Community Advisory Committee

MAY 17, 2018
Division Transit Project and bus service hours reallocation

Presentation to DTP CAC May 17, 2018
Service changes in East Multnomah County since last update:

March 2018

- Added new bus line on 162\textsuperscript{nd} Avenue (Line 74)
- Added frequency on 181\textsuperscript{st} Avenue (Line 87-Airport Way/181st
- New weekend service on 181\textsuperscript{st} Avenue
- Added frequency between 182\textsuperscript{nd}/Powell and Gresham TC (Line 82-South Gresham, with connections to Fred Meyer and Winco)
Service changes coming to East Multnomah County since last update:

September 2018

- Line 4-Division/Fessenden split into 2 lines
  - Line 2-Division
  - Line 4-Fessenden
- Added frequency on 122nd Avenue (Line 73-122nd Ave)
- Added frequency on Kane Rd/257th (Line 81-Kane Rd/257th)
- All night service from Gresham TC to Beaverton TC (Lines 20-Burnside/Stark and 57-TV Hwy.)
- All night service to Portland Airport on 82nd Avenue from Burnside/Stark (Line 272-PDX/82nd)
Options and Opportunities

Opportunity to use resources for other improvements in East Multnomah County and East Portland.

- One new Frequent Service line from existing line
- One new bus line with 15m rush hour service and 30m midday service
- 7th Avenue Line 4 replacement
- Powell-Division BRT
Outreach, public process for bus hours reallocation begins in late 2020/early 2021

- Talk to stakeholders/public/partners about priorities Winter 2020/21
- Draft service proposal Fall 2021
- Public comment Winter 2021
- Revised proposal and comments Winter/Spring 2022
- Finalize and approve proposal Spring 2022
- Begin service Fall 2022
Questions?
Railroad Crossing Event Data

Rail crossing events at 8th Avenue

- AM/PM peak periods (7-9 a.m. and 4-6 p.m.)
  - 86% lasted ~1 minutes or less
  - 5% lasted more than 3 minutes
- Off-peak (5-7 a.m.; 9 a.m.-4 p.m.; 6 p.m.-1:30 a.m.)
  - 81% to 87% lasted ~1 minute or less
  - 5% to 9% last greater than three minutes
- From 1:30 a.m. to 5 a.m. (buses/MAX not operating)
  - 35% last more than three minutes
A bus is **most likely** to arrive when there is **no crossing event** or during the **middle of a crossing event**

The bus will only experience a portion of the total rail crossing event

On average weekday, there will be **256 buses** from DTP crossing 8th Ave.

Based on the bus mobility impact analysis:

- 240 buses will experience no rail event or an event duration of less than 1 minute
- About 15 buses per day will experience a rail crossing delay of 1-3 minutes
- About 1 bus per day will experience a delay greater than 3 minutes
Tilikum Crossing

• Tilikum Crossing preferred river crossing
• Vital connection to PSU, OHSU, and (OMSI)
• Educational connections to OHSU, PSU, PCC and Mount Hood Community College
• Increased ridership opportunities around the Innovation Quadrant
• transit-exclusive route from SE 8th Ave. and Division to SW Naito Parkway
• No car traffic on bridge!
Safety at Rail Crossing
Gideon Overcrossing
• UPRR and TriMet conducted 3-month analysis on switches at Brooklyn Yard
• Collected summer/fall 2017
• Data reviewed from wheel counters and traffic signals to determine likely cause and potential solution
  • over 1,500 data points
• UPRR/TriMet have executed contract
• Switch work to be complete June 2019
Project Update

• Pursuing congressional path – Formal process June through October
• Closing the local funding gap with regional partners
• Applying tools and ethic from *Refinement* process in updating design documents
• Refined design completion and open houses scheduled for late-June
  • Gresham City Hall – Wednesday, June 27\(^{th}\)
  • PCC Southeast, Community Hall Annex – Thursday, June 28\(^{th}\)
• Request For Proposal (RFP) solicitation for Construction Manager/General Contractor (CM/GC) opened on 5/15/18
FTA - Project Ready

FEDERAL FUNDING

✓ Securing local funding
✓ Aligning costs with budget
✓ Expediting NEPA to submit to FTA
✓ Finalizing third party agreements
✓ Completing other Federal deliverables
✓ Status of funding through appropriations expected in June/July
Schedule

Conclude Construction - Summer 2021
Next Steps + Areas of Focus

• Maintained commitment to 15-20% performance improvement

• Process for vetting alternate approach to bicycle infrastructure underway with TriMet, PBOT, BAC, PAC, CAT, Gresham Multi-modal Steering Committee

• Continue to refine signal optimization with jurisdictional partners

• Close coordination with Outer Division Multi-Modal Safety Project (ODMMSP) to ensure complementary design

• Ongoing work in the community to coordinate input

• Design Refinements Open Houses
Questions?