

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



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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

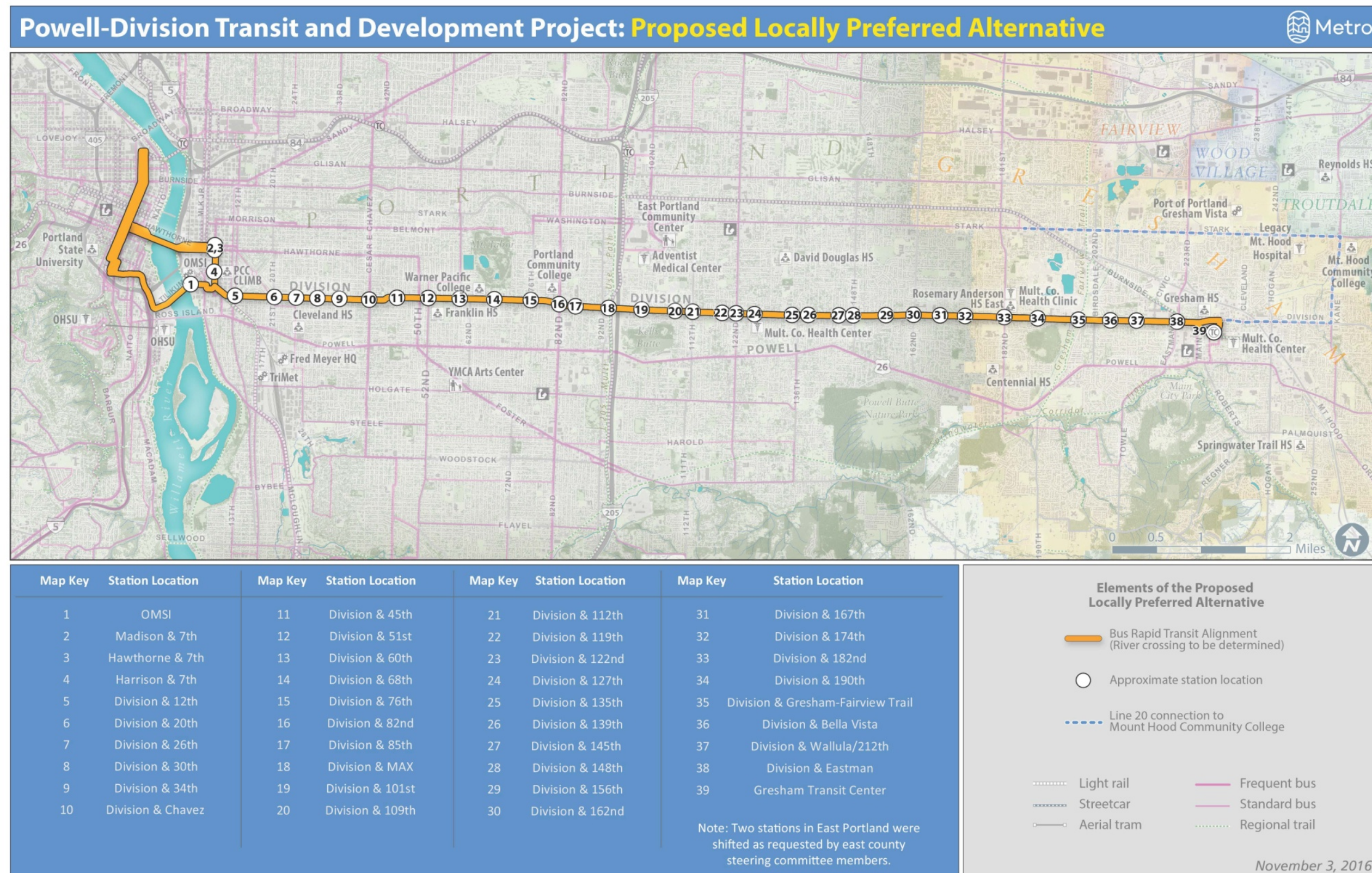
TriMet's existing Cleveland Park and Ride facility will be improved to serve as a layover facility for Division Transit Project vehicles. The eastern segment of the existing facility will be converted to create bus-only access, saw tooth bays for articulated buses, and updates to the existing operator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