

**BEFORE THE METRO COUNCIL**

FOR THE PURPOSE OF ADOPTING THE	)	DRAFT RESOLUTION NO. 17-4776
POWELL-DIVISION TRANSIT AND	)	
DEVELOPMENT PROJECT'S DIVISION	)	Introduced by Councilor Bob Stacey or
TRANSIT PROJECT LOCALLY PREFERRED	)	Councilor Shirley Craddick
ALTERNATIVE	)	

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which amendments included adoption of the Regional High Capacity Transit (HCT) System Plan; and

WHEREAS, the Regional HCT System Plan identified a new HCT corridor in the vicinity of Powell-Division as the second of the three near-term regional priority corridors; and

WHEREAS, in February 2010, the Metro Council adopted 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; and

WHEREAS, in May 2012, the Metro Council adopted 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, after which Metro and TriMet initiated the Powell-Division Transit and Development Project by commencing gathering information for the alternatives analysis for the corridor; and

WHEREAS, in August 2012, the Metro Council adopted Resolution No. 12-4362, For the Purpose of Endorsing the East Metro Corridor Refinement Plan; and

WHEREAS, in August 2013, the Metro Council adopted Resolution No. 13-4450, For the Purpose of Approving FY 2012-2013 Funding for Community Planning and Development Grants Funded with Construction Excise Tax, providing funding for the City of Portland and the City of Gresham to assess land uses and create a development strategy for the Powell-Division HCT corridor that is consistent with, and integrated with, the HCT alternatives analysis; and

WHEREAS, in January 2014, the Metro Council adopted Resolution No. 14-4496, For the Purpose of Creating and Appointing Members of a Steering Committee for the Powell-Division Transit and Development Project; and

WHEREAS, steering committee members were identified in an open process as representative of major policy, program, geographic and demographic interests in the project area, including community development, economic development and job creation in and near the plan area; and

WHEREAS, in September 2015, the Metro Council adopted Resolution No. 15-4634, to endorse the Powell-Division Transit and Development Project Transit Action Plan which identified a preferred near-term high capacity transit solution for the corridor that safely and efficiently serves high ridership

demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding; and

WHEREAS, in September 2015, the Metro Council adopted 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, providing additional funding to the City of Portland and the City of Gresham CPDGs to maximize the local impact of the Powell-Division bus rapid transit by realizing local community visions, promoting district design, activating business districts, and jumpstarting catalytic developments that can take advantage of the transit investment; and

WHEREAS, in November 2015, the Gresham City Council adopted Resolution No. 3225, to accept the Powell-Division Transit and Development Project Gresham Action Plan; and

WHEREAS, in July 2016, the Portland City Council adopted Resolution No. 37224, to adopt the Powell-Division Transit & Development Project Portland Local Action Plan; and

WHEREAS, the Steering Committee, Metro and TriMet, have identified the specific needs within the Powell-Division HCT Corridor as affordable, equitable transit access and improved service to stimulate community and economic development and serve locally desired land uses; and

WHEREAS, there is community interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations; and

WHEREAS, there is also community interest in and local and regional support for leveraging regional transit planning efforts to support affordable housing, community stabilization, and economic development within the corridor; and

WHEREAS, the Powell-Division Transit and Development Project is a collaboration among Metro, TriMet, ODOT, Portland, Gresham, and Multnomah County to identify the preferred HCT investment in the corridor, and to implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development; and

WHEREAS, local planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail, and the East Metro Connections Plan; and

WHEREAS, the Powell-Division Transit and Development Project Steering Committee met numerous times over the course of the past three years, heard public input and testimony from individuals, community groups and affected businesses and nonprofits; and

WHEREAS, on November 7, 2016, the Steering Committee made a recommendation for a Locally Preferred Alternative, including the mode of transportation, alignment, and station locations; and

WHEREAS, on December 6, 2016, the Gresham City Council adopted Resolution No. 3267, to accept the Powell-Division Transit & Development Project Locally Preferred Alternative; and

WHEREAS, on December 7, 2016, the Portland City Council adopted Resolution No. 37254, to adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval; and

WHEREAS, on December 14, 2016, the TriMet Board of Directors adopted Resolution 16-12-70, to recommend confirmation of the Locally Preferred Alternative for the Powell-Division Transit and Development Project; and

WHEREAS, on December 22, 2016, the Multnomah County Board of Commissioners adopted Resolution No. 2016-131, to adopt the Steering Committee's Powell-Division Transit and Development Project Locally Preferred Alternative with identified enhancements to Mt. Hood Community College; and

WHEREAS, concurrently with the adoption of this Resolution No. 17-4776, the Metro Council is considering Ordinance No. 17-1396, regarding the amendment of the 2014 Regional Transportation Plan to include the Locally Preferred Alternative of the Powell-Division Transit and Development Project from Downtown Portland to the Gresham Transit Center, and to designate the Powell Boulevard corridor as a future priority for completion of corridor refinement and commencement of alternative analysis;

NOW, THEREFORE, BE IT RESOLVED, that the Metro Council adopts the Steering Committee's Powell-Division Transit and Development Project Locally Preferred Alternative (Exhibit A).

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_, 2017.

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Tom Hughes, Council President

Attest:

Approved as to form:

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Alison Kean, Metro Attorney

# **DRAFT Resolution No. 17-4776**

## **Exhibit A**

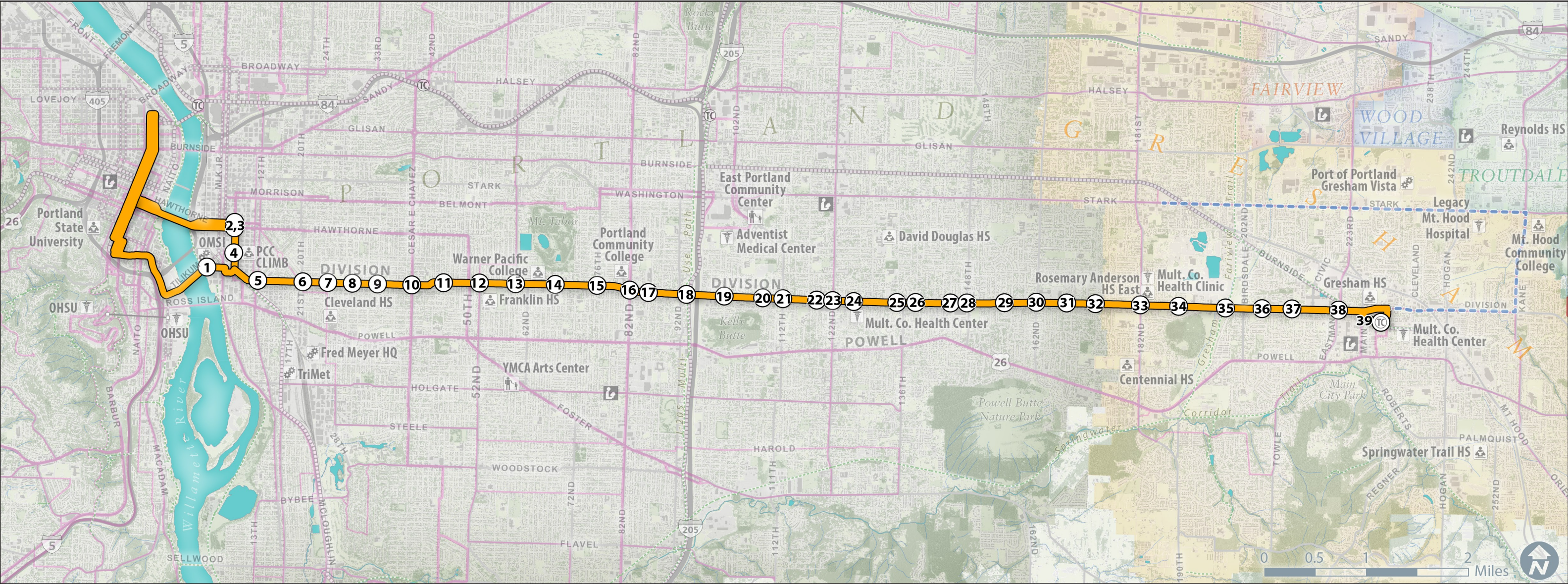
Powell-Division Steering Committee

Locally Preferred Alternative Text and Map

### **Powell-Division Steering Committee Locally Preferred Alternative**

The recommended Locally Preferred Alternative for high capacity transit in the Powell-Division corridor is bus rapid transit with stations at the locations indicated on the attached map, operating between downtown Portland and the Gresham Transit Center. The route will operate on the transit mall (5<sup>th</sup> and 6<sup>th</sup> avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8<sup>th</sup> Avenue in Portland to the Gresham Transit Center.





Map Key	Station Location	Map Key	Station Location	Map Key	Station Location	Map Key	Station Location
1	OMSI	11	Division & 45th	21	Division & 112th	31	Division & 167th
2	Madison & 7th	12	Division & 51st	22	Division & 119th	32	Division & 174th
3	Hawthorne & 7th	13	Division & 60th	23	Division & 122nd	33	Division & 182nd
4	Harrison & 7th	14	Division & 68th	24	Division & 127th	34	Division & 190th
5	Division & 12th	15	Division & 76th	25	Division & 135th	35	Division & Gresham-Fairview Trail
6	Division & 20th	16	Division & 82nd	26	Division & 139th	36	Division & Bella Vista
7	Division & 26th	17	Division & 85th	27	Division & 145th	37	Division & Wallula/212th
8	Division & 30th	18	Division & MAX	28	Division & 148th	38	Division & Eastman
9	Division & 34th	19	Division & 101st	29	Division & 156th	39	Gresham Transit Center
10	Division & Chavez	20	Division & 109th	30	Division & 162nd		

Elements of the Recommended Locally Preferred Alternative\*

- Bus Rapid Transit Alignment (River crossing to be determined)
- Approximate station location
- Line 20 connection to Mount Hood Community College

- Light rail
- Streetcar
- Aerial tram
- Frequent bus
- Standard bus
- Regional trail

\*Recommended by project Steering Committee on November 7, 2016