



Help make transit better in your community.



Powell-Division Transit and Development Project

LPA Resolution and RTP Ordinance

May 25, 2017

A partnership of Metro, TriMet, the cities of Portland and Gresham
Multnomah County and the Oregon Department of Transportation



Agenda

1. Review of Locally Preferred Alternative
2. LPA Resolution and RTP Ordinance comments and edits
3. Request for Council Action – LPA Resolution and 1st Read of 2014 RTP Ordinance



Locally Preferred Alternative

- Mode: Bus rapid transit
- Route: Downtown Portland to downtown Gresham
- Approximately 40 stations

Context Sensitive, Faster, More Reliable

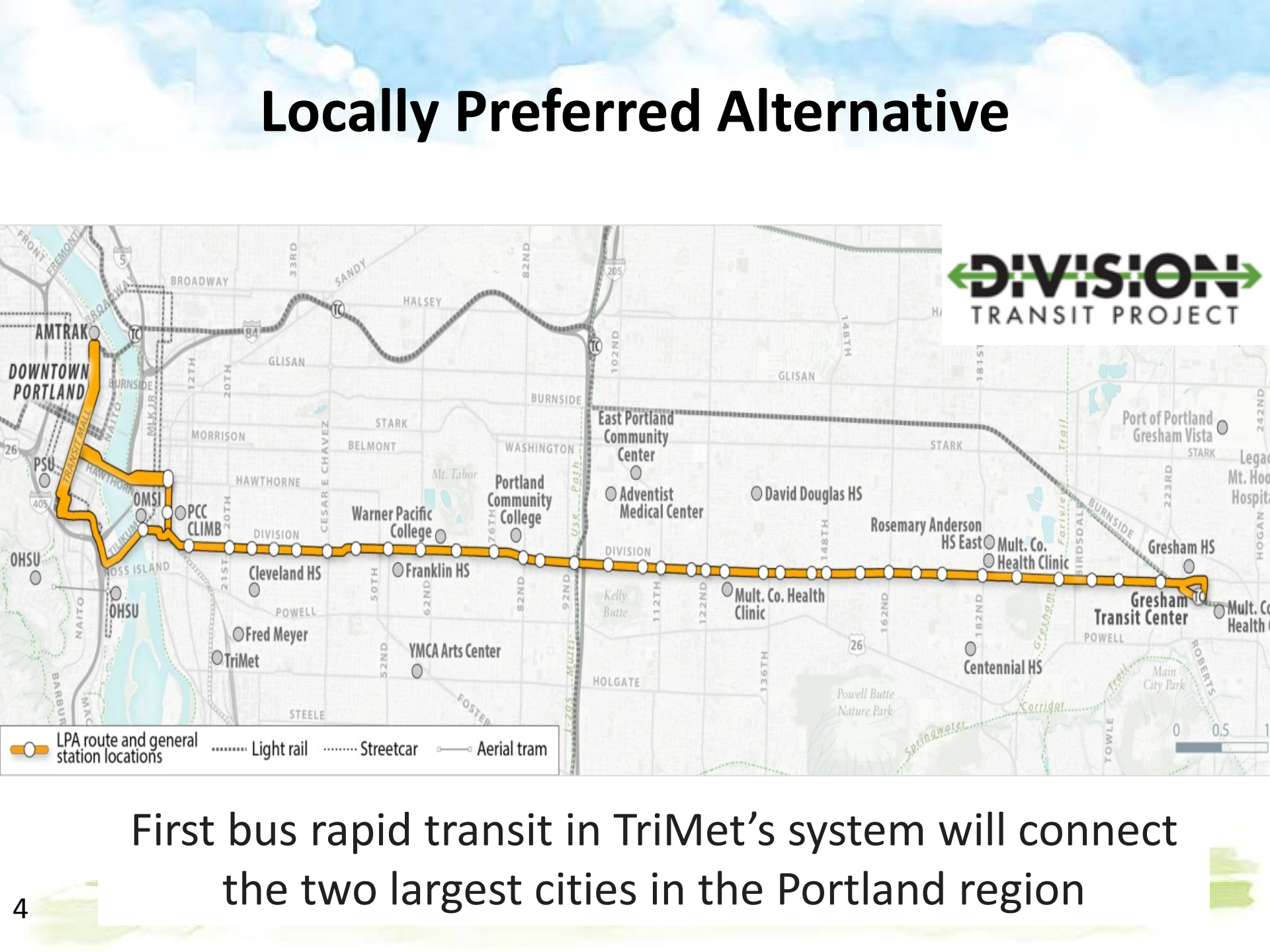
Locally Preferred Alternative

Division
TRANSIT PROJECT

LPA route and general station locations

- Light rail
- Streetcar
- Aerial tram

First bus rapid transit in TriMet's system will connect the two largest cities in the Portland region



Locally Preferred Alternative

Division
TRANSIT PROJECT

AMTRAK
DOWNTOWN PORTLAND
PSU
OHSU
NAITO
BROADWAY
BURNSIDE
MORRISON
HAWTHORNE
PCC CLIMB
DIVISION
Cleveland HS
Fred Meyer
TriMet
Warner Pacific College
Franklin HS
YMCA Arts Center
East Portland Community Center
Adventist Medical Center
David Douglas HS
Rosemary Anderson HS East
Mult. Co. Health Clinic
Centennial HS
Gresham HS
Gresham Transit Center
Mult. Co. Health

Legend:
○ LPA route and general station locations
..... Light rail
..... Streetcar
— Aerial tram

First bus rapid transit in TriMet's system will connect the two largest cities in the Portland region



Outer Division Visualization

- Major intersection

Example station

Existing SE Division & 122nd Ave

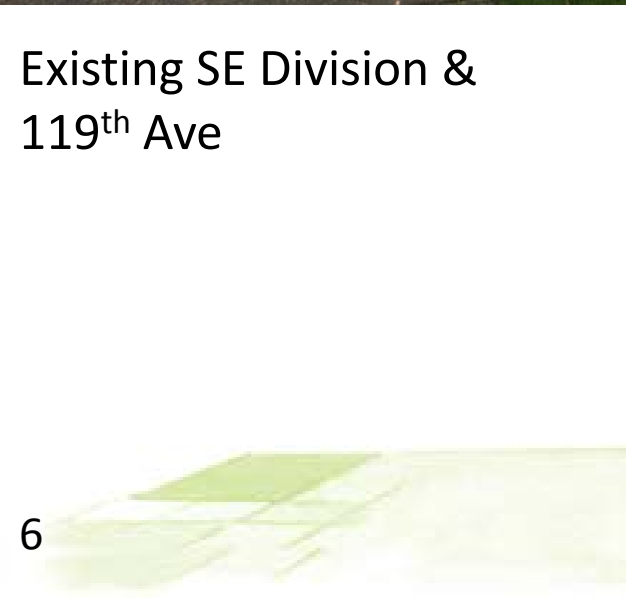




Outer Division Visualization

- between major
Intersections

Example Station



Existing SE Division &
119th Ave



Existing SE Division &
30th Ave

Inner Division and Parts of Gresham

-Station integrated with
sidewalk

Example



Local Adoption of the LPA - Unanimous

- City of Gresham
- City of Portland
- TriMet
- Multnomah County
- ODOT *Letter of Support*



City Local Action Plans

Transit is part of the solution

Equitable Housing and Community Development

Safety and Active Transportation



Powell-Division Transit & Development Project
PORTLAND LOCAL ACTION PLAN

Proposed Draft
April 2016

Gresham
ACTION PLAN

Powell-Division Transit & Development Project

DRAFT
April 2015



Public and Partner Comments/Responses

- Public comment period 2/15/17 to 3/31/17
- OHSU testified in favor and expressed preference for the project to cross the Tilikum Crossing bridge
- Partner comments focused on clarification
 - How Powell project would move forward
 - Text edits to emphasize planning project context
 - Timing of prioritizations and definitions of priorities

Edits in Response to Comments

- Powell Project
- Clarification of Planning Context
- Maps
 - Ordinance stipulates that 2014 RTP maps will be updated as part of the 2018 RTP process
- Project Lists

Timeline for Adoption

MTAC – Request recommendation to MPAC	April 19
TPAC – Request recommendation to JPACT	April 28
MPAC – Public invited to comment Request recommendation to Metro Council	May 10
JPACT – Action Adopt & Recommendation to Metro Council	May 18
Metro Council Meeting – Council Action Vote on LPA Resolution /1st Read of Ordinance to amend RTP	May 25
Metro Council Meeting – Council Action 2nd Read, Vote on Ordinance to amend 2014 RTP	June 1

Actions Requested

- Adoption of Powell-Division Transit and Development Projects' Locally Preferred Alternative Resolution
- 1st Read of the Ordinance amending the 2014 Regional Transportation Plan to adopt the LPA
- *June 1: Second Read of RTP Ordinance and Metro Council Adoption*



Timeline

- December 2016: LPA Adoption by Local Agencies
- February 15 – March 31- Public Comment Period
- Jan-May 2017: Metro Committee meetings, Comment period and revisions, JPACT 5/18
- Metro Council 5/25 vote on LPA resolution and first reading of revised materials for adoption of RTP ord.
- June 2017: Metro Council votes on RTP Ordinance
- Design, Construction, and Fall 2021 new transit service
- *Engagement will be ongoing – New CAC meetings*

Public and Partner Comments

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Planning Context

- Updates are to the 2014 Regional Transportation Plan
- 2018 Regional Transportation Plan Update
 - Project prioritization, 2018 Call for Projects
 - Comprehensive update of RTP
- 2017 Regional Transit Strategy
 - Regional partners have been working on regional vision
 - Regional Transit Vision (longterm)



Edits in Response to Comments

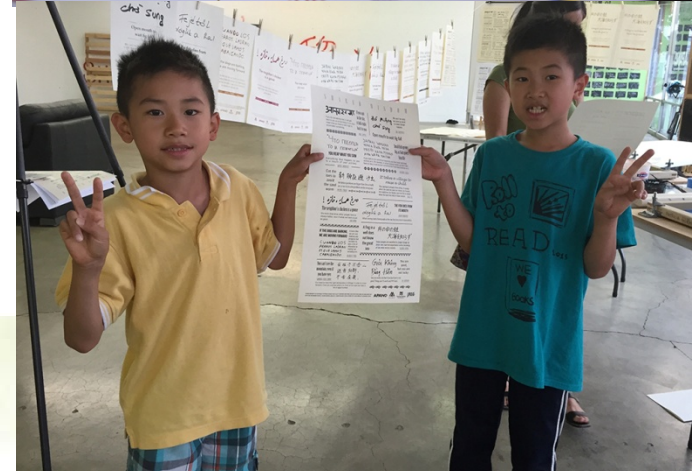
- Powell Project
 - Powell would be advanced for Corridor Refinement Plan in the financially-unconstrained project list
 - Corridor Refinement Plan would study appropriate context-sensitive solutions for all modes
 - Prioritization of this project would occur as part of the 2018 RTP Update
- Clarification of Planning Context
 - Added language reflecting EMCP, Outer Powell Safety Project, MHCC MOU
 - Clarification of mobility corridors as a planning unit

Edits in Response to Comments

- Maps
 - Ordinance stipulates that 2014 RTP maps will be updated as part of the 2018 RTP process
- Project Lists
 - Update to reflect the LPA in financially-constrained list
 - Edits to show financial constraint
 - New Powell Corridor Refinement Plan on the unconstrained list

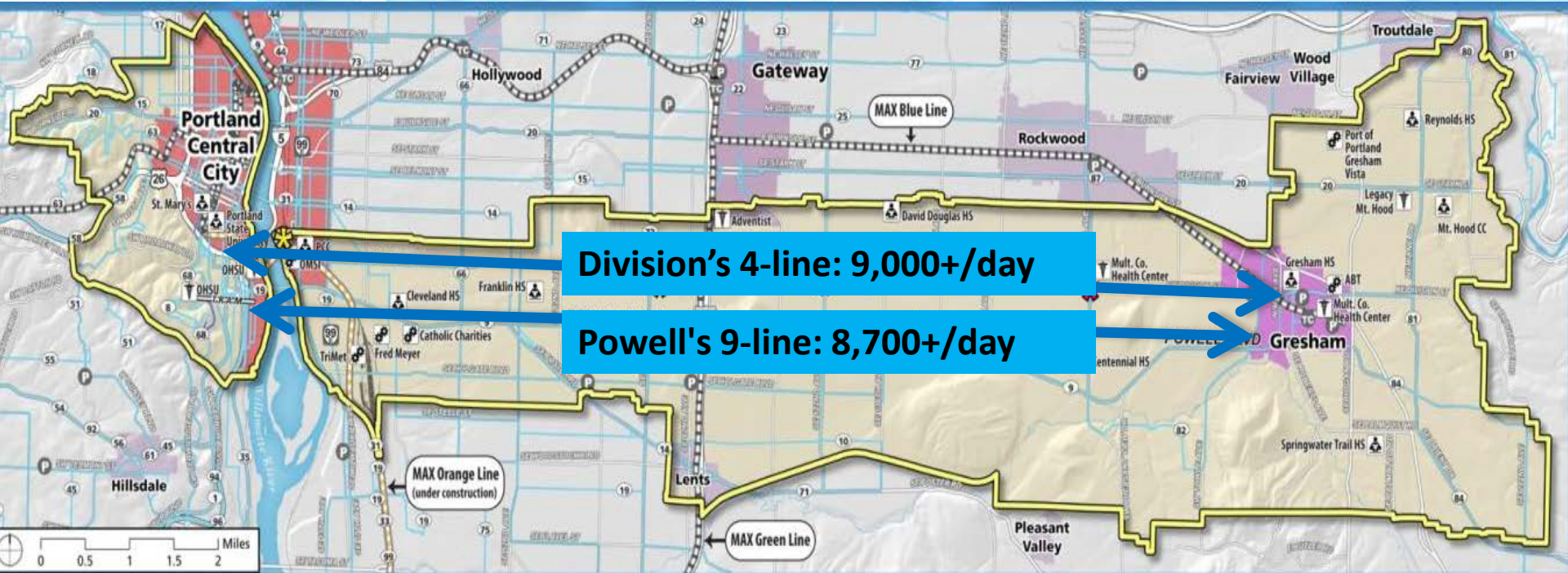
Public engagement: In depth approach

- Community representation on steering committee
- Meeting people where they are
- Connect transit project to broader community goals
- Multi-cultural, multi-lingual meetings and materials
- Equity Lens
- Lots of Engagement



Questions

- Any questions regarding the Locally Preferred Alternative?
- Questions regarding the RTP amendments?



High Transit Demand –

- Powell #9 and Division #4 high ridership, and growing
- Demand exceeds capacity with standees, pass ups
- Regional priority for High Capacity Transit
- High levels of congestion, High Crash Corridors
- Most diverse part of Oregon, with need for public investment

City of Portland LPA Conditions of Approval

MOU with community groups (EPAP, OPAL, Division Midway Alliance, APANO) and City, Metro, TriMet

- Affordable Housing commitments
 - PHB, Metro
 - Continued engagement with PHB and community
- Small business support and local hiring
 - PDC, TriMet
- Transit commitments
 - Metro- Powell is advanced for regional consideration as a high capacity transit corridor
 - TriMet to reinvest 4 Division service in Powell-Division Corridor



MHCC and Eastside Agreement

Memorandum of understanding (MOU) between TriMet, MHCC, Metro, Gresham, and Multnomah County

Highlights

- Enhancements to Line 20 service are accelerated to better connect the college to the BRT, downtown Gresham, Rockwood, and MAX lines
- Partnerships on fare assistance, advertising on buses, real-time arrival displays, design work for future transit facility at campus



Better transit – Responsive to needs

- **More access to more opportunities**
- **Quicker, more reliable trips**
 - Higher level of Transit Signal Priority
 - All-door boarding
 - Less stopping
 - Higher capacity vehicle
- **Context sensitive approach**
 - East Portland and east county also need more access and safer crossings
 - Inner Division needs more bus capacity



Improved Travel Times and Reliability

- BRT would be 15-20% faster than Line 4-Division between 82nd Ave and Pioneer Courthouse Square
- Overall GTC to Pioneer Courthouse Square around 10 minutes faster.
- 4 Division currently has the most pass up complaints on the TriMet system
- Reliability will be improved



Project Features

New 60-foot articulated buses, signal improvements

- Faster boarding with multiple doors
- Carry 60% more people, fewer pass ups
- Longer, not wider, than current bus
- Branded – special look and feel
- Queue jumps at key congested intersections to allow buses to move around cars
- Traffic signal priority



Example 60-foot bus

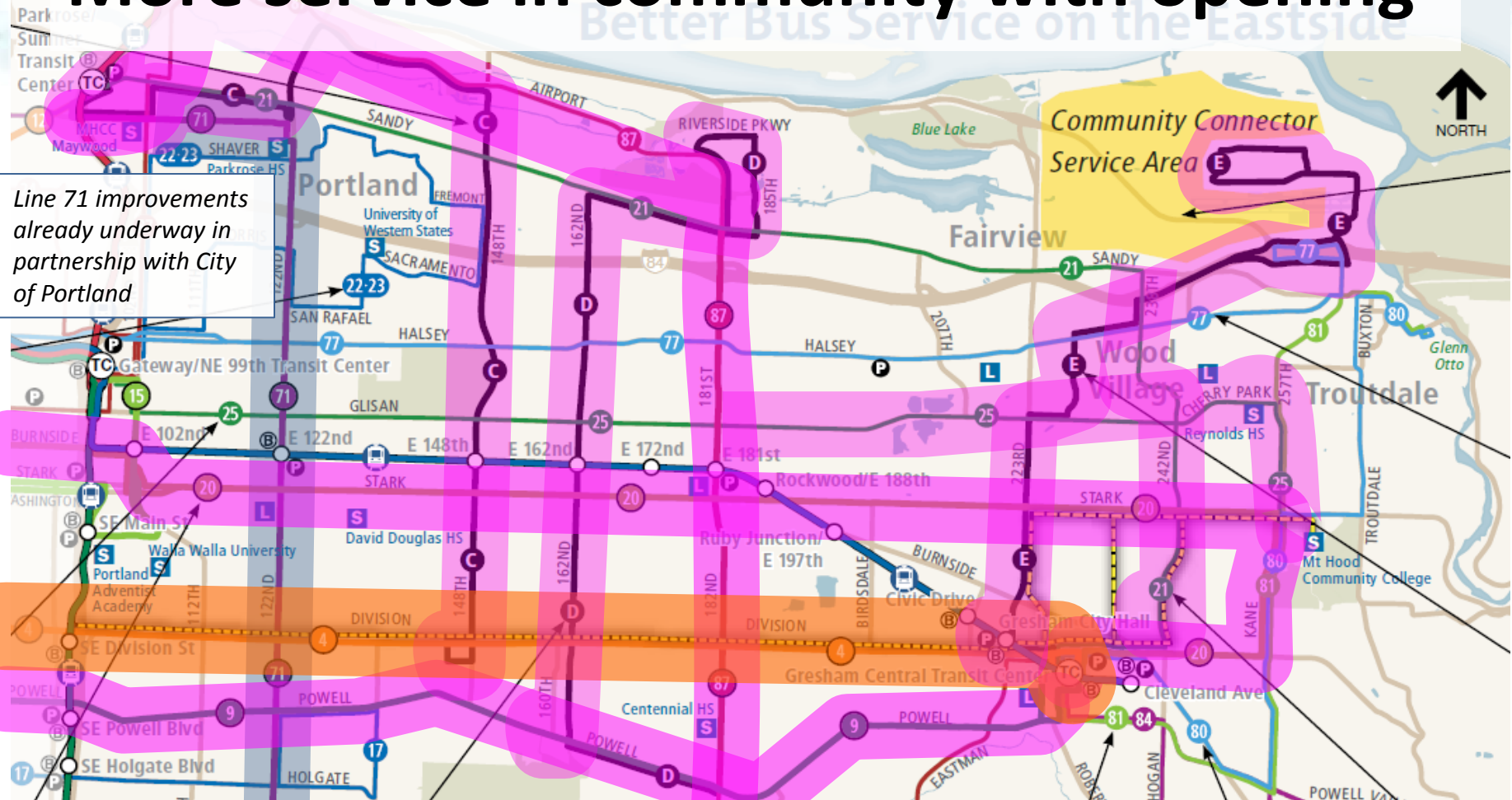
Project Features

Substantial stations with wider spacing

- Weather protection and lighting
- Information on bus arrival times
- Some other amenities, such as bike parking and benches
- Level or near level platforms
- Upgrading sidewalks with ADA ramps
- Improved street crossings



More service in community with opening



Replacing Line 4-Division with BRT means the hours currently on 4-Division will be available to invest in other service. The service will provide more connections to the project and more service nearby. Representative options are highlighted in pink. *Actual improvements will be determined with public input closer to opening of BRT.*

Powell-Division Corridor-wide Strategy

Transit Investment

- **Division BRT
Locally Preferred
Alternative**

- Powell transit enhancements
- Other local transit service enhancements

Equitable Housing and Community Development

- Portland creating and stabilizing affordable housing
- Gresham promoting homes and businesses near transit
- Transit-oriented development

Safety and Active Transportation

- Division: Safety improvements, bicycle and pedestrian projects
- Powell: Safety improvements and pedestrian projects
- Pedestrian projects and bikeways on North/South Streets