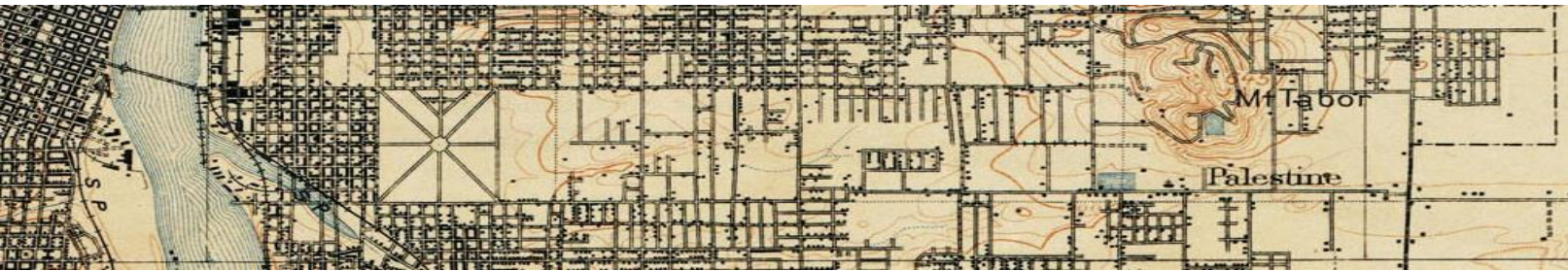


DIVISION

TRANSIT PROJECT



BAC/PAC MEETING

PROJECT UPDATE

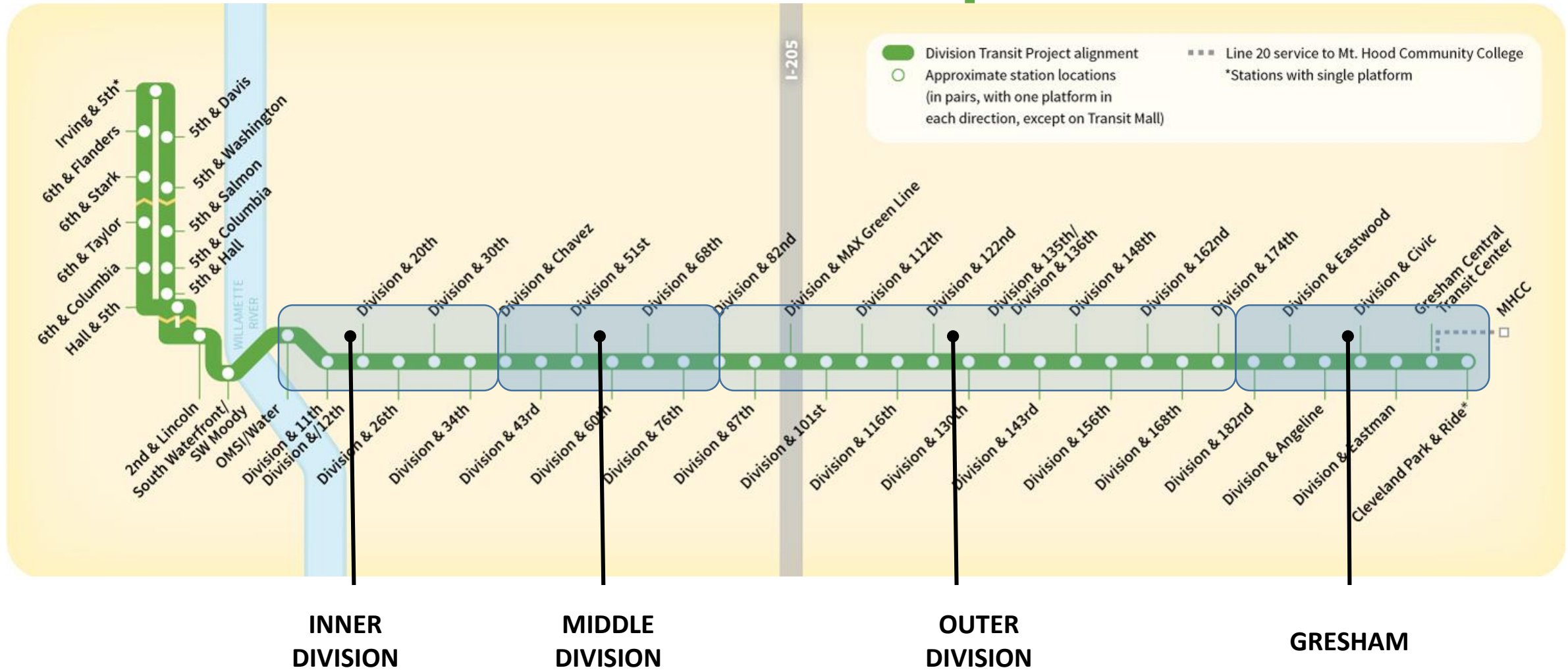
May 21, 2019



Goals of The Division Transit Project

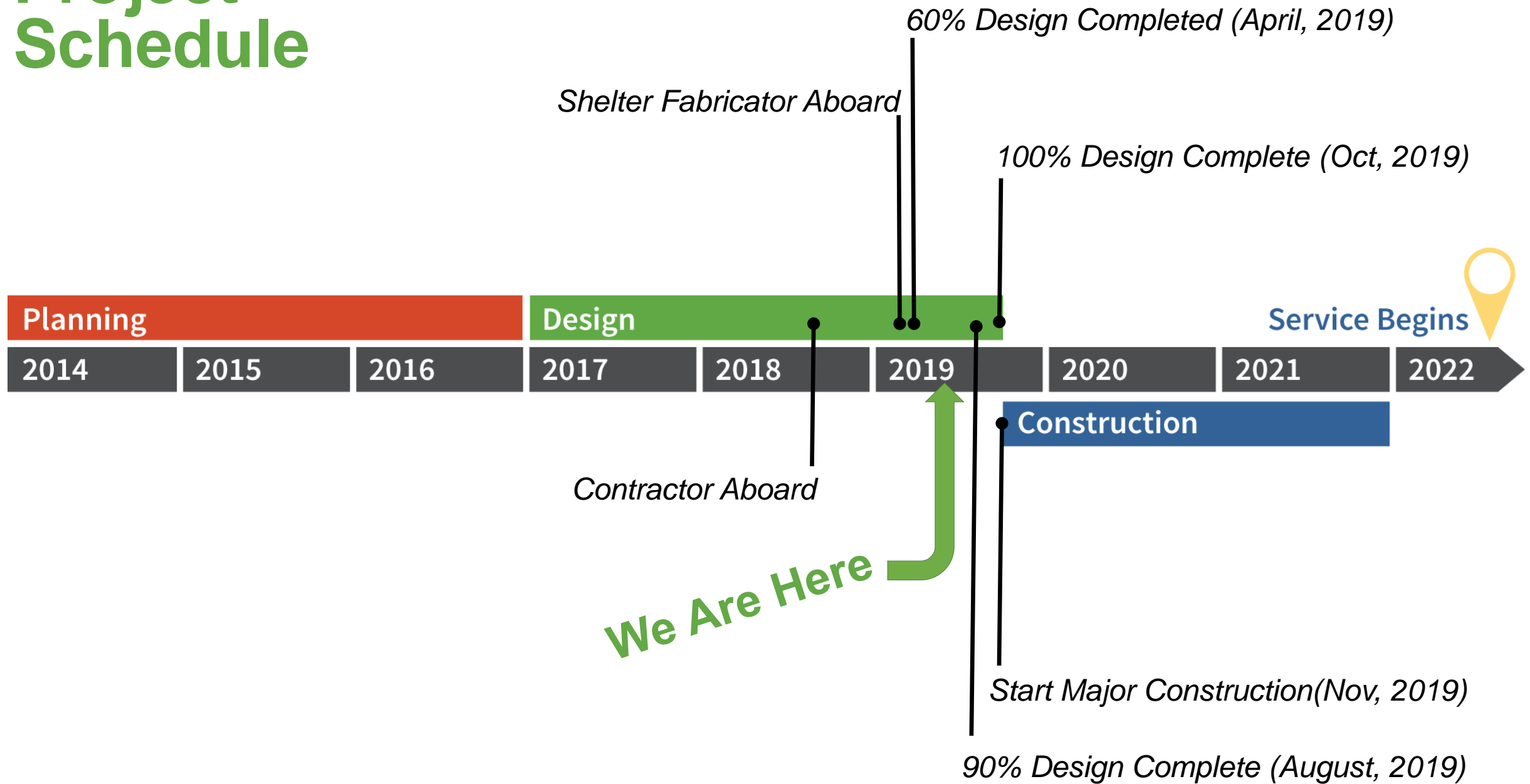
- **Better Transit Service** – more capacity, better reliability
- **Well-being** – improved access to opportunities
- **Equity** – reduce disparities & equitably distribute benefits
- **Efficiency** – implement & operate transit efficiently

Corridor Map



- **\$175M** Small Starts Federal Project
- **15 miles** of enhanced service from Downtown Portland to Gresham Central
- **42 Stations** with **83 Platforms** – 1/3 mile approximate station spacing
- **15% -20% average improvement** in travel times over existing service

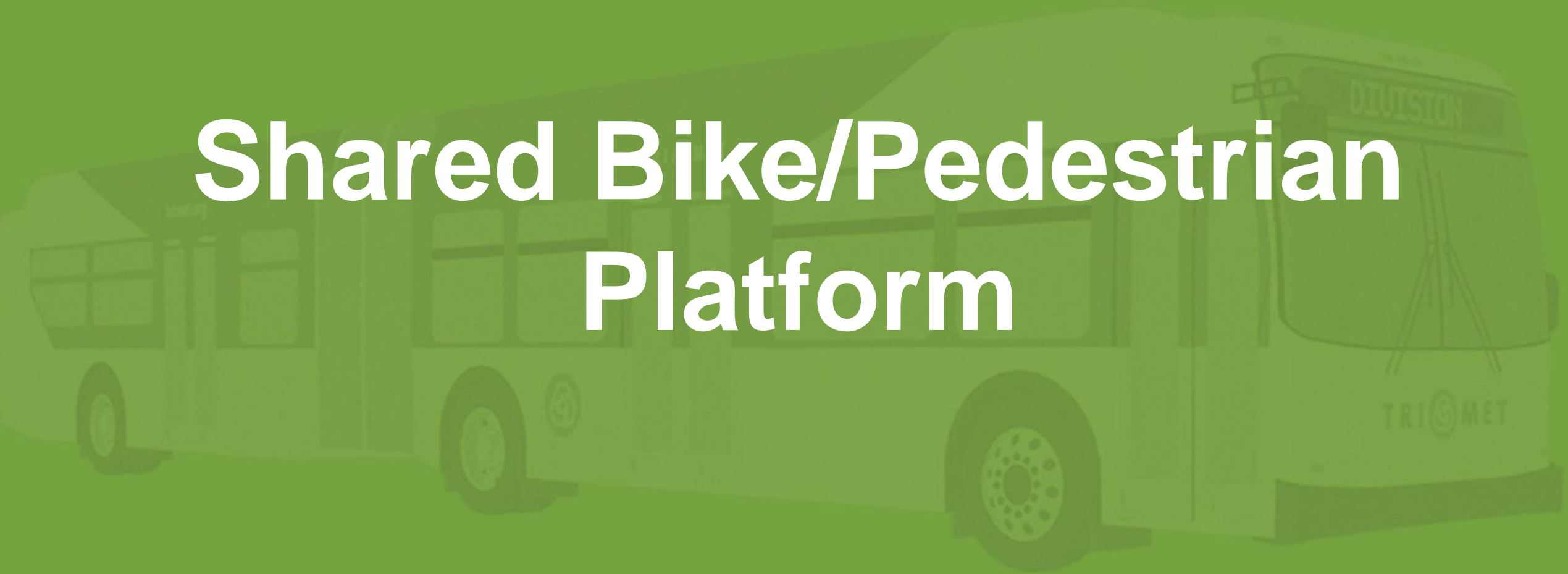
Project Schedule



Project Update

- Federal funding
- FTA risk assessment
- 90% design in progress
- Start of construction in November 2019
- Anticipated service opening – September 2022

Shared Bike/Pedestrian Platform



Shared Bicycle & Pedestrian Platform Locations



Our Goal

- Implement a safe, feasible tool
- Work within existing right of way
- Create a replicable tool for the region
- Minimizes impacts to private property & utilities



National Assoc. of City Transportation Official Guidelines



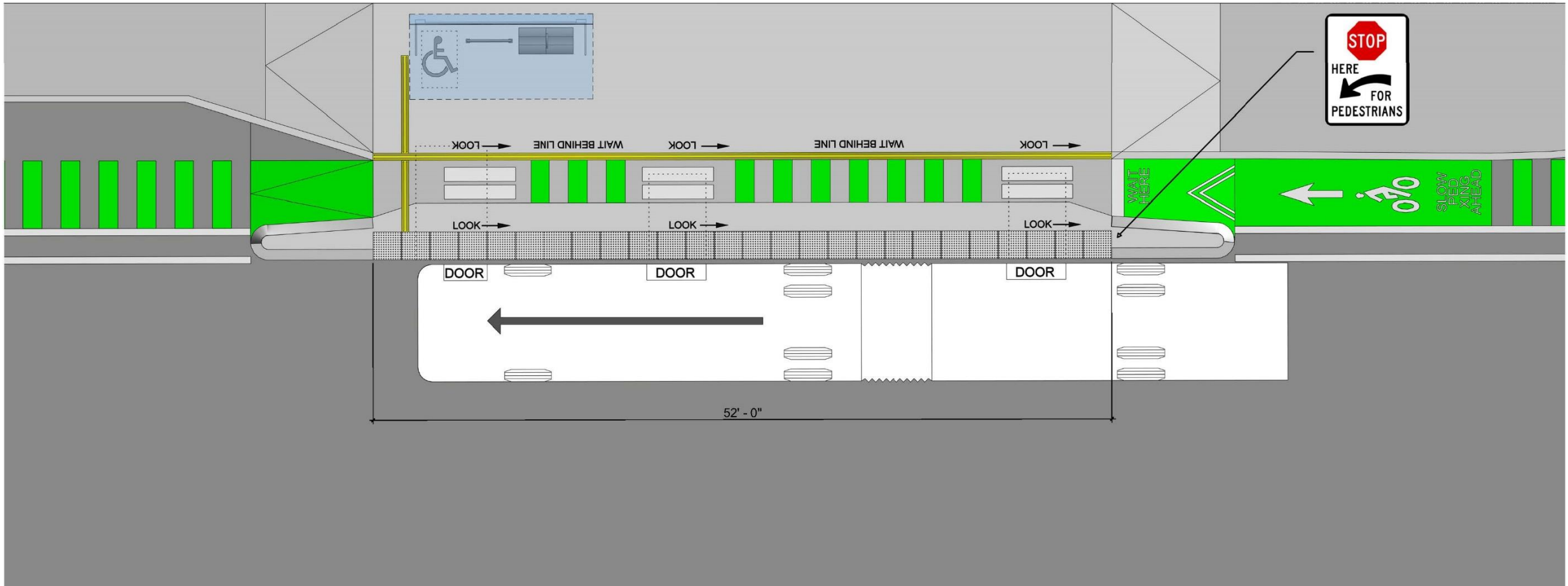
Precedent Studies & Peer Agency Evaluation



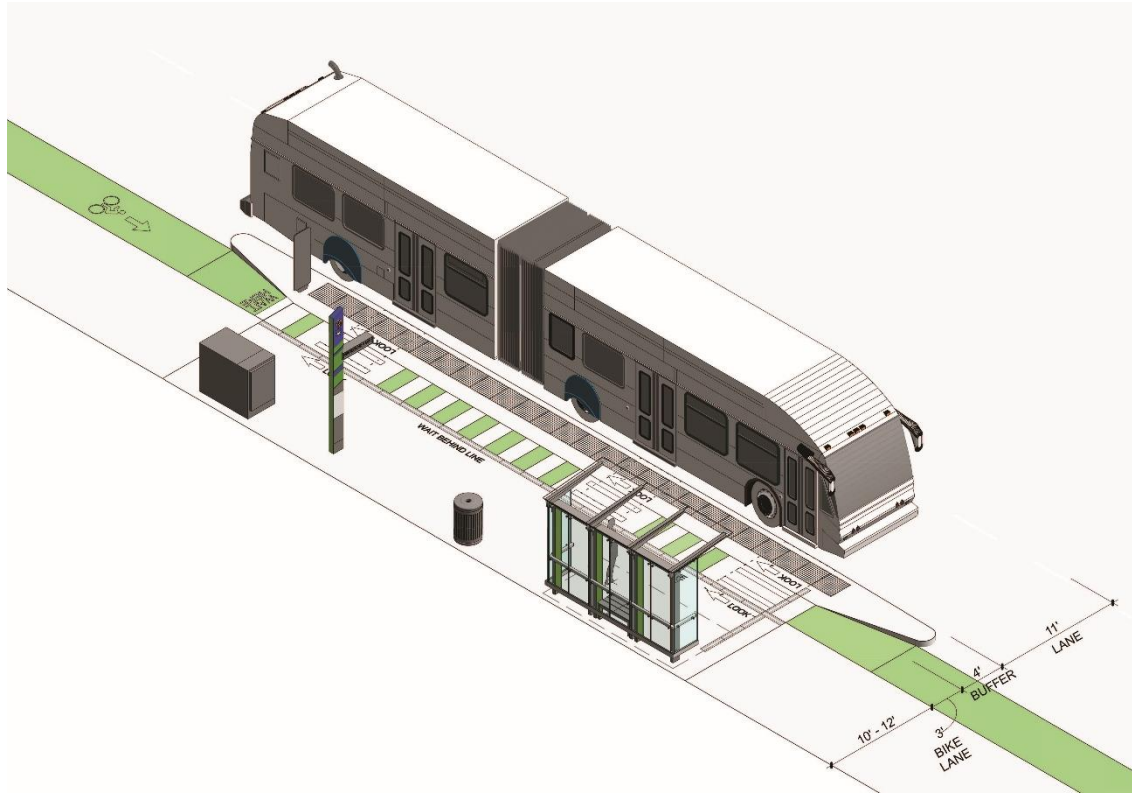
Stakeholder Work Sessions

(with BAC, PAC, CAT, OR Commission For The Blind)

Stakeholder Recommendation: Shared Bike & Pedestrian Platform



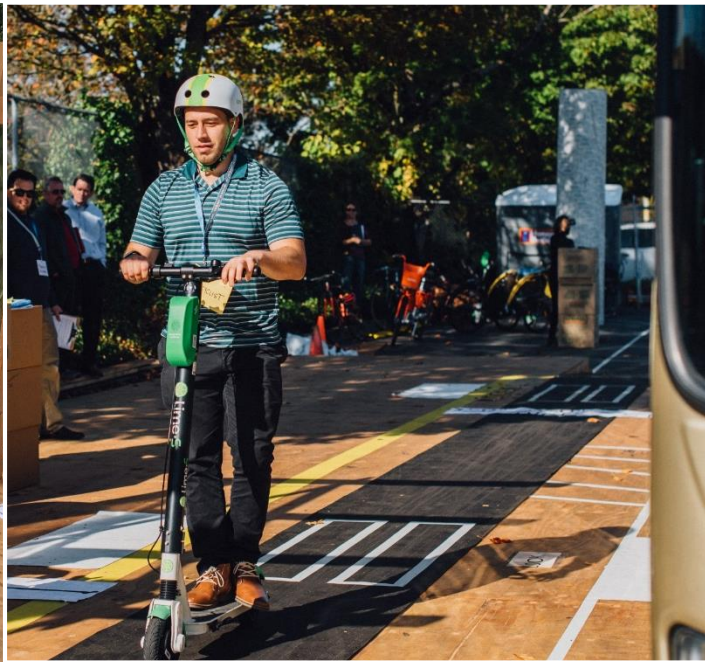
Stakeholder Recommendation: Shared Bike & Pedestrian Platform





Simulated Mock-Up Tests

- Accessibility, Safety & Operations
- Behavior, Circulation & Spatial Relationships
- Demarcation, Markings and Signage
- Shelter/Amenity Placement



Mock-Up Test - Major Takeaways

- Confirmation of platform design
- Bike calming & safe behavior top priority
- Consistency & simplicity
- Shelter & amenities placement (back of sidewalk)
- On-board bus treatments
- Ongoing refinements (90%)

Shelter & Amenities

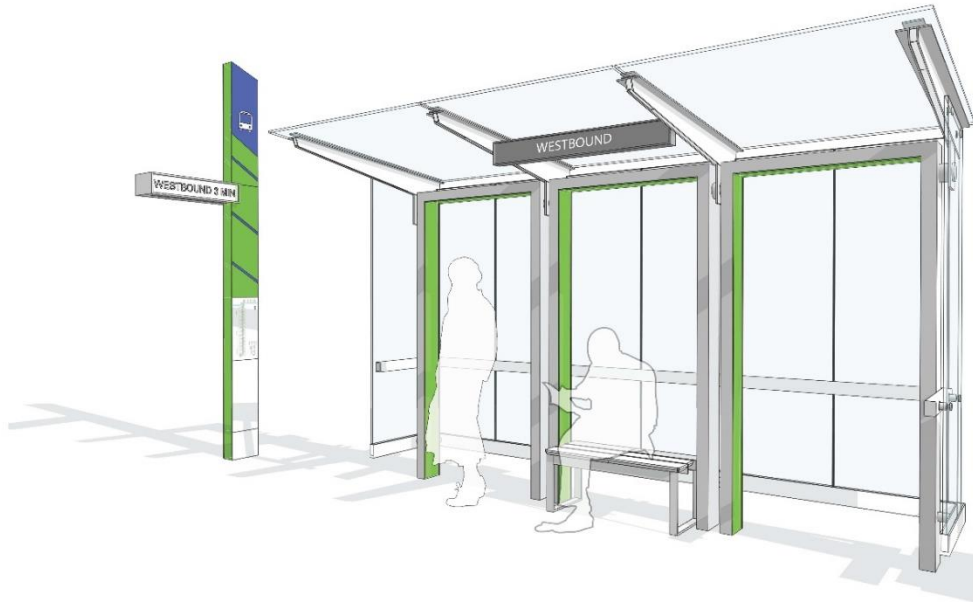


Station Amenities



- Weather Protection/Shelter
- Bus Marker (Lighting, Real Time Information)
- Lighting
- Seating, leaning rails, trash receptacles, bike racks, etc.

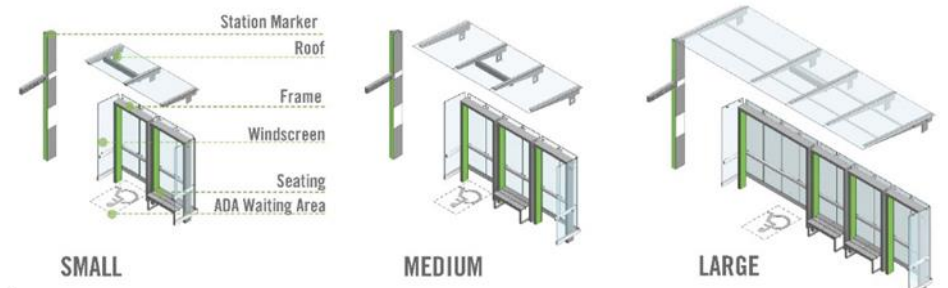
Shelter Design “Frames”



- Scalable, modular & replicable
- Sensitive to context
- Easier to maintain, clean & repair
- Safe sight lines
- Maximizes circulation space
- Easier to fabricate & install
- Shared transit design vocabulary



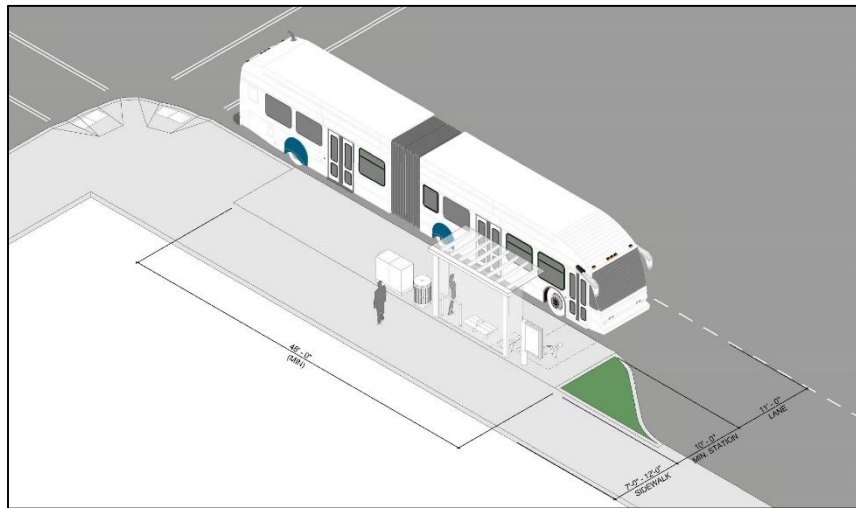
KIT OF PARTS



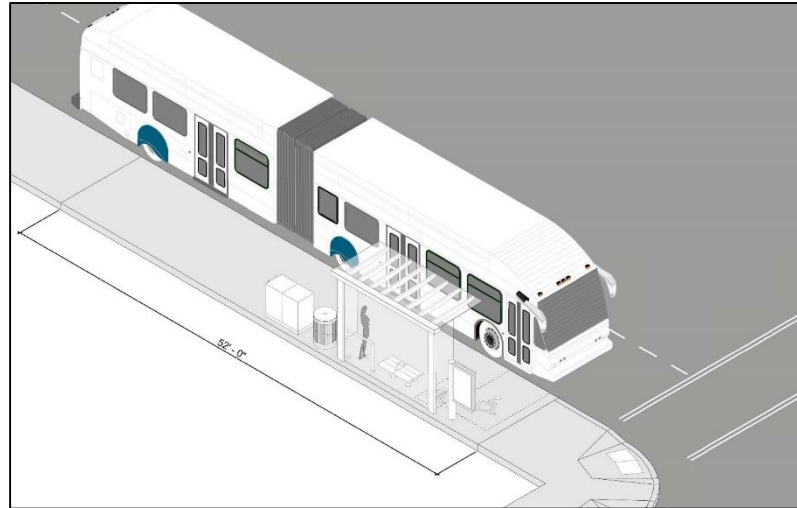
Station Platform Overview



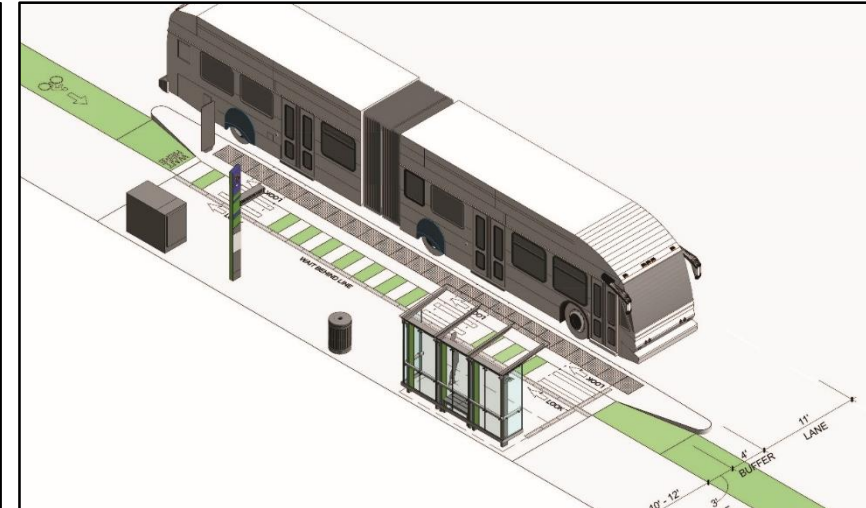
Station Design – Three Basic Types



Pedestrian By-Pass Station



Pedestrian Pass Through Station



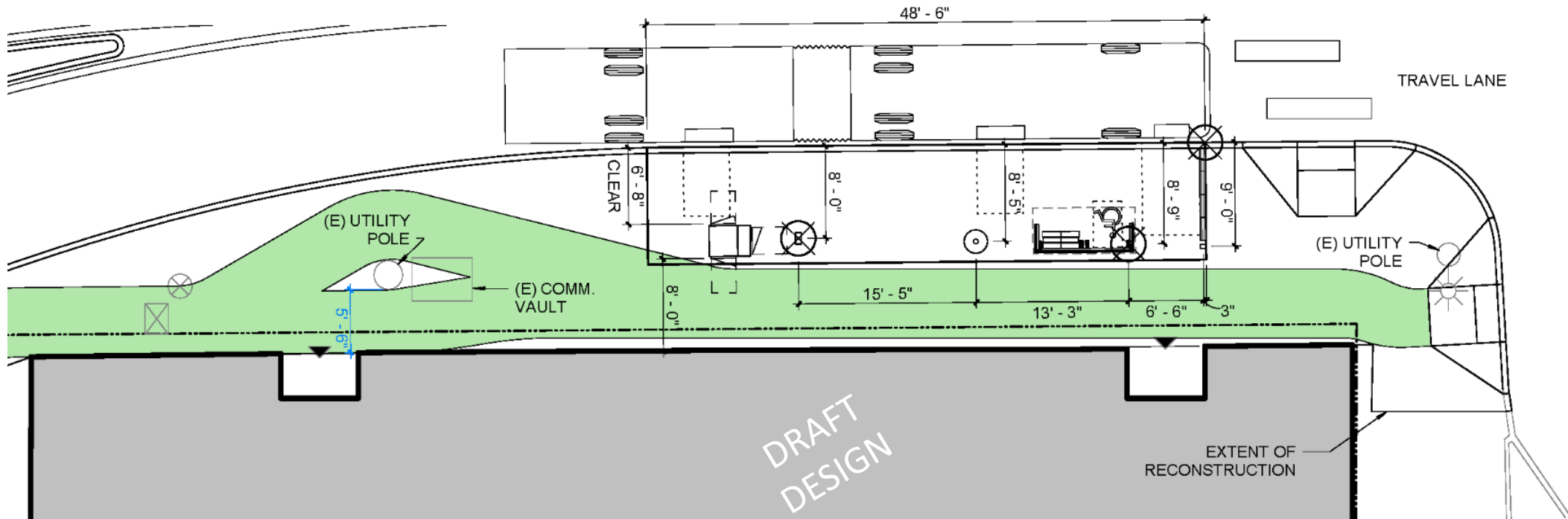
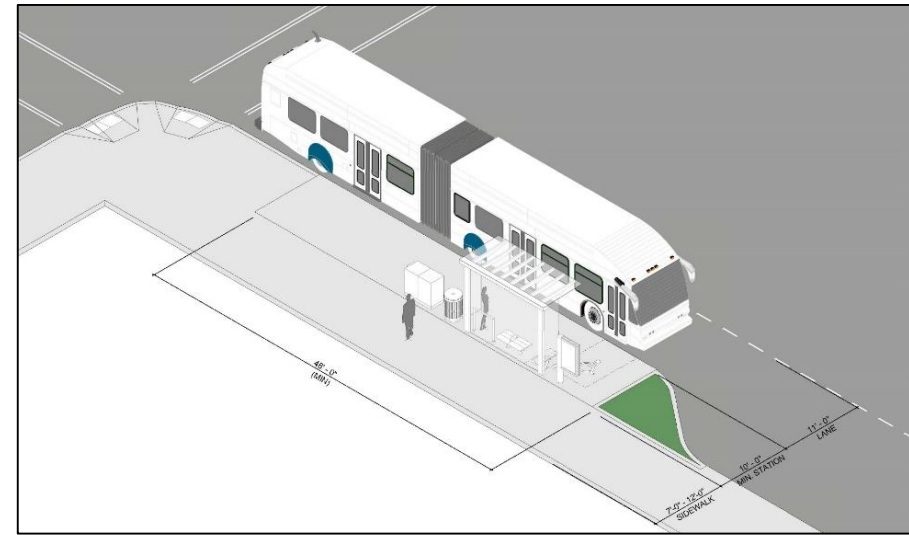
Shared Bike/Pedestrian Station

Station Access & Circulation

- Improving safety, access and circulation to station environments
- Maximizing pedestrian pass-through zone (*8' when possible*)
- Minimizing and improve existing “pinch points”

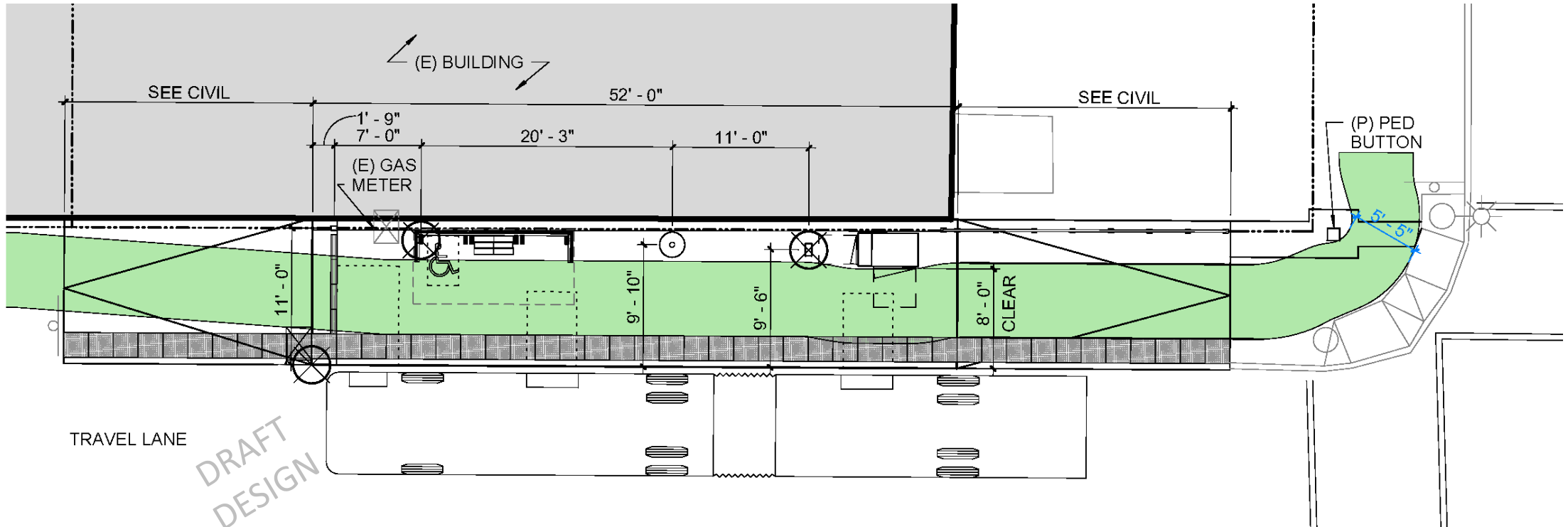
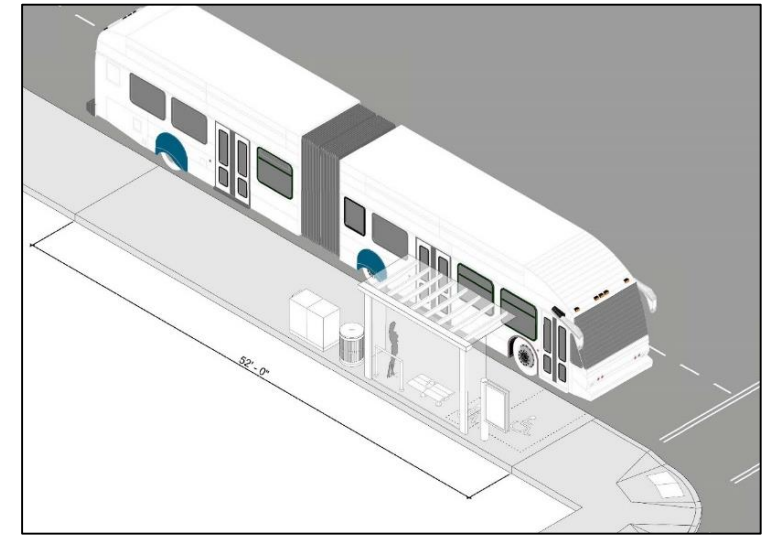


43RD & Division



43rd & Division (EB) – Pedestrian By-Pass Station

11th & Division



11th & Division (Westbound) – Pedestrian Pass Through Station

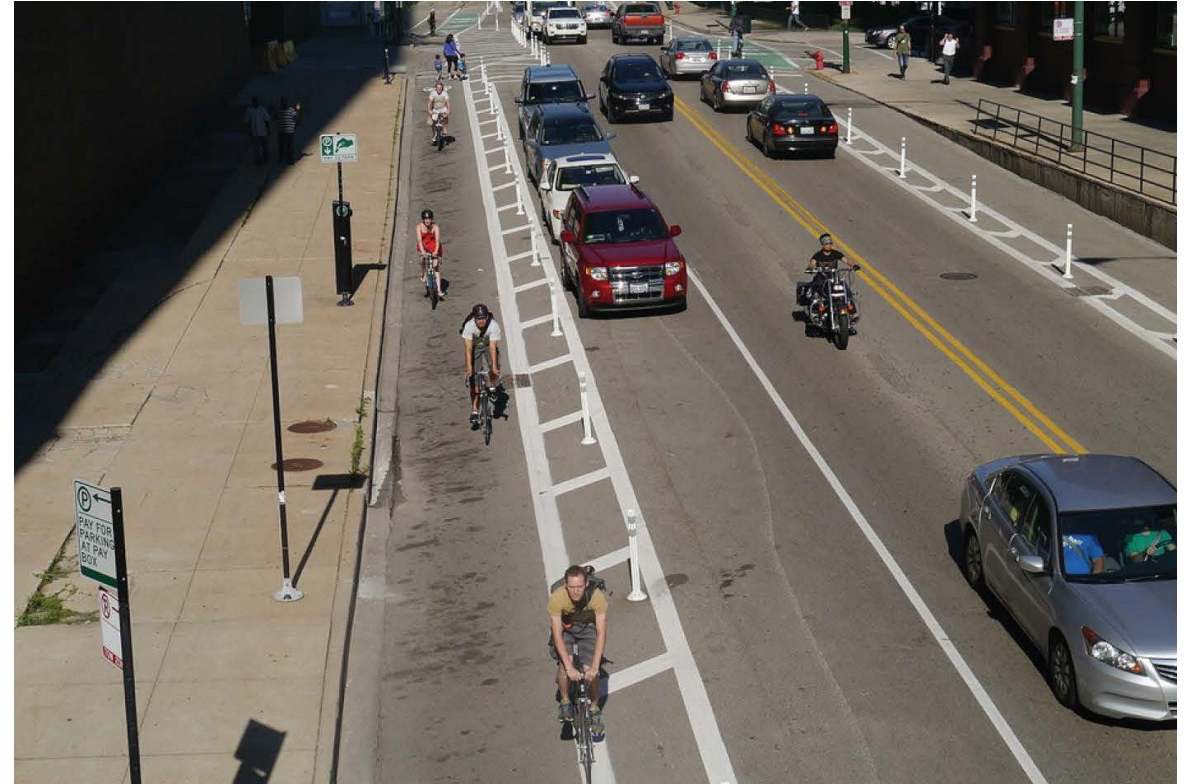


Protected Intersection Design & Bike Protection

Bike Lane Protection



Hardened Edge

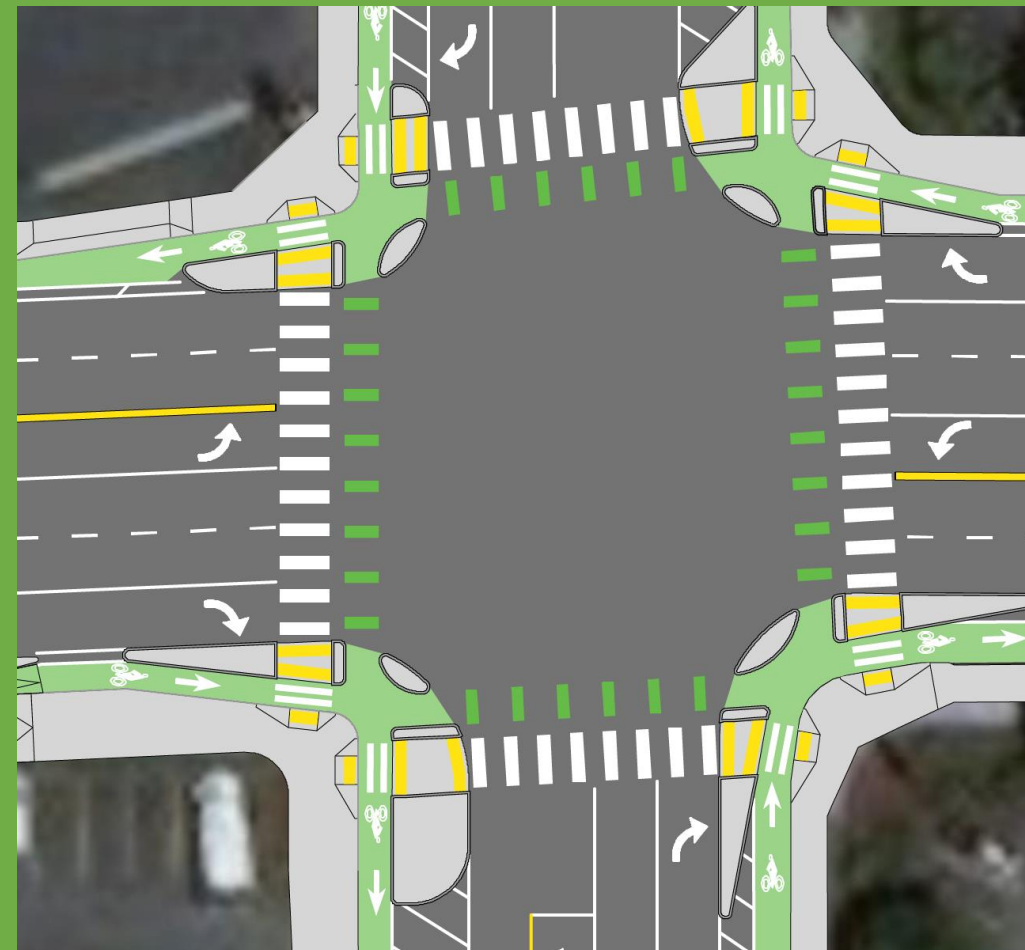


Tubular Markers

**DRAFT
CONCEPT**

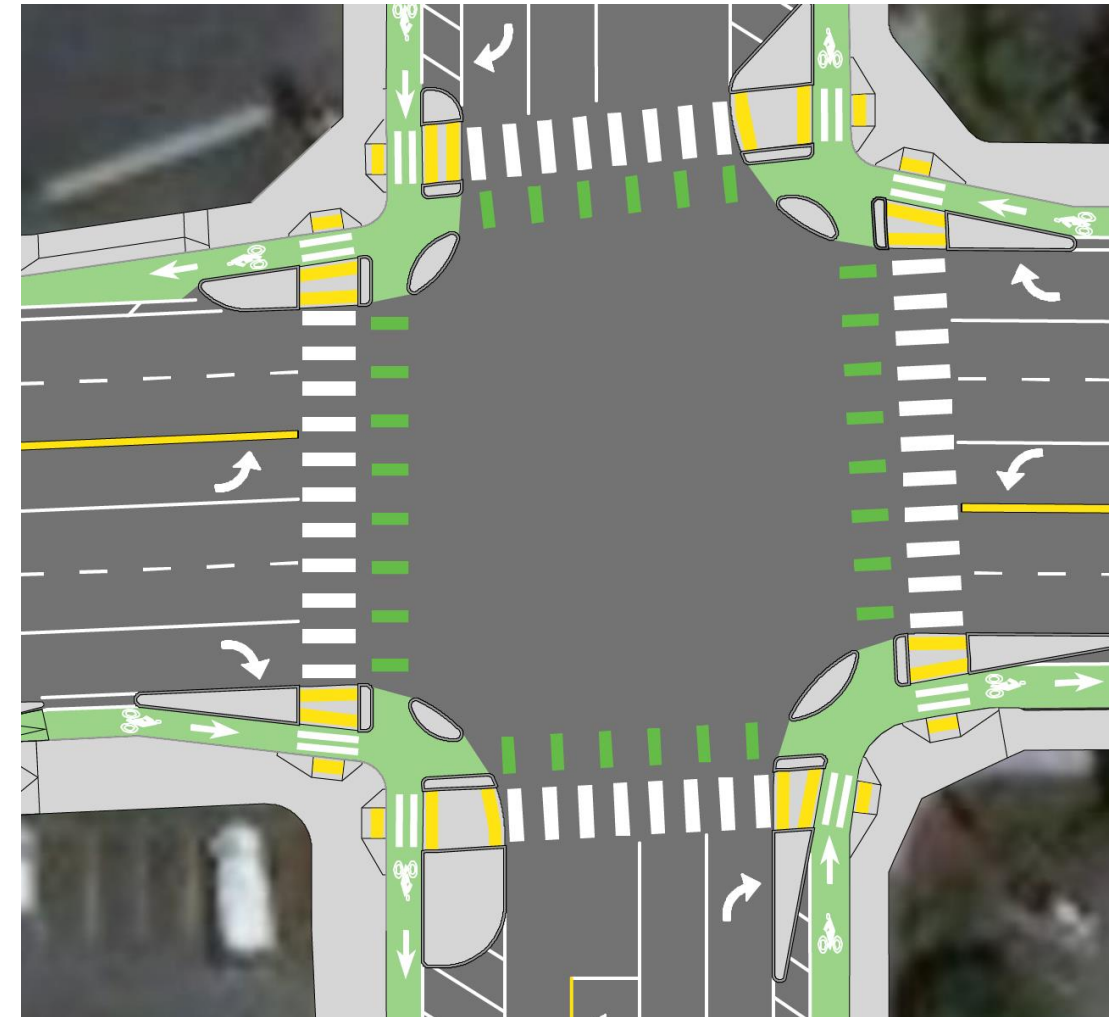
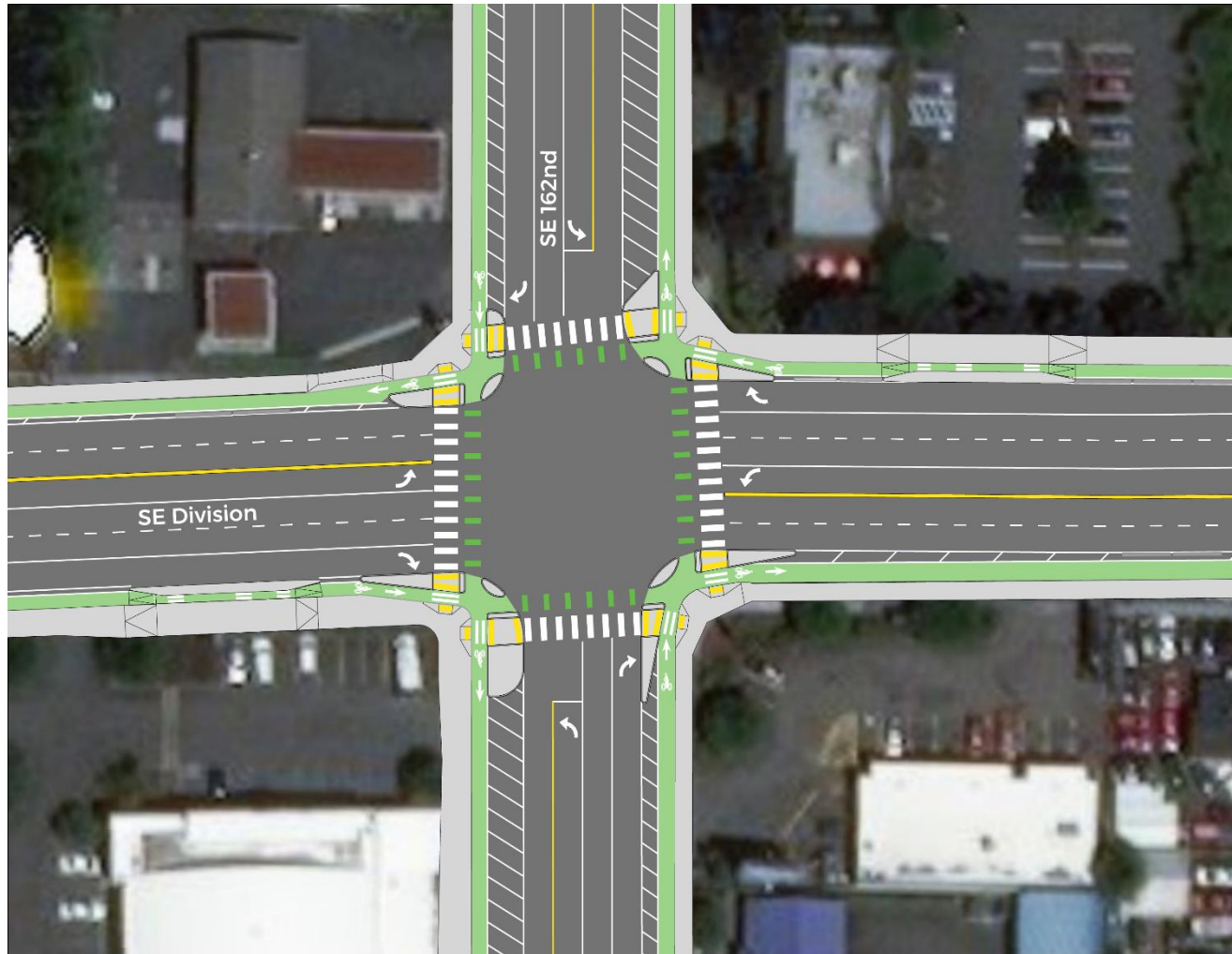
Protected Intersection Design

- Locations: 122nd, 148th, and 162nd
- Island protected refuge space for bikes
- Protection from right turning traffic
- Transit to queue jump
- Considered the top line bike and pedestrian accommodation at busy intersections



DRAFT
CONCEPT

Protected Intersection Design Treatment



162nd and Division

Questions & Discussion



**THANK
YOU!**

