

Ordinance No. 17-1396

Exhibit A

Text Edits to the 2014 Regional
Transportation Plan

4/12/17 REVISED Exhibit A to Ordinance to Adopt Amendments to the Regional Transportation Plan (Text Edits)

1. Section 5.3.1 Page 5-6, amend Table 5.1 as follows:

Table 5.1. Mobility Corridors Recommended for Future Corridor Refinement Plans

Mobility Corridors #2 and #3 - Portland Central City to Wilsonville and Sherwood, which includes I-5 South¹

Mobility Corridor #4 - Portland Central City Loop, which includes I-5/I-405 Loop

Mobility Corridors #7, #8 & #9 - Clark County to I-5 via Gateway, Oregon City and Tualatin, which includes I-205

Mobility Corridor ~~#24~~ #14 & #15 - Beaverton to Forest Grove, which includes Tualatin Valley Highway

Mobility Corridors #19 and #20 Portland City Center to Lents and Lents to Gresham

2. Page 5-13, amend title of Section 5.3.1.5 as follows:

5.3.1.5 Beaverton to Forest Grove (Mobility Corridor ~~#24~~ #14 and #15)

3. Page 5-17, add new Section 5.3.1.6 as follows:

5.3.1.6 Powell-Division Corridor: Portland Central City to Lents Town Center and Lents Town Center to Gresham Regional Center (Mobility Corridors #19 and #20)

The Powell-Division Corridor is included in Mobility Corridors #19 and #20. The Mobility Corridor Strategy identified in RTP Appendix 3.1 notes that both corridors are anticipated to experience high levels of growth in employment and population by the year 2040.

A number of investments are needed in these corridors to address existing deficiencies and serve increased travel demand.

The Powell-Division Transit and Development Plan alternative analysis identified a project – now called the Division Transit Project - that addresses some of the needs identified for the Powell-Division Corridor by improving transit and safety on Division Street with a bus rapid transit project. The Division Transit Project is a part of the financially constrained RTP project list. The Division Transit Project does not fully address the transit, safety, and mobility needs that remain on Powell Boulevard. Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. Project partners recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of

¹ In coordination with project development activities for Mobility Corridor #20.

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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 safety and mobility needs moving forward. Based on community feedback and analysis during the Powell-Division Transit and Development project, the City of Portland included language documenting this recommendation in their LPA adopting resolution, as follows:

BE IT FURTHER RESOLVED, 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.

This recommendation was codified by the City of Portland in its ordinances adopting the Locally Preferred Alternative and in the accompanying Powell-Division Transportation and Development Strategy (an attachment to the jurisdiction's LPA resolution).

The Powell-Division Corridor is included in Mobility Corridors #19 and #20. The Mobility Corridor Strategy identified in RTP Appendix 3.1 notes that both corridors are anticipated to see high levels of growth in employment and population by the year 2040.

Mobility Corridor #19 provides an important connection between the Portland Central City and the Lents Town Center and provides important freight access to rail facilities at Brooklyn Yard and access from Powell Boulevard and McLoughlin Boulevard to the Central Eastside Industrial District. This corridor also serves statewide and regional travel on Powell Boulevard (US 26), which serves as a statewide and regional freight route between I-5 and I-205.

The corridor does not meet regional performance thresholds (does not perform as it should) for its throughways (Powell Boulevard) and arterials (Division and Holgate streets) as defined in the Regional Transportation Plan due to high volume to capacity ratios.

Strategies adopted in RTP Appendix 3.1 to improve the corridor include:

- Near term:
 - System and demand management along Powell Boulevard and parallel facilities for all modes of travel.
 - Improved, safe pedestrian and bicycle crossings of Powell Boulevard.
 - Modify existing signals, coordinate and optimize signal timing to improve traffic operations on Powell Boulevard.
 - Prioritize and construct safety and streetscape improvements from SE 50th to SE 84th Ave.

- Medium term:
 - Improve safety by all modes and enhance opportunities for use of bicycles, walking and transit on Powell Boulevard.
 - Identify and implement potential changes to the cross section of Foster Road based on the Foster Streetscape Plan.

Mobility Corridor #20 provides an important connection between the Lents Town Center and the Gresham Regional Center. The corridor provides important freight access, connecting I-205 to Gresham and the Springwater Industrial Area. In addition, the corridor serves statewide travel, connecting to routes that lead to destinations outside the region such as the Mt Hood Recreational Area and Sandy Oregon.

Similar to Mobility Corridor #19, Mobility Corridor #20 is expected to experience high levels of employment and population growth by 2040 and does not meet regional performance thresholds for its throughways (Powell Boulevard) and arterials (Division and Foster streets) as defined in the Regional Transportation Plan due to high volume to capacity ratios.

Strategies adopted in RTP Appendix 3.1 to improve the corridor include:

- Near term: System and demand management along the Powell Boulevard and parallel facilities for all modes of travel.
- Medium term: Implement a three lane cross-section on Powell Boulevard from I-205 to SE 174th Avenue with bicycle and pedestrian improvements.
- Long term: Implement additional capacity enhancements along Powell Boulevard from 162nd to 174th Avenue as needed. Additional enhancements may include intersecting north-south streets along Powell Boulevard.

Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. The jurisdictions recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, 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 safety and mobility needs moving forward. Based on this conclusion, the RTP was amended to include an additional, future corridor refinement plan for Powell Boulevard as part of the adoption.

In addition, during the Division Transit Project's LPA process, project partners (TriMet, Metro, City of Gresham, Multnomah County, and Mount Hood Community College) developed a Memorandum of Understanding (MOU), in which TriMet committed to improve service to Mount Hood Community College with more frequent service on the Line 20, which will connect the college to the new bus rapid transit line and neighborhoods, and new transit amenities added at the college. The

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MOU also included a commitment to engage with the college and other signatories to identify future transit improvements in the area, and to seek to identify potential improvements at the Gresham Transit Center in coordination with the City of Gresham. Likewise, a number of steering committee members shared their support for the LPA was contingent upon these actions.

4. Page 5-17, amend Section 5.3.2, as follows:

The mobility corridor strategies in the Appendix identify the relevant project development activities within each corridor. A summary of project development activities is provided for the following corridors for reference:

- Columbia River Crossing Project
- Sunrise Project and Sunrise Jobs and Transportation Act Project
- I-5/99W Connector Study Recommendations and Implementation (Tigard to Sherwood - Mobility Corridor #20-11)
- East Metro Connections Plan (Gresham/Fairview/Wood Village/Troutdale to Damascus – Mobility Corridor #15#24)
- Division Transit Project (Mobility Corridors #19 and #20)
- TV Highway Corridor Plan (Beaverton to Forest Grove - Mobility Corridors #24-14 and #15)

5. Page, 5-25, amend title of 5.3.2.4, as follows:

Gresham/Fairview/Wood Village/Troutdale to Damascus (Mobility Corridor #15#24)

6. Page, 5-28, amend the following language, as follows:

Regional east-west transit link: Projects improve east-west transit that connects Mt Hood Community College, Downtown Gresham, Portland and South Waterfront's Innovation Quadrant. Division is currently one of the top transit corridors for ridership in the region. Projects include enhanced bus/bus rapid transit and safety, and pedestrian and bike improvements (sidewalks, medians, crossings, access management) to make Division a great street for transit and walking. Enhancements along this corridor create the potential for even greater ridership demand. Enhanced bus service can provide additional service to Downtown Gresham and the Civic Neighborhood, a vital commercial area. Gresham will continue street improvements ~~for~~ including sidewalks and other features to make walking and access to transit easier. The phase I recommendation is to pursue a transit alternative analysis along the Powell/Division Corridor.

Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. The jurisdictions recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, 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 safety and mobility needs moving forward. Based on this conclusion, the RTP was amended to include an additional corridor refinement plan for Powell Boulevard as part of the adoption.

In addition, as part of the Division Transit Project, service to Mount Hood Community College will be improved with more frequent service on the Line 20 connecting the new bus rapid transit line and neighborhoods, transit amenities added at the college and a commitment to engage with the college and other signatories to identify future transit improvements in the area, and seek to identify potential improvements at the Gresham Transit Center in coordination with Gresham designs for Mount Hood Community College. Likewise, some steering committee members shared their support for the LPA was contingent upon these actions.

Recommended 2010 RTP system map changes:

The project recommended changes to RTP system maps, including Arterial & Throughways, Freight and System Design. These changes were incorporated into the 2010 RTP through amendments adopted in June 2013.

7. Page 5-30, add new Section 5.3.2.5 as follows:

5.3.2.5 Division Transit Project (Mobility Corridors #19 and #20)

The Division Transit Project is in the final stages of project development. In June 2017, Metro Council adopted the LPA for the project to include bus rapid transit connecting downtown Portland and downtown Gresham via Division Street with general station locations identified. The project is being refined and finalized with the following major steps are still underway:

- National Environmental Policy Act (NEPA) review and concurrence through a documented categorical exclusion process. (Anticipated completion February 2018)
- Conceptual and Final Design (ongoing through 2018/2019)
- Capital Investment Grant federal funding process (ongoing through 2018)
- Planned Construction (2019-2021)

Recommended 2014 RTP system map changes:

In 2017, the adoption of the Division Transit Project LPA required changes to the Figure 3.1 RTP Investments-North and 3.2 RTP Investments-East to reflect the Locally Preferred Alternative alignment as a financially-constrained project. In addition, a new project (#11745) was added as a future planning project to study how to address unmet transit, safety, and mobility needs for all

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modes in the SE Powell Boulevard corridor from the Tilikum Crossing to Gresham. This project is included in the larger, unconstrained project list consistent with State of Oregon Transportation Planning rule section 660-012-0020. These maps will be updated as part of the 2018 RTP update, as documented in the June 2017 amendments to the 2014 RTP.

The two RTP transit network maps, Figure 2.10 Regional Transit Network adopted by Metro Council July 17, 2014 and Going Places: Regional High Capacity Transit System Map adopted by Metro Council on July 9, 2009, will be replaced by an updated transit network map that reflects the 2018 Regional Transportation Plan Update and development of the 2018 Regional Transit Strategy.