

Steering Committee meeting

November 9, 2015

Where we are, decisions and next steps

On June 1, the committee:

- Reached consensus on the Transit Action Plan, which was endorsed by the Joint Policy Advisory Committee and adopted by Metro Council on September 24, 2015

On November 9, the committee will:

- Learn about next steps for the Portland and Gresham action plans
- Discuss proposed bus rapid transit station locations in preparation for a decision at their next meeting

In early 2016, the committee will seek to make the following decisions:

- Discuss and advance the Portland and Gresham north/south route options
- Discuss and advance bus rapid transit station locations
- Confirm a Locally Preferred Alternative to be considered and endorsed by the cities of Portland and Gresham, Multnomah County, the Joint Policy Advisory Committee and Metro Council



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Actions since June

Between June and October 2015, staff from the cities of Gresham and Portland, Multnomah County, TriMet, the Oregon Department of Transportation and Metro advanced elements of the transit project in the following ways.

TECHNICAL WORK

- Station locations refined based on ridership, including ramp deployment for people in mobility devices, and key destinations in the corridor
- Transit design and traffic modeling begun to explore and inform design treatment options and operational requirements to support future decisions

PUBLIC ENGAGEMENT

- In-person, online and multilingual outreach to Gresham residents, students and businesses to elicit input on Gresham north/south route options
- Project briefings to neighborhood, community improvement and business associations
- Project information at community events

TRANSIT ACTION PLAN

- The Powell-Division Steering Committee reached consensus on the Transit Action Plan on June 1, 2015
- It was endorsed by the Joint Policy Advisory Committee on Transportation on July 9, 2015 and adopted by Metro Council on September 24, 2015

CITY ACTION PLANS

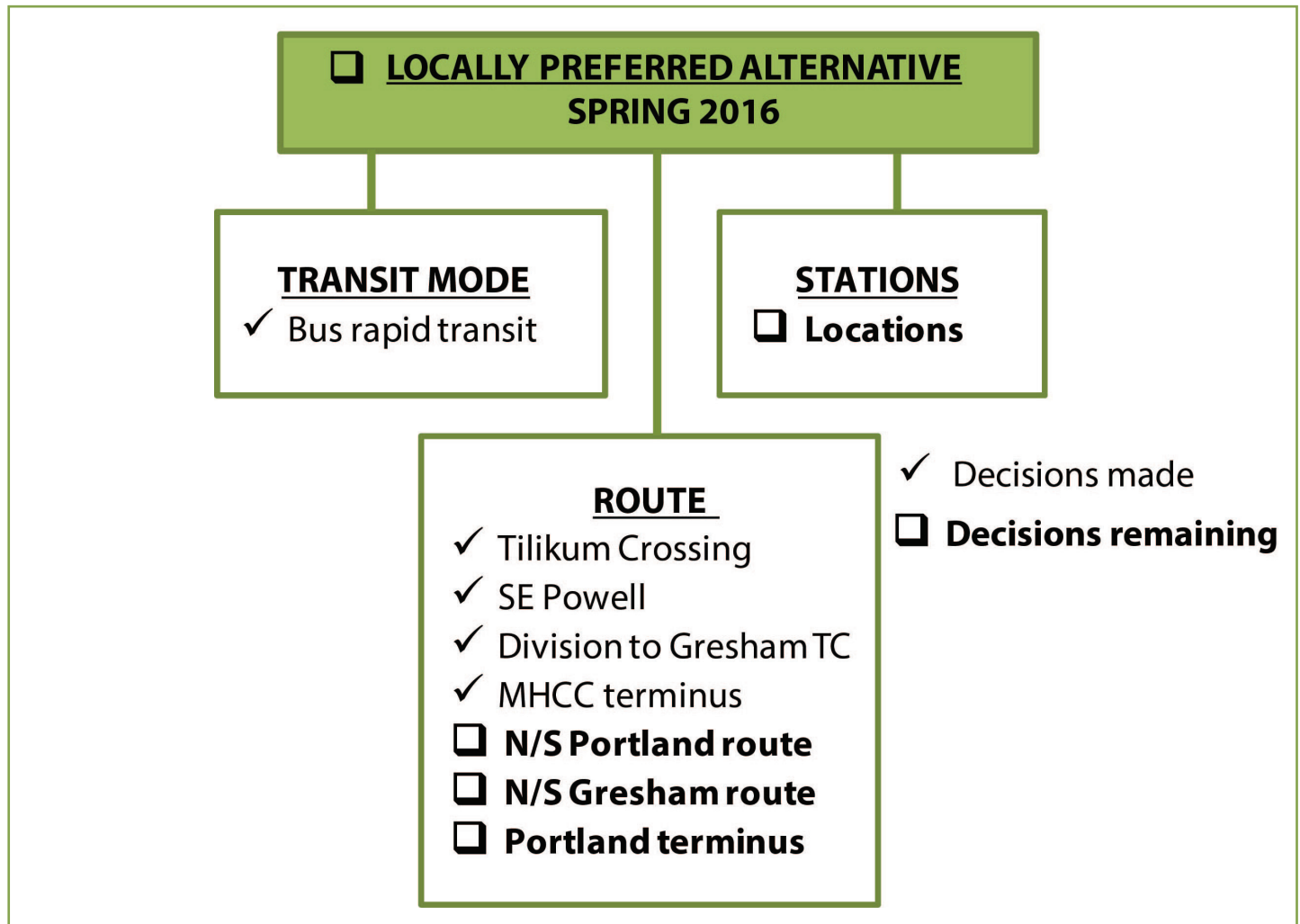
- Portland revised the draft Action Plan based on stakeholder feedback and released it for public comment; it will go to the Planning and Sustainability Commission this fall and the Council in the winter
- Gresham Council reviewed the draft Action Plan in October and will consider acting on the plan in November



Getting to a Locally Preferred Alternative: a project milestone

A **Locally Preferred Alternative** is a simple statement defining the what and where of a new transit line. The Powell-Division Steering Committee is working to develop a Locally Preferred Alternative, and has already made decisions about transit mode and route. By March 2016, the committee will seek consensus on the remaining elements. Their recommendation will go to local jurisdictions and Metro Council in spring of 2016.

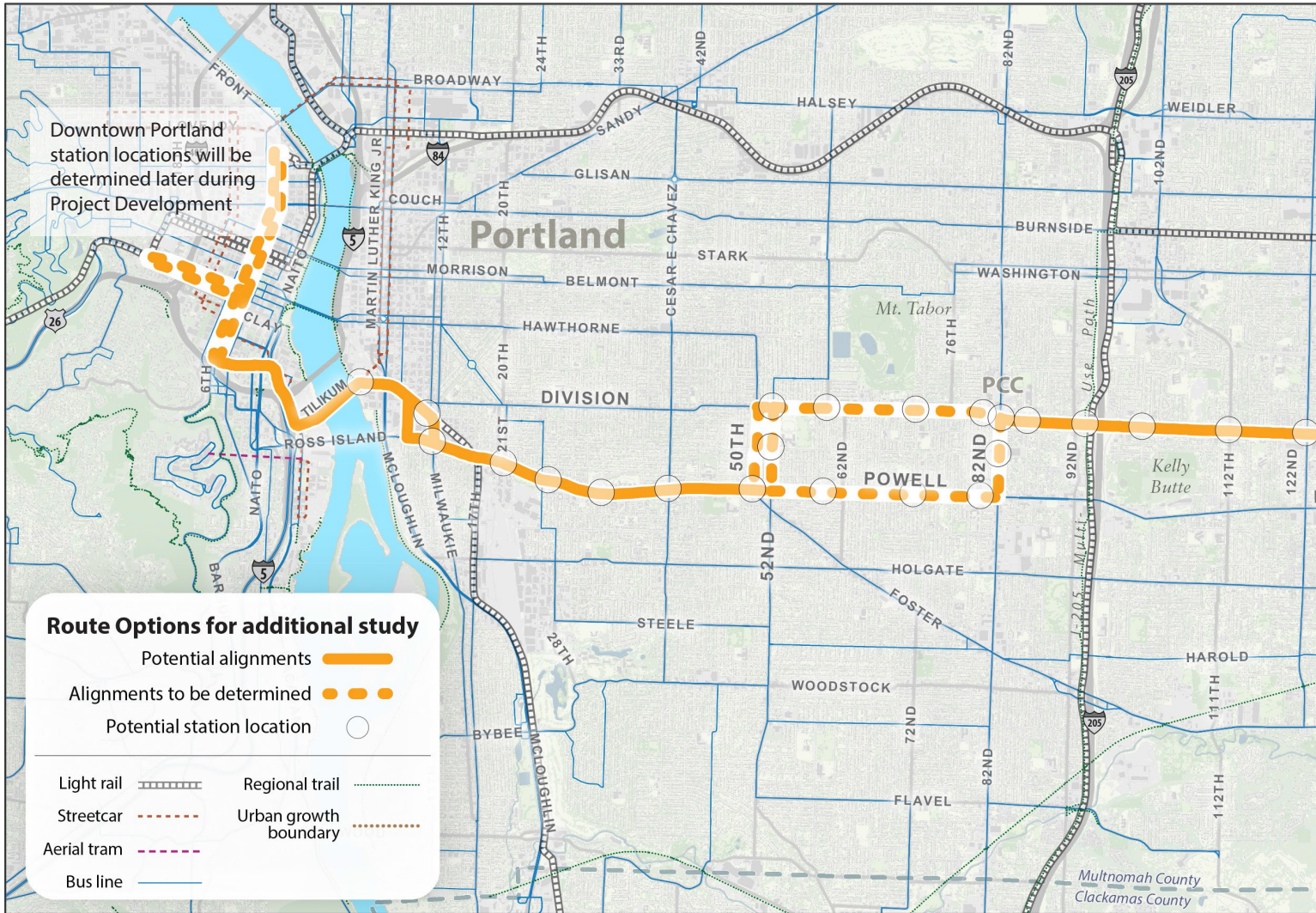
Decisions comprising the Locally Preferred Alternative



DRAFT 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 an attached map), operating between downtown Portland via (the transit mall or Columbia /Jefferson) and Mount Hood Community College in Gresham, with as much transit priority as is financially feasible. The route will use (insert Portland crossover) to transition from Powell Boulevard to Division Street in Portland and (insert Gresham crossover) to get from the Gresham Transit Center to Stark Street in Gresham.

Powell-Division Transit and Development Project: Proposed



Rationale for proposed bus rapid transit stations

Bus rapid transit should serve existing bus riders and connect people to where they want to go. The proposed stations, shown above, are located where:

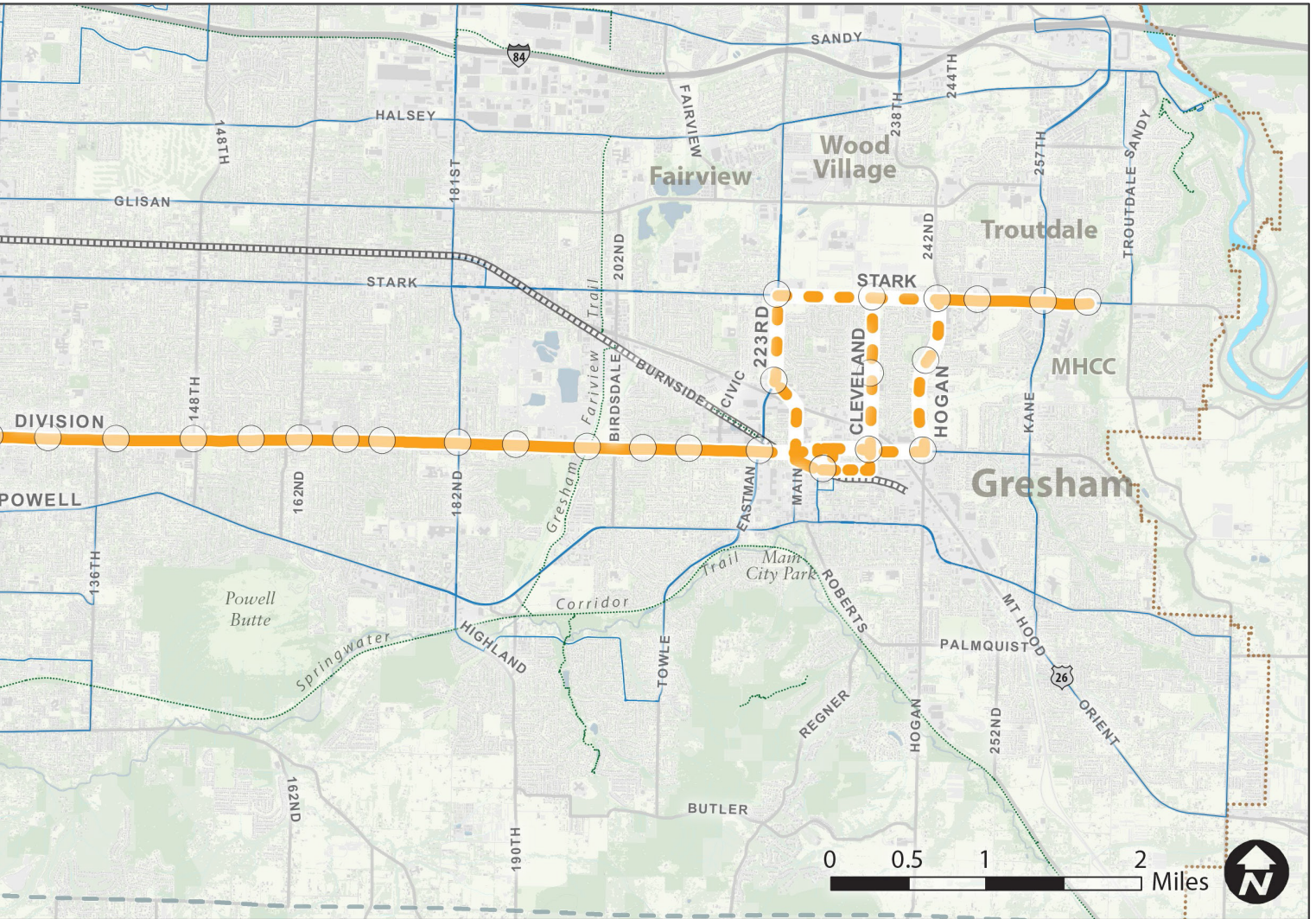
- Most people get on and off the bus now
- People using mobility devices get on and off the bus now
- People transfer to other bus lines and the MAX
- There are important destinations, such as schools, grocery stores and social services

What do we know about how people ride the lines 4-Division and 9-Powell now?

(Source: Portland-Milwaukie Light Rail Project Before Study, Winter 2014)

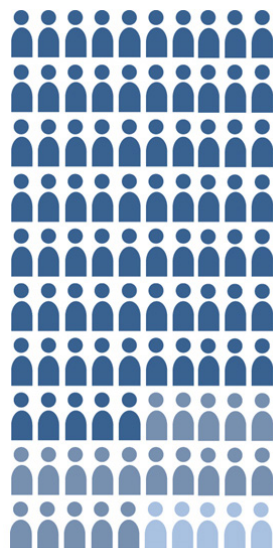
- They ride an average of 3.2 miles, which is true for trips both east and west of 82nd Ave
- Less than 5% ride less than 1/2-mile

Proposed Station Locations



The proposed stations will serve most current transit trips

We want to be sure people have a chance to weigh in. See page 6 for upcoming public engagement.



74% of riders would have bus rapid transit at the stop they use now

95% of riders would have bus rapid transit within 3 blocks of the stop they use now

Public engagement on proposed bus rapid transit stations

Broad-reaching efforts will be made to hear from current bus riders to ensure they are aware of the project and have an opportunity to weigh in on how well the proposed bus rapid transit station locations meet their travel needs.

In-person

Online

Equity

November 2015 to January 2016

IN-PERSON ENGAGEMENT

- Focus groups of bus riders (including communities listed in equity engagement below) that will: (1) introduce bus rapid transit and the types of improvements it brings such as better amenities at stations and quicker, more reliable bus trips, (2) assess how well the proposed stations meet their needs, (3) identify challenges such as poor pedestrian connectivity or unsafe crossings that would make it difficult to access proposed stations, and (4) understand other transit priorities such as new north/south bus service.

ONLINE ENGAGEMENT

- Brief survey to understand desired improvements (e.g., weather protection) and assess how well the proposed station locations meet their travel needs
- Updated materials online
- Broad notification of online survey through email lists, social media and other channels.

EQUITY ENGAGEMENT

- Focus groups, described above, led by community engagement liaisons with the Chinese, Vietnamese, Latino, Russian-speaking, African immigrant, Tongan, Bhutanese, African American, and Native American communities, youth and people with disabilities.
- Online survey translated into Spanish, Russian, Chinese and Vietnamese



Planning for other bus service within and connected to the corridor

What service should remain on the existing Lines 4 and 9? What other bus lines should be improved to maximize connections with bus rapid transit? What new service should be added? These are important questions to consider now, but final decisions are a few years away.

Detailed bus service planning to complement new high capacity transit, such as bus rapid transit, usually takes place about 18 months before the new service opens. This planning is based on information such as ridership trends, land use patterns and feedback from current riders, businesses and jurisdictional partners. Implementation of Service Enhancement Plans will be concurrent with this project and continue beyond 2020.

TIMELINE

March
2016

Steering Committee recommends a Locally Preferred Alternative that defines the bus rapid transit route and station locations.

2018-19

Planning for bus service changes takes place. Community groups share interests and suggestions. TriMet planners develop proposals, survey riders and get input from businesses, community groups and jurisdictional partners. Proposals are adjusted to incorporate public feedback.

Early
2020

Service plan is finalized.

Fall 2020

Bus rapid transit and other bus service changes begin.



Gresham north/south route options

Bus rapid transit will connect the Gresham Transit Center to Stark Street to travel to Mt. Hood Community College (MHCC) via one of three routes: Main/SE 223rd, Cleveland or Hogan.

The **three options differ** in these characteristics:

	Main/223rd	Cleveland	Hogan
Travel time between Gresham Transit Center and MHCC	Slightly longer than Cleveland or Hogan	About the same as Hogan; faster than Main/223rd	About the same as Cleveland; faster than Main/223rd
Service to Gresham Vista Business Park	Serves entire south frontage along Stark Street	Serves the eastern half of the south frontage from Cleveland to Hogan	Only serves the southeast corner at Stark and Hogan
Existing roadway characteristics	Mostly five lanes with two lanes in each direction on Main and 223rd and a center turn lane on 223rd	Three lanes with one lane in each direction and a center turn lane with city project underway	Five travel lanes with two travel lanes in each direction and a center turn lane
Lands use	Commercial at major intersections, some apartments and single-family homes	Commercial at major intersections and mostly single-family homes	Commercial at major intersections and mostly apartments; Gresham Golf Course
Current bus service	#20-Burnside/Stark on Stark #21-Sandy/223rd on 223rd	No	No

The **three options share** the following characteristics:

- Provide faster service that is easy to use
- Serve Gresham Vista Business Park and Mount Hood Community College
- Serve roughly 12,500 jobs and 15,600 homes
- Serve communities of concern, including people of color, low-income populations and people with limited English proficiency
- Operate in existing lanes
- Bypass congestion at intersections
- Are not likely to make congestion worse
- Provide reliable and consistent service so a trip takes about the same amount of time each day
- Include bus stop amenities and safety features such as lighting and crossing improvements
- Estimated to cost about the same to construct

Public input on Gresham route options

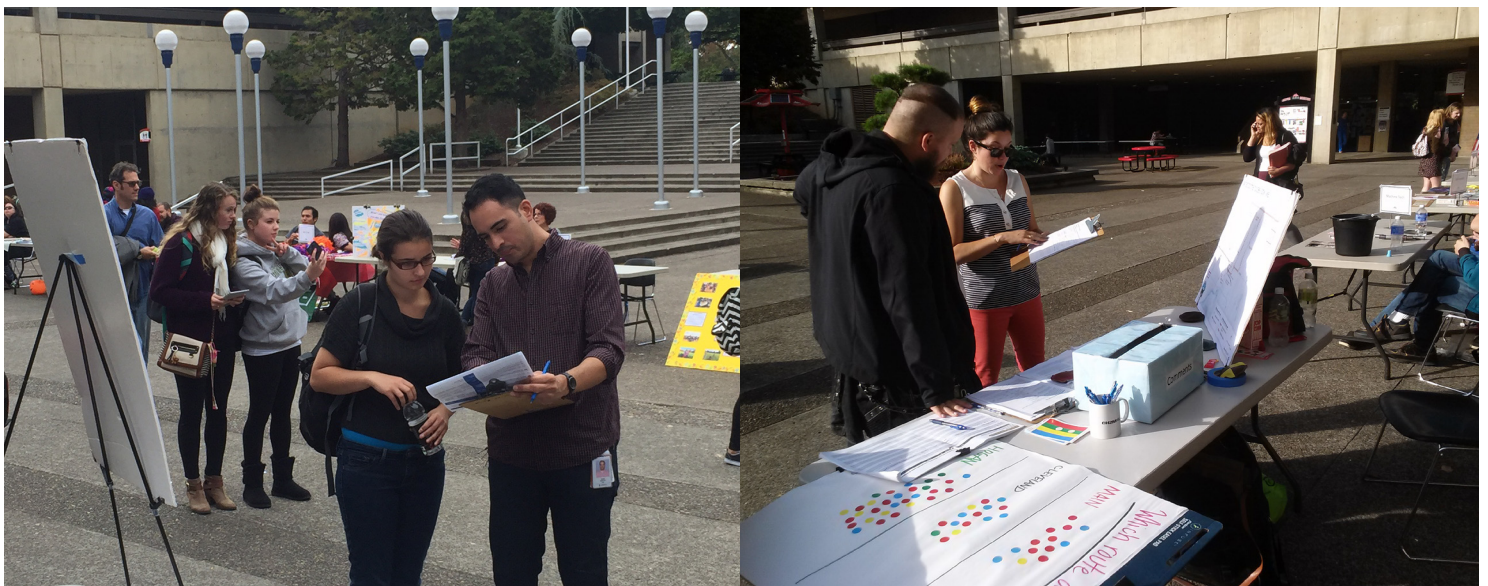
Despite broad-reaching public engagement efforts to date, a community consensus on a preferred route in Gresham has not emerged. In September and October 2015, the following outreach took place.

- Informational material posted online in English and Spanish
- English and Spanish online survey
- Informational displays at the Gresham Library, Mt. Hood Community College and Gresham City Hall
- Tabling on multiple days at the Gresham Farmer's Market, Mt. Hood Community College Club Fair and Student Center and Gresham Transit Center
- Surveys of bus riders at bus stops including the Gresham Transit Center and Kane Dr/Stark St stop
- Business canvassing on Main Ave/223rd Ave and Hogan Rd
- Residential canvassing on Hogan Rd and Cleveland Ave
- Outreach with Gresham Coalition of Neighborhoods, North Central Neighborhood Association, North East Neighborhood Association, Gresham Transportation Subcommittee, Gresham Natural Resources and Sustainability Committee, Youth Advisory Committee and the Planning Commission and at Latino Parents Night at Gresham High

Initial findings on Gresham route options from outreach

- A majority of people preferred bus rapid transit on Hogan Drive regardless of what means were used to collect information
- Nearly half the people asked were unsupportive of bus rapid transit on Cleveland Avenue
- People who preferred Main/223rd cited access to the Gresham Vista Business Park and services along 223rd Avenue as a their primary reasons
- Pedestrian safety and access and schedule reliability are important for new transit service

Full results will be shared upon concluding engagement activities.



Next steps for 82nd Avenue

- Continue work in response to Steering Committee and community desire to use 82nd Avenue as the Portland route between Powell and Division
- Complete design and traffic work to understand the technical feasibility of BRT solutions, and identify the level of transformation and impact of those options
- Review potential solutions with property owners, community members and stakeholder organizations
- Report on these activities and discuss options at the next Steering Committee meeting.



Next steps for Downtown Portland routing and terminus

- Continue discussions with a broad group of inter-agency partners to understand trade-offs with multiple terminus options
- Develop a technically and financially feasible solution/recommendation that meets agency partner needs
- Report on the proposed solution at the Steering Committee meeting in February
- Summarize existing information on alignment options based on project criteria and present at next Steering Committee meeting.



Project goals (adopted by the Steering Committee on June 23, 2014)

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.

Project outcomes (adopted by the Steering Committee on June 23, 2014)

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

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



Project timeline

November 2015 Steering Committee

Discussion: Station locations

↓ Project team continues engagement, design and traffic analysis

Jan or Feb 2016 Steering Committee

Decision: Alignments, station locations

↓ Project team continues analysis and engagement to answer remaining questions on alignment and station locations

March 2016 Steering Committee

Decision: Locally Preferred Alternative

Steering Committee recommends transportation mode, route and station locations

April and May 2016

Metro and local jurisdictions adopt Locally Preferred Alternative

↓ Project team develops conceptual design

August 2016

Project applies for a rating from the Federal Transit Administration to receive funding

February 2017

Project receives rating and is included for funding in the President's Budget

Late 2020 bus rapid transit is serving riders in Portland and Gresham

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