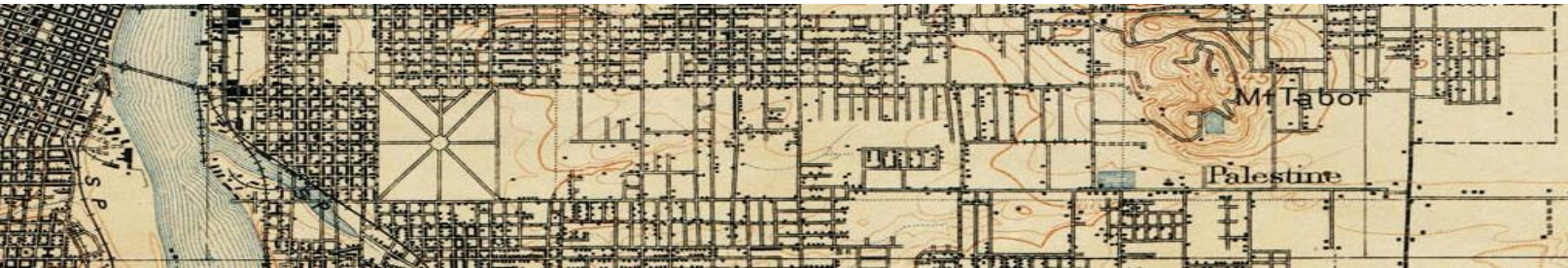


# DIVISION

TRANSIT PROJECT



## TriMet Board Briefing

June 28, 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.

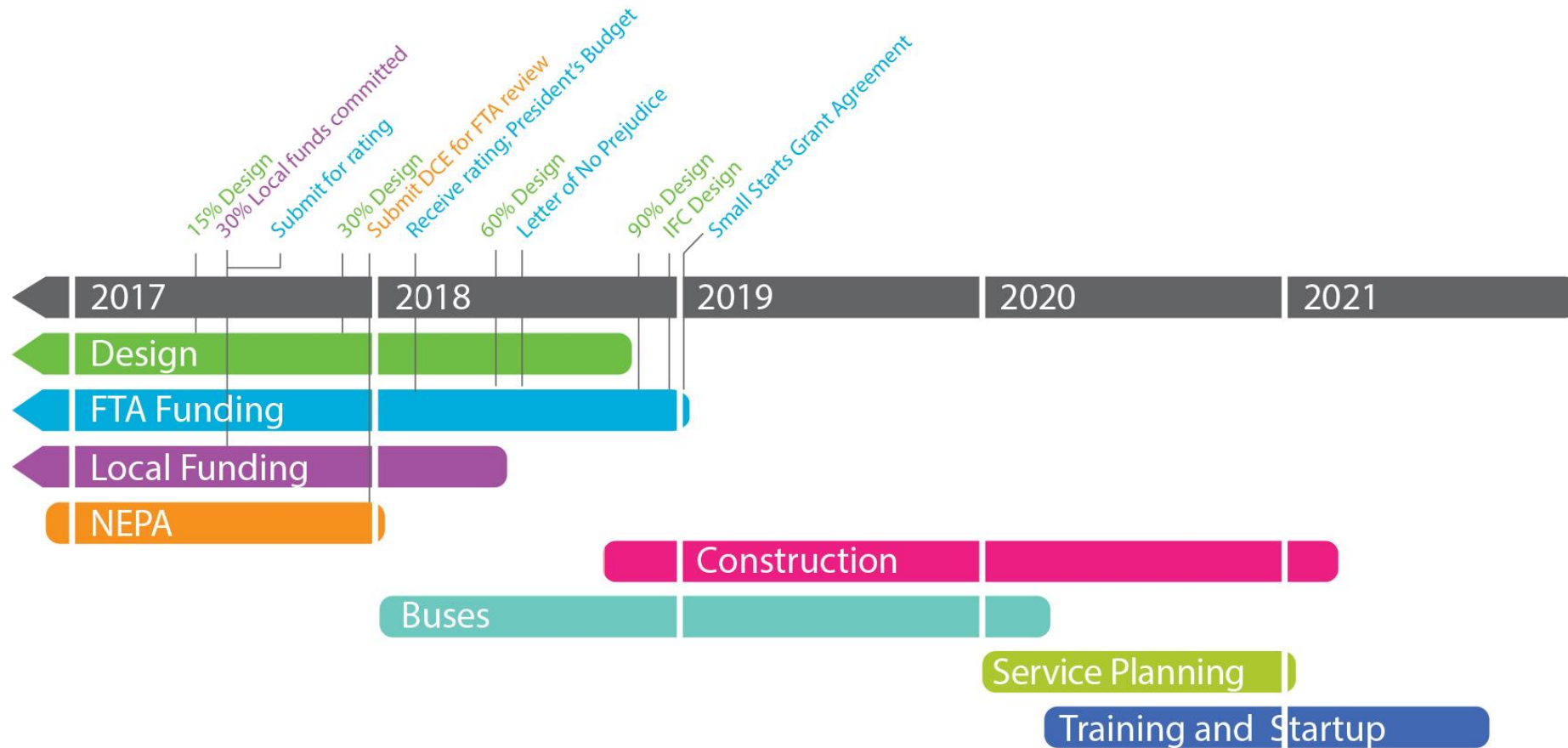
# Bridge Status – Tilikum Crossing Confirmed

- LPA preference, and reliability
- 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.

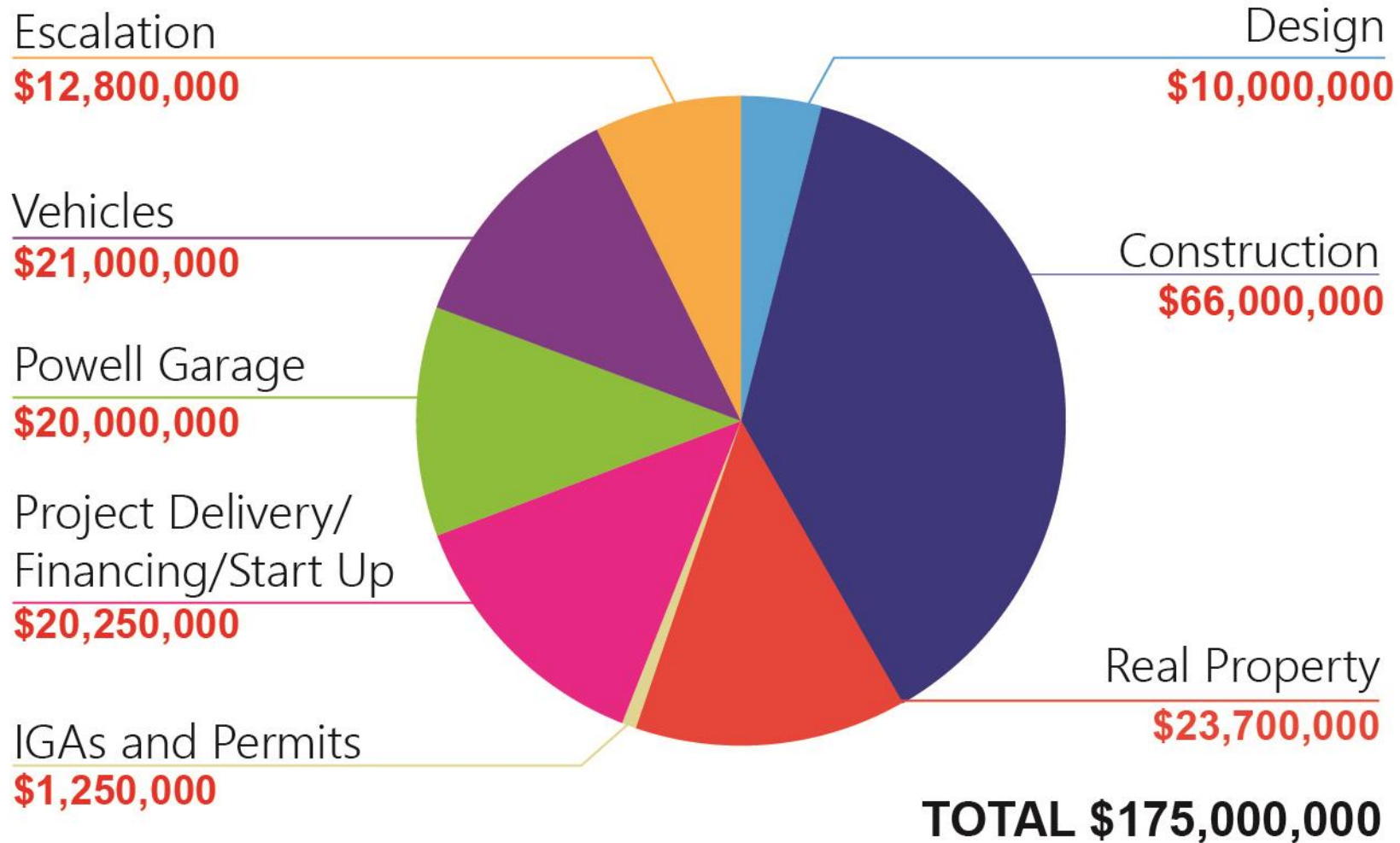
# Design Effort and Charge

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

# Project Schedule



# Project Budget Breakdown



- LPA provided approximate station locations
- We tested, designed and analyzed those locations
- Changes and refinements are expected through design
- Changes have occurred and are necessary due to:
  - Context
  - Impacts
  - Ridership
  - Operations
- Current design recommendation resulted in 7 small station shifts, 4 station removals, and 1 station addition.



## LPA to Now

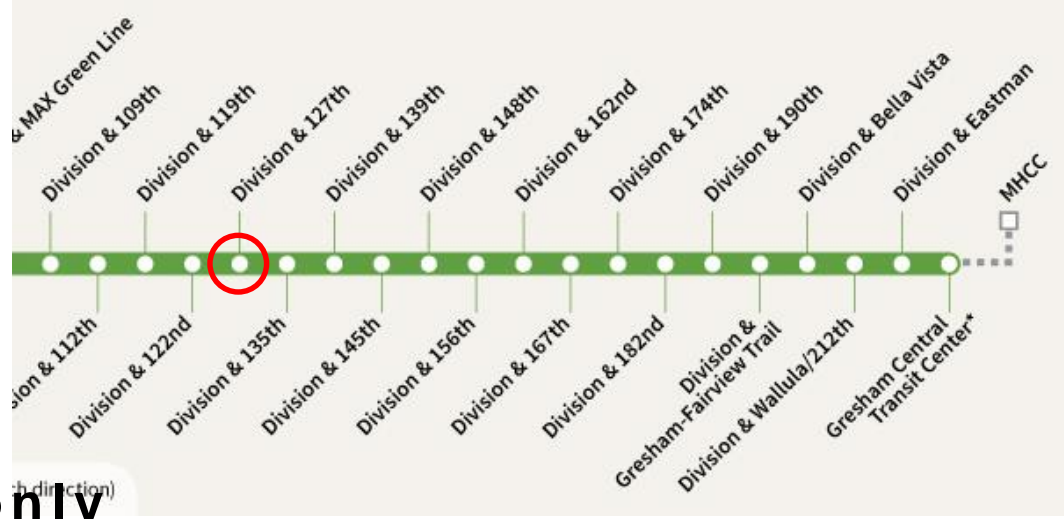
design informs stations



# 127<sup>th</sup> Station (shift)

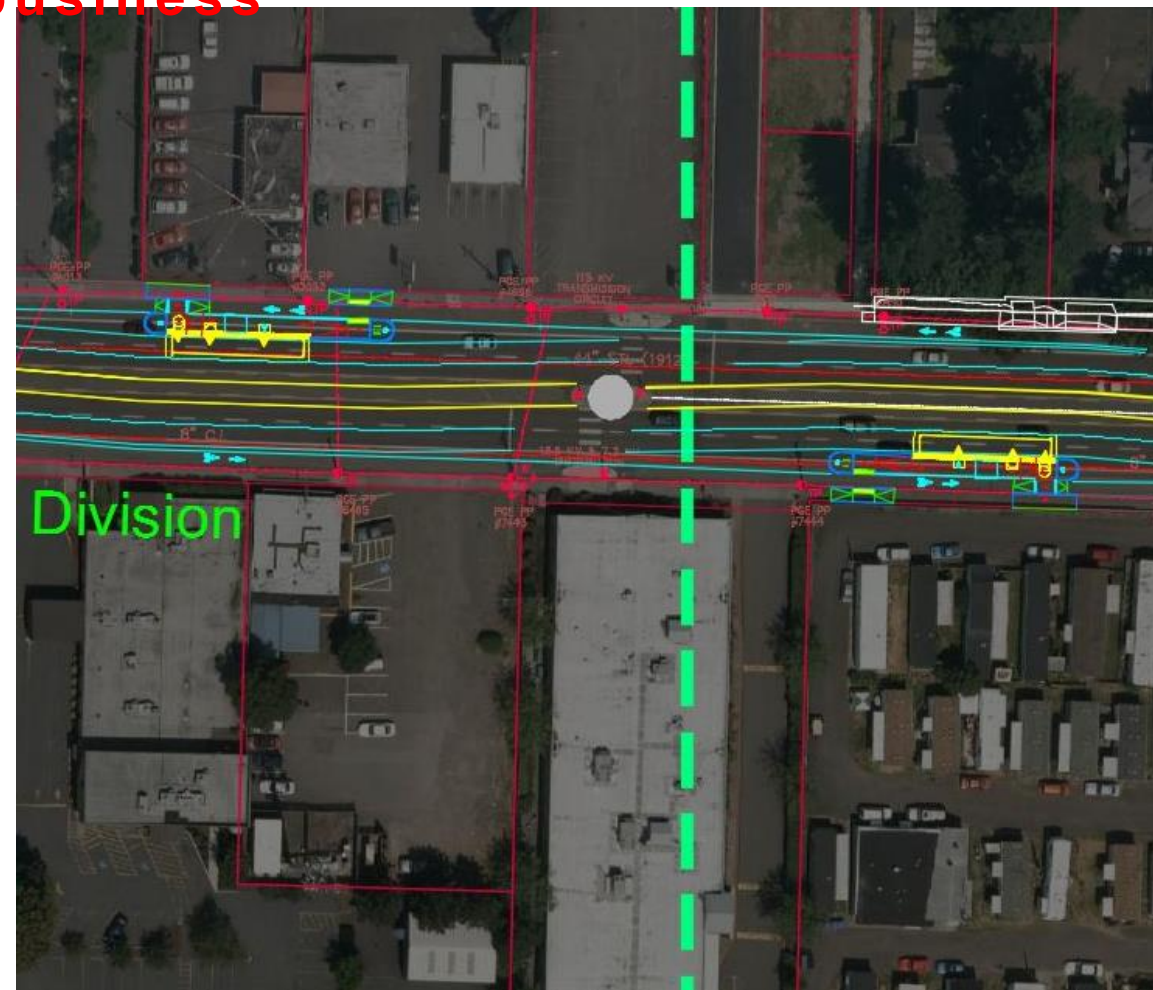
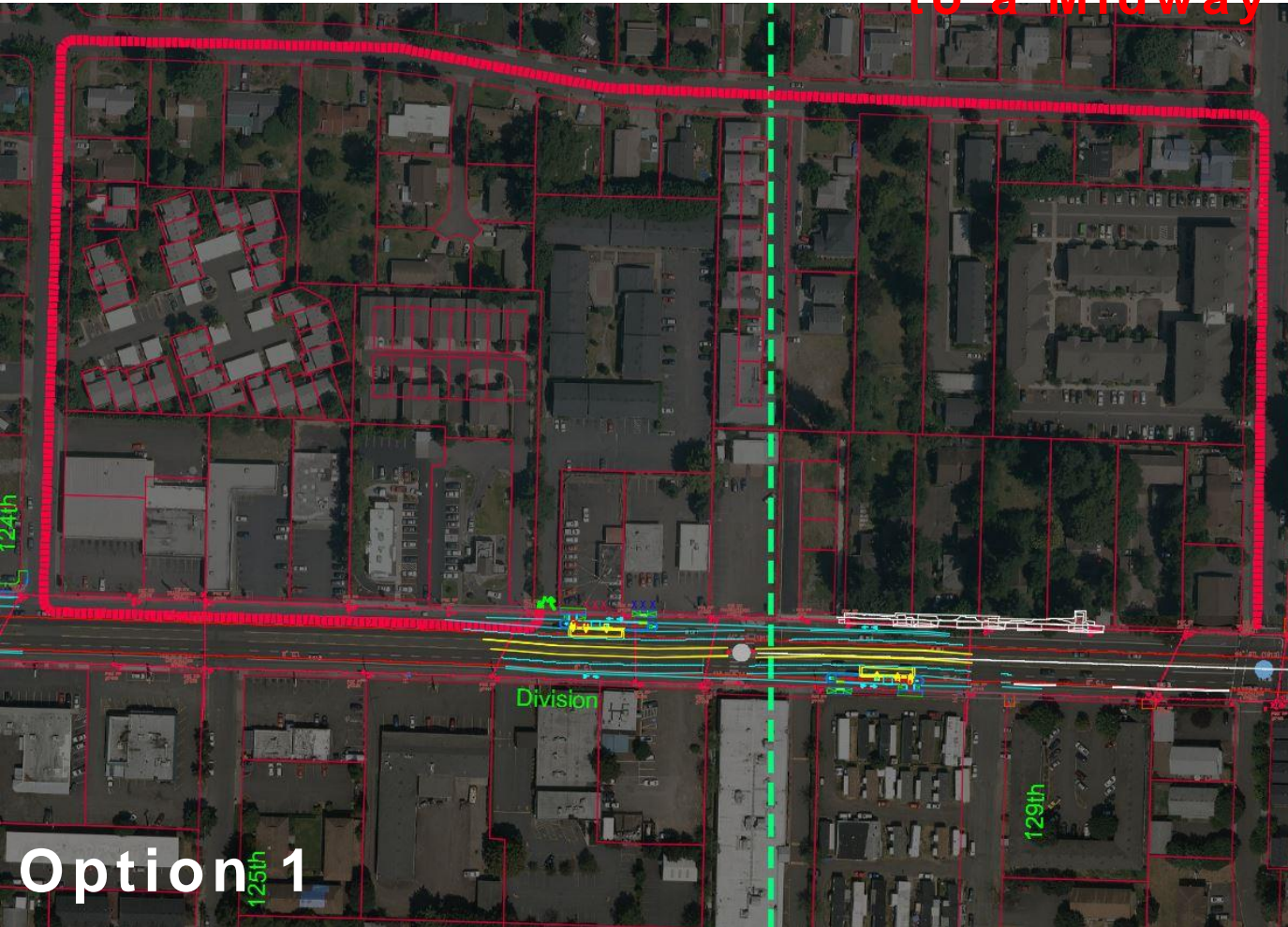
## Why in project?

- 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



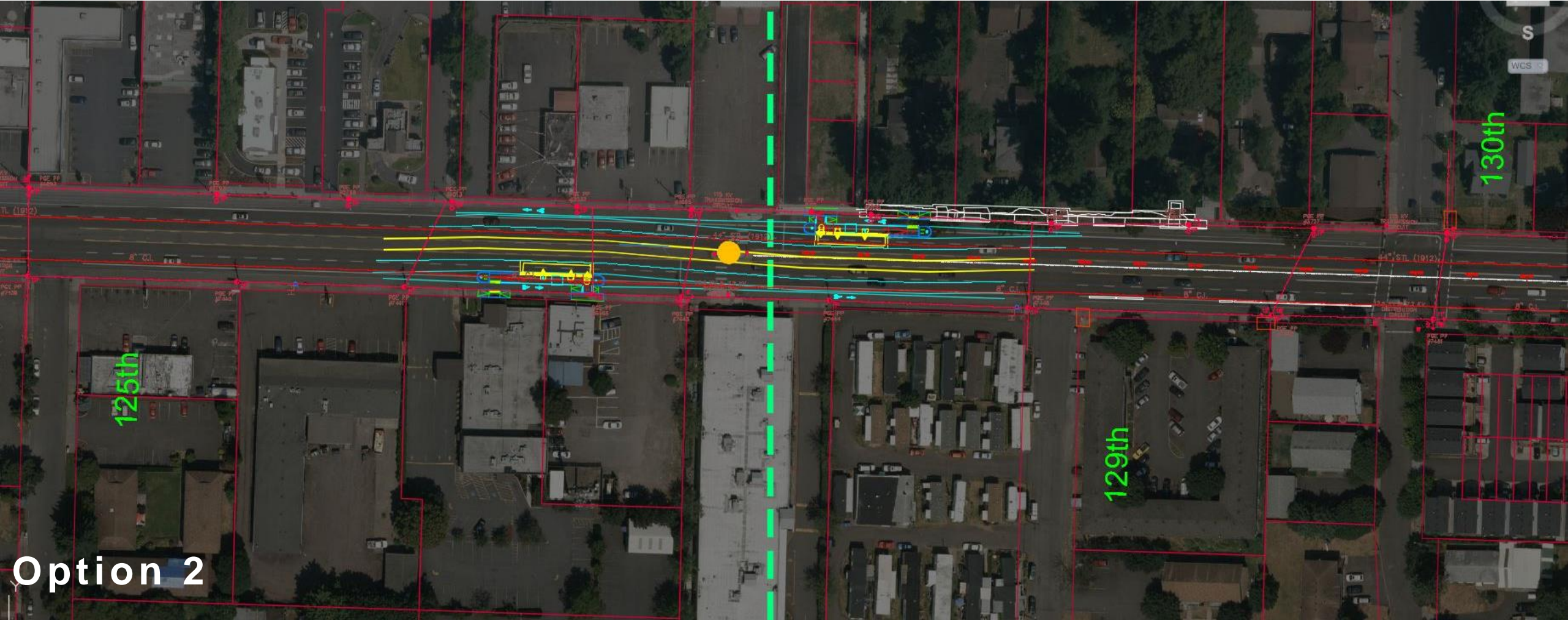
# 127<sup>th</sup> Ave Station EXPLORATION...

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



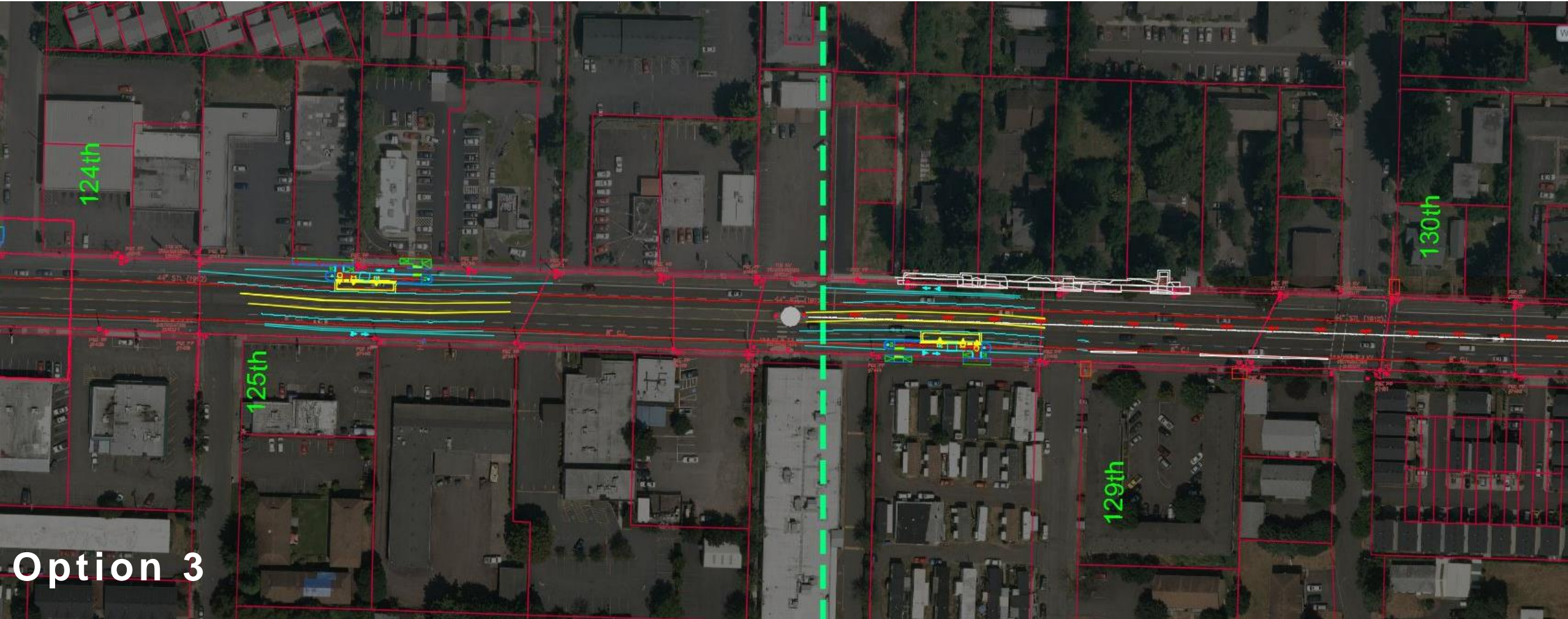
# 127<sup>th</sup> Ave Station EXPLORATION...

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 to 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)

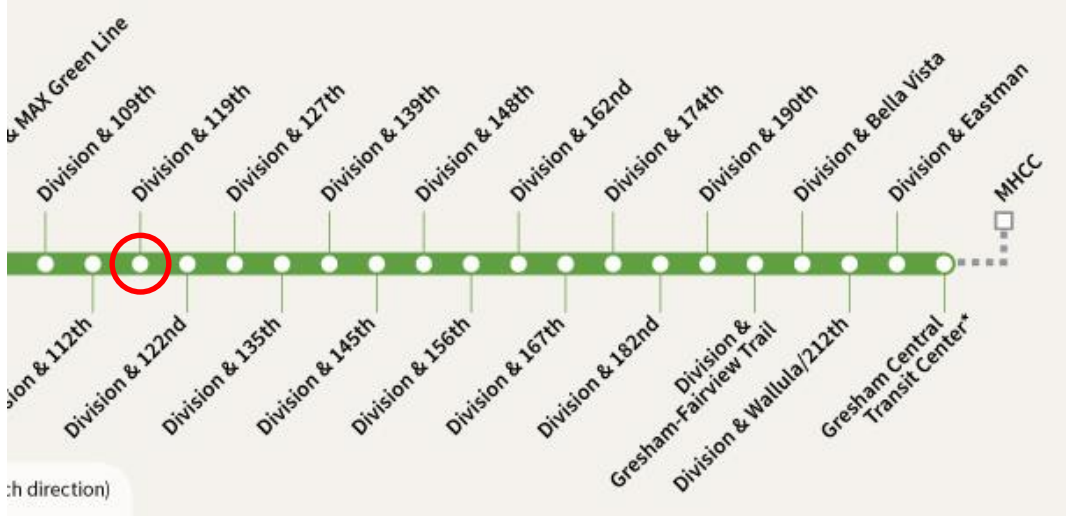
Route #	Direction	Stop Location	Ons	Offs	Total	Monthly Lifts
4	E	SE Division & 130th	48	106	154	25
4	W	SE Division & 130th	128	49	177	28

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

# 119<sup>TH</sup> Station (removal)

# Why in project?

- Appears to have decent ridership

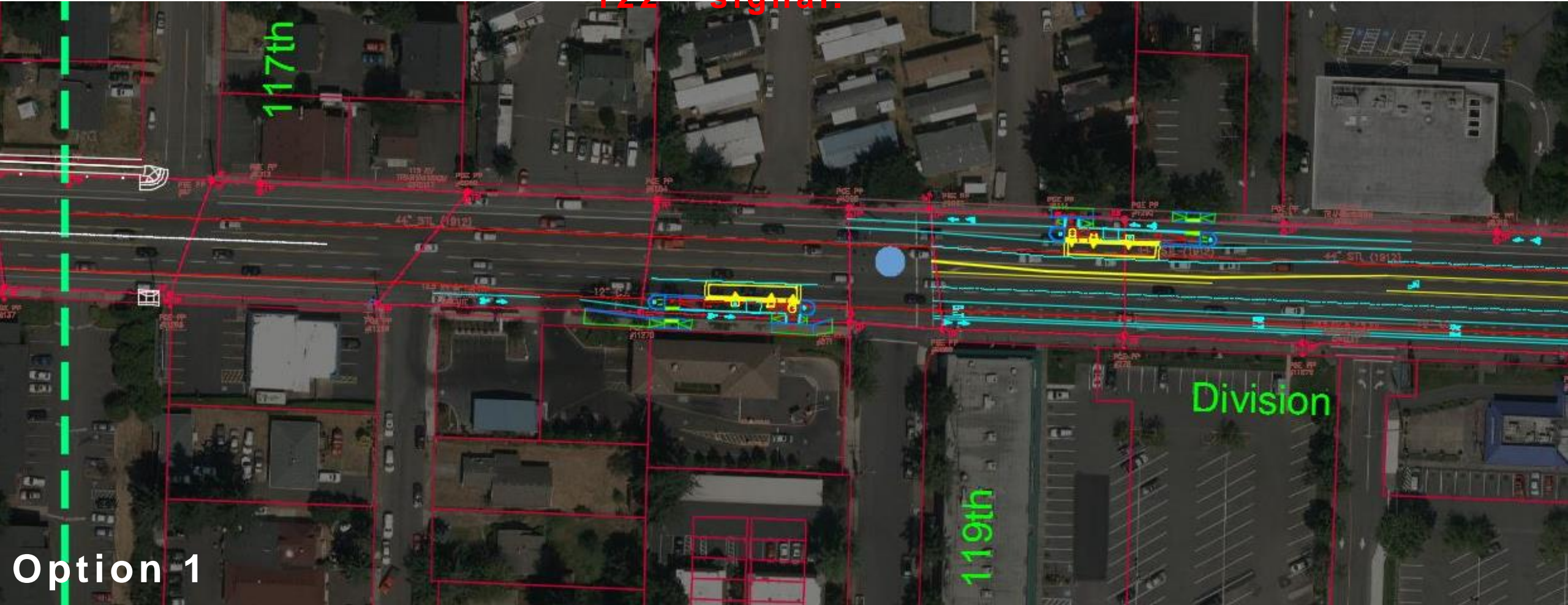


## 119<sup>th</sup> Ridership Data (Fall 2016)

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



# 119<sup>TH</sup> Station

## 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**