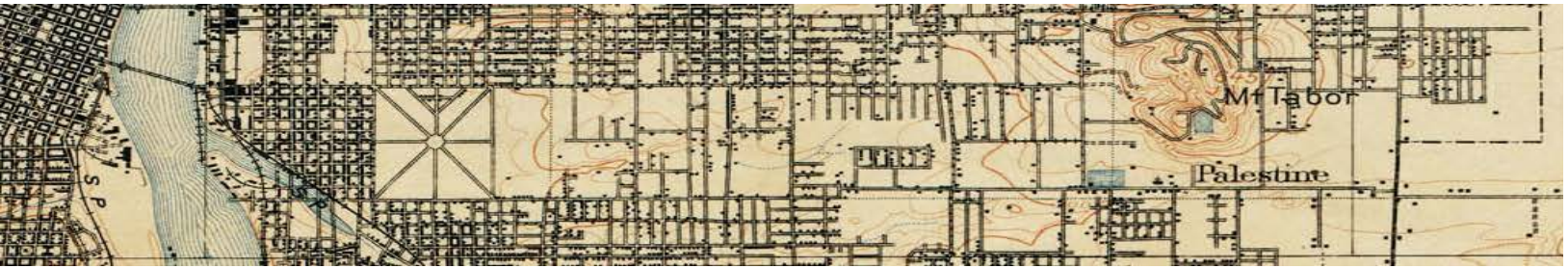
DIVISION
TRANSIT PROJECT



Community Advisory Committee

July 19, 2018

DTP Constrained Corridor Toolbox

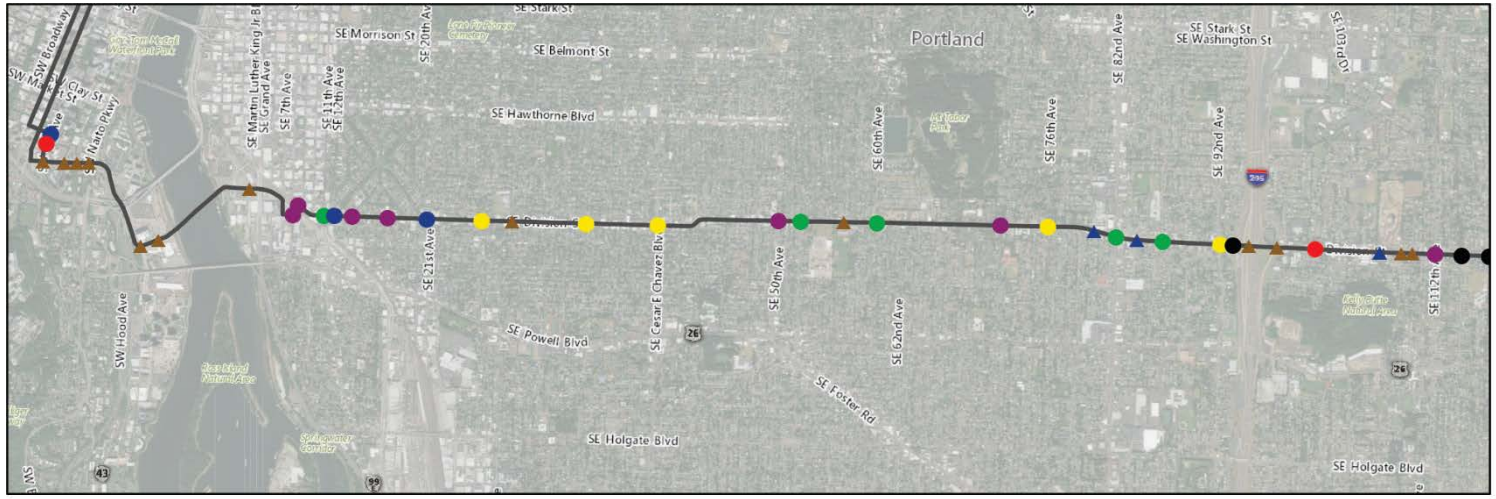
- **SIGNAL TECHNOLOGY**

- **PLATFORM HEIGHT**
- **CONTEXT-BASED DESIGN**

- **BICYCLE INFRASTRUCTURE**

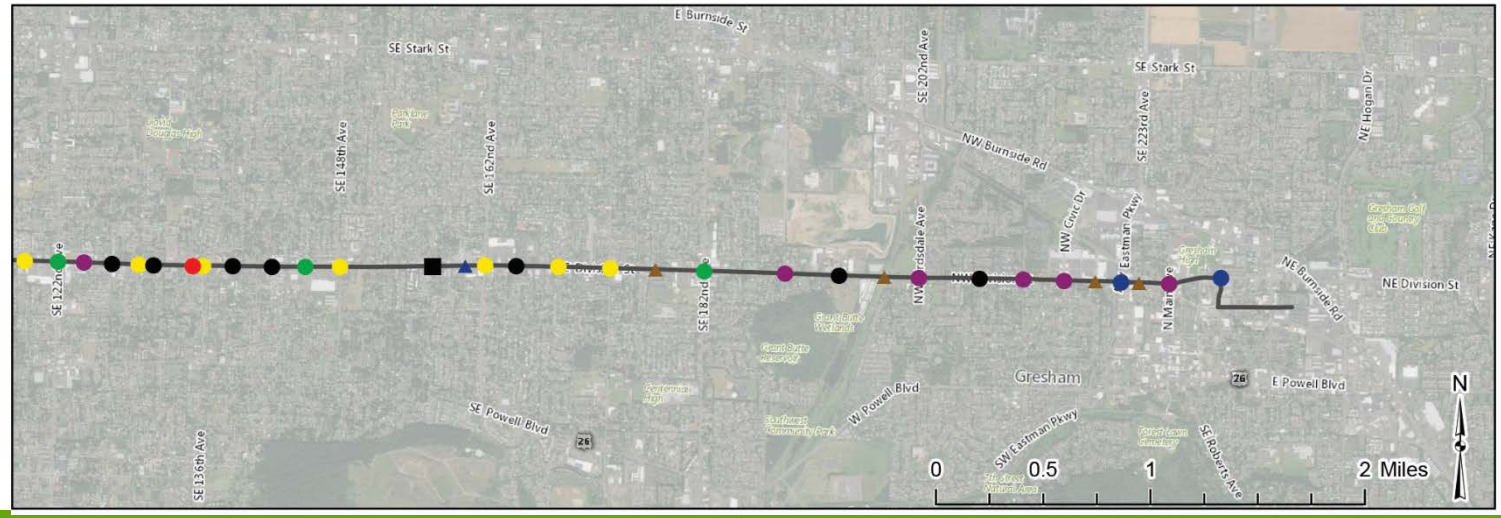
Signal Technology

Signal Technology



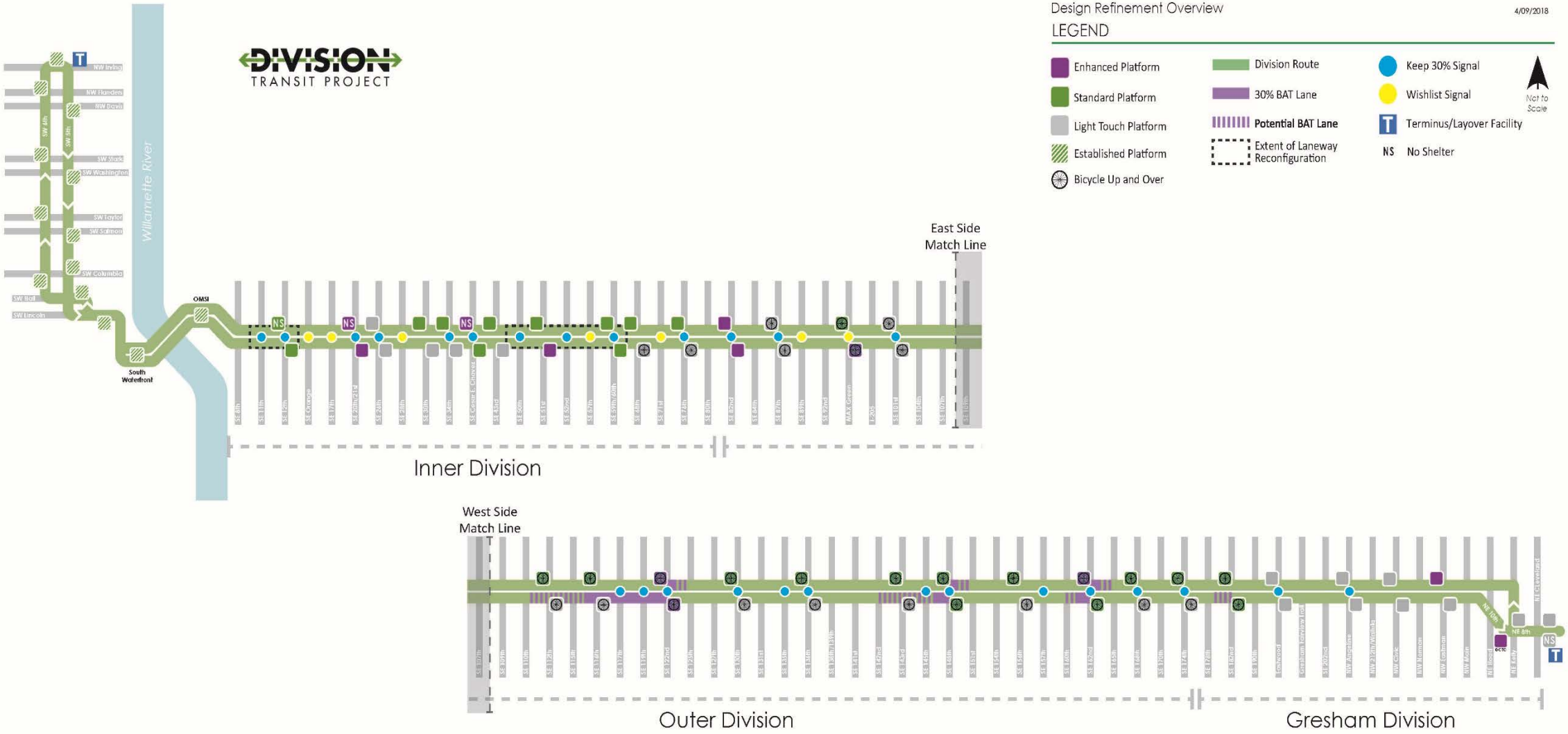
Goals:

- Upgrading aging signals for Transit Signal Priority (TSP) and coordinated timing
- Ensure that the cost of signal improvements match the benefit for transit performance



- Major Modification
- Minor Modification
- Signal Rebuild
- New PHB
- PHB Rebuild
- New Signal
- TSP Only
- No Work
- No Work (ODMMSP Improvement)

Signal Technology



Signal Technology: Recommendation

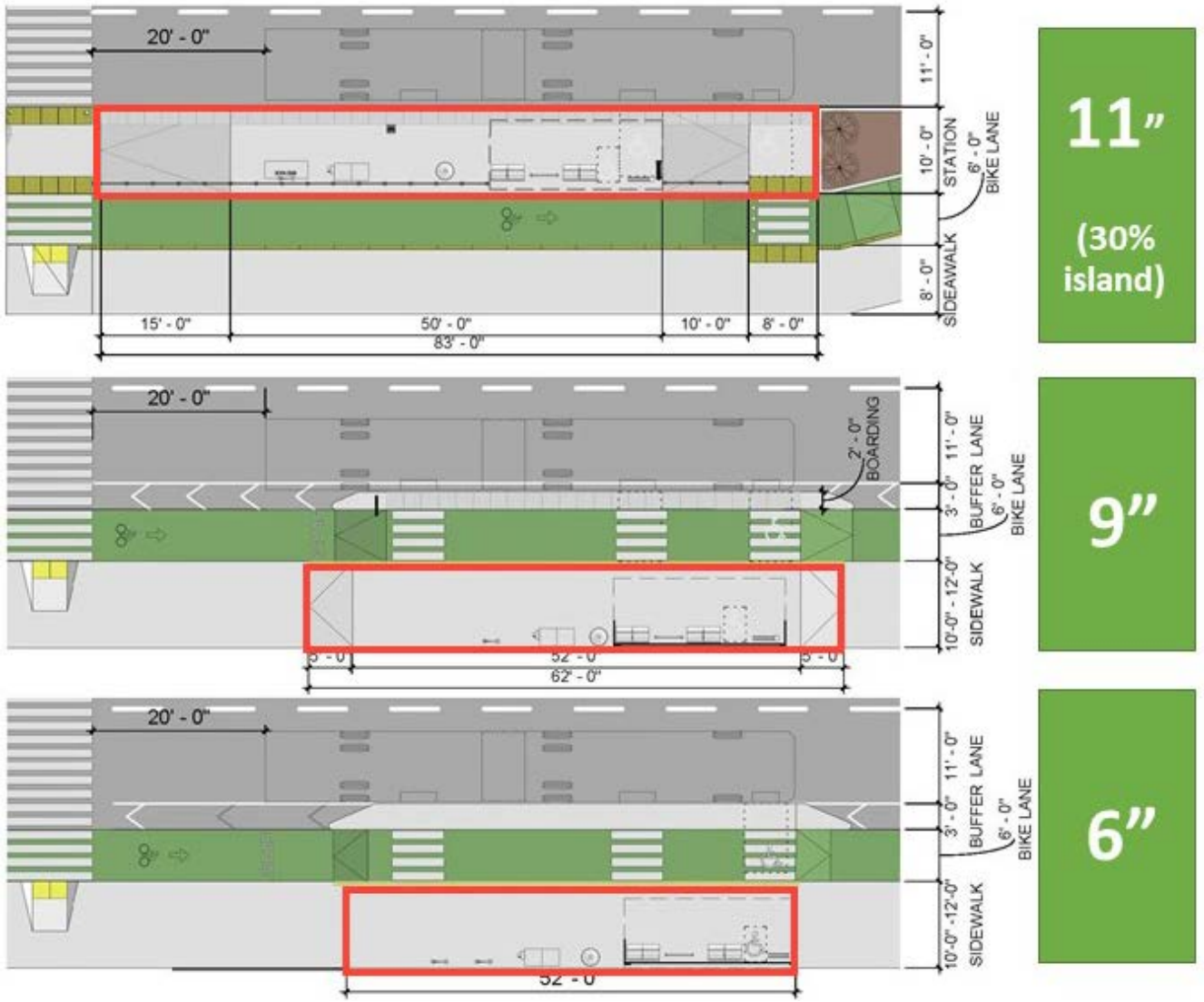
- Exclude the 25 items on the Eliminate list, saving the project close to $3.5 million.
- Keep the items on the Wish List due to their reliability contributions and relatively low cost of approximately $430,000.
- Retain all other 38 signals that are represented in the Final 30% Refined set.

Platform Height

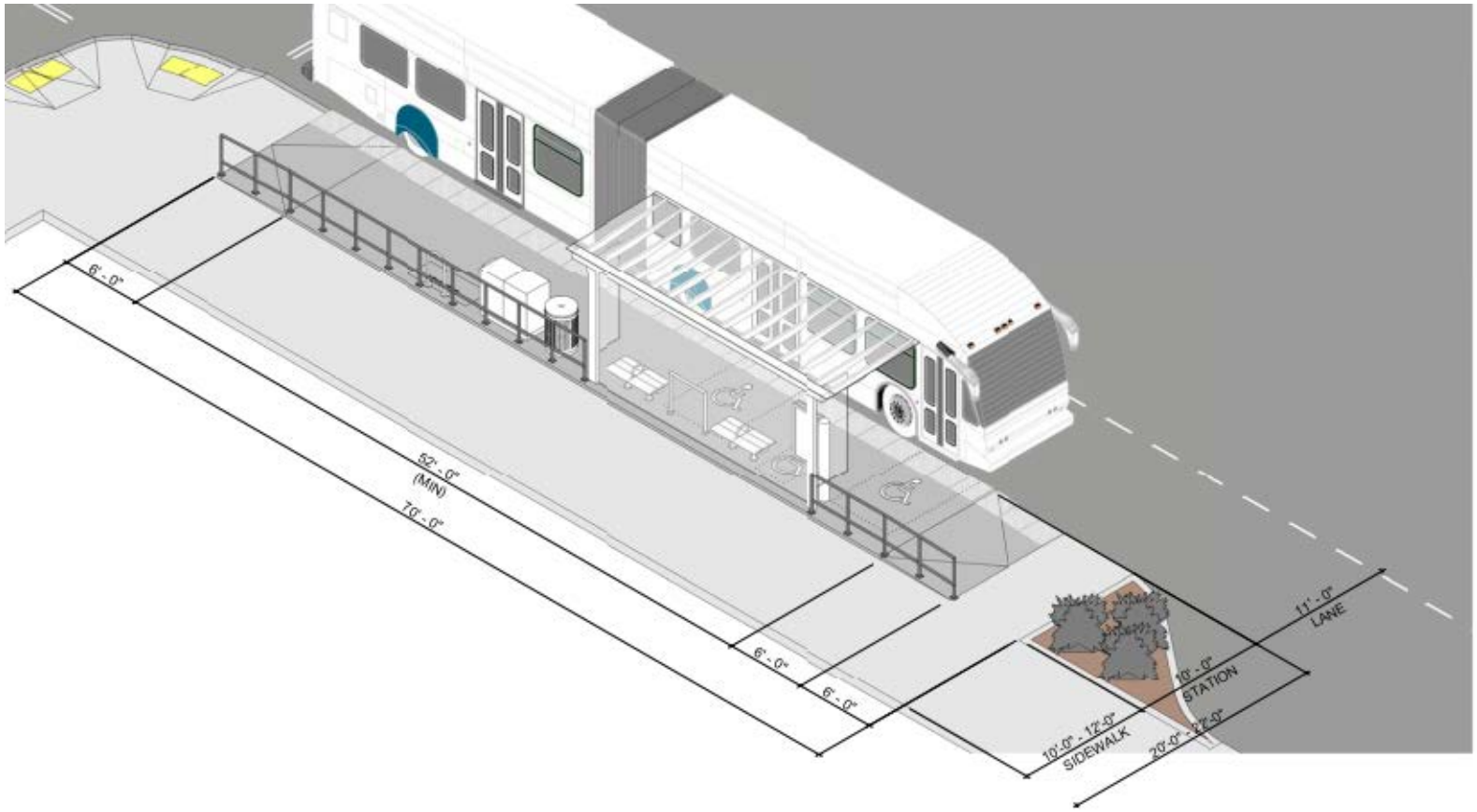
Platform Height

Goals:

- **All door boarding**
- **ADA boarding at front door**
- **Utilize near-level and standard platform heights better integration**
- **Near-level boarding to reduce ramp deployment at higher ridership / high-lift locations.**



Platform height: 9” versus 6”



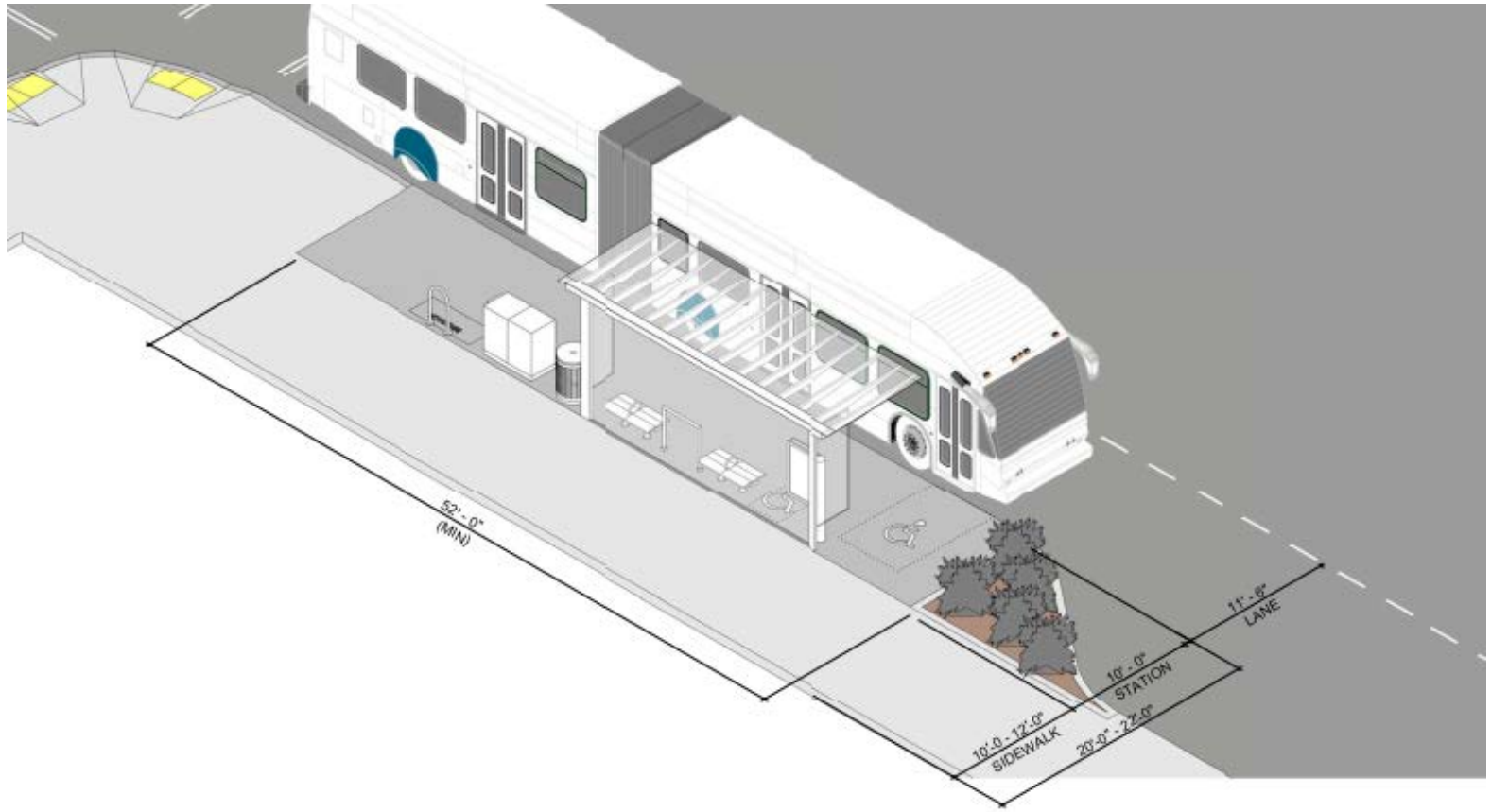
9” Benefits:

- **Can reduce lift requests for partially impaired**
- **Near-level boarding = faster boarding**
- **Faster bus boarding = Enhanced performance**

Trade-offs:

- **Slightly higher costs than 6”**
- **Division of space between station and sidewalk**

Platform height: 9” versus 6”



6” Benefits:

- **May blend better with abutting properties**
- **Smallest overall footprint**
- **Least Cost**
  - **Eliminates tactile pavers**
  - **Eliminates railings**
  - **Eliminates curb bumper**

Trade-offs:

- **Accessibility**
- **Boarding speed**
- **Sense of Permanence**

Platform Height: Recommendation

- Apply near-level boarding to all high and standard ridership stations when feasible
- Apply standard boarding only at places where near-level cannot be achieved due to contextual constraints or at low ridership stations
- Continue to evaluate cost and performance impacts to determine necessary adjustments in subsequent design milestones

Context Sensitivity & Flexibility

Contextual Response - Goals

There is no “one size fits all” approach in a constrained corridor

- Allow ridership to inform station capacity/design
- Work within the Right of Way (ROW) constraints
- Minimize impacts to property and utilities
- Create flexibility to integrate the project into the existing urban fabric.
- Manage the cost and feasibility of the project

Station Design – Elements of Continuity

All stations currently have:

Weather Protection

Lighting

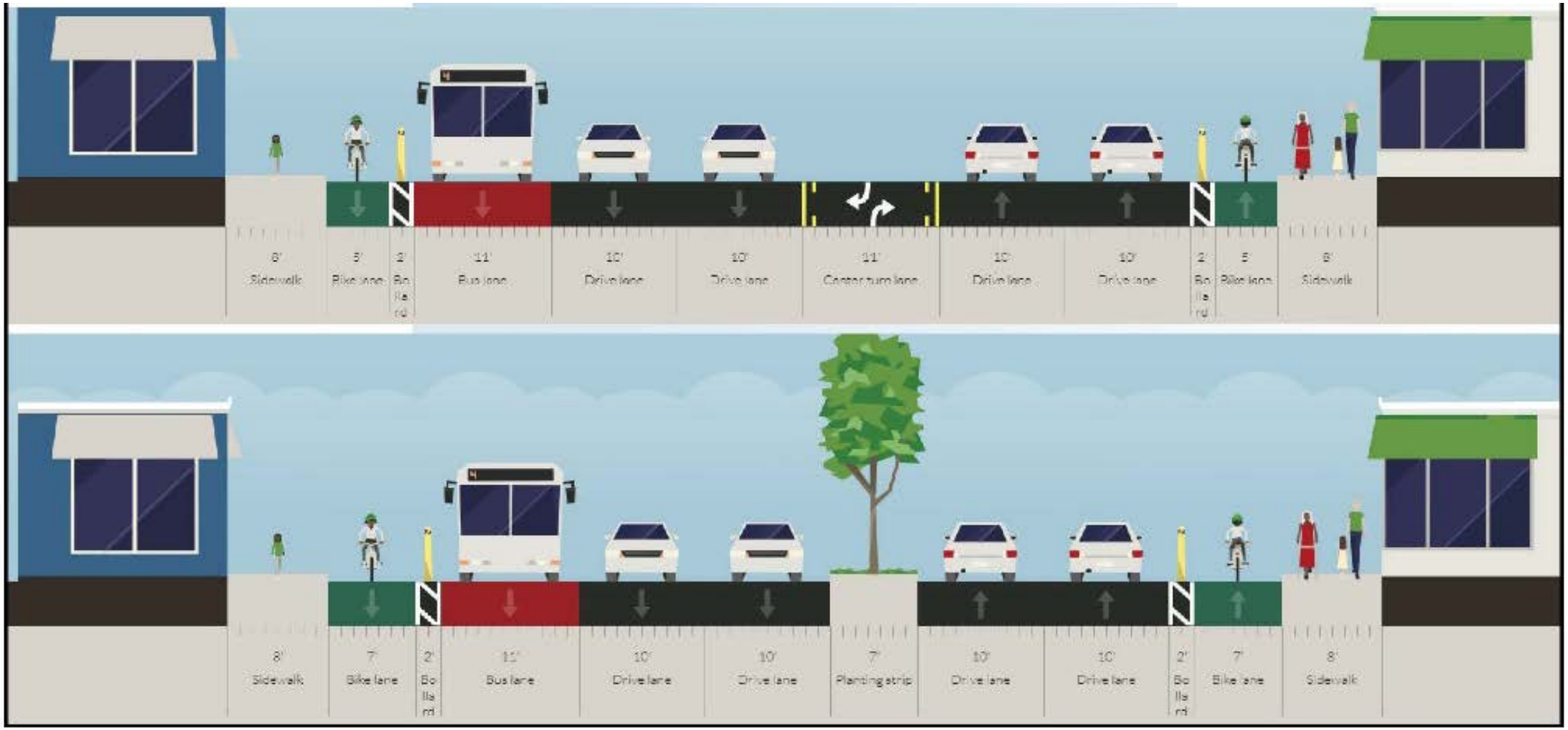
Amenities

Branding

Real-Time Info (cellular based)

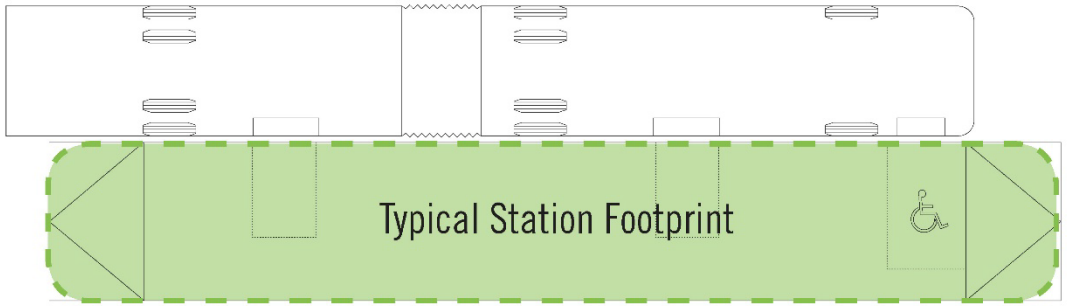
Contextual Response – Ridership Demand

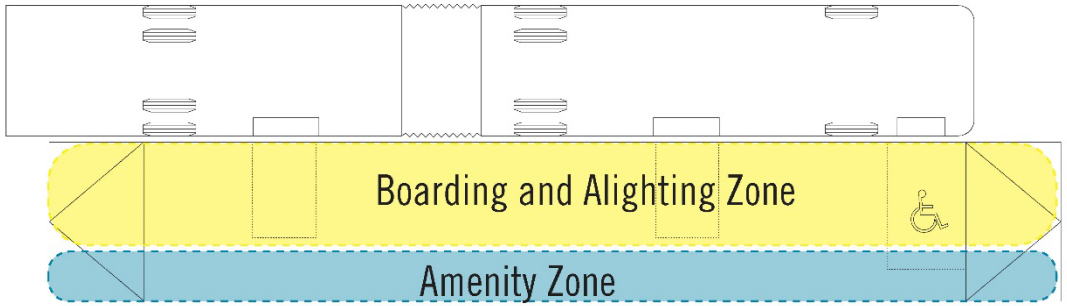
Contextual Response – Staying Within the ROW



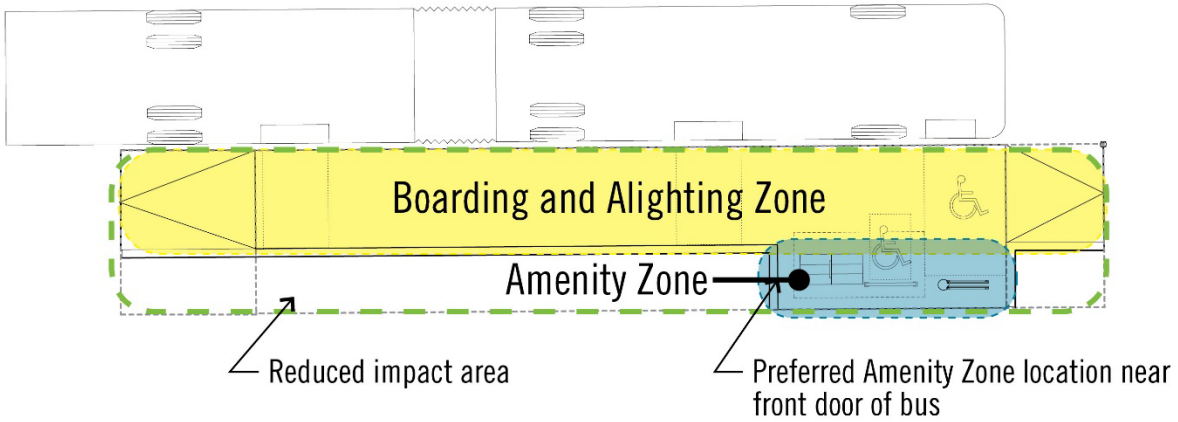
Contextual Response – Platform Flexibility

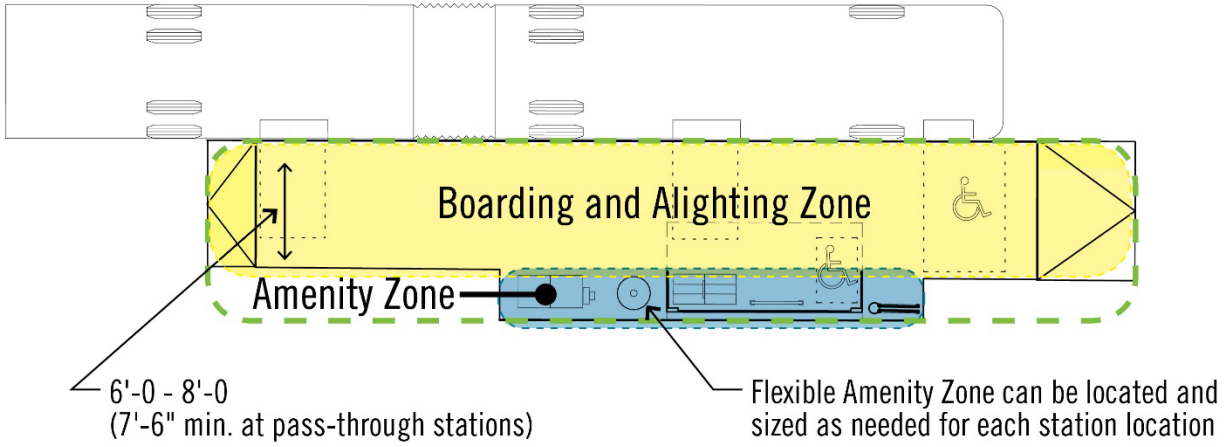
Typical station approach





Flexible amenity zone approach





Contextual Response – Spatial Design Criteria

Tight urban environment

Balance bike and pedestrian needs with transit needs

Seek flexibility in how we apply design intent

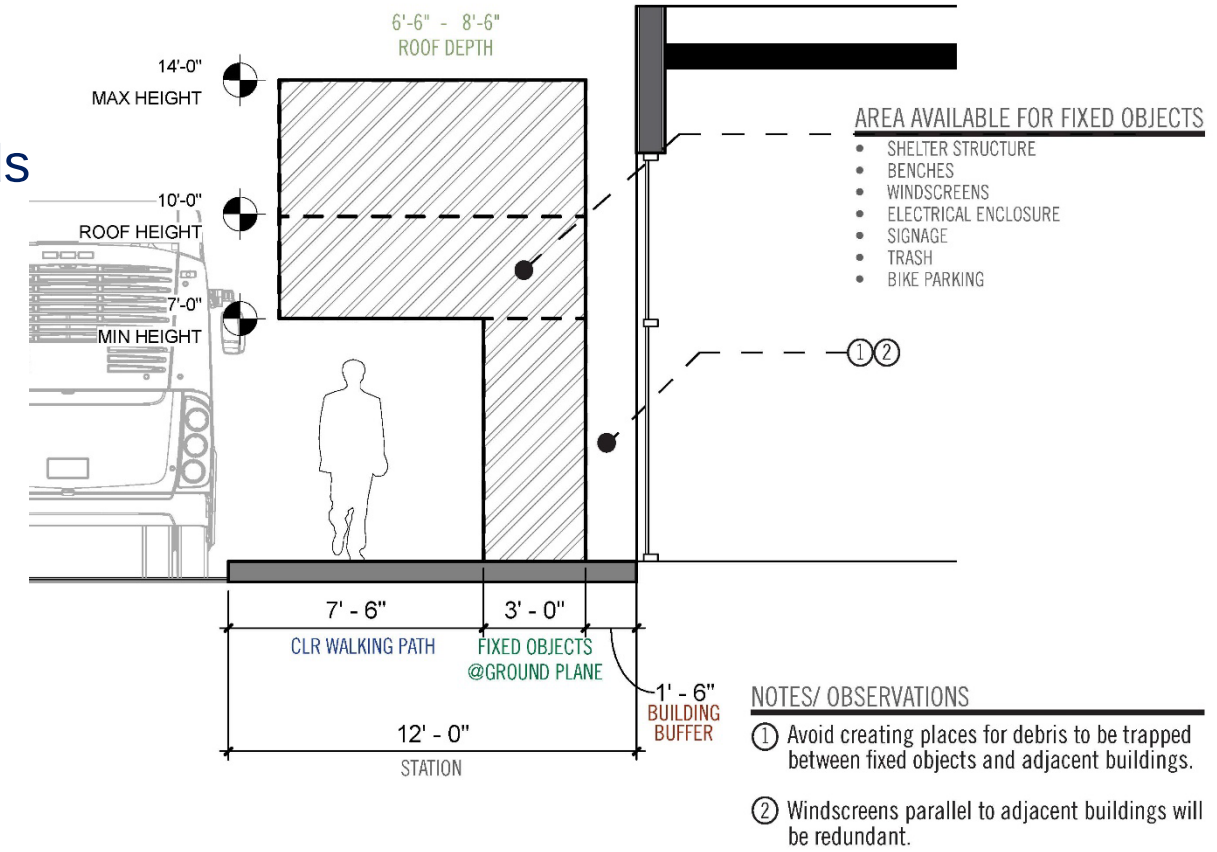
Space requirements defined by stakeholders

TriMet

City of Portland

City of Gresham

Sometimes conflicting, and ever-evolving



Solution Example – Inner Division

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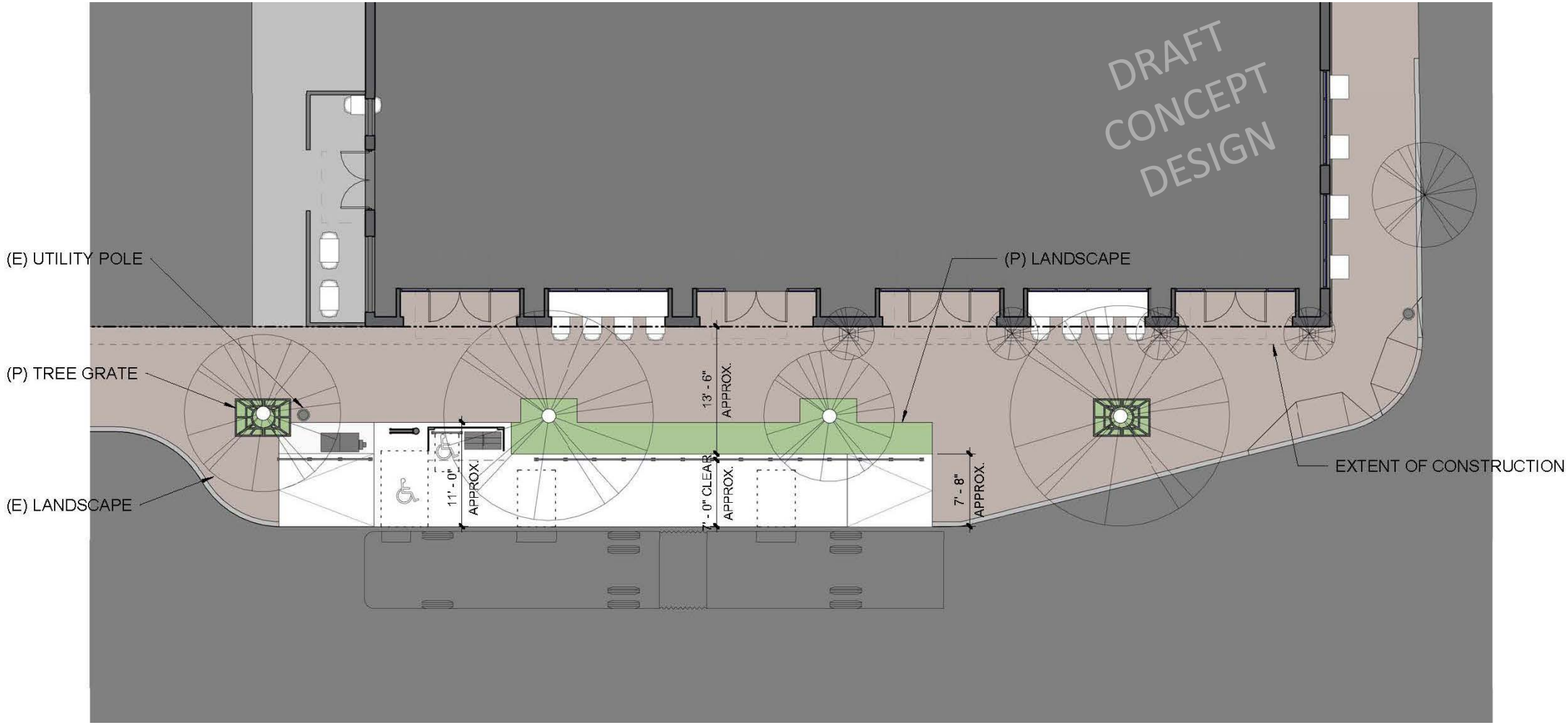
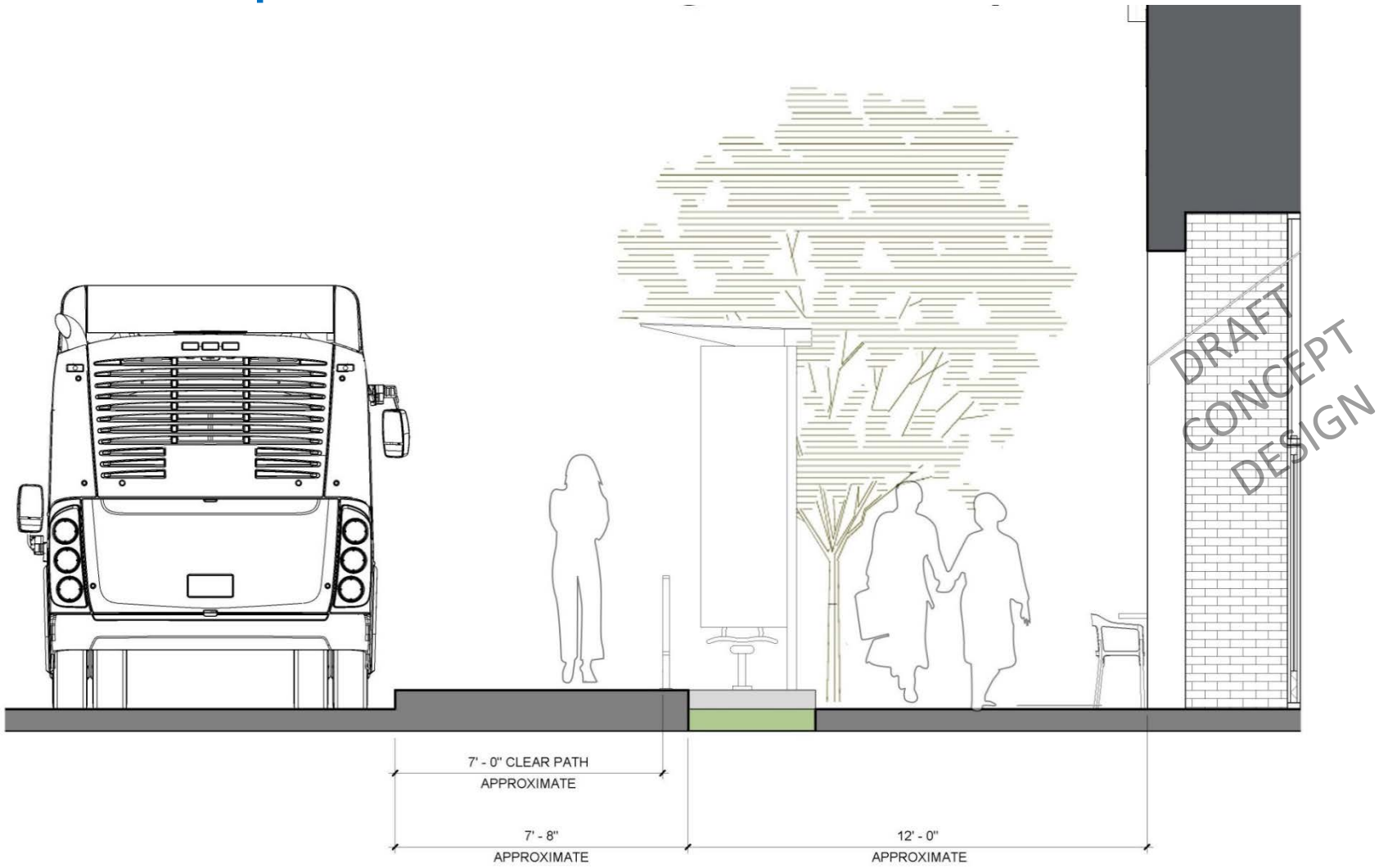


Solution Example – Inner Division



Contextual Response – Recommendation

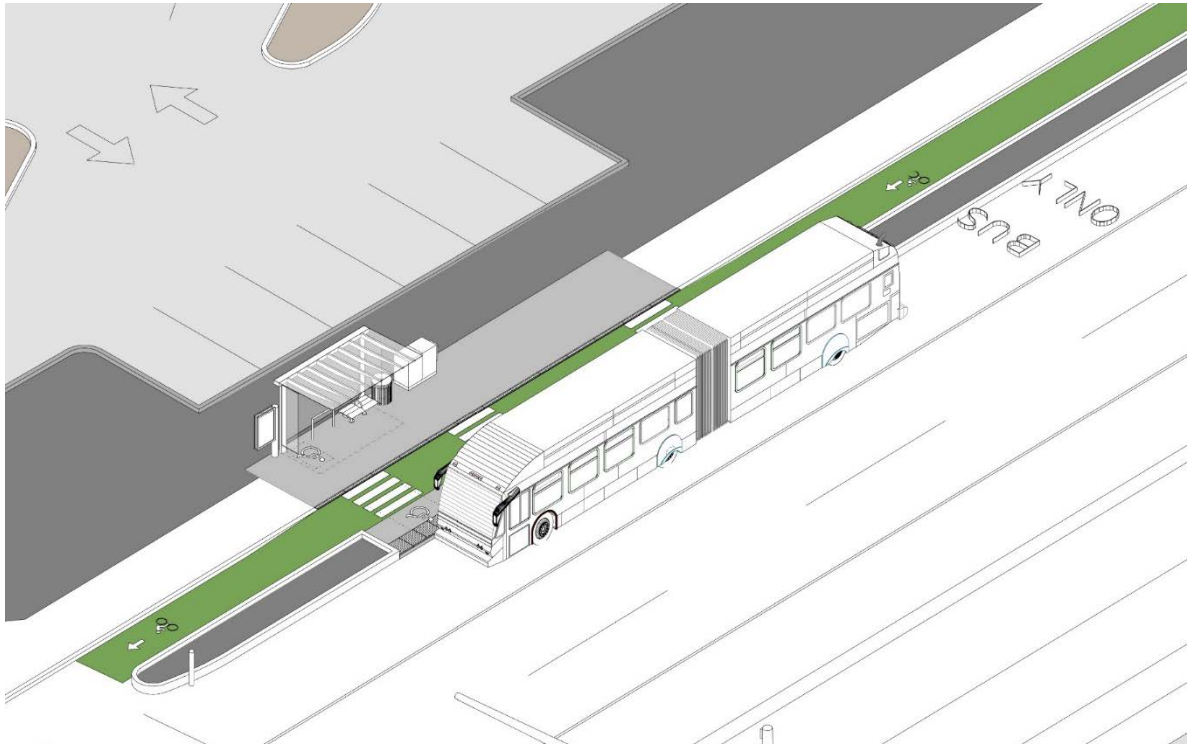
- Implement a context-based approach to station platform environments that are responsive to the constraints of the corridor.
- Through design development work, determine an approach that allows for continuity across all stations, and maintains a brand image for the service
- Utilize ridership projections to help inform solutions

Bicycle Infrastructure

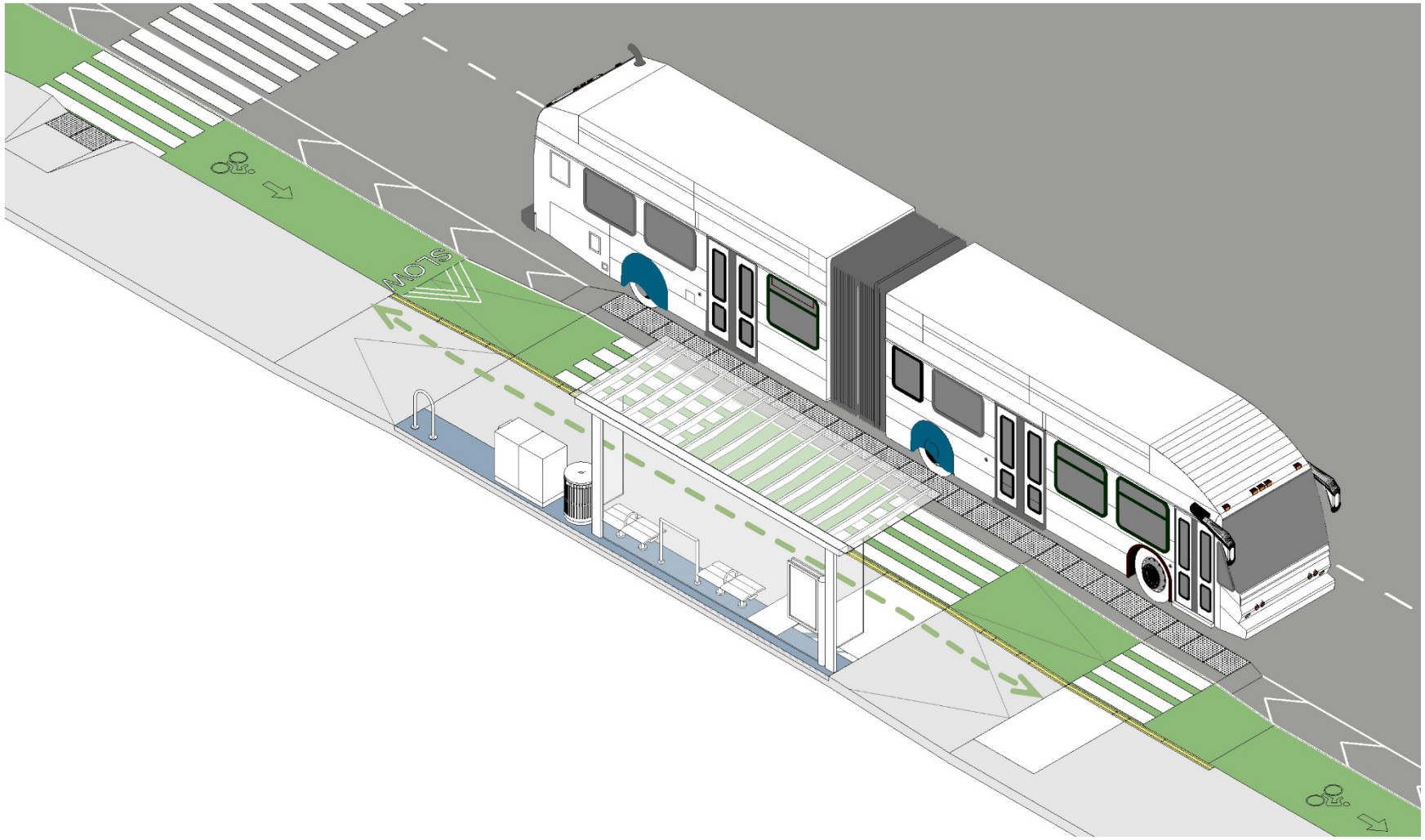
Interface with Bikes – Also Contextual

Original Island station

“Bikes Behind Step-Out” station



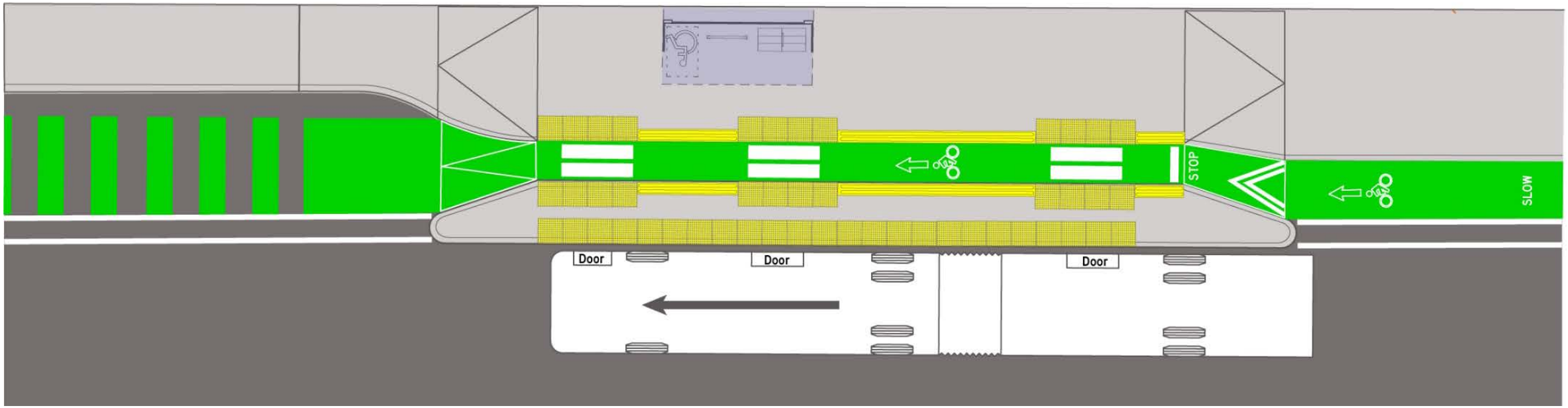
Context Relationship – Interface with Bikes



Goals:

- **Provide safe bike, pedestrian, transit zones**
- **Integrate bike lane and station within existing ROW**
- **Reduce impacts to private property and utilities**

Bikes Behind Step-Out



QUESTIONS?

June Refined 30% Open Houses Summary

- **Two in person open houses**
  - Promoted in seven community newspapers, postcards and project website
  - Over 30 comments collected
- **Online open house**
  - Active June 27 through July 13
  - Promoted on Facebook and email invitations to more than 32,000 subscribers
  - About 320 comments collected

June Refined 30% Open Houses Summary

- **Provided opportunity for the public to review**
  - Proposed route and station locations
  - Bike up and over concept
  - Four station types