

## DRAFT STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 17-1396, FOR THE PURPOSE OF AMENDING 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 FOR FUTURE CORRIDOR REFINEMENT PLANNING

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Date: January 26, 2017

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## BACKGROUND

Concurrently with this proposed ordinance, Metro Council is considering Resolution No. 17-4776, which would adopt the Powell-Division Transit and Development Project's Locally Preferred Alternative (LPA). See Attachment 1: The LPA 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. The LPA was recommended to the Council by the project's Steering Committee on November 7, 2016, and was subsequently adopted by the cities of Portland and Gresham, Multnomah County, and the TriMet Board, and supported by the Oregon Department of Transportation. More information on the LPA can be found in the documentation for Resolution No. 17-4776.

The proposed 2014 RTP amendment for this ordinance includes revisions to various sections of Chapter 5 – Implementation, in order to reflect the advancement of the Division Transit Project from downtown Portland to the Gresham Transit Center, as well as the continued inclusion of the Powell Boulevard corridor as a Mobility Corridor Recommended for a completion of a Future Corridor Refinement Plan.

The text revisions to Chapter 5 of the 2014 RTP are summarized as follows:

- **Amend Table 5.1** (Mobility Corridors Recommended for Future Corridor Refinement Plans) to add Mobility Corridors #19 and #20 Portland City Center to Lents and Lents to Gresham
- **Add new Section 5.3.1.6** Powell-Division Corridor: Portland Central City to Lents Town Center and Lents Town Center to Gresham Regional Center
- **Amend text of Section 5.3.2** (Project Development) to add Powell-Division Transit and Development Plan (Mobility Corridors #19 and #20)
- **Amend text of Section 5.3.2.4** (Gresham/Fairview/Wood Village/Troutdale to Damascus (Mobility Corridor #15)) by updating subsection 3. Regional Mobility "Regional east-west transit link" to reflect the Division Transit Project and the need to complete a Corridor Refinement Plan for Powell Boulevard, and by updating "Recommended RTP

system map changes” to reflect the updates to Figures 2.1, 3.1 and 3.2 as part of this RTP amendment

- Minor text corrections to reflect the updated Mobility Corridor numbers throughout Chapter 5

Currently, the Powell-Division Transit and Development Project alignment is shown in the 2014 RTP to run along inner SE Powell Boulevard from the Willamette River to SE 82<sup>nd</sup> Avenue, on SE 82<sup>nd</sup> Avenue from SE Powell Boulevard to SE Division Street, and on outer SE Division Street from 82<sup>nd</sup> Avenue to the Gresham Transit Center. As the final alignment in the Locally Preferred Alternative has changed to run entirely along SE Division Street from the Willamette River to the Gresham Transit Center, the proposed 2014 RTP amendment also includes revisions to Figure 2.1, Figure 3.1, and Figure 3.2, which will modify the Powell-Division alignment to run entirely along SE Division Street from Downtown Portland to the Gresham Transit Center and change the alignment’s corridor designation from “Future High Capacity Transit – Proposed” to “Future High Capacity Transit – Planned.” The map changes will also include a new project along the Powell Boulevard Corridor, which will be outside of the financially constrained list of projects and will have a corridor designation of “Future High Capacity Transit – Proposed.”

### **Demonstration of compliance with the Federal Clean Air Act Amendments**

The Regional Transportation Plan must be consistent with the Oregon State Implementation Plan (SIP) for air quality to maintain air quality standards in the Portland area. Metro prepared an air quality conformity determination for the 2014 Regional Transportation Plan that documents the plan’s investments are in compliance with emissions budgets allocated by the SIP and, therefore, conforms with federal and state air quality regulations. The Division Transit Project was included in the joint air quality conformity determination for 2014 RTP and the 2015-2018 Metropolitan Transportation Improvement Program (MTIP) adopted in July 2014.

Since 2014, the locally preferred alternative for the Division Transit Project was identified and adopted by the project steering committee, reflecting minor modifications from what had been originally assumed in the 2014 RTP air quality conformity analysis. An interagency consultation with federal, state, and regional partners in November 2016 determined the minor modifications to the locally preferred alternative for the Division Transit Project are insignificant for air quality analysis purposes and, therefore, this amendment does not result in any change in status to the 2014 RTP air quality conformity determination.

### **Demonstration of financial constraint**

The Division Transit Project must be updated in and the Powell Boulevard Corridor Refinement Plan must be added to the 2014 RTP Project List, Appendix 1.1. to be included in the 2014 RTP. To demonstrate fiscal constraint under federal law, the Division Transit Project’s proposed budget of \$175 million must fit within the adopted financially constrained revenue forecast for the 2014 RTP. To demonstrate fiscal constraint, additional 2014 RTP financially constrained project list amendments were identified in cooperation with TriMet. All project amendments (additions and deletions) are exempt from the federally-required air quality conformity analysis. The additional amendments needed to demonstrate fiscal constraint are: delete three projects (#11035, #11590, and #11593), modify the project cost for two other projects (#11230 and

#10901), and remove five other projects from the financially constrained project list (#10985, #10989, #10997, #11592, and #11595) and add them to the list of additional investments the region would make if more funding was available – called the “state” system of investments. In addition, this amendment includes the addition of a new project (#11745) for the Powell Boulevard Corridor Refinement Plan. These changes are included as Exhibit C to the RTP Amendment Ordinance No. 17-1396.

### **Demonstration of compliance with Title VI and regional public involvement requirements**

Metro’s 2013 Public Engagement Guide requires a 30-day public comment period for all major amendments to an RTP. Major amendments are defined as amendments that come from NEPA processes, Corridor Refinement Plans or other studies and involve additions or deletions of projects...”. Staff determined that the amendment requested meets the definition of major amendments. Metro conducted a 45-day public comment period on the requested amendments from February 15, 2017 to 5 p.m. March 31, 2017. The comment period was advertised with a legal notice in the Asian Reporter and regional Pamplin Media newspapers and a newsfeed posted to Metro’s News web site on February 15, 2017. Both the advertisement and the newsfeed directed the public to a web page that provided detailed information on the requested amendments.

Because of the limited scope of the amendments, and significant culturally specific public engagement already conducted for the Division Transit Project, staff determined that translation of the amendments and additional specific Title VI and environmental justice outreach were not required. The notice regarding the public comment period has been translated into four languages: Spanish, Russian, Chinese and Vietnamese. No comments have been received as of this date relating to the proposed amendment.

## **ANALYSIS/INFORMATION**

### **1. KNOWN OPPOSITION**

The Powell-Division Project’s Steering Committee used a consensus-based decision making process where green cards indicate support for the consensus statement, yellow cards indicate support for some elements of the consensus statement but with reservations or strong concerns, and red cards indicate that the steering committee member cannot support the consensus statement unless certain conditions are met. Steering committee members voting red cards are required to provide recommendations or conditions that would need to change in order for them to consider changing their vote to a yellow card or green card.

This voting process took place as the project definition progressed to assess the level of support or opposition to the project through a series of votes taken throughout the project. Because community groups made up over half of the steering committee, concerns often centered on equity issues (like housing, serving low income areas, and educational institutions).

Issues that garnered opposition were addressed where possible by the project team to develop the LPA. Two major examples are when the project terminus was shifted to the Gresham Transit

Center (rather than Mount Hood Community College) and when the project moved off from Powell Boulevard to Division Street in inner Portland.

To address the shift in terminus location, the project team and some steering committee members met and developed a strategy to improve access to the Mount Hood Community College through better transit service on the Line 20-Burnside/Stark and other improvements. These commitments were memorialized in the MHCC Memorandum of Understanding, which was an attachment to the Gresham and Multnomah County LPA Ordinances.

The other major point of opposition was when the project alignment was moved from inner Powell Boulevard to inner Division Street to avoid major property impacts, allow a project to move forward in the near term, and achieve desired reliability and transit travel times. Metro, TriMet, the City of Portland, the City of Gresham, and Multnomah County project team members created a “Powell-Division Corridor Transportation and Development Strategy,” which was shared with the Steering Committee. The strategy outlined near-term transit investments that TriMet would explore and a commitment from Metro to advance Powell Boulevard for regional consideration and prioritization within the High Capacity Transit process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements (as well as the MHCC transit commitments). This document was shared and reviewed by the steering committee. It also was adopted as an attachment to the City of Portland’s LPA Ordinance. (See Attachment 2: Powell-Division Corridor Transportation and Development Strategy). The City of Gresham supports future Corridor Refinement planning on Powell Boulevard within the Portland City limits. Based on community feedback and analysis during the Powell-Division Transit and Development project, the City of Gresham has concerns about future High Capacity Transit on Powell Boulevard within Gresham City limits.

The Powell-Division Transit and Development Project’s Steering Committee voted on final elements of the LPA on October 24th and November 7th, 2016 using the consensus-based decision making process described above. On the October 24th vote there were 11 green cards, two yellow cards and four red cards. Based on a subsequent two weeks of discussions and formalizing commitments moving forward, on November 7th three of the red card votes were amended to yellow cards. The final steering committee vote on the LPA statement was 11 green cards, five yellow cards and one red card.

The remaining red card vote in November was from the East Portland Action Plan (EPAP) steering committee member, whose organization was concerned that the project would not carry through on commitments, planned to replace the current bus service with the bus rapid transit project rather than keeping both services, that there should be new north-south transit routes implemented as soon as possible in east Portland, and that the project did not provide enough benefits for east Portland.

Commitments from partner agencies to address the remaining red card concerns were developed in collaboration with the community members on the steering committee and Metro, TriMet and the City of Portland. Comments and concerns fell primarily into six categories: project benefits, affordable housing commitments, small business support and local hiring as the project moves forward, future decision-making structure, reallocation of Line 4-Division service hours to the

corridor, and safety and mobility, project speed and reliability, and station locations. The actions to address these concerns are memorialized in Attachment 3: Memorandum of Understanding for the Division Transit Project Locally Preferred Alternative between the City of Portland Bureau of Transportation (PBOT), TriMet, Metro, Asian Pacific American Network of Oregon (APANO), Organizing People/Activating Leaders (OPAL) Environmental Justice Oregon, East Portland Action Plan (EPAP), and Division-Midway Alliance Neighborhood Prosperity Initiative (NPI).

With the commitments made and memorialized in attachments to the LPA ordinances the project partner agencies (the City of Portland, the City of Gresham, and Multnomah County) all adopted the LPA unanimously.

## **2. Legal Antecedents**

### **Federal**

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America's Surface Transportation Act (FAST Act)
- FTA Small Starts Process

### **State**

- Statewide Planning Goals
- State Transportation Planning Rule
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan
- Oregon Bicycle and Pedestrian Plan
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- 2013 Oregon Clean Air Act State Implementation Plan (SIP), amended in December 2013
- 2014 Portland Area Carbon Monoxide Maintenance Plan with substitute transportation control measures
- 2007 Portland Area Ozone Maintenance Plan

### **Metro**

- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted on June 10, 2010.

- 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, adopted on February 25, 2010.
- 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, adopted on May 17, 2012.
- Resolution No. 13-4450, For the Purpose of Approving FY 2012-2013 Funding for Community Planning and Development Grants Funded with Construction Excise Tax, adopted on August 15, 2013.
- Resolution No. 14-4496, For the Purpose of Creating and Appointing Members of a Steering Committee for the Powell-Division Transit and Development Project, adopted on January 16, 2014.
- Resolution No. 14-4534 (For the Purpose of Approving the Joint Air Quality Conformity Determination for the 2014 Regional Transportation Plan and the 2015-2018 Metropolitan Transportation Improvement Program), adopted July 17, 2014.
- Ordinance No. 14-1340 (For the Purpose of Amending the 2035 Regional Transportation Plan to Comply With Federal and State Law; and to Amend the Regional Framework Plan), adopted July 17, 2014.
- Resolution No. 15-4634, For the Purpose of Endorsing the Powell-Division Transit and Development Project Transit Action Plan, adopted on September 24, 2015.
- 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, adopted on September 24, 2015.
- Resolution No. 15-4664, For the Purpose of Amending the Fiscal Year 2015-2016 Unified Planning Work Program (UPWP) to Include 2016 STP Funds for use on the Powell/Division Corridor Plan, adopted on November 19, 2015.

### **Local Jurisdictions**

- The Gresham City Council unanimously adopted Resolution No. 3267, to accept the Powell-Division Transit & Development Project Locally Preferred Alternative;
- The Portland City Council unanimously adopted Resolution No. 37254, to adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval;

- The TriMet Board of Directors unanimously adopted Resolution 16-12-70, to recommend confirmation of the Locally Preferred Alternative for the Powell-Division Transit and Development Project;
- The Multnomah County Board of Commissioners unanimously 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.

### **3. Anticipated Effects**

Approval of this ordinance would allow the Division Transit Project to move towards implementation and for the project partners to begin: 1) the environmental review process under the National Environmental Policy Act (NEPA), which may include preparation of an environmental impact statement, an environmental assessment or the most likely review, a documented Categorical Exclusion (DCE); 2) completion of the details of the finance plan and final design; and 3) other actions to advance towards construction of the project.

With the timely completion of environmental review, the Concurrence (for a DCE) or Record of Decision (for an environmental assessment or environmental impact statements) and a Full Funding Grant Agreement with the Federal Transit Administration, construction could begin in 2019 and operation could begin as early as 2021, initiating approximately 14 miles of new bus rapid transit service.

### **4. Budget Impacts**

This action will result in no direct budget impacts. Metro staff work to complete the federal environmental review is currently funded through agreements with project partners.

## **RECOMMENDED ACTION**

Adopt Ordinance No. 17-1396 For the Purpose of Amending 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 for Future Corridor Refinement Planning.

**DRAFT Staff Report**  
**Ordinance No. 17-1396**  
**Attachment 1**

Powell-Division Steering Committee  
Locally Preferred Alternative Text and Map

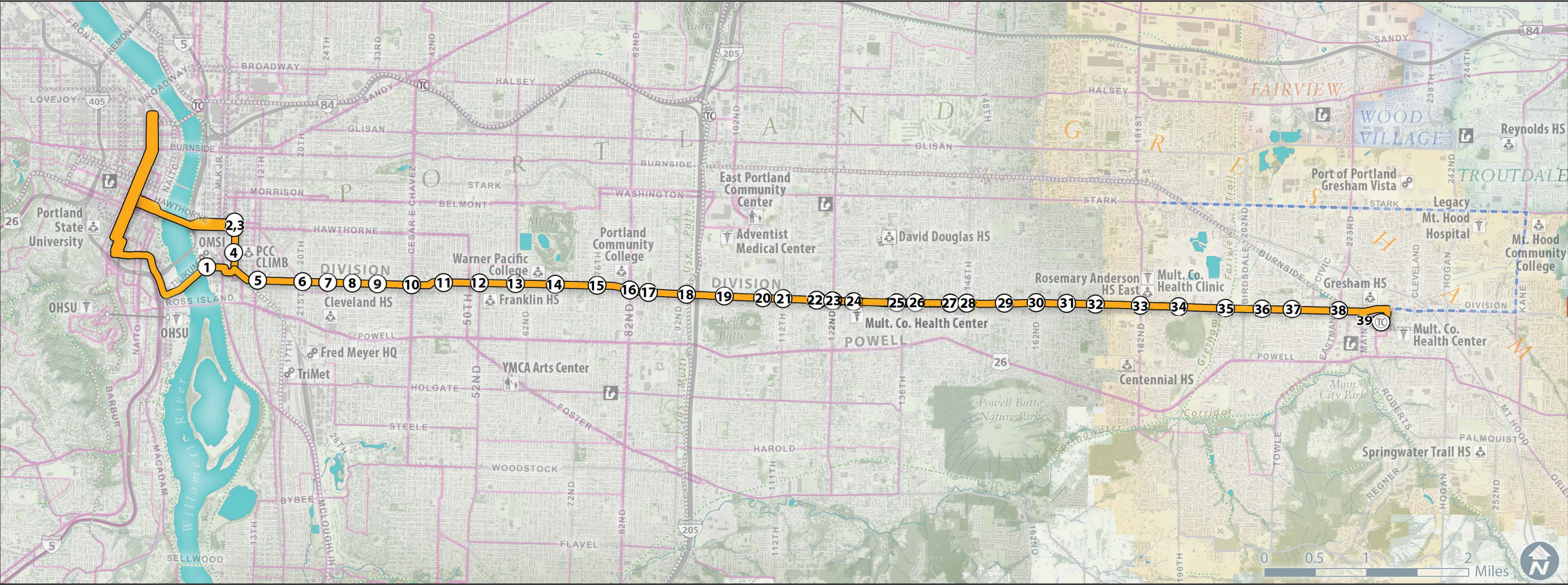


### **Powell-Division Steering Committee Locally Preferred Alternative**

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.



Powell-Division Transit and Development Project: Recommended Locally Preferred Alternative



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



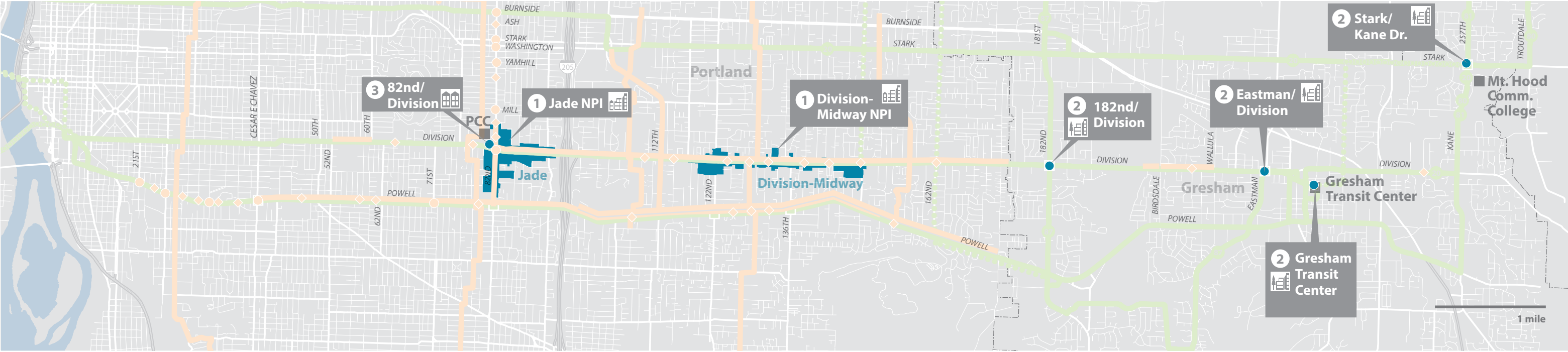
**DRAFT Staff Report**  
**Ordinance No. 17-1396**  
**Attachment 2**

Powell-Division Corridor  
Transportation and Development Strategy



POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

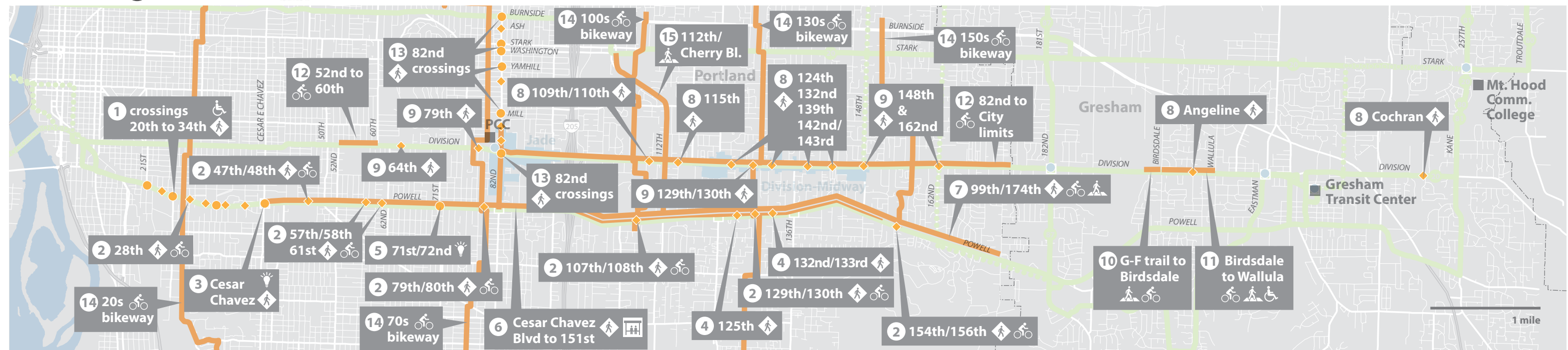
SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

Affordable housing    Support local businesses    Placemaking , housing and job development		
<p><b>Portland</b></p> <p><b>Maintain</b> and <b>enhance the Neighborhood Prosperity Initiative (NPI)</b> work, including <b>hiring a Community Outreach Coordinator</b> (City of Portland, ongoing)</p> <p><b>Track and better understand community impacts and change</b> over a multi-year period (City of Portland, 2016-2018)</p> <p>Business competitiveness and property development program: <b>provide assistance to increase the competitiveness of existing businesses</b> and property owners in the <b>1</b> Jade and Division-Midway NPIs (City of Portland, 2016-2023)</p> <p>Support the production of more and a variety of types of affordable housing: <b>secure funding for 300 new affordable rental housing units</b> for households earning up to 60% of area median income (AMI) (City of Portland, through 2021)</p> <p>Use existing and new programs and resources to help <b>preserve affordability in 100 housing units</b> serving families up to 80% AMI (includes both ownership and rental) (City of Portland, through 2021)</p> <p><b>Develop small rental rehabilitation program</b> to improve multi-dwelling standards in East Portland (City of Portland, 2017)</p> <p><b>Stronger tenant protections:</b> continue development and advocacy for just-cause eviction and other protections for tenants citywide (City of Portland, ongoing)</p>	<p><b>Gresham</b></p> <p><b>Expand opportunity</b> and <b>increase the supply of jobs and housing</b> in Gresham; Implement Gresham Action Plan with <b>updated design standards, placemaking and development work</b> (City of Gresham)</p> <p><b>2</b> Focus on 182nd/Division, Eastman/Division, Gresham Transit Center, Stark and Kane (City of Gresham)</p>	<p><b>Metro, TriMet</b></p> <p>Community partnership to <b>redevelop affordable housing</b> at <b>3</b> SE 82nd and Division (Metro, 2016-2018)</p> <p><b>Disadvantaged Business Enterprise (DBE) and workforce development:</b> Outreach to local, minority and women contractors to participate in transit project construction; Promote apprenticeship opportunities for people of color, women, and economically disadvantaged workers in the construction trades (TriMet)</p> <p><b>Visibility and access for businesses impacted by transit construction:</b> work closely with Division Street businesses to maximize access and visibility during construction. Seek opportunities to <b>buy local</b> and <b>do business with small businesses in the corridor</b> (TriMet)</p>



# POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



## TRANSIT INVESTMENT (map 1 of 3)

## COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

## SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

### Pedestrian crossings, rapid flash beacons, intersection improvements

### Bicycle facilities

### ADA ramps

### Sidewalks

### Bus stop improvements

### Illumination

#### Powell

**Pedestrian crossing and intersection safety improvements** **1** including ADA ramps at 21st, 24th, 26th, 31st, 33rd, and 34th (ODOT, 2016-2017)

**Improve bicycle and pedestrian crossings** on Powell at **2** 28th, 47th/48th, 57th/58th, 61st, 79th/80th, 107th/108th, 129th/130th, 154th/156th (PBOT, TriMet, 2016-18)

Powell high crash area **safety improvements: illumination and right turn/bus lane** at **3** Cesar Chavez Blvd, **enhanced pedestrian crossings** at **4** 36th, 125th, and 132nd/133rd, **illumination** at **5** 71st/72nd (ODOT)

**Pedestrian crossing and bus stop improvements** at selected locations from **6** Cesar Chavez Blvd to 151st (ODOT, 2016-2017)

More than **10 intersections** will receive **traffic signal safety upgrades** (ODOT, 2016-2017)

**Reconstruct Powell** from **7** 99th to 174th to one lane in each direction with **center turn lane, enhanced bicycle facilities, landscape strip, lighting, pedestrian crossings, and sidewalks**, 122nd to 136th funded (PBOT, ODOT)

Two **fixed speed safety cameras** on Powell (PBOT, 2018)

#### Division

Install **rapid flash beacons** at **8** 109th/110th, 115th, 124th, 132nd, 139th, 142nd/143rd, Angeline, and Cochran (TriMet, PBOT, 2017)

Construct **crossing improvements** at **9** 64th, 79th, 129th/130th, 148th, and 162nd (PBOT, TriMet, 2016-2018)

Two **fixed speed safety cameras** east of 122nd Ave. (PBOT, 2017)

Construct **sidewalk and bike lane** from the **10** Gresham-Fairview Trail to Birdsedale Ave. (City of Gresham, 2017-2018)

Pursue grant funding to construct **new bicycle, pedestrian, and ADA improvements** between **11** Birdsedale and Wallula. (City of Gresham)

Development of a citywide **Gresham Active Transportation Plan** (City of Gresham)

Construct **pedestrian crossing and sidewalk improvements**, and new **ADA-compliant curb ramps** to improve safety and access to transit stations (TriMet, 2019-2021)

**Improve existing bike lanes** along this High Crash Corridor; **Install buffered/separated bike lanes** between **12** 52nd and 60th and between 82nd and Portland City limits (PBOT, 2016-2026)

#### North/South

**Pedestrian crossings** along 82nd at **13** Ash, Salmon, and PCC and **intersection safety improvements** at Burnside, Stark, Washington, Yamhill, Mill, and Division (ODOT, 2016-2017)

Pursue funding to construct additional **safety and access improvements** in the 82nd Ave of the Roses Implementation Plan (ODOT, 2016-2021)

Pursue funding to plan and build **local street safety and sidewalk improvements** in the Jade District and East Portland, including 130th between Division and Stark (PBOT, 2016-2026)

Neighborhood Greenway **bicycle improvements** to **14** 20s, 70s, 100s, 130s, 150s. (PBOT, 2016-2021)

**Construct sidewalks** on **15** 112th/Cherry Blossom between Powell and Stark (PBOT, 2017)

# **DRAFT Staff Report**

## **Ordinance No. 17-1396**

### **Attachment 3**

Memorandum of Understanding for the Division Transit Project Locally Preferred Alternative between the City of Portland Bureau of Transportation (PBOT), TriMet, Metro, Asian Pacific American Network of Oregon (APANO), Organizing People/Activating Leaders (OPAL) Environmental Justice Oregon, East Portland Action Plan (EPAP), and Division-Midway Alliance Neighborhood Prosperity Initiative (NPI)

**PLACEHOLDER / IN PROGRESS**