

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 17-4776
POWELL-DIVISION TRANSIT AND)
DEVELOPMENT PROJECT'S DIVISION) Introduced by Councilor Bob Stacey or
TRANSIT PROJECT LOCALLY PREFERRED) Councilor Shirley Craddick
ALTERNATIVE)

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which amendments included adoption of the Regional High Capacity Transit (HCT) System Plan; and

WHEREAS, the Regional HCT System Plan identified a new HCT corridor in the vicinity of Powell-Division as the second of the three near-term regional priority corridors; and

WHEREAS, in May 2012, the Metro Council adopted Resolution No. 12-4345, which updated the work program for corridor refinement planning and designated the Powell-Division HCT Corridor as the next regional priority for completion of corridor refinement, after which Metro and TriMet initiated the Powell-Division Transit and Development Project by commencing gathering information for the alternatives analysis for the corridor; and

WHEREAS, in August 2012, the Metro Council adopted Resolution No. 12-4362, endorsing the East Metro Corridor Refinement Plan, which identified Division Street as the preferred location for a major transit improvement in the City of Gresham; and

WHEREAS, in August 2013, the Metro Council adopted Resolution No. 13-4450, which provided funding for Community Planning and Development Grants, including funding for the City of Portland and the City of Gresham to assess land uses and create a development strategy for the Powell-Division HCT Corridor that is consistent with the HCT alternatives analysis; and

WHEREAS, in January 2014, the Metro Council adopted Resolution No. 14-4496, creating and appointing members of a steering committee, which committee members were identified in an open process as representative of major policy, program, geographic, and demographic interests in the project area, including community development, economic development and job creation in and near the plan area; and

WHEREAS, in September 2015, the Metro Council adopted Resolution No. 15-4634, endorsing the Transit Action Plan for the Powell-Division Transit and Development Project, which identified 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; and

WHEREAS, in September 2015, the Metro Council adopted Resolution No. 15-4640, which provided additional Community Planning and Development Grant funding to the City of Portland and the City of Gresham to maximize the impact of Powell-Division bus rapid transit by realizing local

community visions, promoting district design, activating business districts, and promoting development that will take advantage of the transit investment; and

WHEREAS, in November 2015, the Gresham City Council adopted Resolution No. 3225, to accept the Powell-Division Transit and Development Project Gresham Action Plan; and

WHEREAS, in July 2016, the Portland City Council adopted Resolution No. 37224, to adopt the Powell-Division Transit & Development Project Portland Local Action Plan; and

WHEREAS, the Powell-Division Transit and Development Project is a collaboration among Metro, TriMet, ODOT, Portland, Gresham, and Multnomah County to identify the preferred HCT investment in the corridor, and to implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development; and

WHEREAS, there is community interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations; and

WHEREAS, there is also community interest in and local and regional support for leveraging regional transit planning efforts to support affordable housing, community stabilization, and economic development within the corridor; and

WHEREAS, local planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula and the Gresham-Fairview Trail, the Outer Powell Safety Project, and the East Metro Connections Plan; and

WHEREAS, the Powell-Division Transit and Development Project Steering Committee met numerous times over the course of the past three years, heard public input and testimony from individuals, community groups and affected businesses and nonprofits; and

WHEREAS, on November 7, 2016, the Steering Committee made a recommendation for a Locally Preferred Alternative, including the mode of transportation, alignment, and general station locations; and

WHEREAS, on December 6, 2016, the Gresham City Council adopted Resolution No. 3267, to accept the Powell-Division Transit & Development Project Locally Preferred Alternative with an attached memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College; and

WHEREAS, on December 7, 2016, the Portland City Council adopted Resolution No. 37254, to adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval, including a request that Metro advance Powell Boulevard for regional consideration within the High Capacity Transit planning and prioritizing process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements; and

WHEREAS, on December 14, 2016, the TriMet Board of Directors adopted Resolution 16-12-70, to recommend confirmation of the Locally Preferred Alternative for the Powell-Division Transit and Development Project; and

WHEREAS, on December 22, 2016, the Multnomah County Board of Commissioners adopted Resolution No. 2016-131, to adopt the Steering Committee's Powell-Division Transit and Development Project Locally Preferred Alternative with an attached memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College; and

WHEREAS, concurrently with the adoption of this Resolution No. 17-4776, the Metro Council is considering Ordinance No. 17-1396, regarding the amendment of the 2014 Regional Transportation Plan to include the Locally Preferred Alternative of the Powell-Division Transit and Development, and to designate the Powell Boulevard corridor as a Mobility Corridor recommended for study in a future corridor refinement plan;

NOW, THEREFORE, BE IT RESOLVED, that the Metro Council adopts the Steering Committee's Powell-Division Transit and Development Project Locally Preferred Alternative (Exhibit A).

ADOPTED by the Metro Council this 25 day of May, 2017.



Tom Hughes, Council President



Attest:

Approved as to form:





for Alison Kean, Metro Attorney

Resolution No. 17-4776

Exhibit A

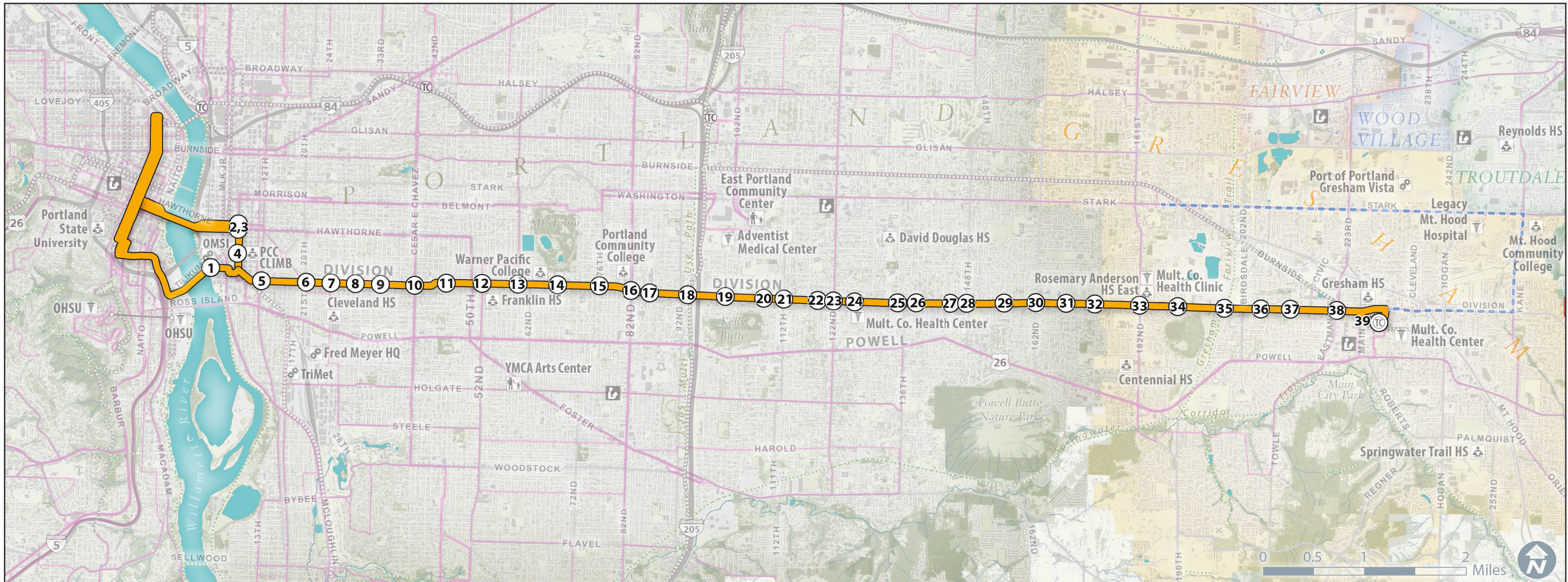
Powell-Division Steering Committee

Locally Preferred Alternative Text and Map

Powell-Division Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high capacity transit in the Powell-Division corridor is bus rapid transit with stations at the locations indicated on the attached map, operating between downtown Portland and the Gresham Transit Center. The route will operate on the transit mall (5th and 6th avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8th Avenue in Portland to the Gresham Transit Center.

Powell-Division Transit and Development Project: Recommended Locally Preferred Alternative



| Map Key | Station Location | Map Key | Station Location | Map Key | Station Location | Map Key | Station Location |
|---------|-------------------|---------|------------------|---------|------------------|---------|-----------------------------------|
| 1 | OMSI | 11 | Division & 45th | 21 | Division & 112th | 31 | Division & 167th |
| 2 | Madison & 7th | 12 | Division & 51st | 22 | Division & 119th | 32 | Division & 174th |
| 3 | Hawthorne & 7th | 13 | Division & 60th | 23 | Division & 122nd | 33 | Division & 182nd |
| 4 | Harrison & 7th | 14 | Division & 68th | 24 | Division & 127th | 34 | Division & 190th |
| 5 | Division & 12th | 15 | Division & 76th | 25 | Division & 135th | 35 | Division & Gresham-Fairview Trail |
| 6 | Division & 20th | 16 | Division & 82nd | 26 | Division & 139th | 36 | Division & Bella Vista |
| 7 | Division & 26th | 17 | Division & 85th | 27 | Division & 145th | 37 | Division & Wallula/212th |
| 8 | Division & 30th | 18 | Division & MAX | 28 | Division & 148th | 38 | Division & Eastman |
| 9 | Division & 34th | 19 | Division & 101st | 29 | Division & 156th | 39 | Gresham Transit Center |
| 10 | Division & Chavez | 20 | Division & 109th | 30 | Division & 162nd | | |

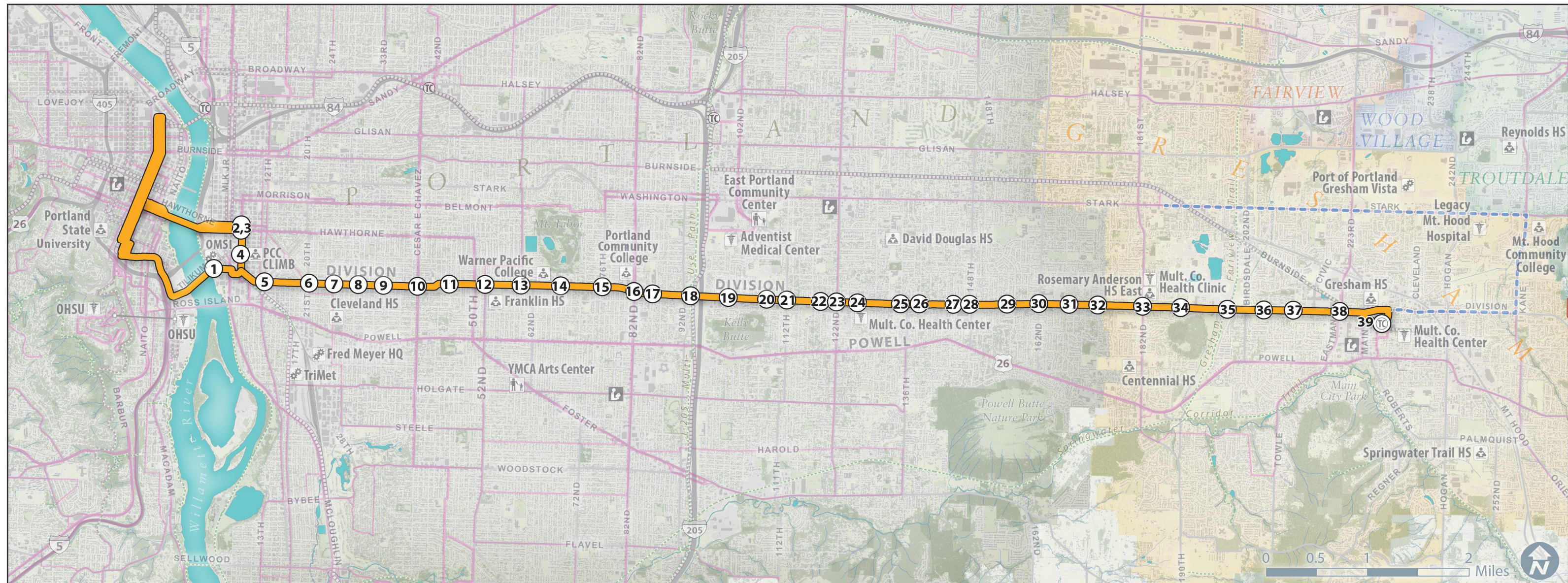
Elements of the Recommended Locally Preferred Alternative*

- Bus Rapid Transit Alignment (River crossing to be determined)
- Approximate station location
- Line 20 connection to Mount Hood Community College
- Light rail
- Frequent bus
- Streetcar
- Standard bus
- Aerial tram
- Regional trail

*Recommended by project Steering Committee on November 7, 2016

November 8, 2016

Powell-Division Transit and Development Project: Proposed Locally Preferred Alternative



| Map Key | Station Location | Map Key | Station Location | Map Key | Station Location | Map Key | Station Location |
|---------|-------------------|---------|------------------|---------|------------------|---------|-----------------------------------|
| 1 | OMSI | 11 | Division & 45th | 21 | Division & 112th | 31 | Division & 167th |
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| 9 | Division & 34th | 19 | Division & 101st | 29 | Division & 156th | 39 | Gresham Transit Center |
| 10 | Division & Chavez | 20 | Division & 109th | 30 | Division & 162nd | | |

Note: Two stations in East Portland were shifted as requested by east county steering committee members.

Elements of the Proposed Locally Preferred Alternative

- Bus Rapid Transit Alignment (River crossing to be determined)
- Approximate station location
- Line 20 connection to Mount Hood Community College
- Light rail
- Streetcar
- Aerial tram
- Frequent bus
- Standard bus
- Regional trail

November 3, 2016
37254

**Powell-Division Transit and Development Project
Division BRT Locally Preferred Alternative
Conditions of Approval
November 28, 2016**

TriMet, Metro and the City of Portland jointly recognize the importance of mobility, housing and economic development for the livability of the City of Portland.

Implementation of *Powell-Division Transit and Development Project - Portland Local Action Plan* and delivery of Division BRT project will bring substantial improvements to the communities in the corridor and in East Portland. The corridor, and East Portland especially, need better access to jobs, education, other opportunities, and daily needs including more affordable housing. The Division BRT project will substantially improve transit service along high-ridership Division Street and will connect to key institutions such as Portland Community College. It will improve pedestrian crossings, access, and bicycle access, especially in East Portland.

For the greater Powell-Division corridor, project partners developed a Powell-Division Corridor-Wide Strategy (Exhibit D to the Locally Preferred Alternative) that represents commitments to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development. This includes transit, bike and pedestrian improvements on Division Street, on Powell Boulevard and on connecting north/south streets, as well as programs to support affordable housing and economic development.

Staff from the Portland Bureau of Transportation (PBOT), the Portland Housing Bureau (PHB) the Portland Development Commission (PDC), TriMet and Metro met with community representatives from the project's Steering Committee to discuss concerns associated with the Division BRT project. **These Conditions of Approval serve to document and memorialize commitments to actions by the agencies to address community concerns as the project moves forward in implementation.**

The Portland City Council will receive future updates on the Division BRT project and documentation on the progress towards the actions and items listed in these Conditions of Approval at these key project milestones:

- Completion of NEPA and submittal of materials to FTA for a project rating currently anticipated in Summer/Fall 2017; and
- Completion of funding plan commitments for the project for City Council approval, and submittal for an FTA construction grant agreement, currently anticipated in mid-2018.

Community Engagement

Community Advisory Committee: Following the adoption of the Locally Preferred Alternative, TriMet will lead community engagement for the transit project and establish a Community Advisory Committee (CAC). This committee will meet monthly to advise TriMet and City of Portland on project design, final station locations, implementation of TriMet's DBE Contracting and workforce development programs, development of a Conduct of Construction, planning for related bus service, and other project elements.

TriMet will seek representatives who ride transit, live, work or own property in the Division Corridor and wear multiple hats including: business associations, NPIs, community-based organizations and neighborhood coalitions; advocates for seniors and people with disabilities; advocates for safe walking and biking; health and education institutions; and local businesses.

The CAC will provide advice and recommendations to the Policy & Budget Committee. Two members of the CAC will serve on the project's Policy & Budget Committee to represent the voice of the CAC to discussions with elected officials and agency leaders.

Business Outreach: TriMet will launch an outreach program to share plans and gather feedback, including a focus on establishing and continuing relationships with businesses adjacent to construction areas. Staff will meet regularly with business owners and associations and maintain a robust online presence with information and opportunities for feedback. Staff will offer and provide language interpretation to encourage direct dialogue with all Division Street business owners.

Portland Housing Bureau Memorandum of Understanding: The purpose of the Memorandum of Understanding (MOU) is to outline agreements between the affected community and PHB regarding future affordable housing investments. It is anticipated the MOU will provide for methods by which the community can provide input into projects generally, encourage a sense of partnership between PHB and the community in identifying project opportunities, and help establish specific project goals. The MOU will also identify means for the community to navigate PHB to provide potential leads on available properties and plan for future affordable housing investments. PHB will work with community representatives beginning in early 2017 to outline the process to create the MOU along with its overall structure. Included in the MOU will be methods for PHB to report on its activities in the corridor and East Portland generally.

Affordable Housing Investment Strategy

New Affordable Housing Construction in the Powell-Division Corridor: The Portland Housing Bureau (PHB) commits to make investments in new affordable housing construction in the Powell-Division Corridor. The commitments range from approximately 300-600 affordable dwelling units in total. East Portland would receive approximately 20-25% of the total affordable housing investment estimated for the BRT corridor under the commitments outlined below. Any or all of the following funding sources that may be used include:

- General Obligations bonds
 - General Fund backed bonds
 - Interim credit facilities/lines of credit (backed by General Fund)
 - Transit Lodging Tax (or bonds backed by this source)
 - Community Development Block Grant (or loans backed by this source)
 - HOME
 - Housing Investment Fund (HIF)
 - Central Eastside Urban Renewal Area (CESURA) Tax Increment Financing (available only in CESURA)
- **East Portland:** Up to two (2) projects of 125 units or one (1) project of 80-120 units are contemplated in this segment of the corridor. The site(s) may either be on land procured from

private property owners or from vacant and underutilized public land. The actual sites are yet to be determined.

- **Jade District: SE 82nd.** One (1) project consisting of 47 units sponsored by Rose CDC at the Furniture Store site at 82nd Ave and Division Street which was procured by Metro specifically to facilitate equitable Transit Oriented Development (ETOD) in the heart of the Jade District. Metro will continue to work with ROSE CDC on the redevelopment of the site with the possibility for community space owned and operated by the Asian Pacific American Network of Oregon (APANO). The project is anticipated to be completed by early 2019.
- **Caesar Chavez:** Generally located between SE 30th and SE 50th. One (1) project of 100-300 units is contemplated in this segment of the corridor. Land will be procured from private property owners and sites are currently on offer.
- **Clinton Triangle:** In the Central Eastside Urban Renewal Area adjacent to the MAX Orange Line Clinton/SE 12th Ave Station. One (1) project of 70-120 units is contemplated in this segment of the corridor. The land is currently controlled by Portland Fire & Rescue.

Other Affordable Housing Projects Anticipated in East Portland that can serve the Corridor:

- **Affordable Housing Preservation:**
 - **Small Rental Rehabilitation Program:** PHB is in the process of rolling out a rental rehabilitation program that will rehabilitate 300 rental units in East Portland between 2017 and 2022 using an annual allocation of \$1.5 million in general fund resources. The program includes working directly with the Bureau of Development Services through their complaint-driven system to identify properties and landlords that may be candidates for the program.
 - **Manufactured Housing:** PHB does not currently have a program focused specifically on manufactured home parks. However, PHB will explore opportunities to include manufactured home parks as a component of a broader affordable housing preservation strategy.
- **Affordable Housing Mandated by Inclusionary Housing:** If enacted by the City Council, private development of 20 units or more will specifically be required to provide some portion of their units, currently 20% of the units at 80% of the Area Median Income or 10% of units at 60% of the Area Median Income. In either instance, some offsets will be offered consistent with state law. The source of the offsets may include direct financing utilizing Construction Excise Tax (CET) revenue, property tax abatement and bonus density incentives, System Development Charge (SDC) waivers and property tax abatement to offset the costs of compliance as appropriate.

Equitable Housing Initiative: Metro’s Equitable Housing Initiative is focusing on local, regional and statewide policy solutions and is convening partners in a research and engagement process to evaluate opportunities and solutions for regional land banking and collaborative public-private funding solutions to expand the development of affordable housing choices in places that provide access to transit, opportunities, and amenities. Components of this work will include developing a market typology, and inventory of publicly-owned lands, a resource inventory and gap analysis, and an opportunity analysis.

The Metro Council through Metro’s Equitable Housing Initiative committed \$500,000 in Construction Excise Tax (CET) revenue to provide grants in 2016-17 to carry out work that

eliminates barriers to equitable housing development in our region. These grants were available to cities and counties within the Portland regional urban growth boundary, either solely or in partnership with other government entities, nonprofit organizations, or businesses. While these Equitable Housing Grants were a regional pilot program, Metro is committed to continuing to promote equitable housing in our region and will engage with the community if more grant opportunities arise.

Metro Transit Oriented Development: The mission of Metro’s TOD program is to increase opportunities for people of all incomes to live and work in areas with high capacity and high frequency transit. Projects qualify for funding based on transit ridership generated compared to a base case with special consideration given to projects in high cost areas that provide long term affordability. In a typical year the TOD program is able to support between two and six projects region-wide with typical contributions of between \$200,000 and \$500,000.

Metro’s TOD program will continue to pursue opportunities to support eligible projects along the Division BRT, particularly those with an affordable component.

Economic Development and Business Mitigation

Construction Mitigation and Business Technical Support: TriMet expects to utilize design and construction practices that focus on minimizing impacts for adjacent businesses. PDC is committed to being a partner to the project and will continue to work closely with community partners and TriMet to discuss project impacts and programing to support and strengthen businesses in the transit corridor.

- TriMet Community Affairs Representatives will serve as full-time liaisons between community members, project staff and the construction contractor, with particular focus on businesses adjacent to construction areas. Each business will have a single point of contact for all project-related concerns. Representatives will offer and provide language interpretation, and will communicate with businesses in their preferred language and format (e.g., verbal, written/handout or email, etc).
- During the design phase, TriMet staff will gather information to inform design (including existing driveways, parking, and landscaping) and construction planning (including access needs, business hours, and noise or vibration concerns). During this phase, input from businesses and residents will be incorporated into the project’s design.
- TriMet staff will work with the contractor to develop a Conduct of Construction – a set of guidelines for sequencing construction, focusing on a “get-in-and-get-out” approach. The Conduct of Construction will identify approximate durations of potentially disruptive activities and specify requirements for business access, advance notification for major activities, and construction site housekeeping.
- During the construction phase, TriMet staff will continue to visit businesses regularly and work with the contractor to maintain business access and adjust construction sequencing to minimize construction impacts.
- TriMet will provide customized signage, maps and other tools to help businesses stay accessible and visible, including signs in the primary language of the business.
- PDC is committed to supporting small businesses in East Portland in partnership with local community partners and TriMet. PDC’s Small Business Development Program will continue to

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- PDC is committed to supporting small businesses in East Portland in partnership with local community partners and TriMet. PDC’s Small Business Development Program will continue to

deliver tailored business technical assistance to meet the unique needs of the businesses in the Neighborhood Prosperity Initiative (NPI) service areas.

- The PDC will also continue to pursue funding from Portland City Council and philanthropic partners to implement the economic development actions outlined in the Portland Local Action Plan (July 2016). These activities include: promoting business competitiveness and retention through increased technical assistance resources, business training, one on one business support and working capital loan funds.

Disadvantaged Business Contracting and Local Hiring: Continuing TriMet’s model for inclusive contracting, construction tasks will be broken into smaller packages to encourage hiring of Disadvantaged Business Enterprise firms (DBEs). Bid documents will require DBE subcontracting plans, along with local supplier plans and workforce training plans. Workforce training plans will encourage contractors to reach out to pre-apprenticeship and existing apprenticeship programs to support new people entering the construction trades, with targeted outreach in the project corridor. TriMet will also reach out to regional DBEs including those in the corridor, provide them with technical assistance, and host events to help introduce these subcontractors to prime contractors. As part of the outreach process, TriMet will partner with community-based organizations that serve residents in or near the area to ensure the opportunities are communicated to area residents, and those who have been displaced.

TriMet will track and report regularly on its efforts and achievements in DBE contracting, local hiring and apprenticeships.

Career Training: TriMet will partner with MHCC (which serves East Portland) and PCC to create clear pathways for students into careers at TriMet. This may include collaboration on short-term trainings, internships, new program development and/or advisory board participation.

Workforce Navigation and Development Services: PDC is committed to pursuing funding from Portland City Council and philanthropic partners to hire a workforce navigator for the East Portland corridor.

Transit Service Enhancements

Enhanced Frequency on Line 20: Subject to review and approval by TriMet’s Board of Directors consistent with the TriMet Code and Title VI equity analysis, TriMet commits to making enhancements in weekday frequency on Line 20, which services E. Burnside and SE Stark, so that buses will arrive about every 15 minutes from the AM peak through to the PM peak in two steps: one in Spring 2017 and the remainder in Fall 2017.

Transit Service Planning: TriMet intends to reallocate vehicle hours made available from the replacement of Line 4-Division by the bus rapid transit project instead of using those hours from Line 4-Division to operate the BRT service. These hours (approximately 1,400 weekly vehicle hours) would therefore be available to increase service on existing lines or inaugurate new lines within the corridor at the time that the Powell-Division project opens for service, currently scheduled for Fall 2021. This remains TriMet’s intention and barring any unforeseen changes in the economy or major funding sources, TriMet plans to deliver this substantial reinvestment in service to the corridor. If any unforeseen changes do occur, TriMet will consult with the community about how to prioritize service needs before any service changes or reductions are made. As with all service planning

decisions, TriMet would use the five priority considerations defined in TriMet's Service Guidelines Policy (Board Resolution #14-12-60) to inform the decision: equity, demand, productivity, connections, and growth.

TriMet will work with the community to determine the best opportunities for redeploying these service hours. TriMet commits to consulting with representatives from EPAP, Division-Midway, APANO, Jade District and OPAL, as well as riders and others from communities in East Portland, to create a plan to reallocate the approximately 1,400 existing service hours on the Line 4. Potential routes include new north-south bus service on 148th and 162nd, as well as the desire for more service on 181st/182nd (Line 87). TriMet intends to include north-south service in the proposed service hours reallocation with details to be refined after a public process and a Title VI analysis.

Project and outreach staff will begin discussions with the community about how this service is allocated about 18 months before project opening (Spring 2020) with the intention of getting to a preferred scenario about a year before opening (Fall 2020) which will provide time for preparing for new service including any new bus stop work needed on new lines.

Annual Service Plan Enhancements: TriMet will continue to consult with representatives from EPAP, Division-Midway, APANO, Jade District and OPAL, as well as riders and others from communities in East Portland in determining future Annual Service Plan service enhancements.

Future Powell Boulevard High Capacity Transit Project: Metro does not consider the implementation of the Division BRT line to disqualify Powell Boulevard as a potential future High Capacity Transit (HCT) Project. Metro will advance the Powell Boulevard corridor for regional consideration and prioritization as one of the potential HCT corridors in the development of the Regional Transit Strategy as part of the Regional Transportation Plan (RTP) update.

deliver tailored business technical assistance to meet the unique needs of the businesses in the Neighborhood Prosperity Initiative (NPI) service areas.

- The PDC will also continue to pursue funding from Portland City Council and philanthropic partners to implement the economic development actions outlined in the Portland Local Action Plan (July 2016). These activities include: promoting business competitiveness and retention through increased technical assistance resources, business training, one on one business support and working capital loan funds.

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decisions, TriMet would use the five priority considerations defined in TriMet's Service Guidelines Policy (Board Resolution #14-12-60) to inform the decision: equity, demand, productivity, connections, and growth.

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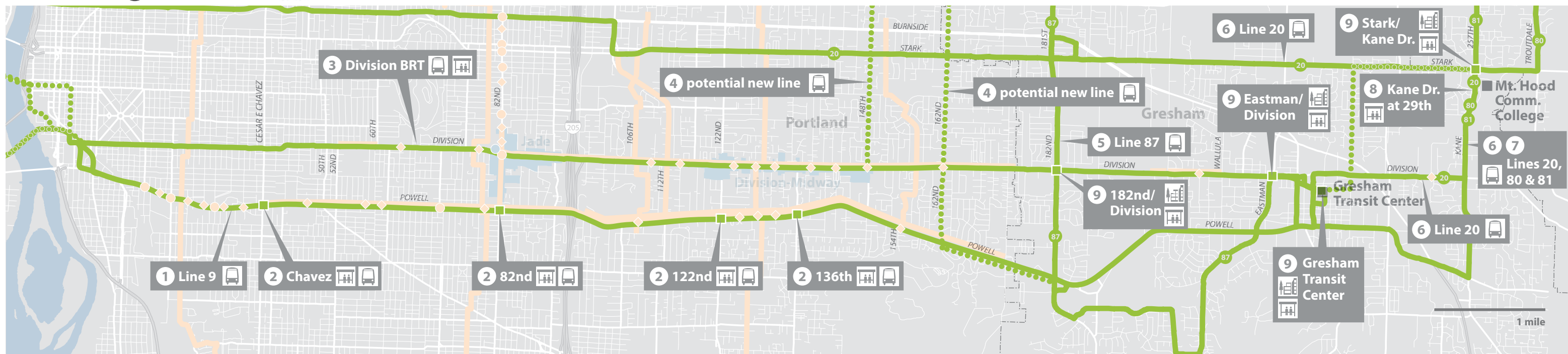
Project and outreach staff will begin discussions with the community about how this service is allocated about 18 months before project opening (Spring 2020) with the intention of getting to a preferred scenario about a year before opening (Fall 2020) which will provide time for preparing for new service including any new bus stop work needed on new lines.

Annual Service Plan Enhancements: TriMet will continue to consult with representatives from EPAP, Division-Midway, APANO, Jade District and OPAL, as well as riders and others from communities in East Portland in determining future Annual Service Plan service enhancements.

Future Powell Boulevard High Capacity Transit Project: Metro does not consider the implementation of the Division BRT line to disqualify Powell Boulevard as a potential future High Capacity Transit (HCT) Project. Metro will advance the Powell Boulevard corridor for regional consideration and prioritization as one of the potential HCT corridors in the development of the Regional Transit Strategy as part of the Regional Transportation Plan (RTP) update.

POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

Changes to bus service Bus stop improvements Support for businesses near transit

Powell

Potential **1** Line 9-Powell Blvd transit service improvements. Possible options include **additional service in peak-hours** and **limited stop service** (TriMet)

Advancing Powell Blvd for regional consideration and prioritization within the **High Capacity Transit planning process**, and amending the Regional Transportation Plan to **assert continued need** for Powell Blvd transit improvements (Metro)

Bus stop improvements on **2** Powell at 39th, 82nd, 122nd, 136th (ODOT, TriMet)

Divison

3 **Division BRT**: provide faster, more reliable bus service with new, longer buses that carry more people and spend less time stopped. Upgrade bus stop amenities, including weather protection at every station (TriMet)

Construct **pedestrian crossing improvements, sidewalk improvements,** and new **ADA-compliant curb ramps** to improve safety and access to transit stations (TriMet)

Other transit service enhancements

Bus service improvements from Service Enhancement Plans (TriMet, ongoing)
New and/or improved service connections within the corridor, reinvesting former Line 4-Division service hours (TriMet)

Promising routes for **potential service enhancements** include:

- North/south service:**
 - **New service** on **4** 148th Ave or 162nd Ave
 - **Upgrade frequency of service** on **5** Line 87-Airport Way/181st
- MHCC service:**
 - **Upgrade frequency of service** on **6** Lines 20-Burnside/Stark, **7** 80-Kane/ Troutdale Rd and 81-Kane/257th

Improvements at MHCC bus stops on **8** Kane Dr. at 29th. Improvements could include **larger shelters** with **more seating** and **weather protection**, etc. (TriMet)

Gresham Action Plan will focus on **placemaking and design upgrades to transit stations**, and **support local businesses** and **business associations around key transit stations:** **9** 182nd/Division, Eastman/Division, Gresham Transit Center, and near MHCC at Stark/Kane Drive (Gresham)

POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

Affordable housing **Support local businesses** **Placemaking, housing and job development**

Portland

Maintain and enhance the Neighborhood Prosperity Initiative (NPI) work, including **hiring a Community Outreach Coordinator** (City of Portland, ongoing)

Track and better understand community impacts and change over a multi-year period (City of Portland, 2016-2018)

Business competitiveness and property development program: **provide assistance to increase the competitiveness of existing businesses** and property owners in the **1** Jade and Division-Midway NPIs (City of Portland, 2016-2023)

Support the production of more and a variety of types of affordable housing: **secure funding for 300 new affordable rental housing units** for households earning up to 60% of area median income (AMI) (City of Portland, through 2021)

Use existing and new programs and resources to help **preserve affordability in 100 housing units** serving families up to 80% AMI (includes both ownership and rental) (City of Portland, through 2021)

Develop small rental rehabilitation program to improve multi-dwelling standards in East Portland (City of Portland, 2017)

Stronger tenant protections: continue development and advocacy for just-cause eviction and other protections for tenants citywide (City of Portland, ongoing)

Gresham

Expand opportunity and increase the supply of jobs and housing in Gresham; Implement Gresham Action Plan with **updated design standards, placemaking and development work** (City of Gresham)

2 Focus on 182nd/Division, Eastman/Division, Gresham Transit Center, Stark and Kane (City of Gresham)

Metro, TriMet

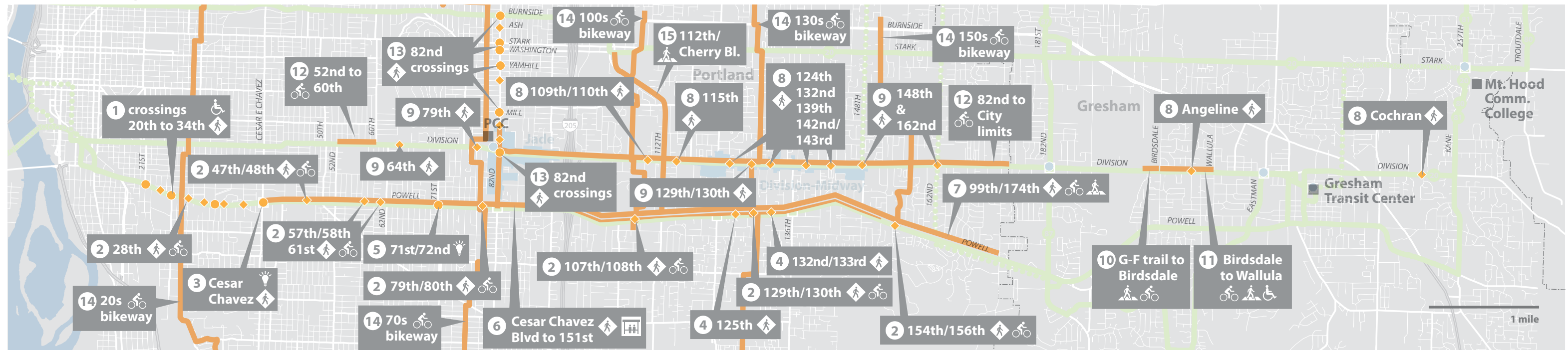
Community partnership to **redevelop affordable housing** at **3** SE 82nd and Division (Metro, 2016-2018)

Disadvantaged Business Enterprise (DBE) and workforce development: Outreach to local, minority and women contractors to participate in transit project construction; Promote apprenticeship opportunities for people of color, women, and economically disadvantaged workers in the construction trades (TriMet)

Visibility and access for businesses impacted by transit construction: work closely with Division Street businesses to maximize access and visibility during construction. Seek opportunities to **buy local** and **do business with small businesses in the corridor** (TriMet)

POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

- Pedestrian crossings, rapid flash beacons, intersection improvements
- Bicycle facilities
- ADA ramps
- Sidewalks
- Bus stop improvements
- Illumination

Powell

Pedestrian crossing and intersection safety improvements 1 including ADA ramps at 21st, 24th, 26th, 31st, 33rd, and 34th (ODOT, 2016-2017)

Improve bicycle and pedestrian crossings on Powell at 2 28th, 47th/48th, 57th/58th, 61st, 79th/80th, 107th/108th, 129th/130th, 154th/156th (PBOT, TriMet, 2016-18)

Powell high crash area **safety improvements: illumination and right turn/bus lane** at 3 Cesar Chavez Blvd, **enhanced pedestrian crossings** at 4 36th, 125th, and 132nd/133rd, **illumination** at 5 71st/72nd (ODOT)

Pedestrian crossing and bus stop improvements at selected locations from 6 Cesar Chavez Blvd to 151st (ODOT, 2016-2017)

More than **10 intersections** will receive **traffic signal safety upgrades** (ODOT, 2016-2017)

Reconstruct Powell from 7 99th to 174th to one lane in each direction with **center turn lane, enhanced bicycle facilities, landscape strip, lighting, pedestrian crossings, and sidewalks**, 122nd to 136th funded (PBOT, ODOT)

Two **fixed speed safety cameras** on Powell (PBOT, 2018)

Division

Install **rapid flash beacons** at 8 109th/110th, 115th, 124th, 132nd, 139th, 142nd/143rd, Angeline, and Cochran (TriMet, PBOT, 2017)

Construct **crossing improvements** at 9 64th, 79th, 129th/130th, 148th, and 162nd (PBOT, TriMet, 2016-2018)

Two **fixed speed safety cameras** east of 122nd Ave. (PBOT, 2017)

Construct **sidewalk and bike lane** from the 10 Gresham-Fairview Trail to Birdsdale Ave. (City of Gresham, 2017-2018)

Pursue grant funding to construct **new bicycle, pedestrian, and ADA improvements** between 11 Birdsdale and Wallula. (City of Gresham)

Development of a citywide **Gresham Active Transportation Plan** (City of Gresham)

Construct **pedestrian crossing and sidewalk improvements**, and new **ADA-compliant curb ramps** to improve safety and access to transit stations (TriMet, 2019-2021)

Improve existing bike lanes along this High Crash Corridor; **Install buffered/separated bike lanes** between 12 52nd and 60th and between 82nd and Portland City limits (PBOT, 2016-2026)

North/South

Pedestrian crossings along 82nd at 13 Ash, Salmon, and PCC and **intersection safety improvements** at Burnside, Stark, Washington, Yamhill, Mill, and Division (ODOT, 2016-2017)

Pursue funding to construct additional **safety and access improvements** in the 82nd Ave of the Roses Implementation Plan (ODOT, 2016-2021)

Pursue funding to plan and build **local street safety and sidewalk improvements** in the Jade District and East Portland, including 130th between Division and Stark (PBOT, 2016-2026)

Neighborhood Greenway **bicycle improvements** to 14 20s, 70s, 100s, 130s, 150s. (PBOT, 2016-2021)

Construct sidewalks on 15 112th/Cherry Blossom between Powell and Stark (PBOT, 2017)



Memo

Date: November 7, 2016

To: Powell-Division Transit & Development Project Steering Committee

From: Neil McFarlane, General Manager

CC: Bernie Bottomly, Alan Lehto

Subject: Reallocation of Line 4 Service Hours with Powell-Division Project Opening

The Powell-Division Project Steering Committee is close to deciding on a Locally Preferred Alternative (LPA) recommendation for the region's first corridor-based bus project and the important infrastructure and access improvements that go along with an investment of this size.

BRT service will represent a substantial increase in weekly vehicle hours. Throughout our conversations about the project, TriMet staff and leadership have been clear about our intention to reallocate weekly vehicle hours made available from the replacement of Line 4 by the bus rapid transit project instead of using those hours from Line 4 on the BRT service. These hours would therefore be available to increase service on existing lines or inaugurate new lines within the corridor at the time that the Powell-Division project opens for service, currently scheduled for Fall 2021. This remains our intention and barring any unforeseen changes in the economy or major funding sources, we plan to deliver this substantial reinvestment in service to the corridor.

We have heard a clear desire from groups representing East Portland such as EPAP, Division Midway, APANO, and Jade District for new north-south bus service, on 148th and 162nd as well as the desire for more service on 181st/182nd (Line 87). I commit TriMet to consulting with representatives from these groups as well as riders and others in the communities in East Portland. We have also heard strong interest from other communities within Portland for additional service on Powell Blvd and other north-south connections in east Multnomah County. Attached are several different scenarios for how the hours from 4-Division could be reallocated to other and new service. One of the reallocated service hours scenarios that was presented to the steering committee and interested members of the public in April was adding 30 minute service to both 148th and 162nd as well as increasing service on line 87 on 181st (Scenario B in the attached). This scenario would likely utilize all existing reallocated service hours. As you can see, all the scenarios include some version of enhancements to north-south service. TriMet intends to include north-south service in the proposed service hours reallocation with details to be refined after a public process and a Title VI analysis.

As TriMet has successfully done in realigning bus service when opening light rail projects, the agency will work with the community to determine the best opportunities for redeploying these service hours. Project and outreach staff will begin discussions with the community about how this service is allocated about 18 months before project opening (Spring 2020) with the intention of getting to a preferred scenario about a year before opening (Fall 2020) which will provide time for preparing for new service including any new bus stop work needed on new lines.

Both this project and the reallocation of service hours are a substantial increase in total service hours for this area of the region and will provide great benefit to the community—I look forward to a successful project opening and a broad service increase like those depicted in the attachment in Fall 2021.

Representative Service Options with Powell-Division Transit and Development Project
 Updated: 11/6/2016

| | Current (2016) | |
|------------|------------------------------|-----------------|
| | Approx. Weekly Vehicle Hours | Number of Buses |
| 4-Division | 1400 | 17 |

Options for Reallocating Service Resources

| Connecting service identified in Eastside SEP | Approx. Weekly Vehicle Hours | Buses |
|---|------------------------------|-------|
| <u>148th Ave new service</u> | | |
| 30 min headways all day | 400 | 3 |
| 15 min peak; 30 min midday, evenings and weekends | 500 | 6 |
| <u>162nd Ave new service</u> | | |
| 30 min headways all day | 400 | 3 |
| 15 min peak; 30 min midday, evenings and weekends | 500 | 6 |
| <u>182nd Ave service increase</u> | | |
| Line 87 upgrade to Frequent Service | 650 | 5 |
| <u>Line E - 223rd - Troutdale new service</u> | | |
| 30 min headways all day | 500 | 4 |
| 15 min peak; 30 min midday, evenings and weekends | 650 | 7 |
| <u>Line 21 - Hogan-Sandy increase</u> | | |
| 15 min weekday midday and peaks | 250 | 4 |
| <u>Powell Blvd</u> | | |
| Additional peak-only peak-direction limited stop svc | 150 | 4 |
| Other Options not shown on map could include more north-south service on 82nd Ave, new Line "Y" north-south service or other ptential enhancements identified in Service Enhancement Plan Visions | | |

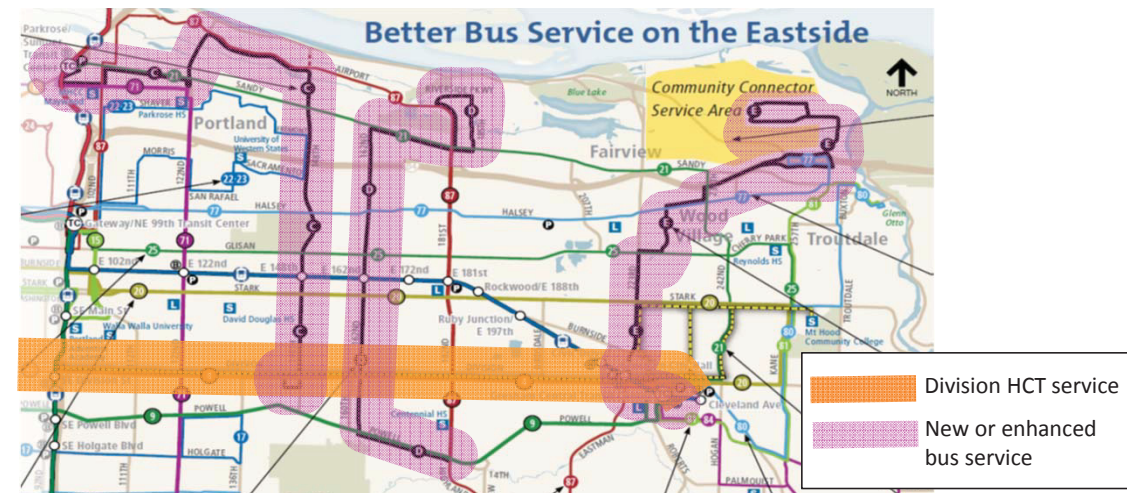
Scenario A

Start Division HCT service

Then make the following changes in other service...

| | Weekly Vehicle Hours | Buses |
|---|----------------------|------------|
| Starting budget (Hours from replacing 4-Division) | 1400 | 17 |
| Add 148th 30 min svc | - 400 | - 3 |
| Add 162nd 30 min svc | - 400 | - 3 |
| Add 223rd - Troutdale 30 min svc | - 500 | - 5 |
| | = 100 | = 6 |

(remainder can be used on other smaller svc enhancements in the area)

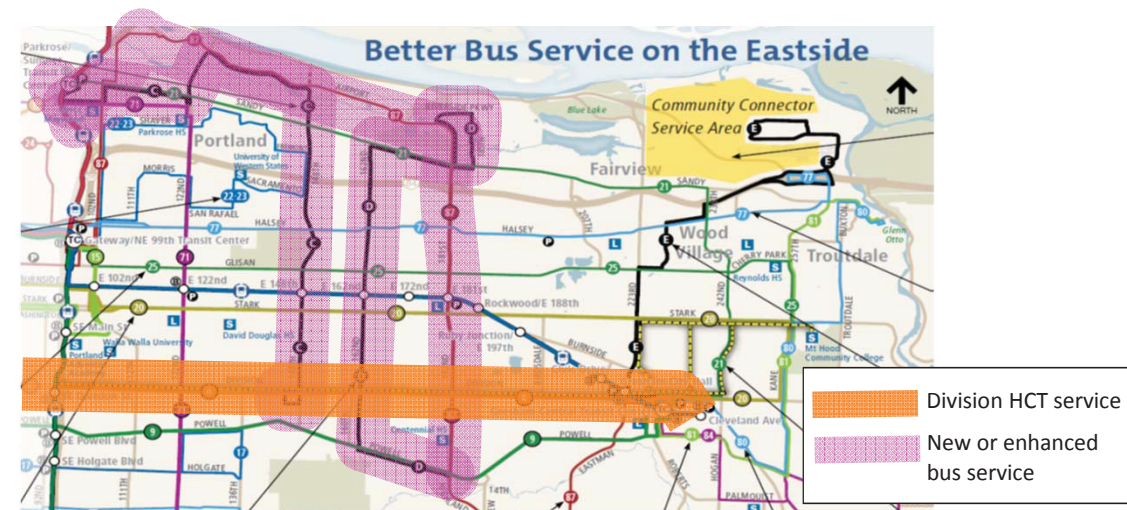


Scenario B

Start Division HCT service

Then make the following changes in other service...

| | Weekly Vehicle Hours | Buses |
|---|----------------------|------------|
| Starting budget (Hours from replacing 4-Division) | 1400 | 17 |
| Upgrade 181st-182nd to <i>almost</i> Frequent Service | - 650 | - 5 |
| Add 148th 30 min svc | - 400 | - 3 |
| Add 162nd 30 min svc | - 400 | - 3 |
| | = -50 | = 6 |



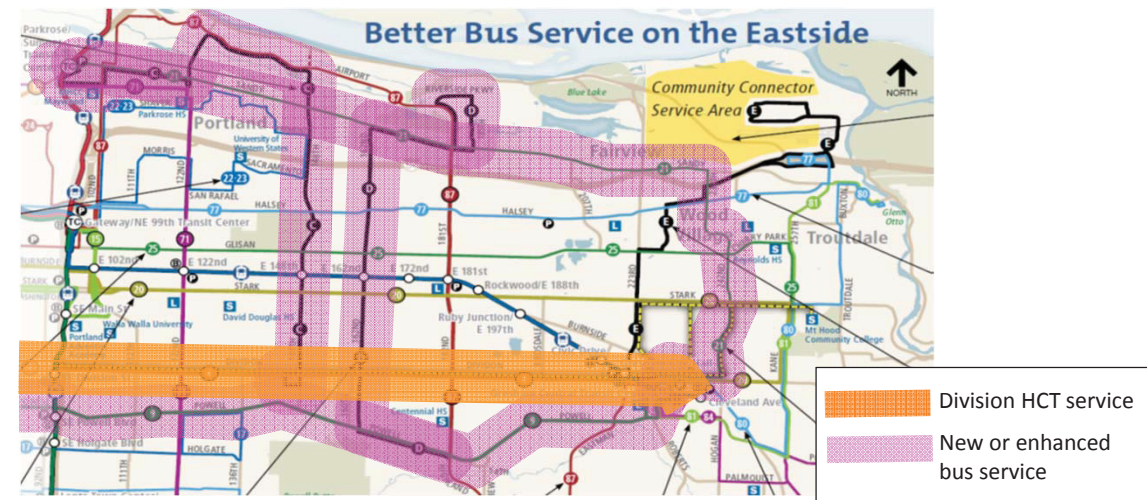
Scenario C

Start Division HCT service

Then make the following changes in other service...

| | Weekly Vehicle Hours | Buses |
|---|----------------------|------------|
| Starting budget (Hours from replacing 4-Division) | 1400 | 17 |
| Line 21 - Hogan-Sandy increase in service | - 250 | - 4 |
| Add 148th 15 pk/ 30 min midday svc | - 400 | - 3 |
| Add 162nd 15 pk/ 30 min midday svc | - 500 | - 6 |
| Add Powell Blvd peak only svc | - 150 | - 4 |
| | = 100 | = 0 |

(remainder can be used on other smaller svc enhancements in the area)



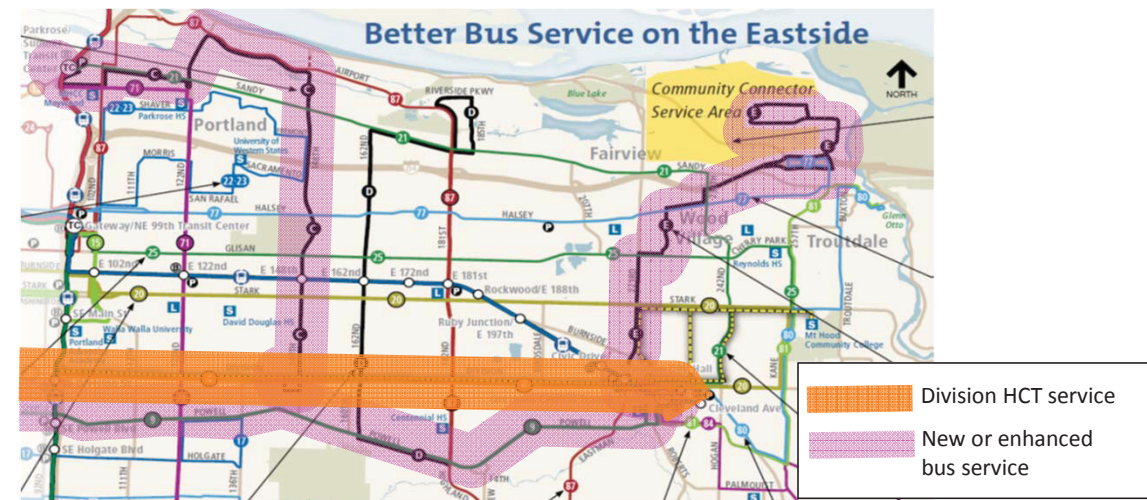
Scenario D

Start Division HCT service

Then make the following changes in other service...

| | Weekly Vehicle Hours | Buses |
|---|----------------------|------------|
| Starting budget (Hours from replacing 4-Division) | 1400 | 17 |
| Add 148th 15 pk/ 30 min midday svc | - 500 | - 6 |
| Add Line E - 223rd-Troutdale | - 650 | - 7 |
| Add Powell Blvd peak only svc | - 150 | - 4 |
| | = 100 | = 0 |

(remainder can be used on other smaller svc enhancements in the area)



STAFF REPORT (REVISED 4/12/17)

IN CONSIDERATION OF RESOLUTION NO. 17-4776, FOR THE PURPOSE OF ADOPTING THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT'S DIVISION TRANSIT PROJECT LOCALLY PREFERRED ALTERNATIVE

Date: November 9, 2016

Prepared by: Elizabeth Mros-O'Hara

LPA DESCRIPTION

On November 7, 2016, the Powell-Division Transit and Development Project Steering Committee made a Locally Preferred Alternative (LPA) recommendation for the Powell-Division Transit and Development Project. The recommended LPA for high capacity transit in the Powell-Division corridor is bus rapid transit with stations at the locations indicated on the attached map, operating between downtown Portland and the Gresham Transit Center. The route will operate on the transit mall (5th and 6th avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8th Avenue in Portland to the Gresham Transit Center.

The LPA is the region's preferred project alternative to implement the Powell-Division High Capacity Transit Project that was identified in the 2014 Regional Transportation Plan financially-constrained project list. It was arrived at after the project steering committee defined the project's purpose and need. A range of alternatives were developed for the Powell-Division Corridor to meet the identified purpose and need and screened against criteria that reflected the project goals and desired outcomes as well as technical evaluation. Alternatives were defined and refined based on technical work and extensive community input.

The LPA is an important component of the National Environmental Policy Act (NEPA) analysis, as it describes the alternative to be constructed. While the 2014 Regional Transportation Plan (RTP) describes the project as "HCT on Powell/Division from Portland Central Business District to the Gresham Transit Center", the LPA defines the transit mode, route, and general station locations. This more-refined project definition allows the federal environmental review to ascertain and avoid, minimize, and/or mitigate potential project impacts. A detailed explanation of the LPA is included in Attachment 1: Powell-Division Transit and Development Project's Division Transit Project Locally Preferred Alternative Report. Each of the project partners has expressed support for the LPA; these local actions are included as Attachment 2 (2.a through 2.e).

CONTEXT

The Division Transit Project is proposed as a faster and more reliable transportation choice for residents and employees traveling in southeast Portland and Gresham. This project proposes a new bus rapid transit (BRT) project stretching 14.8 miles if using the Tilikum Crossing alignment (or 14.2 miles if using the Hawthorne Bridge alignment), and with 35 stations between SE 8th Avenue / SE Division Street and the Gresham Transit Center. The project will provide longer buses with 60 percent more carrying capacity, multiple doors for easy and faster boarding, improved transit stops, improved pedestrian access and safer roadway crossings, transit signal priority, and queue jumps to improve bus travel times at very congested intersections. These improvements are tailored to fit the constrained urban environment of the corridor.

This project will link to the region's current 60-mile light rail system, which provides service every 15 minutes or better, seven days a week. The current light rail system serves the region east and west to such locations as downtown Portland, Beaverton, Gresham, Milwaukie, and Hillsboro, north to the Portland International Airport and to Expo Center, and south to Milwaukie. The Powell-Division Corridor is also identified in the High Capacity Transit Plan as a near-term regional priority corridor.

The project addresses the inability for the current transit system to adequately serve riders in the corridor. Even with very frequent service, current transit demand on the Line 4-Division exceeds capacity. Many buses in the PM peak period are at or over-capacity, riders experience pass-ups with overfull buses. Congestion in the corridor leads to delays estimated at 16 to 17 minutes in the evening peak for the Line 4-Division. In addition, reliability is an issue with buses getting stuck in congested traffic.

This project provides a more reliable connection for residential, employment, and educational centers. It serves many important destinations in the corridor and would provide bus rapid transit service to PSU, OHSU, PCC-Southeast, Warner Pacific College, and the South Waterfront; to the City of Portland's Hosford-Abernathy, Richmond, Mt. Tabor, South Tabor, Montavilla, Powellhurst Gilbert, Hazelwood, Mill Park, and Centennial neighborhoods; and to the City of Gresham's Northwest and Central City neighborhoods.

Demographics: Projected population and employment growth will exacerbate the issues felt by people today. In the Powell-Division corridor in 2015, there were an estimated 32,500 households and 35,500 jobs within a half mile of the proposed stations east of SE 8th Avenue. These residents and job locations have limited access to high capacity transit (adjacent to a portion of the MAX SE Division Green Line station area and MAX Blue Line Civic Drive, Gresham City Hall, Gresham Central Transit Center, and Cleveland station areas). Growth in this corridor is expected to increase to 45,500 households and 48,500 jobs by the year 2040.

Furthermore, the corridor includes a highly diverse population and a number of very high poverty areas that are vulnerable to involuntary displacement. The area east of 82nd Avenue is the most racially and ethnically diverse part of Oregon with high concentrations of communities of color and groups with limited English proficiency, including Chinese, Latino, Russian, Vietnamese, Tongan, African, Arabic, and other minority groups.

East Portland is an area of changing demographics. The *East Portland Review* (Portland, 2007) found that many of the area's schools are experiencing a significant rise in the number of students that are English Language Learners, and that all of the elementary schools in the area have over 50% of their students eligible for free and reduced-price lunch – with some as high as 90%. The *Regional Equity Atlas* (Coalition for a Livable Future, 2007) found that poverty is rising in East Portland neighborhoods, most schools are poorly served by sidewalks, and access to grocery stores is limited in some areas.¹ Over 60 languages are spoken by students at David Douglas high school.² Gresham is facing similar changes with an increasing number of Hispanic and foreign-born residents, and many youth and families. According to the 2010 census, over 35% of Rockwood residents are Hispanic, and 25% of the Gresham Central City residents are Hispanic.

At the same time, this area has historically been underinvested in and is lacking pedestrian infrastructure, enough affordable housing, and community development. A desire to ensure the project will benefit people that already lived and did business in the corridor is reflected in the project goals.

Project goals: Defined by the Powell-Division Steering Committee:

- **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.

Partners: Metro and TriMet are the general project lead agencies and the local sponsors for the environmental analysis and the Federal Transit Administration (FTA) Small Starts grant application. Metro was the overall project lead for the project until the local jurisdictions adopted the LPA. Then, TriMet became the local lead managing the design, outreach, and federal funding process. Metro remains the project lead for the environmental process.

FTA is the federal lead agency for the project. A federal lead agency is defined as the federal agency that is proposing to take an action. This agency supervises the preparation of the environmental documentation and has the responsibility for managing the day-to-day conduct of the environmental review. The cities of Portland and Gresham as well as Multnomah County and the Oregon Department of Transportation are local partners in the project.

¹ <http://www.portlandonline.com/auditor/index.cfm?a=272980&c=35201>

² <http://www.ddouglas.k12.or.us/en/about>

The project decision-making body created to guide decisions was the Powell-Division Transit and Development Steering Committee. The steering committee was charged with making decisions on project milestones and recommending the Locally Preferred Alternative to the adopting bodies. The Powell-Division Steering Committee was comprised of elected and appointed officials of the participating jurisdictions, Mount Hood Community College, Portland Community College, the Johnson Creek Watershed Council, business and student representatives, and local community representatives from Gresham Coalition of Neighborhood Associations, Division-Midway Alliance, Catholic Charities, Southeast Uplift Neighborhood Coalition, Upstream Public Health, OPAL Environmental Justice Oregon, East Portland Action Plan, and the Asian Pacific American Network of Oregon. The steering committee met for three years with the role of defining the LPA and shaping related actions on development and community stabilization. The steering committee was unique in that over half of its members were representing community groups.

Public involvement: Extensive public involvement opportunities have been provided throughout the duration of the project, based on four major goals:

- Communicate complete, accurate, understandable and timely information
- Gather input by providing meaningful opportunities to participate
- Provide timely public notice of opportunities to participate
- Facilitate the involvement of low income populations, communities of color and people with limited English proficiency

Multiple agency and community partners helped to shape and implement a variety of outreach activities:

- Produced multiple fact sheets, email newsletters and regularly updated information on the project web site
- Held more than 270 community briefings
- Conducted eight online surveys reaching more than 10,000 people
- Produced an interactive map comment tool that generated more than 1,500 comments
- Held culturally specific community events in multiple languages that reached members of the Latino, Russian-speaking, Chinese, Vietnamese, African American, African immigrant, Chuuk, Tongan, Bhutanese, and Native American communities
- Held eleven focus groups on proposed station locations
- Conducted multiple other outreach activities including business canvassing, student and youth engagement, bus stop surveys and tabling at community events.

The public outreach for this project was awarded the USA Project of the Year award from the International Association of Public Participation in 2015.

Related actions: In August 2013, the Metro Council approved a Community Planning and Development Grant (CPDG) for the cities of Portland and Gresham. This CPDG project provided resources to engage the community to create a concept plan for the Inner Powell – Outer Division corridor that identifies a preferred transit mode and concept alignment, and potential transit station areas with the greatest development and placemaking opportunities. In September 2015, Metro Council approved a second CPDG for the Cities of Portland and

Gresham, for the “Building Healthy Connected Communities Along the Powell-Division Corridor” project. This CPDG project seeks to maximize the impact of the Powell-Division bus rapid transit by realizing local community visions, promoting district design, activating business districts, and jumpstarting catalytic developments that can take advantage of the transit investment.

In addition, in November 2015 the City of Gresham adopted a Local Action Plan. The Gresham Local Action Plan provides near-term actions that would support transit and promote positive changes desired by the community near stations along a new Powell-Division bus rapid transit line. Actions in the plan would help achieve community goals; some would apply to all stations along the corridor, while others are specific to certain station areas.

In July 2016, the City of Portland adopted a Local Action Plan. The Portland Local Action Plan is a companion plan to support the broader goals and outcomes of the Powell-Division Transit and Development Project. The Local Action Plan focuses on the land-use concepts and community development actions for the Powell-Division transit corridor within the City of Portland. It identifies how the City of Portland will work with the communities to support equitable development and prevent involuntary displacement in the corridor. It identifies key steps for the Portland Housing Bureau and the Portland Development Commission to create between 300 and 600 new affordable housing units in the corridor with \$30 million identified for new investment, and provide technical assistance for business retention and development and workforce navigation for businesses and residents as the transit project moves forward.

ANALYSIS/INFORMATION

1. KNOWN OPPOSITION

The Powell-Division Project’s Steering Committee used a consensus-based decision making process where green cards indicate support for the consensus statement, yellow cards indicate support for some elements of the consensus statement but with reservations or strong concerns, and red cards indicate that the steering committee member could not support the consensus statement unless certain conditions were met. Steering committee members voting red cards were required to provide recommendations or conditions that would need to change in order for them to consider changing their vote to a yellow card or green card.

This voting process took place as the project definition progressed to assess the level of support or opposition to the project through a series of votes taken throughout the LPA development process. Community groups made up over half of the steering committee. Concerns expressed throughout the process included items specific to the LPA such as station spacing and alignment as well as concerns outside of the LPA such as affordable housing.

Issues that garnered opposition were addressed when possible as the LPA development advanced. Two major examples are when the project terminus was shifted to the Gresham Transit Center (rather than Mount Hood Community College) and when the project moved from Powell Boulevard to Division Street from the Tilikum Crossing to 82nd Avenue.

To address the shift in terminus location, the project team and interested steering committee members met and developed a strategy to improve access to Mount Hood Community College through more frequent transit service on the Line 20-Burnside/Stark and other future proposed improvements. These commitments were memorialized in the MHCC Memorandum of Understanding, which was an attachment to the Gresham and Multnomah County LPA Ordinances. Some steering committee members expressed that their support for the LPA was contingent upon the adoption of the Memorandum of Understanding.

The other major point of opposition was when the project alignment moved from inner Powell Boulevard to inner Division Street from the Tilikum Crossing to 82nd Avenue to avoid major property impacts, allow a project to move forward in the near term, and achieve desired reliability and transit travel times. Metro, TriMet, the City of Portland, the City of Gresham, and Multnomah County project team members created a “Powell-Division Corridor Transportation and Development Strategy,” which was shared with the Steering Committee. The strategy outlined near-term transit investments that TriMet would explore and a commitment from Metro to advance Powell Boulevard for regional consideration within the High Capacity Transit planning and prioritization process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements (as well as the MHCC transit commitments). This document was shared and reviewed by the steering committee. It also was adopted as an attachment to the City of Portland’s LPA Resolution. (See Attachment 2: Powell-Division Corridor Transportation and Development Strategy).

Powell Boulevard improvements require further study to determine the appropriate solutions for unmet needs. A future corridor refinement plan project shall include an in-depth review of past analysis and community input of the East Metro Connections Plan, Outer Powell Boulevard Conceptual Design Plan, the Outer Powell Safety Project, the Powell-Division Transit and Development Project, and other past studies to identify unmet needs and potential solutions. A future corridor refinement effort would also be informed by the 2018 RTP and Regional Transit Strategy policy direction.

The Powell-Division Transit and Development Project’s Steering Committee voted on final elements of the LPA on October 24th and November 7th, 2016 using the consensus-based decision making process described above. On the October 24th vote there were 11 green cards, two yellow cards and four red cards. Based on the subsequent outreach and discussions with concerned steering committee members, on November 7th three of the red card votes were amended to yellow cards. The final steering committee vote on the LPA statement was 11 green cards, five yellow cards and one red card. At the October 24, 2016 and November 7, 2016 Steering Committee meetings, committee members indicated a concern that identified commitments were not sufficient without being memorialized in writing as part of the City of Portland adoption of the LPA. A number of steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address any unmet safety and mobility needs moving forward among other concerns described below. Steering committee meeting minutes were documented as part of the public record for the Powell-Division Transit and Development Project.

The remaining red card vote in November was from the East Portland Action Plan (EPAP) steering committee member, whose organization was concerned that the project would not carry through on commitments, planned to replace the current bus service with the bus rapid transit project rather than keeping both services, that there should be new north-south transit routes implemented as soon as possible in east Portland, and that the project did not provide enough benefits for east Portland.

Commitments from partner agencies to address the remaining red card concerns were developed in collaboration with the community members on the steering committee and Metro, TriMet and the City of Portland. Comments and concerns fell primarily into seven categories: project benefits (including safety, mobility, speed, and reliability), station locations, affordable housing commitments in the corridor, small business support and local hiring as the project moves forward, future decision-making structure, reallocation of Line 4-Division service hours to the corridor, and continued commitment to Powell Boulevard. The actions to address these concerns are memorialized in Exhibit C of the City of Portland's Locally Preferred Alternative Resolution in Attachment 2.

With the commitments made and memorialized in attachments to the LPA ordinances the project partner agencies (the City of Portland, the City of Gresham, and Multnomah County) all adopted the LPA unanimously.

2. Legal Antecedents

Federal

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America's Surface Transportation Act (FAST Act)
- FTA Small Starts Process

State

- Statewide Planning Goals
- State Transportation Planning Rule
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan
- Oregon Bicycle and Pedestrian Plan
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- 2013 Oregon Clean Air Act State Implementation Plan (SIP), amended in December 2013
- 2014 Portland Area Carbon Monoxide Maintenance Plan with substitute transportation control measures
- 2007 Portland Area Ozone Maintenance Plan

Metro

- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted on June 10, 2010
- Resolution No. 10-4119, For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle
- Resolution No. 12-4345, For the Purpose of Updating the Work Program for Corridor Refinement Planning and Designating the Powell-Division High Capacity Transit Corridor as the Next Regional Priority for Completion of Corridor Refinement and Commencement of Alternatives Analysis
- Resolution No. 12-4362, For the Purpose of Endorsing the East Metro Corridor Refinement Plan, adopted on August 9, 2012
- Resolution No. 13-4450, For the Purpose of Approving FY 2012-2013 Funding for Community Planning and Development Grants Funded with Construction Excise Tax
- Resolution No. 14-4496, For the Purpose of Creating and Appointing Members of a Steering Committee for the Powell-Division Transit and Development Project
- Resolution No. 15-4634, For the Purpose of Endorsing the Powell-Division Transit and Development Project Transit Action Plan
- Resolution No. 15-4640, For the Purpose of Approving Fiscal Year 2015-2016 Funding for Community Planning and Development Grants Funded with Construction Excise Tax
- Resolution No. 15-4664, For the Purpose of Amending the Fiscal Year 2015-2016 Unified Planning Work Program (UPWP) to Include 2016 STP Funds for use on the Powell/Division Corridor Plan

Local Jurisdictions

- The Gresham City Council unanimously adopted Resolution No. 3267, to accept the Powell-Division Transit & Development Project Locally Preferred Alternative, with an attached memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College;
- The Portland City Council unanimously adopted Resolution No. 37254, to adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval, including a request that Metro advance Powell Boulevard

for regional consideration within the High Capacity Transit planning and prioritizing process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements;

- The TriMet Board of Directors unanimously adopted Resolution 16-12-70, to recommend confirmation of the Locally Preferred Alternative for the Powell-Division Transit and Development Project.
- The Multnomah County Board of Commissioners unanimously adopted Resolution No. 2016-131, to adopt the Steering Committee’s Powell-Division Transit and Development Project Locally Preferred Alternative with an attached memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College.

3. Anticipated Effects

Approval of this resolution would allow the Division Transit Project to move forward towards implementation and for the project partners to begin: 1) the environmental review process under the National Environmental Policy Act (NEPA), which may include preparation of an environmental impact statement, an environmental assessment or the most likely review, a Documented Categorical Exclusion (DCE); 2) completion of the details of the finance plan and final design; and 3) other actions to advance towards construction of the project.

With the timely completion of environmental review, the Concurrence (for a DCE) or Record of Decision (for an environmental assessment or environmental impact statements) and a Small Starts Grant Agreement with the Federal Transit Administration, construction could begin in late 2018 and operation could begin as early as 2021, initiating approximately 14 miles of new bus rapid transit service.

RECOMMENDED ACTION

Adopt Resolution No. 17-4776 For the Purpose of Adopting the Powell-Division Transit and Development Project’s Division Transit Project Locally Preferred Alternative.

LPA Staff Report Attachments

- Attachment 1: Powell-Division Transit and Development Project’s Division Transit Project Locally Preferred Alternative
- Attachment 2: Local Actions of Support (2.a through 2.e)
- Attachment 3: Powell-Division Corridor Transportation and Development Strategy

Staff Report

Resolution No. 17-4776

Attachment 1

Powell-Division Transit and Development
Project's Division Transit Project
Locally Preferred Alternative Report

Powell-Division Transit and Development Project's Division Transit Project Locally Preferred Alternative Report

Recommendations of the Powell-Division Transit and Development Project Steering Committee

April 12, 2017



The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Transit Administration (FTA). The opinions, findings and conclusions expressed in this report are not necessarily those of the FTA.

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1. SUMMARY

1.1 Report Purpose

The Powell-Division Transit and Development Project has both a transit and a development component. The DRAFT Locally Preferred Alternative Staff Report (DRAFT Staff Report for Resolution No. 17-4776 for the purpose of adopting the Powell-Division Transit and Development Project's Division Transit Project Locally Preferred Alternative) presents the recommended implementation strategy and the Locally Preferred Alternative (LPA) for transit improvements in the Powell-Division Corridor. The LPA recommendation was made based on information presented to the steering committee, public comment received, and other studies listed in Section 5.1 of this report. The recommended LPA is shown in Figure 1.1.

1.2 Locally Preferred Alternative Recommendation

The recommended LPA for high capacity transit in the Powell-Division Corridor is bus rapid transit (BRT) with stations at the locations indicated on the attached map (Figure 1.1), operating between downtown Portland and the Gresham Transit Center. The route will operate on the transit mall (5th and 6th avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8th Avenue in Portland to the Gresham Transit Center.

Alignment

- Union Station area in downtown Portland running along existing Portland Transit Mall
- Crossing the Willamette River using either the Tilikum Crossing or the Hawthorne Bridge to Division Street
- Running on Division Street alignment from SE 8th Avenue and Division Street in Portland to the Gresham Transit Center in downtown Gresham

Termini

- Portland Union Station
- Gresham Transit Center (with layover facility at Cleveland Park & Ride)

General Project Station Locations

General station locations were adopted as part of the LPA as shown in Figure 1.1. These locations may be modified based on further design refinement. Stations will include downtown Portland and either at the OMSI station near the Orange Line with a Tilikum Crossing alignment; or on Madison/7th and Hawthorne/7th, and Harrison and 7th with a Hawthorne Bridge alignment. The remaining station pairs will be located in the general vicinity of SE Division Street at SE 12th Avenue, SE 20th Avenue, SE 26th Avenue, SE 30th Avenue, SE 34th Avenue, SE Cesar Chavez Boulevard, SE 45th Avenue, SE 51st Avenue, SE 60th Avenue, SE 68th Avenue, SE 76th Avenue, SE 82nd Avenue, SE 85th Avenue, MAX Green Line, SE 101st Avenue, SE 109th Avenue, SE 112th Avenue, SE 119th Avenue, SE 122nd Avenue, SE 127th Avenue, SE 135th Avenue, SE 139th Avenue, SE 145th Avenue, SE 148th Avenue, SE 156th Avenue, SE 162nd Avenue, SE 167th Avenue, SE 174th Avenue, SE 182nd Avenue, SE 190th Avenue, Gresham-Fairview Trail, NW Bella Vista, NW Wallula/SE 212th Avenue, NW Eastman Parkway, and the Gresham Transit Center.

Bus Improvements

The Division Transit Project LPA includes new 60-foot articulated buses, which will increase capacity by 60 percent and result in fewer pass-ups. The buses will allow multiple door boarding, reducing dwell time. BRT stations will be more substantial than current bus stops, with weather protection, lighting, and other amenities such as bike parking and benches. The system will be branded to create a distinct look and feel for the project.

Powell Garage and Maintenance Facility

In order to accommodate the Division Transit Project LPA, TriMet will need to expand the existing Powell Garage facility to accommodate 60-foot articulated buses associated with the operation of the Division Transit Project. This expansion is expected to be fully contained within the existing property owned by TriMet and does not include right-of-way acquisition. Future phases of work anticipated for Powell Garage include a new building to house maintenance and transportation operations, new fueling and washing facilities, a new bus parking lot and a new employee parking lot.

Cleveland Park and Ride Terminus

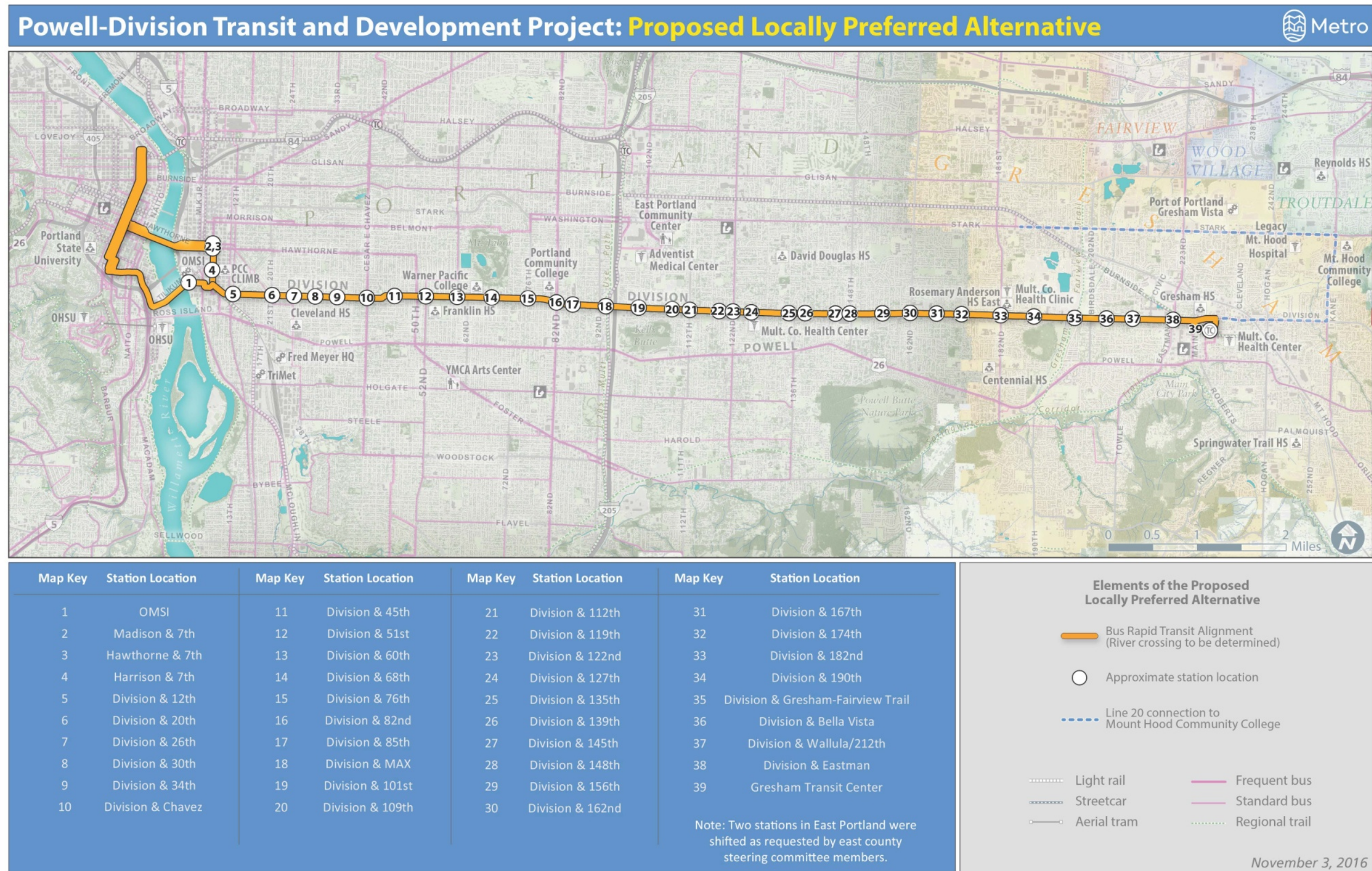
TriMet's existing Cleveland Park and Ride facility will be improved to serve as a layover facility for Division Transit Project vehicles. The eastern segment of the existing facility will be converted to create bus-only access, saw tooth bays for articulated buses, and updates to the existing operator break facility.

1.3 Next Steps

The LPA will include local approval to proceed with the following next steps:

- Amend the Regional Transportation Plan to reflect the definition of the LPA and the continued inclusion of the Powell Boulevard Corridor as a Mobility Corridor recommended for study in a future corridor refinement plan to determine how to address unmet transit, safety, and mobility needs for all modes
- Develop and submit FTA Small Starts application
- Prepare a Documented Categorical Exclusion (DCE)
- Undertake actions to finalize the capital and operating financial plan for the project by the time the DCE is published
- Resolve project issues identified during the DCE
- Complete Preliminary and Final Design through TriMet oversight and stakeholder involvement
- Construction managed by TriMet to achieve project opening by September 2021

Figure 1.1 2016 Locally Preferred Alternative



ALTERNATIVES CONSIDERED

The purpose of this section is to provide a brief description of how the LPA decision was made and how it relates to the previous alignment alternatives evaluated earlier in the process by the steering committee. Chapter 5 of this report describes the modes and alignments that have been studied in the corridor.

2.1 Powell-Division Transit and Development Project Context

In spring 2012, the Metro Council adopted a resolution identifying the Powell-Division High Capacity Transit Corridor as the next regional priority, and Metro and TriMet initiated project development. Early in the project, the steering committee recommended bus rapid transit (BRT) as the mode, eliminating streetcar, express bus, and light rail from consideration for the project, because:

- BRT can serve existing riders and key destinations
- BRT is compatible with existing transportation investments in the corridor
- BRT has less potential impact than other modes

In September 2014, the steering committee recommended a general route alignment along inner Powell Boulevard, transitioning to outer Division Street on SE 50th, 52nd, or 82nd Avenue. The route would also have utilized the Tilikum Crossing to cross the Willamette River. This route was selected because the proposed route:

- Served key destinations
- Connected the greatest number of people riding transit
- Had more public support

Further technical analysis by project staff indicated that the preferred alignment would take more time between Gresham Transit Center and the heart of downtown Portland than existing transit service, would require significant property impacts to achieve travel time reliability, and would have a high cost for needed reliability improvements to get the bus through inner Powell. Additionally, further cost analysis found that the project cost would be significantly greater than the estimated project budget of \$175 million, and that it would be necessary to shorten the route and find alternative options for serving Mount Hood Community College.

Based on the new information, a BRT route on Division Street west of 82nd Avenue and a Hawthorne Bridge crossing to reach downtown Portland was reconsidered. Between SE 8th Avenue and the downtown Portland transit mall, the route would use either the Tilikum Crossing or the Hawthorne Bridge. Technical analysis indicated that a Tilikum Crossing alignment would directly serve more destinations than a Hawthorne Bridge alignment, providing faster access to OHSU, South Waterfront, and PSU. However, current conditions result in frequent, sometimes lengthy delays at SE 8th Avenue due to freight train crossings. Updating the train operations may significantly reduce delays and is being explored, but potential transit improvements are not yet clear. The steering committee expressed a preference for Tilikum Crossing, but did not make a final recommendation for the LPA due to the uncertainty regarding freight train crossing delays at SE 8th Avenue.

The steering committee ultimately recommended an alignment that runs entirely on SE Division Street from SE 8th Avenue to Gresham Transit Center. West of SE 8th Avenue, the steering committee recommended continuing to study both the Hawthorne Bridge and Tilikum Crossing alignments, with either river crossing connecting to the transit mall in downtown Portland with a terminus at Union Station.

3. PUBLIC OUTREACH AND INVOLVEMENT

3.1 Powell-Division Transit and Development Project Public Involvement

Extensive public involvement has been provided throughout the duration of the project and was based on four major goals:

- Communicate complete, accurate, understandable and timely information
- Gather input by providing meaningful opportunities to participate
- Provide timely public notice of opportunities to participate
- Facilitate the involvement of low income populations, communities of color and people with limited English proficiency

Multiple agency and community partners helped to shape and implement a variety of outreach activities that included:

- Multiple fact sheets, email newsletters and regularly updated information on the project web site
- More than 270 community briefings
- Eight online surveys reaching more than 10,000 people
- An interactive map comment tool that generated more than 1,500 comments
- Culturally specific community events in multiple languages that reached members of the Latino, Russian-speaking, Chinese, Vietnamese, African American, African immigrant, Chuuk, Tongan, Bhutanese, and Native American communities
- Eleven focus groups on proposed station locations
- Business canvassing, student and youth engagement, bus stop surveys and tabling at community events.

The public outreach for this project was awarded the USA Project of the Year award from the International Association of Public Participation in 2015.

3.2 Division Transit Project LPA Decision Process

The Powell-Division Steering Committee considered and recommended the LPA on November 7, 2016. The LPA was then considered by local jurisdictions and TriMet. As part of this process, Metro's Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) will be asked to request recommendation of the LPA and amendment of the Regional Transportation Plan (RTP), and the Metro Council will consider a resolution to adopt the steering committee's LPA recommendation, and an ordinance to amend the RTP to include the LPA. The final LPA decision will be made by the Metro Council after consideration of:

- Public comments on the Division Transit Project LPA resolution made during the public hearings as part of the LPA resolution adoption process
- Public comments on the Regional Transportation Plan amendment as part of the Department of Land Conservations and Development public notice
- Data and analysis included as part of this report

- Consistency with the project’s adopted goals and objectives
- Recommendations from the following committees and jurisdictions on the following dates:

| | |
|---|-------------------|
| Powell-Division Steering Committee | November 7, 2016 |
| Gresham City Council | December 6, 2016 |
| Portland City Council | December 7, 2016 |
| TriMet Board of Directors | December 14, 2016 |
| Multnomah County Board of Commissioners | December 22, 2016 |
| Oregon Department of Transportation, Region 1 | January 20, 2017 |

Metro Council will additionally consider actions made by the Metro Policy Advisory Committee (anticipated on May 10, 2017) and the Joint Policy Advisory Committee on Transportation (anticipated on May 18, 2017).

4. LOCALLY PREFERRED ALTERNATIVE DESCRIPTION AND RATIONALE

The recommended Locally Preferred Alternative is a bus rapid transit project that would connect downtown Portland via SE Division Street to the Gresham Transit Center. Specific elements of the LPA are discussed below. Figure 4.1 illustrates the Division Transit Project LPA alignment.

4.1. Downtown Portland Alignment: Transit Mall

A. Location

From the terminus of Union Station at NW 6th Avenue and NW Irving Street in downtown Portland, the bus rapid transit (BRT) alignment would utilize the existing transit mall on 5th and 6th avenues. The route would eventually turn off of the transit mall to cross the Willamette River, at either SW Main St / SW Madison St (Hawthorne Bridge alignment) or in the vicinity of SW Jackson St / SW Lincoln St to reach the SW Harbor Viaduct (Tilikum Crossing).

B. Alignment Options Considered

The following alignment options were considered for downtown Portland.

- Transit Mall to Union Station
- SW Jefferson St / SW Columbia St couplet to SW 18th Ave (Collins Circle)

C. Rationale for Selection

The Portland Transit Mall alignment offers a number of advantages over a Columbia/Jefferson alignment:

- Existing transit supportive infrastructure
- Continuity for existing riders by stopping at existing Line 4 stations on the Portland Transit Mall
- Connections to Amtrak and Greyhound at Union Station
- More connections to existing TriMet transit routes
- Fewer design constraints than a Columbia/Jefferson alignment, which would have design challenges related to Collins Circle, along with greater parking impacts

D. Issues to be Addressed by Staff

The following issues will need to be further addressed

- Final river crossing alignment and connection to the Portland Transit Mall
- Identification of appropriate layover and operator facilities near west terminus

4.2. Willamette River Crossing Alignment: Tilikum Crossing or Hawthorne Bridge

A. Location

From the transit mall alignment located on SW 5th and SW 6th Avenues, over the Willamette River, connecting to SE Division Street.

B. Alignment Options Considered

The following alignment options were considered for the Willamette River crossing.

- Tilikum Crossing
- Hawthorne Bridge

- Ross Island Bridge

C. Rationale for Selection

The Tilikum Crossing and Hawthorne Bridge have both been advanced by the steering committee for further consideration. Both crossing options have different benefits and reliability challenges. The Hawthorne Bridge route generally offers a faster trip to Pioneer Courthouse Square and Union Station, while the Tilikum Crossing route offers faster (and direct) trips to South Waterfront, OHSU, and PSU. The Hawthorne Bridge route runs in mixed traffic from SE 8th Avenue and Division Street to the transit mall, while the Tilikum Crossing route runs in dedicated transit right of way from SE 8th Avenue and Tilikum Way. The Hawthorne Bridge route is subject to unpredictable bridge lifts, though bridge lifts are generally restricted during peak commute hours (7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.). The Tilikum Crossing route is not subject to bridge lift delays, but must cross the Union Pacific / MAX tracks at SE 8th Avenue and Division. This crossing is subject to unpredictable delays from freight, Amtrak, and predictable short delays from TriMet light rail traffic. While the light rail and Amtrak crossings incur short delays, freight trains can result in long delays at any time of day.

To address the train delays, TriMet is working with the Union Pacific Railroad to identify solutions such as automated switches in the Brooklyn Yard. The timing for implementation and the resulting reduction in delay is still being determined.

The steering committee was generally supportive of a Tilikum Crossing alignment, but made a determination to move forward both crossing options as part of the LPA, deferring a final decision until the rail crossing issue at SE 8th Avenue and Division Street is more fully resolved.

The Ross Island Bridge alignment was considered early in the project, when inner Powell was a promising alignment under consideration to reach east Portland. The Ross Island Bridge was determined to be less promising and was removed from consideration in March 2015, due to poor travel time reliability, possible need for major modifications to the bridge, and a lack of connections to OMSI or South Waterfront.

D. Issues to be Addressed by Staff

The following issues will need to be further addressed

- Implementation schedule (timeline) for UPRR improvements to reduce travel time delay from freight trains. Estimates of travel time reliability for the BRT with Union Pacific Railroad (UPRR) improvements being implemented.

4.3. SE Division Street Alignment: SE 8th Avenue to Gresham Transit Center

A. Location

The Locally Preferred Alternative between the Willamette River crossing and the Gresham Transit Center is along SE Division St from SE 8th Avenue to the Gresham Transit Center

B. Alignment Options Considered

The following alignment options were considered for the portion of the bus rapid transit alignment between downtown Portland and the Gresham Transit Center

- SE Division Street from SE 8th Avenue to the Gresham Transit Center
- SE Division Street from the Tilikum Crossing to Cesar Chavez Boulevard, SE 50th Avenue, SE 52nd Avenue, SE 82nd Avenue, SE 92nd Avenue, the I-205 ramps, or SE 122nd Avenue, transitioning to SE Powell Boulevard
- SE Powell Boulevard from the Tilikum Crossing to Cesar Chavez Boulevard, SE 50th Avenue, SE 52nd Avenue, SE 82nd Avenue, SE 92nd Avenue, the I-205 ramps, or SE 122nd Avenue, transitioning to SE Division Street
- SE Powell Boulevard from the Tilikum Crossing to the Gresham Transit Center

A connection to Mount Hood Community College (MHCC) from the Gresham Transit Center was considered and eliminated due to funding constraints. Three options were considered.

- Gresham Transit Center to MHCC via Eastman Parkway, then Stark Street
- Gresham Transit Center to MHCC via Cleveland Avenue, then Stark Street
- Gresham Transit Center to MHCC via Hogan Avenue, then Stark Street

C. Rationale

In March 2015, the committee recommended a route running along inner Powell Blvd, with a preferred transition to Outer Division St at 82nd Ave. However, in January 2016, technical analysis found that travel times on inner Powell and 82nd Ave would actually increase travel times for many trips compared to the existing Line 4-Division and would require numerous property impacts to provide necessary BRT travel times and reliability. This led to a revision of the preferred route to run entirely on Division between SE 8th Ave and the Gresham Transit Center. In May 2016, the project team discovered more information about federal and local funding constraints that resulted in the east terminus being changed to Gresham Transit Center, with the BRT no longer extending to Mount Hood Community College (MHCC). Careful planning led to an agreement to increase service on a major bus line (Line 20) and other improvements to better connect the Gresham Transit Center with MHCC and improve service for students.

D. Issues to be Addressed by Staff

With the SE Division Street alignment, the following issues would need to be addressed:
Design refinement

4.4. Locally Preferred Alternative BRT General Station Locations

A. Location

The recommended Locally Preferred Alternative includes stations generally located at the following locations:

- Downtown Portland Stations (see 4.1)
- Inner Eastside Stations (see 4.1)
- SE Division Street at SE 12th Avenue
- SE Division Street at SE 20th Avenue
- SE Division Street at SE 26th Avenue

- SE Division Street at SE 30th Avenue
- SE Division Street at SE 34th Avenue
- SE Division Street at SE Cesar Chavez Boulevard
- SE Division Street at SE 45th Avenue
- SE Division Street at SE 51st Avenue
- SE Division Street at SE 60th Avenue
- SE Division Street at SE 68th Avenue
- SE Division Street at SE 76th Avenue
- SE Division Street at SE 82nd Avenue
- SE Division Street at SE 85th Avenue
- SE Division Street at MAX Green Line
- SE Division Street at SE 101st Avenue
- SE Division Street at SE 109th Avenue
- SE Division Street at SE 112th Avenue
- SE Division Street at SE 119th Avenue
- SE Division Street at SE 122nd Avenue
- SE Division Street at SE 127th Avenue
- SE Division Street at SE 135th Avenue
- SE Division Street at SE 139th Avenue
- SE Division Street at SE 145th Avenue
- SE Division Street at SE 148th Avenue
- SE Division Street at SE 156th Avenue
- SE Division Street at SE 162nd Avenue
- SE Division Street at SE 167th Avenue
- SE Division Street at SE 174th Avenue
- SE Division Street at SE 182nd Avenue
- SE Division Street at SE 190th Avenue
- SE Division Street at Gresham-Fairview Trail
- SE Division Street at NW Bella Vista
- SE Division Street at NW Wallula/SE 212th Avenue
- SE Division Street at NW Eastman Parkway
- Gresham Transit Center

B. Options Considered

- Station locations were considered and changed based on the alignment shifts from Powell and 82nd Avenue to Division-only alignment. In addition, some stations were added and shifted based on input from the project steering committee and public input. The station locations in the LPA are general and some may shift to minimize/avoid impacts and improve performance as design is advanced.

C. Rationale

The station locations selected are based on a number of factors:

- Existing ridership at current bus stops (both average daily rider ons/offers and monthly ramp deployments)
- Location of key destinations (especially those that may be used by people that depend on transit for their necessities, and major transfer points to other transit)

- Access to stations (sidewalk infrastructure, and street crossings that are ideally signalized and marked to identify pedestrian priority)
- Feedback from the steering committee members and the community

The final station locations serve 85% of current riders at the stop they use now, while 99% of current riders would have bus rapid transit within 3 blocks of their current stop. Station locations will be refined based on design and the desire to avoid impacts.

4.4.1 BRT Stations: Downtown Portland and Inner Eastside

A. Location

Stations for downtown Portland would generally be located along the existing transit mall on 5th and 6th avenues, from the Union Station terminus to either Madison/Main (Hawthorne Bridge alignment) or SW Lincoln (Tilikum Crossing alignment).

With a Hawthorne Bridge alignment, there would also be stations at SW Madison/Main and 1st Avenue, the east side of the Hawthorne Bridge, SE Hawthorne/Madison and 7th Avenue, and SE 7th Avenue and Harrison.

With a Tilikum Crossing alignment, there would also be stations at SW 3rd Avenue and Lincoln South Waterfront / SW Moody, and OMSI/SE Water.

B. Consideration

Prior to completion of the environmental documentation, the project will make a final determination on which bridge crossing to utilize. At that time, station locations for downtown Portland and the inner Eastside to SE 8th Avenue and Division Street will be finalized.

4.5. Additional Improvements

4.4.1 Powell Garage and Maintenance Facility

A. Location

The Powell Garage and Maintenance Facility is located in the City of Portland near SE 99th and SE Powell Boulevard.

B. Rationale

The Powell Garage facility would need to be expanded and altered to accommodate and maintain the 60-foot articulated buses that will be required for the Division Transit Project.

4.5.2 Station Improvements

A. Location

Capital improvements for BRT stations will occur throughout the corridor.

B. Rationale

BRT stations will accommodate more riders than standard bus stops and allow boarding at multiple doors. They will require treatments such as weather protection, upgraded curb ramps, and improved crossings, as well as seating, , bike facilities and other transit amenities.

C. Considerations

Stations will receive different treatments based on the street context. The Inner Division streetscape is constrained and will include weather protection and lighting, but may have stations integrated into the current streetscape. Outer Division Street stations on the five-lane roadway will have more substantial treatments which may include improved street crossings to access the stations, bike lanes behind the stations, as well as transit specific platforms. Downtown Portland stations on the Portland Transit Mall may be integrated into existing bus stops with new signage and other branding. All stations will have a recognizable, cohesive brand to assist riders with wayfinding.

5. BACKGROUND AND ALTERNATIVES CONSIDERED AND NOT ADVANCED

5.1 Project History

The following Metro resolutions document the project history of the Powell-Division Transit and Development Project:

- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted on June 10, 2010
- Metro Resolution No. 10-4119, For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle
- Metro Resolution No. 12-4345, For the Purpose of Updating the Work Program for Corridor Refinement Planning and Designating the Powell-Division High Capacity Transit Corridor as the Next Regional Priority for Completion of Corridor Refinement and Commencement of Alternatives Analysis
- Resolution No. 12-4364, For the Purpose of Endorsing the East Metro Corridor Refinement Plan, adopted on August 9, 2012
- Metro Resolution No. 13-4450, For the Purpose of Approving FY 2012-2013 Funding for Community Planning and Development Grants Funded with Construction Excise Tax
- Metro Resolution No. 14-4496, For the Purpose of Creating and Appointing Members of a Steering Committee for the Powell-Division Transit and Development Project
- Metro Resolution No. 15-4634, For the Purpose of Endorsing the Powell-Division Transit and Development Project Transit Action Plan
- Metro Resolution No. 15-4640, For the Purpose of Approving Fiscal Year 2015-2016 Funding for Community Planning and Development Grants Funded with Construction Excise Tax
- Resolution No. 15-4664, For the Purpose of Amending the Fiscal Year 2015-2016 Unified Planning Work Program (UPWP) to Include 2016 STP Funds for use on the Powell/Division Corridor Plan

5.2 Transit Modes Considered

The transit modes that were evaluated or considered for the Powell-Division corridor include:

- Light Rail
- Rapid Streetcar
- Dedicated Busway
- Frequent Service Plus

- Bus Rapid Transit

The final LPA recommendation is bus rapid transit, which incorporates features of both the dedicated busway and frequent service plus options. The light rail and rapid streetcar modes were not advanced because they would not fit within a constrained urban environment as well as a bus, and that the bus rapid transit mode allowed for high quality transit service that could be implemented in the near term, and fit in the constrained urban environment of the Powell-Division corridor.

5.3 Transit Alignments Considered and Not Advanced

The following transit alignments were considered and not advanced:

- SW Jefferson Street and SW Columbia Street couplet from the transit mall to SW 18th Avenue / Goose Hollow MAX Station in downtown Portland
- Ross Island Bridge crossing of the Willamette River
- Inner Powell Boulevard from SE 8th Avenue to SE Cesar Chavez Boulevard, SE 50th Avenue, SE 52nd Avenue, SE 82nd Avenue, SE 92nd Avenue, the I-205 ramps, or SE 122nd Avenue, using one of those north/south streets to transition to SE Division Street
- Outer Powell Boulevard from 92nd Avenue to the Gresham Transit Center
- An Eastman/Stark, Cleveland/Stark, Hogan/Stark, or Division/Kane alignment to Mt. Hood Community College in Gresham

Figure 5.3.1 displays alignments that were considered throughout the project. More details about these alignments and why they were eliminated may be found in Chapter 4 of this report.

Figure 5.3.1 Transit Alignments Considered

ALTERNATIVES CONSIDERED



Spring 2014: Initial range of alternatives

A wide range of potential transit alignments were suggested by project partners and the public.



September 2014: Screening

The steering committee advanced the general route of inner Powell Boulevard transitioning to Division Street.



March 2015: Further Narrowing

The steering committee removed the Ross Island Bridge, the Cesar Chavez and 92nd options in Portland, and the Kane option in Gresham from consideration.



November 2016: Locally Preferred Alternative

Based on new information, the steering committee revised the previous alignment decision and selected the LPA route: Gresham Transit Center to Union Station, via Division Street, either the Tilikum Crossing or the Hawthorne Bridge, and the Portland Transit Mall.

6. FUTURE WORK PROGRAM

The following additional work has been identified to complete the project:

- Amend the Regional Transportation Plan to reflect the definition of the LPA and the continued inclusion of the Powell Boulevard corridor as a Mobility Corridor recommended for study in a future Corridor Refinement Plan to determine how to address unmet transit, safety, and mobility needs for all modes
- Develop and submit an FTA Small Starts Program Application for rating and Grant Agreement
- Finalize the project financing plan
- Prepare a Documented Categorical Exclusion (DCE)
- Resolve any project issues identified during the DCE
- Complete Preliminary and Final Design through TriMet oversight and stakeholder involvement
- Construction managed by TriMet to achieve project opening by September 2021

Staff should consider the interplay between desired project features and cost and financing considerations in completing the above work program. Considerations include:

- Selecting a bridge route for the Willamette River crossing that accounts for connections to major employment and education destinations, freight crossing and bridge lift delays, cost, and community input
- Conducting further technical analysis and public involvement to optimize station locations
- Continued conversations with stakeholders to prioritize improvements within TriMet's Service Enhancement Plans for use of redeployed service hours from the Line 4-Division.
- Measures to minimize impacts to existing businesses and properties along the corridor, including access management, relocation strategies, business assistance, and economic development where possible; coordination with the Portland Bureau of Transportation on the design of buffered/protected bike lanes on outer Division
- Safe interaction between cars, buses, bikes, and pedestrians, particularly at project stations
- Continued coordination with the cities of Portland and Gresham regarding Community Planning and Development Grants (CPDG) to maximize the impact of the Division Transit Project by realizing local community visions, enhancing corridor safety, promoting district design, activating business districts, and jumpstarting catalytic developments that can take advantage of the transit investment
- Working with community and project partners to achieve objectives outlined in the Portland, Multnomah County, and Gresham LPA adoption Memorandums of Understanding (MOUs)

Staff Report

Resolution No. 17-4776

Attachment 2a

City of Portland Resolution No. 37254 As Amended
To Adopt the Locally Preferred Alternative for the
Powell-Division Transit and Development Project
and Conditions for Approval.

RESOLUTION No. 37254 As Amended

Adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval. (Resolution)

WHEREAS, the Powell-Division Transit and Development Project (Project) plans to bring Bus Rapid Transit (BRT) to one of the region's busiest thoroughfares: SE Division Street between downtown Portland and Gresham, which has existing bus service that serves around 10,000 bus riders every weekday; and

WHEREAS, the Project will be designed to create more reliable service and a faster ride for existing and future riders to get to school, home, work, worship, shopping, and services; and

WHEREAS, in 2013, Metro initiated the Project to develop a planning vision for future transit service and related investments in the corridor with partners from TriMet, the cities of Portland and Gresham, Multnomah County, and the Oregon Department of Transportation; and

WHEREAS, in August 2013, Metro awarded the City of Portland a Community Planning and Development Grant (CPDG) for the Bureau of Planning (BPS) and the Portland Bureau of Transportation (PBOT) to participate in the Project and to assess land uses and create a development strategy for the Powell-Division corridor; and

WHEREAS, in January 2014, Metro appointed members of a Steering Committee for the Project, with representation from local jurisdictions, educational institutions, businesses, transportation agencies, neighborhood coalitions and community organizations, with the role of defining the transit project and shaping related actions on development and community stabilization; and

WHEREAS, the Project partners worked community members along the corridor through broad and inclusive engagement to develop the transit project and local action plans for encouraging desired economic development while protecting the qualities that neighborhood residents, workers and customers most enjoy today; and

WHEREAS, the Federal Transit Administration (FTA) Small Starts program provides discretionary funding opportunities for transit projects; and

WHEREAS, in spring 2015, Metro and TriMet prepared a formal request to seek entry into FTA Project Development under the Small Starts Program, which includes initiating preliminary engineering, preparing cost estimates, conducting environmental analysis and receiving approvals required by the National Environmental Policy Act (NEPA), identifying and adopting a Locally Preferred Alternative (LPA), and developing a project finance plan and accompanying information for a Small Starts project rating; and

WHEREAS, on May 13, 2015, the Portland City Council voted unanimously to support entering the Project Development phase of the Project and to declare the City's intent to access an estimated total \$2 million of Transportation System Development Charge (TSDC) funds towards the Project in Fiscal Years 2015/16 and 2016/17. (Resolution 37123); and

WHEREAS, on June 1, 2015, the Project Steering Committee approved the *Powell-Division Transit Action Plan*, which focuses on a vision for the corridor with the future BRT; and

WHEREAS, in September 2015, Metro awarded the City of Portland a CPDG grant for the "Building Healthy, Connected Communities Along the Powell-Division Corridor" project; and

WHEREAS, on September 23, 2015, the Portland City Council passed Ordinance 187348 to authorize an Intergovernmental Agreement with Metro to provide a work plan to guide the City, Metro, TriMet, and the other regional project partners through the Project Development phase of the Project, and secure the City's two-year financial commitment to the Project.

WHEREAS, on October 2, 2015, FTA approved Metro's and TriMet's request for entry into Project Development, making any project-eligible expenses qualify as matching funds toward a future federally-funded grant of up to \$100 million; and

WHEREAS, on July 27, 2016, Portland City Council adopted Resolution No. 37224 to adopt the *Powell-Division Transit and Development Project – Portland Local Action Plan* which focuses on land use concepts, affordable housing investments, and community development actions for the Powell-Division transit corridor in the City of Portland; and

WHEREAS, staff from PBOT, the Portland Housing Bureau (PHB), the Portland Development Commission (PDC), TriMet and Metro met with community representatives from the Steering Committee to discuss concerns associated with the transit project and to document commitments to formalize actions to address their concerns as Conditions of Approval for the Locally Preferred Alternative; and

WHEREAS, the Powell-Division Transit and Development Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on November 7, 2016, including the mode of transportation, alignment, and station locations; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the Steering Committee's Locally Preferred Alternative for the Powell-Division Transit and Development Project as Non-Binding City Policy attached as Exhibit A; and

BE IT FURTHER RESOLVED, that the City of Portland accepts the bus rapid transit alignment primarily along SE Division Street and the approximate station locations as identified on the Proposed Locally Preferred Alternative map attached as Exhibit B; and

BE IT FURTHER RESOLVED, that the City of Portland accepts the Locally Preferred Alternative Conditions of Approval identified by TriMet, Metro, PBOT, PHB, and the PDC as Non-Binding City Policy attached as Exhibit C; and

BE IT FURTHER RESOLVED, that the City of Portland accepts the Corridor-Wide Strategy developed by PBOT, BPS, PHB, the PDC, TriMet, Metro, ODOT, Multnomah County, and the City of Gresham as Non-Binding City Policy attached as Exhibit D; and

BE IT FURTHER RESOLVED, that the Council gratefully acknowledges the excellent work and dedication of the Powell-Division Transit and Development Project Steering Committee and community members who participated in the planning process; and

BE IT FURTHER RESOLVED, that the Council directs City bureaus and the PDC to work collaboratively with TriMet, Metro and community stakeholders to implement the actions identified in the *Portland Local Action Plan*, the Locally Preferred Alternative Conditions of Approval and the Corridor-Wide Strategy, and to report back to Council on progress made during the next phases of the project; and

BE IT FURTHER RESOLVED, that the Council directs City bureaus to work collaboratively with TriMet and community stakeholders in the design of the transit project, and report back to the Council on said design; and

BE IT FURTHER RESOLVED, that the Council requests that Metro advance Powell Boulevard for regional consideration and prioritization within the High Capacity Transit planning process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements; and

BE IT FURTHER RESOLVED, that the Council directs PBOT to continue to work with TriMet to identify solutions to reduce traffic delay from freight trains stopping or moving through the at-grade crossings near SE Division Street at 8th Avenue, 11th Avenue and 12th Avenue in order to better understand intersection operations with the proposed BRT alignment to the Tilikum Crossing and report back to Council on the findings within the next year; and

BE IT FURTHER RESOLVED, that the Council directs PBOT to continue to advance the Gideon Street Pedestrian/Bicycle Bridge (Transportation System Plan Project No. 20185) for funding consideration and undertake a feasibility study to develop a conceptual alignment and planning level cost estimate; and

BE IT FURTHER RESOLVED, that the Council requests that TriMet continue to work collaboratively with City bureaus and the PDC to plan and design the Portland terminus on the North Transit Mall near Union Station, with the goal of 1) identifying a permanent

solution for an off-street facility for bus layover and operator breaks that supports mixed use urban redevelopment as part of the Broadway Corridor Master Plan, complements other regional transit functions within proximity of the terminus, accommodates HCT and local buses, and could be implementable within 5 years from the new transit service opening, 2) to collectively seek funding opportunities, including but not limited to Federal TIGER grants, City of Portland funds, TriMet funds and other grant opportunities, for a regional transit hub, and 3) to report back to the Council on said joint plan and design within the next year; and

BE IT FURTHER RESOLVED, that the Council instructs PBOT to work with TriMet, Metro, and project partners in the development of a Finance Plan for the Powell-Division Transit and Development Project, to work with other city bureaus to develop a financial strategy for the City of Portland's contribution, and to report back to the Council on the City's financial contribution to the Project prior to finalizing any commitment by the City.

BE IT FURTHER RESOLVED that the Council directs PBOT, PHB and the PDC to work collaboratively with community stakeholders from the East Portland Action Plan (EPAP), the Division Midway Alliance (DMA), the Asian Pacific American Network of Oregon (APANO) and OPAL Environmental Justice Oregon (OPAL) to prepare a Memorandum of Understanding (MOU) to memorialize commitments to actions by the City identified in Exhibit C to address community concerns. Council directs staff to bring the MOU before City Council for a hearing for adoption with a shared target date of completing the MOU no later than June 15, 2017; and

BE IT FURTHER RESOLVED that the Council requests that TriMet and Metro also work collaboratively with PBOT, PHB, the PDC, EPAP, DMA, APANO and OPAL to prepare and enter into the same MOU to memorialize commitments to actions by TriMet and Metro identified in Exhibit C to address community concerns with a shared target date of completing the MOU no later than June 15, 2017; and

BE IT FURTHER RESOLVED that as the preservation and development of affordable housing in and around the corridor is critical, the City of Portland through PHB will make implementation of the housing-related actions contained in Exhibit C a priority and will seek to have the affordable housing units identified in Exhibit C substantially into construction or occupied within five years; and

BE IT FURTHER RESOLVED that supporting and strengthening small and minority owned businesses, especially the most vulnerable businesses east of 82nd Ave along the corridor, is critical due to market pressures and impacts from the transit project, the City of Portland through PDC will make the business technical support programs and

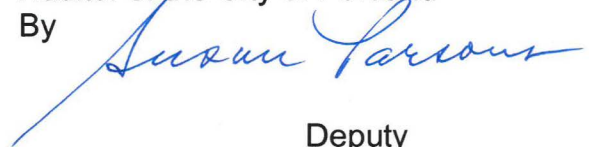
economic development actions identified in Exhibit C a high priority for implementation in the early stages of the project and through project construction; and

BE IT FURTHER RESOLVED that as increasing transit service and building the transit network serving East Portland is critical for Portlanders to access work, school, shopping and services, Council requests that TriMet work with the community to determine the best opportunities to reallocate the vehicle hours that will be made available by replacing the 4-Division with the Division transit project (approximately 1,400 weekly vehicle hours) following the commitments outlined in TriMet's November 7, 2016 memo attached as Exhibit E with the goal of 1) increasing service on existing lines and/or inaugurating new lines within the corridor, 2) adding service on new north/south line(s) connecting to the Division BRT service along 148th Avenue and/or 162nd Avenue, 3) barring any unforeseen changes in the economy or major funding sources, delivering this substantial reinvestment in service to the corridor no later than when the transit project opens for service, currently scheduled for Fall 2021, and 4) should unforeseen changes occur, consult with the community about how to prioritize service needs before any service changes or reductions are made.

Adopted by the Council, DEC 07 2016

Commissioner Steve Novick
Prepared by: *Jean Senechal Biggs; tk*
Date Prepared: November 28, 2016

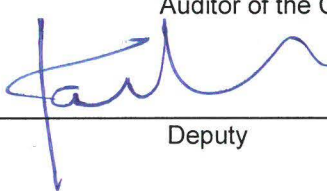
Mary Hull Caballero
Auditor of the City of Portland
By



Deputy

Agenda No. **37254** As Amended
RESOLUTION NO. 37254
 Title

Adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval. (Resolution)

| | |
|--|---|
| <p>INTRODUCED BY Commissioner/Auditor: COMMISSIONER STEVE NOVICK</p> | <p>CLERK USE: DATE FILED <u>NOV 29 2016</u></p> |
| <p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance and Administration - Hales</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Novick <i>KES</i></p> | <p>Mary Hull Caballero Auditor of the City of Portland</p> <p>By:  Deputy</p> |
| <p>BUREAU APPROVAL</p> <p>Bureau: Transportation <i>Amf</i> Policy, Planning and Projects Manager: Art Pearce Director: Leah Treat <i>[Signature]</i></p> <p>Prepared by: Jean Senechal Biggs <i>JTB</i> Date Prepared: November 28, 2016 Supervisor: Art Pearce</p> <p>Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>City Auditor Office Approval: required for Code Ordinances</p> <p>City Attorney Approval: required for contract, code, easement, franchise, comp plan, charter</p> <p>Council Meeting Date December 7, 2016</p> | |
| <p>ACTION TAKEN:</p> | |

| |
|--|
| <p>AGENDA</p> |
| <p>TIME CERTAIN <input checked="" type="checkbox"/> Start time: <u>3:30 pm</u></p> <p>Total amount of time needed: 1 hour (for presentation, testimony and discussion)</p> |
| <p>CONSENT <input type="checkbox"/></p> |
| <p>REGULAR <input type="checkbox"/> Total amount of time needed: <u> </u> (for presentation, testimony and discussion)</p> |

| FOUR-FIFTHS AGENDA | COMMISSIONERS VOTED AS FOLLOWS: | |
|--------------------|---------------------------------|------|
| | YEAS | NAYS |
| 1. Fritz | ✓ | |
| 2. Fish | _____ | |
| 3. Saltzman | ✓ | |
| 4. Novick | ✓ | |
| Hales | ✓ | |

POWELL-DIVISION TRANSIT and DEVELOPMENT PROJECT**LPA DESCRIPTION**

On November 7, 2016, the Powell-Division Steering Committee recommended the 2016 Powell Division Transit and Development Project LPA. The recommended Locally Preferred Alternative for high capacity transit in the Powell-Division corridor is bus rapid transit with stations at the locations indicated on the attached map (Exhibit B), operating between downtown Portland and the Gresham Transit Center. The route will operate on the transit mall (5th and 6th avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8th Avenue in Portland to the Gresham Transit Center.

Staff Report
Resolution No. 17-4776
Attachment 2b

City of Gresham Resolution No. 3267
A Resolution Accepting the Powell-Division Transit
& Development Project Locally Preferred
Alternative

RESOLUTION NO. 3267

A RESOLUTION ACCEPTING THE POWELL-DIVISION TRANSIT & DEVELOPMENT PROJECT LOCALLY PREFERRED ALTERNATIVE

THE CITY OF GRESHAM FINDS:

WHEREAS, Metro Resolution No. 09-4099, adopted December 2009, accepted the Draft 2035 Regional Transportation Plan, with the Following Elements, for Final Review and Analysis for Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan; and

WHEREAS, the Metro Regional High Capacity Transit (HCT) System Plan defined a new HCT corridor in the vicinity of Powell-Division as the second highest of the three near-term regional priority corridors; and

WHEREAS, Metro Resolution No. 10-4119, adopted February 2010, updated the Work Program for Corridor Refinement Planning through 2020 and Proceeded with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle; and

WHEREAS, Metro Resolution 12-4345, adopted in May 2012, designated the Powell-Division High Capacity Transit Corridor as the next regional priority and amended the Unified Planning Work Program to reflect this priority, and Metro and TriMet initiated the Powell-Division Transit and Development Project in 2013 and began project development, evaluating different alternatives; and

WHEREAS, Metro Resolution No. 13-4450, adopted in August 2013, approved Fiscal Year 2012-2013 Funding for Community Planning and Development Grants (CPDG) Funded with Construction Excise Tax, including City of Portland and City of Gresham CPDGs to assess land uses and create a development strategy for the Powell-Division HCT corridor that is consistent with, and integrated with, the HCT analysis; and

WHEREAS, Metro Resolution No. 14-4496, adopted in January 2014, created and appointed Members of a Steering Committee for the Powell-Division Transit and Development Project, and proposed steering committee members were identified in an open process as representative of major policy, program, geographic and demographic interests in the project area including community development, economic development and job creation in and near the plan area; and

WHEREAS, Metro Resolution No. 15-4634, adopted in September 2015, endorsed the Powell-Division Transit and Development Project Transit Action Plan; and

WHEREAS, Metro Resolution No. 15-4640, adopted in September 2015, approved Fiscal Year 2015-2016 Funding for Community Planning and Development Grants Funded with Construction Excise Tax, including City of Portland and City of Gresham CPDGs to assess land uses and create a development strategy for the Powell-Division HCT corridor that is consistent with, and integrated with, the HCT analysis; and

WHEREAS, on October 6, 2015, the Gresham City Council approved an Intergovernmental Agreement authorizing the City's engagement in the Project Development phase of the Powell-Division Transit and Development Project; and

WHEREAS, Gresham Resolution No. 3225, adopted on November 17, 2015, approved the Powell-Division Transit and Development Gresham Action Plan; and

WHEREAS, necessary multimodal transportation planning has been completed to identify needs and opportunities for high capacity transit at a system planning level in the Powell-Division HCT Corridor, and needs within the Powell-Division HCT Corridor include affordable, equitable transit access and improved service to stimulate community and economic development and serve locally desired land uses, and there is now both demonstrated interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations; and

WHEREAS, there is now both demonstrated interest in local and regional support leveraging regional transit planning efforts to support a mix of housing types, community stabilization, and economic development; and

WHEREAS, the Powell-Division Transit and Development Project is a partnership among Metro, TriMet, ODOT, Portland, Gresham, and Multnomah County to identify the preferred HCT investment in the corridor, and implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development; and

WHEREAS, planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail, and the East Metro Connections Plan; and

WHEREAS, the Powell-Division Transit and Development Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on November 7, 2016, including the mode of transportation, alignment, and station locations as shown in Exhibits A and B; and

WHEREAS, a Memorandum of Understanding, attached hereby as Exhibit C, was developed in October 2016 to address additional transit needs to reach Mt. Hood Community College and to create a better Gresham Transit Center.

THE CITY OF GRESHAM RESOLVES:

The Gresham City Council accepts the Steering Committee's Powell-Division Transit and Development Project Locally Preferred Alternative, attached hereto as Exhibits A and B, and the Memorandum of Understanding, attached hereto as Exhibit C.

Yes: _____ Bemis, Hinton, French, Palmero, Stegmann, Widmark _____

No: _____ None _____

Absent: _____ Echols _____

Abstain: _____ None _____

Passed by the Gresham City Council and effective on December 6, 2016.



 Erik Kvarsten
 City Manager



 Shane T. Bemis
 Mayor

Approved as to Form:



 David J. Ross
 Senior Assistant City Attorney

Exhibit A

Powell-Division Transit and Development Project Locally Preferred Alternative: Project Description

The recommended Locally Preferred Alternative for high capacity transit in the Powell-Division corridor is bus rapid transit with stations at the locations indicated on the attached map, operating between downtown Portland and the Gresham Transit Center. The route will operate on the transit mall (5th and 6th avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8th Avenue in Portland to the Gresham Transit Center.

Exhibit B

Powell-Division Transit and Development Project Locally Preferred Alternative - Project Map

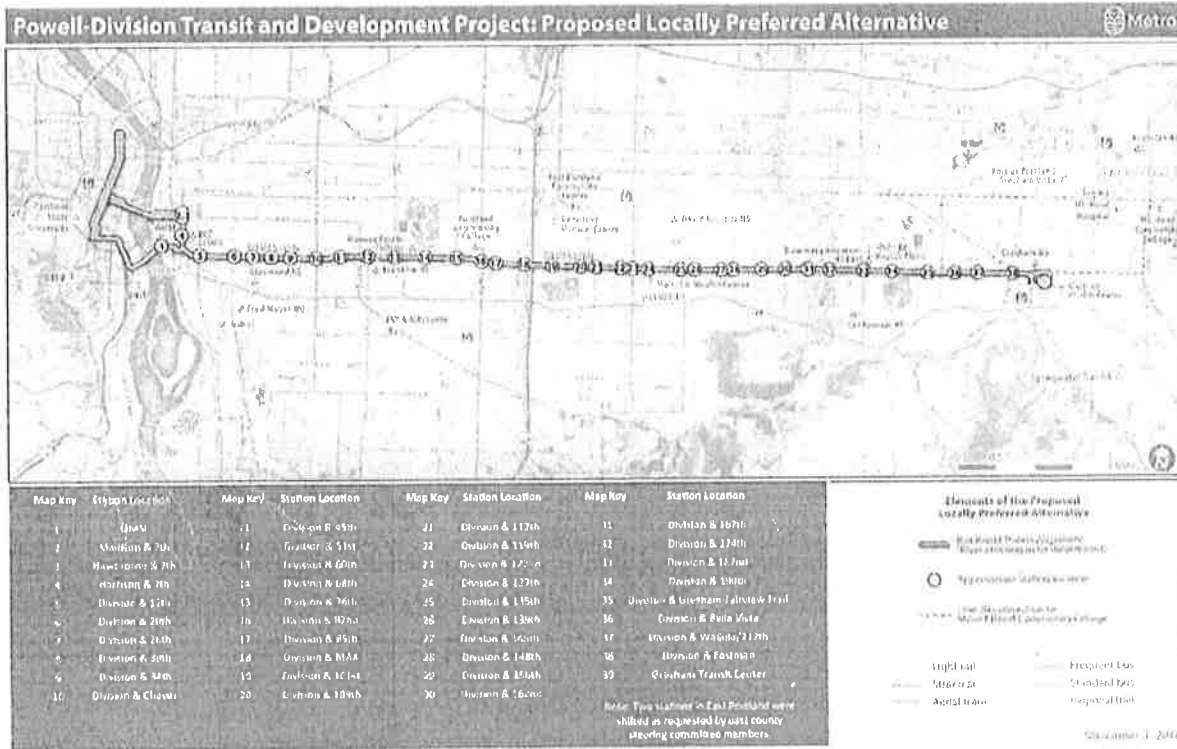


Exhibit C

Powell-Division Transit and Development Project Locally Preferred Alternative – Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING (MOU)

DATE: November 4, 2016

BETWEEN: The Tri-County Metropolitan Transportation District of Oregon (TriMet)

AND: Mount Hood Community College (MHCC)

AND: City of Gresham

AND: Metro

AND: Multnomah County

The Division BRT project was originally planned to provide direct service to MHCC. Due to funding constraints, the BRT connection between the Gresham Transit Center (Gresham TC) and MHCC has been eliminated per direction of the project Steering Committee. The BRT service will now terminate at the Gresham TC. However, MHCC, TriMet, Metro, Multnomah County and City of Gresham recognize the importance of improved access to/from MHCC and the need for the project's terminus to be defined as a special place. To address this, MHCC, TriMet, Metro, Multnomah County and City of Gresham have developed this MOU.

The parties agree that access to the training, education, and support programs provided by MHCC affords the opportunity for all students, especially low income and minority students, to realize their individual potential. They believe that improving access; creating safe, attractive and comfortable stops; developing the Gresham TC as an attractive terminus that serves as a key gateway to Downtown Gresham; and designing a gateway to the MHCC campus served by transit, will contribute to a sense of place and connection among the broader community, as well as enhance the community's economic health and vibrancy. Increasing access to MHCC from the Gresham TC, from other regional transit lines, and by other active transportation modes for students, faculty, and staff can reduce pressure on MHCC, as well as the City of Gresham, to expand parking, preserving scarce resources for infrastructure that more directly benefit student learning and downtown Gresham development.

In recognition of the importance and benefits of enhanced transit access to MHCC, this MOU is intended to document the commitments and actions that TriMet, MHCC and the City of Gresham will undertake to further improve such access as well as place making at the Gresham TC and to document the support of these efforts by Metro and Multnomah County.

TriMet, MHCC, and the City of Gresham agree to the following:

Near-term (2016-2017):

- **Enhanced Frequency on Line 20:** Subject to review and approval by TriMet's Board of Directors consistent with the TriMet Code and Title VI equity analysis, TriMet commits to

making enhancements in weekday frequency on Line 20 so that buses will arrive about every 15 minutes from the AM peak starting around 7:30 am through the day to the end of the PM peak after 5 pm in two steps: one in Spring 2017 and the remainder in Fall 2017. TriMet will work to minimize transfer times for MHCC-bound riders by coordinating schedules to the extent practical on Line 20 at Gresham TC and Rockwood with Blue Line MAX service and BRT service when it opens.

- **MHCC partner advertisements on buses:** TriMet will create partner ads with MHCC and run those ads on buses with available advertising space that serve east Multnomah County and Portland including Line 20.
- **Fare assistance:** TriMet will help MHCC promote Access Transit: Fare Assistance Program participation by eligible MHCC GED (General Education Development) students as well as the availability of reduced youth fares for eligible GED program participants. In addition, TriMet will entertain proposals from MHCC about reduced fare options for community college students.
- **Real-time arrival displays on campus:** TriMet will provide three real-time arrival display screens and brackets for installation indoors on the MHCC campus before January 9, 2017 (which is the start of Winter classes). TriMet will provide guidance and technological assistance to install displays including guidance on network hookups and help configuring the electronic contents of the displays to meet MHCC's needs. MHCC will provide three weather-protected indoor locations with access to electrical power and internet connection and would be responsible for any permitting, long-term maintenance and replacement. MHCC facilities staff will install screens with technical support from TriMet. MHCC and TriMet will complete an intergovernmental agreement together to define final details and allow conveyance of the equipment to MHCC consistent with this MOU.
- **Real-time arrival displays at Gresham TC and Rockwood:** If adequate power and network connections already exist, TriMet will provide and install weather-resistant real-time arrival displays at MHCC-bound Line 20 stops at Gresham TC and Rockwood. If such connections do not exist, TriMet will provide and install such displays when stop improvements listed elsewhere in this document are made and power and network connections are made available. Where the displays are mounted and how they are integrated into stops will be coordinated with Gresham staff and its selected consultant team for the "*Gresham BRT Corridor and Stations Design and Development Project*" at the Gresham TC, and with Rockwood Rising staff at the Rockwood station.
- **Gresham TC - TriMet will**
 - a. Seek to identify improvements to the Gresham TC that can be included in the BRT project that improve the overall look and feel of the Transit Center and its surroundings.
 - b. Seek to identify improvements such as state of the art shelters and furnishings that may be beyond the scope of the BRT project, but would further enhance the transit center and its surroundings to denote that the Gresham TC is a key regional destination and gateway to Downtown Gresham. The goal for this work is to increase the level of understanding through the development of programmatic and conceptual design elements, including the costs for non-BRT funded improvements, that enables the City of Gresham to better compete for non-Small Starts grant funding.
 - c. TriMet will explore whether there are opportunities to coordinate station area improvements with the Blue Line Station Rehabilitation (BLSR) project refurbishment of the transit center. TriMet will seek to coordinate schedules for BLSR with other possible improvements to minimize potential negative impacts of construction to the surrounding areas and transit users.

Assuming TriMet takes on some of the Gresham TC design tasks that City of Gresham had intended to undertake with its "*Gresham BRT Corridor and Stations Design and Development*

Project,” the City of Gresham will use those freed-up resources to do basic conceptual designs for a “gateway” transit station at MHCC. The design level would be sufficient to identify a reasonable scope and cost estimate in order to be competitive to pursue grant funding.

After the basic scope and cost are developed, the parties will pursue various grant and other funding opportunities to make the improvements identified through this process.

- **Other Service Enhancements:** TriMet will remain flexible and responsive to the East Multnomah County Transportation Committee (EMCTC), Multnomah County, City of Gresham and others regarding Service Enhancement Plan (SEP) priorities and implementation. TriMet recognizes that priorities for SEP enhancements may change due to the change in terminus for MHCC as well as over time and will consult each year in advance of making Annual Service Plan decisions. As of the time of this MOU, SEP priorities outlined by the East Multnomah County Transportation Committee include:
 - Line 20 enhancements as addressed on page 2 of this MOU;
 - Explore re-routing Line 81 to follow the originally planned BRT route between the Gresham TC and MHCC and extend to serve the Troutdale Reynolds Industrial Park (TRIP), coupled with adequate frequency along Line 80; and
 - Enhance service along Line 87 to include more weekday coverage and frequency as well as weekend service.

Mid-term

- **Line 81 connections:** TriMet will work in consultation with MHCC, City of Gresham, City of Troutdale and Multnomah County to identify options that adjust service of Lines 80 and 81 as outlined above and re-routing of the current Line 81. TriMet will make every reasonable effort to implement enhancements prior to BRT service commencing in 2021, knowing that extension to the TRIP is priority. Any service changes are subject to review and approval by TriMet’s Board of Directors consistent with the TriMet Code and Title VI equity analysis.
- **Stops and shelters:** In order to enhance the comfort and visibility of MHCC connections to the rest of the community and the region, MHCC and TriMet will coordinate with City of Gresham, Multnomah County, City of Troutdale, Port of Portland, EMCTC and Metro, to seek funding¹ for improved passenger facilities at MHCC campus stops in both directions, Gresham Transit Center, and Rockwood. The parties share the goal of completing this design and cost estimate to support a competitive grant application in time for funding that would go to construction by the opening of the BRT in 2021. TriMet, MHCC and the City of Gresham will work together to find funding and implement the design context-appropriate improvements developed in the near-term with features such as larger weather protection, real-time arrival information, safety enhancements and other stop enhancements that contribute to the comfort of riders and the quality of the location.
- **Service enhancements when BRT project opens for service:** TriMet will consult with MHCC, City of Gresham, Multnomah County, Metro and EMCTC on how to prioritize reallocated service hours made available by the replacement of Line 4-Division with BRT when the BRT begins service, including how best to continue improving access to MHCC for students. Any service changes are subject to review and approval by TriMet’s Board of Directors consistent with the TriMet Code and Title VI equity analysis.
- **Transportation Demand Management (TDM):** MHCC will develop a TDM strategy to encourage more use of transit and other active modes by students, faculty and staff. TriMet will offer support and advice for development of TDM plans and strategies, and help with promoting transit to MHCC students. This assumes MHCC is able to receive regional funding for TDM

¹ Note that TriMet cannot directly apply for regional flexible MTIP funding due to prior commitments

Tri-County Metropolitan
Transportation District of Oregon

By _____
Bernie Bottomly
Executive Director

Approved as to form:

By _____
Deputy General Counsel

Mt. Hood Community College

By _____
Debra Derr
MHCC President

Approved as to form:

By _____
Title:

City of Gresham

By _____
Name:
Title:

Approved as to form:

By _____
Title:

Metro

By _____
Name: _____
Title: _____

Approved as to form:

By _____
Title:

Multnomah County

By _____
Name:
Title:

Approved as to form:

By _____
Title:

Staff Report

Resolution No. 17-4776

Attachment 2c

Multnomah County Board of Directors

Resolution No. 2016-131

Approval of the Powell-Division Transit and
Development Project LPA

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

RESOLUTION NO. 2016-131

Approval of the Powell-Division Transit and Development Project LPA.

The Multnomah County Board of Commissioners Finds:

- a. The Metro Regional High Capacity Transit (HCT) System Plan defined a new HCT corridor in the vicinity of Powell-Division as the second highest of the three near-term regional priority corridors; and
- b. Necessary multimodal transportation planning has been completed to identify needs and opportunities for high capacity transit at a system planning level in the Powell-Division HCT Corridor, and needs within the Powell-Division HCT Corridor include affordable, equitable transit access and improved service to stimulate community and economic development and serve locally desired land uses, and there is now both demonstrated interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations; and
- c. There is now both demonstrated interest in local and regional support leveraging regional transit planning efforts to support affordable housing, community stabilization, and economic development; and
- d. The Powell-Division Transit and Development Project is a partnership among Metro, TriMet, ODOT, Portland, Gresham, and Multnomah County to identify the preferred HCT investment in the corridor, and implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development; and
- e. Planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail, the East Metro Connections Plan and enhanced transit improvements to Mt. Hood Community College; and
- f. The Powell-Division Transit and Development Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on November 7, 2016, including the mode of transportation, alignment, and station locations.

The Multnomah County Board of Commissioners Resolves:

1. To adopt the Steering Committee's Powell-Division Transit and Development Project Locally Preferred Alternative with identified enhancements to Mt. Hood Community College. (Exhibit A)

ADOPTED this 22nd day of December, 2016.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON



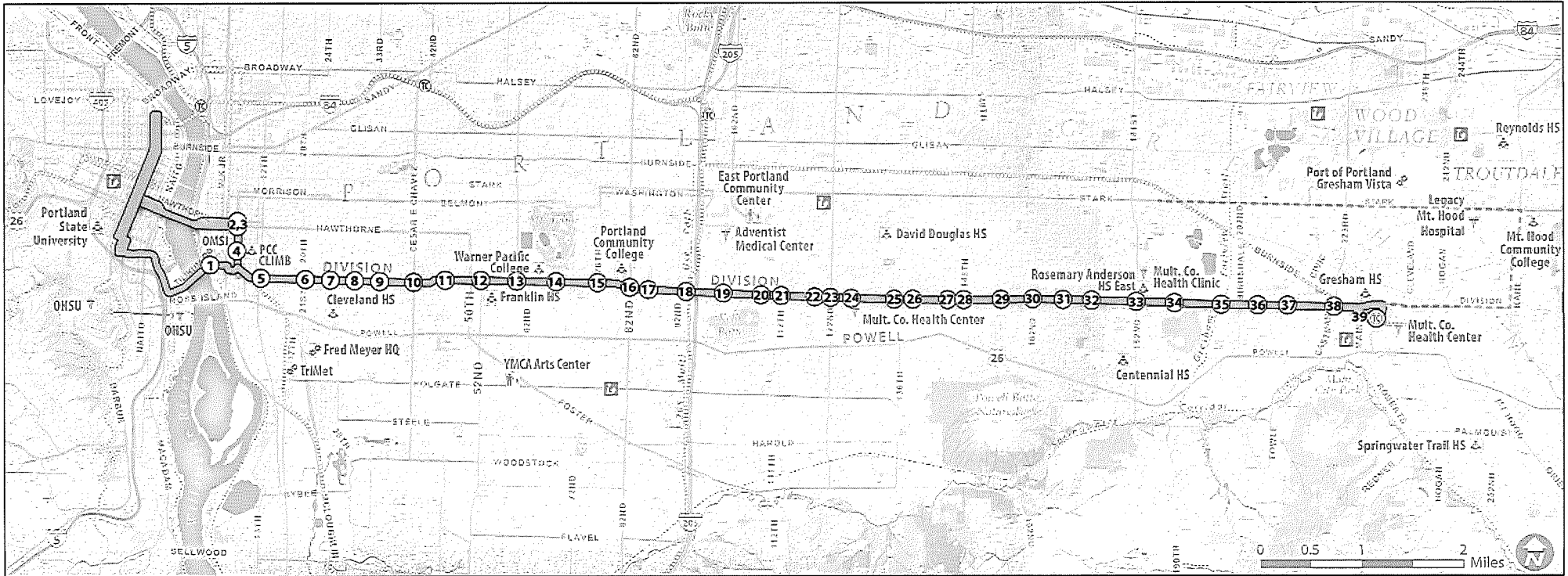
Deborah Kafoury

Deborah Kafoury, Chair

REVIEWED:
JENNY M. MADKOUR, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By *Courtney Lords*
Courtney Lords, Assistant County Attorney

Powell-Division Transit and Development Project: Recommended Locally Preferred Alternative



| Map Key | Station Location | Map Key | Station Location | Map Key | Station Location | Map Key | Station Location |
|---------|-------------------|---------|------------------|---------|------------------|---------|-----------------------------------|
| 1 | OHSU | 11 | Division & 45th | 21 | Division & 112th | 31 | Division & 167th |
| 2 | Madison & 7th | 12 | Division & 51st | 22 | Division & 119th | 32 | Division & 174th |
| 3 | Hawthorne & 7th | 13 | Division & 60th | 23 | Division & 122nd | 33 | Division & 182nd |
| 4 | Harrison & 7th | 14 | Division & 68th | 24 | Division & 127th | 34 | Division & 190th |
| 5 | Division & 12th | 15 | Division & 76th | 25 | Division & 135th | 35 | Division & Gresham-Fairview Trail |
| 6 | Division & 20th | 16 | Division & 82nd | 26 | Division & 139th | 36 | Division & Bella Vista |
| 7 | Division & 26th | 17 | Division & 85th | 27 | Division & 145th | 37 | Division & Wallula/212th |
| 8 | Division & 30th | 18 | Division & MAX | 28 | Division & 148th | 38 | Division & Eastman |
| 9 | Division & 34th | 19 | Division & 101st | 29 | Division & 156th | 39 | Gresham Transit Center |
| 10 | Division & Chavez | 20 | Division & 109th | 30 | Division & 162nd | | |

Elements of the Recommended Locally Preferred Alternative*

- Bus Rapid Transit Alignment (River crossing to be determined)
- Approximate station location
- Line 20 connection to Mount Hood Community College
- Light rail
- Streetcar
- Aerial tram
- Frequent bus
- Standard bus
- Regional trail

*Recommended by project Steering Committee on November 7, 2016

November 8, 2016

Staff Report
Resolution No. 17-4776
Attachment 2d

TriMet Board of Directors

Resolution No. 16-12-70

Recommending Confirmation of the Locally
Preferred Alternative for the Powell-Division Transit
and Development Project

Date: December 14, 2016

To: Board of Directors

From: Neil McFarlane *Neil McFarlane*

Subject: **RESOLUTION 16-12-70 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT**

1. Purpose of Item

The purpose of this item is to request that the TriMet Board of Directors (Board) approve a resolution recommending that the Metro Council adopt the Locally Preferred Alternative (LPA) for the Powell-Division Transit and Development Project (Project) into the Regional Transportation Plan. In the future, TriMet expects that Project will be referred to as the “Division Transit Project.”

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other – LPA Adoption

3. Reason for Board Action

The Metro Council requests endorsement by TriMet and other local jurisdictions before adopting an LPA for the Project. Demonstration of local support for the Project by TriMet and local jurisdictions is important for moving the Project forward. Such support is necessary because it ensures consensus for the Project at the local level and demonstrates such local consensus and support for the Project to the Federal Transit Administration (FTA).

4. Type of Action:

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other _____

5. Background

If constructed, the Project will improve transportation in the Powell-Division corridor by bringing bus rapid transit to Division Street, and also by investing in increased transit service, roadway upgrades, active transportation improvements, and safe connections to transit.

The adoption of an LPA would allow Metro to amend the Regional Transportation Plan to include the LPA. Adoption of the LPA into the Regional Transportation Plan is necessary in order to submit a Small Starts rating application to the FTA for the Project.

TriMet, Metro, and other regional partners have been working toward achieving an LPA for several years. In 2009, Metro adopted the High Capacity Transit System Plan, which named the Powell-Division corridor between Portland and Gresham as one of the region's highest transit priorities. In 2013, Metro and TriMet initiated the Project and began evaluating alignment and mode alternatives. In January 2014, the Project Steering Committee, which includes staff and policy officials from Gresham, Portland, Multnomah County, ODOT, TriMet and Metro, as well as community representatives, was formed. In September 2014, the Steering Committee recommended further study to advance Project alignment options that included bus rapid transit. In December 2014, the Project kicked off conceptual design and service planning work in order to support conceptual cost estimating and identify potential impacts for a future environmental review process under the National Environmental Policy Act. The conceptual phase of work concluded with a request to the FTA for entry into Project Development, which was confirmed by FTA in October 2015. At that point, advanced conceptual design for the Project moved forward, culminating in a Locally Preferred Alternative recommendation by the Steering Committee on November 7, 2016. The Steering Committee has recommended that the Board endorse the final LPA as defined in the Resolution and Exhibit 1 thereto.

The LPA for the Project generally includes the following:

- Bus Rapid Transit in the Powell-Division corridor between Portland and Gresham;
- A route running between downtown Portland and the Gresham Transit Center, generally as follows:
 - Running on the Portland Transit Mall (5th and 6th Avenues) in downtown Portland to the Willamette River;
 - Crossing the Willamette River; and
 - Running on Division Street from SE 8th Avenue in Portland to the Gresham Transit Center.
- Stations located in the areas identified on the map shown in the LPA, which is Exhibit 1 to the Resolution.

The Steering Committee has expressed a general preference for serving OHSU and Portland State University via the Tilikum Crossing, providing railroad delays can be reduced at the rail crossing on SE 8th Avenue. Cooperative work on this issue is currently underway with the Union Pacific Railroad.

As the Project moves forward, TriMet has made several commitments to the Steering Committee about the design, construction and operation of the Project. First, the bus rapid transit service provided by the Project will represent a substantial increase in weekly vehicle hours in the Powell-Division corridor. TriMet has stated to the Steering Committee that it intends to reallocate weekly vehicle hours made available from the replacement of Line 4 by the Project instead of using those hours on the new bus rapid transit service. This would make these hours available to increase service on existing lines or to inaugurate new lines within the corridor when the Project opens for service. At the appropriate time, TriMet will work with the community to determine the best opportunities for redeploying these service hours. Attachment A to this Memo sets out TriMet's intentions related to reallocation of Line 4 service hours.

TriMet has also stated to the Steering Committee that it will utilize design and construction practices to minimize Project impacts and will involve the community in a manner similar to its light rail projects, even though the Project is expected to have significantly fewer construction impacts than a light rail project. These practices are intended to minimize impacts to adjacent businesses and neighbors, and include an outreach program during the design process, providing liaisons to the community during construction, requiring the contractor to draft and implement a “Conduct of Construction” plan and to follow construction methods that minimize impact, and providing assistance to businesses to keep them accessible and viable during construction. Attachment B to this memo presents TriMet’s intentions and commitments related to outreach and business support.

6. Procurement Process

When the Project moves forward, TriMet will follow its procurement rules and policies in selecting contractors and consultants to work on the Project.

7. Diversity

When the Project moves forward, TriMet will follow its rules and policies to ensure opportunities for DBE contractors and consultants to work on the Project.

8. Financial/Budget Impact

The Project budget is expected to include \$100,000,000 in Small Starts funds from FTA; \$25,000,000 from TriMet; \$25,000,000 in regional flexible funds from Metro; and \$25,000,000 from the City of Portland and other regional partners. At this time, the region is still working to secure local funding for the Project.

9. Impact if Not Approved

The Board could choose to amend the draft LPA or choose alternative priorities. However, the proposed draft LPA is expected to be endorsed by other jurisdictions and substantial changes at this point would significantly delay the Project, jeopardizing the optimal timing to seek federal funding for Project construction.

**Attachment A
Resolution 16-12-70**



Memo

Date: November 7, 2016

To: Powell-Division Transit & Development Project Steering Committee

From: Neil McFarlane, General Manager

CC: Bernie Bottomly, Alan Lehto

Subject: Reallocation of Line 4 Service Hours with Powell-Division Project Opening

The Powell-Division Project Steering Committee is close to deciding on a Locally Preferred Alternative (LPA) recommendation for the region's first corridor-based bus project and the important infrastructure and access improvements that go along with an investment of this size.

BRT service will represent a substantial increase in weekly vehicle hours. Throughout our conversations about the project, TriMet staff and leadership have been clear about our intention to reallocate weekly vehicle hours made available from the replacement of Line 4 by the bus rapid transit project instead of using those hours from Line 4 on the BRT service. These hours would therefore be available to increase service on existing lines or inaugurate new lines within the corridor at the time that the Powell-Division project opens for service, currently scheduled for Fall 2021. This remains our intention and barring any unforeseen changes in the economy or major funding sources, we plan to deliver this substantial reinvestment in service to the corridor.

We have heard a clear desire from groups representing East Portland such as EPAP, Division Midway, APANO, and Jade District for new north-south bus service, on 148th and 162nd as well as the desire for more service on 181st/182nd (Line 87). I commit TriMet to consulting with representatives from these groups as well as riders and others in the communities in East Portland. We have also heard strong interest from other communities within Portland for additional service on Powell Blvd and other north-south connections in east Multnomah County. Attached are several different scenarios for how the hours from 4-Division could be reallocated to other and new service. One of the reallocated service hours scenarios that was presented to the steering committee and interested members of the public in April was adding 30 minute service to both 148th and 162nd as well as increasing service on line 87 on 181st (Scenario B in the attached). This scenario would likely utilize all existing reallocated service hours. As you can see, all the scenarios include some version of enhancements to north-south service. TriMet intends to include north-south service in the proposed service hours reallocation with details to be refined after a public process and a Title VI analysis.

As TriMet has successfully done in realigning bus service when opening light rail projects, the agency will work with the community to determine the best opportunities for redeploying these service hours. Project and outreach staff will begin discussions with the community about how this service is allocated about 18 months before project opening (Spring 2020) with the intention of getting to a preferred scenario about a year before opening (Fall 2020) which will provide time for preparing for new service including any new bus stop work needed on new lines.

Both this project and the reallocation of service hours are a substantial increase in total service hours for this area of the region and will provide great benefit to the community—I look forward to a successful project opening and a broad service increase like those depicted in the attachment in Fall 2021.

| | Current (2016) | | | | |
|------------------------------|--|------------------------------|-----------------|------|----|
| 4-Division | <table border="1"> <thead> <tr> <th>Approx. Weekly Vehicle Hours</th> <th>Number of Buses</th> </tr> </thead> <tbody> <tr> <td>1400</td> <td>17</td> </tr> </tbody> </table> | Approx. Weekly Vehicle Hours | Number of Buses | 1400 | 17 |
| Approx. Weekly Vehicle Hours | Number of Buses | | | | |
| 1400 | 17 | | | | |

Options for Reallocating Service Resources

| Connecting service identified in Eastside SEP | Approx. Weekly Vehicle Hours | Buses |
|--|------------------------------|-------|
| <u>148th Ave new service</u> | | |
| 30 min headways all day | 400 | 3 |
| 15 min peak; 30 min midday, evenings and weekends | 500 | 6 |
| <u>162nd Ave new service</u> | | |
| 30 min headways all day | 400 | 3 |
| 15 min peak; 30 min midday, evenings and weekends | 500 | 6 |
| <u>182nd Ave service increase</u> | | |
| Line 87 upgrade to Frequent Service | 650 | 5 |
| <u>Line E - 223rd - Troutdale new service</u> | | |
| 30 min headways all day | 500 | 4 |
| 15 min peak; 30 min midday, evenings and weekends | 650 | 7 |
| <u>Line 21 - Hogan-Sandy increase</u> | | |
| 15 min weekday midday and peaks | 250 | 4 |
| <u>Powell Blvd</u> | | |
| Additional peak-only peak-direction limited stop svc | 150 | 4 |
| Other Options not shown on map could include more north-south service on 82nd Ave, new Line "Y" north-south service or other potential enhancements identified in Service Enhancement Plan Visions | | |

Scenario A

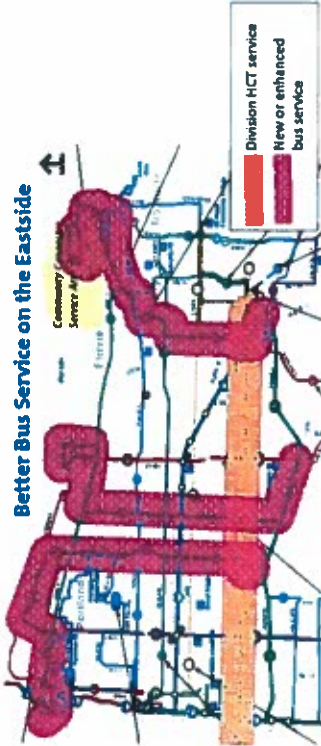
Start Division HCT service

Then make the following changes in other service...

| Weekly Vehicle Hours | Buses |
|----------------------|------------|
| 1400 | 17 |
| - 400 | - 3 |
| - 400 | - 3 |
| - 500 | - 5 |
| <u>= 100</u> | <u>= 6</u> |

(remainder can be used on other smaller svc enhancements in the area)

Better Bus Service on the Eastside



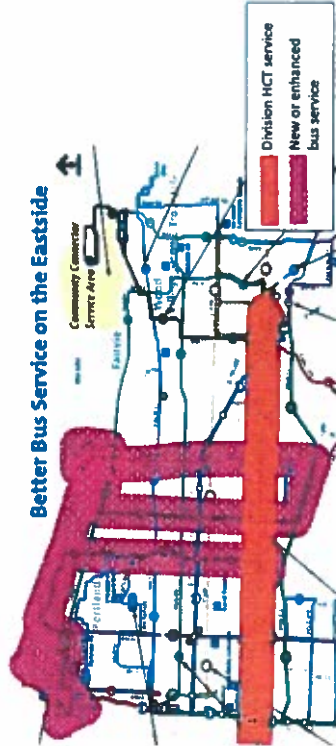
Scenario B

Start Division HCT service

Then make the following changes in other service...

| Weekly Vehicle Hours | Buses |
|----------------------|------------|
| 1400 | 17 |
| - 650 | - 5 |
| - 400 | - 3 |
| - 400 | - 3 |
| <u>= -50</u> | <u>= 6</u> |

Better Bus Service on the Eastside



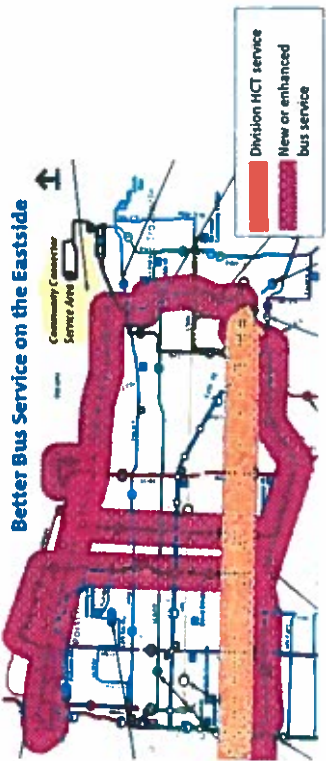
Scenario C

Start Division HCT service

Then make the following changes in other service...

| | Weekly Vehicle Hours | Buses |
|---|----------------------|------------|
| Starting budget (Hours from replacing 4-Division) | 1400 | 17 |
| Line 21 - Hogan-Sandy increase in service | - 250 | - 4 |
| Add 148th 15 pk/ 30 min midday svc | - 400 | - 3 |
| Add 162nd 15 pk/ 30 min midday svc | - 500 | - 6 |
| Add Powell Blvd peak only svc | - 150 | - 4 |
| | = 100 | = 0 |

(remainder can be used on other smaller svc enhancements in the area)



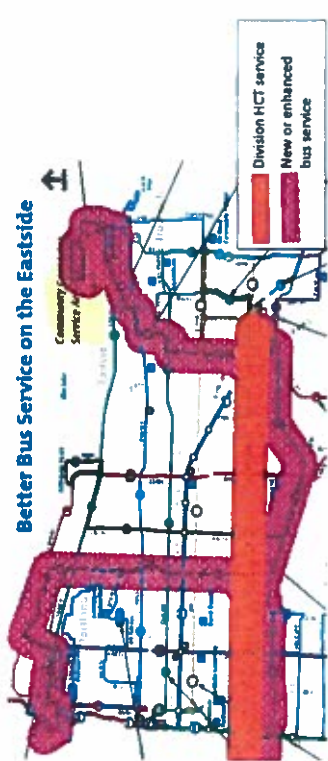
Scenario D

Start Division HCT service

Then make the following changes in other service...

| | Weekly Vehicle Hours | Buses |
|---|----------------------|------------|
| Starting budget (Hours from replacing 4-Division) | 1400 | 17 |
| Add 148th 15 pk/ 30 min midday svc | - 500 | - 6 |
| Add Line E - 223rd-Troutdale | - 650 | - 7 |
| Add Powell Blvd peak only svc | - 150 | - 4 |
| | = 100 | = 0 |

(remainder can be used on other smaller svc enhancements in the area)



Attachment B
Resolution 16-12-70

TriMet Design and Construction Programs

Based on the successful experiences and results of past light rail projects, TriMet expects to continue utilizing design and construction practices that focus on minimizing impacts for adjacent businesses and creating economic opportunity, while bringing improved transit service to a busy corridor.

Outreach and business support

The transit project on Division Street is expected to have significantly fewer impacts than light rail, which typically includes curb-to-curb street reconstruction. For the Division Street project, major street closures are not expected, and construction will be focused on discrete areas: curb ramps, traffic signals, stations (platforms and improved crossings), and modifications at a few major intersections.

Once an LPA is completed, TriMet will launch an outreach program to share plans and gather feedback, including a focus on establishing and continuing relationships with businesses adjacent to construction areas. Staff will regularly meet with community groups and neighborhood and business associations, and maintain a robust online presence with information and opportunities for feedback.

TriMet Community Affairs Representatives will serve as full-time liaisons between community members, project staff and the construction contractor, with a particular focus on businesses adjacent to construction areas. Each business will have a single point of contact for all project-related concerns.

During the design phase, staff will gather information to inform design (including existing driveways, parking, landscaping, etc.) and construction planning (including access needs, hours of business, noise or vibration concerns, etc.). During this phase, input from businesses and residents will be incorporated into the project's design.

Staff will work with the contractor to develop a Conduct of Construction—a set of guidelines for sequencing construction, focusing on a “get-in-get-out” approach. The Conduct of Construction identifies approximate durations of potentially disruptive activities, and specifies requirements for business access, advance notification for major activities, construction site housekeeping, etc.

During the construction phase, staff will continue to visit businesses regularly and work with the contractor to maintain business access and adjust construction sequencing to minimize construction impacts. Staff can provide customized signage, maps and other tools to help businesses stay accessible and visible.

Throughout these phases, staff will actively seek businesses for Buy Local and DBE opportunities, and refer businesses to appropriate technical assistance resources.

Examples of business support signage created during Orange Line project

Open For Business!



revolvevintage.com

**THE STOR-ROOM
MINI STORAGE**

ACCESS OPEN

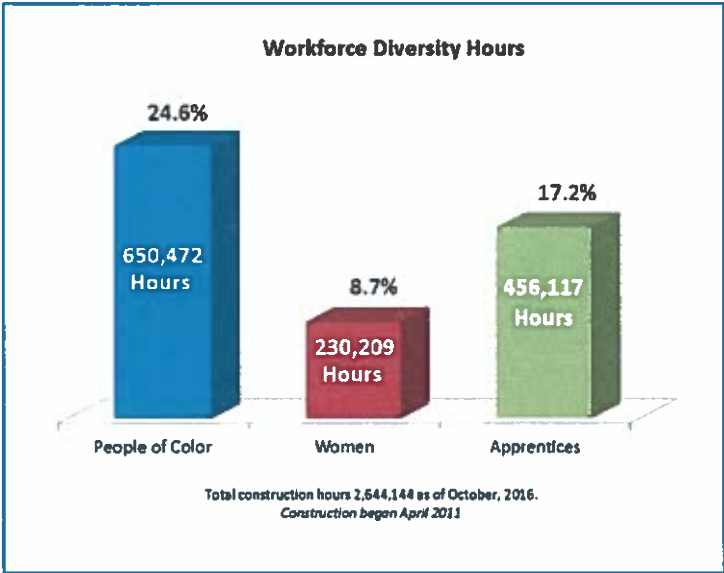


Businesses open ahead
 via SE Woodward St.
Cellular Store
Ki Aikido
C.O.A.T. Flagging

Inclusive contracting

With every light rail project, TriMet has expanded the presence and capacity of businesses owned by people of color and women, expanding opportunities and jobs in the region. TriMet also encourages apprenticeships to create more opportunities for people to enter trades they have traditionally been left out of.

Orange Line Project Workforce Diversity



Continuing this successful model on the Division Street transit project, construction tasks will be broken into smaller packages to encourage hiring of DBEs. (A prime contractor will work with TriMet staff to oversee subcontractors' adherence to the Conduct of Construction discussed

above.) Bid documents will require DBE subcontracting plans, along with local supplier plans and workforce training plans. Workforce training plans will encourage apprenticeships to support new people entering the construction trades, with targeted outreach in the project corridor. TriMet will also reach out to DBEs in the corridor, provide them with technical assistance, and host events to help introduce these subcontractors to prime contractors.

Governance

Broad policy and budget issues will be resolved by a committee of jurisdictional partners, whose members represent the highest level of responsibility for each jurisdiction. The group will hold public meetings quarterly or at key decision points to coordinate inter-jurisdictional decision-making related to project policy and budget.

The jurisdictional committee and project staff will be informed by a Community Advisory Committee (CAC), comprised of 15-20 key stakeholders along the route. Community groups, including those who have served on the Metro-led Steering Committee, will be invited to identify a representative to participate in this group. The CAC will hold monthly public meetings to review design issues and provide advice to jurisdictional partners. The group will also provide input on minimizing construction impacts and planning for related bus service. The CAC will be asked to study, discuss and provide input to project staff based on community priorities, and help maintain a strong communication link between the project and representative stakeholders.

RESOLUTION 16-12-70

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

WHEREAS, TriMet is authorized by Oregon statute to plan, construct, and operate mass transit systems; and

WHEREAS, the Metro Regional High Capacity Transit (HCT) System Plan defined a new HCT corridor in the vicinity of Powell-Division as one of the three near-term regional priority corridors; and

WHEREAS, Metro Resolution 12-4345, adopted May 2012, designated the Powell-Division High Capacity Transit Corridor as the next regional priority and amended the Unified Planning Work Program to reflect this priority, and Metro and TriMet initiated the Powell-Division Transit and Development Project (Project) in 2013 and began project development to evaluate alternatives; and

WHEREAS, Metro Resolution No. 14-4496, adopted January 2014, created and appointed Members of a Steering Committee for the Project, and proposed steering committee members were identified in an open process as representative of major policy, program, geographic, and demographic interests in the project area including community development, economic development, and job creation in and near the plan area; and

WHEREAS, necessary multimodal transportation planning has been completed to identify needs and opportunities for high capacity transit at a system planning level in the Powell-Division HCT Corridor, and needs within the Powell-Division HCT Corridor include affordable, equitable transit access and improved service to stimulate community and economic development and serve locally desired land uses, and there is now both demonstrated interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations; and

WHEREAS, there is now both demonstrated interest in local and regional support leveraging regional transit planning efforts to support affordable housing, community stabilization, and economic development; and

WHEREAS, the Project is a partnership among Metro, TriMet, ODOT, Portland, Gresham, and Multnomah County to identify the preferred HCT investment in the corridor, and implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development; and

WHEREAS, planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, the Inner Powell

Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail, and the East Metro Connections Plan; and

WHEREAS, the Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on November 7, 2016, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Project Steering Committee, City of Portland, and City of Gresham have recommended that the LPA for the Division Transit Project be endorsed, and Multnomah County will consider a similar resolution later this week;

NOW, THEREFORE, IT IS HEREBY RESOLVED:

1. **THAT** the Board of Directors recommends to Metro Council the adoption of a resolution confirming the LPA of bus rapid transit for the Project, which is attached as Exhibit I to this Resolution and incorporated herein.

Dated: December 14, 2016

Attest:

Presiding Officer

Recording Secretary

Approved as to Legal Sufficiency:

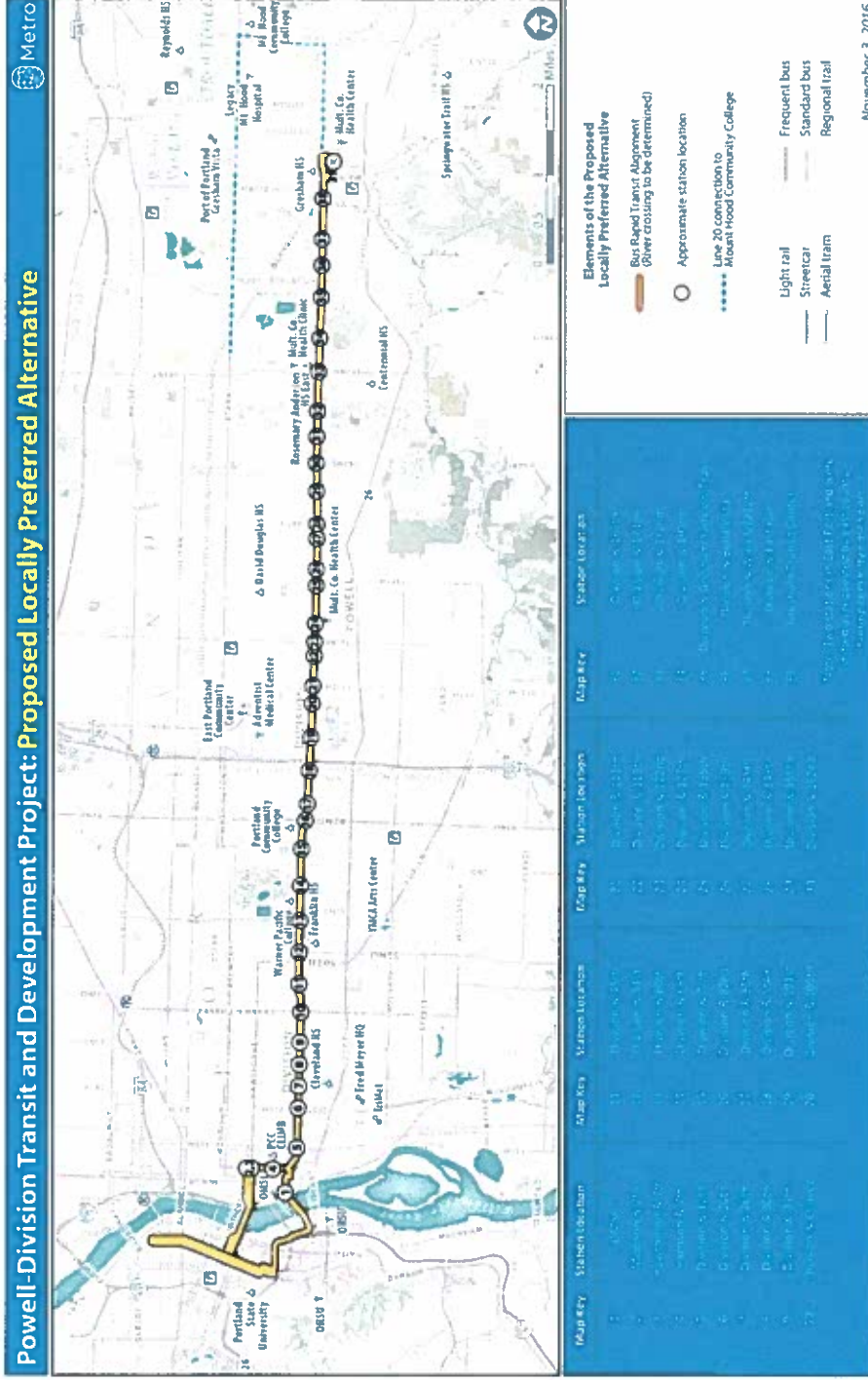


Legal Department

Exhibit 1 – Powell-Division Corridor Locally Preferred Alternative

Resolution 16-12-70

The recommended Locally Preferred Alternative for high capacity transit in the Powell-Division corridor is bus rapid transit with stations at the locations indicated on the map below, operating between downtown Portland and the Gresham Transit Center. The route will operate on the transit mall (5th and 6th avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8th Avenue in Portland to the Gresham Transit Center



November 3, 2016

Staff Report
Resolution No. 17-4776
Attachment 2e

Oregon Department of Transportation
ODOT Support for Adoption of the Locally Preferred
Alternative of the Powell-Division Transit and
Development Project



Oregon

Kate Brown, Governor

Department of Transportation

Highway, Region 1

123 NW Flanders St.

Portland, OR, 97209-4012

Phone: (503) 731-8200

Fax: (503) 731-8259

January 20, 2017

Councilor Shirley Craddick

Councilor Bob Stacey

Metro

600 NE Grand Ave.

Portland, OR 97203

RE: ODOT Support for Adoption of the Locally Preferred Alternative of the Powell-Division Transit and Development Project

Dear Councilor Craddick and Councilor Stacey

The Oregon Department of Transportation supports Metro adoption of the Division Transit Project Locally Preferred Alternative (LPA) as an amendment to the Metro Regional Transportation System Plan. ODOT endorses the LPA as a regional priority. The project will improve mobility and better connect our region with faster, more reliable transit service in the Powell-Division corridor alleviating congestion and improving safety. It will serve the communities from Gresham, to southeast Portland, to downtown Portland with faster, more reliable transit service.

The Oregon Department of Transportation (ODOT) has been a partner in planning for the Powell-Division Transit and Development project since the initiation of the project Steering Committee in January 2014. In partnership with representatives from local jurisdictions, educational institutions, businesses, neighborhood associations, and community organizations, this committee has worked to shape the transit project and related actions to support community development and stabilization. This work has resulted in a corridor strategy that will provide investments to our transportation system and make walking, biking, and transit more convenient, safe, and reliable.

On November 7, 2016, the Steering Committee approved a Locally Preferred Alternative (LPA) for high capacity transit in the Powell-Division corridor. The LPA recommends Bus Rapid Transit (BRT) with stations at the locations indicated on the LPA map (available online: <http://www.oregonmetro.gov/sites/default/files/Powell-Division-LPA-map-20161108.pdf>), operating between downtown Portland and the Gresham Transit Center. The route will operate on the transit mall (5th and 6th Avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8th Avenue in Portland to the Gresham Transit Center. This recommended LPA will bring BRT service to SE Division Street, one of the region's busiest thoroughfares currently serving around 10,000 bus riders every weekday.

The LPA is one element of a larger corridor-wide strategy to support transit, safety, active transportation, and housing on Powell Blvd (US26), Division St, and surrounding streets. The Powell-Division Corridor Strategy includes multiple ODOT commitments that will support the future success of transit in the project area, including: Inner Powell Safety Project - SE 20th Ave to SE 34th Ave, Powell/Division Safety and Access to Transit Project, Outer Powell Safety Project – SE 116th Ave to SE 136th Ave. Based on the LPA and the Powell-Division Corridor Strategy completed in the Project Development phase of this project, the Powell-Division Transit and Development Project is beginning Project Design in anticipation of submitting a grant for full funding of the project through the FTA Small Starts Program.

The Oregon Department of Transportation hereby pledges to support project partners in the design and implementation of the transit LPA and Powell-Division Corridor Strategy. ODOT will continue to participate in the project Steering Committee (or equivalent body) and work collaboratively on design of the transit project, as needed.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rian Windsheimer', with a long horizontal flourish extending to the right.

Rian Windsheimer
ODOT Region 1 Manager

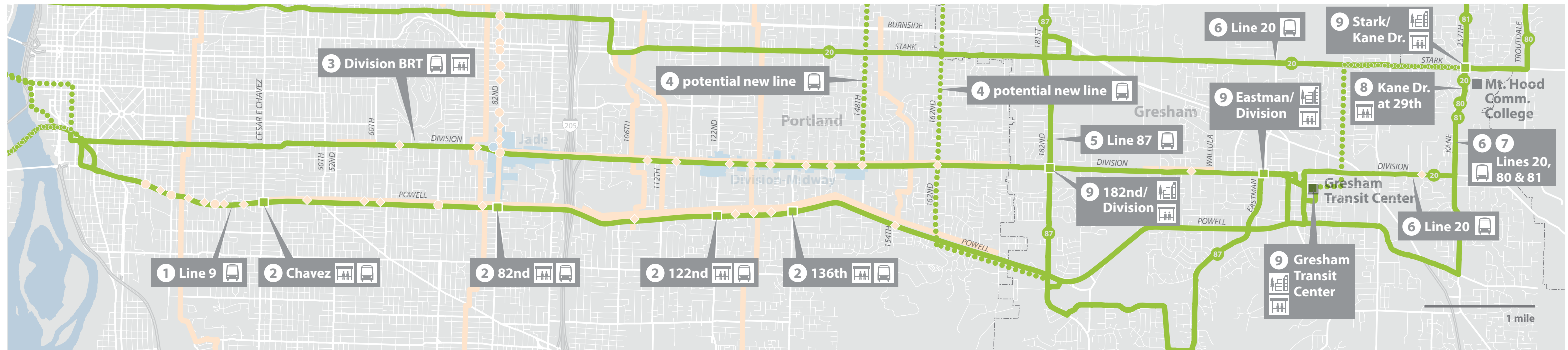
CCed: Elizabeth Mros-O'Hara, Metro
Malu Wilkinson, Metro
Kelly Betteridge, TriMet
Alan Lehto, TriMet
Kelly Brooks, ODOT
Jessica Horning, ODOT

Staff Report
Resolution No. 17-4776
Attachment 3

Powell-Division Corridor
Transportation and Development Strategy

POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

- Changes to bus service
- Bus stop improvements
- Support for businesses near transit

Powell

Potential **1** Line 9-Powell Blvd transit service improvements. Possible options include **additional service in peak-hours** and **limited stop service** (TriMet)

Advancing Powell Blvd for regional consideration and prioritization within the **High Capacity Transit planning process**, and amending the Regional Transportation Plan to **assert continued need** for Powell Blvd transit improvements (Metro)

Bus stop improvements on **2** Powell at 39th, 82nd, 122nd, 136th (ODOT, TriMet)

Divison

3 Division BRT: provide faster, more reliable bus service with new, longer buses that carry more people and spend less time stopped. Upgrade bus stop amenities, including weather protection at every station (TriMet)

Construct **pedestrian crossing improvements, sidewalk improvements**, and new **ADA-compliant curb ramps** to improve safety and access to transit stations (TriMet)

Other transit service enhancements

Bus service improvements from Service Enhancement Plans (TriMet, ongoing)
New and/or improved service connections within the corridor, reinvesting former Line 4-Division service hours (TriMet)

Promising routes for **potential service enhancements** include:

North/south service:

- **New service** on **4** 148th Ave or 162nd Ave
- **Upgrade frequency of service** on **5** Line 87-Airport Way/181st

MHCC service:

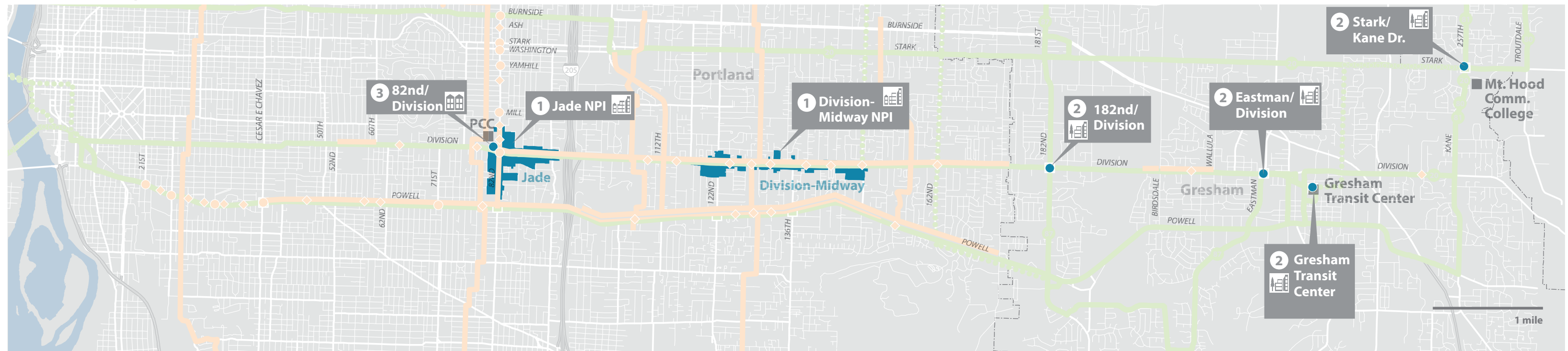
- **Upgrade frequency of service** on **6** Lines 20-Burnside/Stark, **7** 80-Kane/ Troutdale Rd and 81-Kane/257th

Improvements at MHCC bus stops on **8** Kane Dr. at 29th. Improvements could include **larger shelters** with **more seating** and **weather protection**, etc. (TriMet)

Gresham Action Plan will focus on **placemaking and design upgrades to transit stations**, and **support local businesses** and **business associations around key transit stations**: **9** 182nd/Division, Eastman/Division, Gresham Transit Center, and near MHCC at Stark/Kane Drive (Gresham)

POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

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TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

Affordable housing Support local businesses Placemaking, housing and job development

Portland

Maintain and enhance the Neighborhood Prosperity Initiative (NPI) work, including **hiring a Community Outreach Coordinator** (City of Portland, ongoing)

Track and better understand community impacts and change over a multi-year period (City of Portland, 2016-2018)

Business competitiveness and property development program: **provide assistance to increase the competitiveness of existing businesses** and property owners in the **1** Jade and Division-Midway NPIs (City of Portland, 2016-2023)

Support the production of more and a variety of types of affordable housing: **secure funding for 300 new affordable rental housing units** for households earning up to 60% of area median income (AMI) (City of Portland, through 2021)

Use existing and new programs and resources to help **preserve affordability in 100 housing units** serving families up to 80% AMI (includes both ownership and rental) (City of Portland, through 2021)

Develop small rental rehabilitation program to improve multi-dwelling standards in East Portland (City of Portland, 2017)

Stronger tenant protections: continue development and advocacy for just-cause eviction and other protections for tenants citywide (City of Portland, ongoing)

Gresham

Expand opportunity and increase the supply of jobs and housing in Gresham; Implement Gresham Action Plan with **updated design standards, placemaking and development work** (City of Gresham)

2 Focus on 182nd/Division, Eastman/Division, Gresham Transit Center, Stark and Kane (City of Gresham)

Metro, TriMet

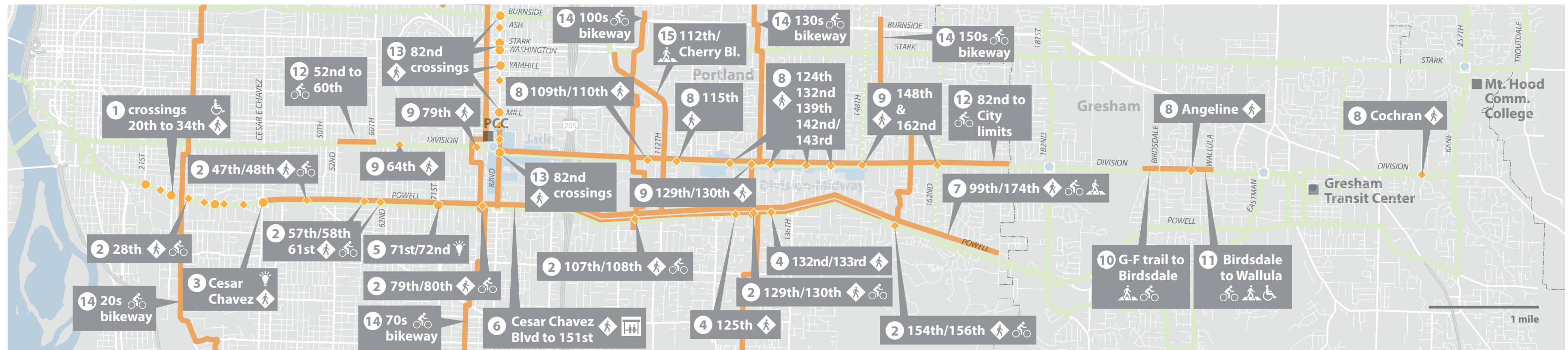
Community partnership to **redevelop affordable housing** at **3** SE 82nd and Division (Metro, 2016-2018)

Disadvantaged Business Enterprise (DBE) and workforce development: Outreach to local, minority and women contractors to participate in transit project construction; Promote apprenticeship opportunities for people of color, women, and economically disadvantaged workers in the construction trades (TriMet)

Visibility and access for businesses impacted by transit construction: work closely with Division Street businesses to maximize access and visibility during construction. Seek opportunities to **buy local** and **do business with small businesses in the corridor** (TriMet)

POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

- Pedestrian crossings, rapid flash beacons, intersection improvements
- Bicycle facilities
- ADA ramps
- Sidewalks
- Bus stop improvements
- Illumination

Powell

Pedestrian crossing and intersection safety improvements 1 including ADA ramps at 21st, 24th, 26th, 31st, 33rd, and 34th (ODOT, 2016-2017)

Improve bicycle and pedestrian crossings on Powell at 2 28th, 47th/48th, 57th/58th, 61st, 79th/80th, 107th/108th, 129th/130th, 154th/156th (PBOT, TriMet, 2016-18)

Powell high crash area **safety improvements: illumination and right turn/bus lane** at 3 Cesar Chavez Blvd, **enhanced pedestrian crossings** at 4 36th, 125th, and 132nd/133rd, **illumination** at 5 71st/72nd (ODOT)

Pedestrian crossing and bus stop improvements at selected locations from 6 Cesar Chavez Blvd to 151st (ODOT, 2016-2017)

More than **10 intersections** will receive **traffic signal safety upgrades** (ODOT, 2016-2017)

Reconstruct Powell from 7 99th to 174th to one lane in each direction with **center turn lane, enhanced bicycle facilities, landscape strip, lighting, pedestrian crossings, and sidewalks**, 122nd to 136th funded (PBOT, ODOT)

Two **fixed speed safety cameras** on Powell (PBOT, 2018)

Division

Install **rapid flash beacons** at 8 109th/110th, 115th, 124th, 132nd, 139th, 142nd/143rd, Angeline, and Cochran (TriMet, PBOT, 2017)

Construct **crossing improvements** at 9 64th, 79th, 129th/130th, 148th, and 162nd (PBOT, TriMet, 2016-2018)

Two **fixed speed safety cameras** east of 122nd Ave. (PBOT, 2017)

Construct **sidewalk and bike lane** from the 10 Gresham-Fairview Trail to Birdsdale Ave. (City of Gresham, 2017-2018)

Pursue grant funding to construct **new bicycle, pedestrian, and ADA improvements** between 11 Birdsdale and Wallula. (City of Gresham)

Development of a citywide **Gresham Active Transportation Plan** (City of Gresham)

Construct **pedestrian crossing and sidewalk improvements**, and new **ADA-compliant curb ramps** to improve safety and access to transit stations (TriMet, 2019-2021)

Improve existing bike lanes along this High Crash Corridor; **Install buffered/separated bike lanes** between 12 52nd and 60th and between 82nd and Portland City limits (PBOT, 2016-2026)

North/South

Pedestrian crossings along 82nd at 13 Ash, Salmon, and PCC and **intersection safety improvements** at Burnside, Stark, Washington, Yamhill, Mill, and Division (ODOT, 2016-2017)

Pursue funding to construct additional **safety and access improvements** in the 82nd Ave of the Roses Implementation Plan (ODOT, 2016-2021)

Pursue funding to plan and build **local street safety and sidewalk improvements** in the Jade District and East Portland, including 130th between Division and Stark (PBOT, 2016-2026)

Neighborhood Greenway **bicycle improvements** to 14 20s, 70s, 100s, 130s, 150s. (PBOT, 2016-2021)

Construct sidewalks on 15 112th/Cherry Blossom between Powell and Stark (PBOT, 2017)