Division Transit Project
WSP Team
WSP Team

• 3-D Infusion—CAD Support
• CH2M—Civil Engineering
• Convergent Pacific—Utilities, Stormwater
• DKS Associates—Traffic
• Emerio Design—Survey, Civil Engineering
• Group AGB—DBE Coordination
• KPFF Consulting Engineers—Structural
• Mayer/Reed—Urban Design, Wayfinding
• Marianne Zarkin Landscape Architecture—Landscape Architecture
• PIVOT Architecture—Stations and Station Area Planning
• Reyes Engineering—Electrical
• RhinoOne—Geotechnical Investigation and Pavement Design
WSP Team—DBE Firms

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WSP has helped deliver over 500 miles of BRT projects currently in construction or operation nationally.
Eugene/Springfield EmX

• Pioneering BRT System
• Two lines in operations, third to start service in September
• Several additional lines planned
Snohomish County Swift

- Blue Line in service—first BRT line in the Seattle metro area
- Green Line under construction
- Orange Line in the planning stage
Vancouver (WA)
The Vine

• Started service in January 2017

• First BRT line in the Portland metro area
Fresno The Q

• WSP provided program management support

• Line under construction and scheduled to open in March 2018
Key Lessons Learned

• Every corridor is unique

• A transit project is a community project
Bus Testing
Open House Summary
Online Open House

• Online June 22nd – July 13th
• Online form mirrored in-person form
• 649 online comment responses
• 287 demographic responses
• 322 open-ended comments
Station Location Priorities
649 respondents total

- Faster, more predictable travel times for buses: 313 (1st priority 118, 2nd priority 75, 3rd priority 54)
- Minimizing walking distance to stations: 214 (1st priority 102, 2nd priority 206, 3rd priority 75)
- Minimizing impacts to adjacent homes and businesses: 157 (1st priority 102, 2nd priority 175, 3rd priority 101)
- Other: 77 (1st priority 38, 2nd priority 41, 3rd priority 109)
Priority of Station Amenities

- **Weather protection** (from rain, wind, sun): 33%
- Seating: 13%
- Lighting: 22%
- Bike racks: 2%
- Real-time bus arrival information: 20%
- Trash receptacles: 10%
### Comments About Station Locations and Preliminary Station Designs

<table>
<thead>
<tr>
<th>Comment topic</th>
<th>Number of comments</th>
</tr>
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<tbody>
<tr>
<td>Specific station location</td>
<td>55</td>
</tr>
<tr>
<td>Station amenities and bus features</td>
<td>54</td>
</tr>
<tr>
<td>Pedestrian/ADA concerns and stop distances</td>
<td>45</td>
</tr>
<tr>
<td>Support of design</td>
<td>40</td>
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<tr>
<td>Congestion/right-of-way/travel time</td>
<td>39</td>
</tr>
<tr>
<td>Bicycle safety and conflicts</td>
<td>38</td>
</tr>
<tr>
<td>Stations too close together</td>
<td>25</td>
</tr>
<tr>
<td>Tilikum Crossing/8th Avenue rail crossing</td>
<td>22</td>
</tr>
<tr>
<td>Bus only lane</td>
<td>18</td>
</tr>
</tbody>
</table>
Common Topics in Open-Ended Comments

• Concerns about removal of Line 4 stops in East Portland
• Preserve trees near stations for shade; add weather protection
• Station distances are not accessible to senior/disabled population
• Support for stop consolidation efforts and prioritizing locations near commercial districts and transfer locations
Common Topics in Open-Ended Comments

• Inner Division constraints; may have trouble staying on schedule

• Careful design needed to reduce pedestrian/bike conflicts

• Tilikum is far from Downtown Portland—could have issues with rail tracks
In-Person Open House

- Agency partnership
- 150 people signed in
- 212 comments on roll plots
- 38 comment cards were submitted
  - 4 in Chinese
- 21 factsheets in Chinese
- 4 factsheets in Vietnamese
What Worked?

• Partnership
  ▪ Sharing APANO’s Street Team

• Multilingual
  ▪ Interpreters available
  ▪ Project information translated

• Information Sharing
  • Roll map comments
  • Open House information available online
Next Steps

• Outreach to LEP communities along the corridor via Multicultural Consultants (including the Bhutanese, Slavic and Latino communities)

• Open House with TriMet Operations and Maintenance Teams

• Fall Open House