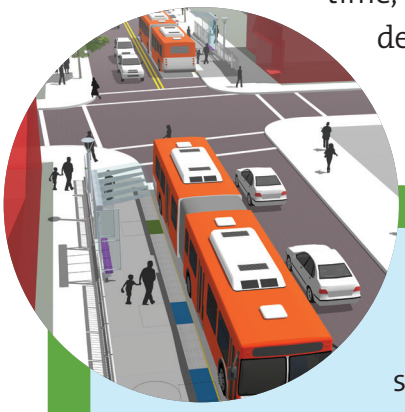
DESIGN CONSIDERATIONS
FOR THE DIVISION TRANSIT PROJECT

In November 2016, the Metro project steering committee recommended the Locally Preferred Alternative (LPA) for the new Division Transit Project; the LPA identified the project route and general station locations. Since then, the project's design team has been exploring design scenarios for the general station locations along the 14-mile corridor, and identifying opportunities and constraints, through each neighborhood and for all uses and users of the street. As the team balances meeting project goals set out through development of the LPA with existing opportunities and constraints along the corridor, several factors are being considered.

BUSES

60-foot articulated buses with all-door, near-level boarding

The 60-foot buses that will be used for the Division Transit Project can fit 60% more people than TriMet's 40-foot buses, resulting in fewer riders being passed by overcrowded buses, and fewer bottlenecks along the corridor. New station platforms will be designed to accommodate near-level boarding and up to three doors for boarding the longer buses, resulting in less time at stops and a more reliable travel time, getting riders to their destinations faster.



Transit Signal Priority (TSP)

The new buses will include state-of-the-art technology that communicates with traffic signals along the corridor, adjusting the signal timing to extend green light cycles and move the buses through intersections. The design team carefully considered station placement to maximize TSP effectiveness and avoid ineffective conditions when stations are too close together. This focus on performance makes station placement crucial for a faster, more reliable service.

STATIONS

Station spacing

The team studied station placement with a focus on improving schedule reliability. The project's stations will be an average of 1/3 mile apart, resulting in faster travel through the corridor, less traffic congestion and more reliable service.

Stops past traffic signals

An important method for maximizing the effect of TSP technology on schedule reliability is to place stations past the traffic signal. Buses will utilize TSP to

get through intersections efficiently and avoid contributing to traffic congestion.

Preserving Division Street uses

Access to existing businesses and residences is an important consideration for the design process. Minimizing the need to close driveways or block properties reduces impacts and saves limited funds for other project uses.

Utility considerations

It is also important to consider the current location of utilities such as gas pipes, sewer lines and major utility poles. Avoiding utility relocation reduces the project's financial, environmental and land use impacts.

SAFETY AND ACTIVE TRANSPORTATION

Multimodal accommodations

As most stations will be located close to major intersections along the corridor, design considerations were made to coordinate connections to Division Street for transit riders, bicyclists, pedestrians and drivers. The Portland Bureau of Transportation has near-term solutions along Division Street from 82nd Avenue to Portland city limits to reduce speeds, make crossings safer and improve active transportation opportunities for residents and users of this portion of Division.

These improvements will be coordinated with the Division Transit Project.

Future projects

The design team continues to work closely with project partners, including Oregon Department of Transportation, the City of Portland, Multnomah County, Metro and the City of Gresham, to ensure that impacts on and by future projects are taken into consideration.