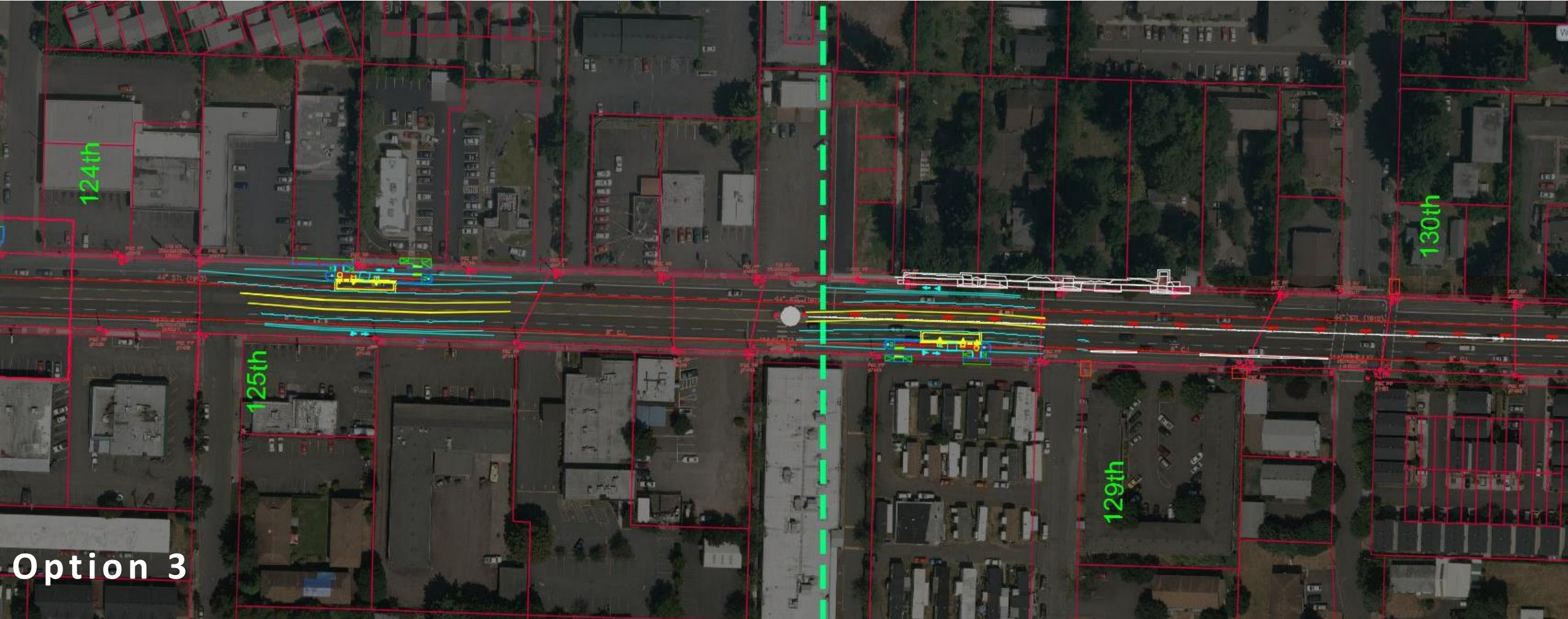
Option 2 preserved the pedestrian crossing, slid the WB platform and impacted new properties. EB platform shifted closer to 122<sup>nd</sup>





# 127<sup>th</sup> Ave Station EXPLORATION...

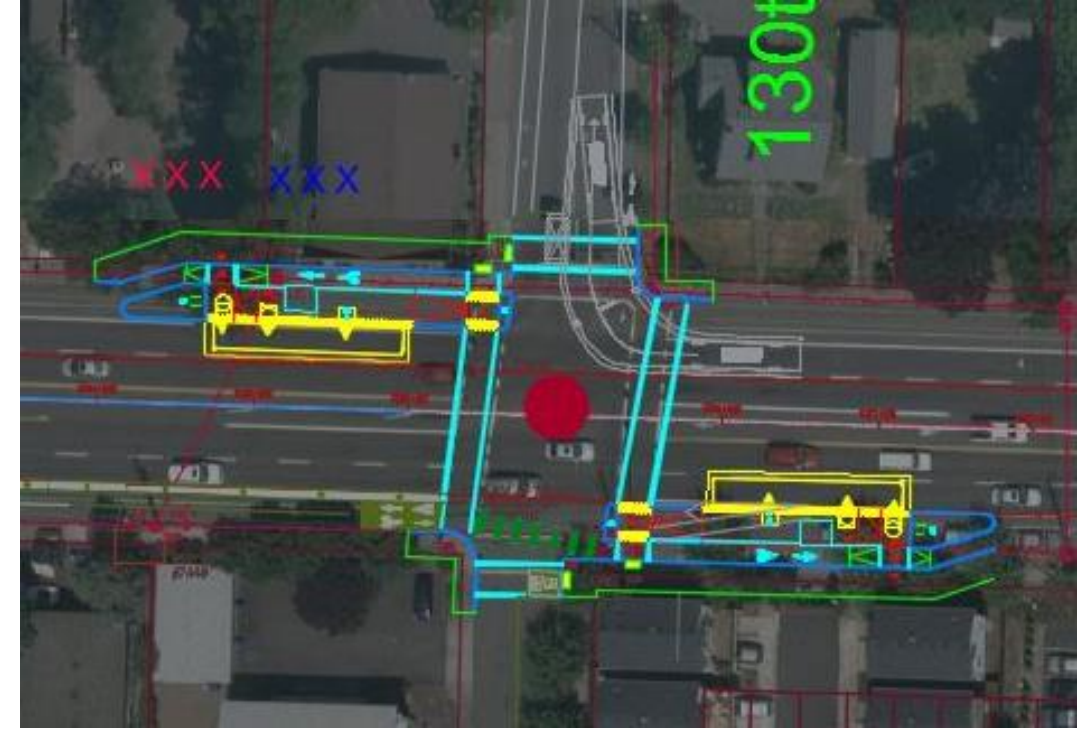
Option 3 avoided the residential impacts in the WB direction and slid the platform even further west and still impacted business circulation



# 127<sup>th</sup> Station

## DISCOVERED:

- Context at 127<sup>th</sup> required sliding stations away from the “address”
- Slid too close to 122<sup>nd</sup> WB and slid too far away from each other
- Higher ridership at 130<sup>th</sup> due to proximity to David Douglas HS – largest high school in Oregon
- Safer pedestrian crossing and multi-modal interaction at 130<sup>th</sup>



### 130<sup>th</sup> Ridership Data (Fall 2016)

Route #	Direction	Stop Location	Ons	Offs	Total	Monthly Lifts
4	E	SE Division & 130th	48	106	154	25
4	W	SE Division & 130th	128	49	177	28

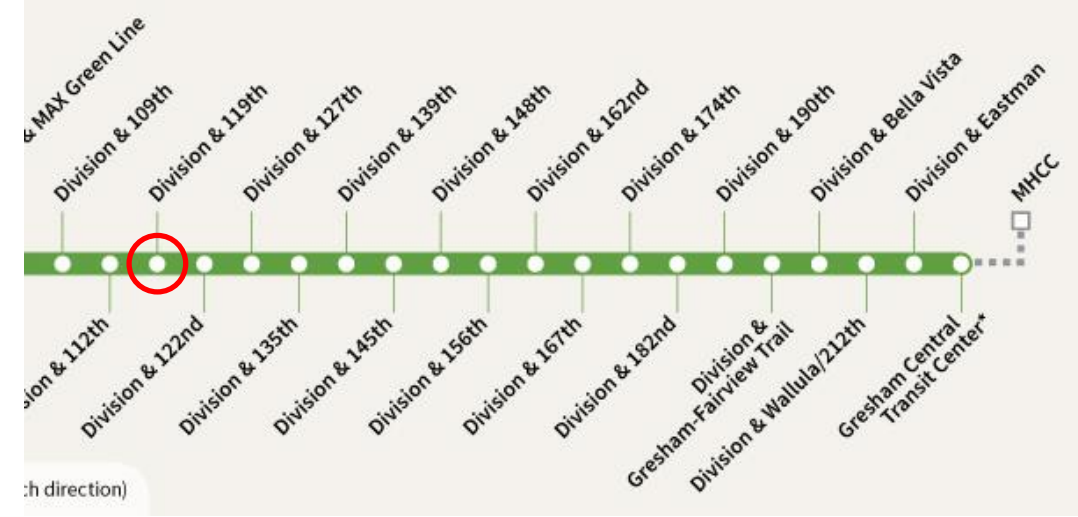
**RECOMMENDATION: move 127<sup>th</sup> station to 130th**



# 119<sup>TH</sup> Station

## Why in project?

- Appears to have decent ridership

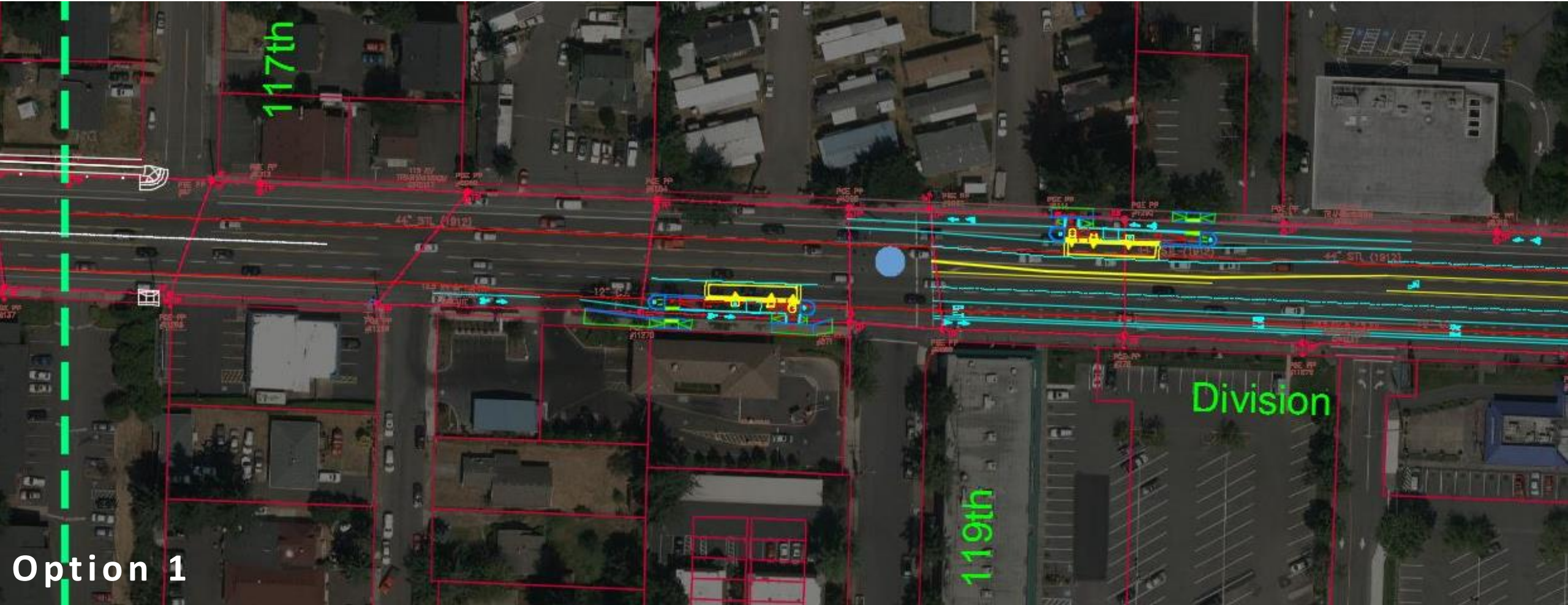


### 119<sup>th</sup> Ridership Data (Fall 2016)

Route #	Direction	Stop Location	Ons	Offs	Total	Monthly Lifts
4	E	SE Division & 119th	34	136	170	65
4	W	SE Division & 119th	56	18	74	30

# 119<sup>th</sup> Ave Station EXPLORATION...

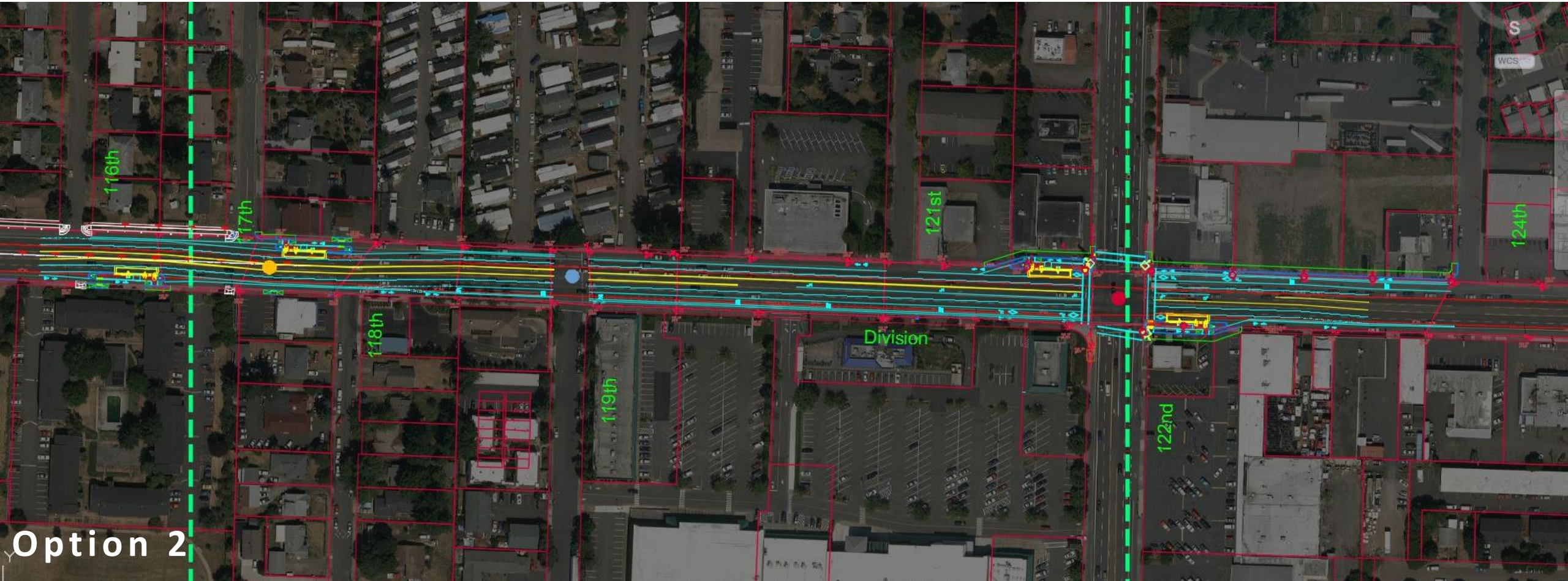
Option 1 eliminated left turns WB to SB onto 119<sup>th</sup> and would limit access to the retail center.  
Placement of EB platform fouls TSP at 122<sup>nd</sup> signal.





# 119<sup>th</sup> Ave Station EXPLORATION...

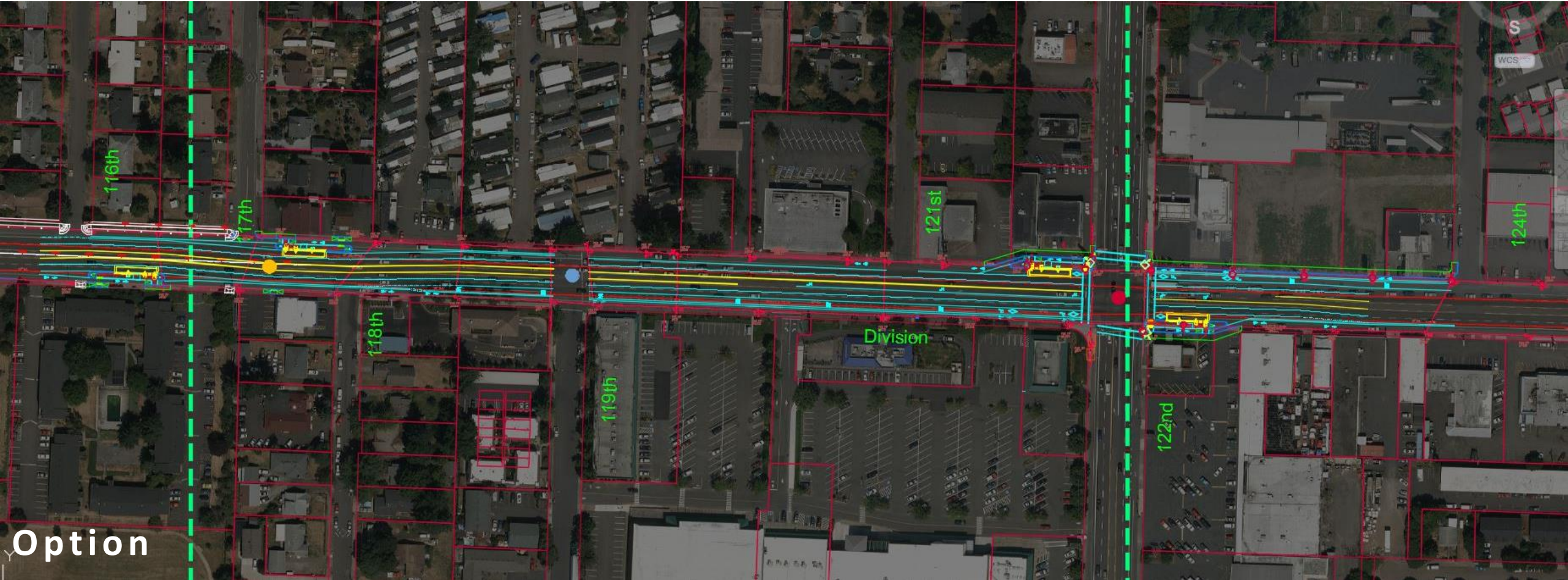
Sliding station pair away from 122<sup>nd</sup> to a location with acceptable placement and impacts, puts the station very close to the requested station at 112<sup>th</sup>.





# 119<sup>th</sup> Ave Station EXPLORATION...

Option 3 slides the station further and further from the “address” and still has impacts to business access on the north side





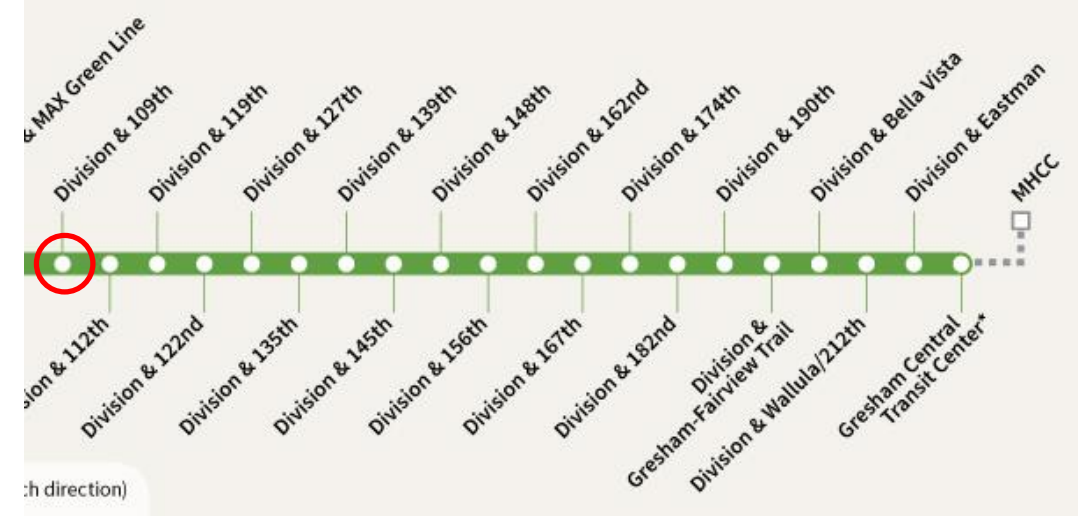
## DISCOVERED:

- 122<sup>nd</sup> has the worst congestion and lowest transit reliability on the corridor.
- Station placement in EB direction at 119<sup>th</sup>, fouls the TSP on the approach to 122<sup>nd</sup> Ave
- Appearance of ridership, is the ghost of bad performance at 122<sup>nd</sup> today

**RECOMMENDATION: removal from project**

# 109<sup>th</sup> Station

## Why in project?



- Request from a steering committee member for station here
- Anticipate an opportunity for future land use transformation
- Filled a void in the spacing from 101<sup>st</sup> to 116<sup>th</sup> (112<sup>th</sup> added too)

### 109<sup>th</sup> Ridership Data (Fall 2016)

Route #	Direction	Stop Location	Ons	Offs	Total	Monthly Lifts
4	E	SE Division & 109th	11	26	37	3
4	W	SE Division & 110th	14	5	19	1



# 109<sup>th</sup> Ave Station EXPLORATION...

Option 1 eliminated left turns into the quarry and numerous other businesses along south side



Option 1



# 109<sup>th</sup> Ave Station EXPLORATION...

Option 2 slid the platform further to the west and started to crowd the station at 101<sup>st</sup> and miss the relationship to the future developments

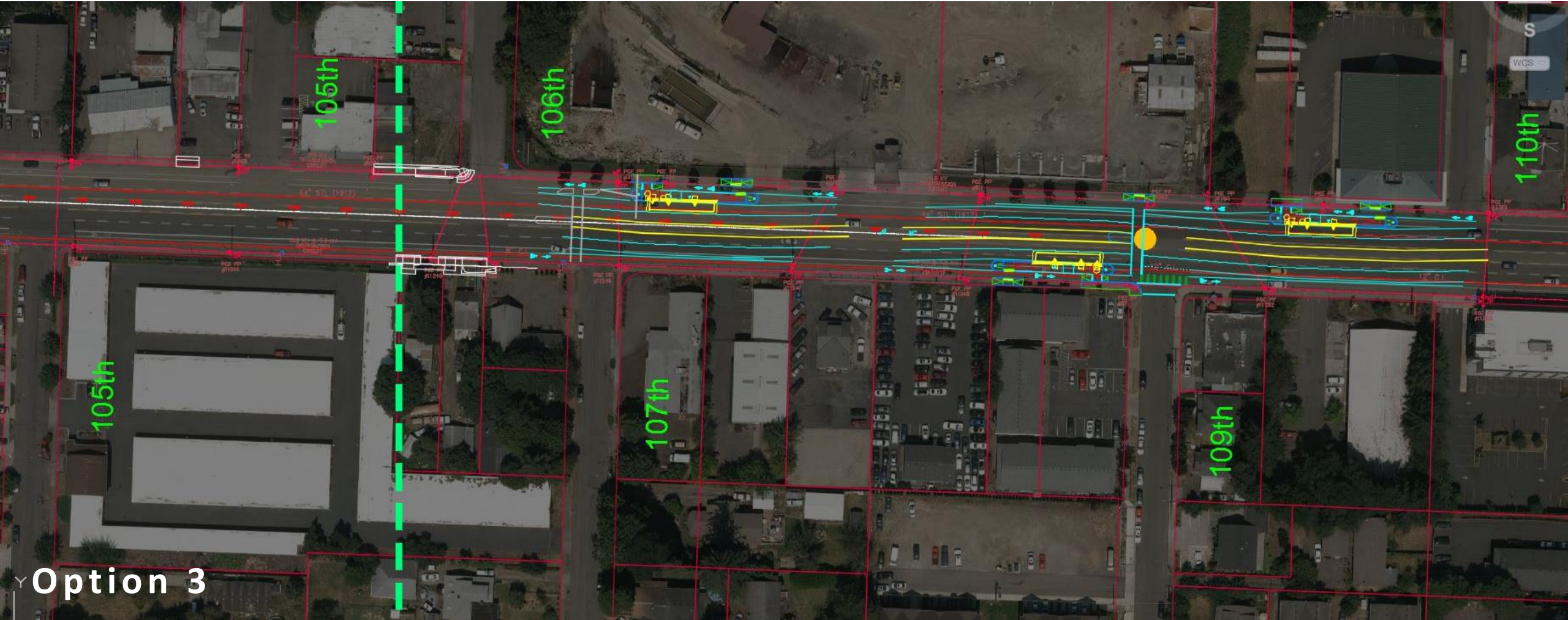


Option 2



# 109<sup>th</sup> Ave Station EXPLORATION...

Option 3 slide the WB platform further to the east, impacted the parking access to a business and was within one block of the WB platform for 112<sup>th</sup> station



# 109<sup>TH</sup> Station

## DISCOVERED:

- In order to avoid significant impacts, slid the station around to the point of proximity with 101<sup>st</sup> or 112<sup>th</sup>
- Ridership didn't warrant the circulation and access impacts to businesses at 109<sup>th</sup>

**RECOMMENDATION: removal from project**



- NEXT STEPS

- Presenting to the CAC tonight
- Open House on June 29<sup>th</sup>
- Next Policy and Budget Meeting in three months, or as needed
- Meet with CAC on monthly basis
- Meeting with CAT and BAC in coming months to discuss vehicle and platform design
- Additional comments welcome through Open House forums (in-person/on-line)

1. NW Irving St/5<sup>th</sup> & Hoyt
2. NW 6<sup>th</sup> & Flanders/5<sup>th</sup> & Davis
3. SW 6<sup>th</sup> & Washington/5<sup>th</sup> & Stark
4. SW 5<sup>th</sup>/6<sup>th</sup> & Salmon
5. SW 6<sup>th</sup>& Jefferson/5<sup>th</sup>& Columbia
6. 5<sup>th</sup> & Hall
7. SW Lincoln Street
8. South Waterfront/SW Moody
9. OMSI/Water
10. Division & 12<sup>th</sup>
11. Division & 20<sup>th</sup>
12. Division & 26<sup>th</sup>
13. Division & 30<sup>th</sup>
14. Division & 34<sup>th</sup>
15. Division & Cesar Chavez Blvd.
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21. Division & 82<sup>nd</sup>
22. Division & 87<sup>th</sup>
23. Division & Max Green Line
24. Division & 101<sup>st</sup>
25. Division & 112<sup>th</sup>
26. Division & 122<sup>nd</sup>
27. Division & 130<sup>th</sup>
28. Division & 135<sup>th</sup>
29. Division & 145<sup>th</sup>
30. Division & 148<sup>th</sup>
31. Division & 156<sup>th</sup>
32. Division & 162<sup>nd</sup>
33. Division & 168<sup>th</sup>
34. Division & 174<sup>th</sup>
35. Division & 182<sup>nd</sup>
36. Division & Eastwood
37. Division & Angeline
38. Division & Civic Drive
39. Division & Eastman Pkwy.
40. Gresham Transit Center
41. NE 8<sup>th</sup> & Cleveland Station



## Recommended Station List

design informs placement



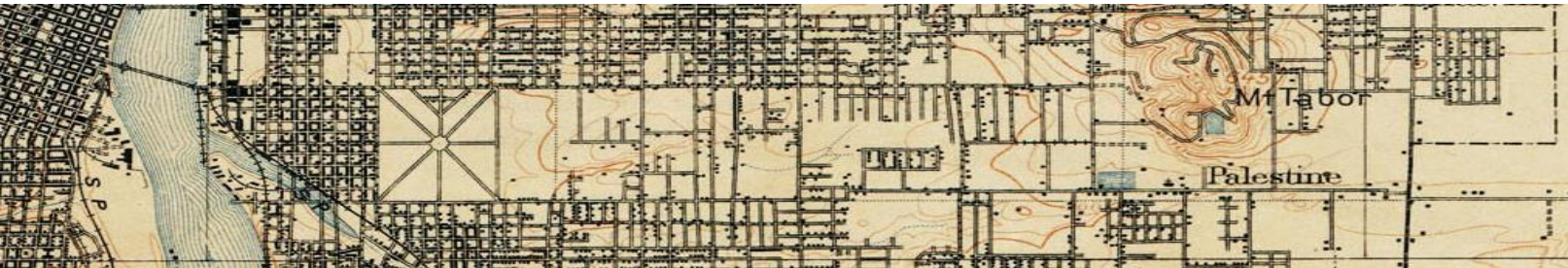
# Project Summary



- **14 miles** of enhanced service from Downtown Portland to Cleveland Park & Ride
- **41 Stations with 82 Platforms** – 1/3 mile approximate station spacing
- **15% average improvement** in travel times over existing service
- Utilization of existing bus stop infrastructure at OMSI, South Waterfront, SW Lincoln St. and the Transit Mall

# DIVISION

TRANSIT PROJECT



## Community Advisory Committee Meeting

15 June 17



