Steering Committee meeting
March 16, 2015

Where we are, decisions and next steps

On September 29, the committee:
• Advanced bus options to be studied further
• Identified the general alignment of inner Powell transitioning to outer Division
• Reviewed existing conditions in station opportunity areas

On March 16, the committee will:
• Seek consensus on the transit route options to be advanced
• Discuss next steps in developing the Action Plan
• Discuss equity outcomes and development strategies at station opportunity areas

On June 1, the committee will:
• Review and seek consensus on components of the draft Action Plan, including the transit project to be carried into project development and regional and local development strategy actions

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Actions since September

Between October 2014 and March 2015, staff from the cities of Gresham and Portland, Multnomah County, TriMet, the Oregon Department of Transportation and Metro conducted extensive public engagement and advanced the technical understanding of the potential routes for bus rapid transit. More information can be found at www.oregonmetro.gov/powelldivision.

STEERING COMMITTEE ACTIONS

Summary of transit findings
- **Transit ridership is high and increasing.** There are many people that ride transit.
- **Powell and Division must continue to serve freight, auto, bicycle and pedestrian needs.**
- **Willamette River crossing -** The Tilikum Crossing is most promising based on travel time, reliability, connections to key destinations and the ability to leverage new infrastructure for transit, walking, and biking. There is public support for removing the Ross Island Bridge from consideration. (See pages 6 and 12)
- **Portland north/south crossover options -** Cesar Chavez and 92nd options are less promising options. Public input identifies 82nd Ave has the highest level of support for the transition from Powell to Division. (See pages 6 and 12)
- **Gresham north/south options -** Eastman Parkway to Stark, and a Powell alignment through downtown Gresham are less promising options. The public supports connecting to Mount Hood Community College. (See page 7 and 12)
- **Traffic analysis and design will continue** for the Portland north/south crossover options and Gresham north/south options that advance.

ACTION

The Steering Committee will seek consensus on route options to advance

What’s next? March to June 2015

A more detailed assessment of the options that advance will continue with the following:
- **Public engagement**
- **Concept design and traffic analysis** that includes travel times, ridership, and conceptual cost estimate for the project.
- **Transit service planning** that includes public engagement and technical analysis to study options for bus service in the corridor with the bus rapid transit line.
- **Develop station opportunity area strategies** for regional and city based projects, policies and tools.
- **Draft and finalize Action Plan** to take to elected councils for endorsement.

After June

- Enter federal project development, which allows the project to match local funding with future federal dollars
- Perform preliminary engineering and environmental study under federal guidelines
- Continue service planning and engagement for the 4-Division and 9-Powell
- Develop finance plan for full funding of the project
- Local government approval of the station opportunity area action plans, seek funding and continue to work with communities on station opportunity area planning
- Continue public engagement
The Powell-Division Transit and Development project will bring improvements that save riders time and provide a higher quality service beyond today's Frequent Service. We are studying a range of bus options, routes that connect Gresham and Portland, and ways to improve walking and biking access along the route.

**River Crossing**
The new line could use the Tillikum Crossing or the Ross Island Bridge. The Tillikum Crossing, with more than a mile of existing dedicated busway and a quicker trip, is the more promising option.

**Portland North/South Crossover Options**
The new line could transition between Powell and Division in Southeast Portland using one of the following:
- Cesar E Chavez Blvd. is the least promising option because of unreliable travel times.
- 50th or 52nd avenues are similar to each other, connecting destinations along Division but missing the burgeoning Jade District along 82nd Ave.
- 82nd Ave. would connect the busy transit stops on both Powell and Division and connect to PCC and the Jade District.
- 92nd Ave. is the quickest route, but misses destinations on Division including PCC and the Jade District on 82nd Ave.

**Gresham North/South Options**
The new line could connect Downtown Gresham, the Transit Center and Mt Hood Community College using one of the following:
- Eastman Pkwy to Stark St. is a less promising option because of out of direction travel from the Transit Center.
- Cleveland Ave. is residential and would connect to destinations on Stark St.
- Hogan Rd. also connects to destinations on Stark St.
- A route on Division and Kane Dr. would miss destinations on Stark St.
- A route south of Downtown Gresham on Powell is a less promising option because of out of direction travel from the Transit Center.

Key Features of Bus Rapid Transit
- Larger buses that carry more passengers
- Larger stations with amenities like real-time travel information, ticket machines, security features, ADA accessible platforms and art
- Buses and stations designed for faster boarding
- Service at least every 15 minutes, with more frequent service during the peak commute hours
TRANSIT ROUTES PROS AND CONS

POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

Steering Committee March 16, 2015

River Crossing Options

Tillium Crossing
- Most Promising
- Dedicated transitway and faster travel time
- Connects to high-planned population growth and key destinations

Ross Island Bridge
- Least Promising
- Poor transit time reliability based on existing and future traffic
- Does not serve current or future employment or key destinations

Portland North/South Crossover Options

Cesar Chavez
- Least travel time reliability of the options
- Expected future traffic volumes and congestion could delay buses in traffic
- Does not connect to the Jade District on 62nd

50th Ave
- Pros: Future employment growth
- Key destinations including PCC and the Jade District on Division
- Community resources
- More commercial and multifamily zoning than 62nd
- Cons: Does not serve as well
- Communities of concern: low income and people of color
- Affordable housing
- Central Jade District south 62nd
- Areas with high development potential, commercial, and multifamily zoning

52nd Ave
- Pros: Connects to future employment growth
- Key destinations including PCC and the Jade District on Division
- Existing transit on 62nd
- Cons: Does not serve as well
- Communities of concern
- Affordable housing
- Central Jade District on 62nd
- Areas with high development potential
- Businesses and commercial zoning

82nd Ave
- Pros: Connects to future population growth
- Communities of concern
- Affordable housing
- Highest existing transit ridership
- Central Jade District and PCC
- Areas with highest development potential
- Cons: Due to day traffic variation could reduce transit reliability if the bus travels in mixed traffic
- Expected future traffic volumes and congestion could delay buses in traffic

92nd Ave
- Least Promising
- Does not serve as many people as other Portland options
- Does not serve current riders of Division and 9 Powell as well as other Portland options
- Does not connect to PCC and the central Jade District on 62nd

Gresham North/South Options

Gresham Transit Center
- Pros: Transit center is where 4, Division and 9 Powell finish
- Lower cost than other Gresham options
- Cons: Does not serve as well
- As many people as other Gresham options
- Communities of concern
- Affordable housing
- MT Hood Community College and other key destinations
- Areas with development potential and developable commercial properties

223rd/Eastman
- Cons: Requires out of direction travel from the Gresham Transit Center to connect to other destinations
- Longer travel times than the other Gresham options

Cleveland
- Pros: Connects to future employment growth at Gresham Vista Business Park and Legacy Mount Hood Medical Center
- More than 10,000 households
- Cons: Does not serve as many community resources
- More limited sight of way than Hogan and Kane
- Half mile longer route than Kane
- City policy and plans do not identify it as a transit route

Hogan
- Pros: Connects to future employment growth at Gresham Vista Business Park and Legacy Mount Hood Medical Center
- Commercial business district
- Areas with highest development potential
- More than 10,000 households
- Provides transit service to Hogan, which does not currently have transit
- Cons: Half-mile longer route than Kane
- Expected future traffic, volumes, and congestion could delay buses in traffic

Kane
- Pros: Connects to more than 10,200 households
- Shortest route to Mt Hood Community College
- Highest existing transit ridership
- Cons: Does not serve as well
- Communities of concern
- Fewer jobs than Hogan
- Key destinations including Gresham Vista Business Park and Legacy Mt Hood Medical Center
- Areas with high development potential

Powell
- Least Promising
- Does not serve as many people as other Portland options
- Does not serve current riders of Division and 9 Powell as well as other Portland options
- Does not connect to PCC and the central Jade District on 62nd

2/11/2015

POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT
**Powell-Division Transit and Development Project: Traffic Conditions**

**Priorities:**
- Serve current ridership
- Serve future ridership
- Provide fast, frequent transit service
- Maintain motor vehicle mobility
- Distribute benefits equitably

**Needs:**
- Demand for transit service is increasing in corridor
- Transit can be slow and unreliable
- Transportation options to major destinations are limited

**Opportunities:**
- Improve access to transit in communities of concern
- Increase ability of people to move in and through the corridor
- Make best transit investment to address congestion and lack of mobility

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**Traffic Summary**

<table>
<thead>
<tr>
<th>Average Traffic Speed (mph)</th>
<th>20</th>
<th>25</th>
<th>30</th>
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<tr>
<td>AM Peak 7-8 am</td>
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<td>PM Peak 5-6 pm</td>
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<table>
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<tr>
<th>Traffic Congestion</th>
<th>Peak Hour Speed / Freeflow Speed (%)</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>100</th>
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<tbody>
<tr>
<td>AM Peak 7-8 am</td>
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<td>PM Peak 5-6 pm</td>
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<th>Traffic Reliability</th>
<th>Buffer Index (%)</th>
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<th>10</th>
<th>25</th>
<th>50</th>
<th>100</th>
<th>120</th>
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<tbody>
<tr>
<td>AM Peak 7-8 am</td>
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<td>PM Peak 5-6 pm</td>
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About these maps:
To summarize the traffic conditions into a single measure, the individual road segments were evaluated for ‘traffic impedance’ based on a combination of congestion and reliability for both the AM and PM peaks. Segments with either a congestion level below 80% or a buffer index above 50% (colored red on the maps) for either peak were assigned a High traffic impedance rating. Remaining segments with both a congestion level below 80% and a buffer index above 50% (colored yellow on the maps) for either peak were assigned a Medium traffic impedance rating. All other segments were assigned a Low traffic impedance rating.

Source Data: INRIX 2013, Metro RLIS 2015
2/10/2015
River Crossing Options
- Tilikum Crossing:
  - Provides over one mile of dedicated transit lane
  - Considered in street and dedicated lanes for Powell to 26th
  - Powell to 26th is a challenging section with congestion, narrow right-of-way, and other design challenges
- Ross Island Bridge:
  - Less promising - the Ross Island Bridge result in poor travel time reliability or major modifications to the bridge and does not connect to South Waterfront or OMSI

Portland North/South Crossover Options
- Cesar Chavez:
  - Less promising - limited right-of-way and expected future volumes limit transit travel time reliability
  - 50th/52nd:
    - Considering mixed-traffic improvements
    - Limited right-of-way would require impacts adjacent homes and businesses for transit lanes
  - 82nd:
    - Considering potential for dedicated transit lanes and mixed-traffic improvements such as intersection improvements and queue jumps
    - Maintain number of vehicle lanes on Powell and 82nd
- Hogan:
  - Considering potential for dedicated transit lanes and mixed-traffic improvements such as intersection improvements and queue jumps
  - Maintain vehicle lanes and bike facilities

Gresham North/South Options
- Estevan/22nd:
  - Less promising - out of direction travel and longer travel times
- Cleveland:
  - Considering bus to operate along current lanes - Cleveland is 2 lane street near residential neighborhoods
  - Maintain vehicle lanes and bike facilities
- Powell:
  - Less promising - out of direction travel

This map shows the assumptions for the project entering into concept design. It shows where there may be the potential for dedicated transit lanes, locations where the project may run primarily in mixed traffic, and where the project is considering both.

Based on project goals, these assumptions include:
- Make the most of existing public right-of-way
- Maintain the current number of motor-vehicle lanes
- Maintain or improve biking and walking facilities

The transit project will save people time by making the trip faster and more reliable and will make bus stops more comfortable.

Alternatives for further study
- Existing dedicated transit lane (September 2013)
- Proposed potential dedicated lanes and mixed-traffic improvements considered
- No dedicated lanes, mixed-traffic improvements considered
- Less promising alternative
- High capital cost for dedicated lanes
- Existing under construction transit

Source: Metro Regional Land Information System (RLIS), 2014
PUBLIC INPUT FINDINGS

INPUT OPPORTUNITIES
There was broad reaching public engagement between October 2014 and March 16, 2015. The full account can be found in the Public Engagement Report (March 2015).
- informational briefings to committees, neighborhood associations, business and advocacy organizations
- youth engagement
- Latino, Chinese, Vietnamese, Russian, Tongan, Bhutanese and Native American engagement
- local business engagement
- talk with staff sessions
- work groups focused on transportation, development, equity, and safety and security
- participation at community events and related projects’ engagement events
- online map comment tool

RIVER CROSSING
- People who weighed in overwhelmingly support using the Tilikum Crossing.

PORTLAND NORTH/SOUTH CROSSOVER OPTIONS
- Most people who weighed in supported using 82nd Ave.
- Many people thought the less promising options included Cesar E Chavez Blvd, 50th, 52nd and 92nd avenues.

GRESHAM NORTH/SOUTH OPTIONS
- People who weighed in overwhelmingly support connecting to Mt Hood Community College.
- People thought Powell Blvd south of downtown was less promising.
- While fewer people weighed in on the Gresham options, those who did support Hogan Rd and, to a lesser extent, Kane Dr.

IMPORTANT THEMES
People see the transit project as a means to advance desired community outcomes, including:
- mixed income neighborhoods
- intentional affordable housing
- safer, more welcoming streets and community spaces
- more jobs in the corridor
- support communities of color
- protecting existing small businesses especially ethnic businesses at the heart of communities

People want safer, more comfortable transportation that includes:
- safe sidewalks, crossings, bike facilities
- continued or improved mobility for all road users
- faster, more reliable transit
- better access to transit

There are places that could be made safer, more welcoming, healthy and better connected, which could present opportunities for business development and community building.

PURPOSE OF THE TRANSIT PROJECT
1) Save you time
2) Provide for comfortable and safe trip
3) Connect to places we care about
DRAFT ACTION PLAN COMPONENTS

POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT ACTION PLAN

Steering Committee  March 16, 2015

TRANSIT ACTION PLAN  DRAFT
The Transit Action Plan defines the vision for future bus rapid transit in the corridor. It contains two primary components: 1) Steering Committee consensus for the route and terminus to be advanced into engineering; and 2) the actions to support project development.

TRANSIT ROUTE
The map below reflects the steering committee agreement on the bus rapid transit routes to be advanced into project development. It will be refined based on decisions in March and June in 2015.

DRAFT ACTION PLAN COMPONENTS

TRANSIT ACTION PLAN
These are a set of actions, timing, and responsibility in order to move the transit project forward into project development. These include actions by Metro, TriMet, ODOT, Gresham, Portland.

See next page for the draft components of the Transit Action Plan.

DRAFT ACTION PLAN COMPONENTS

ACTION TO ADVANCE TRANSIT PROJECT

<table>
<thead>
<tr>
<th>Action</th>
<th>Timing</th>
<th>Responsibility</th>
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<tbody>
<tr>
<td>Project Development: Entry to Project Development from Federal Transit Administration</td>
<td>June-July 2015</td>
<td>TriMet</td>
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<tr>
<td>Finalize transit supported transportation projects to be included in design, including access improvements for walking and biking</td>
<td>March 2015-December 2015</td>
<td>Metro, ODOT, TriMet, Multnomah County, Gresham, Portland</td>
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<tr>
<td>Begin engineering for bus rapid transit route</td>
<td>June 2015 - 2017</td>
<td>TriMet</td>
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<tr>
<td>Begin environmental process under the National Environmental Policy Act (NEPA)</td>
<td>June 2015-2017</td>
<td>Metro</td>
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<tr>
<td>Service planning for bus service in the corridor with the bus rapid transit line.</td>
<td>January 2014 - 2020</td>
<td>TriMet</td>
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<td><strong>PLANNING</strong></td>
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<td>Winter 2014</td>
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<tr>
<td>Establish a common understanding of the needs and opportunities for transit and development in the corridor</td>
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<td>Winter and spring 2015</td>
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<td>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</td>
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<td>Spring through fall 2014</td>
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<td>Look at the kinds of transit 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</td>
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<td>Summer 2015</td>
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<td>Refine the recommendation and present it to local and regional elected councils for consideration and endorsement</td>
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<td><strong>DESIGN</strong></td>
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<td>2015 to 2017</td>
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<td>Create detailed design of the new transit line and station areas, and complete environmental review and permitting</td>
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<td><strong>CONSTRUCTION</strong></td>
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<td>2018 to 2020</td>
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<tr>
<td>Build the transit line and station areas and start new service</td>
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