Policy and Budget 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 29th 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 4th 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

- Escalation: $12,800,000
- Design: $10,000,000
- Construction: $66,000,000
- Powell Garage: $20,000,000
- Project Delivery/Financing/Start Up: $20,250,000
- Real Property: $23,700,000
- IGAs and Permits: $1,250,000

TOTAL $175,000,000
Design Effort and Charge

• Work collaboratively with regional partners to design and deliver this project with:
  • Integrity
  • Transparency
  • Accountability

• Solicit feedback from public and stakeholder groups to 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.
Design Considerations

- Overview of the context and the complexities
- Uncover some of the difficult balancing acts
  - Station placement and impacts
  - Multimodal accommodation and access
  - Range of costly but non-critical items

CONTEXT
TRANSFORMATION
BALANCE
INCREMENTALISM
CONTEXT...and its consequences
fragmented and discontinuous transportation system
main arterials are the ONLY elements of continuity
so, everyone for every purpose relies on them
because often, this is the only direct way to get around
land use characteristics are just as varied...

- Former county or un-incorporated land with little regulation and urban services
- Variety of uses and frontage types from a variety of development eras – no consistent form
- Diverse buildings, diverse uses, diverse communities
- Single family rural residential, carpark multifamily, business, auto-centric, mobile homes, flag lot development, new housing types
- Code adoptions and ideas call for transformation but currently lack the vision for the “whole” place
...and along comes transit and TRANSFORMATION
everybody wants everything for everyone at all times, now...
Improved pedestrian environment
- Along the corridor
- To/From the corridor
- Crossing the corridor

Improved cycling environment
- Along the corridor
- To/From the corridor
- Crossing the corridor

Improved transit environment
- Speed
- Reliability
- Safety
but we’ve got to calibrate the magnitude and speed of transformation

• don’t want to eliminate access to homes or businesses
• don't want to limit this community’s overall mobility
• don’t want to impinge on this conduit of economic vitality
...so lets talk about BALANCE
Platform Placement

- Minimize removing driveways
- Avoid utility relocation
- Align with existing crossings
- Avoid impacts and acquisition
- Avoid triggering turn prohibitions
between many rocks and hard places...
SAMPLE DESIGN EXERCISE
Crossing Proximity

- Existing minor signals
- Existing major signals
- New signals
- HAWKS
- RRFB
sometimes bigger solutions are warranted
and other considerations must be balanced...
can we define the right INCREMENT of change?
• Safety is critical and immediate change is needed
• Want better service but not displacement
• Expend the limited funds on the right features for people
• Transit dollars come with performance strings attached
• Want transition and transformation of transport/land use
• But have to balance that against the impacts now
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
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- 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
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<td>SW 6th &amp; Jefferson/5th &amp; Columbia</td>
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<td>South Waterfront/SW Moody</td>
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<td>41.</td>
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</table>
Gresham-Fairview Trail

Why in project?

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

Eastwood Ridership Data (Fall 2016)

<table>
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<tr>
<th>Route #</th>
<th>Direction</th>
<th>Stop Location</th>
<th>Ons</th>
<th>Offs</th>
<th>Total</th>
<th>Monthly Lifts</th>
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<td>NW Division &amp; Eastwood</td>
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<td>16</td>
<td>36</td>
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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
NW Eastwood Ave
EXPLORATION...

Preferred Option

Moved to Eastwood with a full intersection to control pedestrian, bus and vehicular movements
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
Why in project?

- Provided even spacing to avoid ‘gap’ between stations
190th Ave Station
EXPLORATION...

Attempted to place the station with minimal impacts to single family homes all along this stretch
190th Ave Station
EXPLORATION...

Each option impacted driveways, front lawns and circulation

Option 1
190th Ave Station
EXPLORATION...

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

Option 3 (Preferred)
DISCOVERED:

- Ridership is low

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

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</table>

- 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)

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<tr>
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<td>69</td>
<td>18</td>
<td>87</td>
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139th 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.
This option also removed the center turn lane, precluded certain movements and chicaned the travel lanes near the pedestrian crossing.
And this option started to slide the platforms so far to the west that it was right on top of the 135th station platform.
139th Station

**DISCOVERED:**

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

**RECOMMENDATION:** removal from project
**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**
Initial option required extensive out of direction travel for a multi-family housing development and landlocked/removed access to a Midway business.
Option 2 preserved the pedestrian crossing, slid the WB platform and impacted new properties. EB platform shifted closer to 122nd.
Option 3 avoided the residential impacts in the WB direction and slid the platform even further west and still impacted business circulation.
127th Station

DISCOVERED:

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

RECOMMENDATION: move 127th station to 130th

130th Ridership Data (Fall 2016)

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119th Station

Why in project?

- Appears to have decent ridership

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</table>
Option 1 eliminated left turns WB to SB onto 119th and would limit access to the retail center. Placement of EB platform fouls TSP at 122nd signal.
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 112th.
Option 3 slides the station further and further from the “address” and still has impacts to business access on the north side.
119\textsuperscript{TH} Station

DISCOVERED:

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

RECOMMENDATION: removal from project
109th 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 101st to 116th (112th added too)

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Option 1 eliminated left turns into the quarry and numerous other businesses along south side.
Option 2 slid the platform further to the west and started to crowd the station at 101st and miss the relationship to the future developments.
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 112th 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 at PCC’s Southeast Campus in Division
  • 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/5th & Hoyt
2. NW 6th & Flanders/5th & Davis
3. SW 6th & Washington/5th & Stark
4. SW 5th/6th & Salmon
5. SW 6th & Jefferson/5th & Columbia
6. 5th & Hall
7. SW Lincoln Street
8. South Waterfront/SW Moody
9. OMSI/Water
10. Division & 12th
11. Division & 20th
12. Division & 26th
13. Division & 30th
14. Division & 34th
15. Division & Cesar Chavez Blvd.
16. Division & 43rd
17. Division & 51st
18. Division & 60th
19. Division & 68th
20. Division & 76th
21. Division & 82nd
22. Division & 87th
23. Division & Max Green Line
24. Division & 101st
25. Division & 112th
26. Division & 122nd
27. Division & 130th
28. Division & 135th
29. Division & 145th
30. Division & 148th
31. Division & 156th
32. Division & 162nd
33. Division & 168th
34. Division & 174th
35. Division & 182nd
36. Division & Eastwood
37. Division & Angeline
38. Division & Civic Drive
39. Division & Eastman Pkwy.
40. Gresham Transit Center
41. NE 8th & Cleveland Station
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