

DIVISION

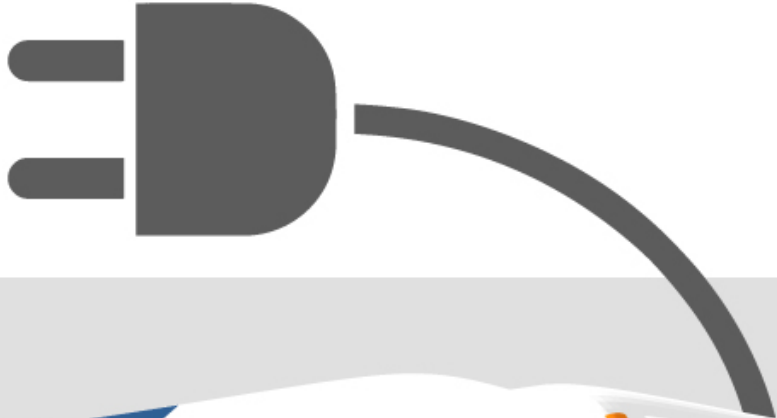
TRANSIT PROJECT



Community Advisory Committee

MARCH 15, 2018

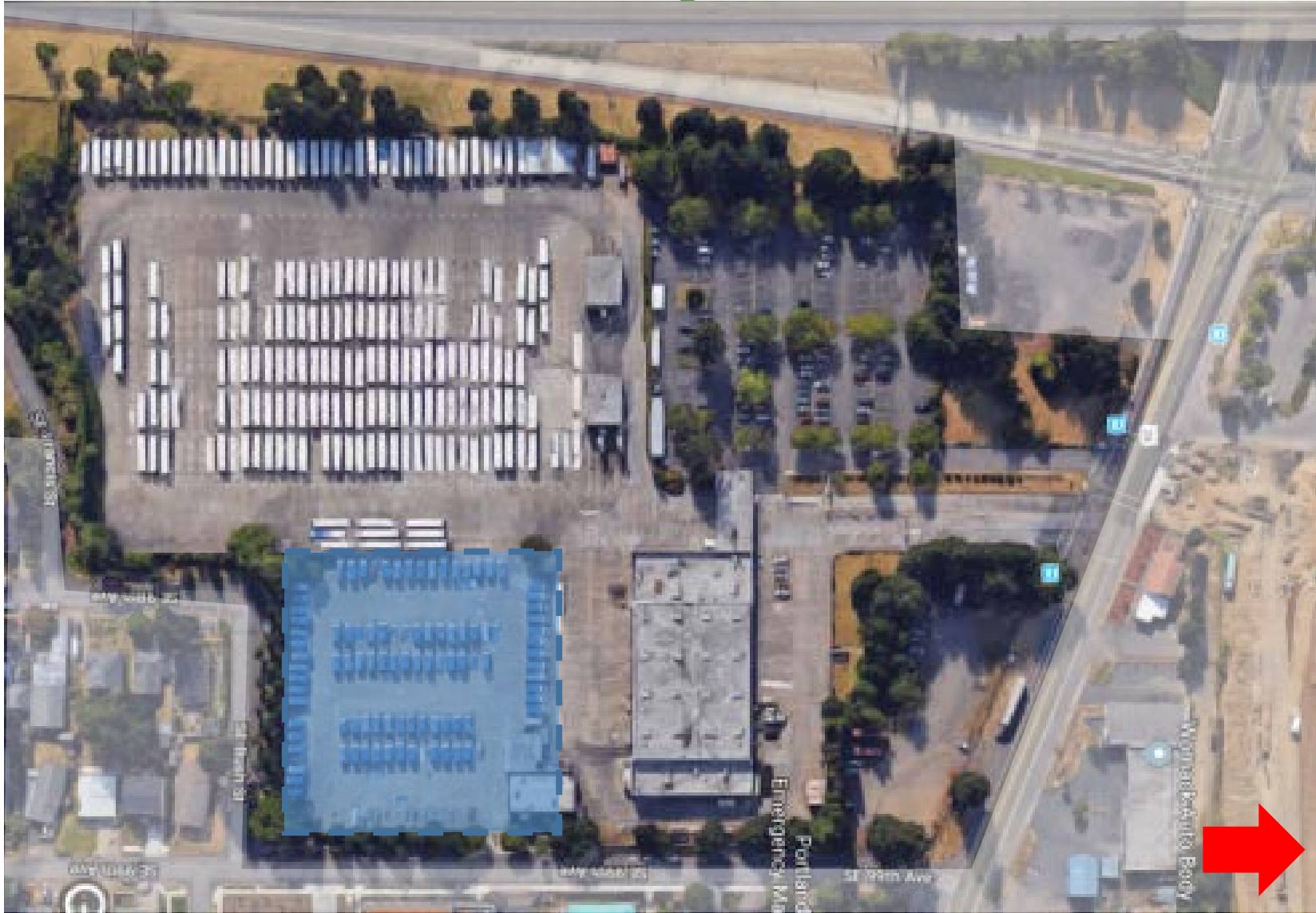
Electric Bus Update



Powell Garage Renovation

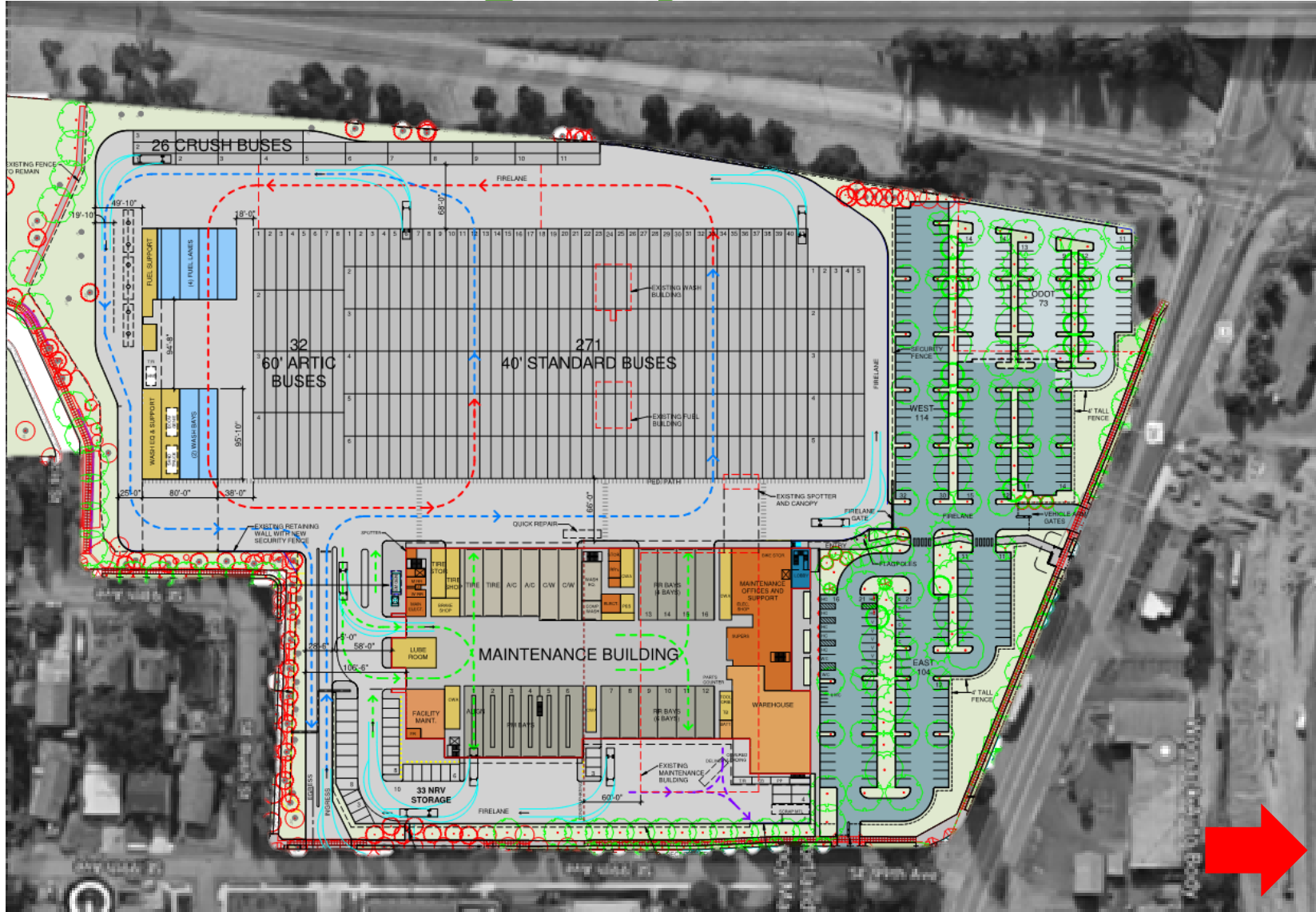
it's a total teardown

Current Powell by Numbers



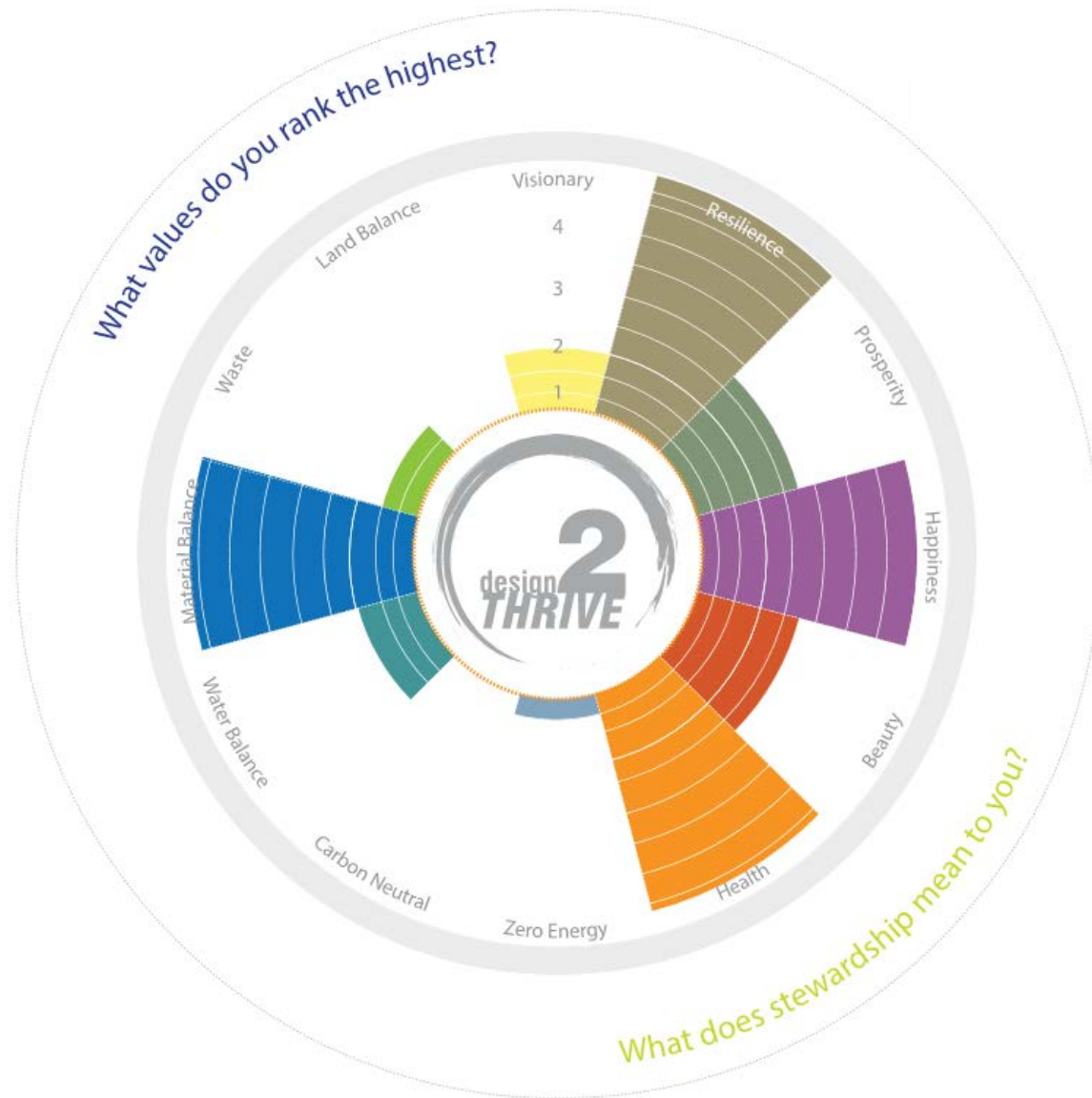
- **1977: year built as a temporary facility while Center garage was constructed.**
- **246: Current bus count**
- **1:22 bay-to-bus ratio**
- **16.65 ac LIFT moves to allow bus capacity growth by 100 (40')**

Powell Design by Numbers



- **2021: scheduled completion of construction**
- **300: Current bus count – designed to accommodate max 346 (40'), max 217 (60')**
- **1:18 bay to bus ratio**
- **4 fuel lanes**
- **2 bus washes**

Powell project goals



Design goals *redefined*

"Innovation" -

Be Leaders, Not Bleeders

"Happiness" -

Remain The Core Family

"Resiliency" -

Embrace Simplicity

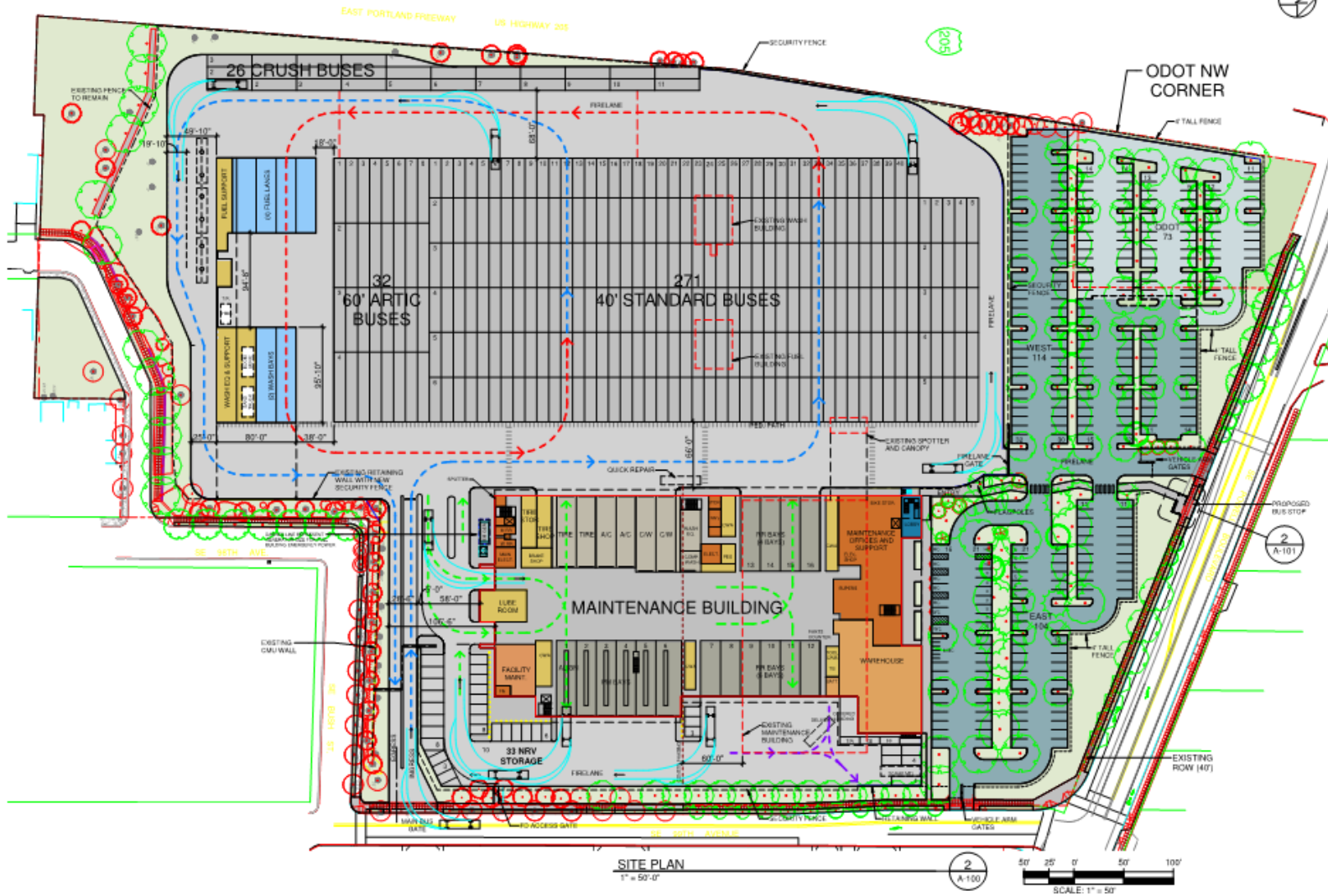
"Beauty" -

Find The Right Balance

"Health" -

Safety Is Our Top Priority

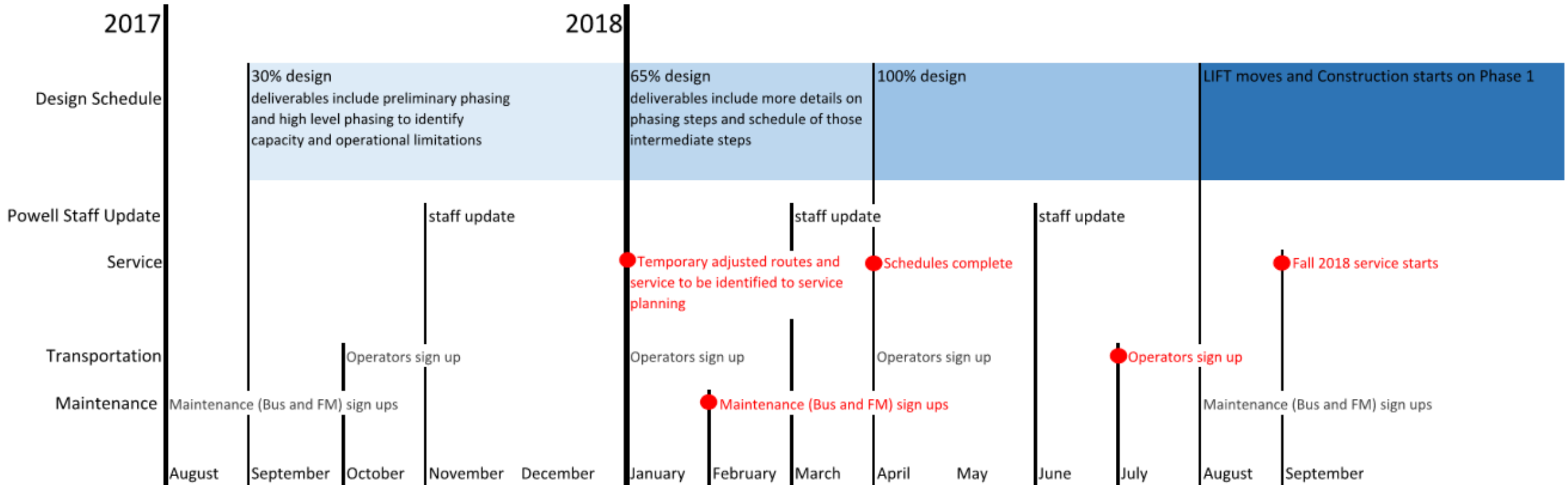
Powell: an Artic's Home



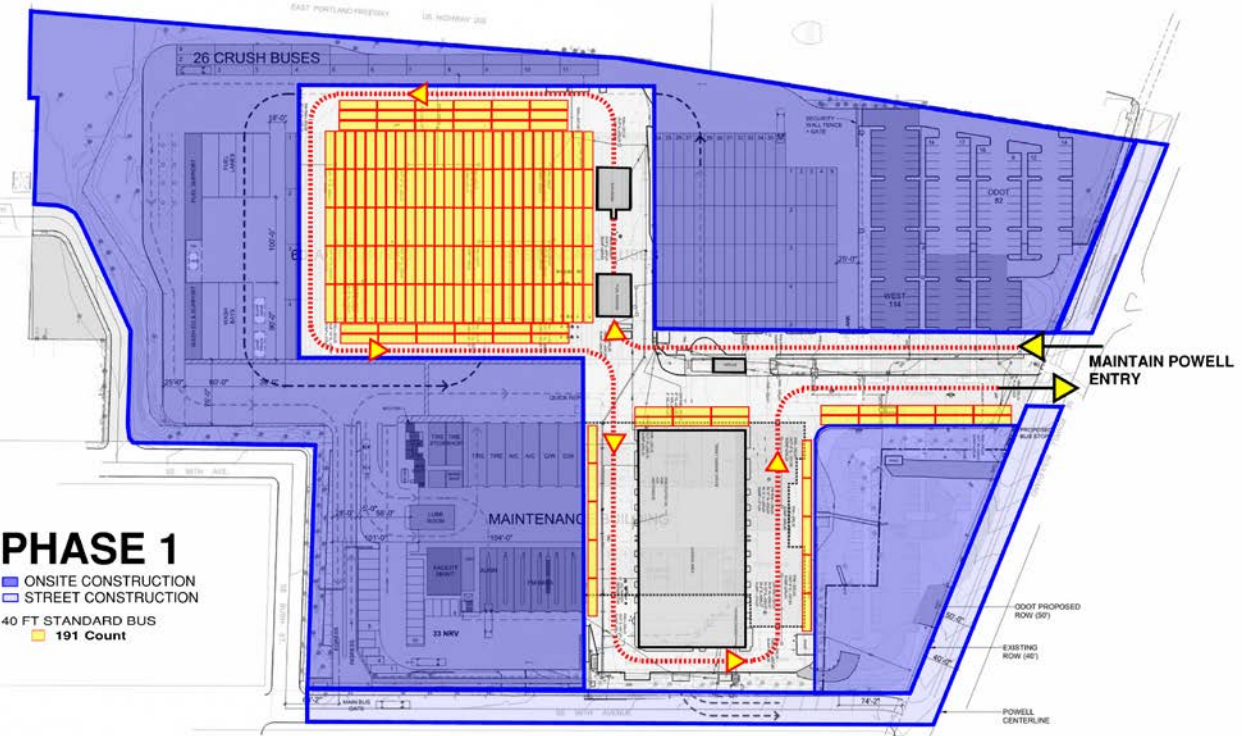
Accommodating the fleet

- Fuel and wash
- Specialty bays
- “Pits” LLWA
- Maintenance Training
- Stores
- Further defining TriMet operations

Powell Schedule and Phasing



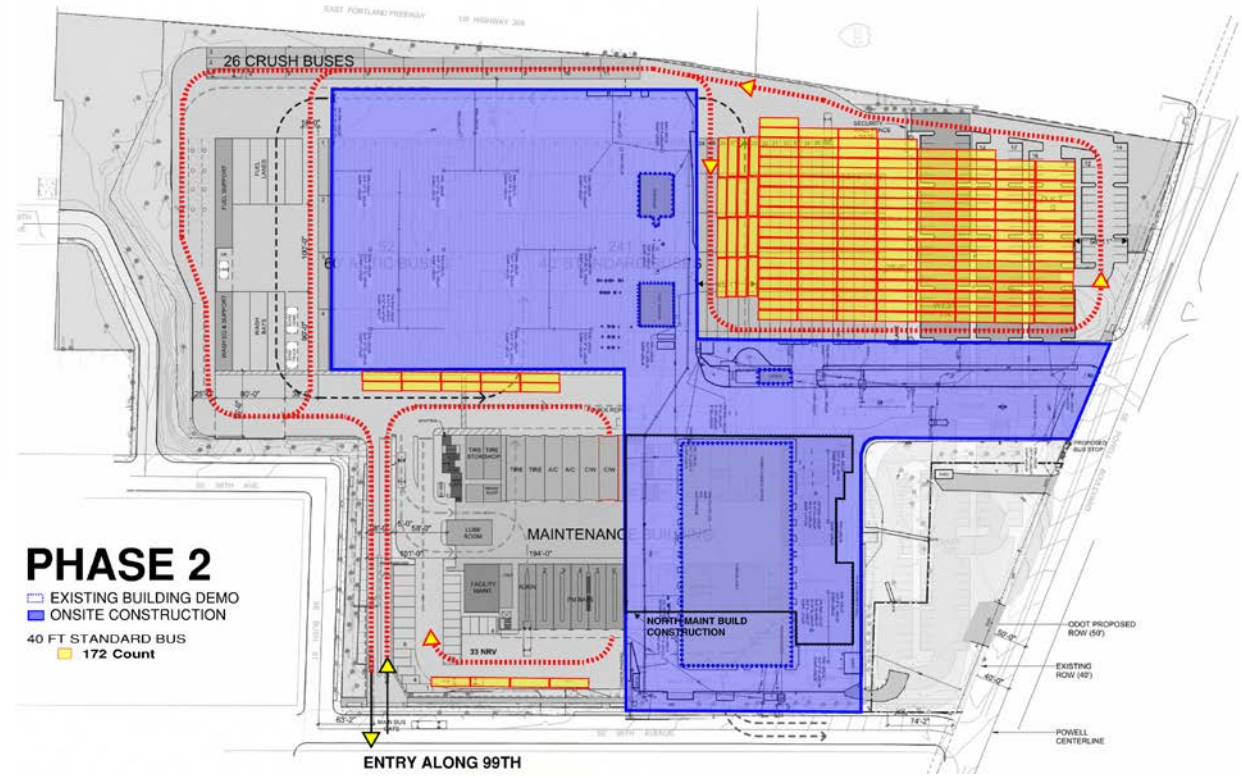
Powell Schedule and Phasing



PHASE 1
■ ONSITE CONSTRUCTION
■ STREET CONSTRUCTION
40 FT STANDARD BUS
■ 191 Count

September 2018 - March 2020

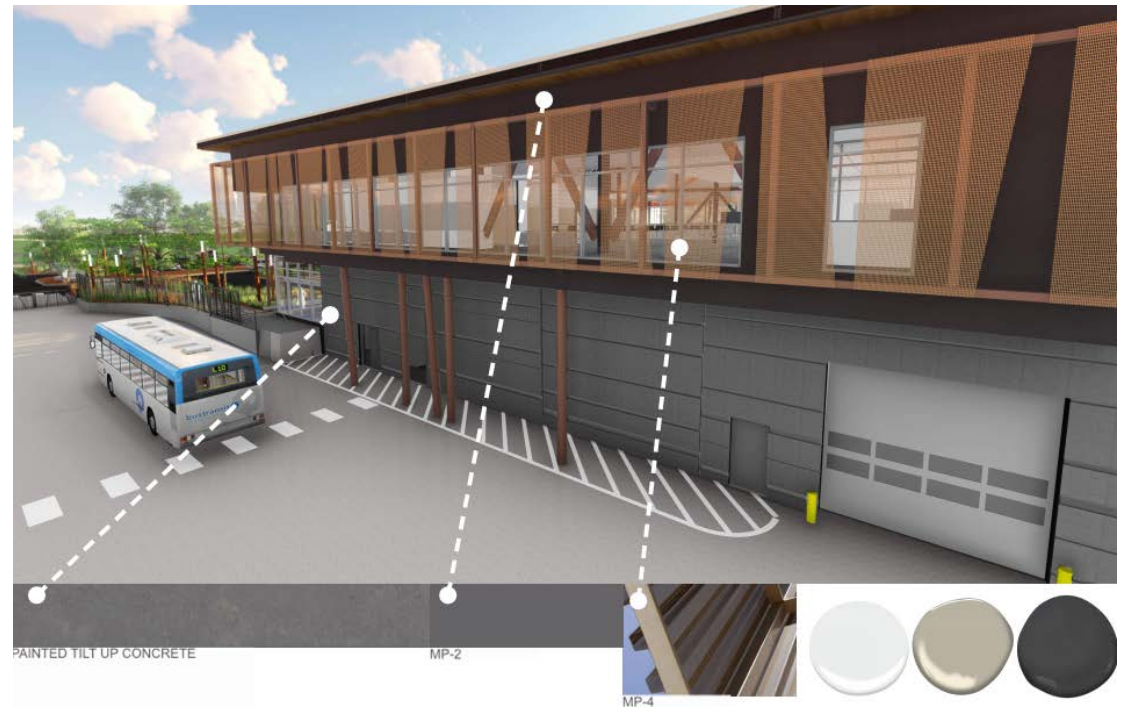
March 2020 - September 2021



PHASE 2
■ EXISTING BUILDING DEMO
■ ONSITE CONSTRUCTION
40 FT STANDARD BUS
■ 172 Count

ENTRY ALONG 99TH

Powell – 65% Material Renderings



Powell – 65% Design Renderings



Questions?

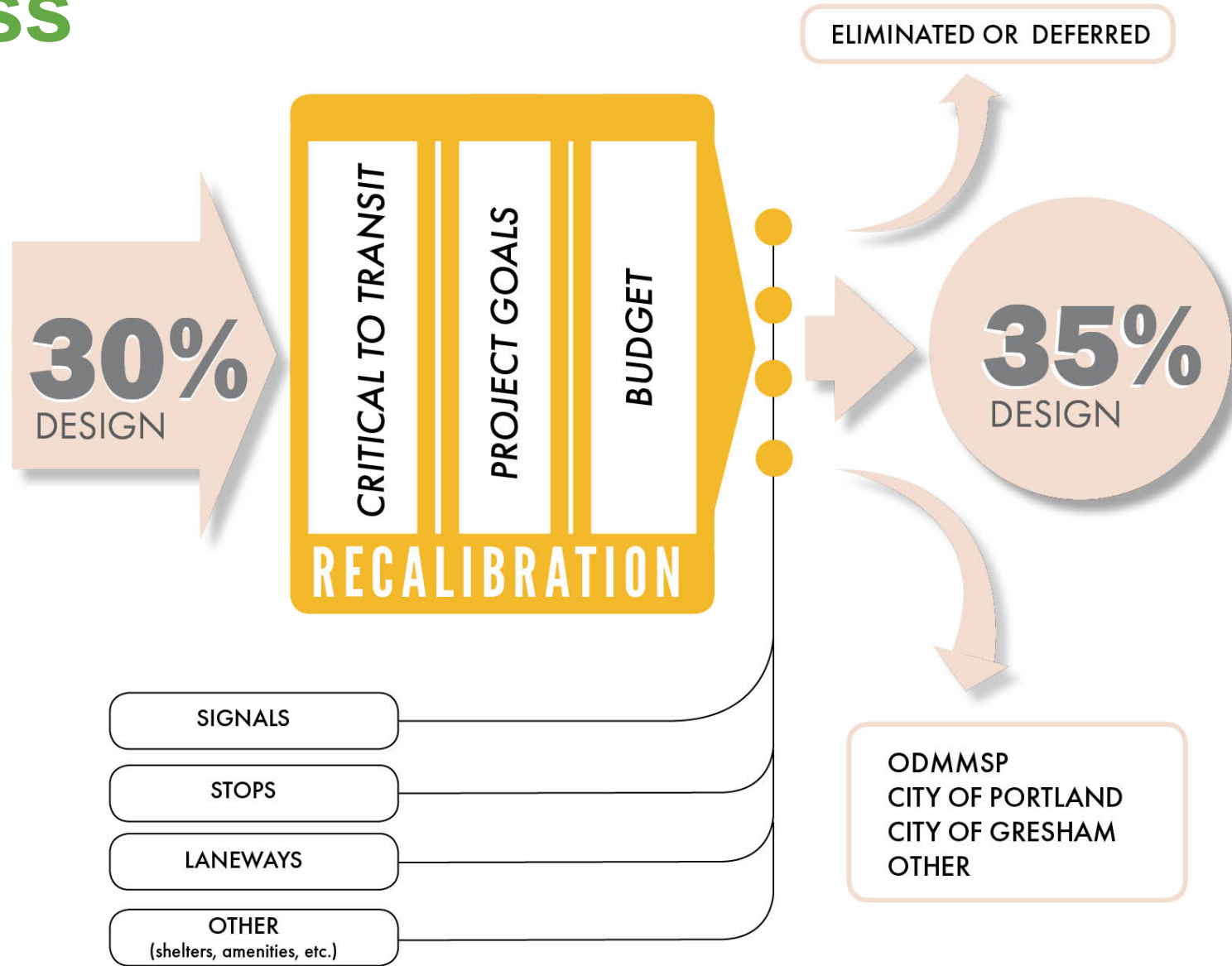
Reflect and Refine for Success

- Project has significant cost pressures - \$14M Over budget
- Pursuing Opportunities to Reduce Costs at 35% Design
 - ✓ Continues to deliver on project goals including meeting performance expectations
 - ✓ Ensures competitiveness in the Federal process
 - ✓ Creates resiliency in the challenges ahead
 - ✓ Reduces project risk
 - ✓ Ensures that the project continues to perform and achieves results
 - ✓ Replicable as regional tool on other corridors

Project Update

- Project received “Medium-High” rating
- Pursuing Congressional Path
- Making good progress on closing the funding gap
- Wrap-up technical design & coordination (TDAC) workshops
- Establishing decision matrix to help prioritize & synthesize in April
- Determining refinement tools
- Feedback & start 35% design

Process



Schedule

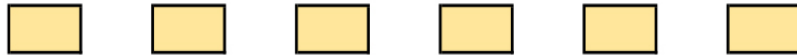
Division Transit Project

2018 Project Recalibration Schedule

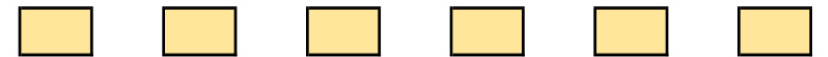
PHASE I			PHASE II		
Project Recalibration Decision Process			35 Percent Design Plans		Review/Cost Est.
JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE

Key Meetings

Design Team Meeting, Phase I



Design Team Meeting, Phase II



TDAC



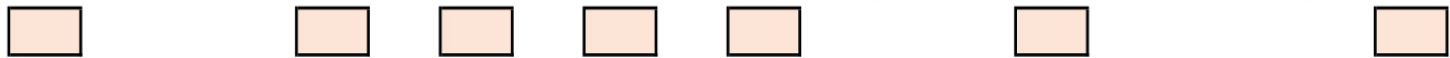
TAC



Project Partners (PP)



PMG



CAC



Policy & Budget



Refinement Findings (To Date)

Signals

- Closely evaluated all signals along corridor
- Categorized by need:
 - *Essential*
 - *Wish List*
 - *Eliminate*
- Utilize categories to prioritize performance and outline cost effective approach

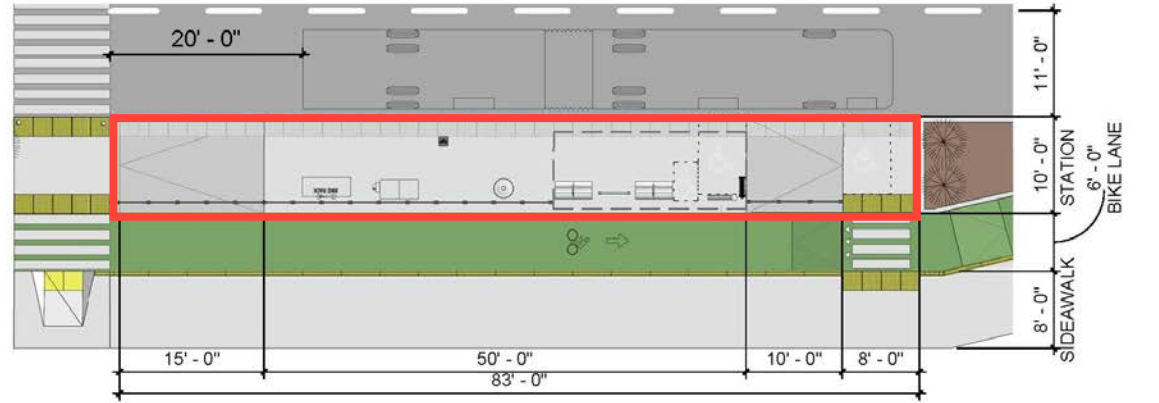
Stations

Reducing Platform Height (6" vs. 9")

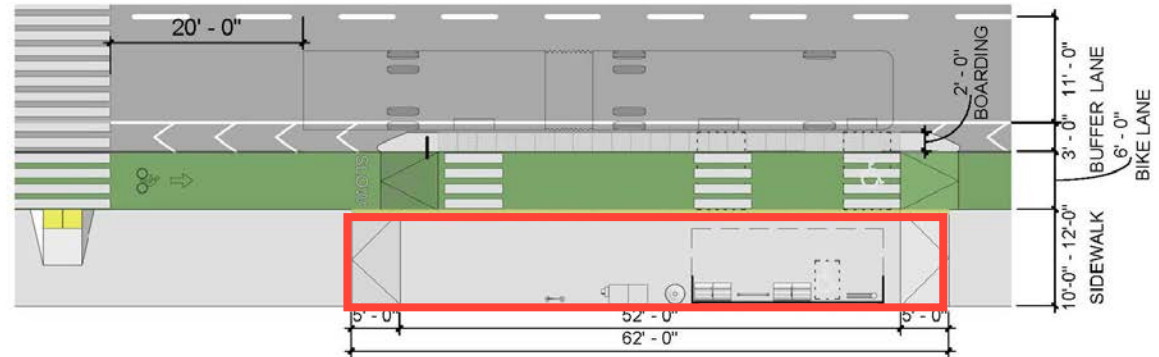
6" BENEFITS	9" BENEFITS
May integrate better with adjacent properties	Potential to reduce lift requests
Smallest overall footprint	Flatter ramp access (=faster) to bus
Works with existing grades and requires less re-work	Reduces dwell time at key locations
Least Cost	Slightly higher costs than 6"

Platform Height & Footprint

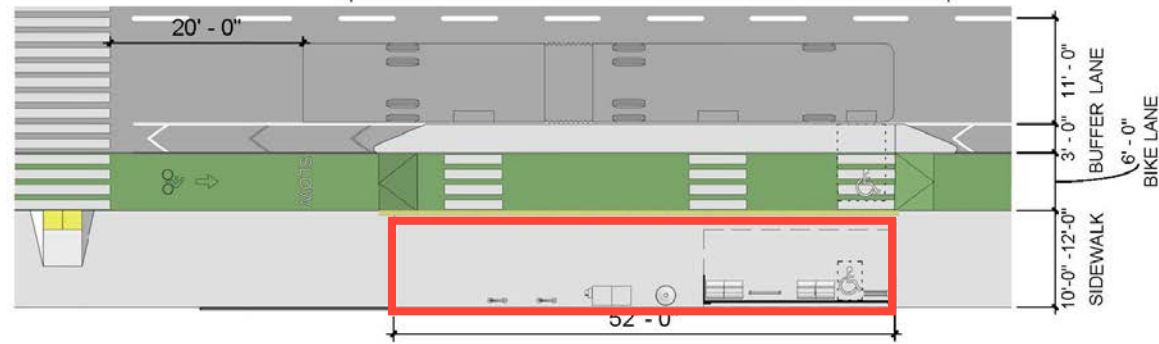
12"
(30% island)



9"

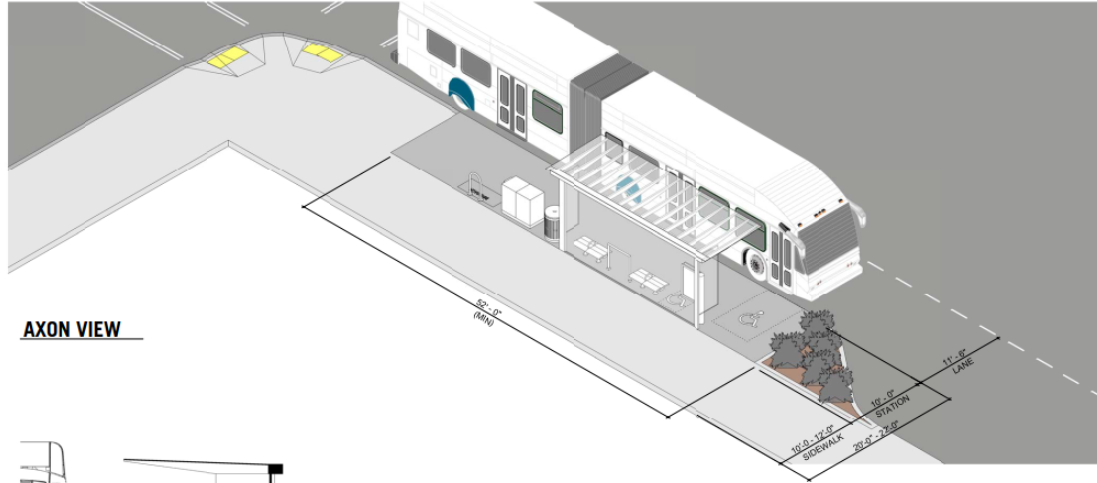


6"

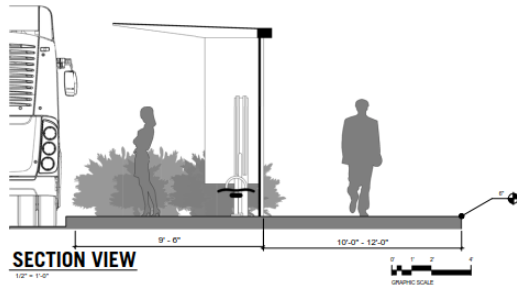


6" vs. 9" Platform Height

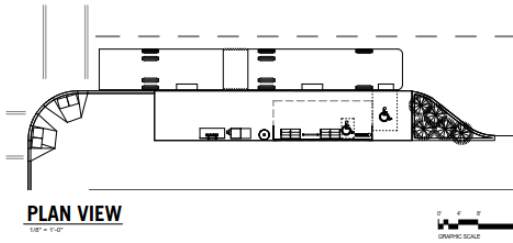
**INTEGRATED 1 - BY-PASS - 6" PLATFORM
FARSIDE**



AXON VIEW



SECTION VIEW



PLAN VIEW

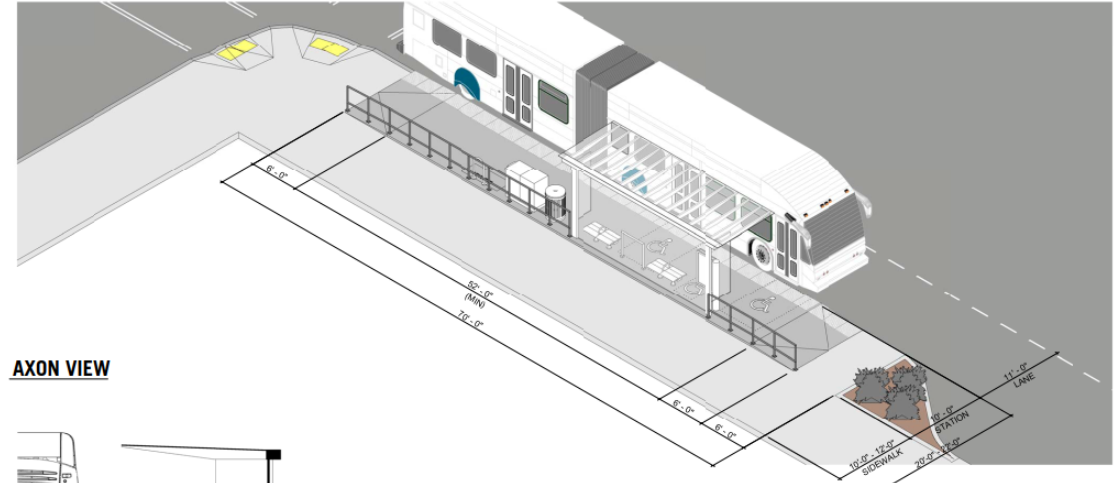
02/12/2018

PIVOT

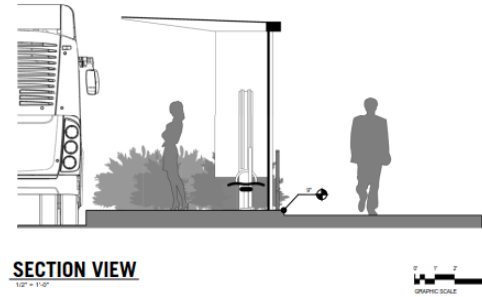
wsp

TRIOMET

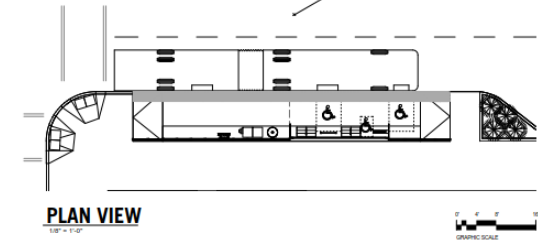
**INTEGRATED 1 - BY-PASS - 9" PLATFORM
FARSIDE**



AXON VIEW



SECTION VIEW



PLAN VIEW

02/12/18

PIVOT

wsp

TRIOMET

Stations

Protected Bicycle Infrastructure

- Shifting from bikes behind, to bikes up and over
- Creates clear bike/bus zones, some bike/ped space sharing
- Keep bus in lane to maximize travel time performance benefit
- Establish a modal tool that can be more readily used throughout region

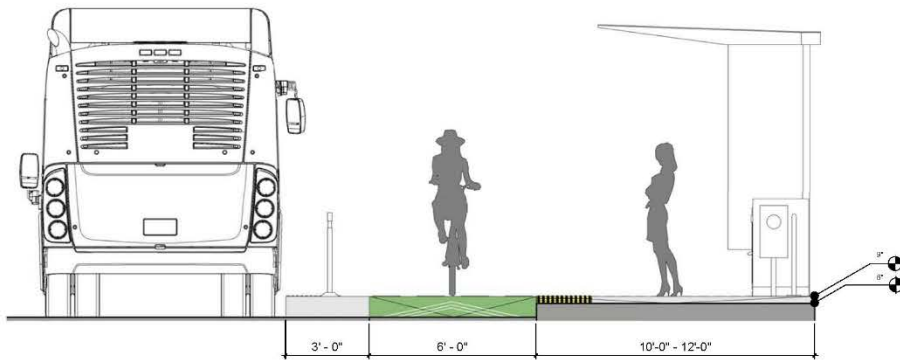
Bikes “Up & Over” Platform

©2018 PIVOT ARCHITECTURE

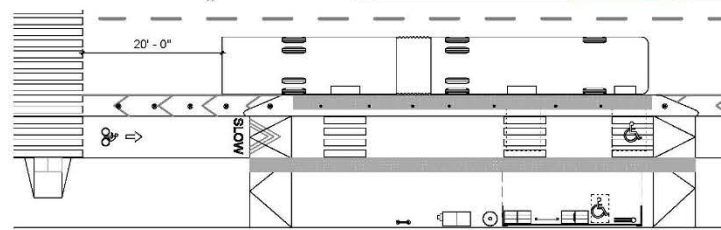
INTEGRATED 2B OPTION 2 - BIKE LANE THROUGH STATION - 9" PLATFORM FARSIDE



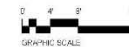
AXON VIEW



SECTION VIEW
1/2" = 1'-0"



PLAN VIEW
1/8" = 1'-0"



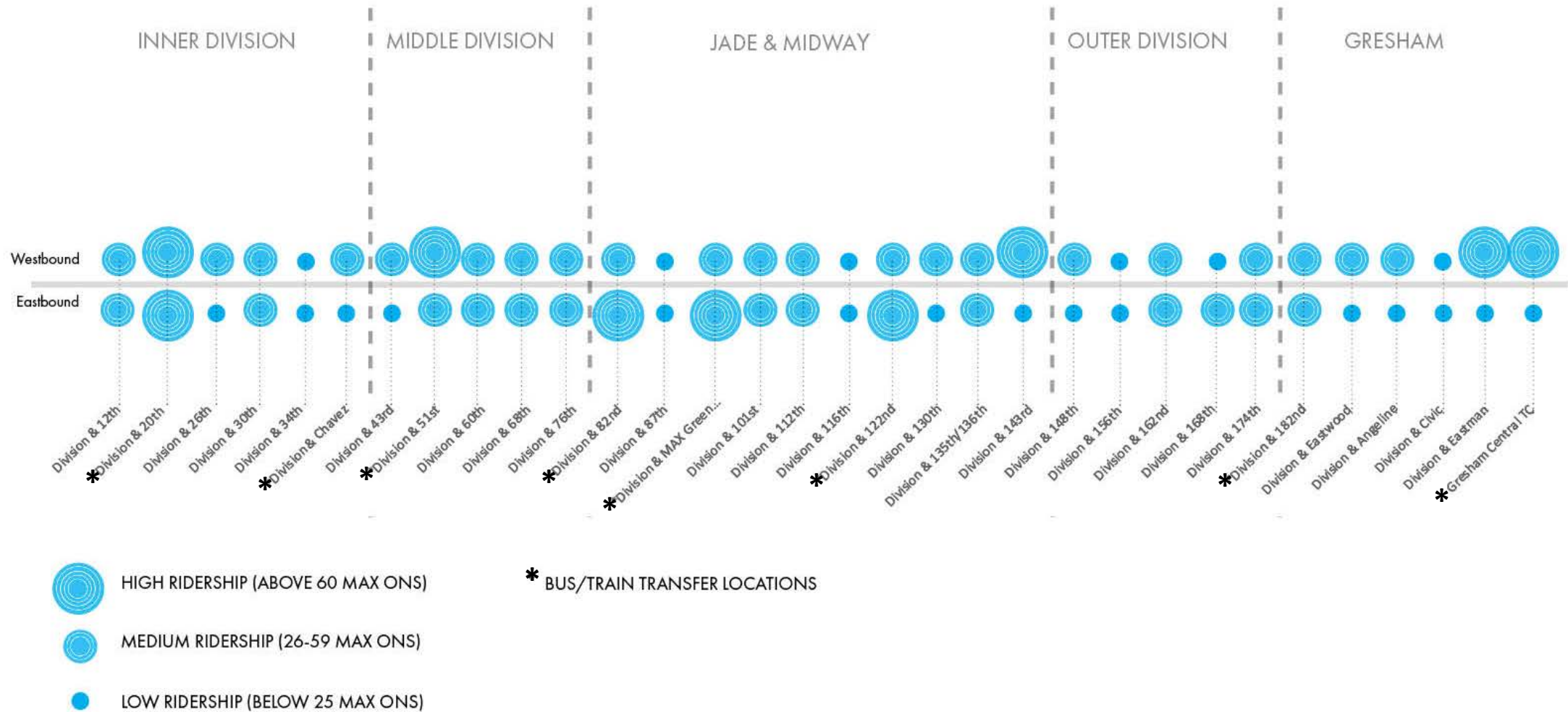
Stations

Demand-Based Investment

- Level of investment corresponds to projected ridership demands (*Enhanced, Standard & Light Touch platforms*)
- Meets ADA & Universal Accessibility requirements
- Safe, equitable & replicable
- Provides same or improved service & amenities over existing
- Doesn't preclude future investment
- Meets branding and shelter/protection per FTA requirements

Future Projected Ridership (40% Increase)

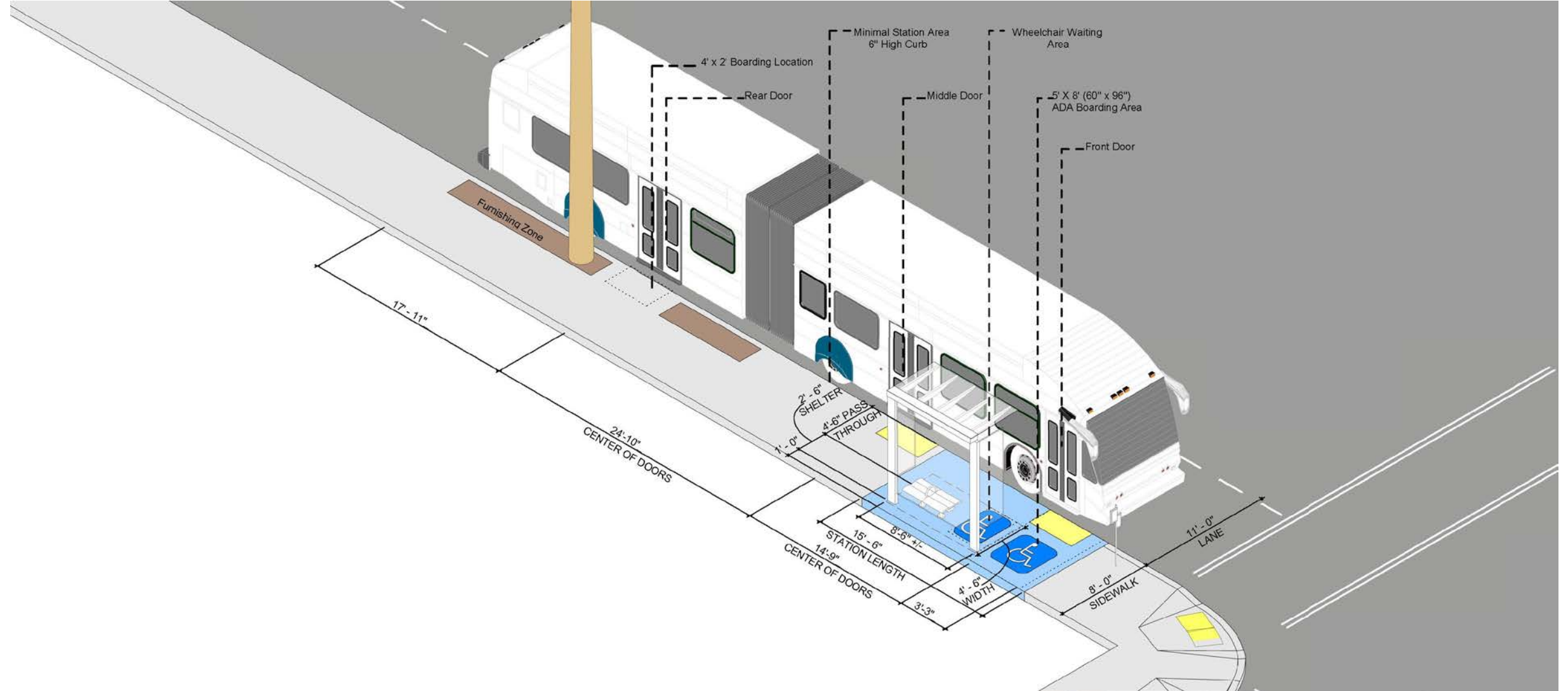
TOTAL PROJECTED RIDERSHIP (DAILY MAX ONS)



The “Light Touch” Platform Approach

- Lowest 25% projected ridership platforms receive “lighter touch”
- Provides same or improved service & amenities over existing
- Lighter touch platforms distributed across the corridor
- Level of “light touch” investment corresponds to context & need
- Equity, accessibility and safety are key factors guiding this approach
- Meets FTA guidelines & requirements
- Maintains need for weather protection

The "Light Touch" Platform



Laneways

- Evaluate travel lanes & contribution to corridor (*BAT Lanes, Bike lanes, Bus Pads & Roadway improvements*)



Next Steps & Timeline – March - June

DESIGN

- Wrap-up TDAC/Design Refinement Effort
- Project Cost Evaluation & Update
- Reassemble design based on priorities
(performance, cost, accessibility, equity, etc.)
- Continue work with partners to resolve outstanding items
- Begin 35% Design
- Committee review & feedback
- Open House

FEDERAL FUNDING

- Expediting NEPA to submit to FTA
- Securing local funding
- Finalizing third party agreements
- Completing other Federal deliverables
- Aligning costs with budget

Questions?