

# DIVISION

TRANSIT PROJECT



## Community Advisory Committee

MAY 17, 2018

# Division Transit Project and bus service hours reallocation



Presentation to DTP CAC May 17, 2018

# Service changes in East Multnomah County since last update:

## March 2018

- Added new bus line on 162<sup>nd</sup> Avenue (Line 74)
- Added frequency on 181<sup>st</sup> Avenue (Line 87-Airport Way/181st)
- New weekend service on 181<sup>st</sup> Avenue
- Added frequency between 182<sup>nd</sup>/Powell and Gresham TC (Line 82-South Gresham, with connections to Fred Meyer and Winco)

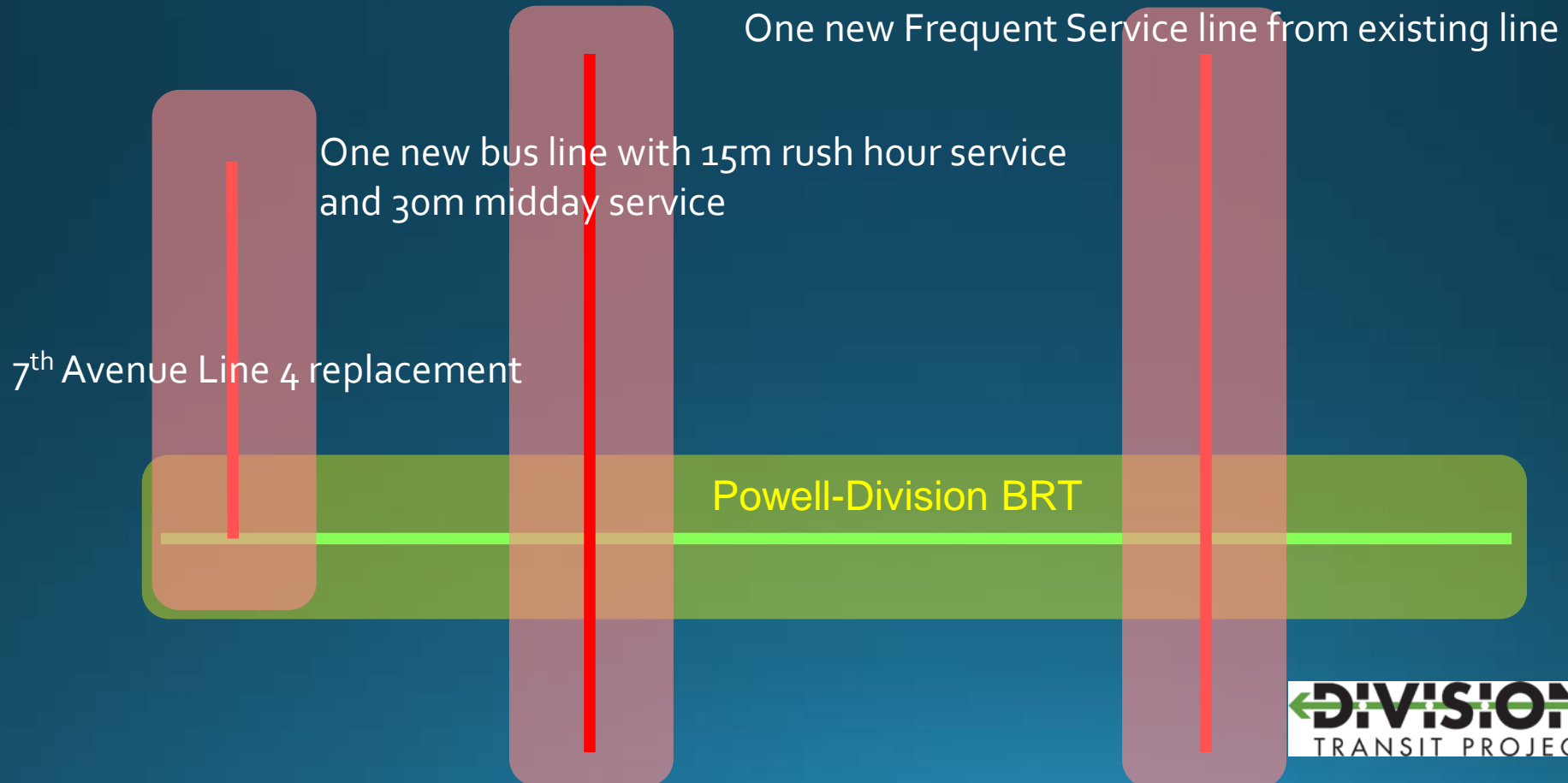
# Service changes coming to East Multnomah County since last update:

## September 2018

- Line 4-Division/Fessenden split into 2 lines
  - Line 2-Division
  - Line 4-Fessenden
- Added frequency on 122<sup>nd</sup> Avenue (Line 73-122<sup>nd</sup> Ave)
- Added frequency on Kane Rd/257<sup>th</sup> (Line 81-Kane Rd/257<sup>th</sup>)
- All night service from Gresham TC to Beaverton TC (Lines 20-Burnside/Stark and 57-TV Hwy.)
- All night service to Portland Airport on 82<sup>nd</sup> Avenue from Burnside/Stark (Line 272-PDX/82nd)

# Options and Opportunities

Opportunity to use resources for other improvements in East Multnomah County and East Portland.



# Bus service outreach timeline for Fall 2022 start

Outreach, public process for bus hours reallocation begins in late 2020/early 2021

- Talk to stakeholders/public/partners about priorities Winter 2020/21
- Draft service proposal Fall 2021
- Public comment Winter 2021
- Revised proposal and comments Winter/Spring 2022
- Finalize and approve proposal Spring 2022
- Begin service Fall 2022





**Questions?**

# Railroad Crossing Event Data

## Rail crossing events at 8<sup>th</sup> Avenue

- AM/PM peak periods (7-9 a.m. and 4-6 p.m.)
  - 86% lasted ~1 minutes or less
  - 5% lasted more than 3 minutes
- Off-peak (5-7 a.m.; 9 a.m.-4 p.m.; 6 p.m.-1:30 a.m.)
  - 81% to 87% lasted ~1 minute or less
  - 5% to 9% last greater than three minutes
- From 1:30 a.m. to 5 a.m. (buses/MAX not operating)
  - 35% last more than three minutes





# DTP and Rail Crossing

A bus is **most likely** to arrive when there is no crossing event or during the middle of a crossing event

The bus will only experience a portion of the total rail crossing event

On average weekday, there will be **256 buses** from DTP crossing 8th Ave.

Based on the bus mobility impact analysis:

- 240 buses will experience no rail event or an event duration of less than 1 minute
- About 15 buses per day will experience a rail crossing delay of 1-3 minutes
- About 1 bus per day will experience a delay greater than 3 minutes

# Tilikum Crossing

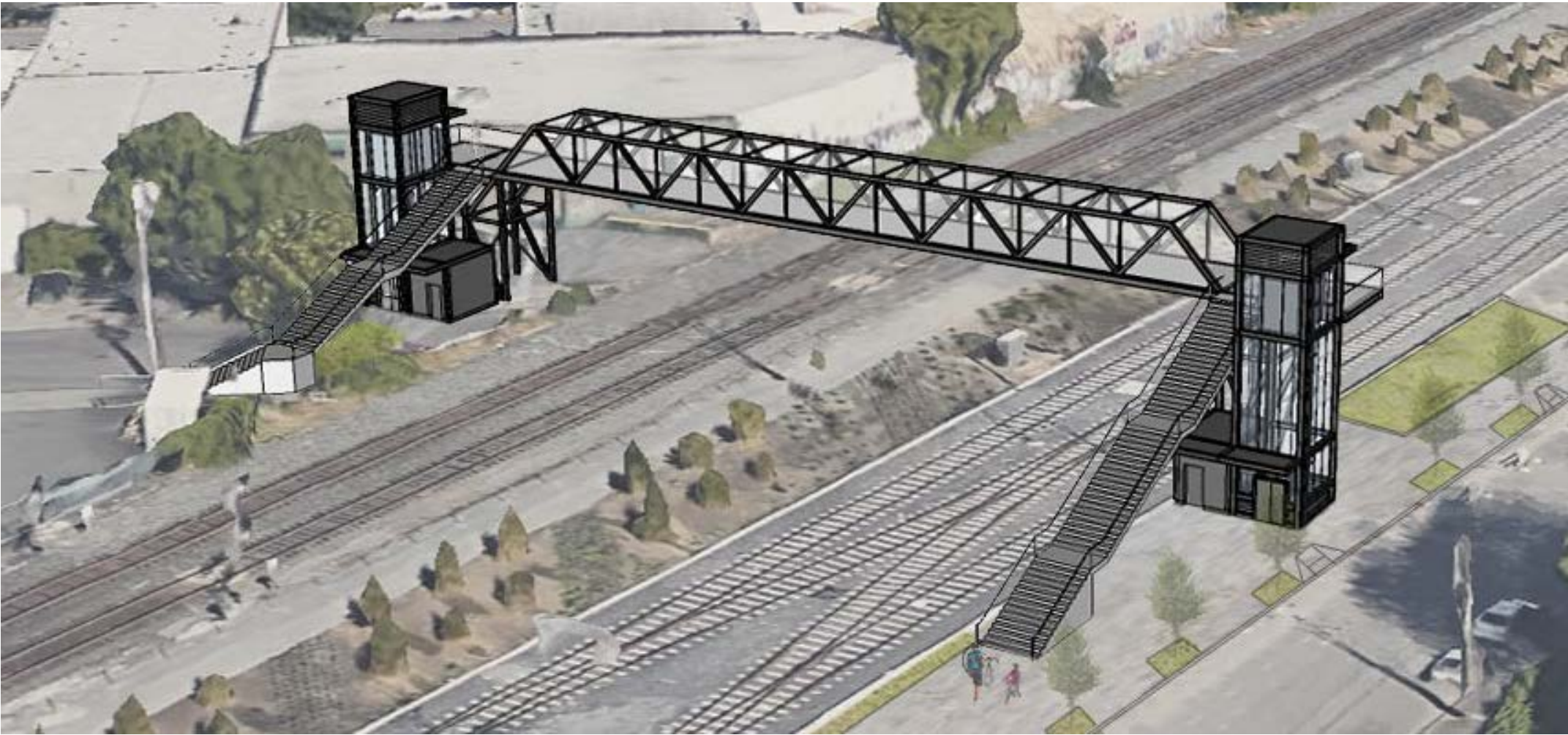
- Tilikum Crossing preferred river crossing
- Vital connection to PSU, OHSU, and (OMSI)
- Educational connections to OHSU, PSU, PCC and Mount Hood Community College
- Increased ridership opportunities around the Innovation Quadrant
- transit-exclusive route from SE 8th Ave. and Division to SW Naito Parkway
- No car traffic on bridge!



# Safety at Rail Crossing



# Gideon Overcrossing



# Union Pacific Railroad Track Switch Update

- UPRR and TriMet conducted 3-month analysis on switches at Brooklyn Yard
- Collected summer/fall 2017
- Data reviewed from wheel counters and traffic signals to determine likely cause and potential solution
  - over 1,500 data points
- UPRR/TriMet have executed contract
- Switch work to be complete June 2019



# Project Update

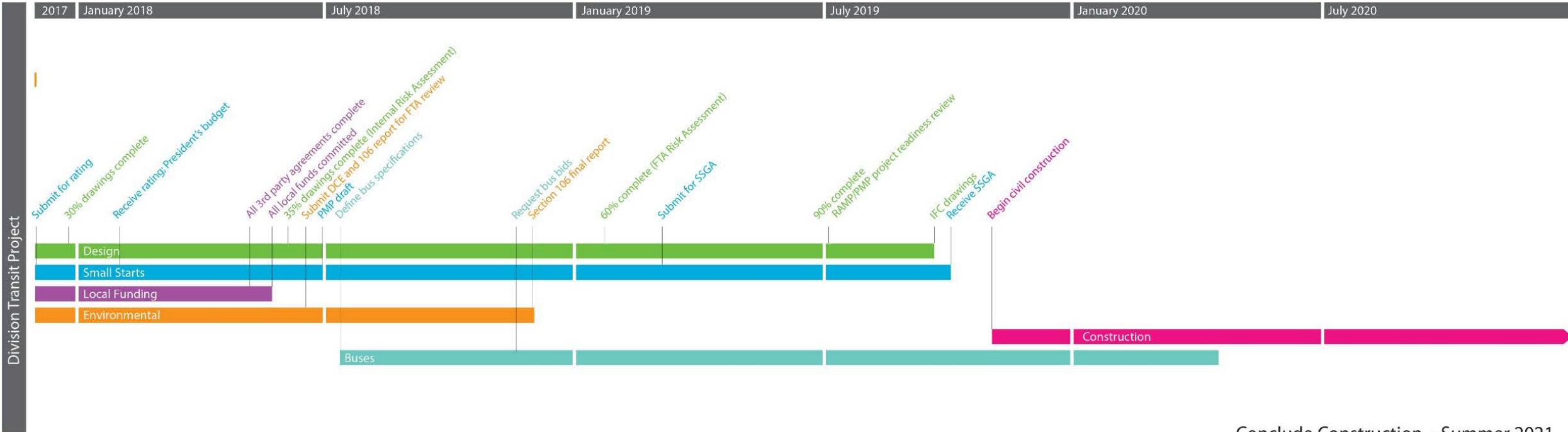
- Pursuing congressional path – Formal process June through October
- Closing the local funding gap with regional partners
- Applying tools and ethic from *Refinement* process in updating design documents
- Refined design completion and open houses scheduled for late-June
  - Gresham City Hall – Wednesday, June 27<sup>th</sup>
  - PCC Southeast, Community Hall Annex – Thursday, June 28<sup>th</sup>
- Request For Proposal (RFP) solicitation for Construction Manager/General Contractor (CM/GC) opened on 5/15/18

# FTA - Project Ready

## FEDERAL FUNDING

- ✓ Securing local funding
- ✓ Aligning costs with budget
- ✓ Expediting NEPA to submit to FTA
- ✓ Finalizing third party agreements
- ✓ Completing other Federal deliverables
- ✓ Status of funding through appropriations expected in June/July

# Schedule





# Next Steps + Areas of Focus

- Maintained commitment to 15-20% performance improvement
- Process for vetting alternate approach to bicycle infrastructure underway with TriMet, PBOT, BAC, PAC, CAT, Gresham Multi-modal Steering Committee
- Continue to refine signal optimization with jurisdictional partners
- Close coordination with Outer Division Multi-Modal Safety Project (ODMMSP) to ensure complementary design
- Ongoing work in the community to coordinate input
- Design Refinements Open Houses

# Questions?