Division Transit Project
Community Advisory Committee questions, and project staff responses
July 11, 2017

Platform length

During the Vine tour, C-TRAN said their platforms were 60'. Seems that 60' platforms are doable if boarding is primarily at the wide middle and rear doors.

- *C-TRAN's Vine system has shorter platforms because they do not use the front door. On Division, all three doors will be used (front for people with cash fares, middle for people with limited mobility, rear for people with bikes)*

It looks like level boarding would be only at the middle and rear doors. Is this correct?

- *At some stations where there are extreme constraints, only the middle and rear door will have level boarding.*

If most boarding takes place at the middle and rear doors, and the driver does not have to handle cash fares (fare machine at the middle door), then do you ever need level boarding at the front door? That door could be reserved for special situations, such as where a ramp needs to be deployed. What's TriMet's thinking now about cash fare collection on the DTP?

- *Current assumption is that cash fares will be accepted at front door, but at some stations where there are extreme constraints, the front door will not have level boarding.*

Platform height

How much lower can the platforms be than the bus floor to 1) still count as near-level boarding, 2) still be accommodated by bridge plates, and 3) achieve the desired boarding/alighting times?

- *The platform height will depend on the vehicle type. The project assumes for bridge plate and efficient dwell times, middle door platform height must be a minimum of 10 inches.*

Is there empirical data TriMet can share about the difference in boarding/alighting times of level boarding vs. near-level or even vs. standard curb height?

- *Other systems, such as EmX in Eugene, have been able to achieve a 20 second average dwell time with level boarding. Line 4-Division dwell times currently vary from 10 seconds or less to more than 4 minutes, averaging about 30 seconds.*

Other questions for TriMet

Instead of one station at 60th, you'd have one at 57th and one at 64th would adding a station ever be a cost effective way around a tricky/costly placement?

- *The current 60th station placement looks at ridership and station spacing. Adding an additional pair of stations could change the spacing in addition to the potential of being more costly than the current placement at 60th. The current 15% design includes the risk and through engineering the project hopes to reduce this risk.*

Will TriMet provide other examples of BRT projects with 60' buses on two-lane roads like inner Division?

- *Rapid Ride C Line operated by King County Metro in Seattle, WA*
  - *Fauntleroy Way SW is a 2-lane road in West Seattle between the Fauntleroy Ferry Terminal and SW Webster Street*
- *Rapid Ride D Line – Seattle, WA*
  - *1st Avenue north in Queen Anne neighborhood – 2 lane street*
- *Rapid Ride F Line – Renton, WA*
  - *SW 3rd Street & SW 2nd Street – both are 2 lane streets*
- *San Francisco Municipal Transit Agency – Route 0 (operates articulated buses)*
  - *Stockton Street in the Financial District*

Is TriMet still seriously considering battery-electric for the DTP? If so, what are the specific challenges you need to address to make it happen and what is the agency doing to address them? If not, why not, and what do you see as a better alternative?

- *Current cost estimating assumes diesel buses for Division. Focus has been on cost estimating stations, TSP and on-street elements, which are proving difficult to fit within budget.*

I would like to know more about efforts specific to the DTP project and its timeframe?

- *Current schedule assumes TriMet leadership and approval of bus interior layout Winter 2017.*

What is TriMet's response to requests to provide assistive technology for hearing impaired meeting attendees?

- *Assistive devices will be made available to members and attendees as of the June 15th CAC meeting.*

CAC members would like to see TriMet organizational chart identifying the person most knowledgable regarding staff contacts in each TriMet division participating in the Division Transit Project.

- *CAC members are encouraged to contact their geographic representative (Coral, Brenda, Wendy) who will connect members with people who can answer their questions.*

Will TriMet commit to deploying all-electric buses on the Division Transit Corridor?

- *Current cost estimating assumes diesel buses for Division. Focus has been on cost estimating stations, TSP and on-street elements, which are proving difficult to fit within budget.*

Will TriMet commit to supporting and signing the MOU that East Portland community groups and the Portland Housing Bureau will be drafting as a follow-up to the initial MOU?

- *TriMet signed the MOU as directed by Portland City Council and will continue to support partners in ongoing discussion.*

Will TriMet commit to a Tilikum Bridge Crossing corridor alignment?

- *Yes. Technical review over the past several months has confirmed Tilikum Crossing works for the project.*

Will TriMet commit to providing light refreshments to both CAC members and public attendees at committee meetings?

- *What would the CAC like to see? TriMet can allow for refreshments for everyone, but is only budgeted for committee member refreshments.*