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.
Bridge Status – Tilikum Crossing Confirmed

- LPA preference, and reliability

- 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.
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

2017:
- Design
- NEPA

2018:
- FTA Funding
- Local Funding

2019:
- Construction
- Service Planning
- Training and Startup

2020:

2021:
Project Budget Breakdown

- Escalation: $12,800,000
- Design: $10,000,000
- Vehicles: $21,000,000
- 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
- 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.
Why in project?

- **No stop at 127th today – 125th and 130th only**
- **Stations originally proposed at 125th and 130th**
- **Recommendation for LPA to consolidate at 127th to avoid impacts**
**127th 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.*
Option 2 preserved the pedestrian crossing, slid the WB platform and impacted new properties. EB platform shifted closer to 122nd Ave Station.
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)

<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>4</td>
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<td>49</td>
<td>177</td>
<td>28</td>
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</table>
119<sup>TH</sup> Station (removal)

Why in project?

- Appears to have decent ridership

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

<table>
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<th>Ons</th>
<th>Offs</th>
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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.
119th Ave Station

EXPLORATION...

Sliding station pair away from 122nd 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.
119TH Station

DISCOVERED:

• 122nd has the worst congestion and lowest transit reliability on the corridor.

• Station placement in EB direction at 119th, fouls the TSP on the approach to 122nd Ave

• Appearance of ridership, is the ghost of bad performance at 122nd today

RECOMMENDATION: removal from project