

DIVISION

TRANSIT PROJECT



COMMUNITY ADVISORY COMMITTEE

JULY 20, 2017

Division Transit Project WSP Team

WSP

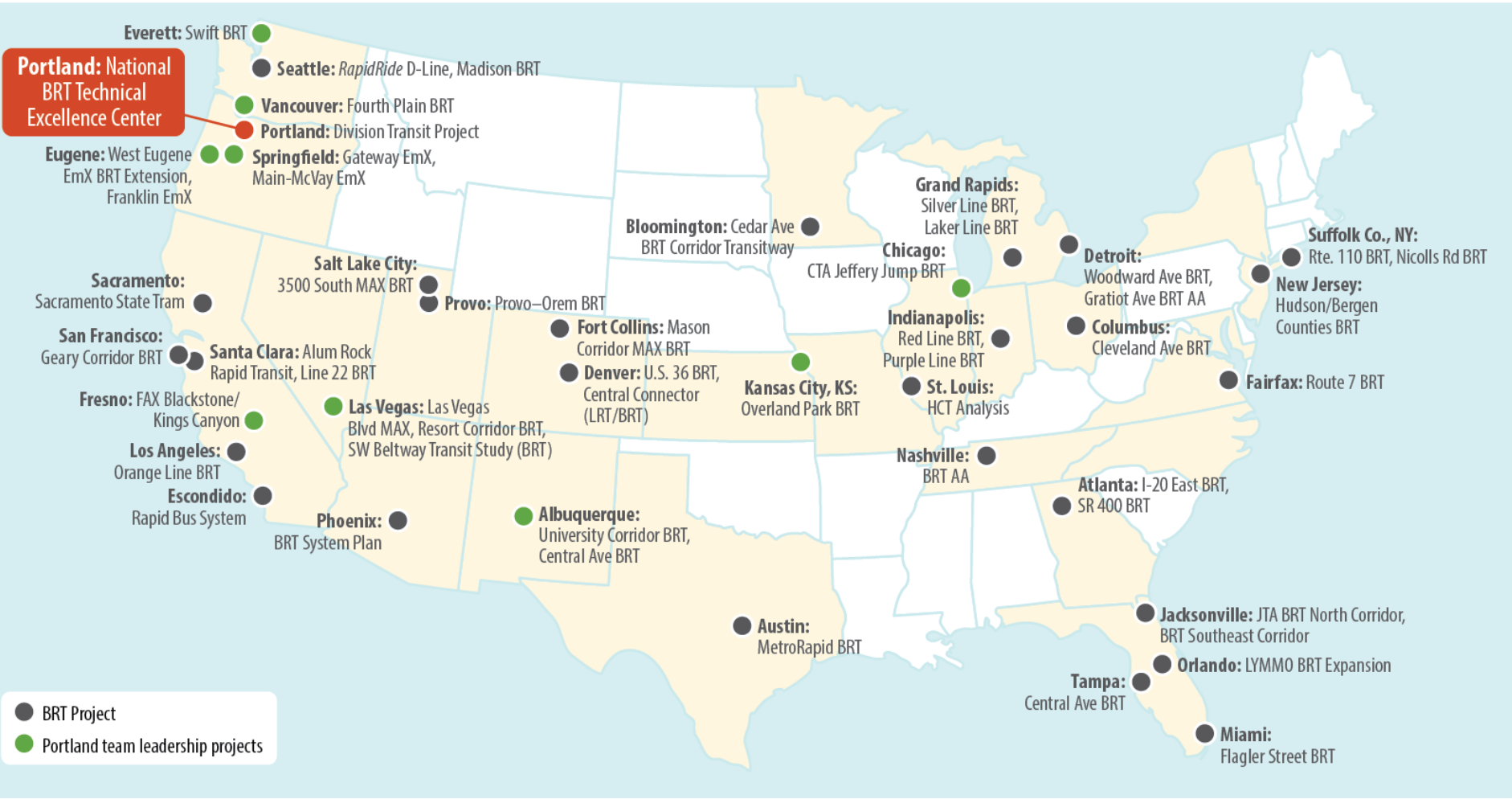
WSP Team

- 3-D Infusion—CAD Support
- CH2M—Civil Engineering
- Convergent Pacific—Utilities, Stormwater
- DKS Associates—Traffic
- Emerio Design—Survey, Civil Engineering
- Group AGB—DBE Coordination
- KPFF Consulting Engineers—Structural
- Mayer/Reed—Urban Design, Wayfinding
- Marianne Zarkin Landscape Architecture—Landscape Architecture
- PIVOT Architecture—Stations and Station Area Planning
- Reyes Engineering—Electrical
- RhinoOne—Geotechnical Investigation and Pavement Design

WSP Team—DBE Firms

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Team Experience



500+

WSP has helped deliver over 500 miles of BRT projects currently in construction or operation nationally.

Eugene/Springfield EmX

- Pioneering BRT System
- Two lines in operations, third to start service in September
- Several additional lines planned





Author: Cacaphony, Wikicommons



Author: Visitor7, Wikicommons



Author: Chris Phan, Wikicommons

Snohomish County Swift

- Blue Line in service—first BRT line in the Seattle metro area
- Green Line under construction
- Orange Line in the planning stage





Author: Bruce Englehardt, Wikicommons



Author: Bruce Englehardt, Wikicommons

Vancouver (WA) The Vine

- Started service in January 2017
- First BRT line in the Portland metro area





Author: Steve Morgan, Wikicommons

Fresno The Q

- WSP provided program management support
- Line under construction and scheduled to open in March 2018



Key Lessons Learned

- Every corridor is unique
- A transit project is a community project

Bus Testing



Open House Summary

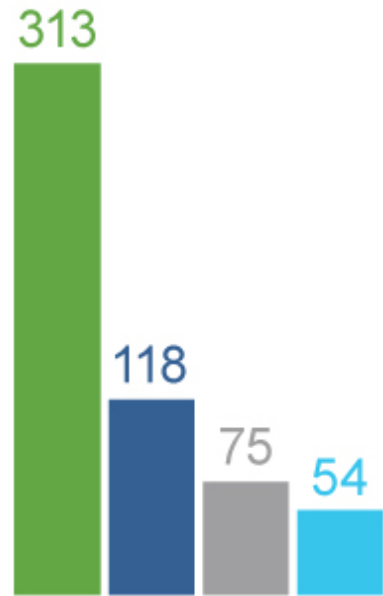
Online Open House

- Online June 22nd – July 13th
- Online form mirrored in-person form
- 649 online comment responses
- 287 demographic responses
- 322 open-ended comments

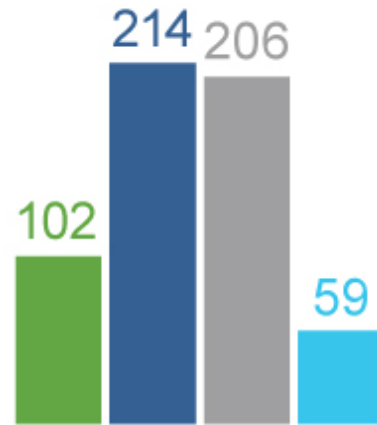


Station Location Priorities

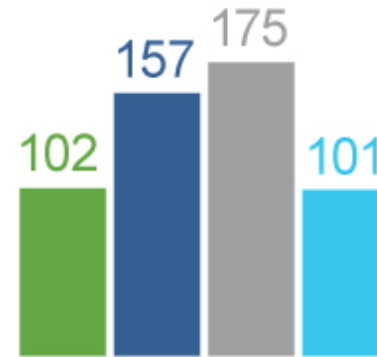
649 respondents total



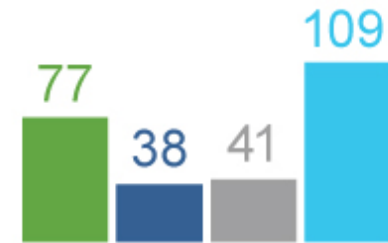
Faster, more predictable travel times for buses



Minimizing walking distance to stations



Minimizing impacts to adjacent homes and businesses



Other

Priority of Station Amenities

33%

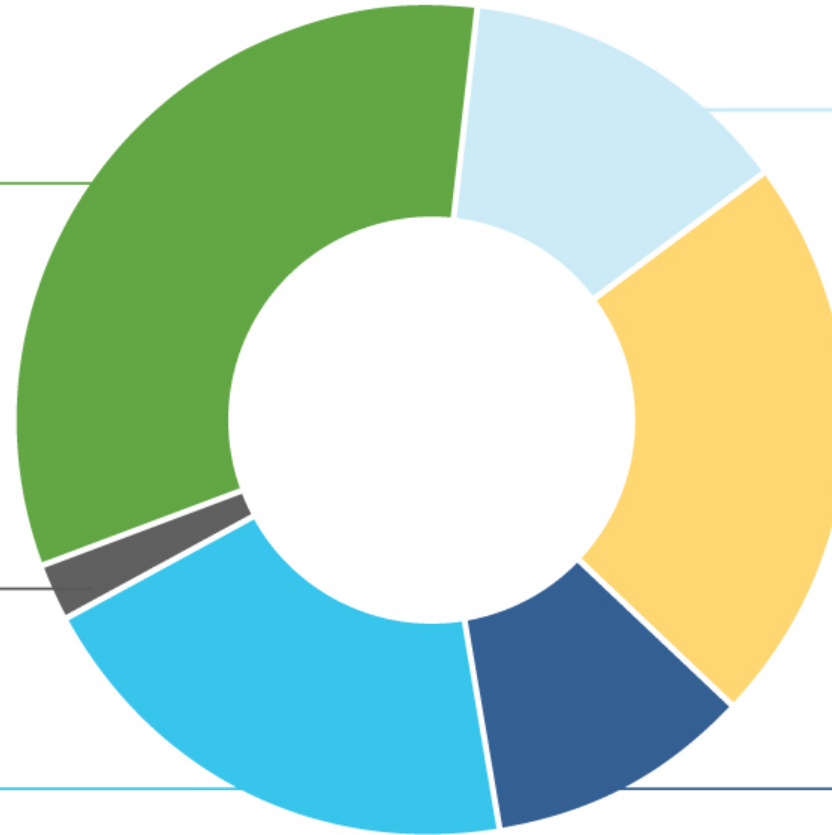
Weather protection
(from rain, wind, sun)

2%

Bike racks

20%

**Real-time bus
arrival information**



13%
Seating

22%
Lighting

10%
Trash receptacles

Comments About Station Locations and Preliminary Station Designs

Comment topic	Number of comments
Specific station location	55
Station amenities and bus features	54
Pedestrian/ADA concerns and stop distances	45
Support of design	40
Congestion/right-of-way/travel time	39
Bicycle safety and conflicts	38
Stations too close together	25
Tilikum Crossing/8th Avenue rail crossing	22
Bus only lane	18

Common Topics in Open-Ended Comments

- Concerns about removal of Line 4 stops in East Portland
- Preserve trees near stations for shade; add weather protection
- Station distances are not accessible to senior/disabled population
- Support for stop consolidation efforts and prioritizing locations near commercial districts and transfer locations

Common Topics in Open-Ended Comments

- Inner Division constraints; may have trouble staying on schedule
- Careful design needed to reduce pedestrian/bike conflicts
- Tilikum is far from Downtown Portland—could have issues with rail tracks

Online Open House Comment Breakdown by Segment



In-Person Open House

- Agency partnership
- 150 people signed in
- 212 comments on roll plots
- 38 comment cards were submitted
 - 4 in Chinese
- 21 factsheets in Chinese
- 4 factsheets in Vietnamese

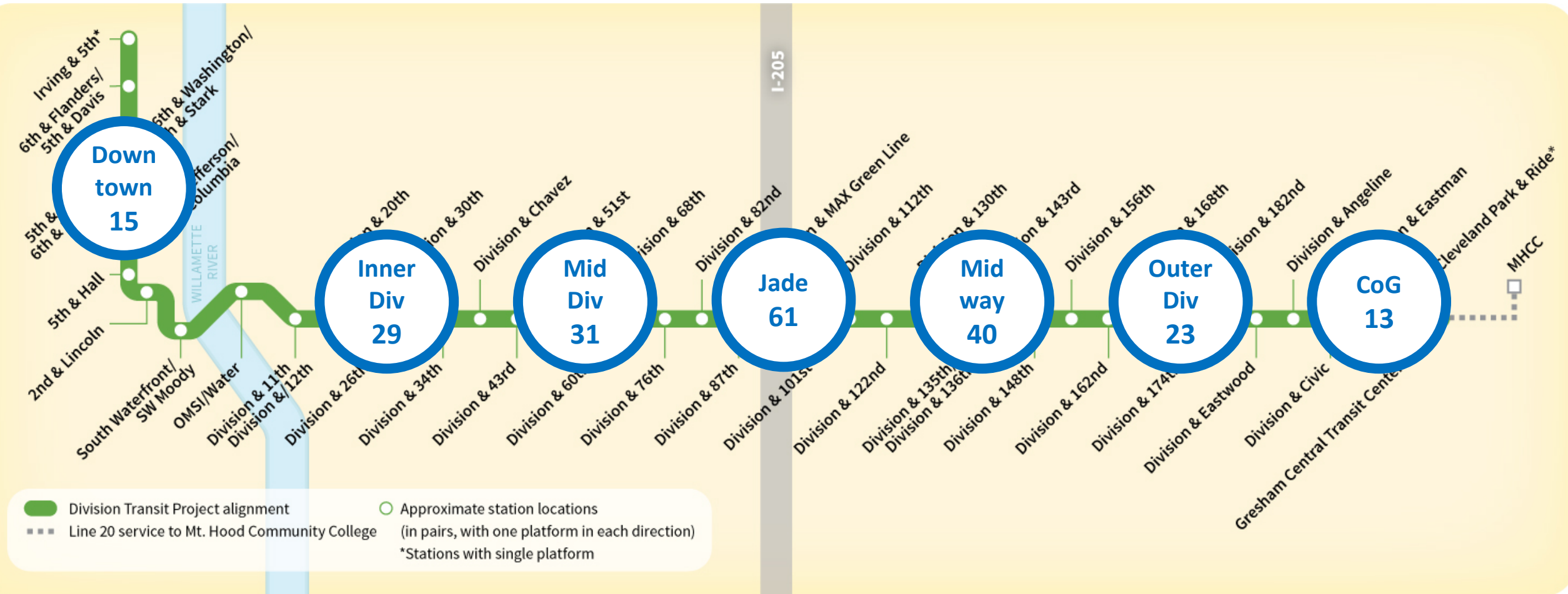


What Worked?

- Partnership
 - Sharing APANO's Street Team
- Multilingual
 - Interpreters available
 - Project information translated
- Information Sharing
 - Roll map comments
 - Open House information available online



In-Person Open House Comments



Next Steps

- Outreach to LEP communities along the corridor via Multicultural Consultants (including the Bhutanese, Slavic and Latino communities)
- Open House with TriMet Operations and Maintenance Teams
- Fall Open House

