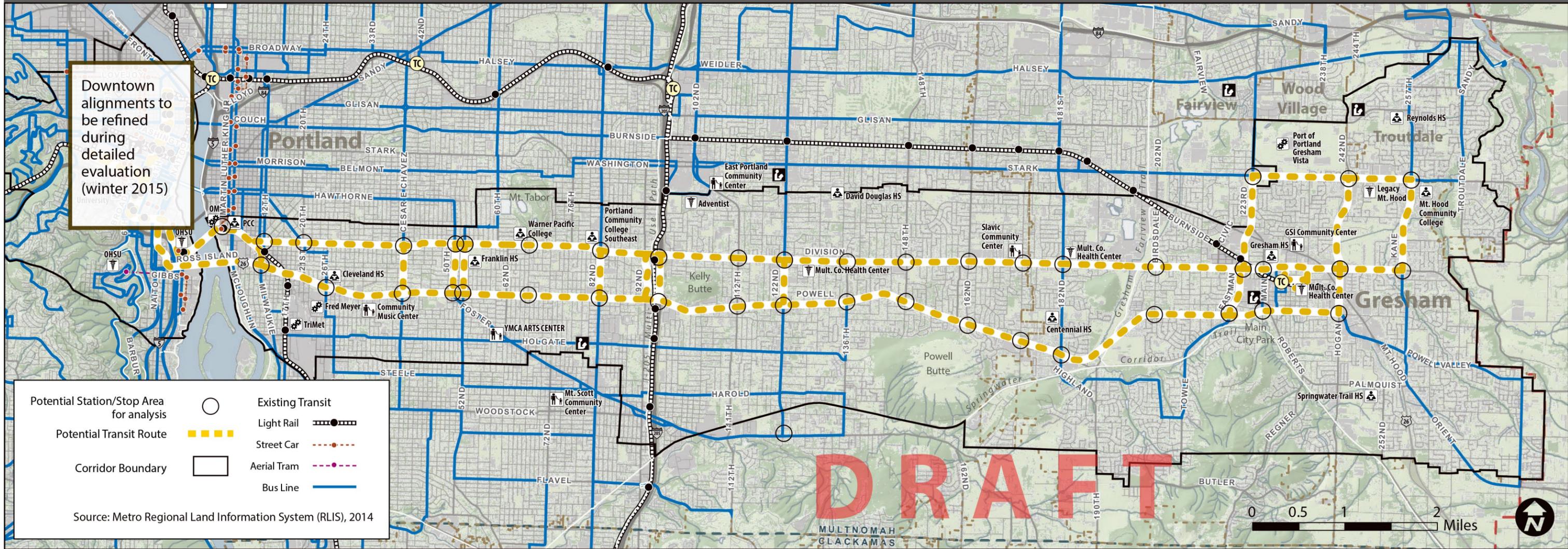


# Powell-Division Transit and Development Project: Potential Transit Routes



## What does this map show?

This map shows potential transit routes, along with potential station areas based on community input, land use and transportation work to date.

Potential station areas are intersections with a high level of current activity. They were selected based on the presence of transportation transfer point, existing community anchors and/or likely development potential. These are places where it may make sense to develop more significant transit stations and invest in related capital improvements and community places. The list of areas will be refined through Steering Committee and community input, as well as route choice and real estate development analyses that will be conducted later this year.

## Where are we starting from?

The potential route options have been informed by past plans and current conditions, including:

- High Capacity Transit System Plan (Metro)
- East Metro Connections Plan (Metro)
- Gresham and Portland's Transportation System Plans
- Gresham and Portland's Comprehensive Plans
- Existing bus routes
- Current and projected transit ridership
- Existing and planned concentrations of housing, jobs and services

## Where should the route go?

- Which places and destinations are most important to serve?
- Should the route run all along Powell, all along Division or on a combination of both streets? If it runs on both streets, where should it cross?
- How does the route best connect Downtown Gresham to the existing MAX line, existing bus routes, Mount Hood Community College, and the Port of Portland/Gresham Vista employment site?
- Where should the route run in downtown Portland?
- Weigh in with your ideas, take a survey and get more information at: [www.oregonmetro.gov/powelldivision](http://www.oregonmetro.gov/powelldivision)  
503-813-7375

# TRANSIT TYPE CHOICES

Transit Alternative choices for mode		
RAIL ALTERNATIVES	<p><b>Light Rail</b> MAX light rail system</p> 	<ul style="list-style-type: none"> <li>• Light rail runs on fixed rails in right-of-way separate from traffic.</li> <li>• Highest capacity transit alternative with the most seats and room to stand</li> <li>• Typically two cars are connected in one train.</li> <li>• Runs about every 15 minutes or better, every day. Service frequency is generally increased during peak hours.</li> <li>• Stops are typically spaced one-half to 1 mile apart, connecting concentrated housing or local bus hubs and employment areas. Stop amenities include shelters, real-time arrival information, platforms that are ADA accessible, ticket vending machines, and often bike parking.</li> </ul>
	<p><b>Rapid Streetcar</b> Similar to existing Portland Streetcar with exclusive transit lanes</p> 	<ul style="list-style-type: none"> <li>• Rapid streetcar would be similar to the existing Portland streetcar service, but would also include transit only lanes.</li> <li>• Streetcars have fewer seats than light rail or bus, and less standing room than light rail vehicles, but more than buses.</li> <li>• Would run every 15 minutes or better.</li> <li>• Stations would be spaced approximately one-half mile apart. Stops would include message boards, ADA accessible platforms, shelters and vending machines.</li> </ul>
BUS ALTERNATIVES	<p><b>Dedicated Busway</b> Limited stop, all day bus service <b>with significant portions of the line running in transit-only lanes.</b> Buses and stations would have higher level of amenities.</p> 	<ul style="list-style-type: none"> <li>• Dedicated busway service would be in exclusive transit lanes or in the roadway with turnouts or a combination of the two, and signal priority at stoplights.</li> <li>• Dedicated busway is integrated with the local bus system, with higher speeds, higher frequency and more substantial stations, connecting concentrated housing or local bus hubs and employment areas.</li> <li>• Dedicated busway could use coach-style or higher capacity buses.</li> <li>• Runs every 15 minutes or better. Service frequency can be increased during peak hours.</li> <li>• Stops would have more amenities than typical bus stations, including shelters, real-time arrival information, platforms that are ADA accessible, vending machines, and signature branding and art.</li> </ul>
	<p><b>Frequent Service Plus</b> Limited stop, all day bus service <b>mostly operating in mixed traffic with focused transit priority treatments.</b> Buses and stations would have a higher level of amenities.</p> 	<ul style="list-style-type: none"> <li>• Frequent Service Plus buses would operate in the roadway in mixed traffic, but with signal priority for stoplights, and some exclusive right of way as available.</li> <li>• The service is integrated with the local bus system, with higher speeds, higher frequency and more substantial stations.</li> <li>• Frequent Service Plus could use coach-style or higher capacity buses.</li> <li>• Runs every 15 minutes or better throughout the day. Service frequency can be increased during peak hours.</li> <li>• Stations would have more amenities than typical bus stations, including shelters, real-time arrival information, platforms that are ADA accessible, vending machines, and signature branding and art.</li> </ul>

# JULY-AUGUST 2014 OPEN HOUSES

## Routes considered

The routes considered for the screening phase include the following general alignment concepts east of the Willamette River.

- Division Street with terminus options at Gresham transit center or Kane Dr. (257<sup>th</sup>) and Stark
- Powell Boulevard with terminus options at Gresham transit center or Kane Dr. (257<sup>th</sup>) and Stark
- Inner Division Street and transitioning to Powell Boulevard with design options for the north-south crossing, and terminus options at Gresham transit center or Kane Dr. (257<sup>th</sup>) and Stark
- Inner Powell Boulevard and transitioning to Division Street, with design options for the north-south crossing, and terminus options at Gresham transit center or Kane Dr. (257<sup>th</sup>) and Stark.

Information on alignment options on the Ross Island Bridge and the Tilikum Crossing will be provided as well.

Information on alignment options west of the Willamette River will be developed in the next phase of the project.

## Alternatives considered

Based on the mode choices and alignments described above, the following transit alternatives were developed at a conceptual level:

### Light rail

- L1** Light rail on SE Powell Blvd
- L2** Light rail on SE Division St
- L3** Light rail on SE Powell Blvd transitioning to Division
- L4** Light rail on SE Division St transitioning to Powell

### Rapid streetcar

- S1** Rapid Streetcar on SE Powell Blvd
- S2** Rapid Streetcar on SE Division St
- S3** Rapid Streetcar on SE Powell Blvd transitioning to Division
- S4** Rapid Streetcar on SE Division St transitioning to Powell

### Frequent Service Plus

- FS1** Frequent Service Plus on SE Powell Blvd
- FS2** Frequent Service Plus on SE Division St
- FS3** Frequent Service Plus on SE Powell Blvd transitioning to Division
- FS4** Frequent Service Plus on SE Division St transitioning to Powell

### Dedicated Busway

- DB1** Dedicated Busway on SE Powell Blvd
- DB2** Dedicated Busway on SE Division St
- DB3** Dedicated Busway on SE Powell Blvd transitioning to Division
- DB4** Dedicated Busway on SE Division St transitioning to Powell

\* All options above have terminus options at Gresham Transit Center and Kane Dr (257<sup>th</sup>) and Stark St. Options for alternatives 3 and 4 have design options for transition street.

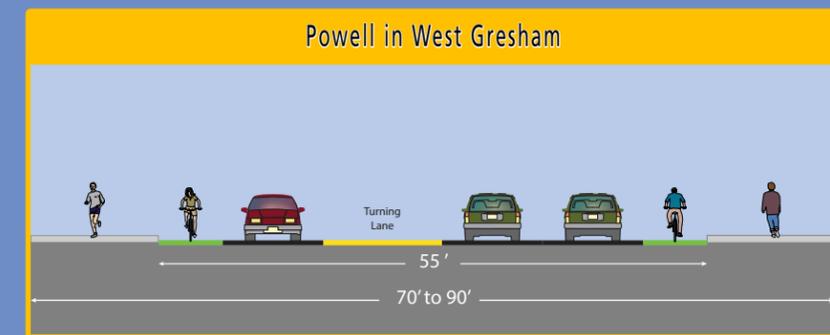
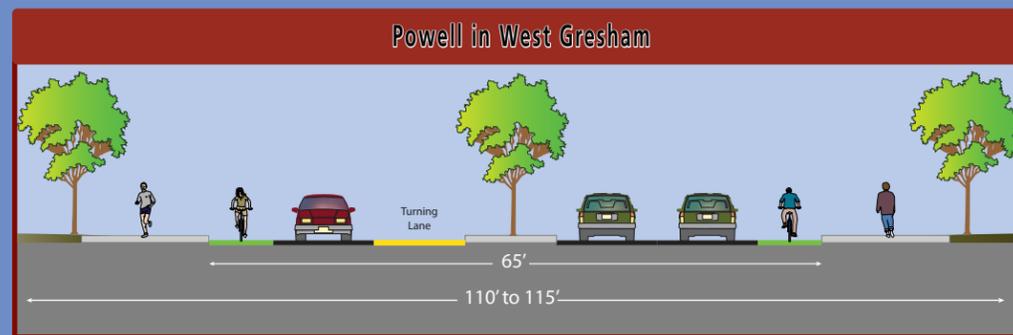
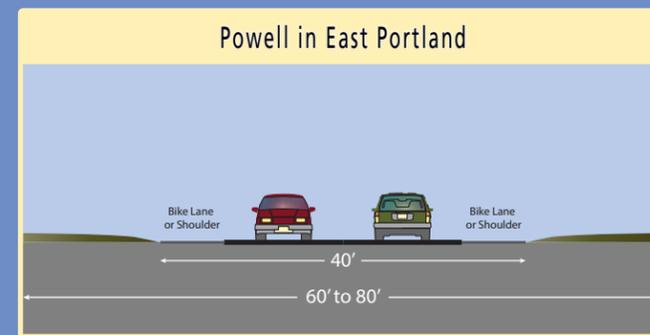
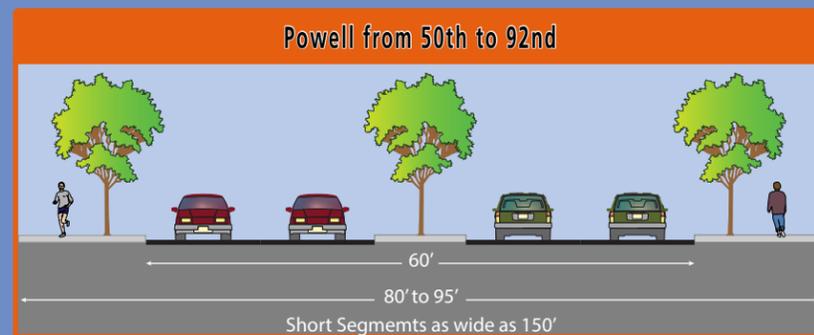
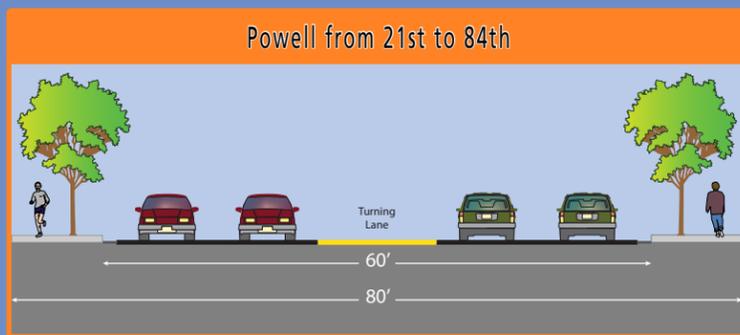
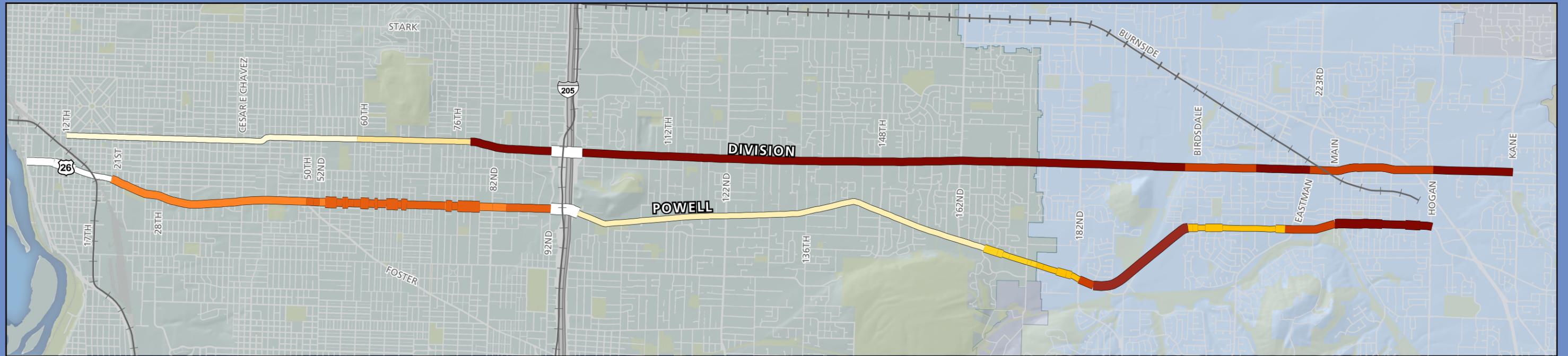
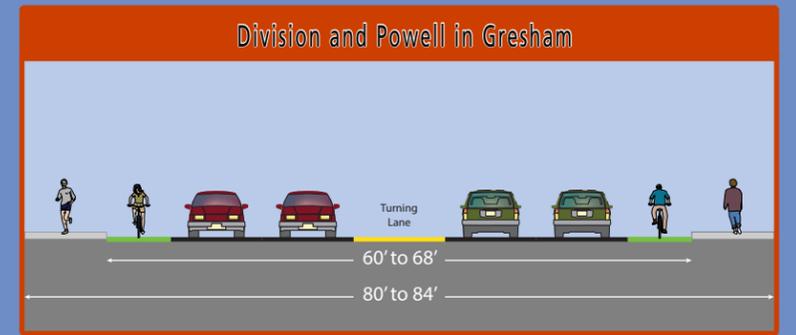
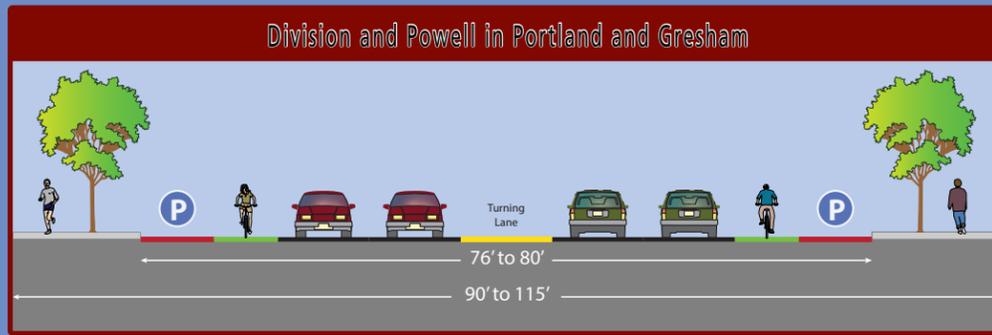
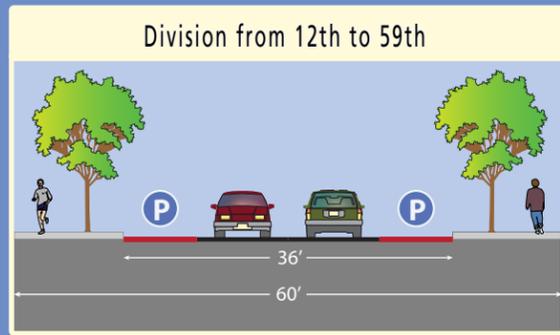
JULY-AUGUST 2014 OPEN HOUSES

Powell-Division Transit and Development Project

Initial Screening

Least promising				Most promising			
ID	Alternatives	Supports existing plans, policies and investments?	Serves existing and future travel demand?	Links key destinations in the corridor?	Are impacts are reasonable?		
<b>Light Rail</b>							
LR1	Light Rail on Powell Blvd						
LR2	Light Rail on Division St						
LR3	Light Rail on inner Powell Blvd. transitioning to Division						
LR4	Light Rail on inner Division transitioning to Powell						
<b>Rapid Streetcar</b>							
S1	Streetcar on Powell Blvd						
S2	Streetcar on Division St						
S3	Streetcar on inner Powell Blvd transitioning to Division						
S4	Streetcar on inner Division transitioning to Powell						
<b>Frequent Service Plus</b>							
FS1	Frequent Service Plus on Powell						
FS2	Frequent Service Plus on Division St						
FS3	Frequent Service Plus on inner Powell transitioning to Division						
FS4	Frequent Service Plus on inner Division transitioning to Powell						
<b>Dedicated Busway</b>							
B1	Busway on Powell Blvd						
B2	Busway on Division St						
B3	Busway on inner Powell Blvd transitioning to Division						
B4	Busway on inner Division transitioning to Powell						

# Powell-Division Transit Project: Right-of-Way Cross Sections

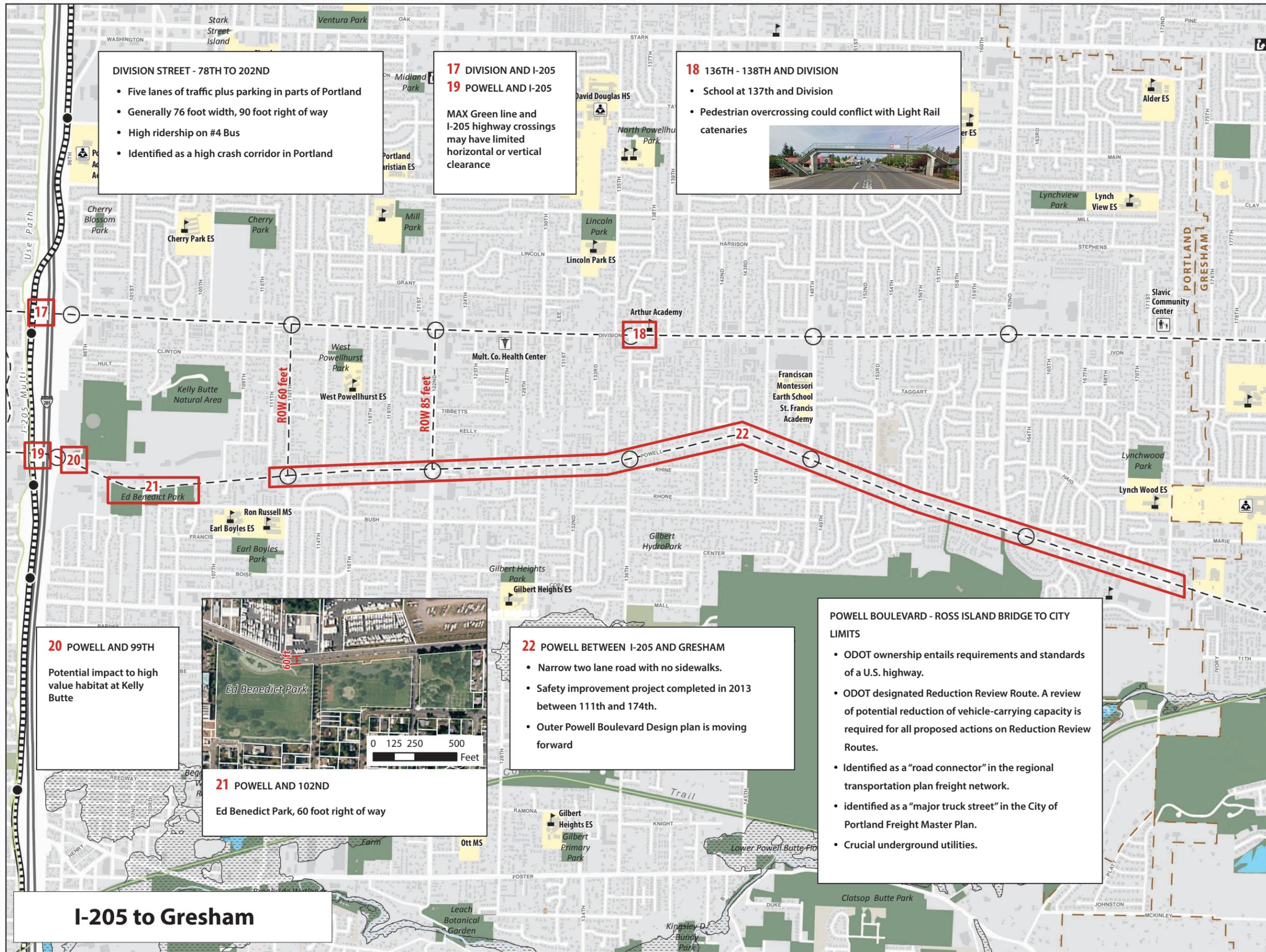


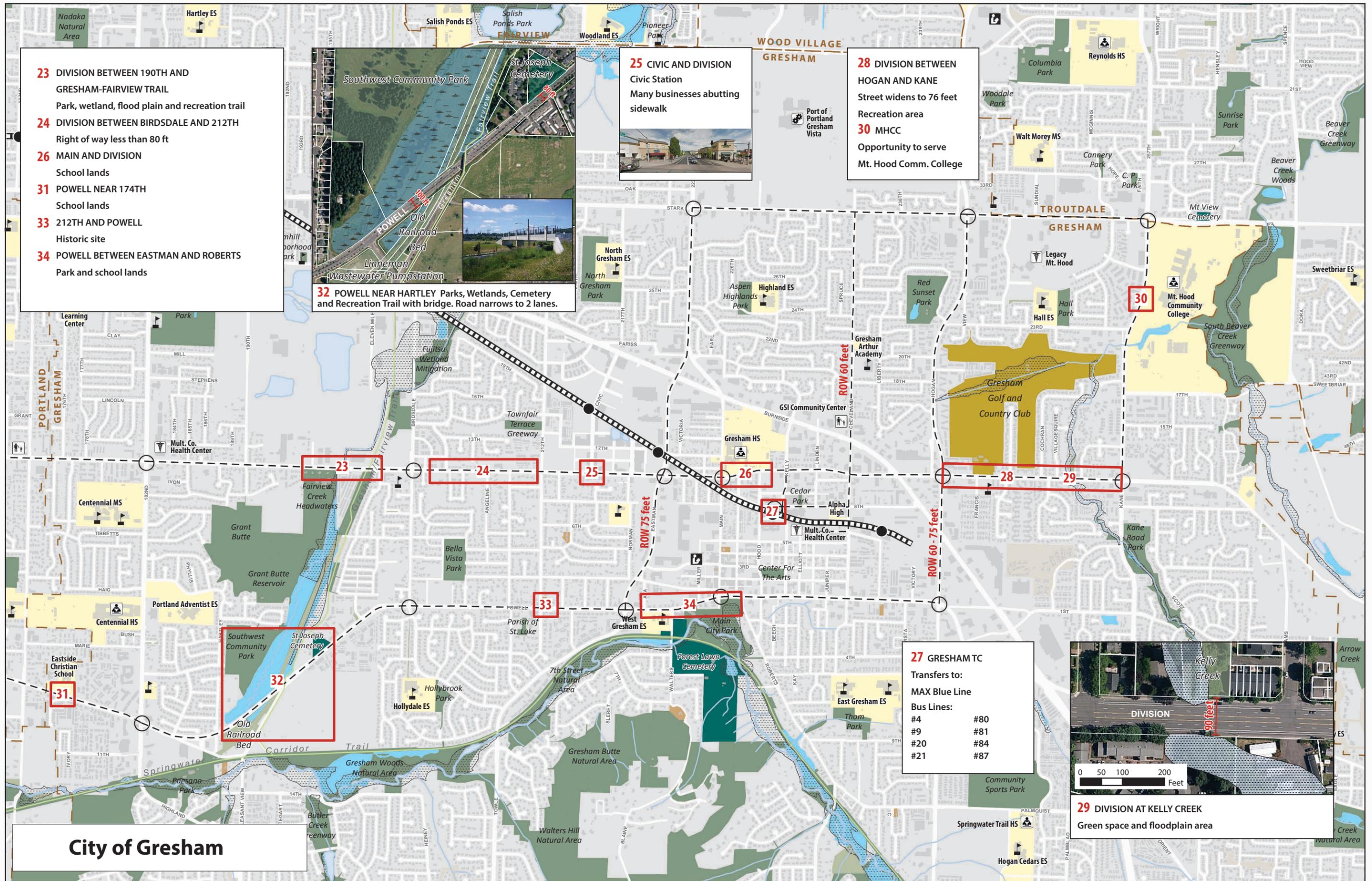
Cross Section



- City of Portland
- City of Gresham
- Parks & Natural Areas
- Light Rail







**23** DIVISION BETWEEN 190TH AND GRESHAM-FAIRVIEW TRAIL  
Park, wetland, flood plain and recreation trail

**24** DIVISION BETWEEN BIRSDALE AND 212TH  
Right of way less than 80 ft

**26** MAIN AND DIVISION  
School lands

**31** POWELL NEAR 174TH  
School lands

**33** 212TH AND POWELL  
Historic site

**34** POWELL BETWEEN EASTMAN AND ROBERTS  
Park and school lands

**32** POWELL NEAR HARTLEY  
Parks, Wetlands, Cemetery and Recreation Trail with bridge. Road narrows to 2 lanes.

**25** CIVIC AND DIVISION  
Civic Station  
Many businesses abutting sidewalk



**28** DIVISION BETWEEN HOGAN AND KANE  
Street widens to 76 feet  
Recreation area  
**30** MHCC  
Opportunity to serve Mt. Hood Comm. College

**27** GRESHAM TC

Transfers to:

MAX Blue Line

Bus Lines:

- #4           #80
- #9           #81
- #20         #84
- #21         #87

**29** DIVISION AT KELLY CREEK  
Green space and floodplain area

City of Gresham