Steering Committee Meeting
September 29, 2014

Summary - Where we are, decisions and next steps

On June 23 the committee:
- Discussed the type of project we want to build and the process to get there
- Adopted project outcomes and goals
- Discussed information to help narrow transit alternatives

On September 29, the committee will:
- Review potential transit alternatives with information about trade offs
- Identify transit alternatives that should advance for further study
- Review recommended opportunity areas

Next Steps
- Begin transit design concepts based on steering committee agreement
- Opportunity Areas - detailed real estate analysis, community workshops, development of land use vision to support equitable development.

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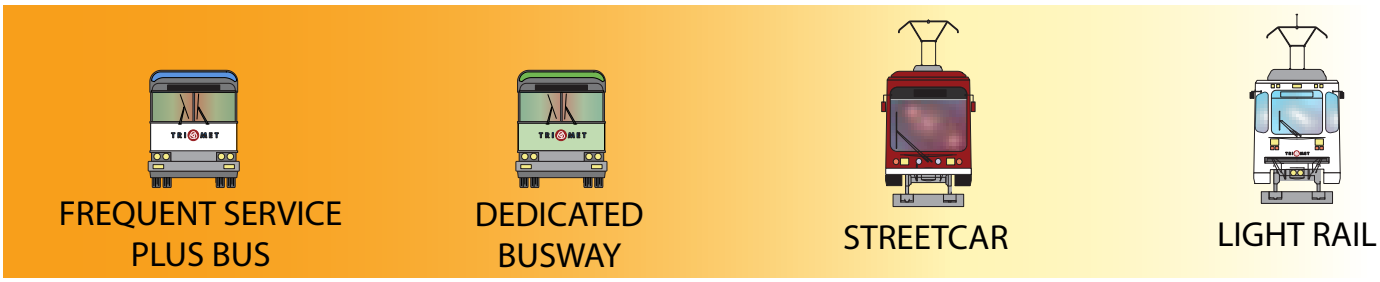
Background

During the summer of 2014, a range of transit alternatives, both transit vehicle type and route, were developed and screened through public engagement and technical analysis. This work was a collaboration among Metro, the cities of Gresham and Portland, Multnomah County, TriMet and the Oregon Department of Transportation. More information can be found at: www.oregonmetro.gov/powelldivision.

- Transit Alternatives Screening Report
- Public Engagement Report
- Draft Title VI and Environmental Justice Demographic Baseline Analysis
- Transit Technical Memo
- Transportation Technical Memo
- Opportunity Area Selection and Key Issue Summary

Vehicle type findings for consideration (pages 4, 5, 8 and 9)

This initial screen identifies **bus options** as more promising for this corridor based on ability to serve existing riders and key destinations, compatibility with existing transportation investments in the corridor, fewer potential impacts and public support.

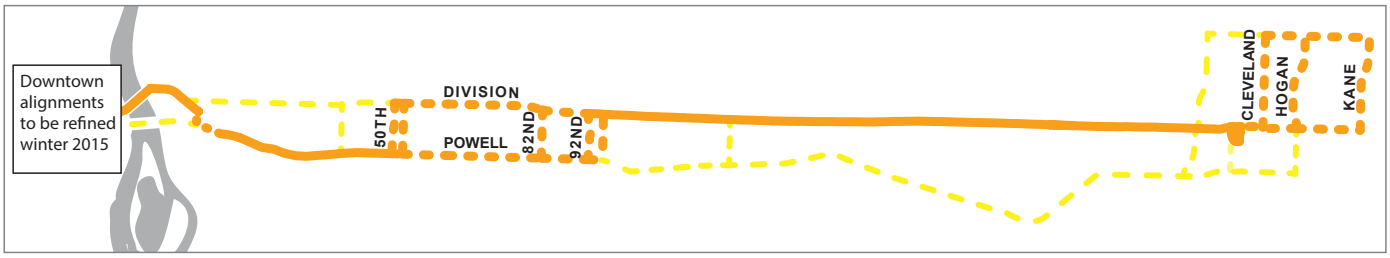


Less right-of-way required	● ● ● ● ●	Significant right-of-way acquisition program
Fewer impacts	● ● ● ● ●	Higher impacts
5 to 7 year timeframe	● ● ● ● ●	15 to 20 year timeframe
More public support	● ● ● ● ●	Less public support

Route findings for consideration (pages 6 through 9)

This initial screen identifies the **inner Powell Boulevard transitioning to Division Street** route as more promising based on the following:

- Serves key destinations
- Connects the greatest number of people riding transit
- More public support



Potential routes for consideration

Overall findings

- Transit ridership is **high and increasing**. There are many people that ride transit.
- Powell and Division must to continue to serve freight, auto, bicycle and pedestrian needs.
- In this developed urban corridor, it is important to **maximize use of existing infrastructure while minimizing impacts** to residents, businesses, utilities and the traffic network.
- It would be necessary to **add dedicated transit lanes for light rail** on either Powell or Division, which would require a significant right-of-way acquisition program.
- Inner Powell and transitioning to Division is most promising route in serving ridership for **environmental justice populations**.
- People favor alternatives that arrive **more frequently**, provide a discernibly **quicker ride**, support increased access to transit and important destinations, and have a strong **cost-to-benefit ratio**.
- There are opportunities for, and a public interest in, the project to advance aspirations related to **equity and community-supported development**.
- The current challenges faced by communities in Southeast Portland, East Portland and Gresham differ. The **solutions need to be context-specific** rather than one size fits all.
- Better transit will be welcome, and it should **complement local transit service**.

ACTION

The Steering Committee will seek consensus on promising alternatives to study further.

- **Transit vehicle type:** Which vehicle types are most promising for this corridor?
- **Route:** What routes should be studied in more detail?

What's next?

With agreement on the more promising alternatives, we will begin more detailed assessment into the following areas:

- **Local bus service.** With narrowed routes, a work group and technical analysis will be initiated to study options for local bus service in the corridor with the new transit service.
- **Traffic analysis and concept design on a narrowed set of alternatives.** This will include further discussion in locations including (but not limited to) Milwaukie Ave/ Powell Blvd, potential north/south transitions in Portland and connections to Downtown Gresham and Mount Hood Community College.

	RAIL		BUS RAPID TRANSIT	
	LIGHT RAIL MAX light rail system	**RAPID STREETCAR** Similar to existing Portland Streetcar with significant portions of the line running in transit-only lanes	**DEDICATED BUSWAY** Frequent bus service with **significant portions of the line running in transit-only lanes**. Buses and stations would have higher level of amenities (compared to existing bus stops).	**FREQ SERVICE PLUS BUS** Frequent bus service **mostly operating in mixed traffic with focused transit priority treatments**. Buses and stations would have a higher level of amenities (compared to existing bus stops).
Operational Characteristics	• Operates on fixed rails in right-of-way separate from traffic. • Includes signal priority at traffic signals, where appropriate. • Operates every 15 minutes or better, every day. Service frequency is generally increased during peak hours.	• Operates in exclusive transit lanes for the majority of length. • Includes signal priority at traffic signals, where appropriate. • Operates every 15 minutes or better, every day. Service frequency is generally increased during peak hours.	• Operates in exclusive transit lanes for the majority of length. • Includes turnouts or pullouts were appropriate and signal priority at stoplights. • Integrates with the local bus system, but with higher speeds, higher frequency and more substantial stations, connecting concentrated housing or local bus hubs and employment areas. • Operates every 15 minutes or better, every day. Service frequency is generally increased during peak hours.	• Operates in the roadway in mixed traffic, but with signal priority for stoplights, and some exclusive right of way as available. • Integrates with the local bus system, but with higher speeds, higher frequency and more substantial stations. • Operates every 15 minutes or better. Service frequency can be increased during peak hours.
Carrying capacity	• Carries about 266 passengers (seated and standing). • Includes two car configurations.	• Carries 81 passengers (seated and standing). • Includes one car configurations.	• Carries 80 passengers (seated and standing). • Utilizes coach-style, articulated or higher capacity buses.	• Carries 80 passengers (seated and standing). • Utilizes coach-style, articulated or higher capacity buses.
Station amenities	• Spaced 1/2 to 1 mile apart. • Includes shelters, real-time arrival information, platforms that are ADA accessible, ticket machines, art and often bike parking.	• Spaced approximately 1/2 mile apart. • Includes real-time arrival information, ADA accessible platforms, shelters and ticketing machines and art.	• Spaced approximately 1/2 mile apart. • Includes shelters, real-time arrival information, platforms that are ADA accessible, ticketing machines, signature branding and art.	• Spaced approximately 1/2 mile apart. • Includes shelters, real-time arrival information, platforms that are ADA accessible, ticketing machines, signature branding and art.

	RAIL		BUS RAPID TRANSIT	
	LIGHT RAIL	RAPID STREETCAR	DEDICATED BUSWAY	FREQ SERVICE PLUS BUS
Capital Cost	$$$$	$$$	$$	$
Transit Envelope				
Carrying Capacity				
Timeframe to Implement				
Traffic Priority	+++	++	++	+
Service Standard	15	15	15	15
Station Amenities	✓	✓	✓	✓

Capital Cost Infrastructure cost represents the physical improvements and investment needed to make a transit option viable, including exclusive lanes/trackway, bridges or structures, signals and stations. Some transit options require more infrastructure and capital investment than others. $-250M or less $$-250M to 750M $$$-750M to 1B $$$$-1B+

Transit Envelope Transit envelope is a function of the full right of way required for the particular mode and other infrastructure (such as catenary and rails) that are necessary for operation. Rail installation has the disadvantage of interfering with access to buried utilities.

Carrying Capacity Approximate total number of passengers that can fit in each mode (sitting and standing). ~10 passengers

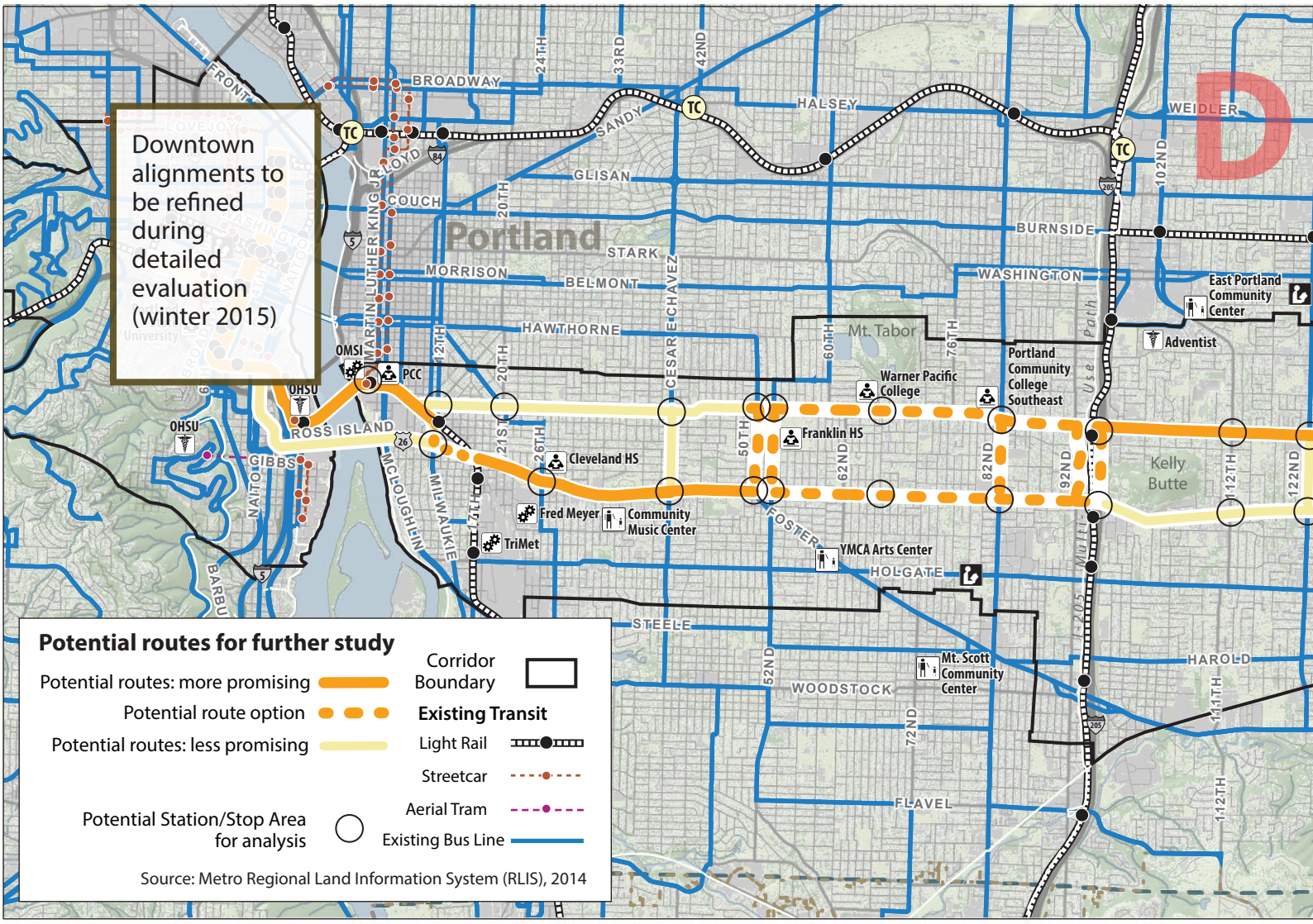
Timeframe to Implement The time it takes to plan, design and construction transit projects varies depending on the type of transit and the associated infrastructure. ~ 5 years

Traffic Priority Exclusive travel lanes, turn lanes, and efficiency in traffic are associated with the design of each alternative. Light rail would have exclusive right of way, and therefore, operate more efficiently, however, it may impede driveway or parking lot access. Rapid Streetcar and Dedicated Busway would have significant portions running in exclusive lanes but also have the flexibility of running in mixed traffic which could cause delay to other modes.

Service Standard The most amount of time between vehicles during peak periods (in minutes). Frequecy for all modes is 15 minutes or better.

Station Amenities Amenities include shelters, real-time arrival information, platforms that are ADA accessible, ticket machines, art and often bike parking.

For consideration: potential routes for further study



Proposed Vehicle Alternatives studied in initial screen

LESS PROMISING

LIGHT RAIL

RAPID STREETCAR

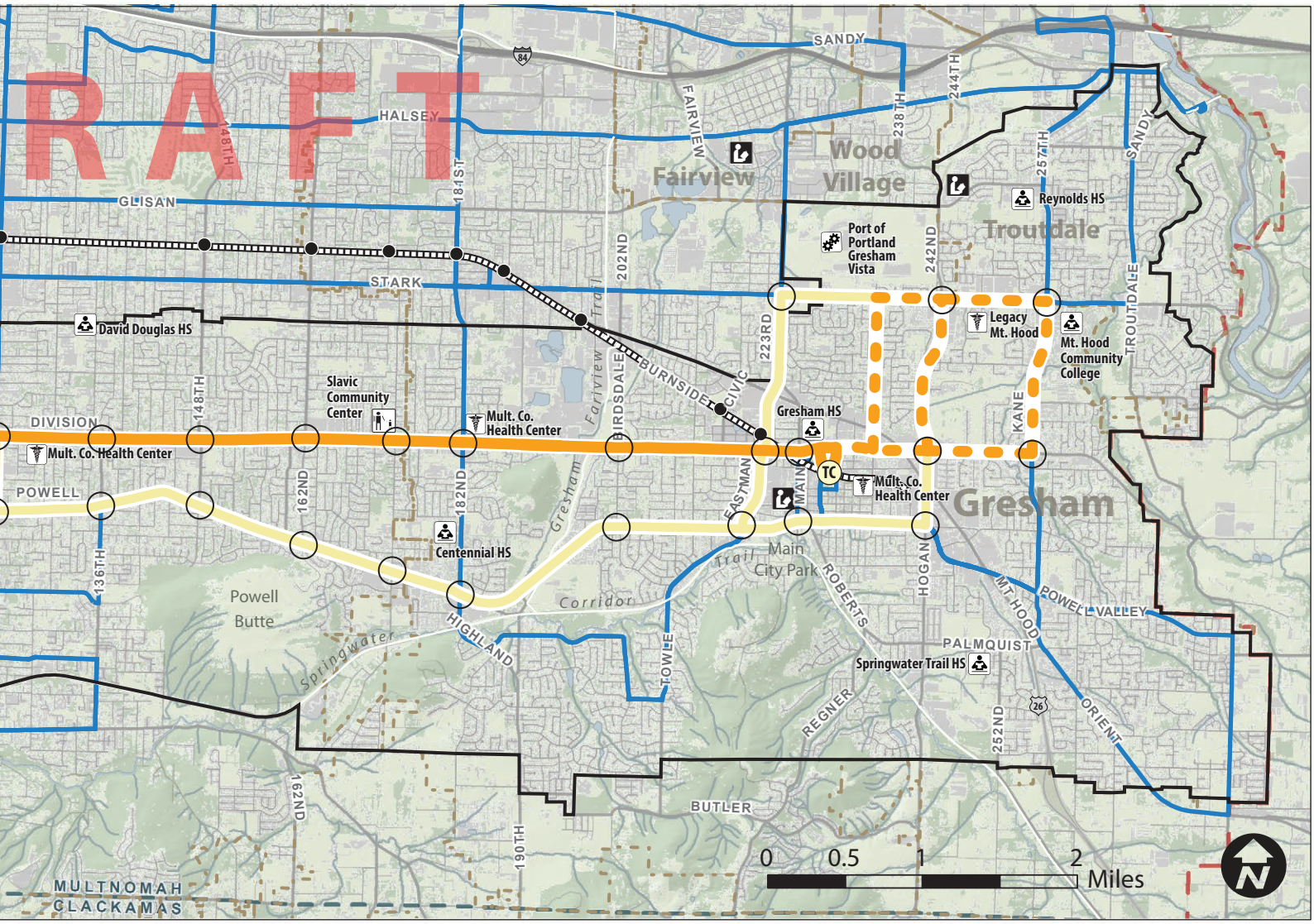
MORE PROMISING

DEDICATED BUSWAY

FREQ SERVICE BUS PLUS

With agreement on the more promising routes, we will begin detailed assessment into the following areas:

- Local bus service connections to the transit project.
- Traffic analysis and concept design on a narrowed set of alternatives. This will include further discussion in locations including (but not limited to) Milwaukie Ave/Powell Blvd, potential north/south transitions in Portland and connections to Downtown Gresham and Mount Hood Community College.



Proposed Routes studied in initial screen

- From downtown Portland, Division Street
- From downtown Portland, Powell Boulevard
- From downtown Portland, inner Division Street and transitioning to Powell Boulevard
- From downtown Portland, inner Powell Boulevard and transitioning to Division Street

Based on the direction of the above proposed transit routes, there are three areas with more detailed route options. These include:

- **Willamette River crossing**: Project team has explored using either the Ross Island Bridge or the Tillikum Crossing to cross the Willamette River.
- **Portland north/south connections**: If the transit alignment includes both Powell and Division in Portland, there are several potential north/south transition streets.
- **Gresham north/south connections**: The current routes assume that the transit line will connect to downtown Gresham at the transit center. There are potential routes to connect to Kane/Stark.

Between June and September 2014, staff at Metro, the cities of Gresham and Portland, Multnomah County, TriMet and ODOT collaborated on an initial screen of a wide range of alternatives. The findings summarized appear in full in the **Transit Alternatives Screening Report**.

Less Promising ○ ◔ ◑ ◕ ● **More Promising**

Light Rail

Light rail carries a high number of riders quickly. Light rail requires dedicated right-of-way that would include significant impacts to traffic and property. Light rail would not be a near-term project.

Rapid Streetcar

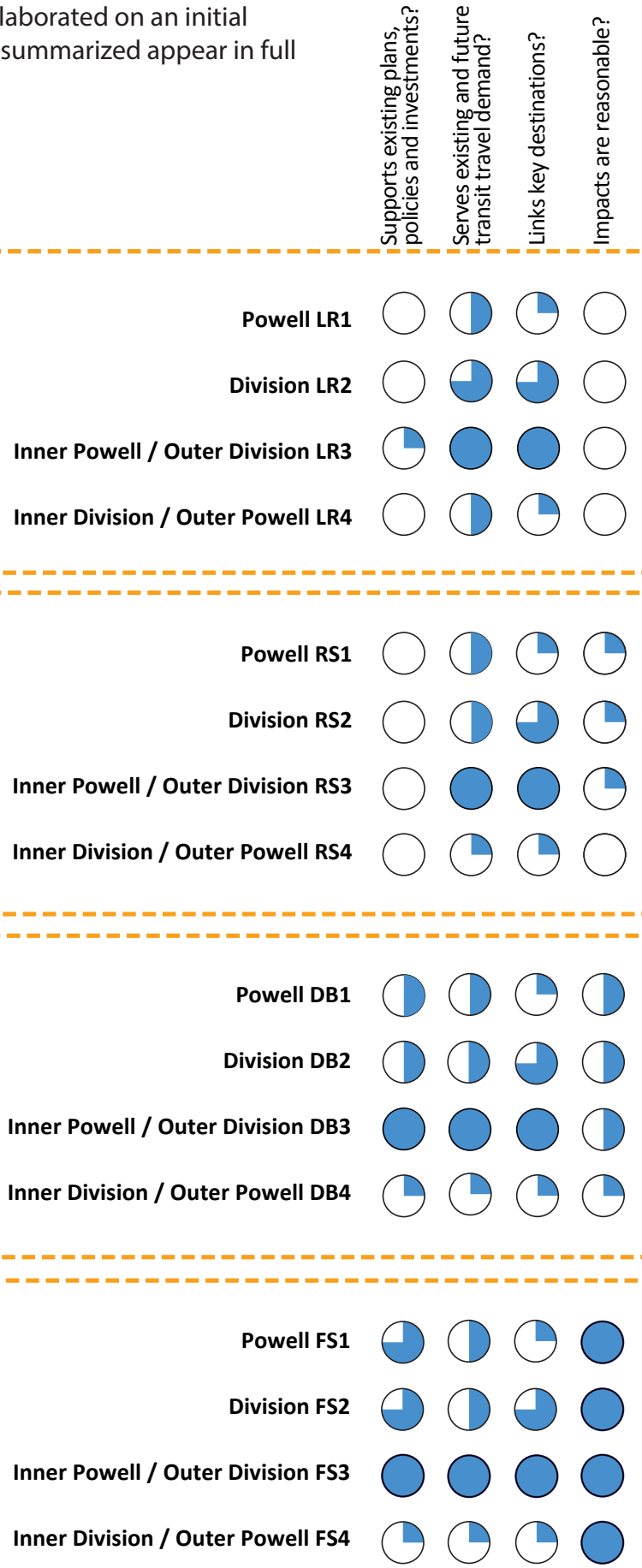
While rapid streetcar can operate in mixed traffic, it has similar impacts and less carrying capacity compared to light rail. Streetcar is not identified in city of Portland streetcar system plan, and streetcar does not currently exist in Gresham.

Dedicated Busway

Dedicated busway would include all of the features of frequent service plus; in addition at least fifty percent of the route would be in dedicated transit lanes. It allows more design and operational flexibility than a fixed rail.

Frequent Service Plus Bus

Frequent Service Plus Bus includes features designed to reduce travel time, such as faster boarding, transit signal priority, new vehicles, designated bus and right turn only lanes. There are opportunities for dedicated transit lanes, including the Tilikum Crossing. It would have fewer impacts to other modes and could be implemented sooner.



Between May and September 2014 at markets, fairs, libraries, businesses, places of worship, schools and online surveys, people gave ideas about the following. The findings summarized appear in full in the **Public Engagement Report** dated September 29, 2014.

- changes that would improve their transit experience
- places that should be connected by faster, more reliable transit
- where the new transit route should go
- the transit type that would work best in this corridor

Route

New transit should connect destinations between downtown Portland and Gresham on a combination of Powell Blvd and Division St. There is support for connecting to Mt. Hood Community College.

- The preferred route uses the Tilikum Crossing and runs east on Powell Blvd to 82nd Ave, north on 82nd, and east on Division St to Gresham, and makes connections to Portland State University, Portland Community College Southeast, and Mount Hood Community College.

Transit type in general

- New transit should provide a quicker, more reliable trip and improve access for current and future riders, connecting them to important destinations including other transit.
- The project should support a balanced system that includes freight, motor vehicles, transit, bicycles and pedestrians.
- Cost is important (both capital and right-of-way) and people favor lower cost alternatives that can provide benefits to transit riders.
- People are more inclined to eliminate rail alternatives over bus alternatives.

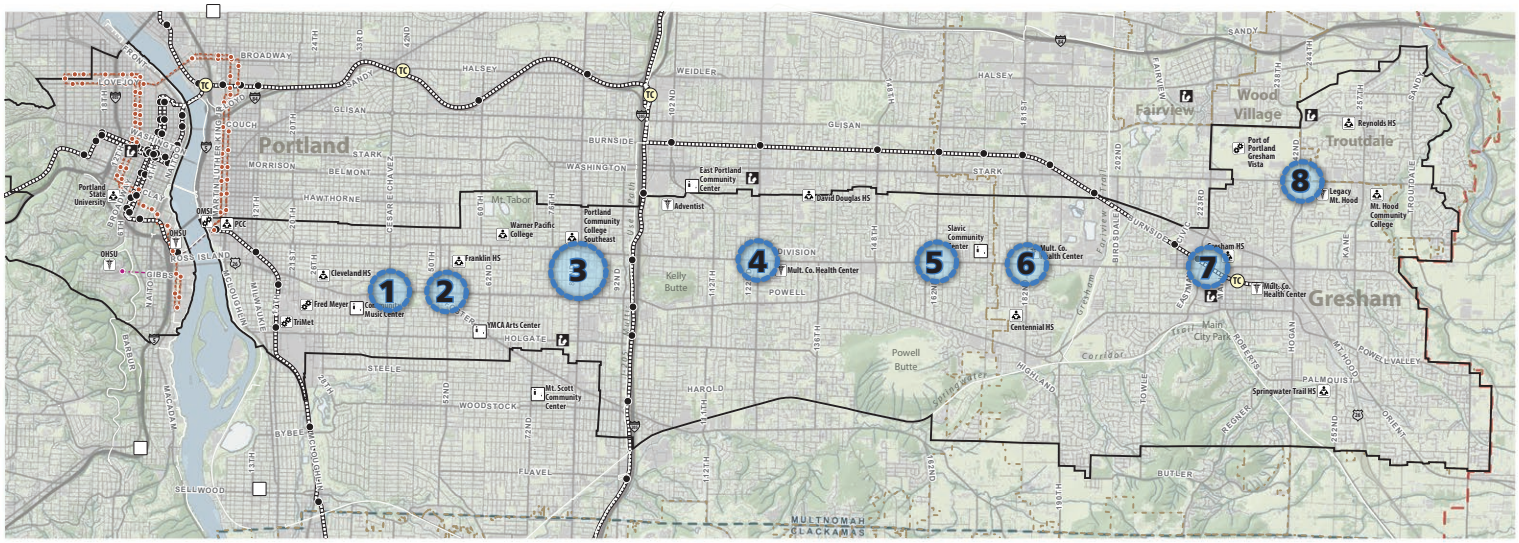
Light rail - People are inclined to eliminate light rail over bus alternatives. People who favor it cite its energy efficiency, capacity to serve the most riders and potential to catalyze economic development.

Rapid streetcar - People feel streetcar is the least suitable alternative for the corridor, citing high capital costs without the full benefits of light rail. People who favor it cite its potential to catalyze economic development.

Dedicated busway - People who favor dedicated busway cite its cost-to-benefit potential, providing a discernibly quicker trip. It would maintain the flexibility of bus service while providing the kind of permanence that spurs economic development and additional investment.

Frequent service plus - People who favor frequent service plus cite its minimal impacts to traffic, limited need for additional right-of-way, and flexibility to accommodate neighborhood change while providing better transit for current riders. People stress the importance of it providing a discernibly quicker trip.

Opportunity areas selected for study



Portland

1. Powell and Cesar Chavez
2. Powell, 50/52nd, Foster
3. 82nd between Division and Powell
4. Division and 122nd
5. Division and 162nd

Gresham

6. Division and 182nd
7. Division between Eastman and Main
8. Stark and Hogan/242nd

Why are we studying these areas?

The eight identified opportunity areas were selected based on an assessment of both qualitative and quantitative factors. Efforts were made to select areas that represented the diversity of conditions found throughout the corridor. Studying areas that represent a diversity of the issues in the corridor will aid in the development of action plans that could be applied to other station areas as the project moves forward.

Next steps

This fall and winter, staff will continue to work work with the community and with consultants and to complete in-depth analyses of the eight identified opportunity areas.

- **Real estate market analyses** to determine likely development (building types and intensities) and development issues
- **Visualizations** of likely development
- **Identification of location-appropriate approaches** to preserving and expanding affordable housing and/or encouraging mixed-income development
- **Identification and mapping** of potential pedestrian and bicycle network improvement projects
- **Direct engagement with community organizations** to identify community assets and interests
- **Identify potential project partners**
- **Community workshops**

1. Powell and Cesar Chavez

- Major activity crossroad with frequent north-south transit connections.
- Commercial hub with major grocery store and social services office.
- Portland's Draft Comprehensive Plan forecasts growth (600 new jobs and 2,200 new households in 25 years) and supports future planning and redevelopment.
- Relatively more affordable housing nearby.

2. Powell, 50/52nd, Foster

- Major transfer point to multiple bus lines; links to nearby commercial districts; north to upper Hawthorne district and southeast to Foster and Lents; placemaking opportunity with convergence of four streets at the Foster-Powell Triangle.
- Potential for improvements on fair number of vacant and underutilized properties.
- Good access to relatively more affordable housing, including apartments and single-family homes.

3. 82nd between Division and Powell

- Bus lines #4, #9 and #72 cross here; they are among the busiest in the region; light-rail line 1/2-mile away.
- Access to PCC Southeast Center Campus and heart of the Jade District.
- Active business district with many small local and national businesses; opportunities to cultivate existing businesses, strengthen sense of place.
- Increasingly becoming more diverse; moderate to high number of lower income households.

4. Division and 122nd

- Major crossroad; bus line #71 second most heavily used non-frequent line; only major north-south transit connection in East Portland.
- Two shopping centers and many other nearby businesses; part of emerging Division-Midway district; town center designation; placemaking opportunities.
- Increasingly diversifying area; higher proportion of children and lower-income families live in area.

5. Division and 162nd

- Major activity crossroad; two shopping centers; multi-plex movie theater; and neighborhood service businesses
- No north-south transit connection.
- Large mobile home park in area
- Many nearby residents rely on transit.
- Higher proportion of children, elderly, and low-income families live in area.

6. Division and 182nd

- Many nearby residents rely on public transit; people of color, youth, elderly and those with lower incomes; these populations can benefit from enhanced transit service.
- Several community destinations: shopping center; health clinic; and Centennial elementary, middle and high schools.
- Redevelopment opportunities in the future when property owners decide to make a change.

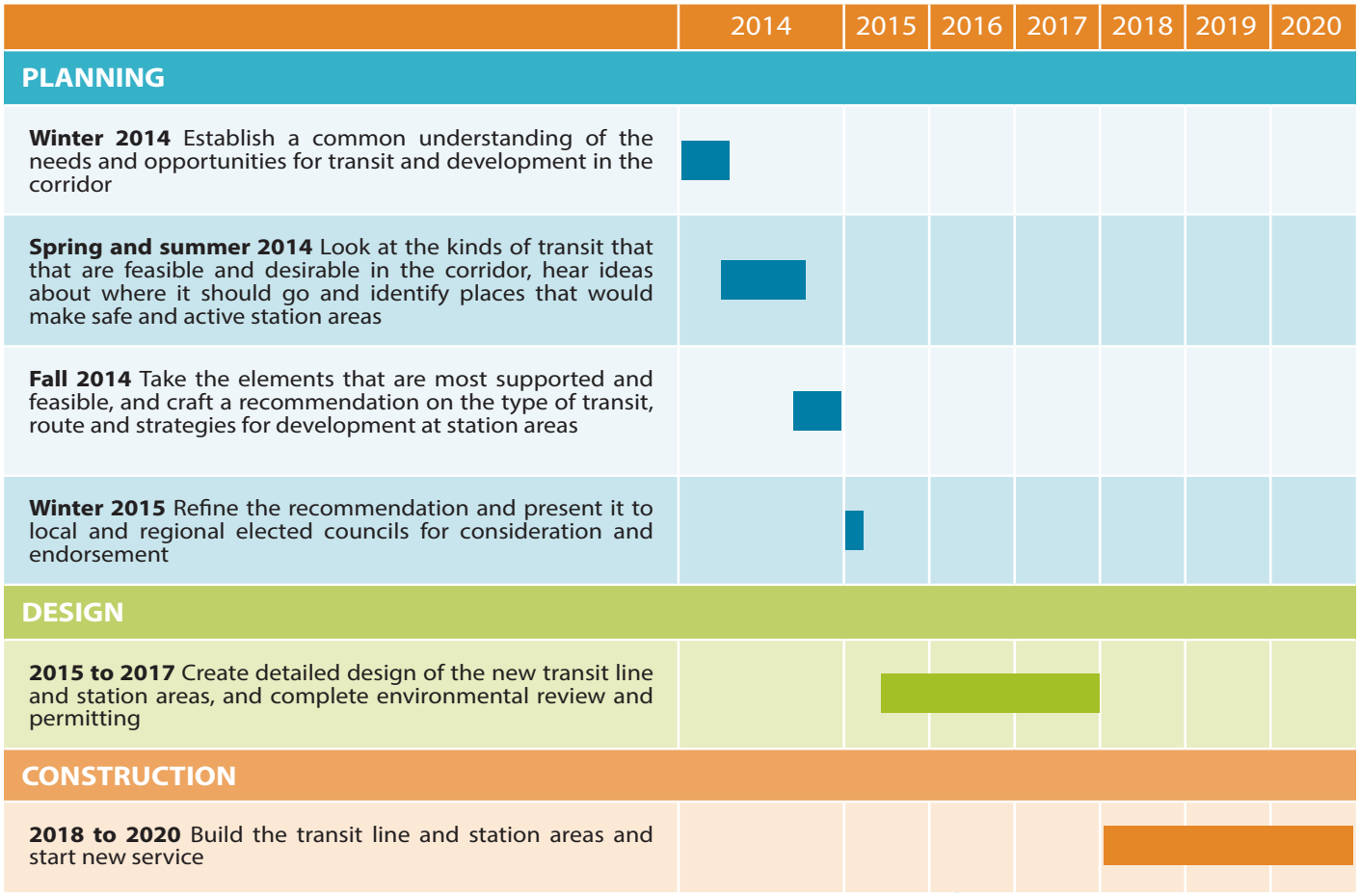
7. Division between Eastman and Main

- Heart of Gresham's Regional Center, where Civic Neighborhood and Downtown meet; area designated for intense new residential and commercial development.
- Many civic destications: city hall, Gresham High School, a Multnomah County library, social services, and cherised public spaces.
- Good transit service, but low market-rate development in last decade; strategies to improve vitality.

8. Stark and Hogan/242nd

- Major employment area.
- Lower transit service than other opportunity areas but is expected to have high growth in employment in the near future.
- Access to Gresham Vista Business Park, Mount Hood Medical Center and Mt. Hood Community College.
- Redevelopment opportunities; strategies to support key campus destinations.

Looking ahead

- **Transit concept design -** traffic analysis, transit modeling, and concept design for how transit could operate along route(s) and at station areas.
- **Opportunity areas -** detailed real estate analysis, community workshops, development of land use vision to support equitable development.
- **Optional work groups** - Interested members of the Steering Committee and public will be invited to explore issues relevant to the project, including but not limited to equity, modal issues (freight, bicycle, pedestrian) and safety and security, and transit service. These work groups will be convened on an as needed basis, and the opportunity to participate will be broadly publicized. A summary of work group efforts will be made publicly available and shared with the committee.
- **Explore the corridor** - Tours will help committee members and project staff better understand the challenges and opportunities in the corridor.
- **Talk with staff sessions** - These unstructured drop in sessions will continue to take place the second and fourth Tuesday of every month at the Division Midway Alliance office, mid-corridor on 122nd Avenue and Division Street. The sessions provide an opportunity to talk with staff about the project and provide input.

Timeline