

Metro | Agenda

Meeting: Powell-Division Transit and Development Project Steering Committee
Date: Monday, September 29, 2014 from 4 to 6 p.m.
Place: St. Philip Neri, 2408 SE 16th Ave., Portland
Outcomes: 1) Identify most promising transit alternatives to study further
2) Review recommended opportunity areas

4:00 **Welcome, introductions and agenda review** - Metro Councilors Craddick and Stacey

4:10 **Public comment**

4:20 **Transit alternatives for further study**

- Staff presentation on range of transit alternatives - Brian Monberg, Metro
- Overview of initial screening findings
- Overview of public engagement findings, including equity work group
- **Discussion** - All, facilitated by Councilors Craddick and Stacey
 - Transit vehicle types
 - Routes
- **ACTION: The Steering Committee will seek consensus on promising alternatives to study further**

5:30 **Land use and identified opportunity areas**

- Staff presentation on places identified for more focused study for land use opportunities - Gresham and Portland staff and Dr. Lisa Bates
- **Discussion** - All, facilitated by Councilors Craddick and Stacey

6:00 **Adjourn**

Open house follows from 6 to 7p.m.



Powell-Division Transit and Development Project Steering Committee
Monday, June 23, 2014
4 to 6 p.m. at East Hill Church, Gresham

Committee members present

Shirley Craddick, Co-chair
Bob Stacey, Co-chair
John Bildsoe
Lori Boisen
Devin Carr
Bill Crawford
Heidi Guenin
Kem Marks
Bernie Bottomly for Neil McFarlane
Diane McKeel
Melinda Merrill
Steve Novick
Raahi Reddy
Lori Stegmann
Jason Tell
Matt Wand

Metro Council
Metro Council
Gresham Coalition of Neighborhood Associations
Division-Midway Alliance
Student and transit rider
Southeast Uplift Neighborhood Coalition
Upstream Public Health
EPNO and EPAP
TriMet
Multnomah County
Fred Meyer
City of Portland
APANO and University of Oregon
City of Gresham
ODOT
East Metro Economic Alliance

Committee members excused

Jessica Howard
Trell Anderson
Matt Clark
Shemia Fagan
Nicole Johnson
Diane Noriega

Portland Community College, SE Center
Catholic Charities
Johnson Creek Watershed Council
Oregon State Legislature
OPAL Environmental Justice Oregon
Mount Hood Community College

1.0 Welcome and introductions

Co-chair Shirley Craddick convened the meeting at 4:04 p.m. and welcomed committee members. She asked each member to introduce themselves and note their organizational affiliation. Following introductions, Co-chair Craddick introduced Mr. Brian Monberg, Ms. Dana Lucero, and Ms. Deb Meihoff.

Co-chair Bob Stacey asked the committee for a motion to approve the meeting summary from March 17, 2014. Councilor Lori Stegmann moved to approve the summary, Commissioner Diane McKeel seconded the motion, which passed unanimously.

Co-chair Stacey then reviewed the agenda, and asked for public comment.

2.0 Public comment

Ms. Marlene Byrne, representing her condo association on 181st and Powell, voiced concerns about the property taxes declining due to high capacity transit along Powell. She explained that the association is also concerned about increased crime, and requested information regarding high capacity transit's effect on both crime and property taxes. Ms. Byrne also noted that the association wants north/south transit to be a higher priority than it is currently.

Mr. Bob Clark expressed concern about the potential loss of auto capacity on Powell. He noted that many people commute by car to save time, and this project could increase commute times. Additionally, he expressed concerns about the project overwhelming the neighborhood, citing Division as an example.

3.0 Project foundation

Mr. Brian Monberg overviewed the need for the project and its opportunities. He explained that the committee is charged with helping to define the new transit route, mode, and station areas, as well as creating a development strategy for key areas in the corridor. He outlined the project timeline and noted that it is ambitious, but explained that the transit and development investment can fit within a larger context of investments in this area. Mr. Monberg also explained the project history and Powell-Division's emergence from the regional work to prioritize transit lines. He noted the corridor's importance as an emerging educational corridor with potential for economic development at major destinations.

Mr. Monberg then noted the high level of ridership and the diverse communities in the corridor currently. He discussed the high ridership on the 4 (Division) and 9 (Powell) bus lines, which data shows provide good service; it does, however, show areas that could be improved upon. He outlined the public input received regarding desirable transit characteristics. Popular comments included: on-schedule arrivals, the need for buses to come more often and the desire for quicker trips.

The project hopes to improve service by utilizing best practices from around the region and the country.

He focused on implementation next, and iterated the project schedule as well as current capital investments in the corridor.

Mr. Monberg then explained the project process which includes narrowing the range of alternatives, evaluating the options, and recommending an action plan. He noted the technical assessments and public engagement that were already done, as well as the equity discussion the Steering Committee took part in on June 2, 2014.

Following Mr. Monberg's presentation, Mr. Alan Lehto provided an update on the Eastside Service Enhancement Plan. He outlined TriMet's effort to create a shared vision for meeting transit needs not currently met. He showed a snapshot of the system, and explained that the focus was on improving transit and adding lines as they would be needed.

Mr. Lehto noted that, according to the current data, service would need to be doubled in 20 years. He explained that public engagement has shown public focus on improved access to jobs, housing, and appointments, frequent service on existing lines, more new connections, expanded north/south service, more weekend service, and better access to bus stops.

He then provided an overview of the project schedule and described the federal funding programs, New Starts and Small Starts.

The committee then discussed questions and information that will be useful.

Questions about project scope and processes

- How does affordability fit into transit plans such as this?
- What is the preferred method to give feedback to staff on routes and stops?
- Will the new transit bridge count toward the 50% designated transit lane requirement of the Federal Transit Administration's New Starts funding program?
- How do the Federal Transit Administration's Small Starts and New Starts funding requirements compare with the Institute for Transportation and Development Policy's bus rapid transit standards? Do we think we can build a BRT that meets the New Starts requirements?
- What are tour dates this summer?
- What capacity do we have to identify potential/future riders (transit converts)?
- Do different modes and lengths of trips serve different people? If so, can we know how many riders?
- Why didn't the survey have questions about safety?
- What has been done to engage businesses along the route?
- What are traffic counts in the area, along the corridor?

- Are there statistics to draw parallels/connections between property values, safety, and economic development? Do we know what impacts high capacity transit has on crime or property values? Does it differ by mode?
- How can food access be included in our thinking/planning?
- Can we get maps of ridership numbers for lines at each bus stop?
- Are there studies of past local light rail projects that would explain the differing outcomes we see in the region? For example, why are there differences between Kenton and Rockwood?
- How does ridership correlate to auto congestion?
- Are we looking at models of places that have leveraged high capacity transit investment for complete station area build out that includes community facilities and infrastructure?

4.0 Adopt project outcomes and goals

Ms. Lucero reviewed the consensus method for decision making and outlined the changes that were made to the draft goals and outcomes following the March 17 Steering Committee meeting. The draft presented was the third iteration of the draft goals and outcomes and includes language about safety, access and displacement.

Co-chair Craddick called for consensus on the project outcomes and goals. Yellow cards were raised by Mr. Tell, Mr. Bottomly, and Mr. Bildsoe and a red card was raised by Mr. Wand.

Those that raised yellow cards were asked to voice their questions and/or concerns.

- Mr. Tell expressed concern about reaching the goals and aspirations of the committee. He explained that the project may not ultimately match up with all of the group's aspirations. He noted that the large goals were not negative, but as the process moved forward, they would need to be reconciled with what's possible through one project.
- Mr. Bottomly explained that he was happy with the language, but wanted to acknowledge the large number of trips that do not go the full length of the corridor. TriMet does not wish to inhibit riders from embarking and disembarking as is convenient, but hopes to create more predictable, fast transit. He noted that trade-offs may need to be made between speed and spacing of stops.
- Mr. Bildsoe asked that more data be made available, noting that he was somewhat uncomfortable with the process, and would remain so, until the appropriate data was made accessible.

Those that raised red cards were asked to voice their questions and/or concerns.

- Mr. Wand stated his discomfort with the first outcome, but noted that his real concern was with the language stating that the committee would prevent market driven displacement. He noted that this was an overstatement of the committee's power and could infringe on property owners rights. Additionally,

he hoped that some displacement would occur in order to create a more diverse, economically integrated area that would alleviate pockets of poverty by integrating residents of all economic situations.

Ms. Meihoff suggested that language be found that would assuage Mr. Wand's concerns regarding displacement without creating red card concerns for other committee members. Mr. Wand noted that if the word "involuntary" was placed before "displacement" in the goal, he would move from a red card to a yellow. The language suggested is as follows:

Project outcomes

The Powell-Division Transit and Development Project will result in an actionable plan for key places (future station areas) and improved mobility to address long-standing infrastructure and investment issues along Powell-Division. The action plan will strive to:

- 1) Create a vision and development strategy for key places that promotes community-driven and supported economic development and identifies tools and strategies that mitigate the impacts of market pressures that cause involuntary displacement.
- 2) Identify a preferred near-term high capacity transit solution for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding. The solution will include mode, alignment and station locations with supporting transportation improvements.

Project goals

- **Transportation:** People have safe and convenient transportation options – including efficient and frequent high capacity transit service that enhances current local transit service – that get them where they want to go and improves the existing system.
- **Well-being:** Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.
- **Equity:** Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven involuntary displacement of residents and businesses and to equitably distribute the benefits and burdens of change.
- **Efficiency:** A high capacity transit project is efficiently implemented and operated.

With this addition, Councilor Craddick called for consensus again. Yellow cards were raised by Mr. Wand, Councilor Stegmann, and Mr. Bildsoe.

Those that raised yellow cards were asked to voice their questions and/or concerns.

- Councilor Stegmann asked that the language about preventing displacement be softened, as it could give the impression that economic development would be discouraged. Additionally, she worried that the limited power of the committee would not allow it to truly mitigate displacement, so making it an explicit goal would set the committee up for failure.
- Committee members discussed the language and their concerns with softening it, noting that economic development should not be discouraged but gentrification and displacement should. Mr. Marks suggested the project attempt to put tools in place to allow people to stay in their homes if they so wish, citing examples of cities that were able to mitigate gentrification through public/private partnerships.
- Commissioner Novick suggested that City of Portland staff give a presentation in September on what tools are available at the city level to help mitigate displacement. Mr. Bottomly noted that the Federal Transit Administration offers few tools for mitigating displacement.
- Mr. Bildsoe explained that he would not move to a green card until the data was made available.
- Mr. Wand explained that he still had concerns, but did not wish to block the process.

The project outcomes and goals were adopted.

5.0 Information to distinguish promising alternatives

Mr. Monberg outlined measures proposed to evaluate the project's success in reaching each goal. He asked that the committee discuss information needs for future decision-making. Co-chair Stacey called for questions and specific information needs, and a list was compiled by the group.

- Areas along the corridor have large lots that are undeveloped or underdeveloped
- Current travel time reliability, including for north/south transfers
- Right-of-way that would be required in relation to mode (e.g., bus turn radius)
- More information about all the rights-of-ways under consideration
- Definition of populations of concern
- Gresham Vista Business Park's potential for ridership generation
- Tools available for employers to encourage transit ridership
- Key economic development opportunities planned or underway
- An understanding of what funds we have, and what is competitively available
- Potential choke points for cross traffic under various alternatives
- Opportunities to connect to parks and natural areas
- Capacity/need for bike to transit options - bike racks, storage, etc.
- Extent to which we can convert existing residents into riders
- An understanding of the type of economic development we are supporting
- Positive and negative impacts under equity (i.e., economic development, eminent domain)

- High capacity transit experiences from comparable communities
- Distinction between equitably distributing benefits and impacts and the potential for remedying existing inequities
- Project's effect on affordability and different alternatives access to transit
- Student needs
- Bus rapid transit standards versus frequent bus service
- Operating versus construction costs for different modes

6.0 Adjourn

Co-chair Stacey adjourned the meeting at 6 p.m.

Meeting summary respectfully submitted by:

Camille Freestone

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	6/23/14	6/23/14 Steering Committee Agenda	062314pdsc-01
2	Summary	6/23/14	Steering Committee Summary	062314pdsc-02
3	Meeting Summary	3/17/14	3/17/14 Meeting Summary	062314pdsc-03
4	Document	3/17/14	Meeting protocols and procedures	062314pdsc-04
5	Document	5/9/14	Steering Committee feedback: goals, outcomes, and informational needs	062314pdsc-05
6	Document	6/2/14	Steering Committee discussion	062314pdsc-06
7	Document	6/23/14	Public Engagement Report	062314pdsc-07
8	PPT	6/23/14	Powell-Division Transit and Development	062314pdsc-08

Steering Committee Meeting September 29, 2014

Summary - Where we are, decisions and next steps

On June 23 the committee:

- Discussed the type of project we want to build and the process to get there
- Adopted project outcomes and goals
- Discussed information to help narrow transit alternatives

On September 29, the committee will:

- Review potential transit alternatives with information about trade offs
- Identify transit alternatives that should advance for further study
- Review recommended opportunity areas

Next Steps

- Begin transit design concepts based on steering committee agreement
- Opportunity Areas - detailed real estate analysis, community workshops, development of land use vision to support equitable development.



Table of contents

- Page 2 - Findings; promising alternatives to study further (ACTION)
- Page 4 - Transit alternatives
- Page 8 - Summary findings
- Page 9 - Public findings
- Page 10 - Station opportunity areas
- Page 12 - Next steps and schedule

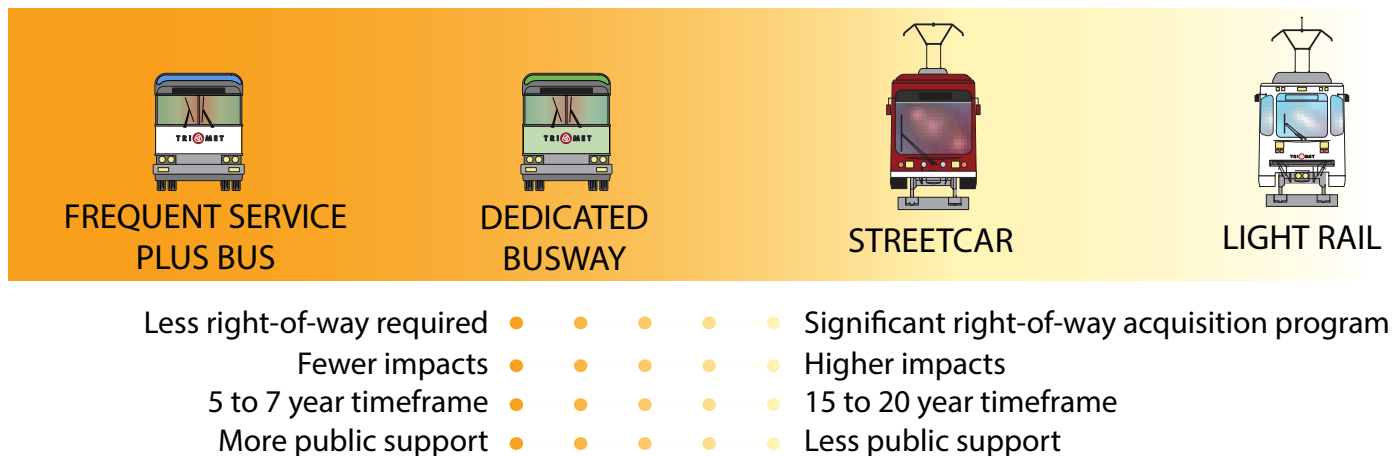
Background

During the summer of 2014, a range of transit alternatives, both transit vehicle type and route, were developed and screened through public engagement and technical analysis. This work was a collaboration among Metro, the cities of Gresham and Portland, Multnomah County, TriMet and the Oregon Department of Transportation. More information can be found at: www.oregonmetro.gov/powelldivision.

- Transit Alternatives Screening Report
- Public Engagement Report
- Draft Title VI and Environmental Justice Demographic Baseline Analysis
- Transit Technical Memo
- Transportation Technical Memo
- Opportunity Area Selection and Key Issue Summary

Vehicle type findings for consideration (pages 4, 5, 8 and 9)

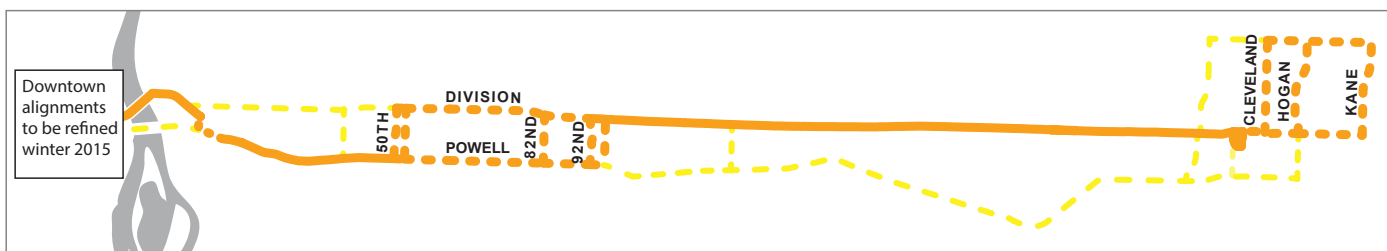
This initial screen identifies **bus options** as more promising for this corridor based on ability to serve existing riders and key destinations, compatibility with existing transportation investments in the corridor, fewer potential impacts and public support.



Route findings for consideration (pages 6 through 9)

This initial screen identifies the **inner Powell Boulevard transitioning to Division Street** route as more promising based on the following:

- Serves key destinations
- Connects the greatest number of people riding transit
- More public support



Potential routes for consideration

Overall findings

- Transit ridership is **high and increasing**. There are many people that ride transit.
- Powell and Division must continue to serve freight, auto, bicycle and pedestrian needs.
- In this developed urban corridor, it is important to **maximize use of existing infrastructure while minimizing impacts** to residents, businesses, utilities and the traffic network.
- It would be necessary to **add dedicated transit lanes for light rail** on either Powell or Division, which would require a significant right-of-way acquisition program.
- Inner Powell and transitioning to Division is the most promising route in serving ridership for **environmental justice populations**.
- People favor alternatives that arrive **more frequently**, provide a discernibly **quicker ride**, support increased access to transit and important destinations, and have a strong **cost-to-benefit ratio**.
- There are opportunities for, and a public interest in, the project to advance aspirations related to **equity and community-supported development**.
- The current challenges faced by communities in Southeast Portland, East Portland and Gresham differ. The **solutions need to be context-specific** rather than one size fits all.
- Better transit will be welcome, and it should **complement local transit service**.

ACTION





The Steering Committee will seek consensus on promising alternatives to study further.





















- **Transit vehicle type:** Which vehicle types are most promising for this corridor?
- **Route:** What routes should be studied in more detail?

What's next?

With agreement on the more promising alternatives, we will begin more detailed assessment into the following areas:

- **Local bus service.** With narrowed routes, a work group and technical analysis will be initiated to study options for local bus service in the corridor with the new transit service.
- **Traffic analysis and concept design on a narrowed set of alternatives.** This will include further discussion of locations including (but not limited to) Milwaukie Ave/ Powell Blvd, potential north/south transitions in Portland and connections to Downtown Gresham and Mount Hood Community College.

	RAIL		BUS RAPID TRANSIT	
	LIGHT RAIL  <p>MAX light rail system</p>	RAPID STREETCAR  <p>Similar to existing Portland Streetcar with significant portions of the line running in transit-only lanes</p>	DEDICATED BUSWAY  <p>Frequent bus service with significant portions of the line running in transit-only lanes. Buses and stations would have higher level of amenities (compared to existing bus stops).</p>	FREQ SERVICE PLUS BUS  <p>Frequent bus service mostly operating in mixed traffic with focused transit priority treatments. Buses and stations would have a higher level of amenities (compared to existing bus stops).</p>
Operational Characteristics	<ul style="list-style-type: none"> Operates on fixed rails in right-of-way separate from traffic. Includes signal priority at traffic signals, where appropriate. Operates every 15 minutes or better, every day. Service frequency is generally increased during peak hours. 	<ul style="list-style-type: none"> Operates in exclusive transit lanes for the majority of length. Includes signal priority at traffic signals, where appropriate. Operates every 15 minutes or better, every day. Service frequency is generally increased during peak hours. 	<ul style="list-style-type: none"> Operates in exclusive transit lanes for the majority of length. Includes turnouts or pullouts where appropriate and signal priority at stoplights. Integrates with the local bus system, but with higher speeds, higher frequency and more substantial stations, connecting concentrated housing or local bus hubs and employment areas. Operates every 15 minutes or better, every day. Service frequency is generally increased during peak hours. 	<ul style="list-style-type: none"> Operates in the roadway in mixed traffic, but with signal priority for stoplights, and some exclusive right of way as available. Integrates with the local bus system, but with higher speeds, higher frequency and more substantial stations. Operates every 15 minutes or better. Service frequency can be increased during peak hours.
Carrying capacity	<ul style="list-style-type: none"> Carries about 266 passengers (seated and standing). Includes two car configurations. 	<ul style="list-style-type: none"> Carries 81 passengers (seated and standing). Includes one car configurations. 	<ul style="list-style-type: none"> Carries 80 passengers (seated and standing). Utilizes coach-style, articulated or higher capacity buses. 	<ul style="list-style-type: none"> Carries 80 passengers (seated and standing). Utilizes coach-style, articulated or higher capacity buses.
Station amenities	<ul style="list-style-type: none"> Spaced 1/2 to 1 mile apart. Includes shelters, real-time arrival information, platforms that are ADA accessible, ticket machines, art and often bike parking. 	<ul style="list-style-type: none"> Spaced approximately 1/2 mile apart. Includes real-time arrival information, ADA accessible platforms, shelters and ticketing machines and art. 	<ul style="list-style-type: none"> Spaced approximately 1/2 mile apart. Includes shelters, real-time arrival information, platforms that are ADA accessible, ticketing machines, signature branding and art. 	<ul style="list-style-type: none"> Spaced approximately 1/2 mile apart. Includes shelters, real-time arrival information, platforms that are ADA accessible, ticketing machines, signature branding and art.

	RAIL		BUS RAPID TRANSIT	
	LIGHT RAIL	RAPID STREETCAR	DEDICATED BUSWAY	FREQ SERVICE PLUS BUS
Capital Cost	\$\$\$\$	\$\$\$	\$\$	\$
Transit Envelope				
Carrying Capacity				
Timeframe to Implement				
Traffic Priority	+++	++	++	+
Service Standard				
Station Amenities				



Capital Cost

Infrastructure cost represents the physical improvements and investment needed to make a transit option viable, including exclusive lanes/trackway, bridges or structures, signals and stations. Some transit options require more infrastructure and capital investment than others. \$-250M or less \$\$-250M to 750M \$\$\$-750M to 1B \$\$\$\$-1B+




Transit Envelope

Transit envelope is a function of the full right of way required for the particular mode and other infrastructure (such as catenary and rails) that are necessary for operation. Rail installation has the disadvantage of interfering with access to buried utilities.



Carrying Capacity

Approximate total number of passengers that can fit in each mode (sitting and standing).
 ~10 passengers



Timeframe to Implement

The time it takes to plan, design and construct transit projects varies depending on the type of transit and the associated infrastructure.  ~ 5 years



Traffic Priority

Exclusive travel lanes, turn lanes, and efficiency in traffic are associated with the design of each alternative. Light rail would have exclusive right of way, and therefore, operate more efficiently, however, it may impede driveway or parking lot access. Rapid Streetcar and Dedicated Busway would have significant portions running in exclusive lanes but also have the flexibility of running in mixed traffic which could cause delay to other modes.



Service Standard

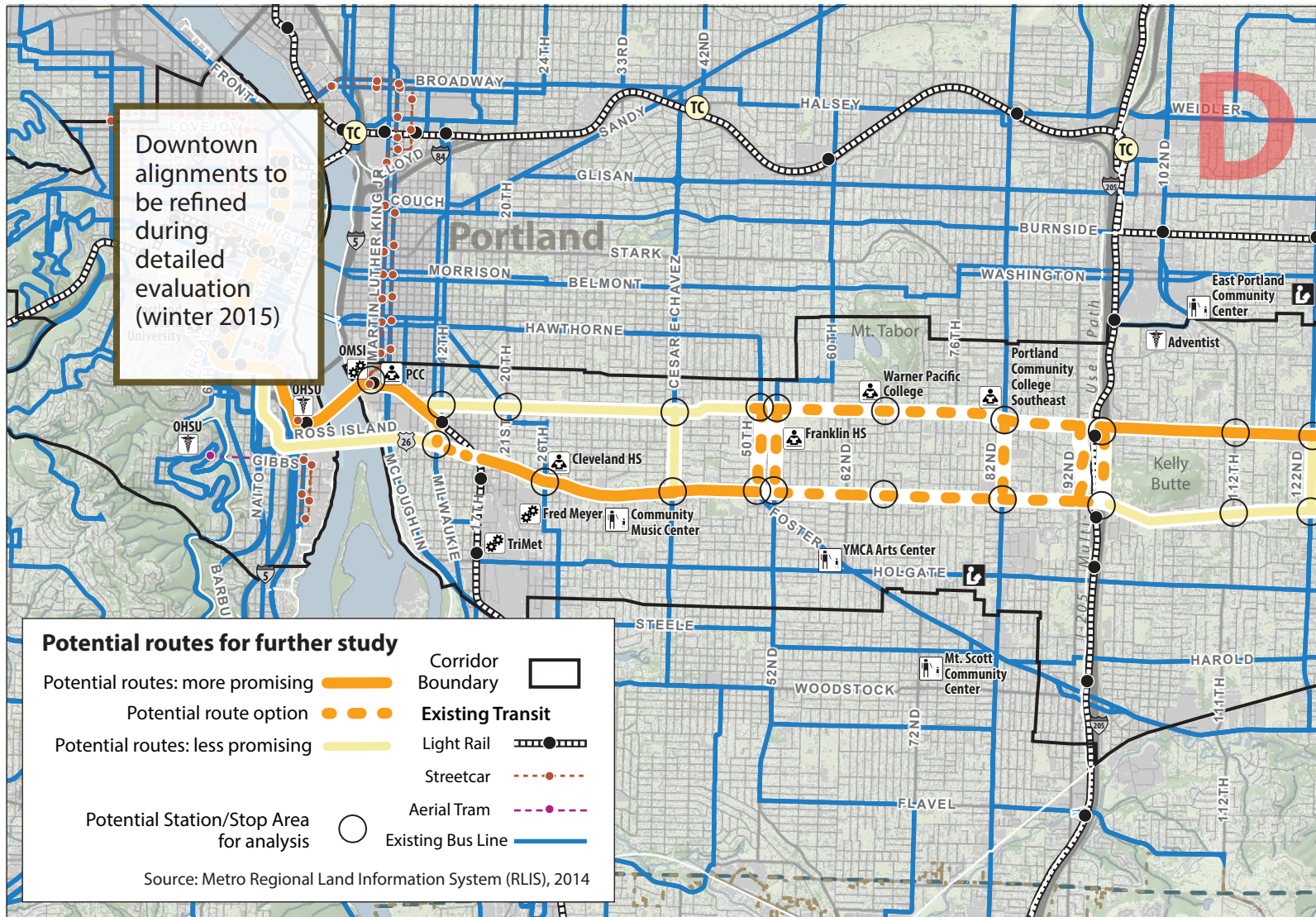
The most amount of time between vehicles during peak periods (in minutes). Frequency for all modes is 15 minutes or better.



Station Amenities

Amenities include shelters, real-time arrival information, platforms that are ADA accessible, ticket machines, art and often bike parking.

For consideration: potential routes for further study



Proposed Vehicle Alternatives studied in initial screen

LESS PROMISING

LIGHT RAIL



RAPID STREETCAR



MORE PROMISING

DEDICATED BUSWAY

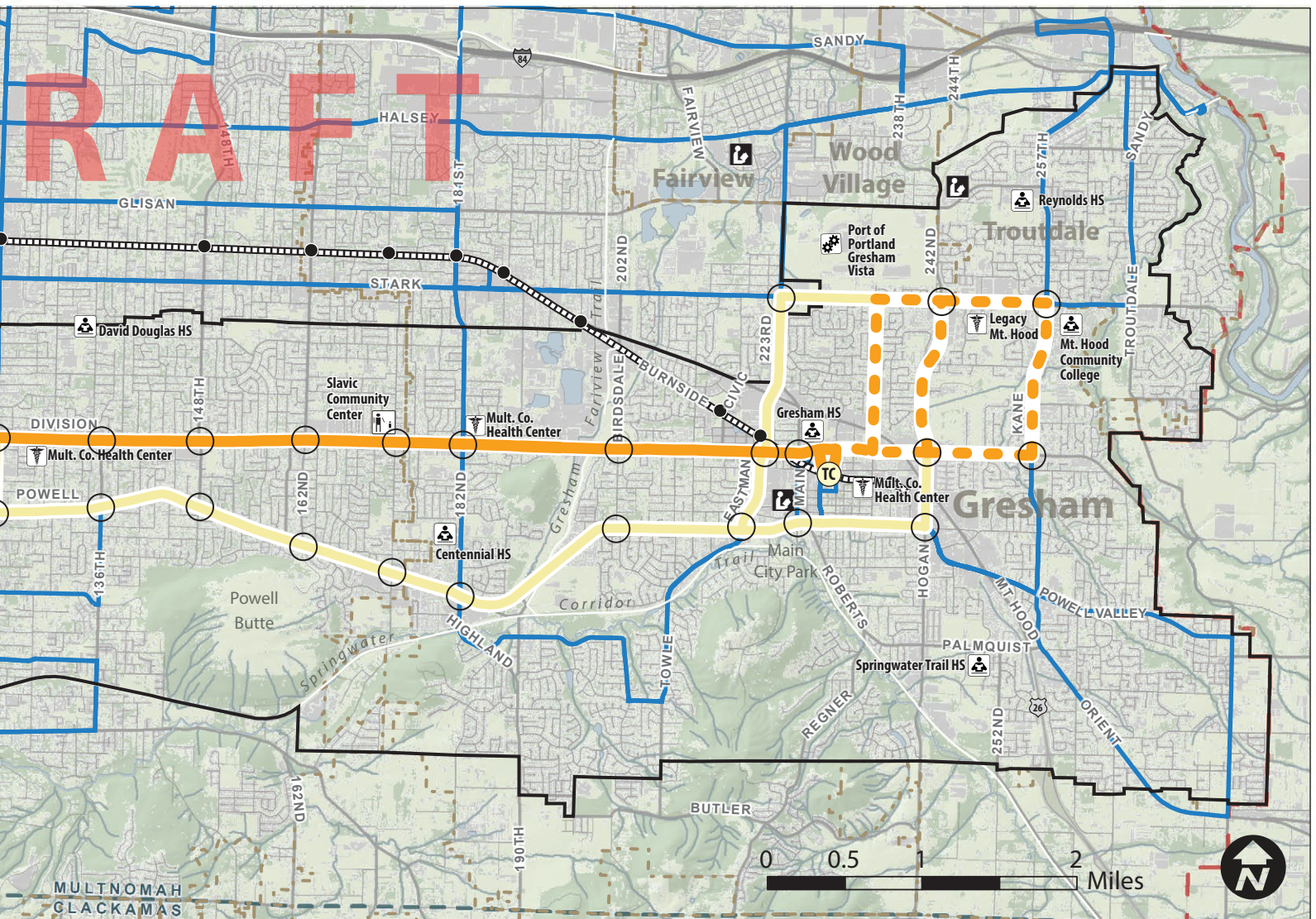


FREQ SERVICE BUS PLUS



With agreement on the more promising routes, we will begin detailed assessment into the following areas:

- Local bus service connections to the transit project.
- Traffic analysis and concept design on a narrowed set of alternatives. This will include further discussion in locations including (but not limited to) Milwaukie Ave/Powell Blvd, potential north/south transitions in Portland and connections to Downtown Gresham and Mount Hood Community College.




Proposed Routes studied in initial screen

- From downtown Portland, Division Street
- From downtown Portland, Powell Boulevard
- From downtown Portland, inner Division Street and transitioning to Powell Boulevard
- From downtown Portland, inner Powell Boulevard and transitioning to Division Street

Based on the direction of the above proposed transit routes, there are three areas with more detailed route options. These include:

- **Willamette River crossing:** Project team has explored using either the Ross Island Bridge or the Tillikum Crossing to cross the Willamette River.
- **Portland north/south connections:** If the transit alignment includes both Powell and Division in Portland, there are several potential north/south transition streets.
- **Gresham north/south connections:** There are options to connect Downtown Gresham to the intersection of Kane Drive (257th) and Stark near Mount Hood Community College.

Between June and September 2014, staff at Metro, the cities of Gresham and Portland, Multnomah County, TriMet and ODOT collaborated on an initial screen of a wide range of alternatives. The findings summarized appear in full in the **Transit Alternatives Screening Report**.

Less Promising  More Promising

Supports existing plans,
policies and investments?
Serves existing and future
transit travel demand?
Links key destinations?
Impacts are reasonable?

Light Rail

Light rail carries a high number of riders quickly. Light rail requires dedicated right-of-way that would include significant impacts to traffic and property. Light rail would not be a near-term project.

Powell LR1				
Division LR2				
Inner Powell / Outer Division LR3				
Inner Division / Outer Powell LR4				

Rapid Streetcar

While rapid streetcar can operate in mixed traffic, it has similar impacts and less carrying capacity compared to light rail. Streetcar is not identified in city of Portland streetcar system plan, and streetcar does not currently exist in Gresham.

Powell RS1				
Division RS2				
Inner Powell / Outer Division RS3				
Inner Division / Outer Powell RS4				

Dedicated Busway

Dedicated busway would include all of the features of frequent service plus; in addition at least fifty percent of the route would be in dedicated transit lanes. It allows more design and operational flexibility than a fixed rail.

Powell DB1				
Division DB2				
Inner Powell / Outer Division DB3				
Inner Division / Outer Powell DB4				

Frequent Service Plus Bus

Frequent Service Plus Bus includes features designed to reduce travel time, such as faster boarding, transit signal priority, new vehicles, designated bus and right turn only lanes. There are opportunities for dedicated transit lanes, including the Tilikum Crossing. It would have fewer impacts to other modes and could be implemented sooner.

Powell FS1				
Division FS2				
Inner Powell / Outer Division FS3				
Inner Division / Outer Powell FS4				

Between May and September 2014 at markets, fairs, libraries, businesses, places of worship, schools and online surveys, people gave ideas about the following. The findings summarized appear in full in the **Public Engagement Report** dated September 29, 2014.

- changes that would improve their transit experience
- places that should be connected by faster, more reliable transit
- where the new transit route should go
- the transit type that would work best in this corridor



Route

New transit should connect destinations between downtown Portland and Gresham on a combination of Powell Blvd and Division St. There is support for connecting to Mt. Hood Community College.

- The preferred route uses the Tilikum Crossing and runs east on Powell Blvd to 82nd Ave, north on 82nd, and east on Division St to Gresham, and makes connections to Portland State University, Portland Community College Southeast, and Mount Hood Community College.

Transit type in general

- New transit should provide a quicker, more reliable trip and improve access for current and future riders, connecting them to important destinations including other transit.
- The project should support a balanced system that includes freight, motor vehicles, transit, bicycles and pedestrians.
- Cost is important (both capital and right-of-way) and people favor lower cost alternatives that can provide benefits to transit riders.
- People are more inclined to eliminate rail alternatives over bus alternatives.

Light rail - People are inclined to eliminate light rail over bus alternatives. People who favor it cite its energy efficiency, capacity to serve the most riders and potential to catalyze economic development.

Rapid streetcar - People feel streetcar is the least suitable alternative for the corridor, citing high capital costs without the full benefits of light rail. People who favor it cite its potential to catalyze economic development.

Dedicated busway - People who favor dedicated busway cite its cost-to-benefit potential, providing a discernibly quicker trip. It would maintain the flexibility of bus service while providing the kind of permanence that spurs economic development and additional investment.

Frequent service plus - People who favor frequent service plus cite its minimal impacts to traffic, limited need for additional right-of-way, and flexibility to accommodate neighborhood change while providing better transit for current riders. People stress the importance of it providing a discernibly quicker trip.

Station opportunity areas selected for study

**Portland**

1. Powell and Cesar Chavez
2. Powell, 50/52nd, Foster
3. 82nd between Division and Powell
4. Division and 122nd
5. Division and 162nd

Gresham

6. Division and 182nd
7. Division between Eastman and Main
8. Stark and Hogan/242nd

Why are we studying these areas?

The eight identified opportunity areas were selected based on an assessment of both qualitative and quantitative factors. Efforts were made to select areas that represented the diversity of conditions found throughout the corridor. Studying areas that represent a diversity of the issues in the corridor will aid in the development of action plans that could be applied to other station areas as the project moves forward.

Next steps

This fall and winter, staff will continue to work with the community and with consultants and to complete in-depth analyses of the eight identified opportunity areas.

- **Real estate market analyses** to determine likely development (building types and intensities) and development issues
- **Visualizations** of likely development
- **Identification of location-appropriate approaches** to preserving and expanding affordable housing and/or encouraging mixed-income development
- **Identification and mapping** of potential pedestrian and bicycle network improvement projects
- **Direct engagement with community organizations** to identify community assets and interests
- **Identify potential project partners**
- **Community workshops**

1. Powell and Cesar Chavez

- Major activity crossroad with frequent north-south transit connections.
- Commercial hub with major grocery store and social services office.
- Portland's Draft Comprehensive Plan forecasts growth (600 new jobs and 2,200 new households in 25 years) and supports future planning and redevelopment.
- Relatively more affordable housing nearby.

2. Powell, 50/52nd, Foster

- Major transfer point to multiple bus lines; links to nearby commercial districts; north to upper Hawthorne district and southeast to Foster and Lents; placemaking opportunity with convergence of four streets at the Foster-Powell Triangle.
- Potential for improvements on fair number of vacant and underutilized properties.
- Good access to relatively more affordable housing, including apartments and single-family homes.

3. 82nd between Division and Powell

- Bus lines #4, #9 and #72 cross here; they are among the busiest in the region; light-rail line 1/2-mile away.
- Access to PCC Southeast Center Campus and heart of the Jade District.
- Active business district with many small local and national businesses; opportunities to cultivate existing businesses, strengthen sense of place.
- Increasingly becoming more diverse; moderate to high number of lower income households.

4. Division and 122nd

- Major crossroad; bus line #71 second most heavily used non-frequent line; only major north-south transit connection in East Portland.
- Two shopping centers and many other nearby businesses; part of emerging Division-Midway district; town center designation; placemaking opportunities.
- Increasingly diversifying area; higher proportion of children and lower-income families live in area.

5. Division and 162nd

- Major activity crossroad; two shopping centers; multi-plex movie theater; and neighborhood service businesses
- No north-south transit connection.
- Large mobile home park in area
- Many nearby residents rely on transit.
- Higher proportion of children, elderly, and low-income families live in area.

6. Division and 182nd

- Many nearby residents rely on public transit; people of color, youth, elderly and those with lower incomes; these populations can benefit from enhanced transit service.
- Several community destinations: shopping center; health clinic; and Centennial elementary, middle and high schools.
- Redevelopment opportunities in the future when property owners decide to make a change.

7. Division between Eastman and Main

- Heart of Gresham's Regional Center, where Civic Neighborhood and Downtown meet; area designated for intense new residential and commercial development.
- Many civic destinations: city hall, Gresham High School, a Multnomah County library, social services, and cherished public spaces.
- Good transit service, but low market-rate development in last decade; strategies to improve vitality.

8. Stark and Hogan/242nd

- Major employment area.
- Lower transit service than other opportunity areas but is expected to have high growth in employment in the near future.
- Access to Gresham Vista Business Park, Mount Hood Medical Center and Mt. Hood Community College.
- Redevelopment opportunities; strategies to support key campus destinations.

Looking ahead

- **Transit concept design** - traffic analysis, transit modeling, and concept design for how transit could operate along route(s) and at station areas.
- **Opportunity areas** - detailed real estate analysis, community workshops, development of land use vision to support equitable development.
- **Optional work groups** - Interested members of the Steering Committee and public will be invited to explore issues relevant to the project, including but not limited to equity, modal issues (freight, bicycle, pedestrian) and safety and security, and transit service. These work groups will be convened on an as needed basis, and the opportunity to participate will be broadly publicized. A summary of work group efforts will be made publicly available and shared with the committee.
- **Explore the corridor** - Tours will help committee members and project staff better understand the challenges and opportunities in the corridor.
- **Talk with staff sessions** - These unstructured drop in sessions will continue to take place the second and fourth Tuesday of every month at the Division Midway Alliance office, mid-corridor on 122nd Avenue and Division Street. The sessions provide an opportunity to talk with staff about the project and provide input.

Timeline

	2014	2015	2016	2017	2018	2019	2020
PLANNING							
Winter 2014 Establish a common understanding of the needs and opportunities for transit and development in the corridor							
Spring and summer 2014 Look at the kinds of transit that that are feasible and desirable in the corridor, hear ideas about where it should go and identify places that would make safe and active station areas							
Fall 2014 Take the elements that are most supported and feasible, and craft a recommendation on the type of transit, route and strategies for development at station areas							
Winter 2015 Refine the recommendation and present it to local and regional elected councils for consideration and endorsement							
DESIGN							
2015 to 2017 Create detailed design of the new transit line and station areas, and complete environmental review and permitting							
CONSTRUCTION							
2018 to 2020 Build the transit line and station areas and start new service							

Steering Committee Meeting September 29, 2014

Summary - Where we are, decisions and next steps

On June 23 the committee:

- Discussed the type of project we want to build and the process to get there
- Adopted project outcomes and goals
- Discussed information to help narrow transit alternatives

On September 29, the committee will:

- Review potential transit alternatives with information about trade offs
- Identify transit alternatives that should advance for further study
- Review recommended opportunity areas

Next Steps

- Begin transit design concepts based on steering committee agreement
- Opportunity Areas - detailed real estate analysis, community workshops, development of land use vision to support equitable development.



Table of contents

- Page 2 - Findings; promising alternatives to study further (ACTION)
- Page 4 - Transit alternatives
- Page 8 - Summary findings
- Page 9 - Public findings
- Page 10 - Station opportunity areas
- Page 12 - Next steps and schedule

Opportunity

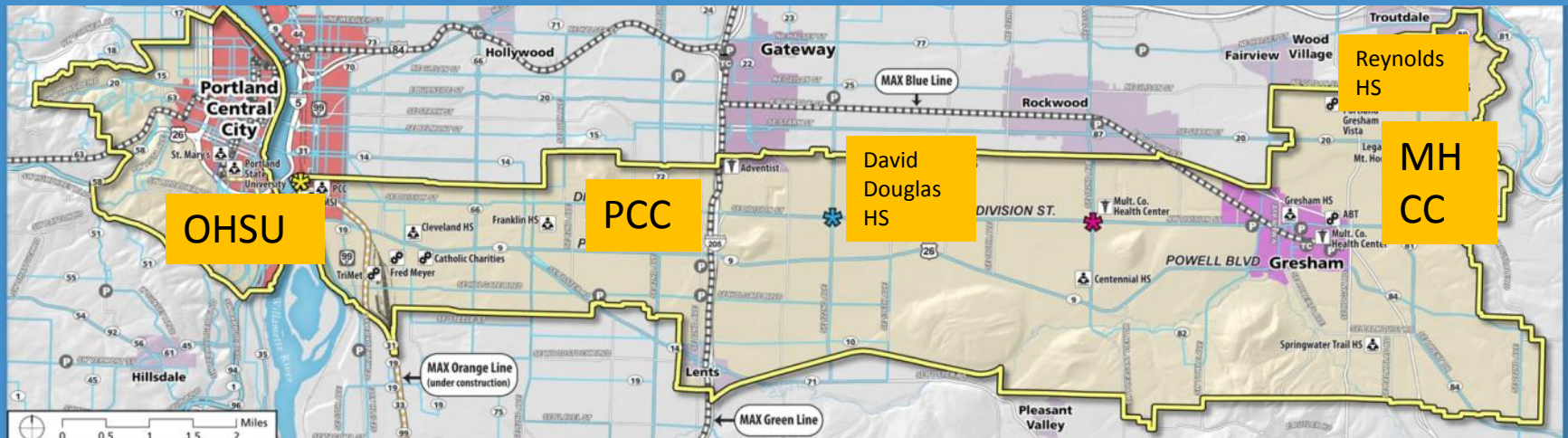
Create more frequent, reliable service for riders of the #4 and #9 buses.

Shape development related to public investments



EDUCATION CORRIDOR connections

- PSU, OHSU, Portland Community College and Mount Hood Community College
- David Douglas and Reynolds High Schools are the two largest in Oregon



Decision for today

consensus on **promising
alternatives** to study further

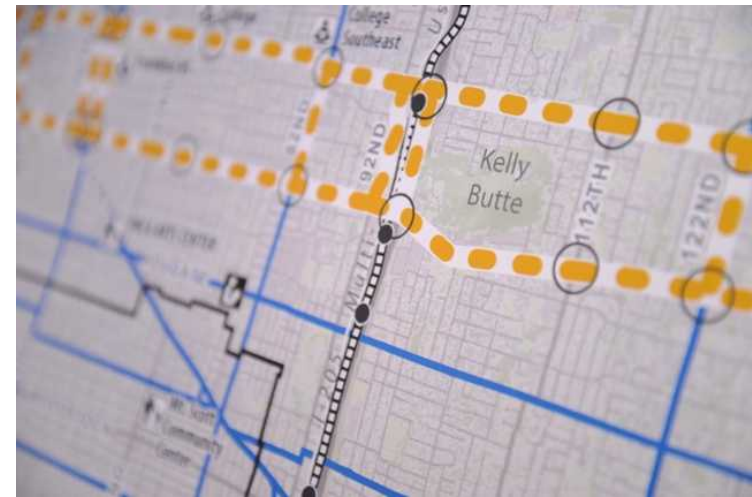
Transit vehicle type: Which vehicle types?

Route: What routes should be studied in more detail?

Future Considerations

- Local bus service scenarios
- Station area planning
- Traffic Analysis and Design
 - Milwaukie Ave/Powell Blvd
 - North/South transitions in Portland
 - Downtown Gresham
 - North/South connections in Gresham

DECISIONS TODAY
will direct and guide
future decisions to
be made



Goals and Outcomes



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

PROJECT OUTCOMES AND GOALS

Adopted by the Steering Committee on June 23, 2014

PROJECT OUTCOMES

The Powell-Division Transit and Development Project will result in an actionable plan for key places (future station areas) and improved mobility to address long-standing infrastructure and investment issues along Powell-Division. The action plan will strive to:

- 1) Create a vision and development strategy for key places that promotes community-driven and supported economic development and identifies tools and strategies that mitigate the impacts of market pressures that cause involuntary displacement.
- 2) Identify a preferred near-term high capacity transit solution for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding. The solution will include mode, alignment and station locations with supporting transportation improvements.

PROJECT GOALS

Transportation: People have safe and convenient transportation options – including efficient and frequent high capacity transit service that enhances current local transit service – that get them where they want to go and improves the existing system.

Well-being: Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.

Equity: Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven involuntary displacement of residents and businesses and to equitably distribute the benefits and burdens of change.

Efficiency: A high capacity transit project is efficiently implemented and operated.

The Powell-Division Transit and Development Project is a partnership of the cities of Portland and Gresham, Multnomah County, ODOT, TriMet and Metro

www.oregonmetro.gov/powelldivision

Powell-Division GOALS

PROJECT GOALS

Transportation: People have safe and convenient transportation options – including efficient and frequent high capacity transit service that enhances current local transit service – that get them where they want to go and improves the existing system.

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Efficiency: A high capacity transit project is efficiently implemented and operated.

What is the need?

High Transit Ridership

- Transit ridership is projected **to grow by over 70%** on lines 4-Division and 9-Powell by the year 2035. Passenger projections show transit capacity assumed in future plans would be inadequate to serve demand at peak times.
- **Capacity issues** can be addressed by increasing service frequency or by introducing larger capacity vehicles.

Powell-Division Transit and Development Project: Bus Ridership



DIVISION & CESAR CHAVEZ



DIVISION & 82ND

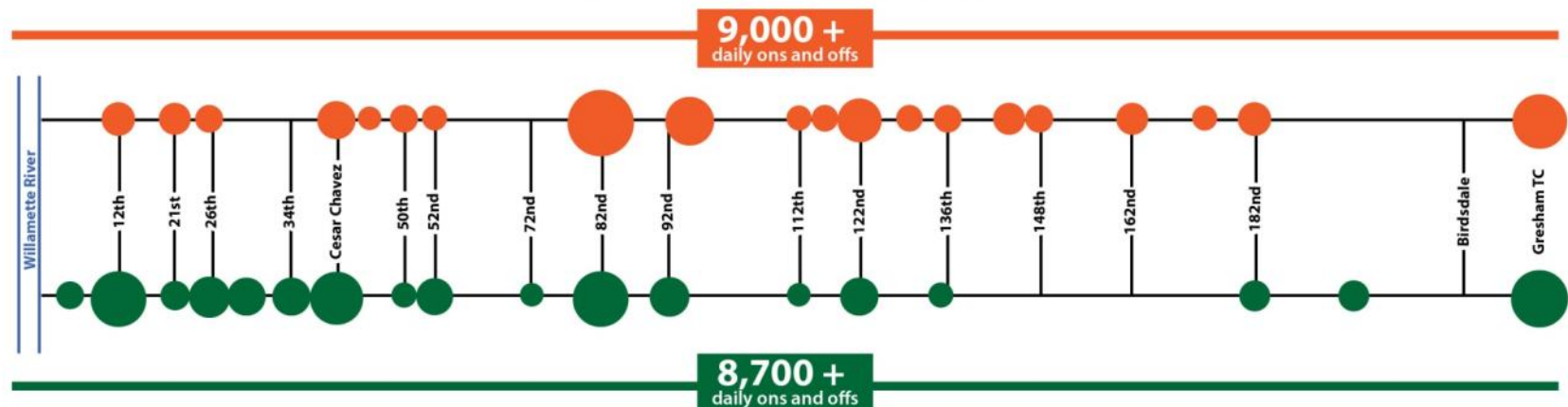


DIVISION & 145TH



GRESHAM TC

Division St - #4 Bus Line



Powell Blvd - #9 Bus Line

Number of ons and offs at stop locations with more than 200 trips a day



POWELL & 26TH



POWELL & 82ND



POWELL & 134TH



POWELL BTWN 182ND AND BIRDSDALE

Source: RLIS, Trimet Fall 2013 Passenger Census, Google Street View.

Improve stops and service

- About 50% of bus stops have **benches**
- About 33% of bus stops have **shelters**

Transit now



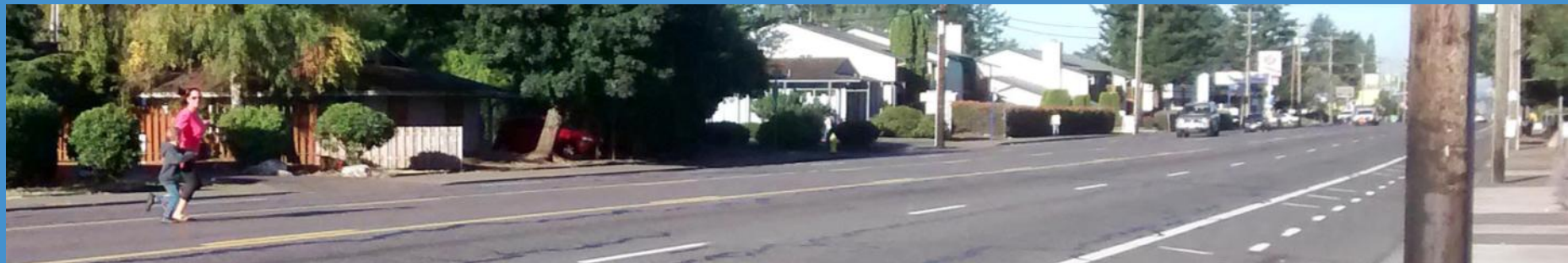
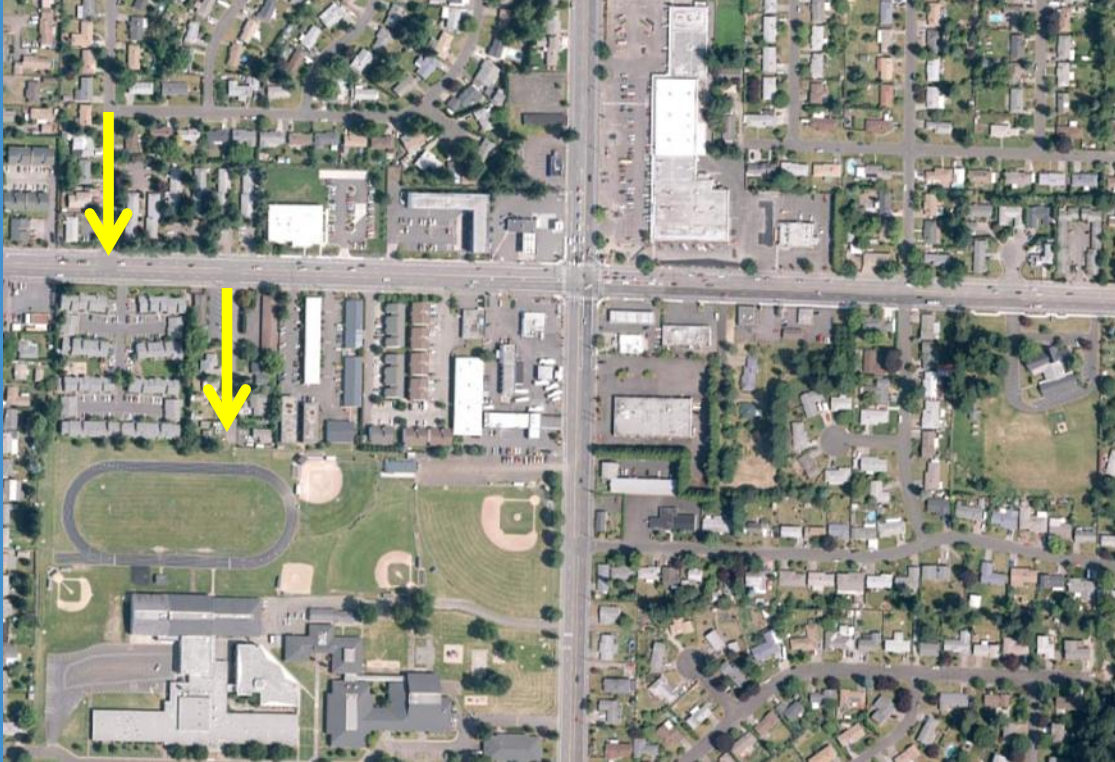
Example w/improvements



Route	Front Landing Pad	Sidewalk	Bench	Shelter
4	96%	99%	51%	31%
9	75%	78%	45%	33%

Improve Access

- 182 and Division



System Approach

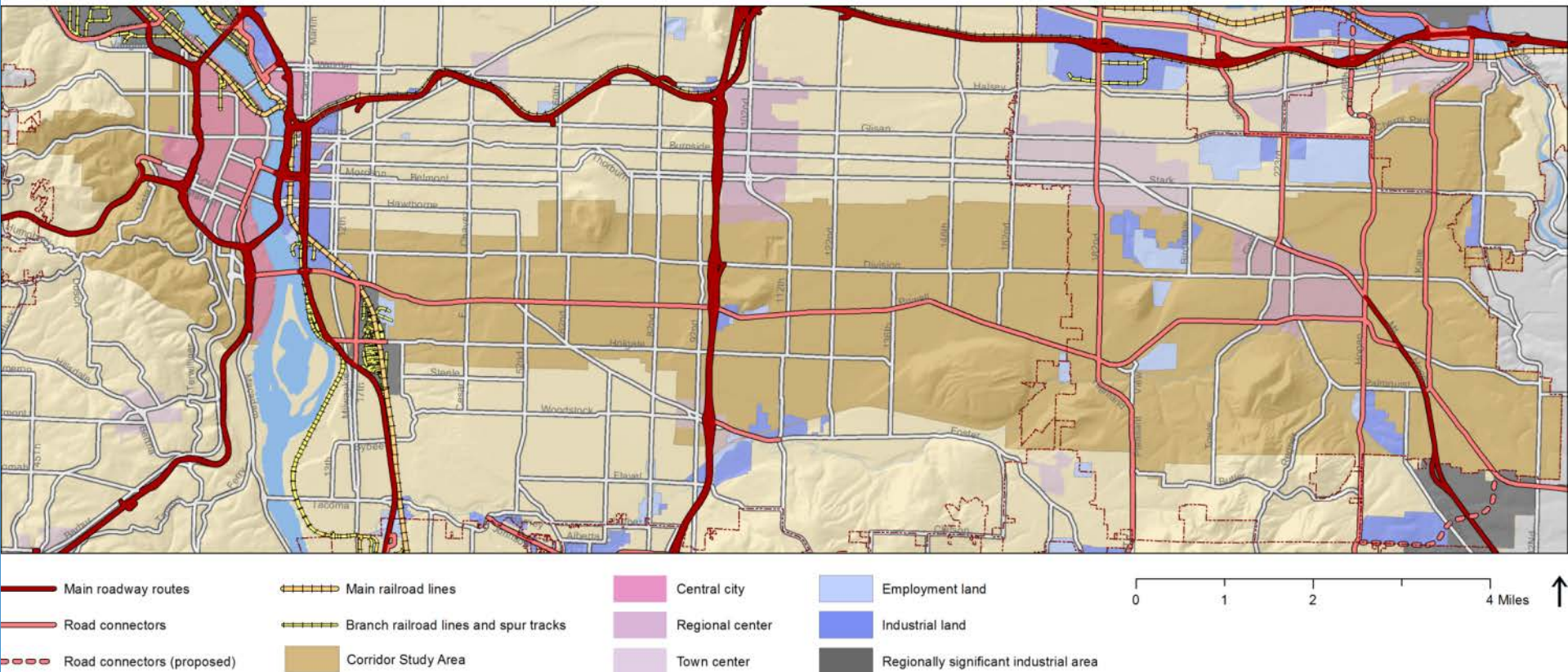
- Roads serve as backbone to the system
- Transit can support improvements to the road system
- How can transit support the types of streets we want – increase access, safety, local buses?



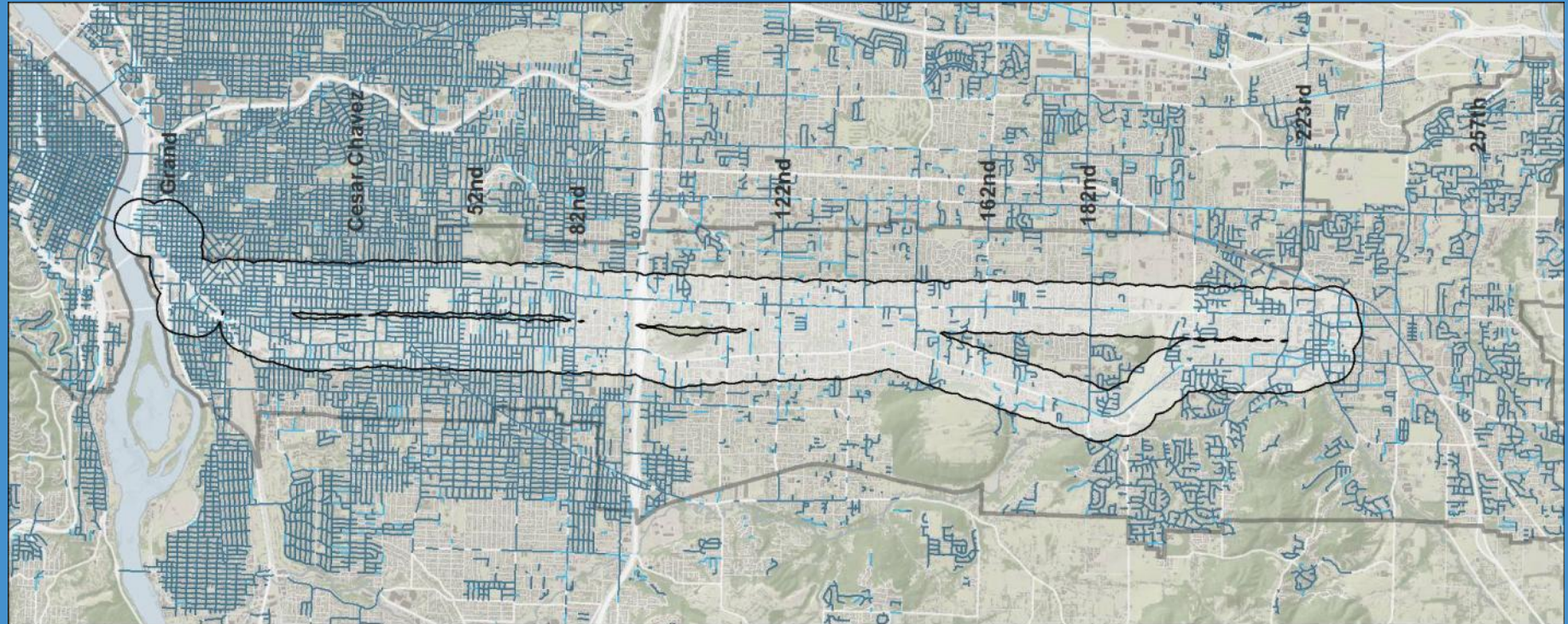
Freight routes

Powell-Division - Regional Transportation Plan Freight Network

DRAFT 9/9/14



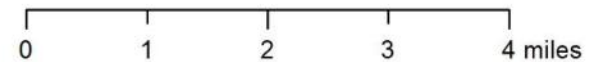
Improve sidewalks



Sidewalk Coverage

- Full Sidewalk Both Sides
- Full Sidewalk One Side

○ 1/4 mile walk distance
from local bus stops





Local Bus Service

Scenarios for local service based on route options
will be developed

Having more detailed route allows us to explore
that

**What have we
studied?**

Choices: Vehicle

RAIL

LIGHT RAIL



MAX light rail system

RAPID STREETCAR



Similar to existing Portland Streetcar with exclusive transit lanes

BUS RAPID TRANSIT

DEDICATED BUSWAY



Frequent bus service with **significant portions of the line running in transit-only lanes.** Buses and stations would have higher level of amenities (compared to existing bus stops).

FREQ SERVICE BUS PLUS



Frequent bus service **mostly operating in mixed traffic with focused transit priority treatments.** Buses and stations would have a higher level of amenities (compared to existing bus stops).

What are we considering?

Rail

Light Rail – Similar to existing MAX

Streetcar – Similar to existing Portland service, with exclusive transit lanes



What are we considering?

Bus rapid transit

Fast

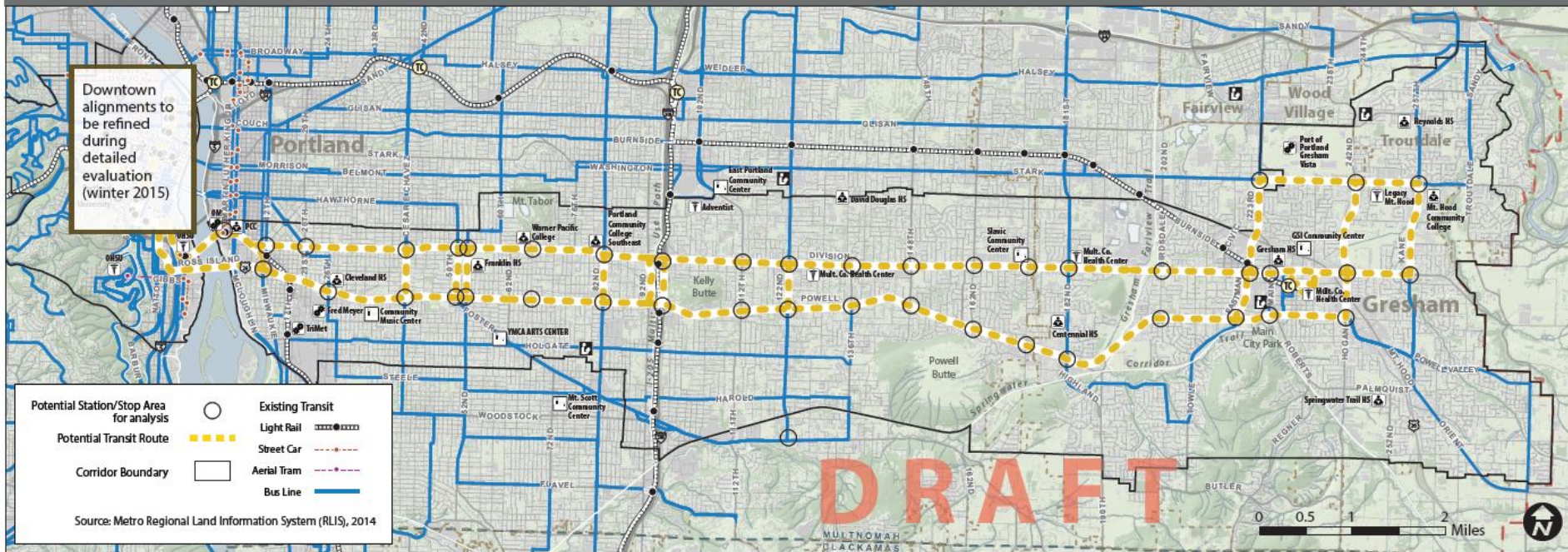
Convenient

Comfortable

Easy to use



Powell-Division Transit and Development Project: Potential Transit Routes



What does this map show?

This map shows potential transit routes, along with potential station areas based on community input, land use and transportation work to date.

Potential station areas are intersections with a high level of current activity. They were selected based on the presence of transportation transfer point, existing community anchors and/or likely development potential. These are places where it may make sense to develop more significant transit stations and invest in related capital improvements and community places. The list of areas will be refined through Steering Committee and community input, as well as route choice and real estate development analyses that will be conducted later this year.

Where are we starting from?

The potential route options have been informed by past plans and current conditions, including:

- High Capacity Transit System Plan (Metro)
- East Metro Connections Plan (Metro)
- Gresham and Portland's Transportation System Plans
- Gresham and Portland's Comprehensive Plans
- Existing bus routes
- Current and projected transit ridership
- Existing and planned concentrations of housing, jobs and services

Where should the route go?

















- Which places and destinations are most important to serve?
- Should the route run all along Powell, all along Division or on a combination of both streets? If it runs on both streets, where should it cross?
- How does the route best connect Downtown Gresham to the existing MAX line, existing bus routes, Mount Hood Community College, and the Port of Portland/Gresham Vista employment site?
- Where should the route run in downtown Portland?
- Weigh in with your ideas, take a survey and get more information at:
www.oregonmetro.gov/powelldivision
503-813-7375

Public Engagement

Transit type in general

- People have been interested to look at the four vehicle modes
- New transit should provide a **quicker, more reliable trip** and improve **access**.
- The project should support a **balanced system** that includes freight, motor vehicles, transit, bicycles and pedestrians.
- **Cost is important** and people favor lower cost alternatives that can provide benefits to transit riders.

What did we find?

	RAIL		BUS RAPID TRANSIT	
	LIGHT RAIL	RAPID STREETCAR	DEDICATED BUSWAY	FREQ SERVICE PLUS BUS
Capital Cost	\$\$\$\$	\$\$\$	\$\$	\$
Transit Envelope				
Carrying Capacity				
Timeframe to Implement				
Traffic Priority	+++	++	++	+
Service Standard				
Station Amenities	✓	✓	✓	✓



Capital Cost

Infrastructure cost represents the physical improvements and investment needed to make a transit option viable, including exclusive lanes/trackway, bridges or structures, signals and stations. Some transit options require more infrastructure and capital investment than others. \$-250M or less \$\$-250M to 750M \$\$\$-750M to 1B \$\$\$\$-1B+



Transit Envelope

Transit envelope is a function of the full right of way required for the particular mode and other infrastructure (such as catenary and rails) that are necessary for operation. Rail installation has the disadvantage of interfering with access to buried utilities.



Carrying Capacity

Approximate total number of passengers that can fit in each mode (sitting and standing). ▲~10 passengers



Timeframe to Implement

The time it takes to plan, design and construct transit projects varies depending on the type of transit and the associated infrastructure. ⌚ ~ 5 years



Traffic Priority

Exclusive travel lanes, turn lanes, and efficiency in traffic are associated with the design of each alternative. Light rail would have exclusive right of way, and therefore, operate more efficiently, however, it may impede driveway or parking lot access. Rapid Streetcar and Dedicated Busway would have significant portions running in exclusive lanes but also have the flexibility of running in mixed traffic which could cause delay to other modes.



Service Standard

The most amount of time between vehicles during peak periods (in minutes). Frequency for all modes is 15 minutes or better.



Station Amenities

Amenities include shelters, real-time arrival information, platforms that are ADA accessible, ticket machines, art and often bike parking.

Between June and September 2014, staff at Metro, the cities of Gresham and Portland, Multnomah County, TriMet and ODOT collaborated on an initial screen of a wide range of alternatives. The findings summarized appear in full in the **Transit Alternatives Screening Report**.

Less Promising  More Promising

Supports existing plans,
policies and investments?
Serves existing and future
transit travel demand?
Links key destinations?
Impacts are reasonable?

Light Rail

Light rail carries a high number of riders quickly. Light rail requires dedicated right-of-way that would include significant impacts to traffic and property. Light rail would not be a near-term project.

Powell LR1				
Division LR2				
Inner Powell / Outer Division LR3				
Inner Division / Outer Powell LR4				

Rapid Streetcar

While rapid streetcar can operate in mixed traffic, it has similar impacts and less carrying capacity compared to light rail. Streetcar is not identified in city of Portland streetcar system plan, and streetcar does not currently exist in Gresham.

Powell RS1				
Division RS2				
Inner Powell / Outer Division RS3				
Inner Division / Outer Powell RS4				

Dedicated Busway

Dedicated busway would include all of the features of frequent service plus; in addition at least fifty percent of the route would be in dedicated transit lanes. It allows more design and operational flexibility than a fixed rail.

Powell DB1				
Division DB2				
Inner Powell / Outer Division DB3				
Inner Division / Outer Powell DB4				

Frequent Service Plus Bus

Frequent Service Plus Bus includes features designed to reduce travel time, such as faster boarding, transit signal priority, new vehicles, designated bus and right turn only lanes. There are opportunities for dedicated transit lanes, including the Tilikum Crossing. It would have fewer impacts to other modes and could be implemented sooner.

Powell FS1				
Division FS2				
Inner Powell / Outer Division FS3				
Inner Division / Outer Powell FS4				



Over **40 events**
this spring and
summer

Heard from over
2000 people at
in-person and online
opportunities

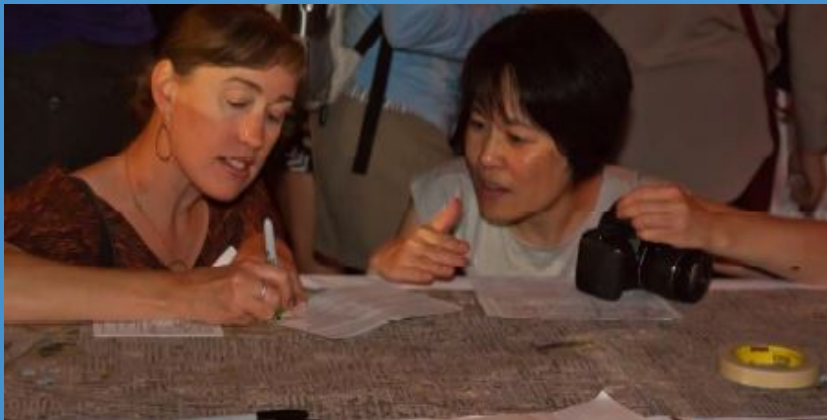
POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

PUBLIC ENGAGEMENT REPORT

SEPTEMBER 29, 2014

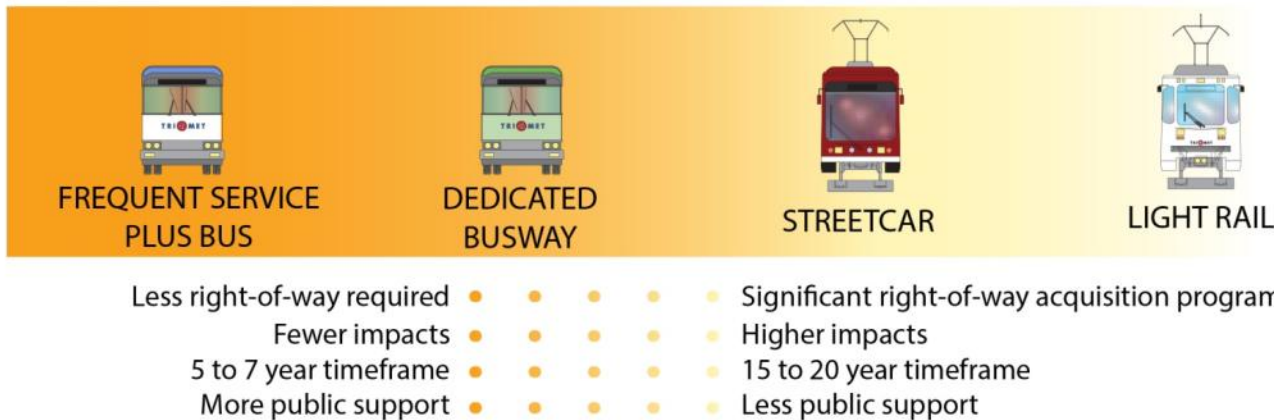
What We've Heard...

- Strong Preference to enhance transit : a quicker, more reliable trip; connect key destinations
- Vehicle Type: **Bus options** preferred. Consider treatments to speed service, support all transportation: cars, freight, walking, biking
- Route: **inner Powell Boulevard transitioning to Division Street** route as more promising for overall route.



Vehicle type findings for consideration (pages 4, 5, 8 and 9)

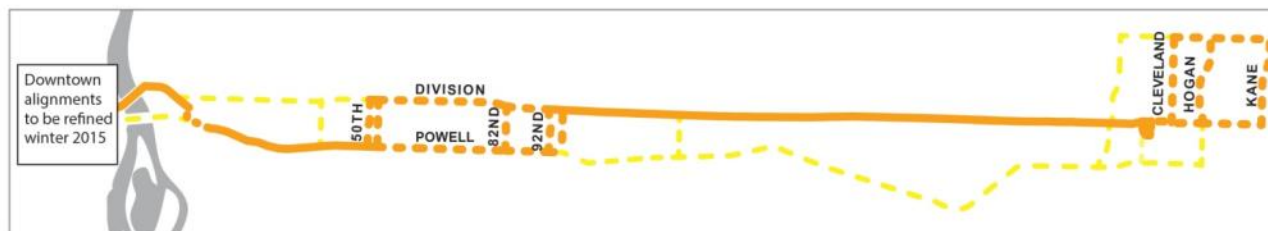
This initial screen identifies **bus options** as more promising for this corridor based on ability to serve existing riders and key destinations, compatibility with existing transportation investments in the corridor, fewer potential impacts and public support.



Route findings for consideration (pages 6 through 9)

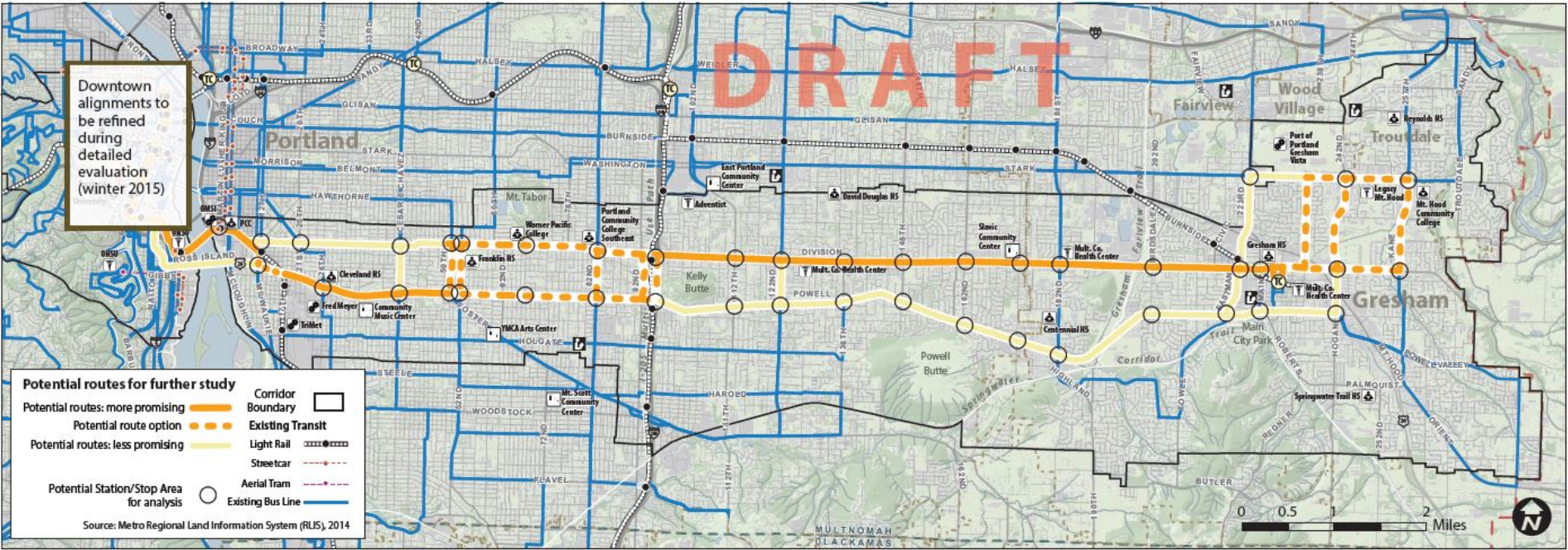
This initial screen identifies the **inner Powell Boulevard transitioning to Division Street** route as more promising based on the following:

- Serves key destinations
- Connects the greatest number of people riding transit
- More public support



Potential routes for consideration

For consideration: potential routes for further study



Proposed Vehicle Alternatives studied in initial screen

LESS PROMISING

LIGHT RAIL

RAPID STREETCAR

MORE PROMISING

DEDICATED BUSWAY

FREQ SERVICE BUS PLUS

With agreement on the more promising routes, we will begin detailed assessment into the following areas:

- Local bus service connections to the transit project.
- Traffic analysis and concept design on a narrowed set of alternatives. This will include further discussion in locations including (but not limited to) Milwaukie Ave/Powell Blvd, potential north/south transitions in Portland and connections to Downtown Gresham and Mount Hood Community College.

Proposed Routes studied in initial screen

- From downtown Portland, Division Street
 - From downtown Portland, Powell Boulevard
 - From downtown Portland, inner Division Street and transitioning to Powell Boulevard
 - From downtown Portland, inner Powell Boulevard and transitioning to Division Street
- Based on the direction of the above proposed transit routes, there are three areas with more detailed route options. These include:
- **Willamette River crossing:** Project team has explored using either the Ross Island Bridge or the Tillikum Crossing to cross the Willamette River.
 - **Portland north/south connections:** If the transit alignment includes both Powell and Division in Portland, there are several potential north/south transition streets.
 - **Gresham north/south connections:** There are options to connect Downtown Gresham to the intersection of Kane Drive (257th) and Stark near Mount Hood Community College.

Considerations

- Local bus service scenarios
- Station area planning
- Traffic Analysis and Design
 - Milwaukie Ave/Powell Blvd
 - North/South Transitions in Portland
 - Downtown Gresham
 - North/South connections in Gresham

DECISIONS TODAY

Direct and guide future decisions to be made



Work Groups

Equity, Safety & Security, Transportation, Development

Develop a common knowledgebase to be developed collaboratively over the course of the summer; will evolve through life of project

- Identify tools and strategies
- Who has used it?
- In what context does it work best?
- Do we have the authority or ability to use it? If we don't, why not and who does?
- Is it being contemplated locally ?

Convene equity work group made up of interested committee members and the public

- Explore issues and hear community voices
- Collaborate to build the common knowledgebase
- Share findings with the committee relevant to (1) this phase of Powell-Division, (2) future phases and (3) other efforts

Involve the Steering Committee to build understanding of equity and displacement issues

- Provide work group summaries and findings in advance of committee meetings
- Provide time on committee agendas
- Reconvene the committee for group discussion as needed

Equity Work Group

Southeast Portland, East Portland and Gresham are different and the solutions will need to be different. It can't be one-size fits-all.

Downtown and Southeast Portland need increased access to affordable housing for families; Gresham and East Portland need local jobs and economic opportunity.

Enhancements to transit should not negatively impact local service and north/south travel and transit service is important throughout the corridor.

Align investments as much as possible -- both publicly between roads, affordable housing, utilities, but also with the local businesses and schools to support them and conserve resources. Communication is key.



Decision for today

consensus on **promising alternatives** to study further

Transit vehicle type: Which vehicle types?

Route: What routes should be studied in more detail?

Decisions

LIGHT RAIL



RAPID STREETCAR



DEDICATED BUSWAY



FREQ SERVICE BUS PLUS



Background as needed

- Following slides not part of formal presentation but available for questions



Service Enhancement feedback:

- More frequent service on lines 21, 71, 77, 80, 81, 87
- Fill in the “grid”
 - Add north-south lines on 148th, 162nd, Hogan/242nd
 - Extend east-west service on Glisan from 181st to 257th
- Improve access and connections to jobs, education, and services
- Add service on weekends
- Add local area services and connections

Who can we learn from?

Seattle - Seattle has a varied transit system that includes Link Light Rail, Commuter Rail, ferries, buses, the Rapid Ride system, and a streetcar line under construction.

Eugene - EmX is a bus rapid transit (BRT) system designed to serve Eugene and Springfield. EmX features median and curbside stations with enhanced amenities. The transitways and dedicated lanes allow EmX vehicles to bypass traffic.

Snohomish County Washington - Swift bus rapid transit serves a 17-mile route between Everett, WA and Shoreline, WA with distinctive buses and stations, and ways to make boarding quick and convenient.

Denver - The Regional Transportation District operates bus, light rail and commuter rail. Denver also has the 16th avenue shuttle bus.

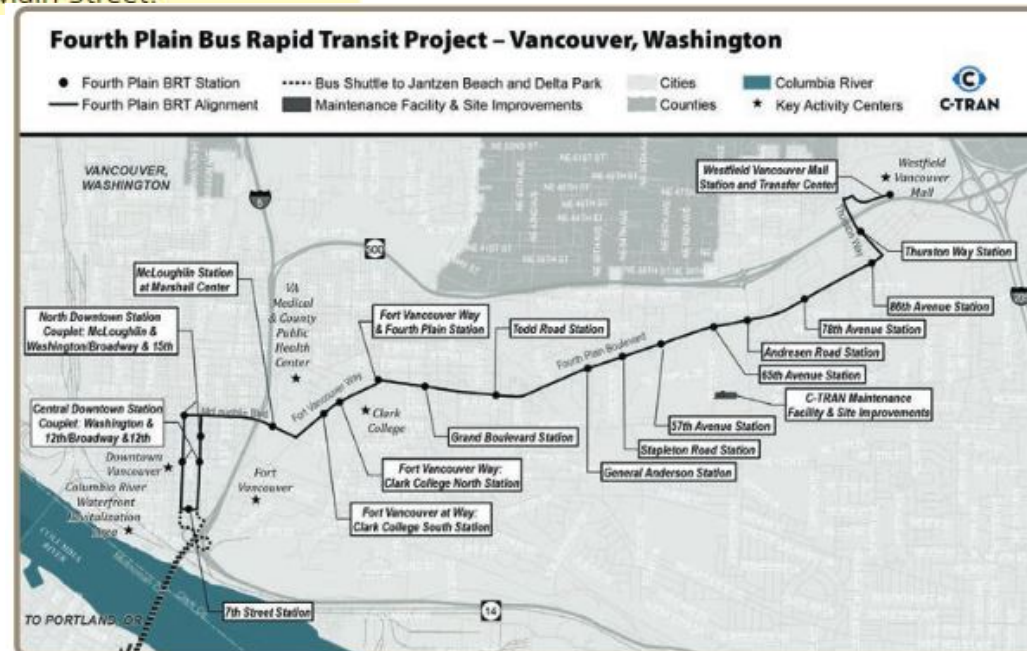
Los Angeles - Los Angeles has been building a light rail system as well as bus rapid transit lines.

Kansas City - The MAX bus rapid transit line serves Main Street.

Approximately **25**
projects around the
country like Powell-
Division currently in
development.



BRT Station Simulation: 4th Plain and Grand



Cleveland Healthline



Cleveland managed to leverage \$114.54 dollars of new transit-oriented investment for every dollar it invested into the Bus Rapid Transit system, adding jobs and revitalizing the city center.

BUT, it needed:

- Public/Private partnership
- Policies and other actions to support the development

Everett SWIFT



Key destinations served by Swift include:

- Snohomish County Campus -Downtown Everett
- Everett Clinic –Gunderson Building
- Edmonds Community College
- Premera Blue Cross
- Swedish/Edmonds Hospital

- **No need for a schedule** – *Swift* operates every 12 minutes weekdays from 6 a.m. to 7 p.m.

- **Pay fares first** – Riders pay their fares at the station while waiting for the bus, then quickly

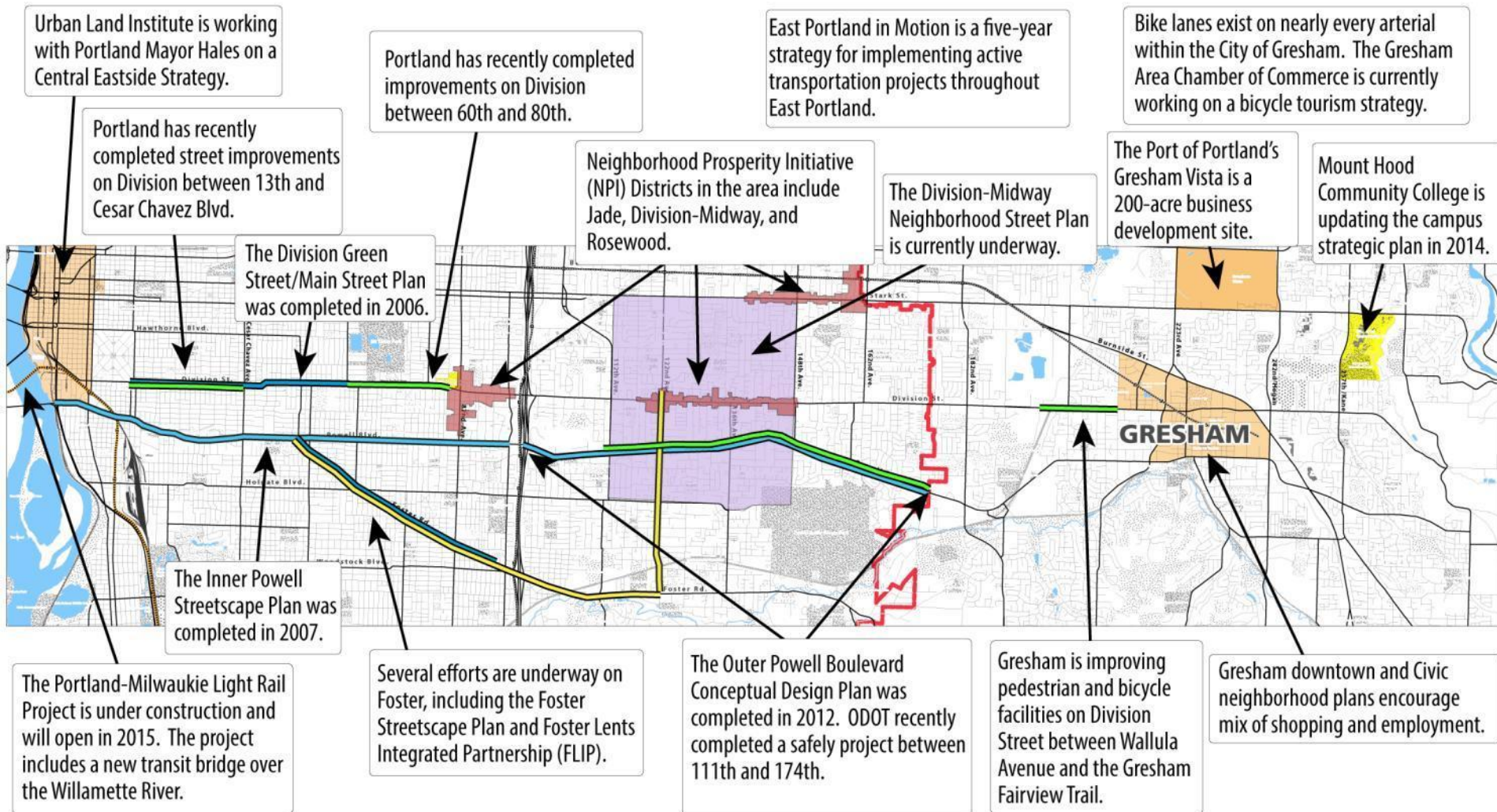
- **Fast boarding** – *Swift* buses have improved disability access; [Bicycles](#) can be rolled onto bike racks located inside the back door. *Swift* buses are stopped at stations for only about 10 seconds, so get on or off the bus quickly!

Powell-Division Corridor Opportunities

- Supporting people/neighborhoods



Implementation



Leverage related funding

Transportation Investments to increase access and

Project Name	Source	Amount
East Portland Active Transportation	Regional Funds 2014-15	\$4,200,000
East Portland in Motion - Access to Employment and Education	Regional Funds 2016-18	\$9,116,021
Powell Division Corridor Safety & Access to Transit	STIP 2016-18	\$2,512,440

Recent Investments
East Portland Sidewalk Infill on Arterials
TriMet Pedestrian Network Analysis
Gresham Division Complete Street Corridor Project
Portland High Crash Corridor Safety Program



Division Street Corridor Project



Improvements Already Made:

- Gresham Central Station improvements
- Rockwood Station improvements
- Gresham Civic new platform
- Gateway crossing improvements



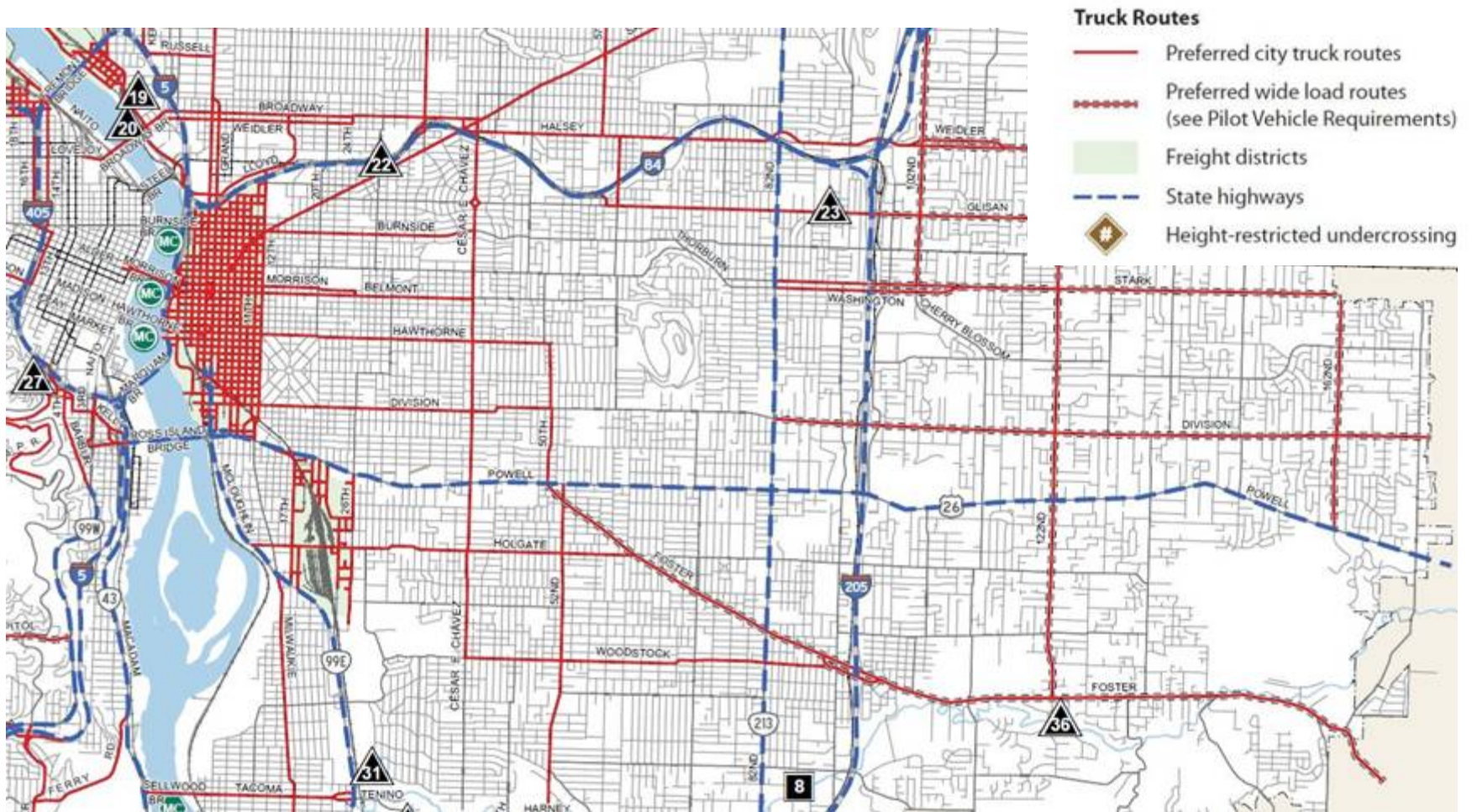
New Starts

- Federal funds request >\$75M and/or **project cost > \$250M**
- Rail or Bus Rapid Transit (but only if at least 50% transit-only)
- 3 big steps for FTA project funding
- Typically 10+ year process before service starts

Small Starts

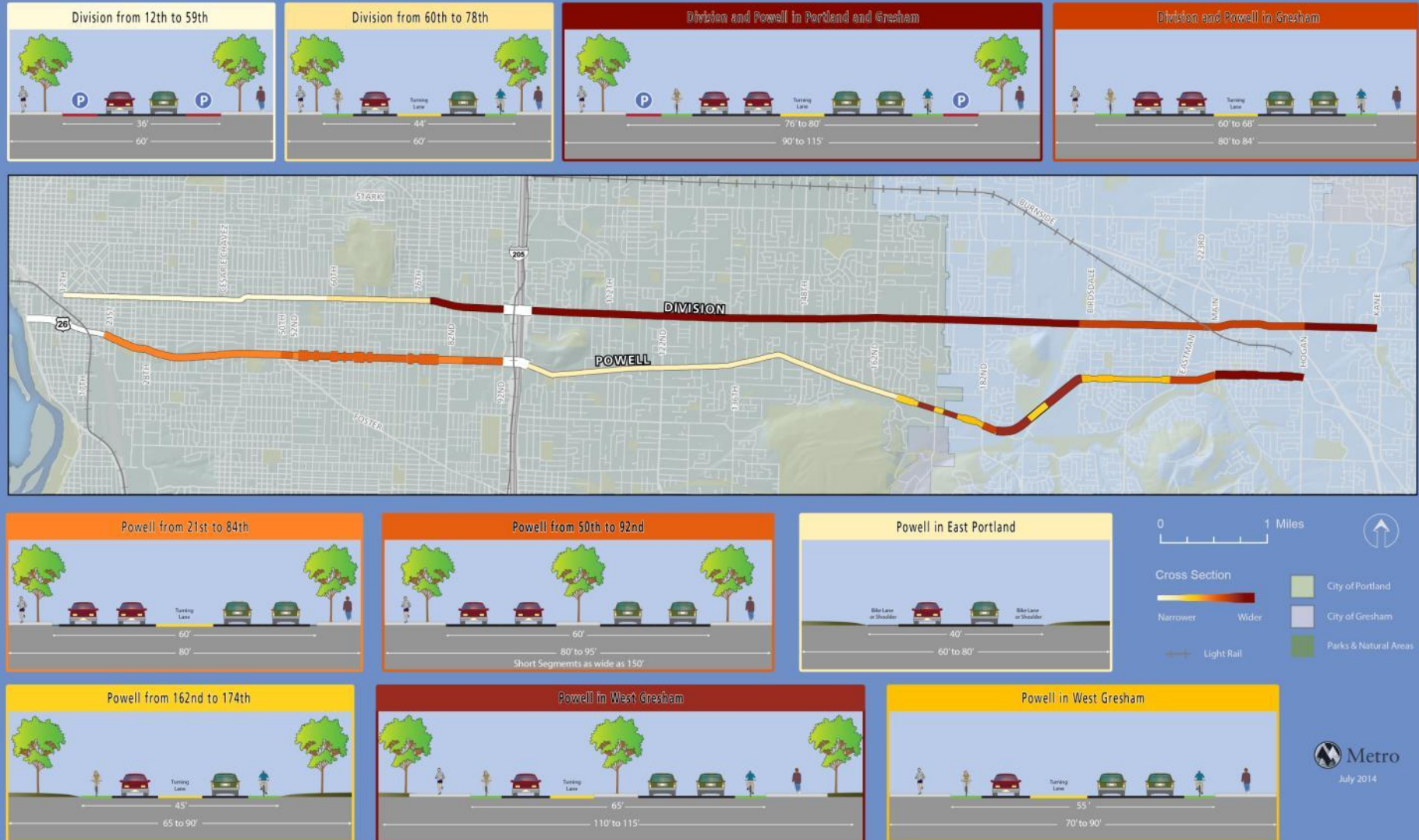
- Federal funds request <\$75M and **project cost < \$250M**
- Rail or Bus Rapid Transit (transit-only requirement does not exist)
- 2 big steps for FTA project funding
- Can be 5+ year process before service starts





Portland Truck Map (from Portland Freight Committee: <https://www.portlandoregon.gov/transportation/article/476724>)

Powell-Division Transit Project: Right-of-Way Cross Sections



Darker colors = more public right-of-way

INNER DIVISION HCT HEAVY RAIL CROSSING

A conceptual design of a grade-separated transit-way
which is needed to route along SE Division

Tilikum Buses need to reroute to Little Grand

Ramp to fly over 8th

Relocated 8th Ave

Structure

11th

12th

Historic Ladd's Addition

25'-30' structure height

Abernethy School

Ramp to fly over 12th

at grade

25'-30' structure height

Division St

650' filled landing

At 10th 32' additional ROW
At 14th 36' additional ROW
At 14th the north curb remains with 20' for fire, 32' structure, 20' for fire and 12' sidewalk
There is a 5% grade with a 17' vertical clearance based on LRT at Harold.

Historic Ford Building

New back of sidewalk

Powell-Division Average Traffic Speed - 2013

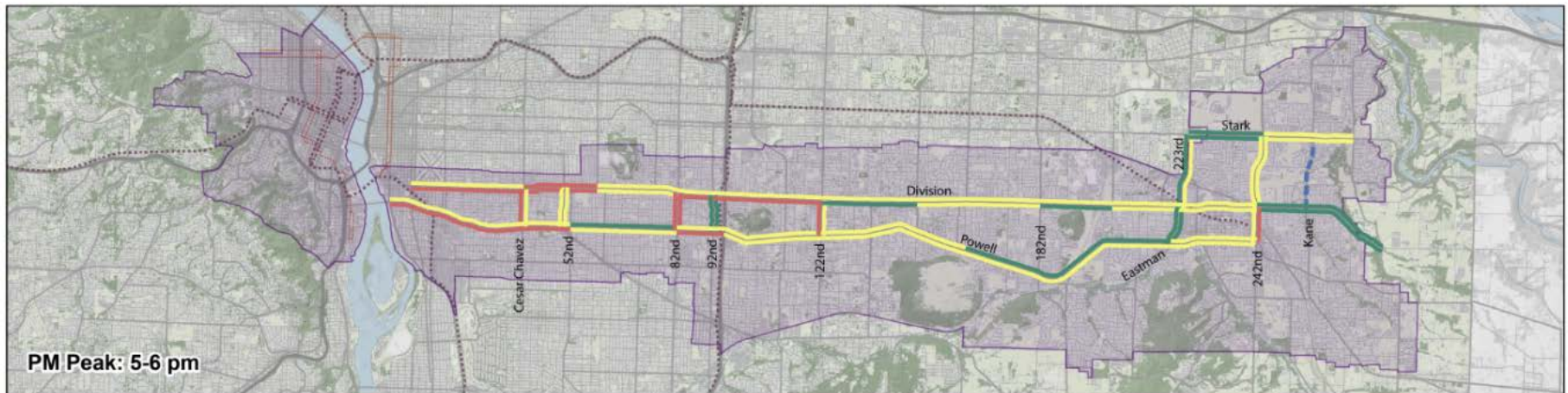
7/15/14



Average 2013 traffic speeds during weekday AM and PM peak hours.

Powell-Division Traffic Congestion - 2013

7/15/14



Peak Hour Speed / Freeflow Speed (%)

70 80 90 100

Data Unavailable

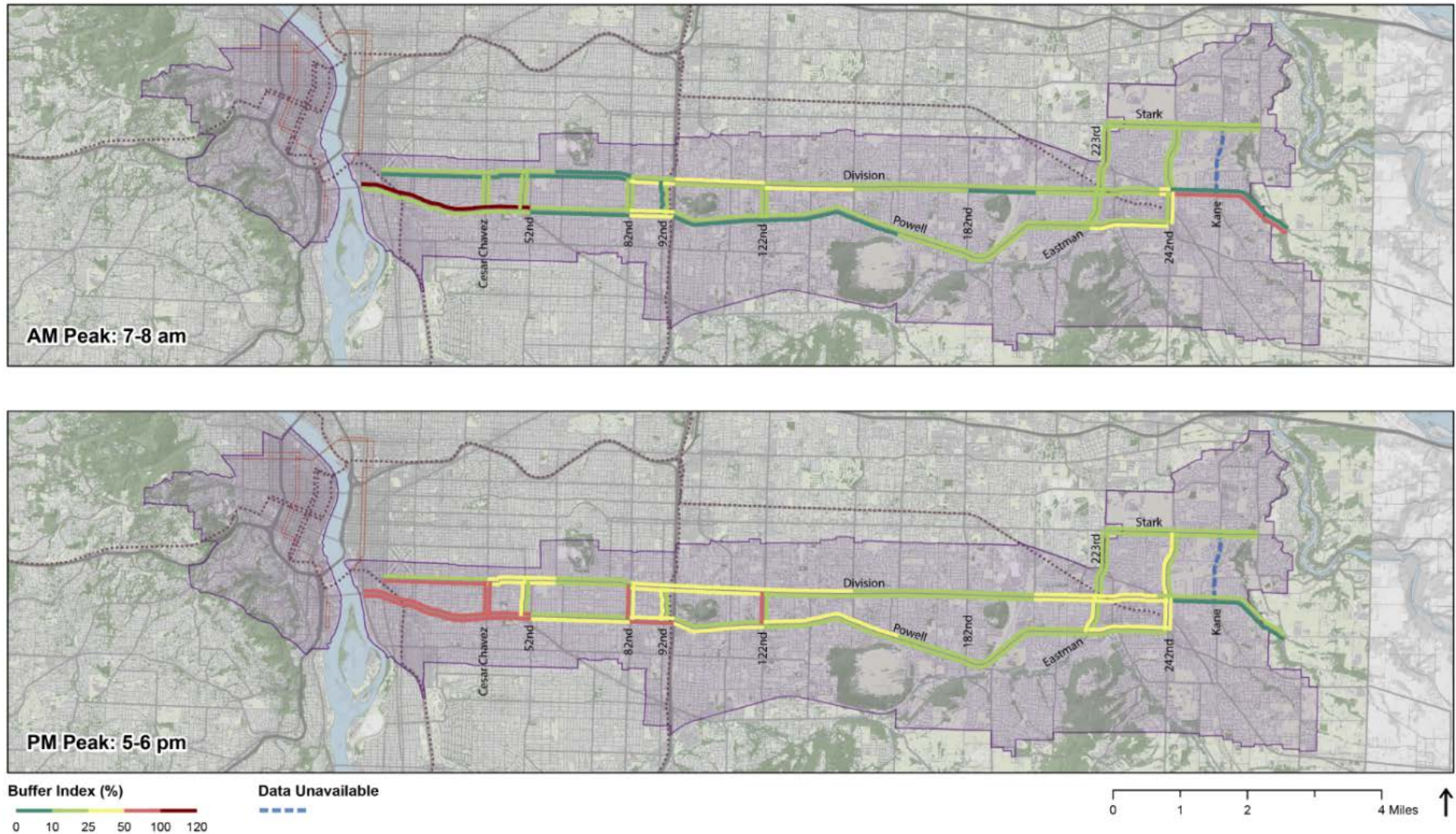
0 1 2 4 Miles



Average 2013 traffic congestion during weekday AM and PM peak hours, calculated as average peak speed divided by average free flow speed (2 to 3 am).

Powell-Division Traffic Reliability - 2013

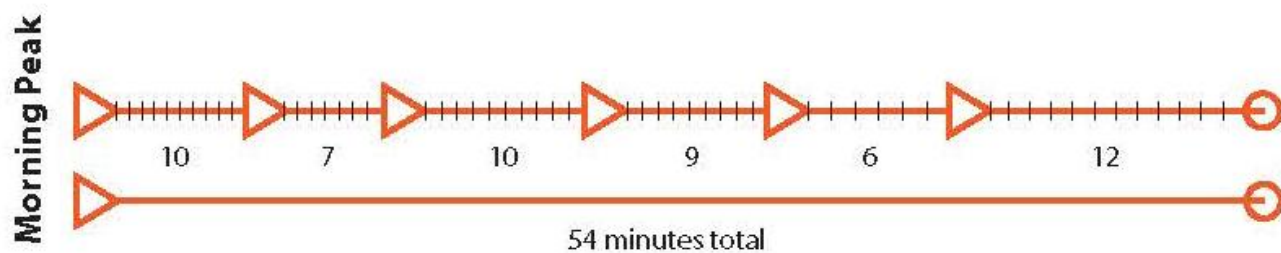
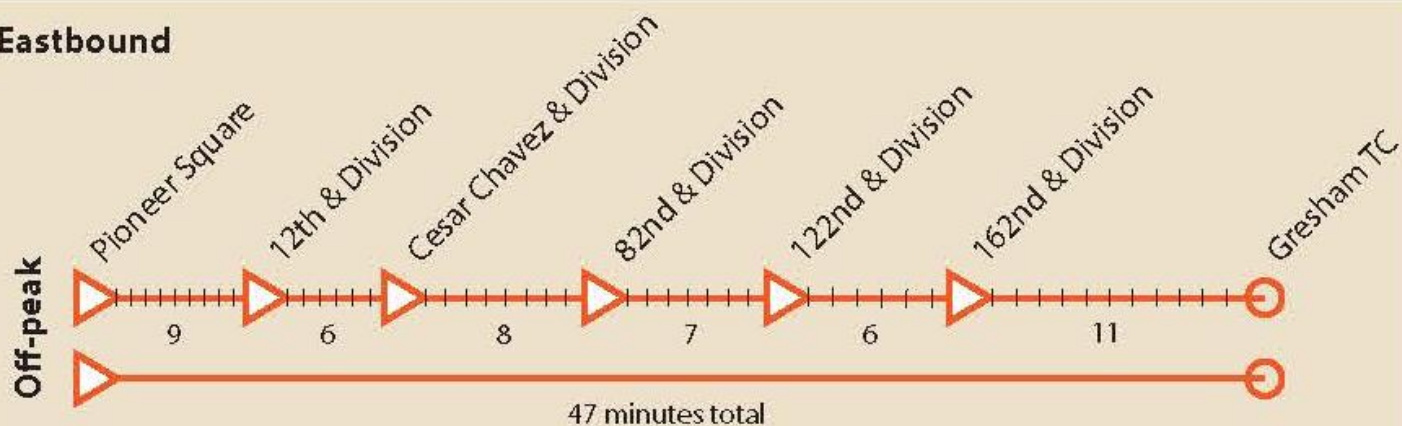
7/15/14



Average travel time reliability in 2013. The buffer index represents the additional travel time that should be planned for in order to arrive on schedule 95% of the time, represented as a percentage of the average peak travel time.

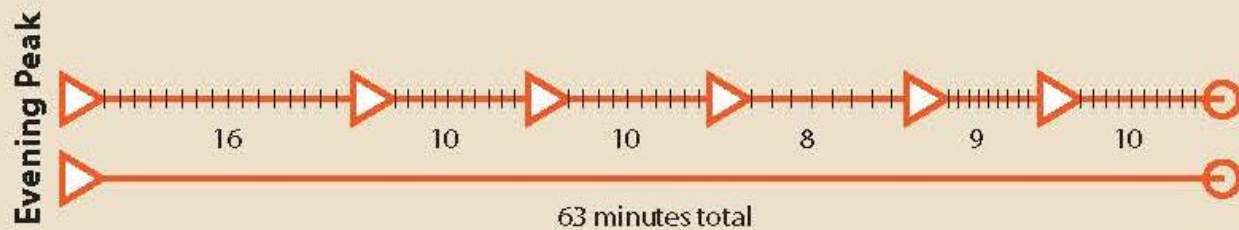
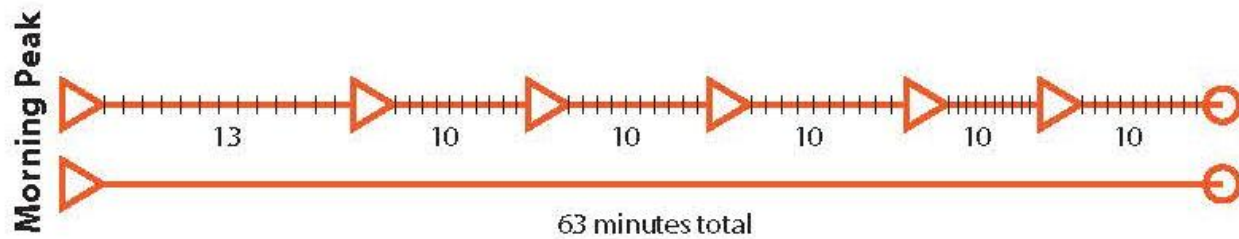
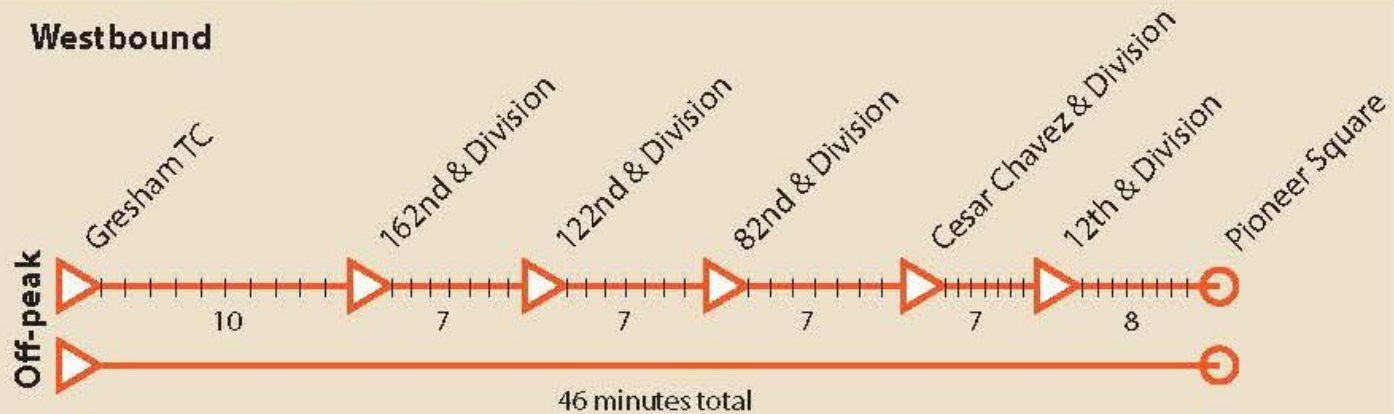
#4 Bus Line - Division St

Eastbound



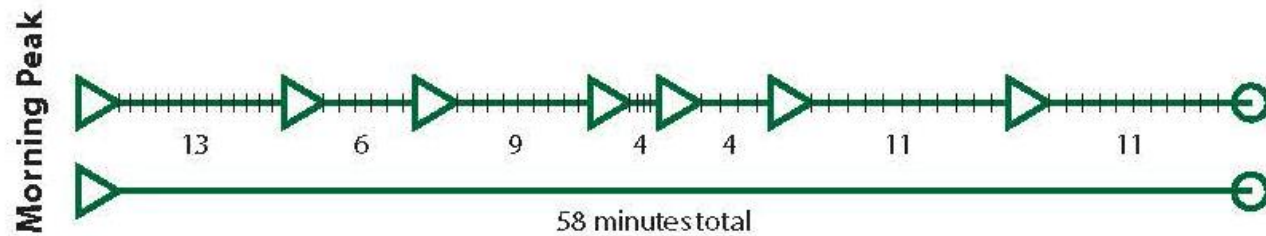
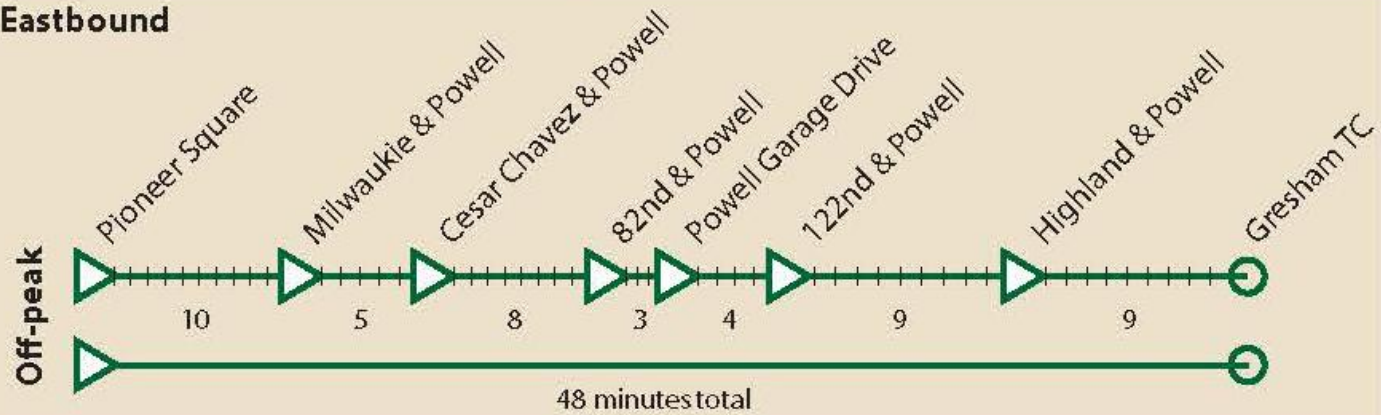
#4 Bus Line - Division St

Westbound



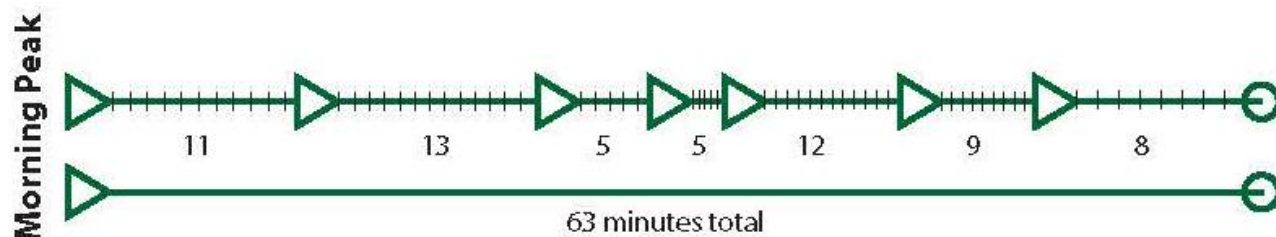
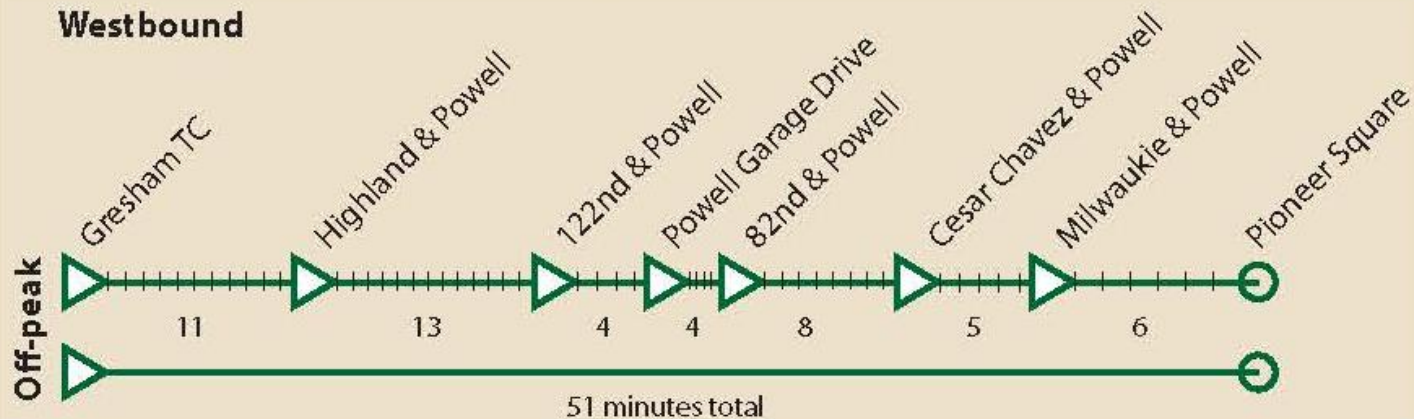
#9 Bus Line - Powell Blvd

Eastbound



#9 Bus Line - Powell Blvd

Westbound



Station Opportunity Areas

Planning for Equitable Transit Oriented Development
in the Powell-Division Corridor



Powell-Division Steering Committee Meeting
September 29, 2014

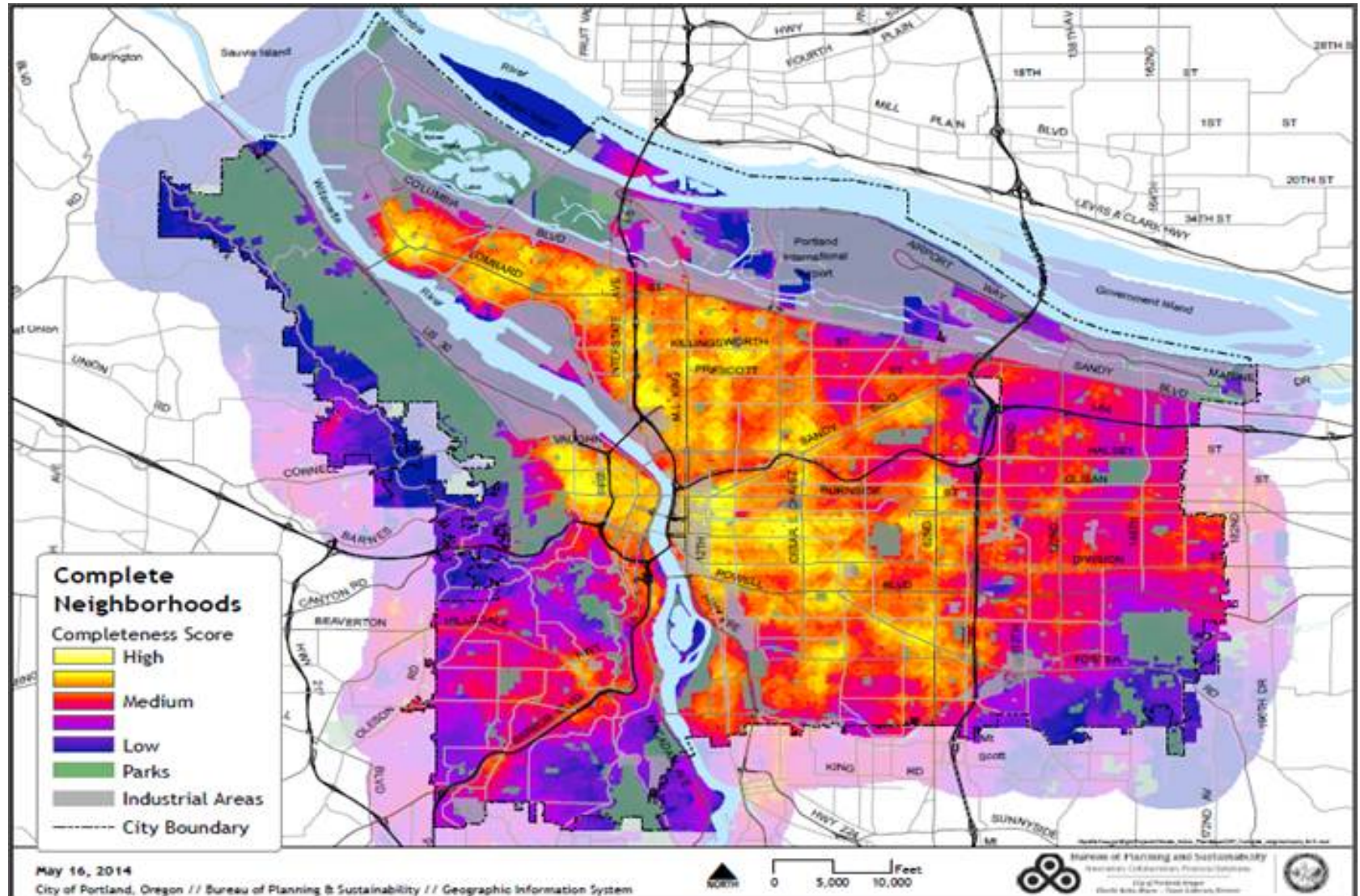
Transit is for people.



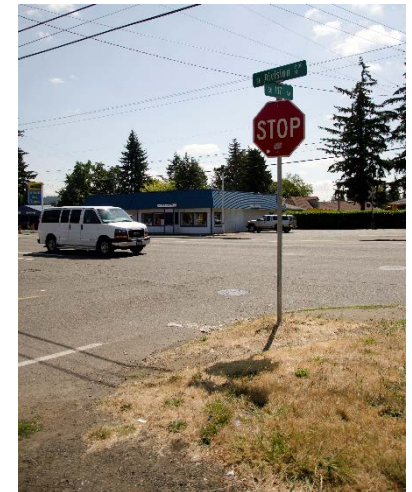
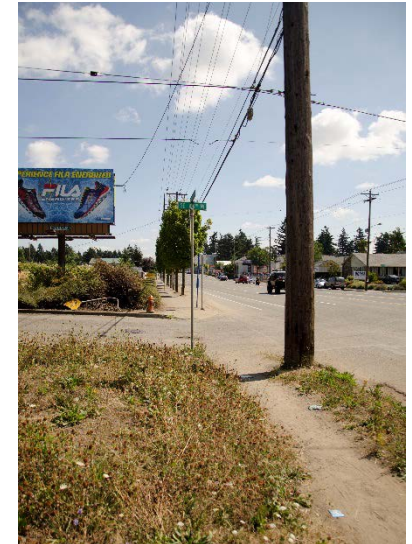
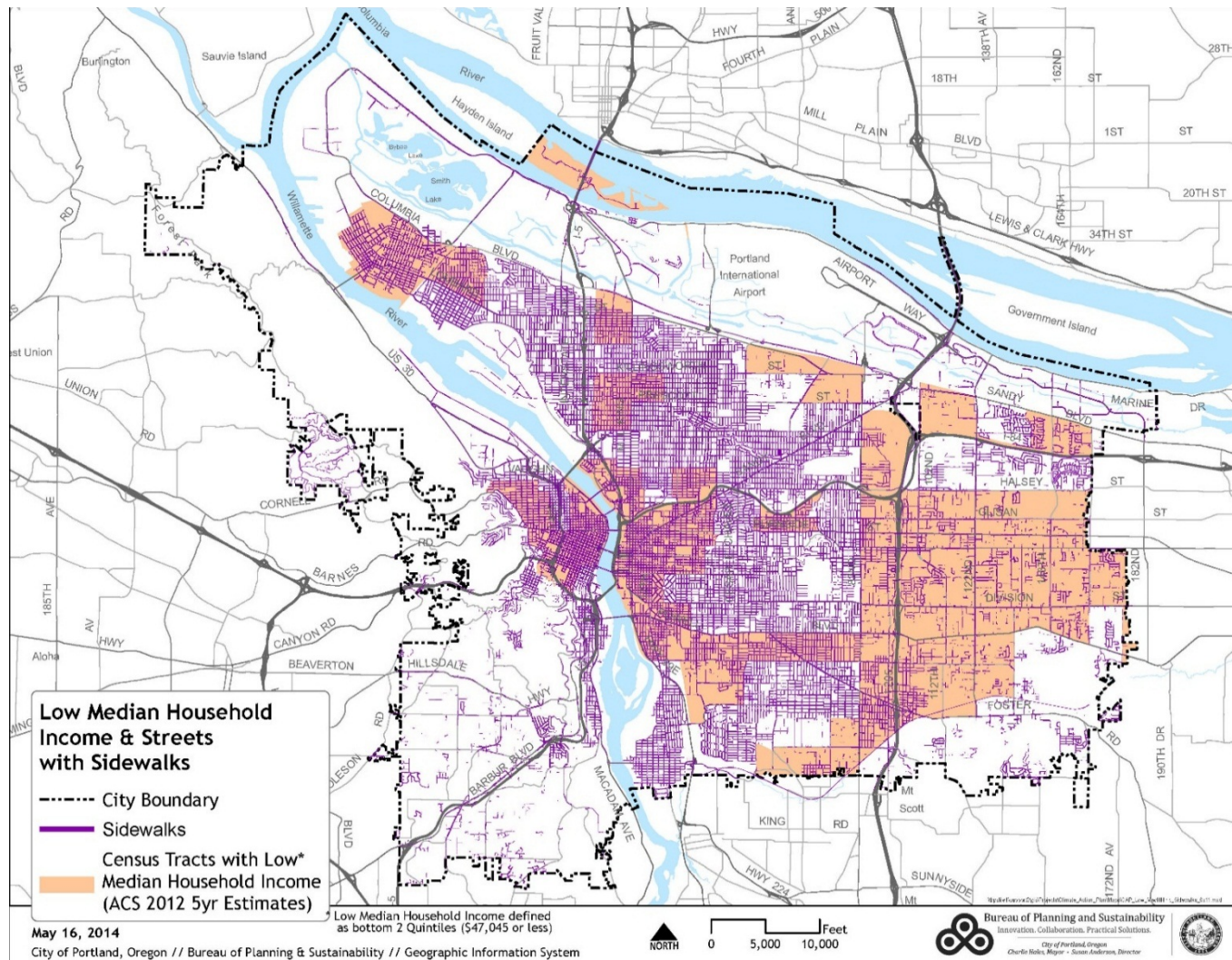
More than half of #4 and #9 riders don't have a car available, cannot drive or do not drive.



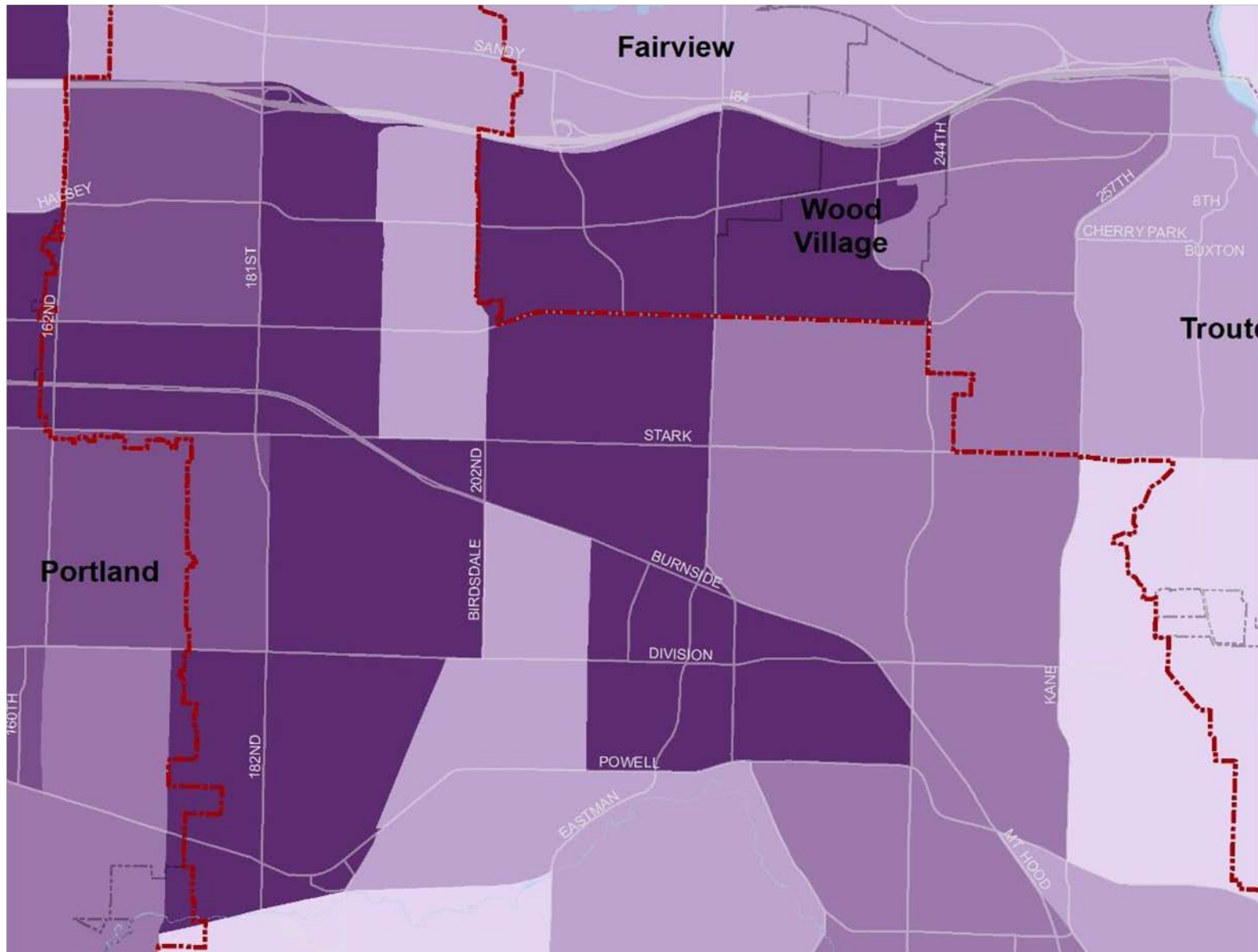
Portland context



Sidewalks and household income in Portland



Gresham – Access to Opportunities



COMMUNITY VOICES | Making the most of every station on the new Green Line

By Jay Walljasper, Community Voices

August 15, 2013

The Green line n
opportunities for
funneled billions
the scale by brir

But that won't h
Support C

Apr 8, 2014

Case Studies: Steps to Avoid Stalled Equitable TOD Projects

Download this document
289 KB, PDF >

As housing and transportation costs continue to rise, regions across the country are lo
ensure that all their citizens can
housing, jobs, health, childcare a
services near transit.

Infrastructure Financing Options for Transit-Oriented Development

Office of Sustainable Communities
Smart Growth Program

Rail-Volution

able Communities with

ST. P

olut



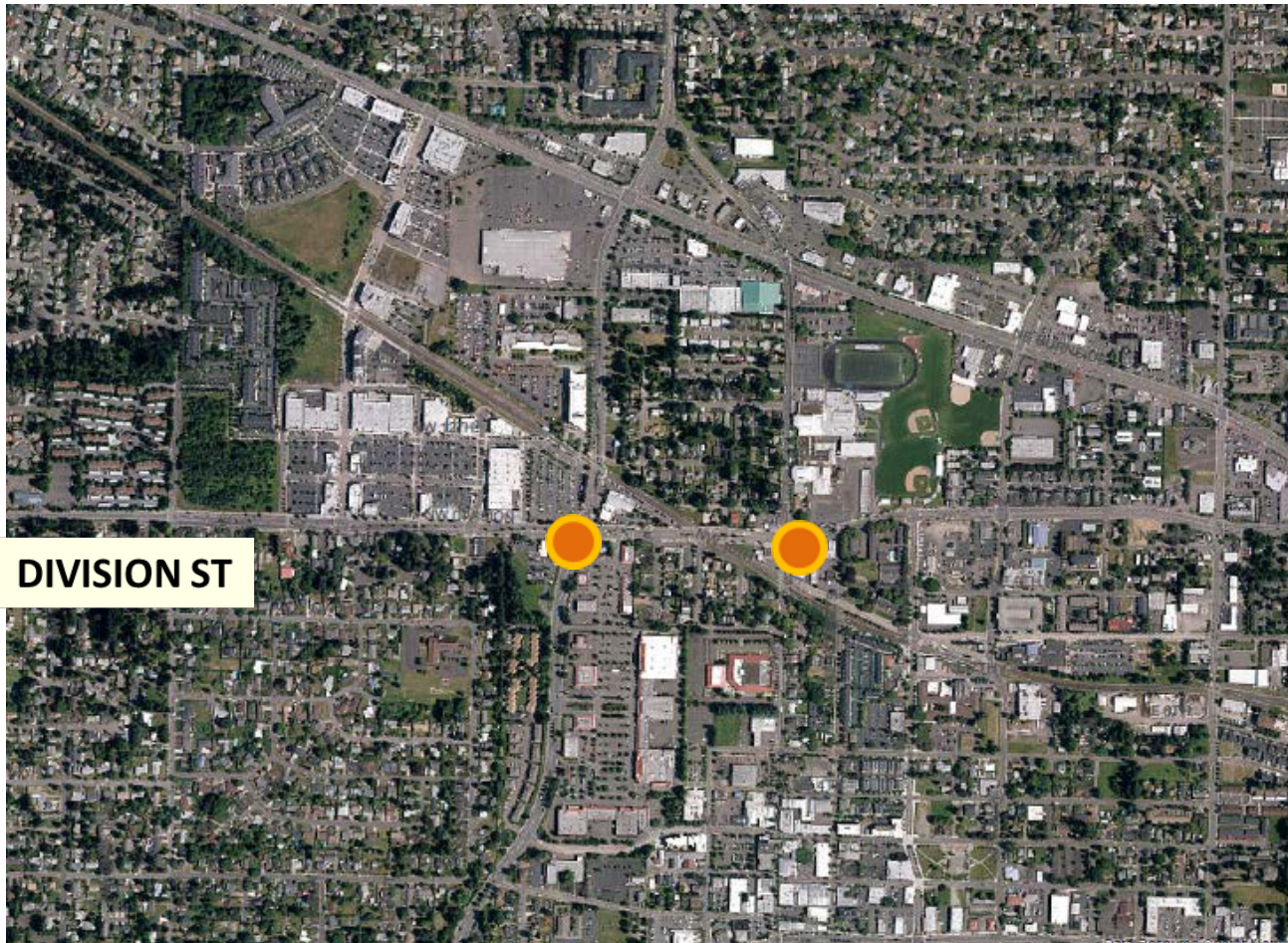
Where are the focus areas?



1. Chavez/Powell
2. Foster/Powell
3. Jade District
4. 122nd/Division

5. 162nd/Division
6. 182nd/ Division
7. Main/Division/Eastman
8. Stark/Hogan (242nd)

Division/Eastman/Main



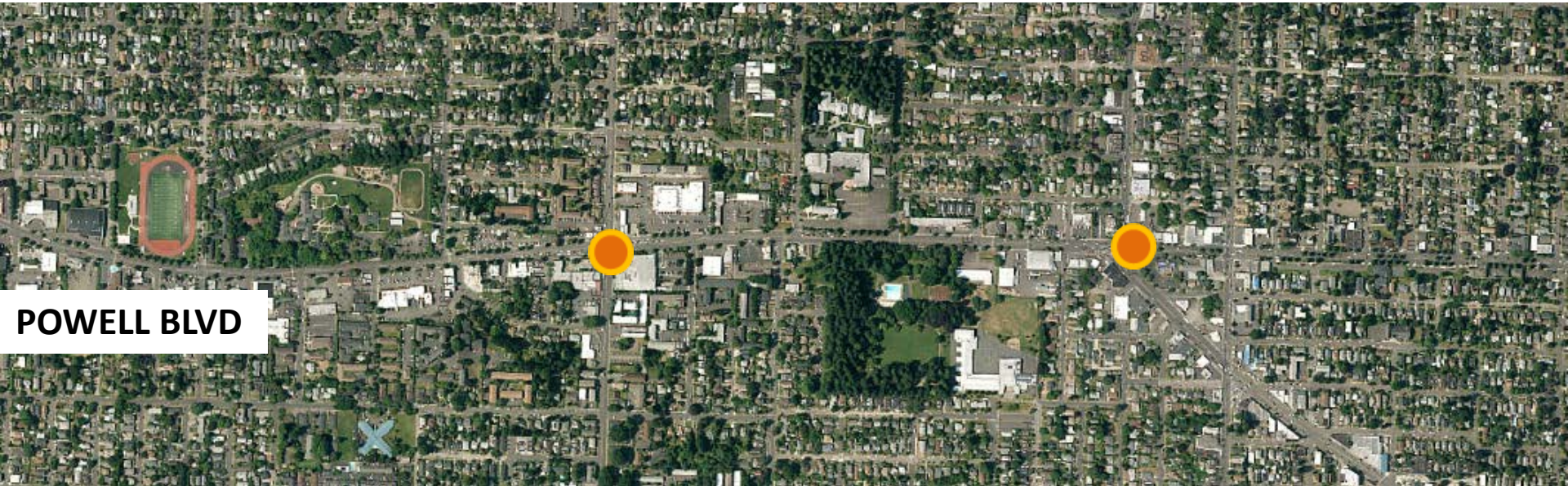
122nd/Division + 162nd/Division



Jade District – 82nd/Powell/Division



Powell/Chavez + Foster/Powell



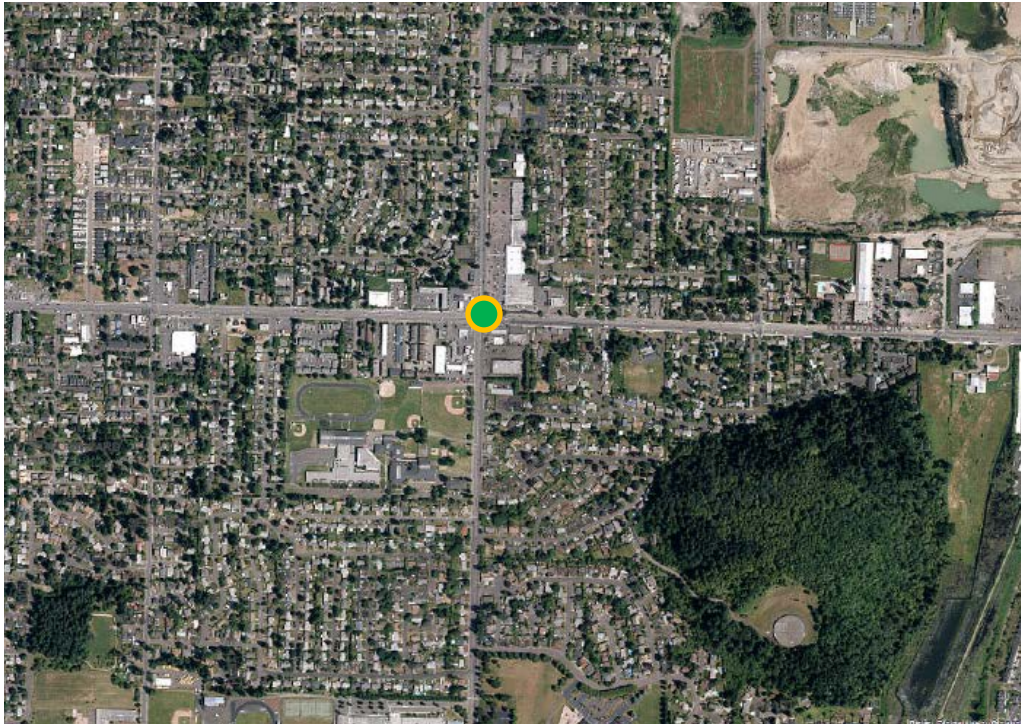
What's next

- Complete real estate analyses
- Map planned and funded infrastructure improvements
- Engage with communities and identify issues
- Identify context-specific approaches to support equitable development in nodes
- Develop visualizations
- Hold community workshops (January 2015)

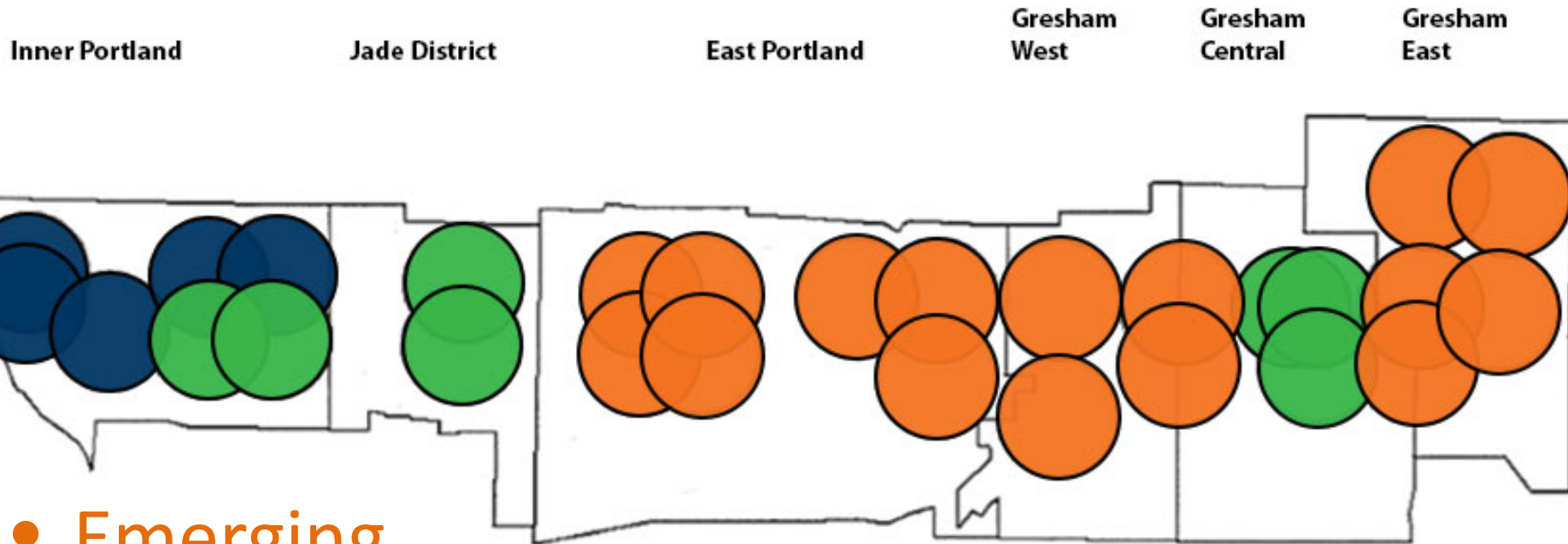
Stark/Hogan



182nd/Division

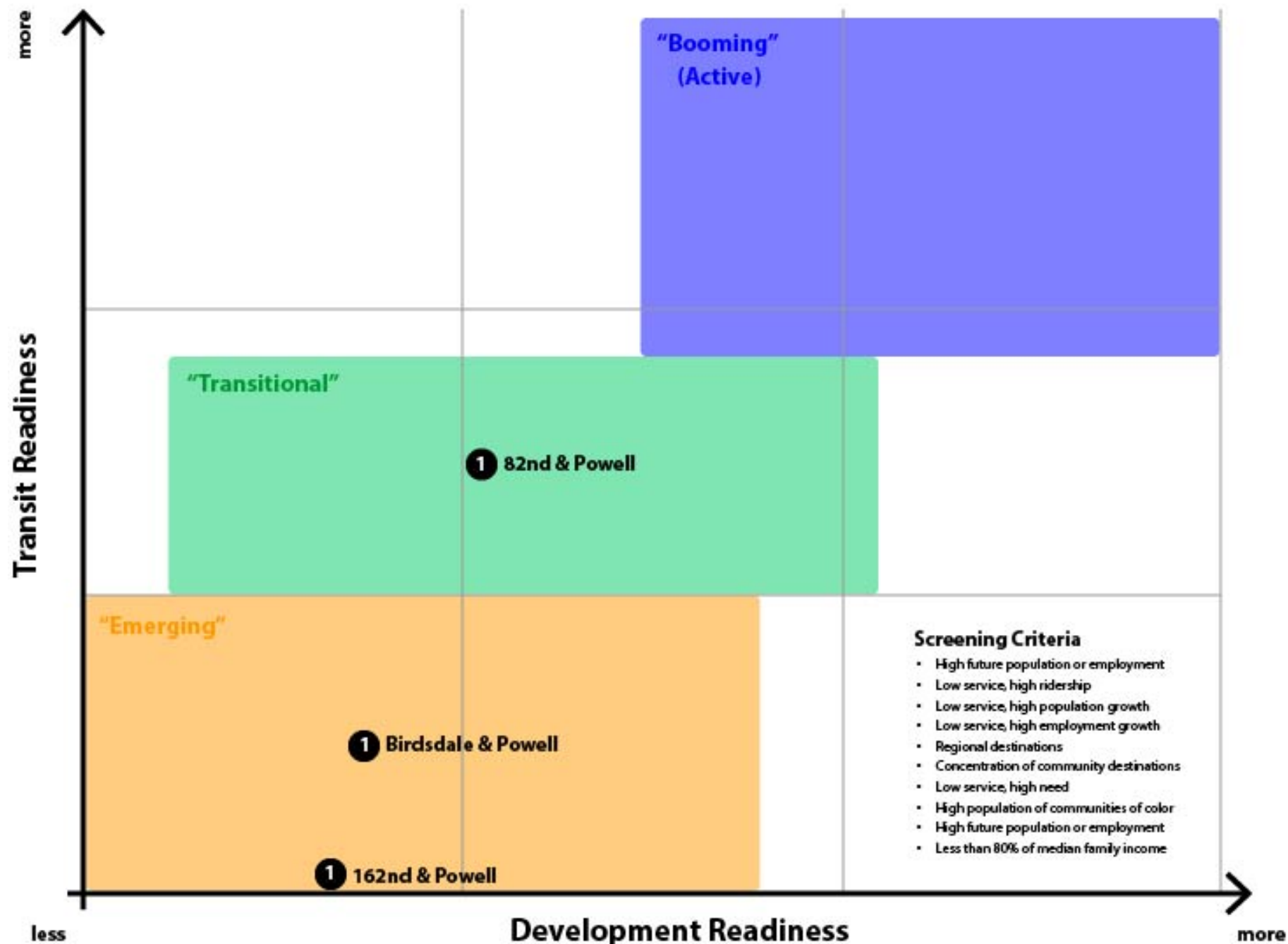


Station Opportunity Areas: Development Conditions and Transit Orientation

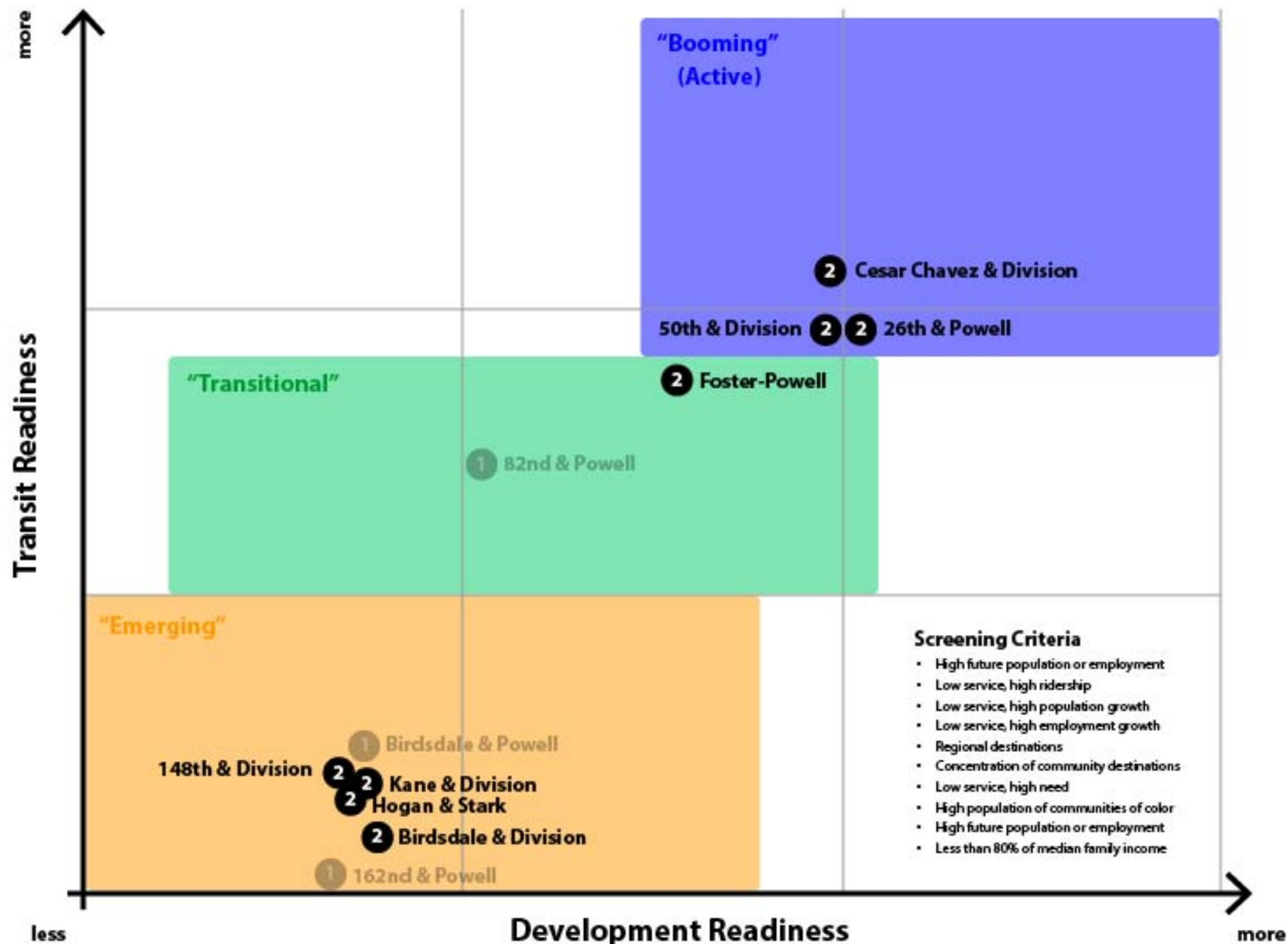


- Emerging
- Transitioning
- Active

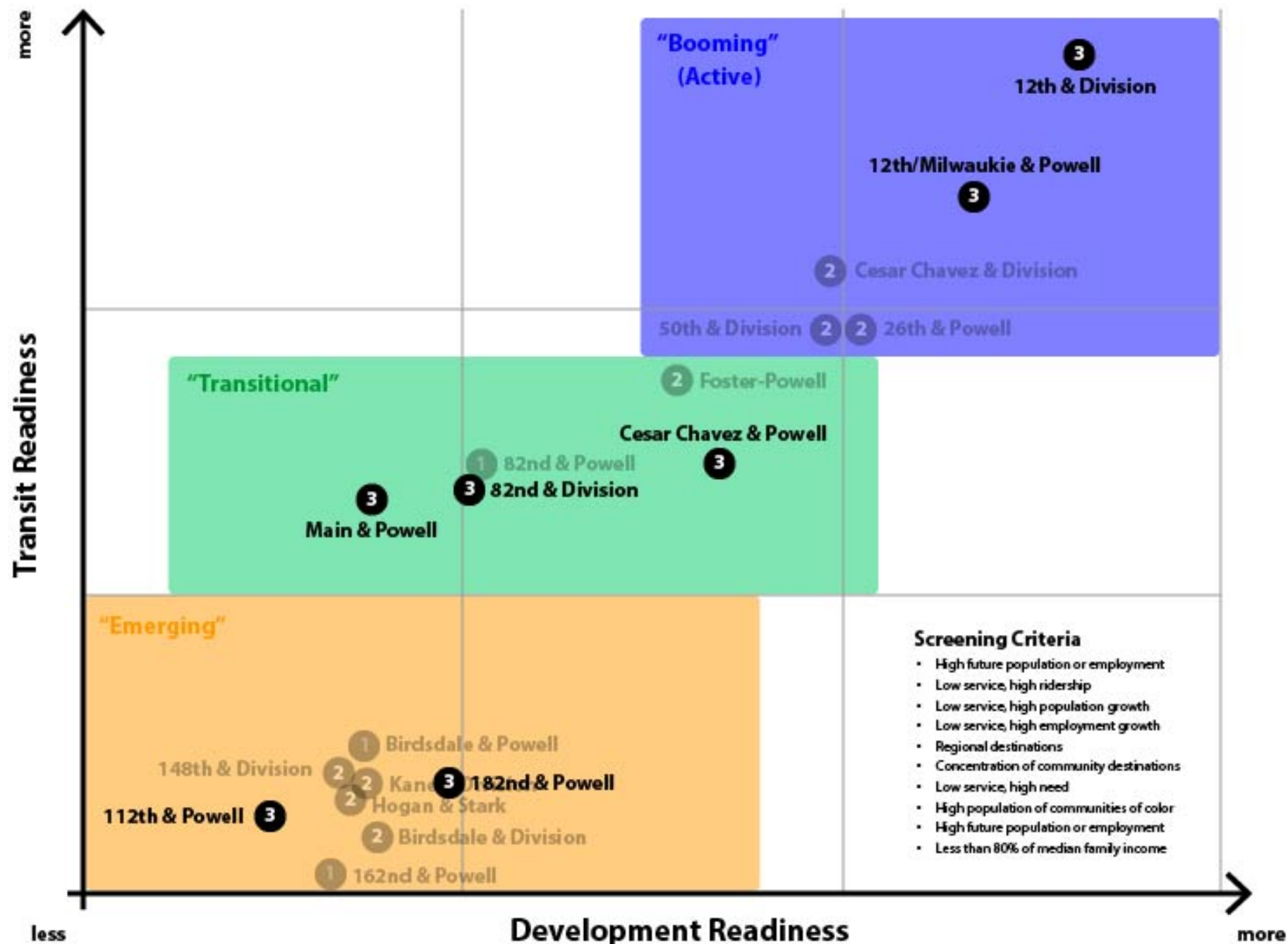
Station Opportunity Area Classification Matrix



Station Opportunity Area Classification Matrix

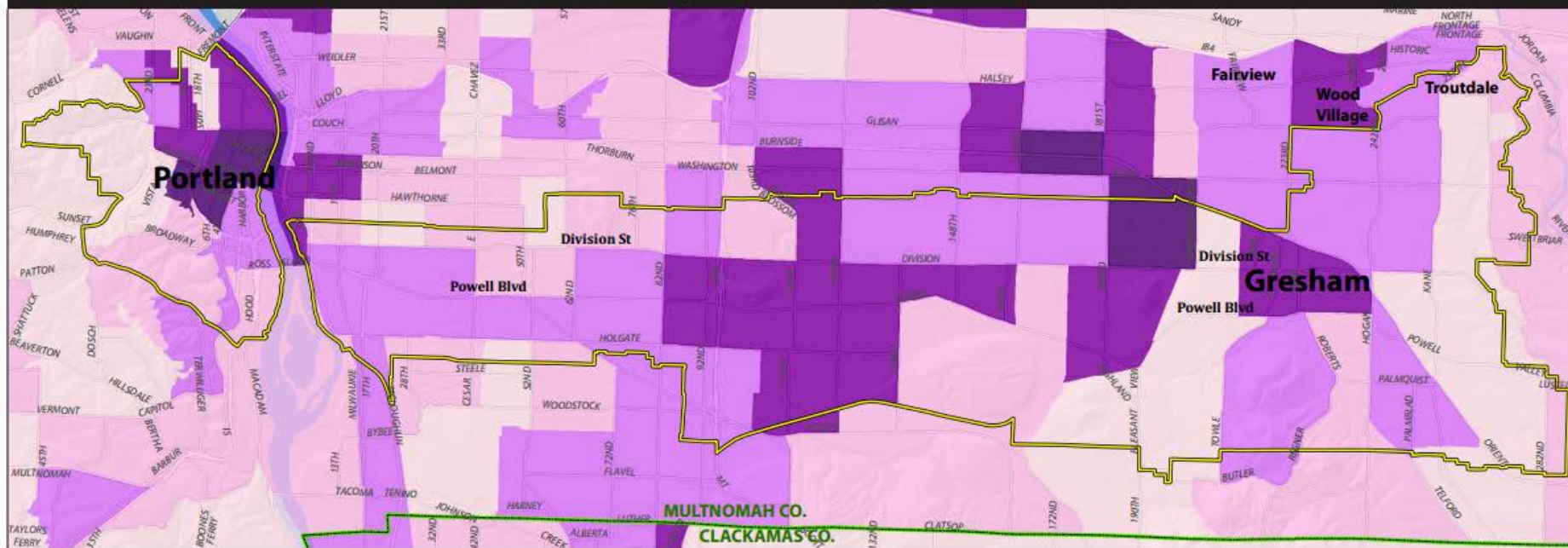


Station Opportunity Area Classification Matrix



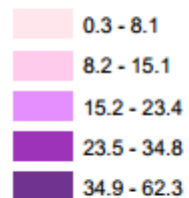
Individuals below poverty

Powell-Division Transit and Development Project



Demographics

percent of individuals below poverty



corridor study area

Source: calculated from US Census Bureau,
The 2007-2011 American Community Survey 5-year estimates; S1701

0 0.5 1 2 Miles



Research and Analysis

Division, Kane, Stark and Hogan are all five-lane arterials that carry between 17,000 and 30,000 vehicles a day on average at its busiest point. The western portion is mostly residential and commercial, the eastern portion is mostly commercial and industrial. The Division Midway Alliance, along with the Gresham Fairview Trail, is a community gateway between 182nd and Gresham-Fairview Trail. High crash intersection at 182nd.

OPPORTUNITIES & CONSTRAINTS: MAP TWO
As the road widens and reaches 82nd Ave, the character of the street and adjacent development changes. Although some sections of Division between 82nd and the Portland boundary with Gresham have clumped or nodal commercial areas and others have more linear or strip commercial areas, the scale of development and the road

OPPORTUNITIES & CONSTRAINTS
Division is a busy five-lane arterial, including a dedicated transit lane. It includes a dedicated transit lane. Parkway is mostly residential and commercial.

LEGEND
— Streets
— Open Space
— Schools
— Multi-family
— Commercial
— Vacant
• Bus Stop

MAX STOP/112TH AVE NODE
• Adjacent to I-205 freeway, trail and MAX stations
• Nearby Marshall High School could be repositioned (after PPS high school are completed)
• Kelly Butte

122ND AVE NODE
• Portland's Draft Comprehensive Plan forecasts growth (900 new jobs and 2,300 new households in 25 years) and supports future planning and redevelopment
• Grocery outlet, Mingala International Market and Crunch Gym are local anchors

148TH AVE NODE
• Future development of vacant lots should complement existing anchors and improve the pedestrian experience with adjusted setbacks
• Fred Meyer and Serendipity center are local anchors

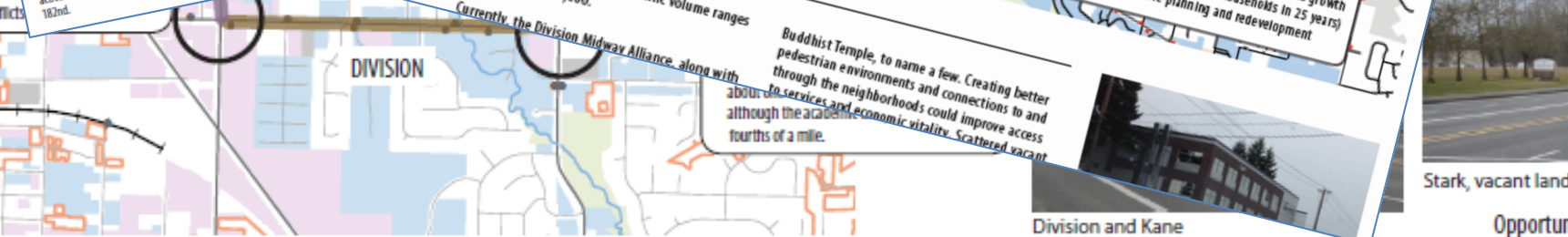
162ND AVE NODE
• Multiple parking lots could be redeveloped to provide more community-serving uses
• Regal Division 13 movie theatre is a local anchor
• Portland's Draft Comprehensive Plan forecasts growth (700 new jobs and 1,100 new households in 25 years) and supports future planning and redevelopment

STREET SEGMENT CHARACTER
82nd-112th East of 82nd Ave, Division transitions from a narrower (36-44 feet) streetcar era roadway to a bigger roadway (76 feet) typical of mid and late 20th century. The transition is challenging for redesign. Need to consolidate parking and traffic volumes and many current uses in the area less pedestrian friendly. Potential traffic conflicts.

The overhead walkway that crosses Division near 85th Ave, could be redesigned to be more attractive and function as a community gateway. Use road design updates and/or public art and

Ave, where the average daily traffic volume ranges from 13,000 to 18,000. Currently, the Division Midway Alliance, along with the Gresham Fairview Trail, is a community gateway between 182nd and Gresham-Fairview Trail. High crash intersection at 182nd.

LEGEND
— Streets
— Open space
— Schools
— Multi-family
— Commercial
— Vacant
• Transit stop



Buddhist Temple, to name a few. Creating better pedestrian environments and connections to and through the neighborhoods could improve access to services and economic vitality. Scattered vacant

Division and Kane



Division at 182nd (West Gresham)



Division west of Birdsedale (West Gresham)

intersections both feature one- or two-lane streets, many with larger parking lots. Several major shopping destinations and Burnside.

with two motor vehicle travel lanes in each direction. Bike lanes on entire street. Segment has sidewalks and crosswalks. Hogan and Kane are major thoroughfares for crashes.

with large parking lots could provide opportunities. The Kane area has

connectivity is poor between Division and Gresham Golf Course to the south. Streets to the south are developed with single-lane streets and have limited

Loop includes mostly a mix of family uses south of 23rd. Mt. Hood Community College is between 17th and 23rd. Intersection at Hogan and Kane will be major destination for education and/or medical uses. Hogan, Kane and Stark are travel lanes and bike lanes vary from 70 feet to 90 feet wide. Stark's right of way is just east of Hogan. The intersection is under Multnomah County jurisdiction (Gresham's).

OPPORTUNITIES: Each corridor has development. Gresham has 7,000 jobs. In addition to the

Many multi-use developments. Cam... is reduce traffic to adjacent

Stark near Kane

Stark, vacant land

Opportunity