

Metro | Agenda

Meeting: Powell-Division Transit and Development Project Steering Committee
Date: Monday, March 17, 4 to 6 p.m.
Place: Portland Community College Southeast Center, Community Hall
2305 SE 82nd Ave, Portland
Outcomes: 1) Establish committee decision making
2) Agreement on project outcomes and goals

1. **Welcome and introductions** (20 minutes)
2. **Public comment** (10 minutes)
3. **Steering Committee charge and decision making** (30 minutes)
 - Discuss Steering Committee charge and responsibilities
 - Discuss procedures for meeting and making decisions as a group

Proposed decision: Establish project decision making

4. **Making decisions: Project outcomes and goals** (30 minutes)

The project outcomes and goals provide direction for steering committee decisions. Going forward, the goals will be the basis for screening and evaluating alternatives the project will consider.

 - Discuss project outcomes
 - Discuss project goals

Proposed decision: Adopt project outcomes and goals

5. **Project information and next steps** (20 minutes)
 - Summary of project information
 - Project calendar and next steps

Question: What information will help you in this process?

6. **Public comment** (10 minutes)
7. **Adjourn**

(over)

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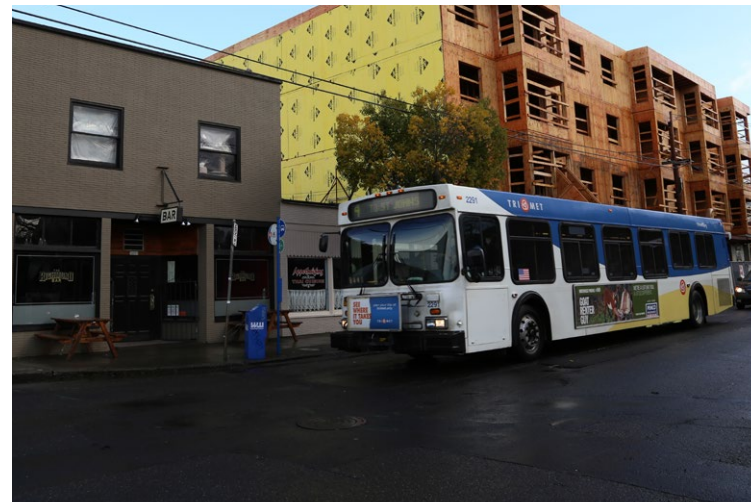
Summary

Every day more than 17,000 trips occur on the TriMet bus lines #4 (Division) and #9 (Powell) between downtown Gresham and Portland's Central City. Thousands of people ride transit to work, school, shopping, and home. Transit connects neighborhoods, commercial areas, colleges - including Portland State University, Warner Pacific College, Portland Community College Southeast Center, and Mount Hood Community College - as well as high schools representing several school districts.

The Powell-Division Transit and Development Project aims to make those daily trips better—more pleasant, safe, reliable and efficient. A new high capacity transit line can increase access to businesses, jobs, services, community amenities, and leverage related capital projects and new development.

The Powell-Division Corridor is a key regional priority for future transit investments. Regional plans, including the Regional Transportation Plan (RTP) and the Regional High Capacity Transit (HCT) Plan identify the Powell-Division Corridor as a "Near Term Regional Priority" along with the SW Corridor. This priority was further endorsed during the East Metro Connections Plan. This current work is a joint effort between Metro, TriMet, ODOT, Gresham, Portland, and Multnomah County.

This document is designed to help decision-makers and the public understand how land use and transportation conditions and other relevant factors in the corridor affect economic vitality, community health and livability today, and how those conditions affect opportunities for all. This first page lists the key decisions we will be making in the first steering committee meeting. The next several pages provide an overview of the project area, and some background on the places, people, and transportation that makes up the corridor.



March 17, 2014

Steering Committee Meeting

March 17, 2014

During this first steering committee meeting we will work together to confirm how we will make decisions and answer the following questions:

- **Decision making**
Proposed decision: Establish project decision making
- **Adopt the Project outcomes and goals**
Proposed decision: Adopt project outcomes and goals
- **Project information**
Question: What other information will help you in this process?

- Page 1 - Overview, Proposed Outcomes, Proposed Goals
- Page 2 - Places in the corridor
- Page 3 - People and demographics
- Page 4 - Transportation
- Page 5 - Opportunities and Constraints:
Land use overview
- Page 6 - Steering Committee biographies



Proposed Outcomes

(to be confirmed by Steering Committee)

Gresham and Portland will work together to identify key places that promote economic development and serve the community, leveraging future transit investments. Metro, TriMet, ODOT, Gresham, Portland, and Multnomah County will develop a near-term transit solution for the corridor that efficiently serves high ridership demand, is coordinated with related transportation investments, and recognizes limited capital and operational funding.

Create an actionable plan for key places (future station areas) and improved mobility to address long-standing infrastructure and investment issues along Powell-Division.

- 1) Create a vision and development strategy for key investment focus areas.
- 2) Identify a preferred high capacity transit alternative, including mode, alignment, and station locations with supporting transportation improvements.



Proposed Goals

(to be confirmed by Steering Committee)

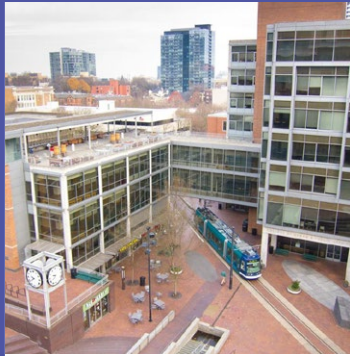
- **Well-being:** Future development and transit improvements support healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.
- **Transportation:** People have safe and convenient access to efficient and frequent high capacity transit and the transportation system gets them where they want to go.
- **Equity:** Future development and transit improvements reduce existing disparities and equitably distribute the benefits and burdens of change.
- **Efficiency:** A high capacity transit project is efficiently implemented and operated.



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PLACES

Portland State



Portland State is Oregon's largest and most diverse public university; the 50-acre campus has 30,000 students enrolled and is an anchor to downtown.

Neighborhood Nodes



- SE Transportation Hub:** Connects light rail, streetcar, bus lines, regional trails, OMSI, and PCC.
- SE 82nd:** With an expanding PCC southeast campus, this area is the site of the **Jade District Neighborhood Prosperity Initiative (NPI)** to foster economic opportunity and neighborhood vitality.
- SE 122nd:** A Major Transit Priority Street and a major city traffic street, 122nd is planned for pedestrian and other streetscape improvements to serve residential neighborhoods and commercial areas, in the heart of the **Division-Midway Alliance**.
- SE 182nd:** With its close proximity to Gresham's Downtown and the Rockwood Neighborhood, this is one of 10 key regional focus areas for TriMet's Pedestrian Network Analysis.

PCC Southeast



Portland Community College Southeast Center serves about 10,000 students annually and just began a \$34 million expansion. When completed, the campus will accommodate 18,000 students annually.

Downtown Gresham

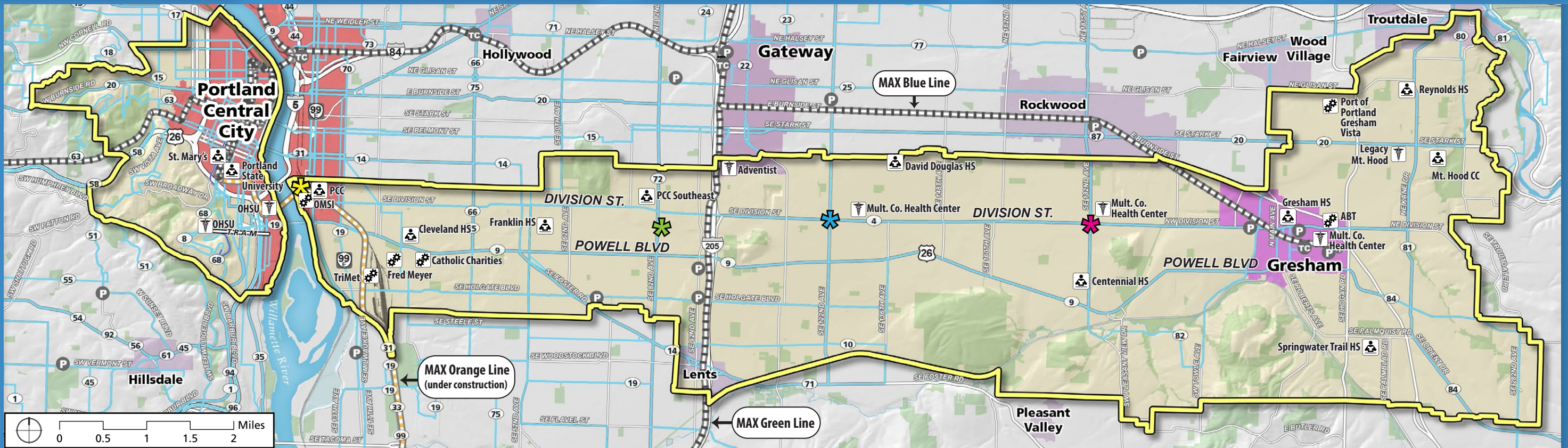


As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

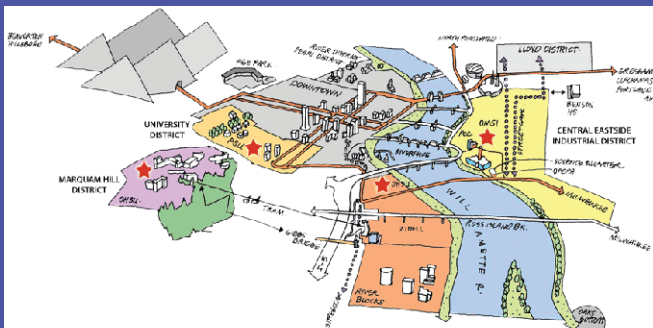
Mt. Hood CC



With 33,000 students annually district-wide, Mount Hood Community College is planning for major capital improvements as it approaches its 50th anniversary.



Innovation Quadrant



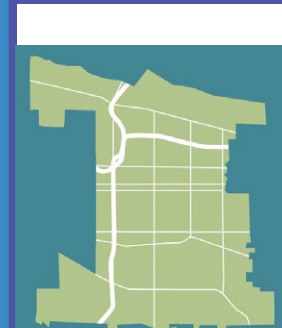
Portland's Innovation Quadrant enhances the connections and collaboration between higher-education institutions, workforce development providers and private sector partners that are currently located in four districts in the Central City. OHSU has 13,500 employees.

Central Eastside



One of the city's largest employment districts, the central eastside now includes more than 1,100 businesses with more than 17,000 employees. Reflecting the changing nature of industry and technology, the area is emerging as an attractive location for cross-industry exchange, from film and digital enterprises to food, creative services and craft industries.

East Portland



With the recently completed East Portland in Motion Plan, Portland and other agency partners have over \$36 million of local and secured grant funds committed to implementing priority projects for walking, biking, and access to transit, including projects on Powell and Division.

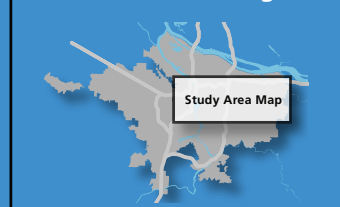
Jobs



Major employers include:

- Oregon Health & Science University: 13,500 employees
- TriMet: 2,600 employees
- Fred Meyer headquarters: 2,000 employees
- Advanced Business Technologies: 500 employees
- Mt. Hood Community College: 750 employees

Portland Metro Region



PEOPLE

The Powell-Division Corridor connects the two largest cities in the metropolitan region. It is home to a growing and diverse population. Many people live in the corridor, and many people take transit in the corridor. There are over 9,000 trips a day on the #4-Division bus and over 8,300 trips a day on the #9-Powell bus within the corridor.

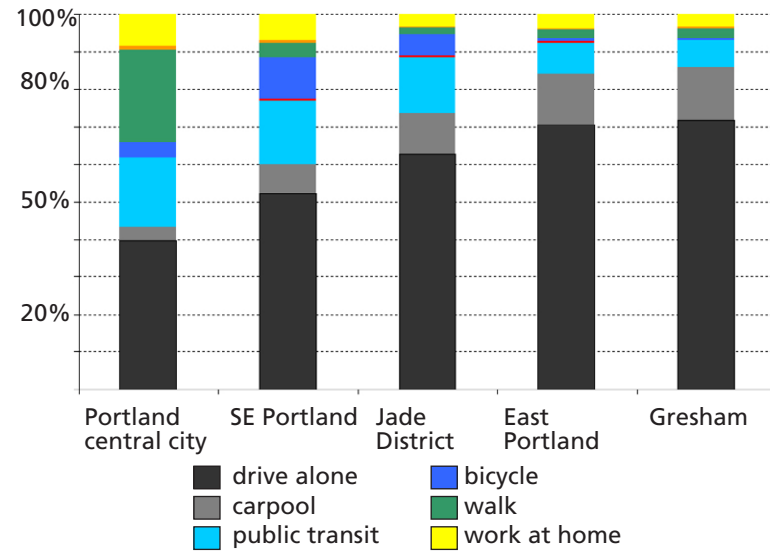
Total Population within the Powell-Division Corridor

Portland Central City	47,854
Southeast Portland	64,034
East Portland	87,230
Gresham	73,076

Source: calculated from US Census Bureau, 2010 Census, Summary File 1, Table DP-1

TRANSPORTATION TO WORK

Nearly sixty percent of commuters in Portland central city commute by means other than driving alone.



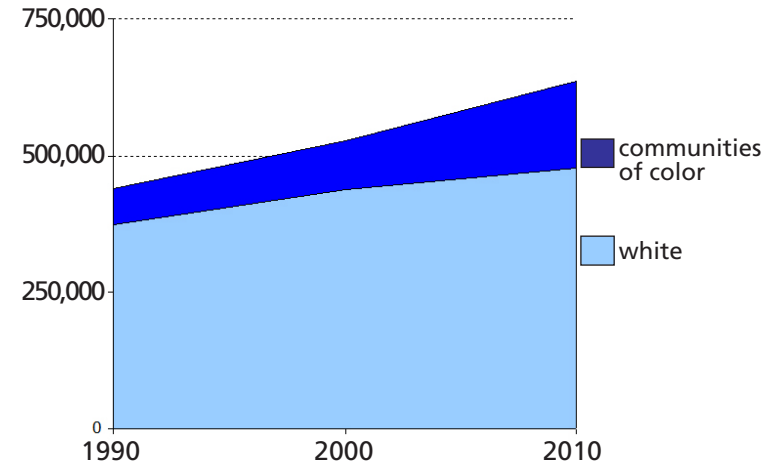
46% Percentage of Gresham residents whose commute to work is greater than 10 miles

9.4 Average distance of work commute in East Multnomah County, compared to 7.6 miles for the region

March 17, 2014

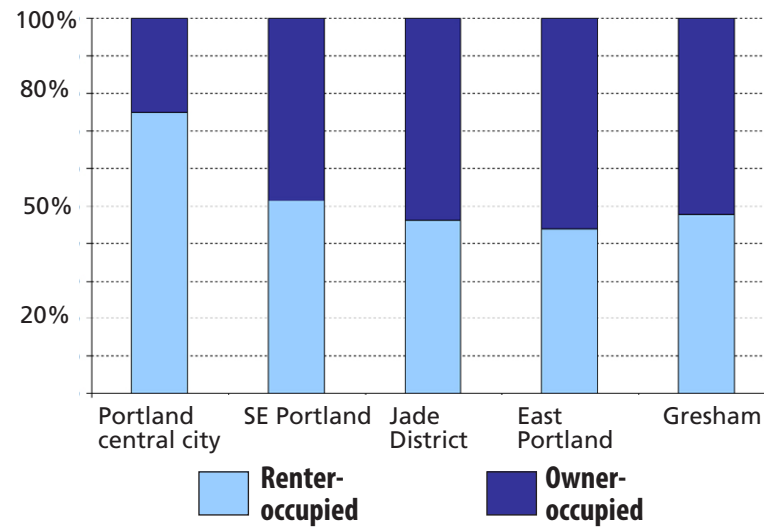
DIVERSIFYING POPULATION

While the overall population in the cities of Portland and Gresham are growing, the proportion of communities of color is growing faster.

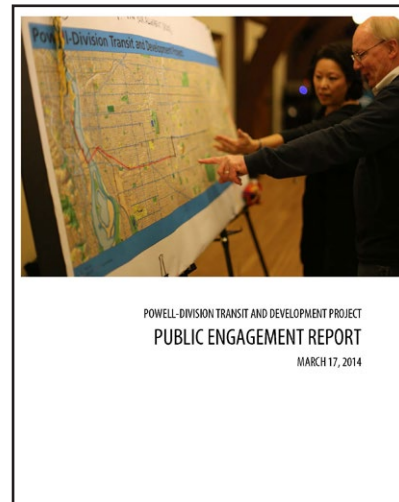


HOUSING BY TYPE

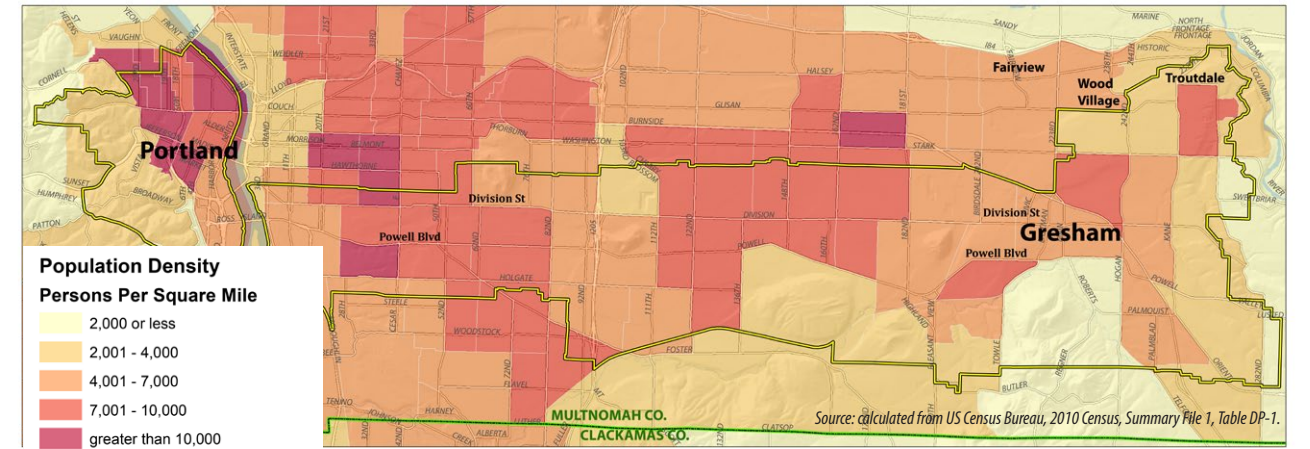
The mix of home ownership varies along the corridor.



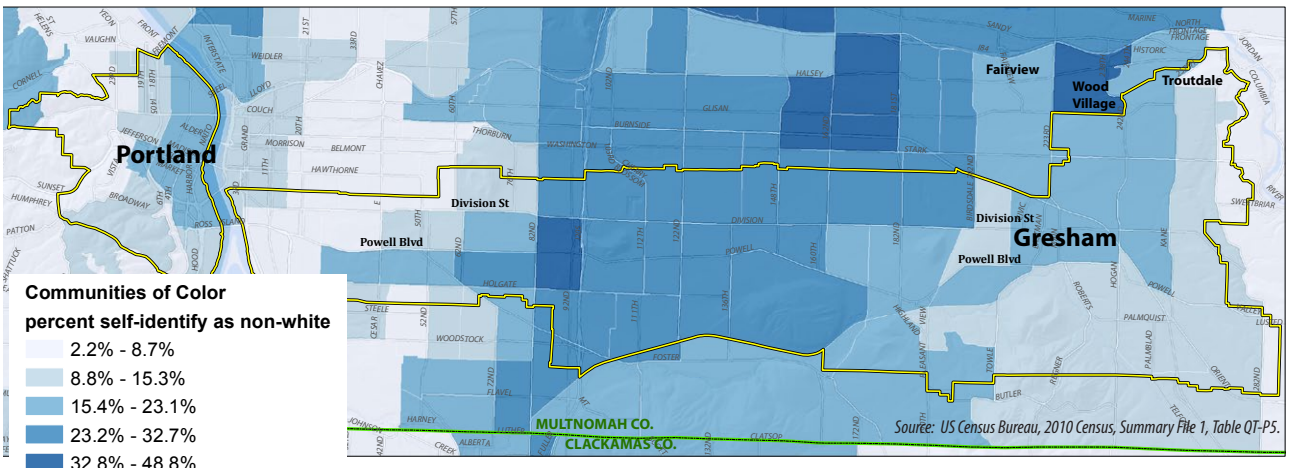
The Public Engagement Report provides information on early public engagement efforts, input opportunities to date, and findings from comments received.



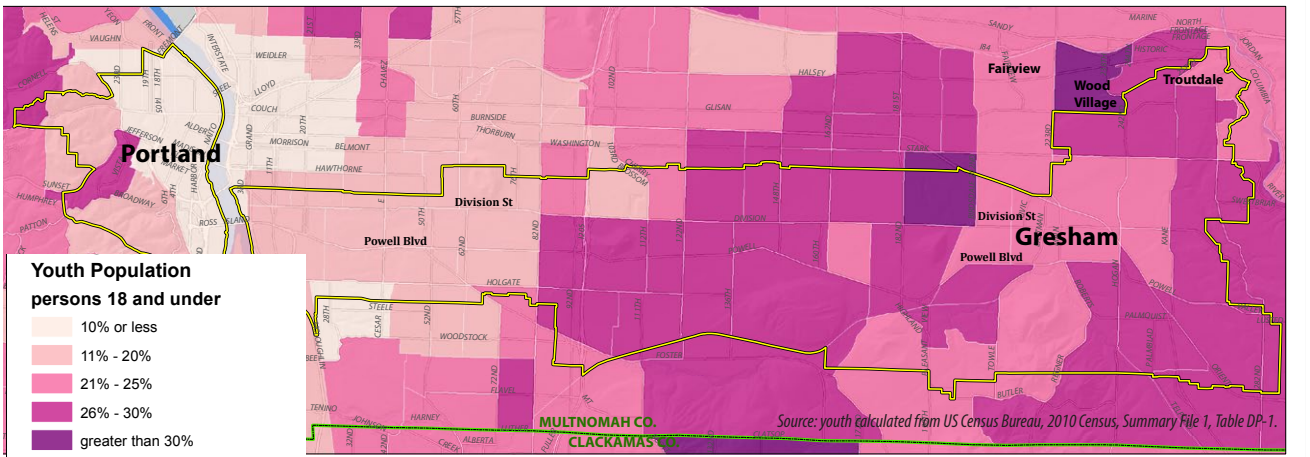
POPULATION DENSITY



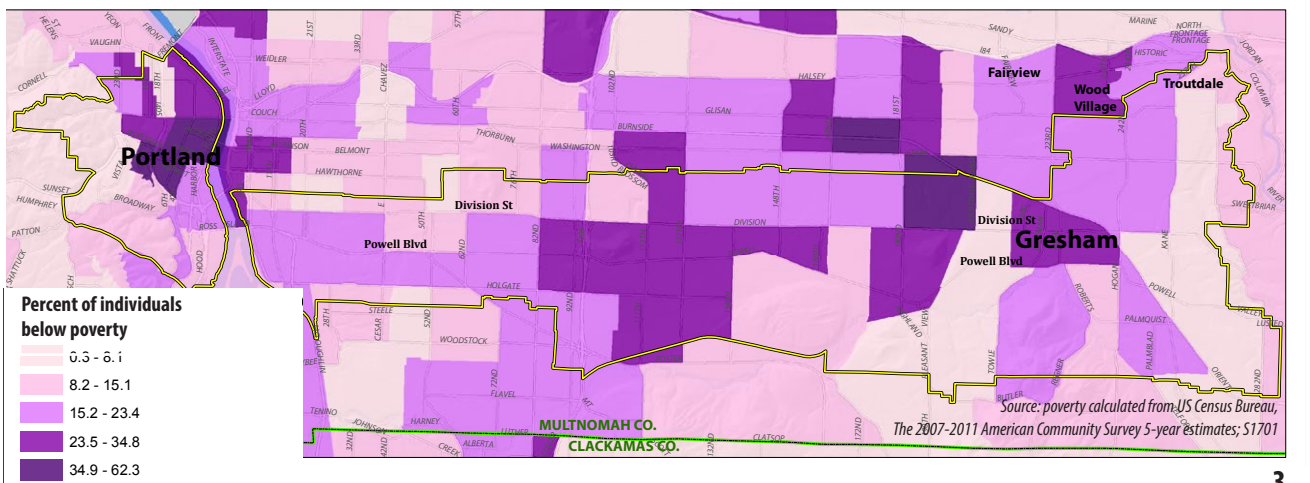
COMMUNITIES OF COLOR



YOUTH POPULATION



POVERTY



This page provides summary highlights of the transportation system in the corridor. Powell Boulevard and Division Street are both important components of the transportation network, and carry vehicles, freight, transit, bicycle riders, and pedestrians.

ROADWAY

- Powell Blvd. and Division St. both serve as important east-west arterials for regional and local travel.
- SE Powell Blvd. has an annual average daily traffic (AADT) of approximately 38,000 vehicles west of I-205, and approximately 17,000 vehicles east of I-205
- Lane width and vehicle capacity varies on both Powell and Division in different areas of the corridor.
- Arterials and collectors within Gresham are carrying expected volumes without any one street experiencing an overburden.
- Currently within Gresham, none of the intersections monitored within the study area are operating at a high or severe congestion level.

FREIGHT

- Powell Blvd. serves as a regional freight route. Design changes are subject to review by the statewide freight mobility board.
- Powell Blvd. is part of the National Highway System (NHS).
- Division St. is part of the National Highway System between I-205 and NE Burnside Rd. in Gresham.
- Freight vehicles use routes to move through the project area, as well as to access businesses within the project area.

SAFETY

- The Portland High Crash Corridor program has identified Powell, Division, 82nd, and 122nd, and Foster as high crash corridors - five of the ten city-wide are in the project area.
- The East Metro Connections Plan identified safety improvements along Division and 257th/Kane in Gresham.
- Safety is consistently identified as a key concern, particularly in east Portland, Gresham, and along Powell Boulevard.



SE 82nd and Division Street

TRANSIT

- There are over 9,000 trips a day on the #4-Division and over 8,300 trips a day on the #9-Powell.
- There have been recent investments to improve access, including crossings and sidewalks, to bus stops and station areas. These include funding through regional flexible funds and the State Transportation Improvement Program (STIP) in east Portland and Gresham.
- TriMet Service Enhancement Plans are planning improvements to transit service, stops and crossings concurrently with this study.
- North-south bus service improvements and routes have been expressed as an identified need in the corridor in both east Portland and Gresham.
- The Powell-Division project can leverage existing investments in the MAX blue line, green line, and the Gresham transit center.
- There is an opportunity to use the future Willamette River Transit bridge and transitway, which is over one mile of exclusive transit way leading into downtown Portland.

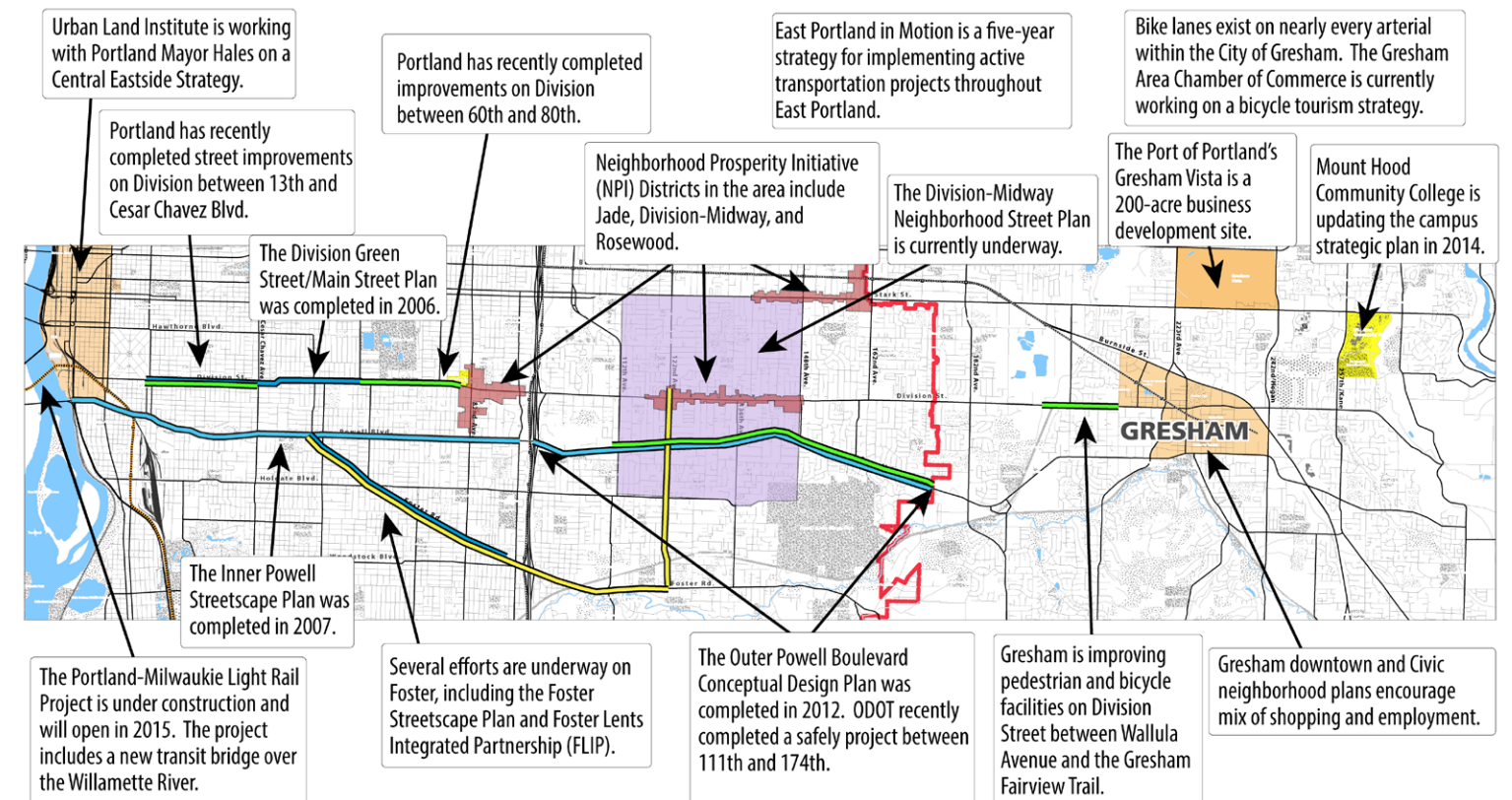
ACTIVE TRANSPORTATION

- East Portland in Motion (EPIM) is an implementation strategy to improve conditions for walking, biking, and taking transit in east Portland.
- Over \$47 million has been allocated to EPIM implementation by Portland and other agency partners between 2012 and 2018. As of November 2013, approximately \$17.5 million of the above funding has been spent by Portland.
- East Portland in Motion identified bikeway and pedestrian crossing improvements along Powell and Division, infill to missing sidewalks, as well as north/south neighborhood greenways in the 80s, 100s, and 150s.
- In Portland, bike lanes exist on Division St. between SE 60th - 174th and on Powell between I-205 and SE 174th. Bike lanes exist on Powell Blvd. in Gresham.
- Active transportation improvements identified in the Outer Powell Boulevard Conceptual Design Plan include sidewalks and bike lanes.
- In Gresham, the East Metro Connections Plan identified walking and biking improvements along Division.
- Bike lanes exist on most arterials in Gresham, but sidewalk gaps remain.
- The Gresham-Fairview Trail serves as a key north-south route between the Springwater Corridor and Halsey Street.

SYSTEM MANAGEMENT

- Transportation System Management and Operations (TSMO) is a set of integrated transportation solutions intended to improve the performance of existing and new transportation infrastructure.
- Strategies such as coordinated signals, adaptive signal timing and transportation management associations have been implemented in some locations, but there are additional opportunities.

RECENT PROJECTS AND EFFORTS IN THE CORRIDOR: A wide variety of corridor, roadway, safety, active transportation plans and projects have recently been completed in the corridor. These include the Inner Powell Boulevard Streetscape Plan, the Outer Powell Boulevard Conceptual Design Plan, the Division Green Street/Main Street Plan, East Portland in Motion, and the East Metro Connections Plan. The City of Portland is currently working on the Division Neighborhood Street Plan in the vicinity of the Division-Midway Neighborhood Prosperity Initiative Area, safety improvements through the Portland High Crash Corridor Program, and sidewalk, bikeway, and other priorities identified in East Portland in Motion.



Concurrently with the Powell-Division Transit and Development Project, TriMet is conducting Service Enhancement Plans in east and southeast in order to identify future route changes, service improvements, and other investments in the bus network. ODOT recently completed the Outer Powell Safety Project, and will be advancing project development consistent with the Outer Powell Boulevard Conceptual Design Plan.



SE Powell Blvd



Willamette River Transit Bridge

Opportunities and Constraints: Land Use Summary

The Powell Division Transit and Development Project geography connects downtown Portland to downtown Gresham through a variety of land uses and road contexts. This page provides a contextual overview of the corridor, summarizing some of the key places and road characteristics of Powell and Division through the corridor. More information for each section is provided in the Opportunities and Constraints: Land and Development document. Each box on this page provides a summary of a map page found in that document.

PORTLAND - CENTRAL CITY

The Central City is the regional center for the economy, arts and cultural activities, retail, entertainment, tourism, higher education, urban living and a multimodal transportation network. Located within a beautiful natural setting that has the Willamette River as its centerpiece, Central City is also the historic core of the city and region.

The Powell-Division Transit and Development project will connect the Central City to Portland and Gresham and increase access to Central's City employment, education and transportation resources. The route alignment will need to be coordinated with the Portland-Milwaukie MAX and any bus re-routing that occurs as a result of the new bridge.

DIVISION – CENTRAL EASTSIDE TO 82ND AVE

Much of inner Division, which runs from 3rd Ave to 82nd Ave is a typical “main street” with mixed-use buildings, pedestrian activity and neighborhood serving retail uses. However, closer to the river, Division runs through a primarily industrial area; east of 50th Division is more residential with institutional uses present.

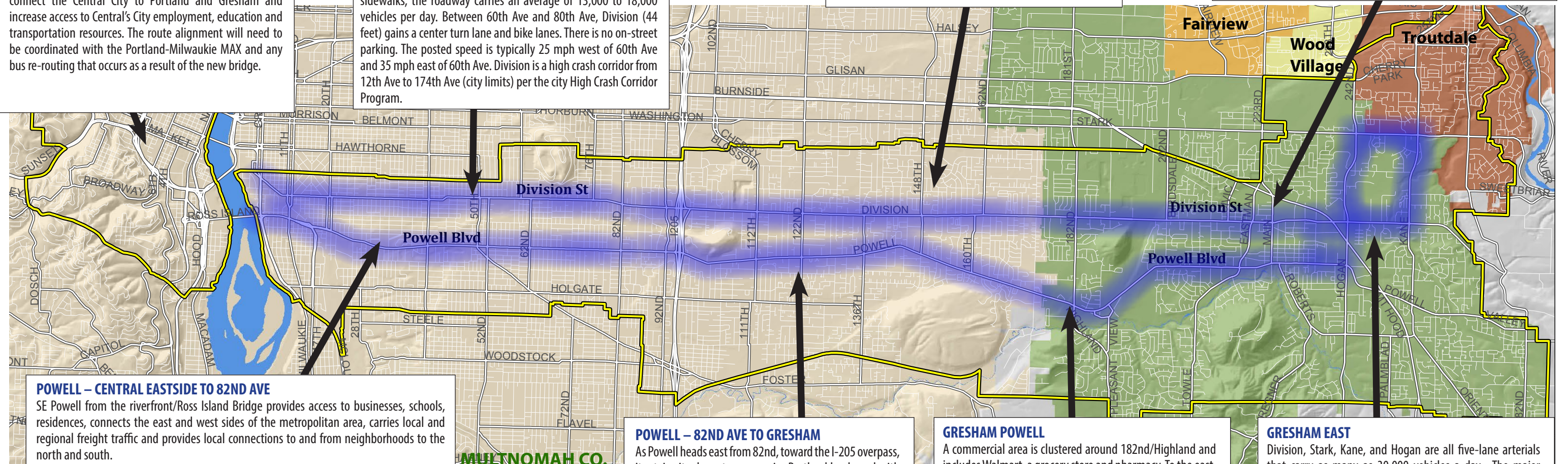
West of 60th Ave, where Division is typically one travel lane in each direction with on-street parking (36-feet) and continuous sidewalks, the roadway carries an average of 13,000 to 18,000 vehicles per day. Between 60th Ave and 80th Ave, Division (44 feet) gains a center turn lane and bike lanes. There is no on-street parking. The posted speed is typically 25 mph west of 60th Ave and 35 mph east of 60th Ave. Division is a high crash corridor from 12th Ave to 174th Ave (city limits) per the city High Crash Corridor Program.

DIVISION – 82ND AVE TO GRESHAM

Development along Division between 82nd Ave and Gresham is generally a mix of one- to two-story commercial and residential buildings. East of 122nd Ave, traffic volumes increase, and Division carries an average of 48,000 vehicles per day with a posted speed of to 35 mph. There are two travel lanes in each direction, a center turn lane, bike lanes and on-street parking.

DIVISION - GRESHAM CITY LIMITS TO DOWNTOWN

Development is generally one or two stories between 182nd and Birdsdales, including a commercial area at 182nd and Division and some businesses between 190th and 202nd. Division is five lanes throughout this area, with a center turn lane and buffered bike lanes. The Gresham-Fairview Trail, which is bordered by natural areas, provides an important north-south pedestrian and bike connection just west of Birdsdales. To the east, the Gresham Regional Center includes some four- and five-story buildings and can accommodate additional development intensity. This areas includes Centennial High School, Gresham High School and the Center for Advanced Learning.



POWELL – CENTRAL EASTSIDE TO 82ND AVE

SE Powell from the riverfront/Ross Island Bridge provides access to businesses, schools, residences, connects the east and west sides of the metropolitan area, carries local and regional freight traffic and provides local connections to and from neighborhoods to the north and south.

Between Milwaukie and the 50th-Foster-Powell intersection, development is typically set back from the street, behind off-street parking. Development is a mix of commercial, industrial and institutional with a small amount of residential development. East of the Foster-Powell intersection, the proportion of residential development increases and there is intermittent commercial development. Between the mid-50s and mid-70s, intermittent right-of-way parcels on the south side are currently used for adjacent business and neighborhood access and parking.

The roadway has two travel lanes in each direction, with a center turn lane or median islands. Near Ross Island Bridge Powell carries an average of 40,000 vehicles per day. The intersections at 7th, Cesar Chavez (39th), and 82nd Ave are all considered high crash locations. The roadway width is generally 60 feet.

POWELL – 82ND AVE TO GRESHAM

As Powell heads east from 82nd, toward the I-205 overpass, it retains its character as a major Portland boulevard with four travel lanes, a shared median and center turn lane. As it moves under I-205, it begins its transition to a two lane highway. While there are commercial and industrial uses along Powell heading east, there are a mix of residential uses. Commercial development is concentrated at major intersections: 112th, 122nd, 136th, 148th, 162, 174th. Powell has been identified as a high crash corridor per the city High Crash Corridor Program. This section generally lacks sidewalks. The Outer Powell Boulevard Conceptual Design Plan was completed in 2012.

GRESHAM POWELL

A commercial area is clustered around 182nd/Highland and includes Walmart, a grocery store and pharmacy. To the east, the corridor is largely single-family residential, although it does include some natural areas, multi-family development and the Gresham-Fairview Trail. Powell is often four lanes but narrows to two lanes as it passes under the bridge that carries the trail over Powell. When Powell reaches Downtown, it is a five-lane street.

Historic Downtown Gresham includes small, walkable blocks, many local businesses and Main City Park. The Downtown Plan and Gresham's zoning offer significant development potential.

GRESHAM EAST

Division, Stark, Kane, and Hogan are all five-lane arterials that carry as many as 30,000 vehicles a day. The major intersections include commercial shopping areas, while much of the rest of the area contains residential areas. Mount Hood Community College, Gresham Vista Business Park, and Legacy Mt. Hood Hospital are all significant campuses with plans to expand. Gresham Golf Course is also an important destination.

STEERING COMMITTEE

Trell Anderson - Catholic Charities

Trell is the interim Co-Executive Director and Director of Housing and Community Development for Catholic Charities. He has been a regular transit rider for many years.

John Bildsoe - Gresham Coalition of Neighborhood Associations

John developed an interest in transit while first commuting by bus to PSU, then for many years on Japanese mass transit. He now lives a quieter life in Gresham between Powell and Division, but still makes the occasional commute to downtown Portland.

Lori Boisen - Division-Midway Alliance

Lori has lived in the Powellhurst-Gilbert neighborhood since 1998. She is involved in local business associations, Venture Portland and the Midway Business Association. Lori is the District Manager for the Division Midway Alliance for Community Improvement, a nonprofit dedicated to revitalizing the commercial corridor and community along Division Street between 117th and 148th Avenues.

Devin Carr - Student and transit rider

Devin is 18 years old and is going to PCC and PSU for Civil Engineering to focus on urban and regional planning. As part of his Eagle Scout project, he focused on transit, looking at ways to reduce transfers and speed up travel times in east county. In his free time he studies how new transit modes work in other cities. He also has the entire TriMet system memorized.

Matt Clark - Johnson Creek Watershed Council

Matt's career has focused on water resource management and ecological restoration. Before becoming the Executive Director of the Johnson Creek Watershed Council in October 2007, he worked for two tribal governments on river restoration projects.

Councilor Shirley Craddick - Metro - co-chair

Shirley is a retired registered dietician and health researcher, working at Kaiser Permanente's Center for Health Research for 33 years. She served on Gresham City Council from 2004 to 2010 and became a Metro Councilor in 2011. She led the successful East Metro Connections Plan and will now serve as co-chair of the Powell-Division Steering Committee.

Bill Crawford - Southeast Uplift Neighborhood Coalition

Bill has long been interested in planning, transportation and sustainability issues, stemming from his time as a journalist for local and national publications. He recently attended the PSU Traffic and Transportation class and received his certificate in Sustainability Leadership from the University of Oregon.

Representative Shemia Fagan - Oregon State Legislature

Shemia grew up in rural Oregon and now serves as District 51's representative. She is involved with the Education, Business and Labor committees and is the Vice-Chair of the Veteran's Affairs and Emergency Preparedness Committee.

Heidi Guenin - Upstream Public Health

Heidi has worked with Upstream Public Health since 2010, focusing on making sure transportation policies and investments promote community health and reduce health disparities between different groups. She has a Master's in planning from PSU and is completing her last requirements for a Master's in public health from OHSU. She lives in inner Southeast Portland and gets around primarily by foot, bike and transit.

Jessica Howard - President, Portland Community College Southeast

Jessica is the campus president of the Southeast/Extended Learning Campus of Portland Community College. She holds a Ph.D. from New York University in Performance Studies and, from Rice University, degrees of Master of Music, Bachelor of Music, and Bachelor of Arts in English. Prior to moving to Portland with her family in August of 2012, Dr. Howard enjoyed a long tenure at San Antonio College in San Antonio.

Nicole Johnson - OPAL Environmental Justice Oregon

Nicole grew up in Portland and is a graduate of PSU. She engages with a broad range of transit-dependent youth through her work as a Youth Organizer at OPAL Environmental Justice Oregon, and supports youth transit riders within OPAL's Bus Riders Unite Leadership Committee, as well as the Multnomah Youth Commission's Sustainability Committee.

Kem Marks - East Portland Neighborhood Office and East Portland Action Plan

Kem is a Southeast Portland resident and lives along Powell Boulevard. He is active in the Powellhurst-Gilbert Neighborhood Association, East Portland Land Use and Transportation Committee, and the East Portland Action Plan. He regularly walks and rides transit in the corridor.

Neil McFarlane - TriMet

As the General Manager of Trimet, Neil headed up the agency's Capital Projects division where he led the development, design and construction of the Airport, Interstate, I-205/Portland Mall light rail projects as well as the WES Commuter Rail project. In addition to his commitment to rail projects, Neil has advanced extensive capital investments in the bus system.

Commissioner Diane McKeel - Multnomah County

Diane represents District 4 on the Multnomah County Board of Commissioners, which includes east county and the cities of Fairview, Gresham, Troutdale and Wood Village. She chairs the East Multnomah County Transportation Committee and is the county's representative on the Joint Policy Advisory Committee on Transportation.

Melinda Merrill - Fred Meyer

Melinda is Director of Public Affairs for Fred Meyer stores. She has been with Fred Meyer for eight years and spent the previous eight years at the Portland office of Hill & Knowlton, an international public relations and public affairs firm.

Diane Noriega - Board Chair, Mount Hood Community College

Diane enjoyed a long career as an educator, first as a teacher and then as a college professor and finally as a university administrator. She was elected to the Mt. Hood Community College District Board of Education in 2011 and currently serves as board chair.

Commissioner Steve Novick - City of Portland

Steve grew up in Oregon and attended University of Oregon before going to Harvard Law. He joined the Portland City Council in 2013 and is the Transportation Commissioner. In that role, he works closely with transportation agencies and organizations and has become an advocate for reducing congestion and increasing health through active transportation.

Raahi Reddy - Asian Pacific American Network of Oregon and University of Oregon Labor Education and Research Center

Raahi is a board member of Asian Pacific American Network of Oregon and was a national board member of the Asian Pacific American Labor Alliance. As a faculty member at the University of Oregon's Labor Education and Research Center, she researches strategies to address the needs of low-income working families in Oregon and runs leadership development programs for union and community leaders.

Councilor Bob Stacey - Metro - co-chair

Bob has 37 years experience in the public sector, non-profit and law practice. His term as a Metro Councilor began in 2013, following a campaign focused on transportation. He will serve as a co-chair on the Powell-Division Steering Committee.

Councilor Lori Stegmann - City of Gresham

Lori grew up in the Rockwood neighborhood and chose to locate her Farmer's Insurance agency there. She is co-founder of the Rockwood Business Coalition and has served on a Gresham City Councilor for 3 years.

Jason Tell - Oregon Department of Transportation

Jason has worked in several positions at ODOT since 1996. Currently, he is Region 1 Manager and oversees the planning, design, construction, maintenance and operation of transportation infrastructure in the Portland region and Hood River County. Jason has more than twenty years of federal and state government experience and has worked extensively on legislative, policy, and funding issues.

Matt Wand - East Metro Economic Alliance

Matt has lived in east county for his entire life and comes from one of the pioneer families. He served two years on Troutdale City Council and one term in the State Legislature. For most of his career, he has represented construction companies in public works projects and private projects. He graduated from Reynolds High School, attended Mt. Hood Community College and graduated from PSU and Lewis and Clark Law School.

The steering committee will work together to understand public input and technical analysis and to make good decisions that have community support. Committee members include residents, transit riders, community organization leaders, business representatives, elected officials and agency directors.

They will play a central role in identifying a new transit project and shaping a development strategy for key places in Gresham, East Portland and Southeast Portland. Public input opportunities will precede the decisions steering committee members will be asked to make. They will receive public input in advance of their meetings so that they are aware of community needs and desires.

The Steering Committee is anticipated to meet five times over the course of 2014-15.

more information can be found at:
www.oregonmetro.gov/powelldivision

Materials following this page were distributed at the meeting.

Thanks for giving me something to start with! You did a good job of capturing the many places my brain went, but if it's helpful, I'll just boil down my comments to a couple issues:

I'm concerned with the steering committee operations:

-How we engage one another and have the time to really understand the many perspectives at the table what groups or communities are other steering committee members part of, hoping to represent the interests of, etc.

-Is it even possible to have anything more than a surface discussion in the timeframe that we are currently scheduled for? How do we avoid acting as a rubber stamp?

-Having fixed dates on the calendar with plenty of time in advance is absolutely necessary.

I would like to know how we're going to address potential displacement along the corridor.

There are pockets of low-wage earning households and areas already identified by the City of Portland as threatened by gentrification.

Thank you!

Heidi Guenin Transportation Policy Manager at Upstream Public Health
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Three Steps after CRC Debacle to move NW OR and SW WA Forward Together

We need to step back as a region and decide what steps to take next for transportation between Portland and Vancouver. I went to many of the early CRC meetings in North Portland and Vancouver to advocate for an iconic bridge between the two cities along the lines of the current PDX to Milwaukie MAX bridge. I was told that this wasn't going to happen because of Pearson Airport and other unspecified reasons.

So now CRC as we know it is a dead project. Lets do three things to help move our region forward and become more inter-connected. First we should use the Powell Blvd. alignment for a MAX line to I-205. In the future, that line could be extended to Gresham and MHCC or send the line south on I-205 to Foster or Sunnyside and then out to Damascus if they ever get their act together. Damascus should revisit the approved plan from the Damascus/Boring Concept Plan that was approved before they incorporated. Higher density, more parks on the buttes, and less sprawl issues was the citizens choice who spent the time thinking about the alternatives.

Building MAX on Powell will support a neighborhood (Inner/Outer SE PDX) that uses mass transit more than just about any other part of Portland. The expensive part will be from 17th to 52nd since that section would need to be elevated in my opinion. Building MAX on Powell will also help move the Green Line (Clackamas TC to PDX) into a straighter alignment and remove the detour currently taken North to the I-84 corridor. Quicker arrival time to downtown should increase ridership.

With the Green Line removed from the northern alignment, a conversation with Vancouver about their wishes to have MAX extended from Portland International Airport to a terminus in Washington State (like Vancouver Mall area) should have been started. The region would get both sides of the Columbia connected in a second, very important way. The Red Line could then start in Vancouver and every fifteen minutes a train would be stopping at the Airport. I think the feds and Washington State law makers would go for this.

Then the third step is to revisit the CRC concept at some point in the future. Maybe a bridge is build down river (very iconic since no airport glide paths will be affected) and will be tolled and have room for a rail component at a later date. Bikes and people cross at no charge of course. Or a bridge is needed closer to Gresham and Outer Clark County (since Clark County believes in sprawl). This third step needs to stay flexible in order to get it right.

The original two bridges that make up the I-5 crossing will be replaced at some point. But our region cannot let it's replacement plans (CRC debacle) be a stop sign to getting the two sides of the river closer together in multiple ways.

Ray Whitford

Hello-

I will not be able to attend tonight's meeting, but I would still like to make some comments regarding the proposed Powell/Division transit study. I have heard many city planners and elected officials encouraging residents to be in support of a Bus Rapid Transit system as the locally preferred mode in this important corridor. While I view BRT as a viable option, I would suggest that planners keep from making it seem as though BRT is the only alternative, since that's the purpose in this transit study in the first place: to determine the best mode ("best" meaning most supported by the public as well as the most feasible).

That being said, I personally would prefer a street car system to BRT in this corridor. BRT doesn't engender the kind of long lasting infrastructure businesses are attracted to by having dedicated rail lines installed. Businesses can count on a long-range investment from municipalities if tracks are laid. Also, people in general, but especially in this area, are more comfortable riding a train rather than riding a bus. So if we are trying to encourage mass transit or economic growth, dedicated rail is a much superior option.

Thanks for considering my comments.

Best,

Chris Bentley
Natural Resource and Sustainability Committee, City of Gresham

MEETING PROTOCOLS AND PROPOSED DECISION MAKING PROCEDURES

MEETING PROTOCOLS

- Arrive on time
- Actively listen to public comments
- Actively listen to each other
- When you want to speak, stand your name tent up on end
- Be mindful of how long you speak
- After the meeting, let staff know if there is anything that would help you feel more comfortable participating

DECISION MAKING

The Steering Committee will use a consensus-based approach for decision making, meaning decisions move forward because they are supported by members but are not necessarily the favorite choice of each individual member.

Step 1: A committee discussion will follow the presentation of technical information and community input. After questions are answered and concerns are discussed, there will be a call for consensus and you will be asked to indicate your level of support for a proposed decision by raising a color card.

Green I support this.

Yellow I have concerns that will need to be addressed or am skeptical, but I will not block this.

Red I do not support this.

Step 2: People who raised yellow cards will share their concerns. These will be recorded and may include:

- Considerations that should be addressed as the project moves forward
- Modifications or additions to the decision
- General statements you want included in the meeting record

Step 3: People who raised red cards will share:

- Based on the yellow card discussion, whether they would still raise a red card
- Considerations that should be addressed or modifications to the decision that would move them from a red card to a yellow card

Step 4: If the proposed decision has substantively changed, you will be asked to indicate your level of support by raising a color card.

Reaching consensus: A proposed decision with modifications or additions will be confirmed upon reaching consensus, as indicated by green and yellow cards.

Consensus is not the same as unanimity. Following a good faith discussion, the committee may choose to move forward with red cards remaining. Red card concerns will be addressed moving forward to the greatest extent possible.

Should the committee be fundamentally divided, alternatives will be developed based on the issues raised and new proposals will be brought back to the committee for consideration. If the committee remains divided, the proposals will be separated into elements; those with support will move forward. For the unresolved elements, the co-chairs will answer the question: Can the project move forward with uncertainty on this element? If certainty is needed, the committee will use a simple majority vote.

