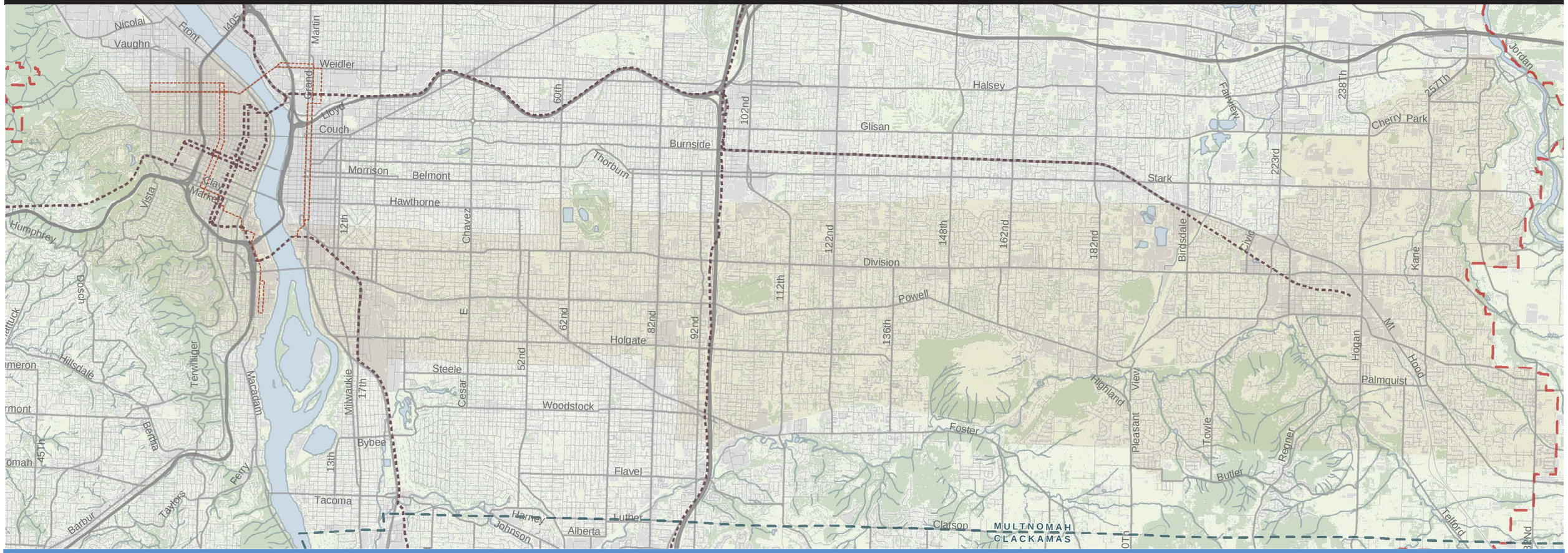
Powell-Division Transit and Development Project



Atlas

Geographic overview

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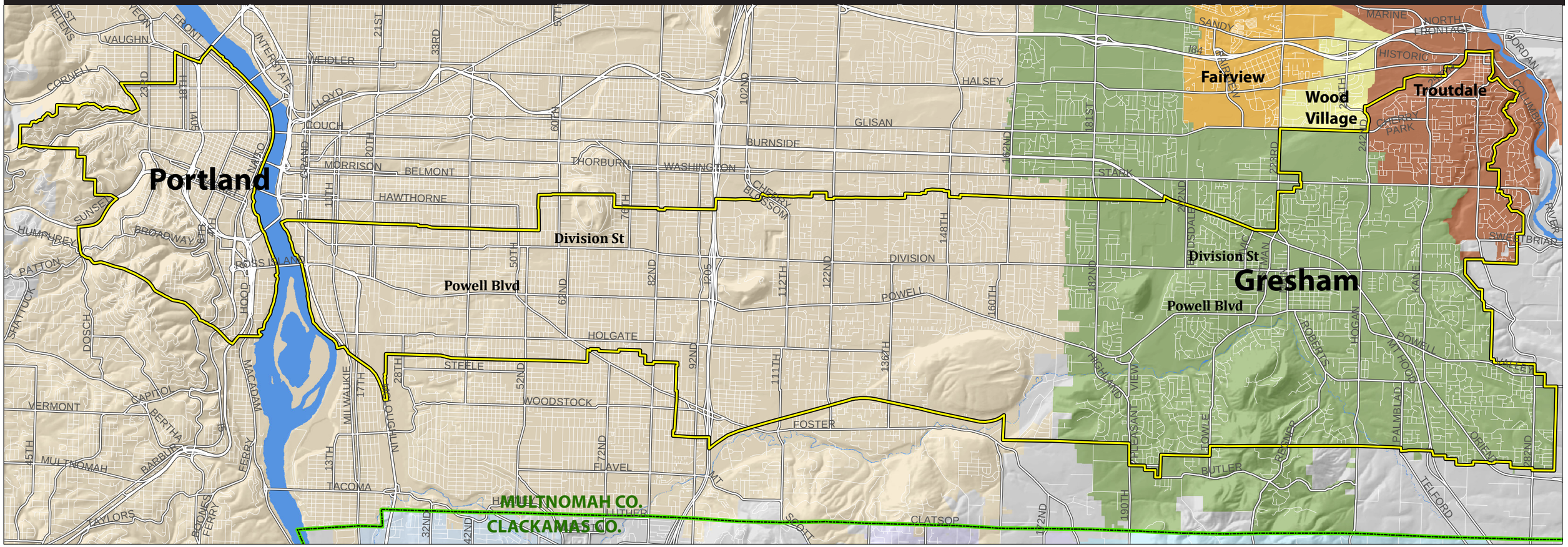
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Metro

DRAFT

November 14, 2014

Powell-Division Transit and Development Project



Jurisdictional Boundaries

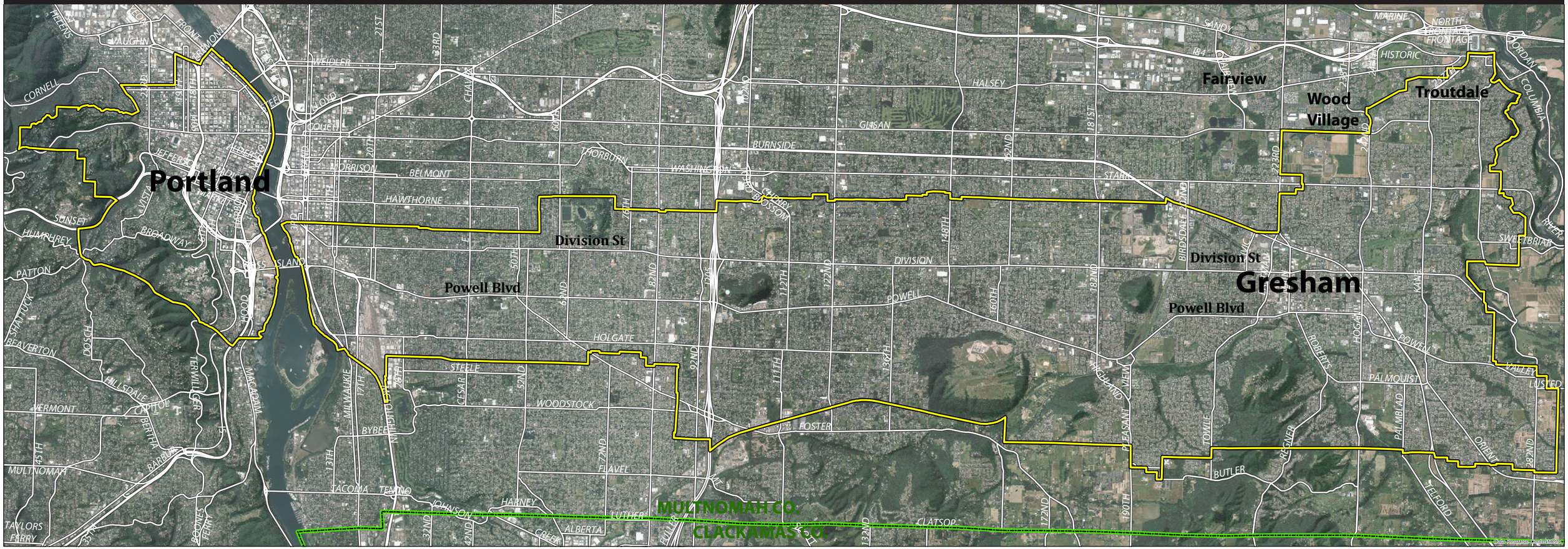
Source: Metro Regional Land Information System (RLIS), April 2014.

corridor study area

0 0.5 1 2 Miles

Notes:

Powell-Division Transit and Development Project



Aerial photography - 2012

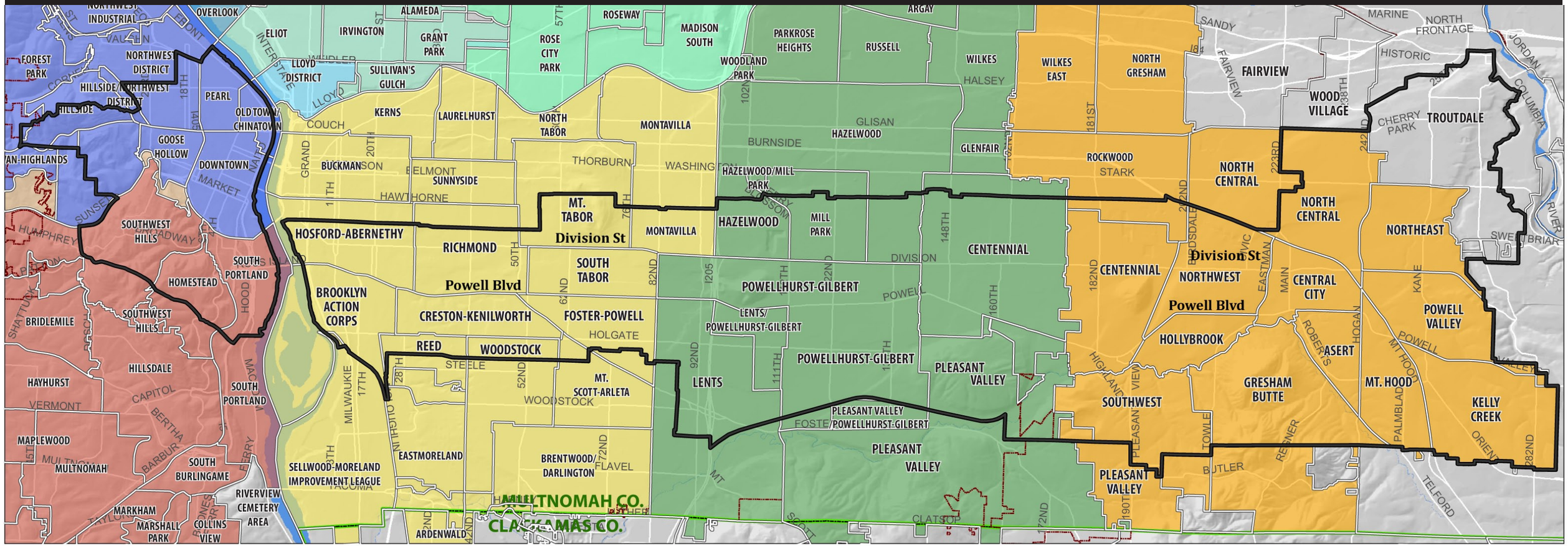
Source: Metro Regional Land Information System (RLIS), 2012.

corridor study area

0 0.5 1 2 Miles

Notes:

Powell-Division Transit and Development Project



Neighborhood Boundaries

Source: Metro Regional Land Information System (RLIS), April 2014.

Neighborhood Coalitions

- Coalition of Gresham Neighborhood Associations
- East Portland Neighborhood Office (EPNO)
- Southeast Uplift (SEUL)
- Neighbors West/Northwest (NWNW)
- Southwest Neighborhoods, Inc (SWNI)
- NWNW/SWNI
- Central Northeast Neighbors (CNN)
- Lloyd District
- Northeast Coalition of Neighborhoods (NECN)
- North Portland Neighborhood Services (NPNS)
- NECN/CNN

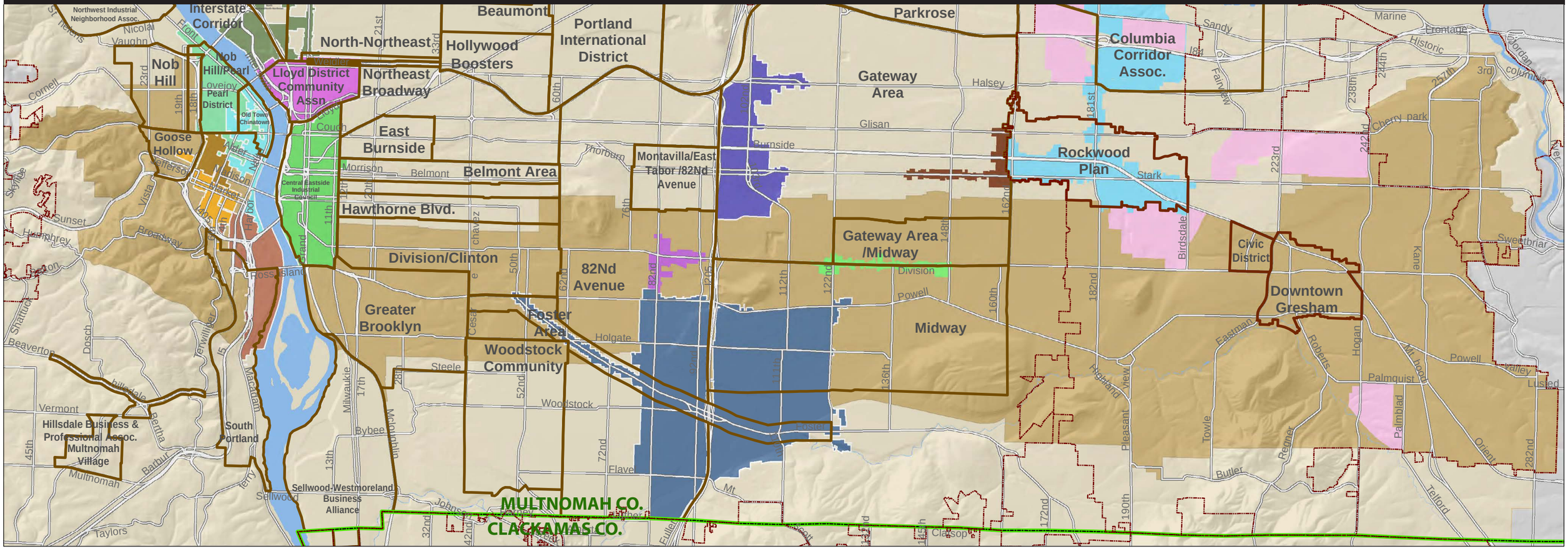
- corridor study area
- city boundary lines
- neighborhood boundary lines

0 0.5 1 2 Miles

Date: 12/7/2013

Notes:

Powell-Division Transit and Development Project



Business Associations, Urban Renewal Areas, Neighborhood Prosperity Initiative Districts

Portland Business Associations

Gresham Plan Areas

Urban Renewal Areas
- Central Eastside
- Downtown Waterfront
- Education URA
- Gateway Regional Center
- Interstate Corridor
- Lents Town Center
- North Macadam
- Oregon Convention Center
- River District
- South Park Blocks
- Willamette Industrial

Neighborhood Prosperity Initiative
- NPI 82nd Avenue and Division
- NPI Division-Midway
- NPI Rosewood

Rockwood-West Gresham Urban Renewal Area

Gresham enterprise zones

Source: Metro Regional Land Information System (RLIS). City of Gresham.

corridor study area

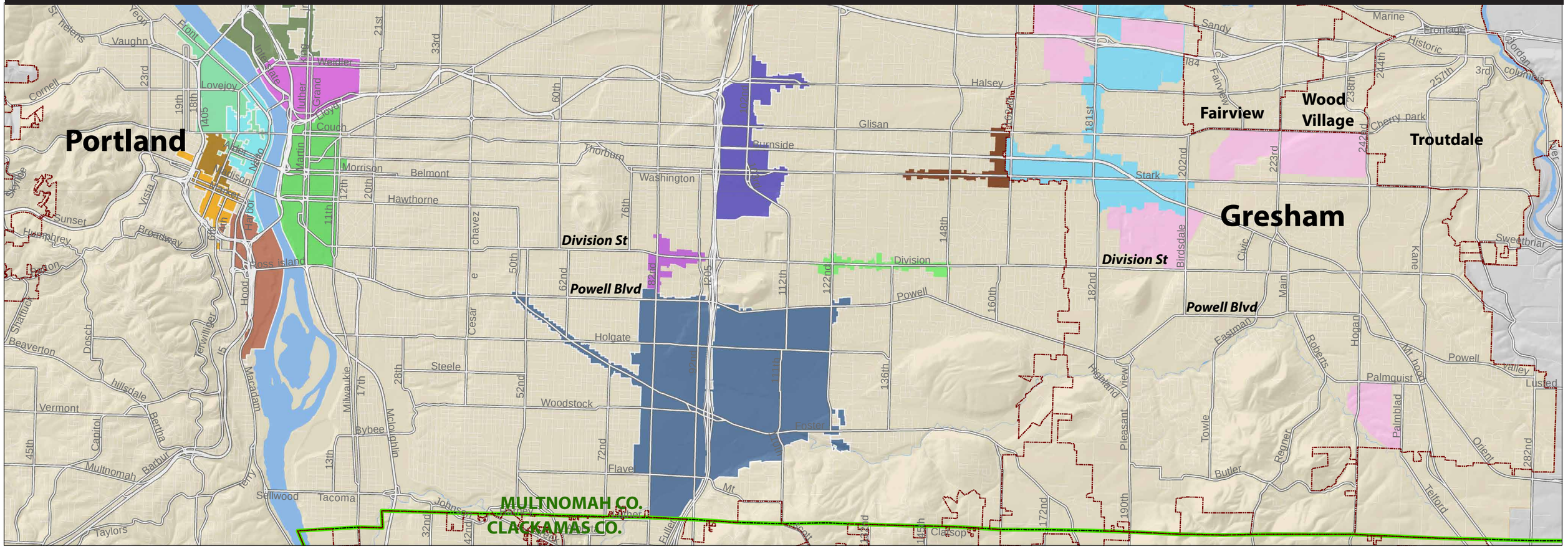
city boundary lines

0 0.5 1 2 Miles

Date: 4/23/2014

Notes:

Powell-Division Transit and Development Project



Urban Renewal Areas, Neighborhood Prosperity Initiative Districts and Enterprise Zones

Urban Renewal Areas

- Central Eastside
- Downtown Waterfront
- Education URA
- Gateway Regional Center
- Interstate Corridor
- Lents Town Center
- North Macadam
- Oregon Convention Center
- River District
- South Park Blocks
- Willamette Industrial
- Rockwood-West Gresham Urban Renewal Area

Neighborhood Prosperity Initiative

- NPI 82nd Avenue and Division
- NPI Division-Midway
- NPI Rosewood

Gresham enterprise zones

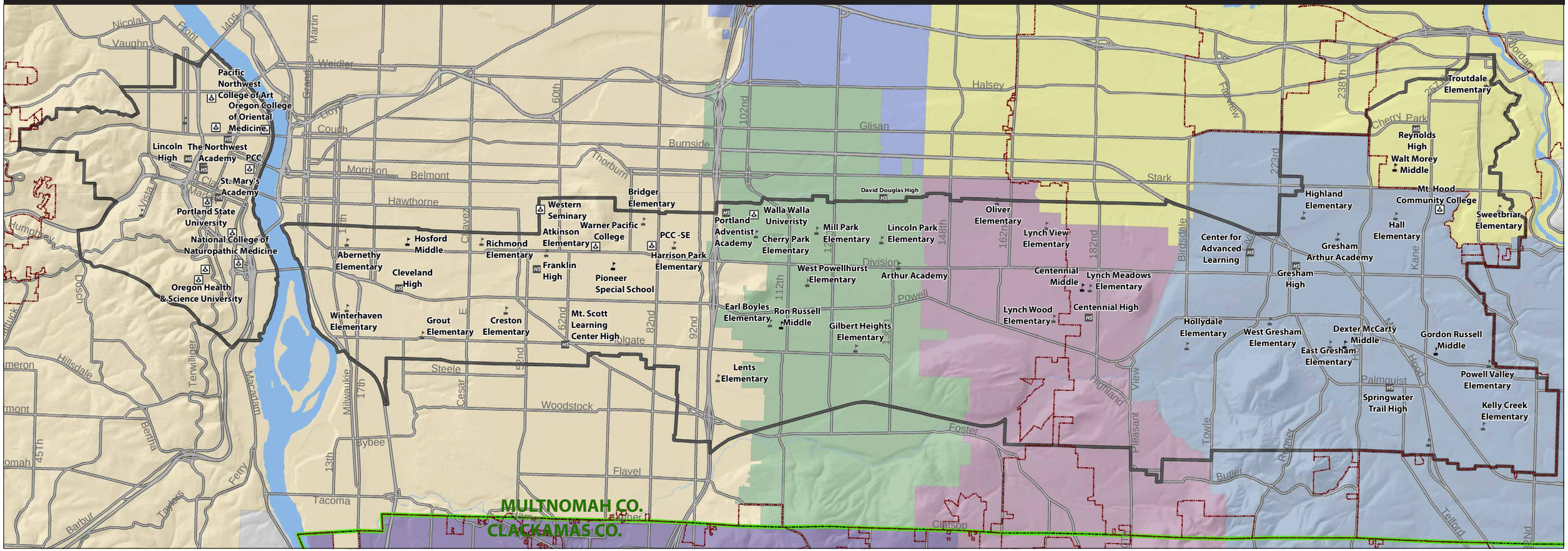
city boundary lines

0 0.5 1 2 Miles

Date: 11/14/2014

Notes:

Powell-Division Transit and Development Project



Schools and School Districts

Schools

- College or university
- High school
- Middle School
- Elementary

School District

- Centennial
- David Douglas
- Gresham-Barlow
- North Clackamas
- Parkrose
- Portland
- Reynolds

High Schools:
Cleveland High
Franklin High
David Douglas High
Gresham High
Springwater Trail High
Reynolds High
Lincoln High
St. Mary's Academy

Colleges and Universities:
Mt. Hood CC
Portland CC
Warner Pacific College
Walla Walla U
Portland State U
Oregon Health and Sciences U
Pacific NW College of Art
Nati'l College of Naturopathic Medicine
Oregon College of Oriental Medicine

corridor study area
city boundary lines

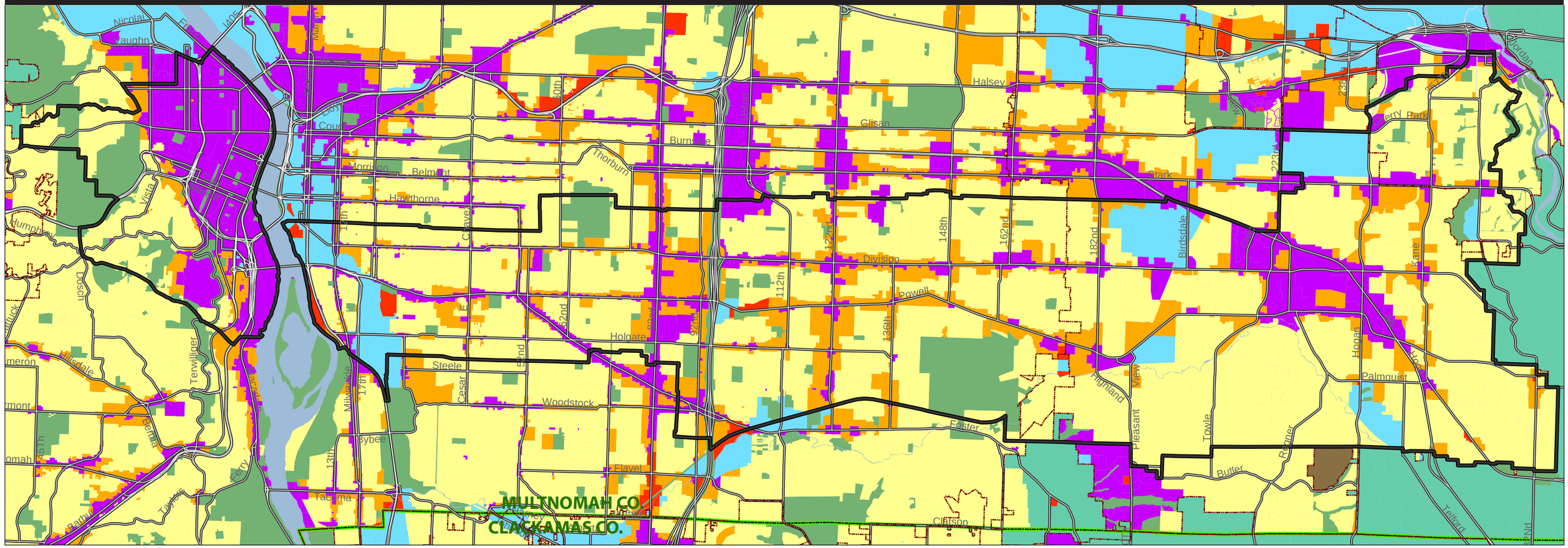
0 0.5 1 2 Miles

Source: Metro Regional Land Information System (RLIS), 2014.

Date: 11/13/2014

Notes:

Powell-Division Transit and Development Project



General Land Use

- Single Family
- Multi Family
- Mixed Use
- Commercial
- Industrial
- Parks & Open Spaces
- Rural
- Future Urban Development

Source: Metro Regional Land Information System (RLIS), April 2014.

General Land Use boundaries are drawn from local zoning ordinances. There are almost 1000 zoning designations in the tri-county area and the local jurisdiction should be used as the definitive source for the actual zoning of any given property.

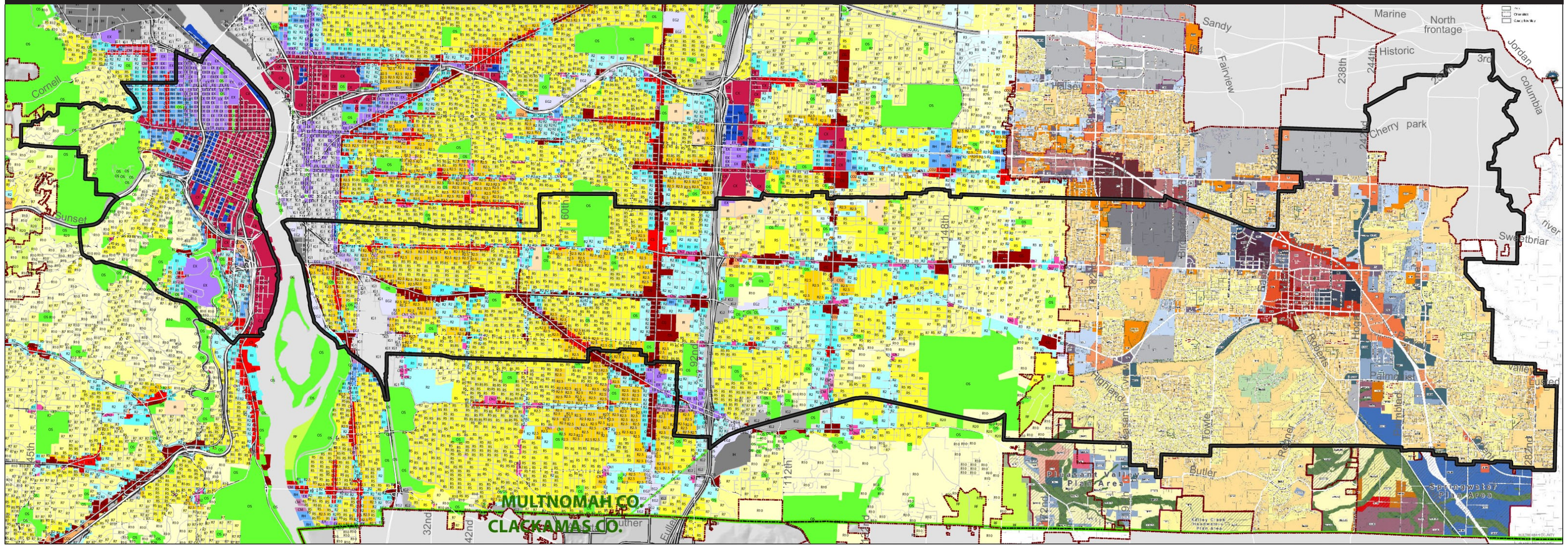
- corridor study area
- city boundary lines

0 0.5 1 2 Miles

Date: 5/7/2014

Notes:

Powell-Division Transit and Development Project



Zoning

Portland zoning designations

- OS - Open Space
- RF - Residential Rarm/Forest
- R20 - Single Dwelling Residential 20,000
- R10 - Single Dwelling Residential 10,000
- R7 - Single Dwelling Residential 7,000
- R5 - Single Dwelling Residential 5,000
- R2.5 - Single Dwelling Residential 2,500
- R3 - Multi Dwelling Residential 3,000
- R2 - Low Density Multi-Dwelling Residential 2,000
- R1 - Medium Density Multi-Dwelling Residential 1,000
- RH - High Density Residential
- RX - Central Residential
- IR - Instituitional Residential
- CN1 - Neighborhood Commercial 1
- CN2 - Neighborhood Commercial 2
- CO1 - Office Commercial 1
- CO2 - Office Commercial 2
- CS - Storefront Commercial
- CM - Mixed Commercial/Residential
- CG - General Commercial
- CX - Central Commercial
- EG1 - General Employment 1
- EG2 - General Employment 2
- EX - Central Employment
- IG1 - General Industrial 1
- IG2 - General Industrial 2
- IH - Heavy Industrial

Source: Metro Regional Land Information System (RLIS), April 2014.

Zoning designation boundaries are from local zoning ordinances. There are almost 1000 zoning designations in the tri-county area and the local jurisdiction should be used as the definitive source for the actual zoning of any given property.

- corridor study area
- city boundary lines

0 0.5 1 2 Miles

Date: 12/7/2013

Gresham zoning designations

Civic District
- MDR-C: Moderate Density Residential - Civic
- HDR-C: High Density Residential - Civic
- TMD-2: Transit Development District: Medium Density - Civic
- TMD-4: Transit Development District: High Density - Civic

Commercial District
- NC: Neighborhood Commercial

Corridor District
- CC: Community Commercial
- MC: Moderate Commercial
- SC: Station Center
- SC/RJO: Station Center Ruby Junction Overlay
- RTC: Rockwood Town Center
- CMF: Corridor Multi-Family
- CMX: Corridor Mixed Use

Downtown District
- DTM: Downtown Transit Mid-Rise
- DMX: Downtown Mixed Use
- DCL: Downtown Commercial Low-Rise
- DCH: Downtown Commercial Core
- DRH-1: Downtown Residential Low-Rise-1
- DRH-2: Downtown Residential Low-Rise-2
- DEM: Downtown Employment Mid-Rise

Industrial Lands
- GI: General Industrial
- HI: Heavy Industrial

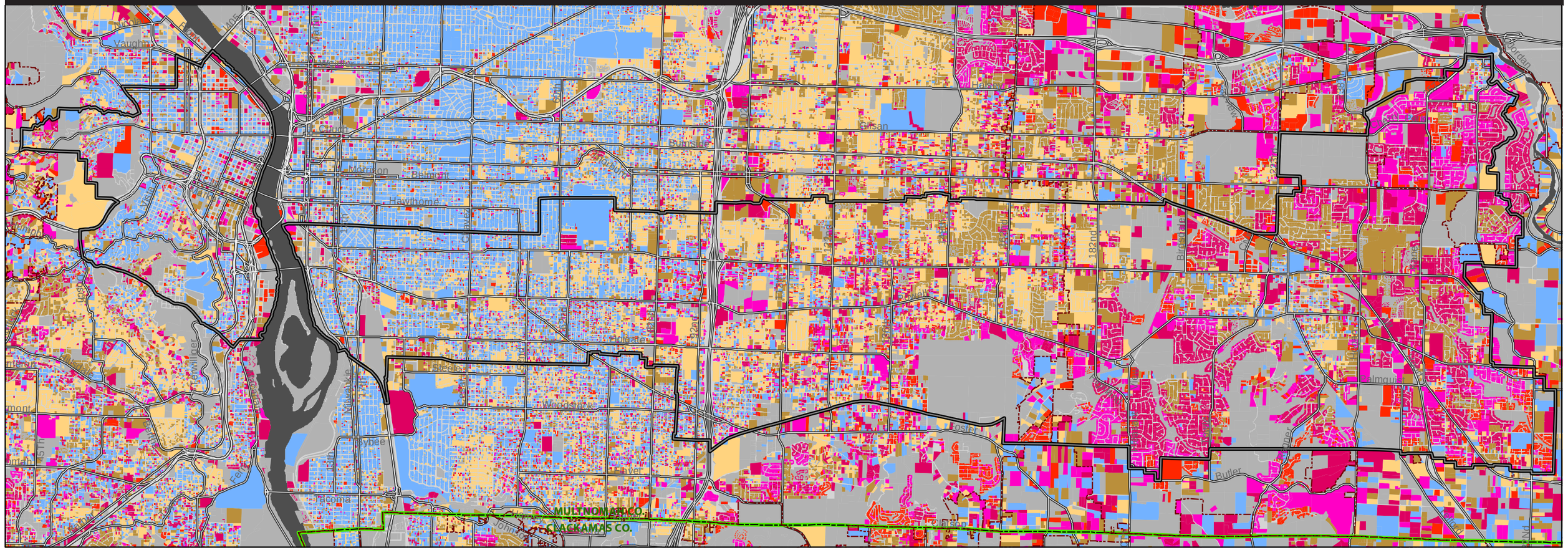
Residential
- LDR-GB: Low Density Residential - Gresham Butte
- LDR-7: Low Density Residential - 7
- LDR-5: Low Density Residential - 5
- TR: Transition Residential
- TLDR: Transit Low Density Residential
- MDR-12: Moderate Density Residential - 12
- MDR-24: Moderate Density Residential - 24
- O/R: Office/Residential

Pleasant Valley District
- ESRA-PV: ESRA - Pleasant Valley
- LDR-PV: Low Density Residential - Pleasant Valley
- MDR-PV: Moderate Density Residential - Pleasant Valley
- HDR-PV: High Density Residential - Pleasant Valley
- TC-PV: Town Center - Pleasant Valley
- NC-PV: Neighborhood Commercial - Pleasant Valley
- MUE-PV: Mixed Use Employment - Pleasant Valley
- EC-PV: Employment Center - Pleasant Valley

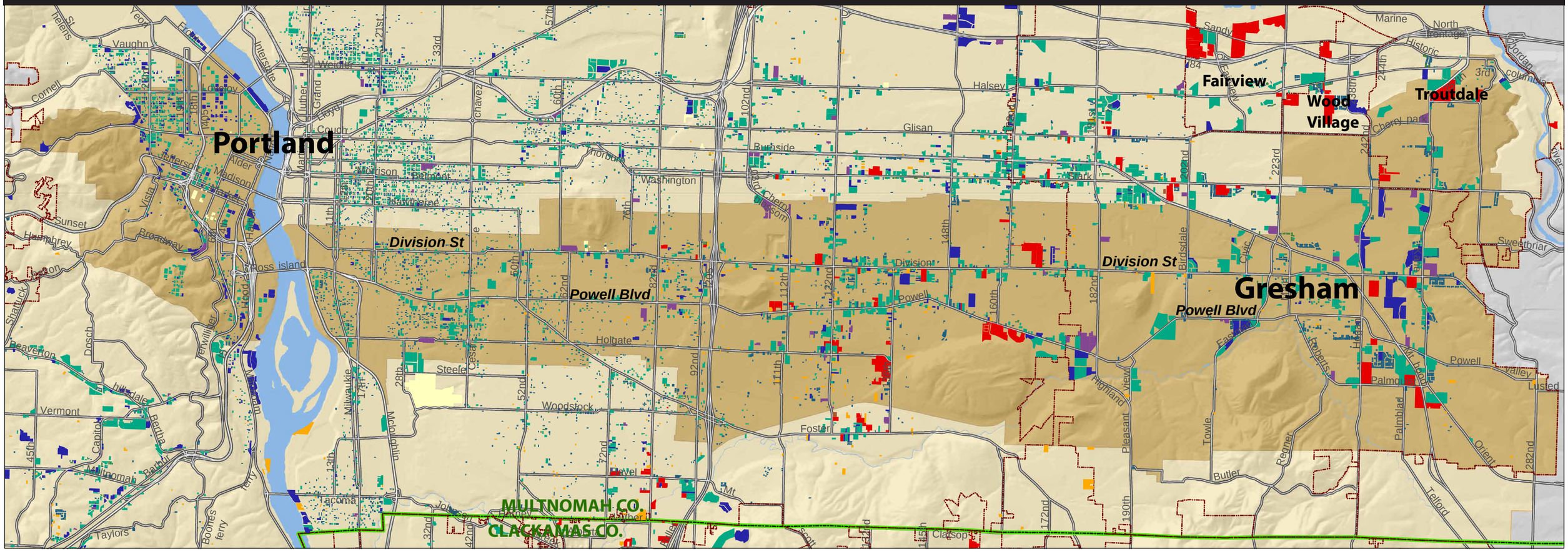
Springwater District
- ESRA-SW: ESRA - Springwater
- VLDR-SW: Very Low Density Residential - Springwater
- LDR-SW: Low Density Residential - Springwater
- THDR-SW: Townhouse Residential - Springwater
- NC-SW: Neighborhood Commercial - Springwater
- VC-SW: Village Commercial - Springwater
- RIT-SW: Research/Technology Industrial - Springwater
- IND-SW: Industrial - Springwater

- Water Body
- Public School
- Light Rail Line
- Rockwood Urban Renewal Area
- Gresham City Limits
- New Community Plan Area
- Non-Annexed Portion of Plan Area. Land Use Designations will be Effective Upon Annexation
- Existing Trail or Multi-Use Path
- Park
- Other cities
- County Boundary

Powell-Division Transit and Development Project


Vaughn
Belmont
Hawthorne
Burnside
Glisan
Stark
Taylor
Woodstock
Foster
Powell
Division
Clinton
Holgate
Steele
Tabor
Tacoma
Johnson
Lincoln
Harrison
Madison
Main
Mill
Park
Market
Salmon
Ankeny
Burnside
Couch
Davis
Everett
Flanders
Glisan
Hoyt
Irving
Johnson
Kearney
Lovejoy
Northrup
Overton
Pettygrove
Quimby
Raleigh
Thurman
Vaughn
Wilson
Yamhill
Marshall
Jefferson
Columbia
Caruthers
Grant
Harrison
Hall
Ladd
Lincoln
Madison
Main
Mill
Park
Market
Salmon
Taylor

Powell-Division Transit and Development Project



Multifamily housing

- APARTMENTS
- CONDOMINIUMS
- DUPLEXES
- MANUFACTURED HOMES
- RETIREMENT FACILITY
- TOWNHOUSES
- TRIPLEXES
- OTHER
- DORMITORIES

Source: Metro Regional Land Information System (RLIS), Jan. 2012.

Inventory of multifamily housing units with the greater Portland metropolitan region. Included in the inventory are condominiums, duplexes, apartments, mobile home parks, triplexes, retirement facilities, dormitories, and townhomes that include multiple dwellings on a common taxlot. The dataset does not include any data for taxlots containing only one residence.

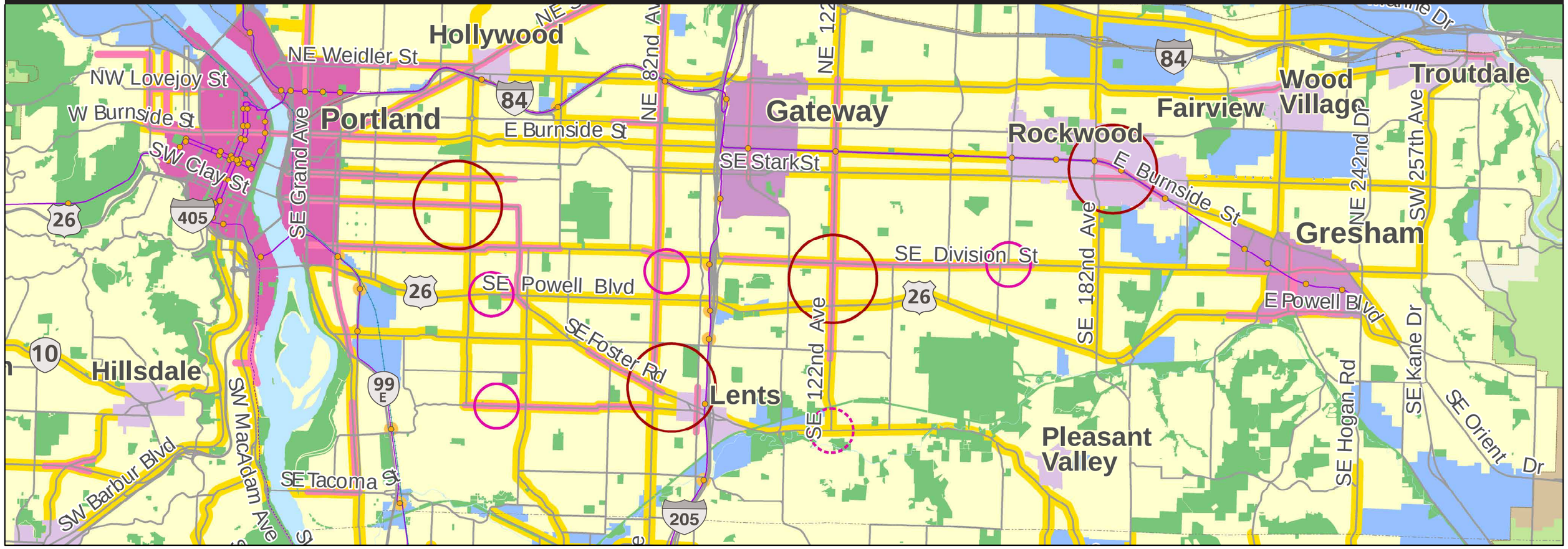
- corridor study area
- city boundary lines

0 0.5 1 2 Miles

Date: 11/13/2014

Notes:

Powell-Division Transit and Development Project



2040 Growth Concept

- Central city
- Regional center
- Town center
- Station communities
- Main streets
- Corridors
- Employment land
- Parks and natural areas
- Neighborhood
- Rural reserve
- Urban reserve
- Urban growth boundaries
- Existing high capacity transit
- Planned high capacity transit
- Proposed high capacity transit tier 1
- County boundaries

Portland Comprehensive Plan Centers in the Powell-Division Corridor

- Proposed Neighborhood Center
- Potential Neighborhood Center
- Adopted Town Center

Data Source: Metro 2040 Growth Concept Map
Portland Comprehensive Plan

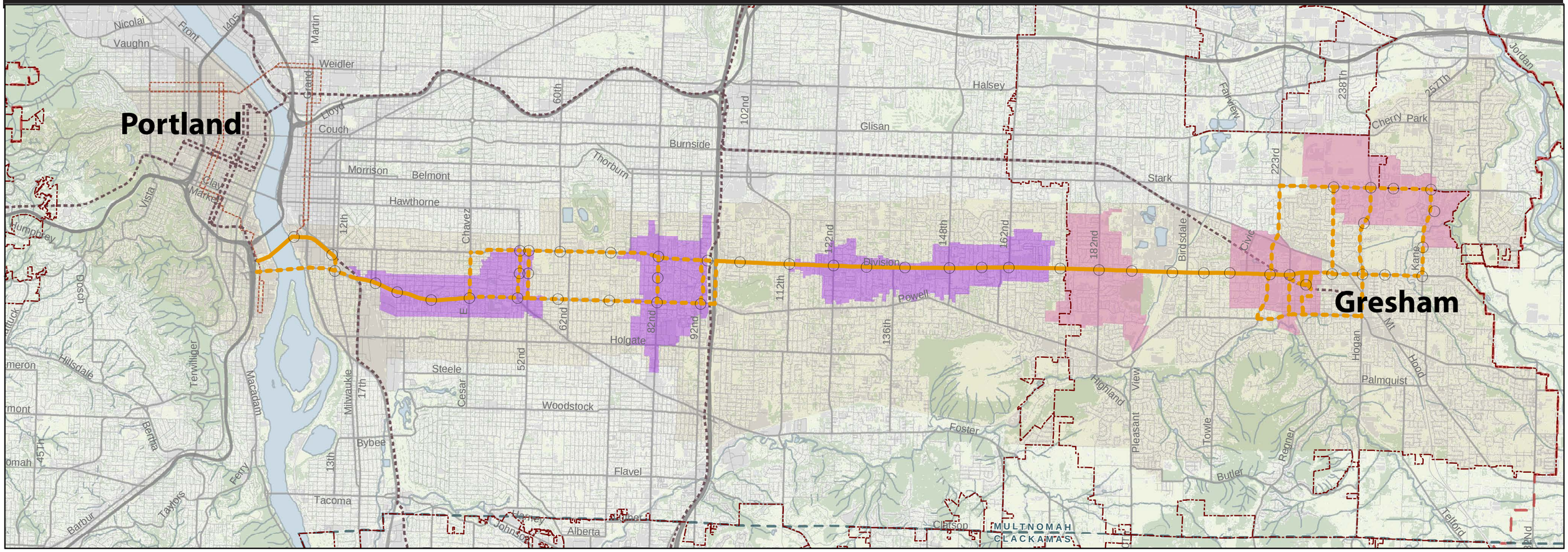
The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region. The map highlights elements of parallel planning efforts including: the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

0 0.5 1 2 Miles

N

Notes:

Powell-Division Transit and Development Project



Potential Routes and Station Areas

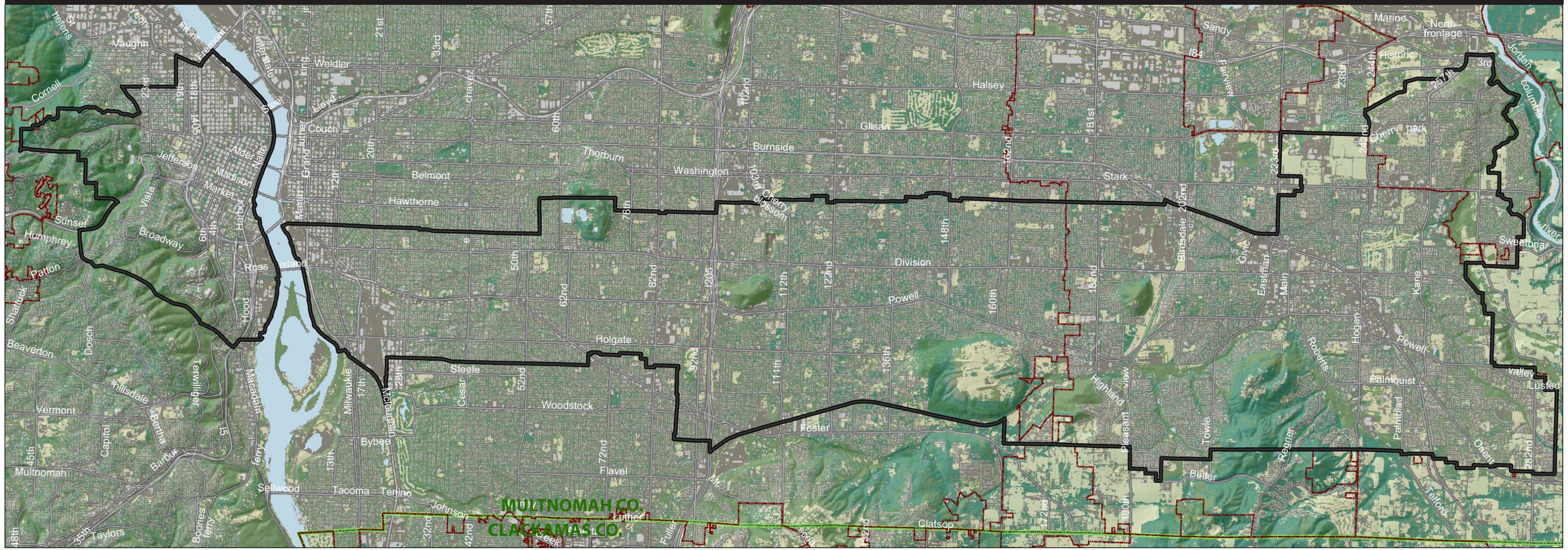
- Potential Station
- Potential Route
- Potential Route Option
- Gresham Opportunity Area
- Portland Study Area
- MAX
- Street Car
- city boundary line
- corridor study area

0 0.5 1 2 Miles

Date: 11/20/2014

Notes:

Powell-Division Transit and Development Project



Land Cover

- Agriculture
- Broadleaf (over 30 ft.)
- Buildings
- Clear cuts
- Conifers (30-120 ft.)
- Conifers (over 120 ft.)
- Conifers from low resolution (non-LiDAR) areas
- Hardwoods forest from low resolution (non-LiDAR) areas
- Herbaceous I - Low sparse veg (0 - 2 ft.)
- Herbaceous II - Low vegetation (2 - 7 ft.)
- Large shrub/small trees (7 - 30 ft.)
- Mixed forest from low resolution (non-LiDAR) areas
- Open water
- Paved
- Sand bars

corridor study area

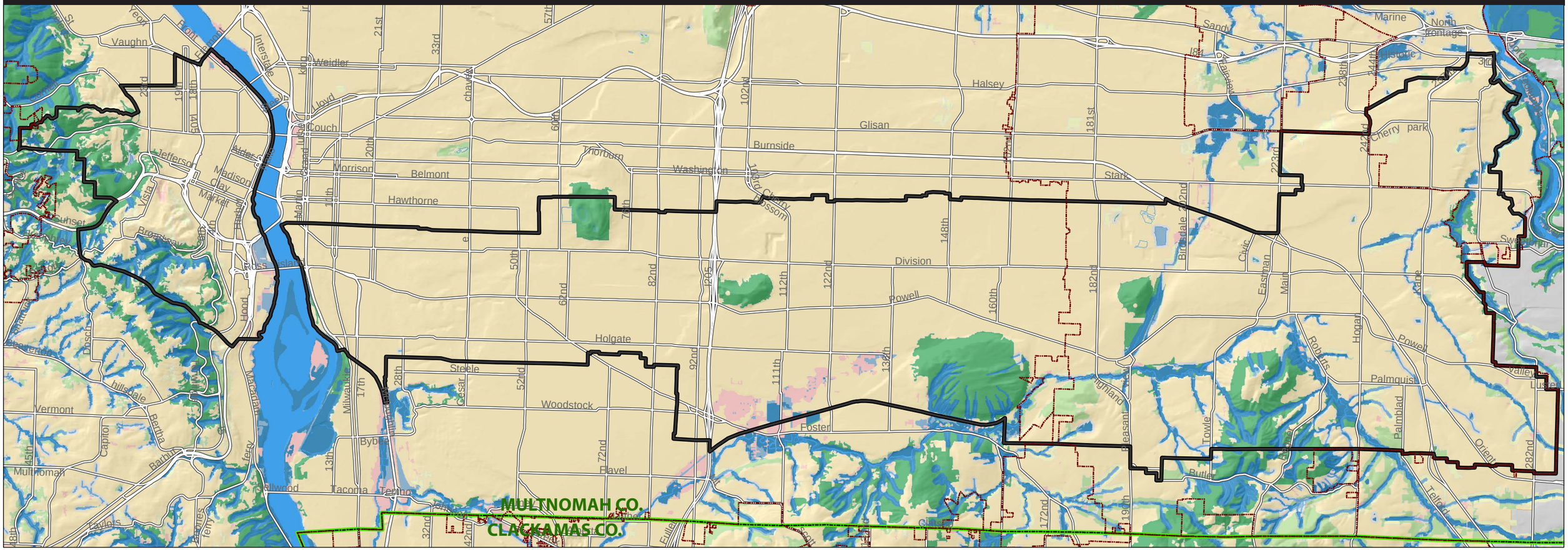
city boundary lines

0 0.5 1 2 Miles

Date: 12/7/2013

Notes:

Powell-Division Transit and Development Project



Natural Resources

Source: Metro Regional Land Information System (RLIS), October 2005

Upland Wildlife Habitat Quality

- **Class A**
- **Class B**
- **Class C**

Riparian Wildlife Habitat Quality

- **Class I**
- **Class II**
- **Class III**

Other

- **Areas Where nearby Activies have an impact on Resources**
- **Streams and water bodies**

The chief mapping data for the Metro Title 13 Resource Inventory combines Regionally Significant Riparian and Upland Wildlife Habitat, Habitats of Concern and impact areas. It is based on Metro's GIS models for mapping riparian functions and wildlife values.

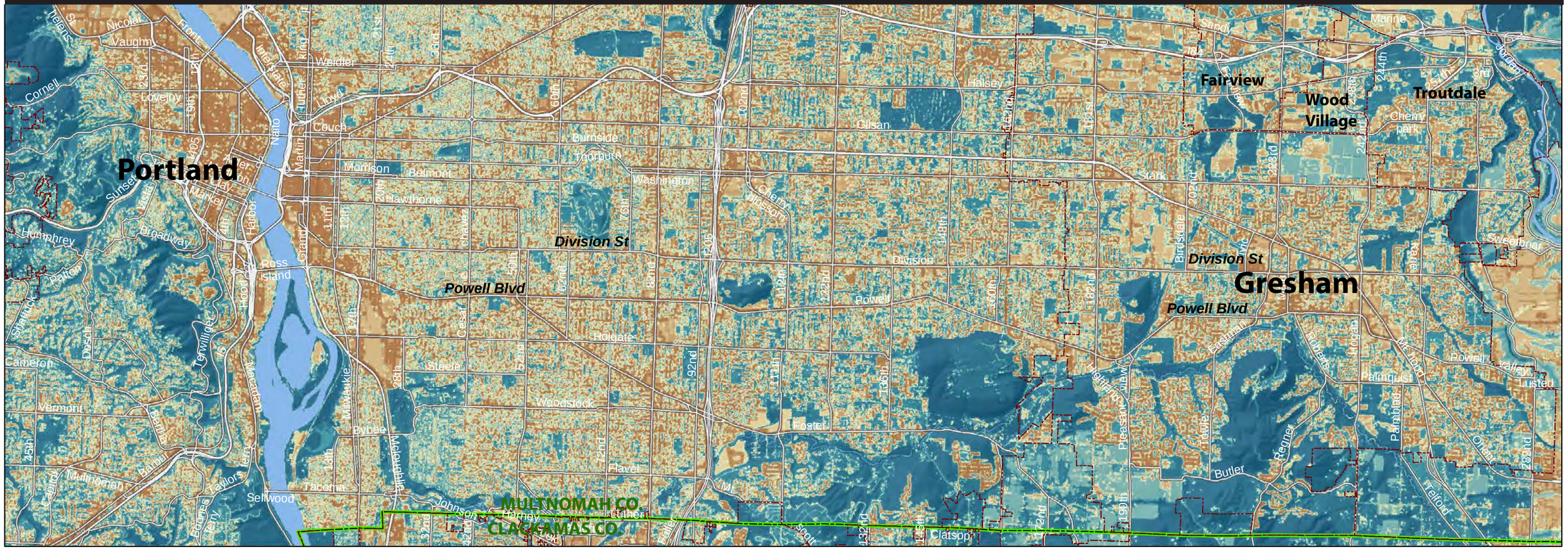
- corridor study area
- city boundary lines

0 0.5 1 2 Miles

Date: 12/10/2013

Notes:

Powell-Division Transit and Development Project



Regional Conservation Strategy

Source: Regional Conservation Strategy, 2012.

High Value Habitat

Highest Value

The Intertwine Regional Conservation Strategy mapped priority areas for conservation on a regional scale. Habitats across the region were given scores based on scientific criteria. The values for High Value Habitat shown here are percentages of the cumulative area covered by each habitat score.

corridor study area

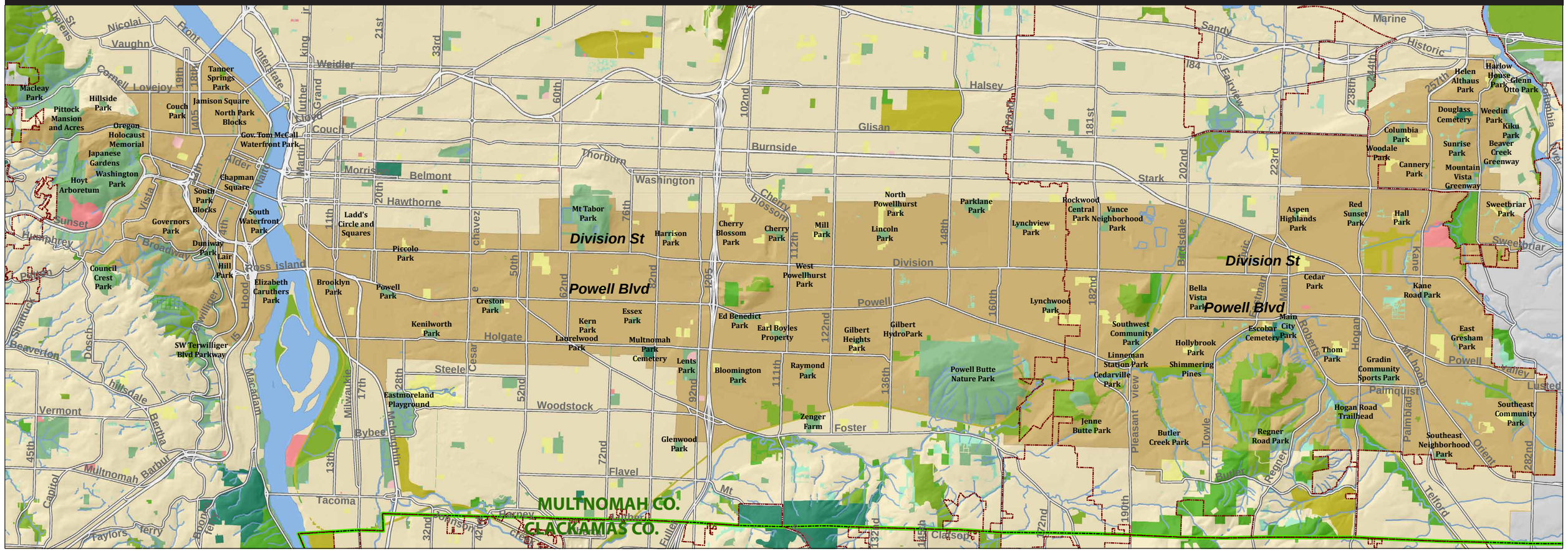
city boundary lines

0 0.5 1 2 Miles

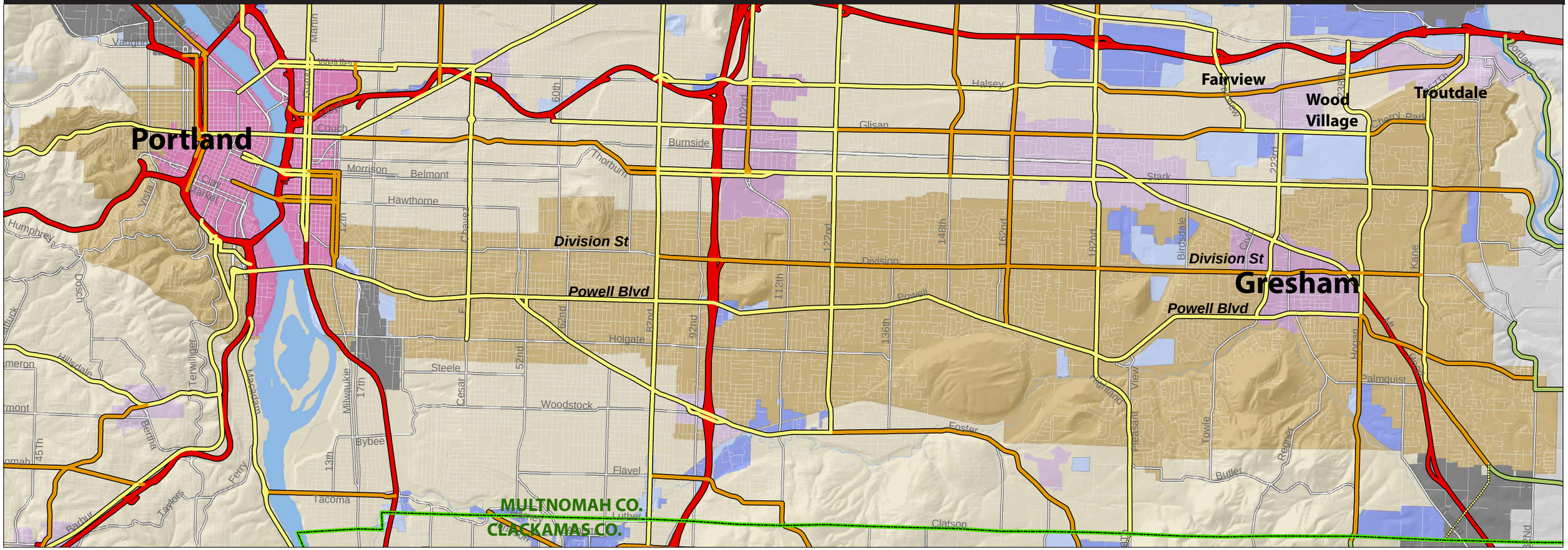
Date: 6/26/2014

Notes:

Powell-Division Transit and Development Project


Division St
Powell Blvd
Division St
Powell Blvd
MULTNOMAH CO.
CLACKAMAS CO.
Marine
Historic
Columbia
Sandy
Halsey
Glisan
Burnside
Thorburn
Washington
Stark
Morrison
Belmont
Hawthorne
Division
Powell
Holgate
Steele
Woodstock
Flavel
Foster
Tacoma
Vermont
Sunset
Broadway
Vista
Front
Vaughn
Nicolai
Lovejoy
Cornell
Weidler
Couch
Ross Island
Macleay Park
Pittock Mansion and Acres
Hillside Park
Tanner Springs Park
Jamison Square
North Park Blocks
Couch Park
Oregon Holocaust Memorial
Japanese Gardens
Washington Park
Hoyt Arboretum
Chapman Square
South Park Blocks
South Waterfront Park
Gov. Tom McCall Waterfront Park
Governors Park
Dunthway Park
Lair Hill Park
Council Crest Park
Elizabeth Caruthers Park
Ladd's Circle and Squares
Brooklyn Park
Piccolo Park
Powell Park
Creston Park
Kenilworth Park
SW Terwilliger Blvd Parkway
Eastmoreland Playground
Mt Tabor Park
Harrison Park
Kern Park
Laurelwood Park
Essex Park
Multnomah Park Cemetery
Lents Park
Bloomington Park
Raymond Park
Glenwood Park
Zenger Farm
Cherry Blossom Park
Cherry Park
Mill Park
North Powellhurst Park
Lincoln Park
West Powellhurst Park
Ed Benedict Park
Earl Boyles Property
Gilbert Heights Park
Gilbert HydroPark
Parklane Park
Lynchview Park
Lynchwood Park
Powell Butte Nature Park
Rockwood Central Park
Vance Neighborhood Park
Southwest Community Park
Cedarville Park
Linneman Station Park
Hollybrook Park
Shimmering Pines
Bella Vista Park
Escobar Cemetery
Main City Park
Cedar Park
Aspen Highlands Park
Red Sunset Park
Hall Park
Thom Park
Gradin Community Sports Park
Hogan Road Trailhead
Butler Creek Park
Jenne Butte Park
Regner Road Park
Southeast Neighborhood Park
Southeast Community Park
Kane Road Park
East Gresham Park
Sweetbriar Park
Harlow House Park
Glenn Otto Park
Helen Althaus Park
Douglass Cemetery
Weedin Park
Kiku Park
Beaver Creek Greenway
Columbia Park
Woodale Park
Sunrise Park
Mountain Vista Greenway
Cannery Park
Powell Valley
Palmquist
Lusted
Telford
Regner
Butler
Pleasant View
Towle
Orient
Palmblad
Hogan
Roberts
Main
Birdsdale
Fairview
Cleveland
Kane
Sweetbriar
Interstate
Grand
Martin Luther King Jr
Milwaukie
Macadam
Barbur
Multnomah
Capitol
Taylors Ferry
Bertha
Hillsdale
Beaverton
Shattuck
Dosch
Terwilliger
Hood
Cesar e Chavez
Broadway
Humphrey
Sunset
Vista
Front
Naito

Powell-Division Transit and Development Project



Regional Transportation Plan Roadway Network

Street and Throughway Network

- Principal arterial (freeway); Principal arterial (highway)
- Principal arterial (freeway-proposed); Principal arterial (highway-proposed)
- Major arterial
- Major arterial (proposed)
- Minor arterial
- Minor arterial (proposed)
- Rural arterial (urban-to-urban); Rural arterial (farm-to-market)
- Rural arterial (farm-to-market proposed)

Centers

- Central city
- Regional center
- Town center

Title 4

- Employment land
- Industrial land
- Regionally significant industrial area

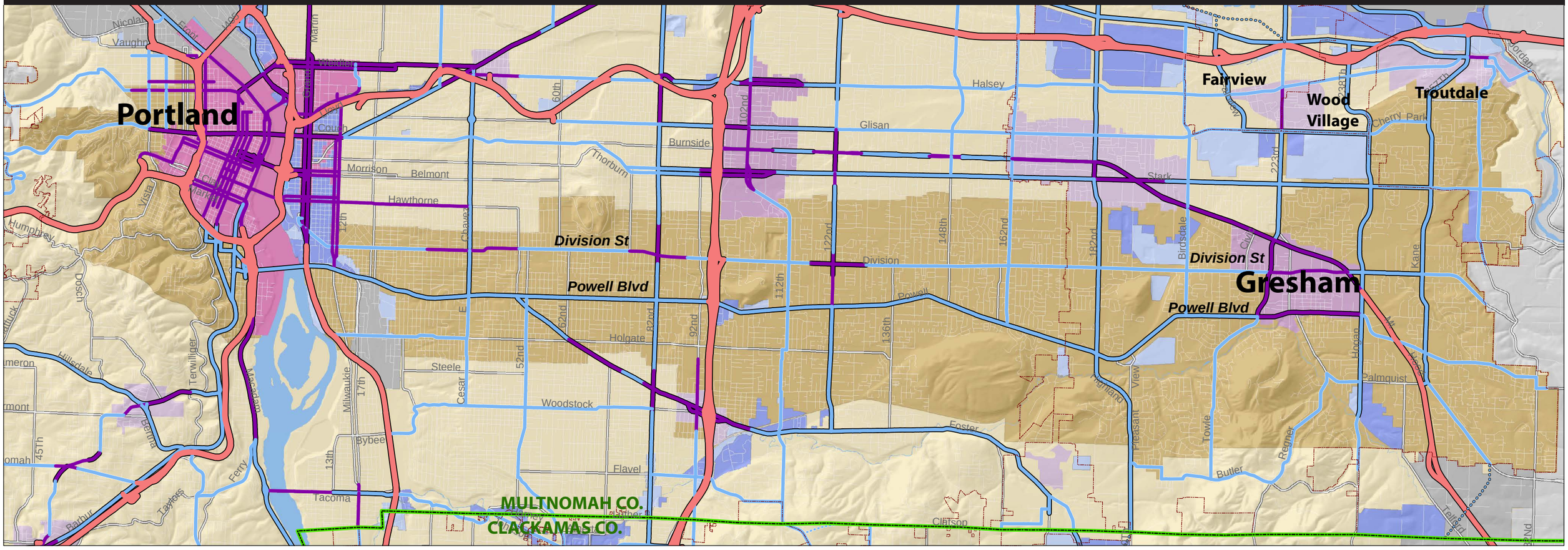
corridor study area

Source: Metro Regional Land Information System (RLIS), January 2011.

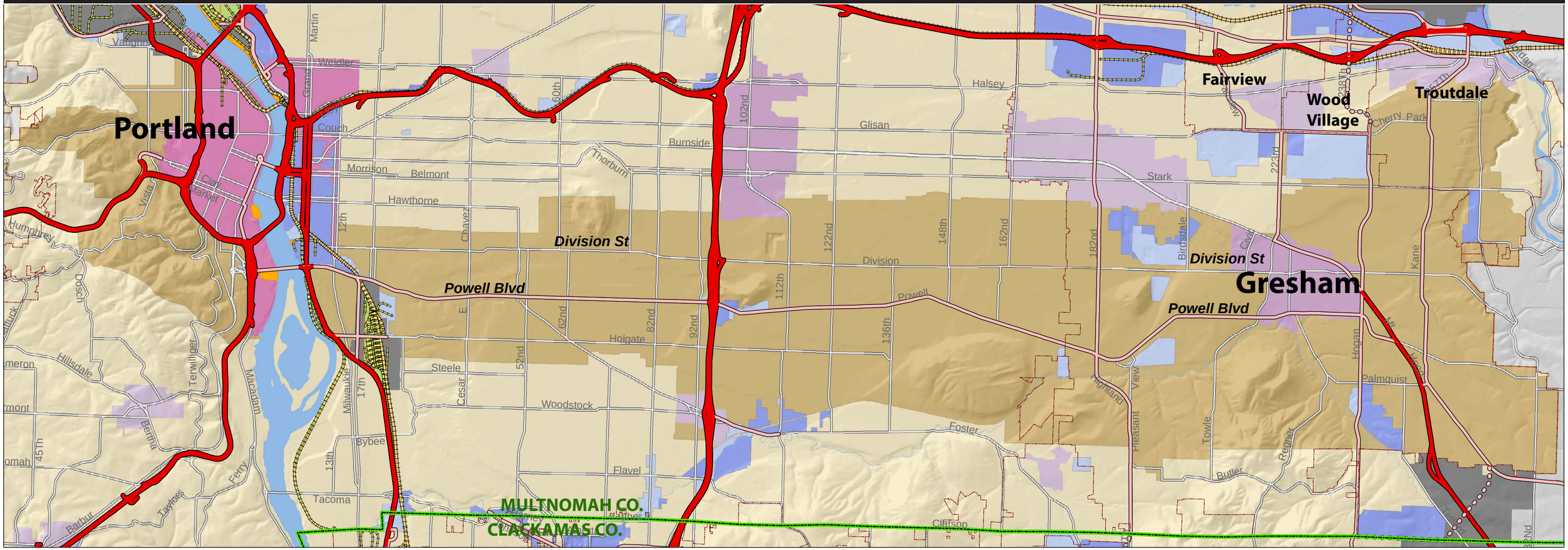
0 0.5 1 2 Miles

Notes:

Powell-Division Transit and Development Project


Portland
Fairview
Wood Village
Troutdale
Gresham
Division St
Powell Blvd
Division St
Powell Blvd
MULTNOMAH CO.
CLACKAMAS CO.
Halsey
Glisan
Burnside
Morrison
Belmont
Hawthorne
Thorburn
Stark
Division
Powell
Holgate
Steele
Woodstock
Flavel
Foster
Bybee
Tacoma
Clatsop
Butler
Palmquist
Couch
Vaughn
Nicolai
Front
Macadam
Terwilliger
Hillsdale
Barbur
Taylors
Ferry
Milwaukie
Cesar
Chavez
Birdsdale
Cherry Park
Kane
Regner
Telford
Pleasant
Towle
Highland
View
Hogan
Jordan
Cleveland
Vista
Humphrey
Dosch
Omah
Cameron
Terwilliger
Barbur
Taylors
Ferry
Tacoma
Bybee
Flavel
Steele
Holgate
Woodstock
Foster
Butler
Palmquist
Telford
Regner
Towle
Pleasant
Highland
View
Hogan
Kane
Birdsdale
Stark
Halsey
Glisan
Burnside
Couch
Vaughn
Nicolai
Front
Macadam
Terwilliger
Hillsdale
Barbur
Taylors
Ferry
Milwaukie
Cesar
Chavez
Thorburn
Morrison
Belmont
Hawthorne
Division
Powell
Holgate
Steele
Woodstock
Flavel
Foster
Bybee
Tacoma
Clatsop

Powell-Division Transit and Development Project



Regional Transportation Plan Freight Network

- Main roadway routes
- Main roadway routes (proposed)
- Road connectors
- Road connectors (proposed)
- Main railroad lines
- Branch railroad lines and spur tracks
- Rail yards
- Marine facilities

corridor study area

Centers

- Central city
- Regional center
- Town center

Title 4

- Employment land
- Industrial land
- Regionally significant industrial area

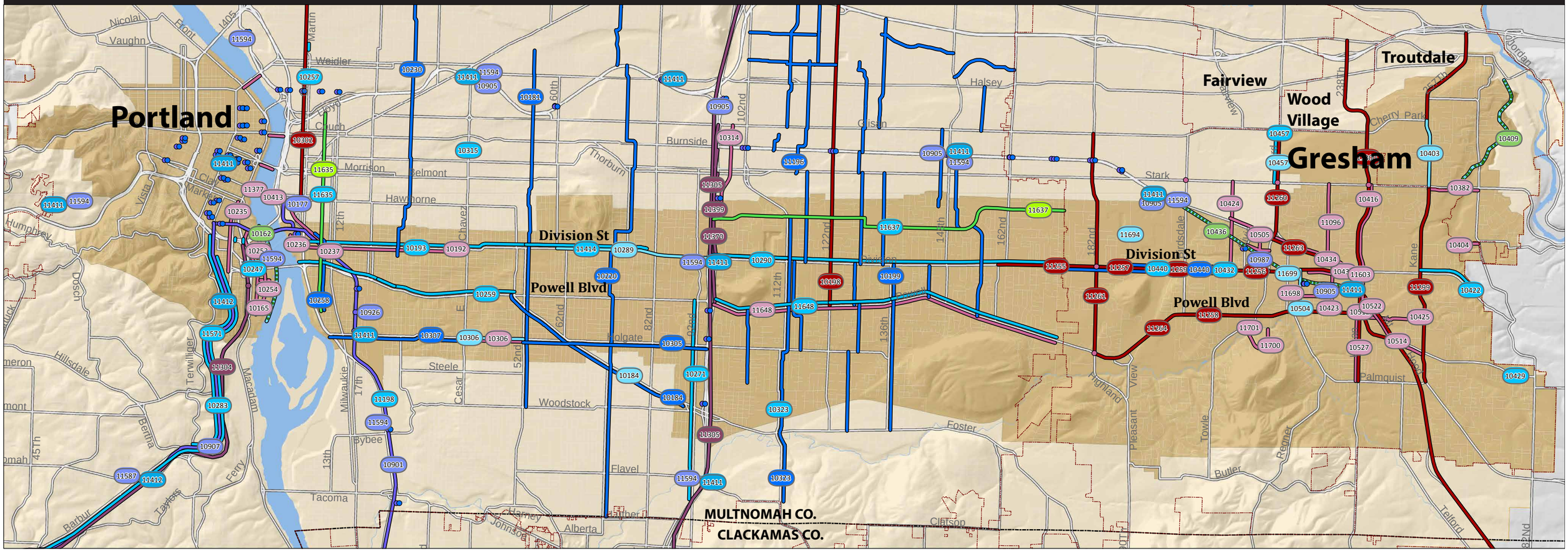
Source: Metro Regional Land Information System (RLIS), January 2011.

0 0.5 1 2 Miles

N

Notes:

Powell-Division Transit and Development Project



Regional Transportation Plan Projects

Project Type

- Bike
- Pedestrian
- Bike and Pedestrian
- Neighborhood Greenway
- Regional Trail
- Roads and Bridges
- TSMO/TDM
- Throughways
- Transit

For detailed project information, see table next page

- corridor study area
- City boundary lines

0 0.5 1 2 Miles

Source: Metro Regional Land Information System (RLIS).

Date: 11/13/2014

Notes:

Powell-Division Transit and Development Project

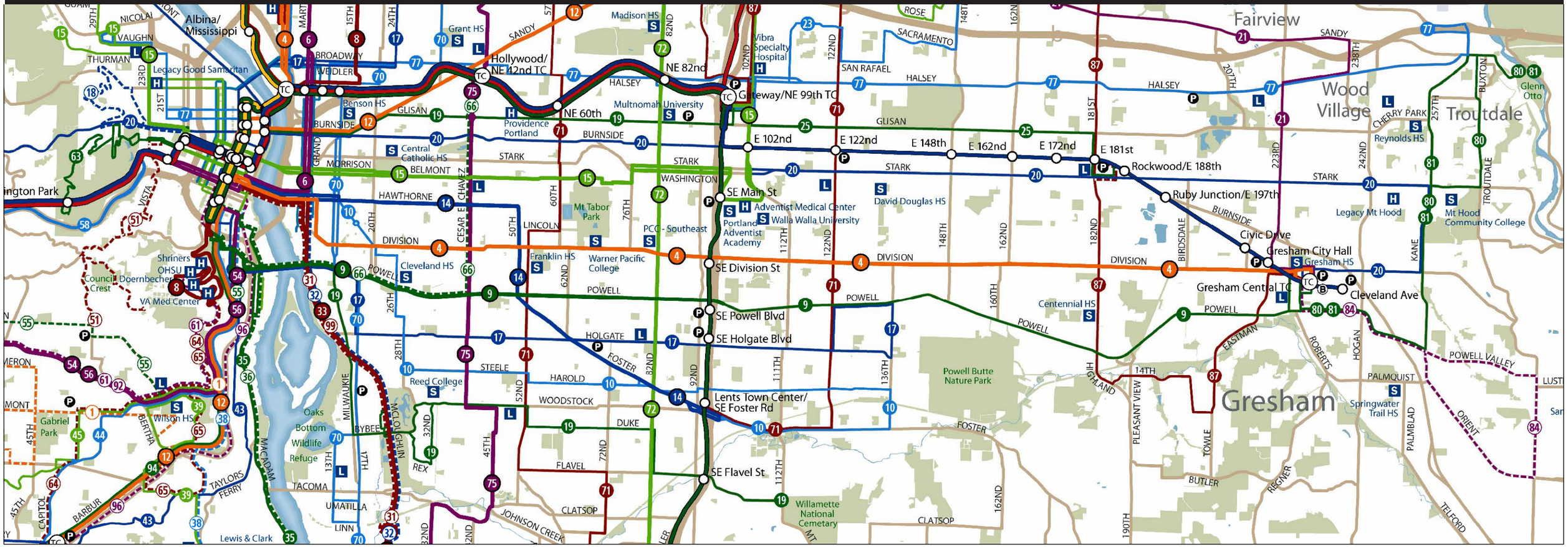
ID	Nominating Agency	Project	Cost Estimate	Time Period
10162	Portland	Willamette Greenway Trail - South Waterfront	$2,650,000	2014-2017
10165	Portland	Moody/Bond Ave, Couplet - SW Bond Extension (River Parkway to Gibbs)	$18,834,515	2014-2017
10177	Portland	PSL - OMSI to Riverplace or South Waterfront (close loop)	$19,000,000	2014-2017
10181	Portland	Fifties Bikeway, NE/SE (Tillamook to Woodstock)	$1,595,049	2014-2017
10184	Portland	Foster Rd., SE (Powell - 90th): Pedestrian/Bicycle/Safety Improvements	$2,063,400	2014-2017
10192	Portland	Division Streetscape and Reconstruction	$5,848,135	2014-2017
10193	Portland	Division St., SE (Grand -60th): Multi-modal Improvements, Phase I	$3,908,758	2018-2024
10198	Portland	122nd, NE/SE (NE Airport Way to SE Powell Blvd): ITS	$515,703	2018-2024
10199	Portland	SE 136th Ave. (Division to Powell) Bikeway	$6,090,590	2025-2032
10220	Portland	Seventies Greenstreet and Bikeway, NE	$4,120,727	2018-2024
10230	Portland	Twenties Bikeway, NE/SE (Lombard - Clinton)	$2,300,000	2014-2017
10235	Portland	South Portland Improvements, SW	$39,695,079	2018-2024
10236	Portland	Water Ave., SE (Caruthers - Division Pl): Street Extension Phase II	$405,116	2025-2032
10237	Portland	Southern Triangle Circulation Improvements, SE	$4,051,163	2025-2032
10239	Portland	11th/12th/Railroad Crossing, SE (West of Division): Intersection Improvements	$561,200	2018-2024
10241	Portland	Clay/MLK Jr, SE: Intersection Improvements	$1,296,372	2025-2032
10247	Portland	Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements	$210,450	2014-2017
10253	Portland	Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements	$5,261,250	2014-2017
10254	Portland	River Parkway, SW: New Street	$4,910,500	2014-2017
10257	Portland	Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements	$4,861,395	2018-2024
10258	Portland	DivisionSt/9th, SE (7th - Center): Bikeway	$27,548	2025-2032
10259	Portland	Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements	$7,997,100	2014-2017
10271	Portland	92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements	$4,910,500	2025-2032
10283	Portland	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	$4,000,000	2018-2024
10289	Portland	Division St., SE (60th - I-205): Multimodal Improvements, Phase II	$2,806,000	2025-2032
10290	Portland	Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II	$5,710,912	2018-2024
10302	Portland	MLK Jr, N (Columbia Blvd. - CEID): ITS	$989,115	2018-2024
10305	Portland	Holgate Blvd., SE (52nd - I-205): Bikeway, Phase I	$42,090	2025-2032
10306	Portland	Holgate Blvd., SE (39th - 52nd): Street Improvements	$1,118,191	2014-2017
10307	Portland	Holgate Blvd., SE (McLoughlin - 39th): Bikeway, Phase II	$27,548	2018-2024
10314	Portland	99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III	$4,910,500	2018-2024
10315	Portland	39th Ave., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements	$3,086,600	2014-2017
10323	Portland	111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements	$2,070,127	2025-2032
10382	Multnomah Co.	Reconstruct Stark St. to arterial standards	$3,150,000	2014-2017
10403	Multnomah Co.	257th Ave. Pedestrian improvements at intersections and mid-block crossings	$1,600,000	2014-2017
10404	Multnomah Co.	Beaver Creek Culvert Replacement	$2,500,000	2014-2017
10409	Multnomah County	Beaver Creek Trail	$1,400,000	2014-2017
10413	Multnomah Co.	Hawthorne Bridge Rehabilitation	$13,300,000	2018-2024
10416	Gresham	Hogan Corridor Improvements	$19,140,461	2018-2024
10422	Gresham	Division St. Improvements	$3,945,711	2033-2040

ID	Nominating Agency	Project	Cost Estimate	Time Period
10423	Gresham	Cleveland St. Reconstruction.	$1,100,000	2014-2017
10424	Gresham	Wallula St. Reconstruction, + intersections	$8,347,988	2025-2032
10425	Gresham	1st Street/Bull Run. Reconstruction	$4,466,312	2018-2024
10429	Gresham	Powell Valley Imps.	$14,645,408	2018-2024
10432	Gresham	Division St. Improvements	$12,162,471	2014-2017
10433	Gresham	Division St. Improvements	$10,331,749	2018-2024
10434	Gresham	Burnside St. Improvements	$32,545,601	2018-2024
10436	Gresham	Max Trail	$2,500,000	2014-2017
10440	Gresham	Division St. Multimodal Improvements	$4,939,693	2018-2024
10450	Gresham	2 Birdsdale Projects, at Division	$1,375,500	2018-2024
10457	Gresham	223rd Ave. Improvements	$102,229	2018-2024
10472	Gresham	Eastman at Division	$912,928	2025-2032
10473	Gresham	Eastman at Stark	$1,196,756	2018-2024
10498	Gresham	181st (182nd) at Division/Powell Intersections	$1,682,670	2018-2024
10503	Gresham	Burnside	$683,517	2018-2024
10504	Gresham	Ped to Max: Hood St.	$1,000,000	2018-2024
10505	Gresham	Civic Neighborhood TOD	$4,765,219	2018-2024
10511	Gresham	Hogan Road	$1,908,431	2018-2024
10512	Gresham	Hogan: Powell to Burnside boulevard improvements plus three intersection improvements	$8,739,328	2018-2024
10514	Gresham	Powell	$5,294,917	2018-2024
10522	Gresham	Burnside	$8,807,400	2018-2024
10527	Gresham	Hogan	$12,444,619	2018-2024
10901	TriMet	MAX light rail: South Corridor Phase 2: Portland to Milwaukie	$1,495,000,000	2014-2017
10905	TriMet	Renew the Blue Station Rehabilitation	$12,315,000	2014-2017
10907	TriMet	High Capacity Transit: Southwest Corridor (Portland to Tualatin via Tigard) - Project Development	$75,000,000	2014-2024
10909	TriMet	Powell / Division Transit Project - Project Development	$75,000,000	2014-2024
10926	TriMet	Transit dispatch center upgrade	$4,000,000	2014-2017
10987	TriMet	Gresham City Hall Park & Ride reconfiguration	$3,000,000	N/A
11096	Gresham	Cleveland St. Reconstruction.	$13,838,103	2018-2024
11123	ODOT	I-5 North Macadam	$15,000,000	2014-2017
11196	Portland	East Portland Advisory Bicycle Lane Network	$12,000,000	2014-2017
11198	Portland	Portland-Milwaukie Light Rail Active Transportation Enhancements Project	$34,000,000	2014-2017
11255	Gresham	Division St.: Arterial Corridor Management (ACM) - Signal equipment upgrade	$700,000	2018-2024
11256	Gresham	Division St.: ACM - Auto-Adaptive Signal Timing and Transit Priority Treatment	$2,100,000	2018-2024
11257	Gresham	SE Division: ACM - Traveler Information	$950,000	2018-2024
11258	Gresham	Powell Blvd.: Arterial Corridor Management (ACM) - Signal equipment upgrade	$1,900,000	2018-2024
11259	Gresham	SE Powell Blvd.: ACM - Traveler Information	$200,000	2018-2024
11260	Gresham	223rd Ave.: Arterial Corridor Management (ACM)	$2,100,000	2018-2024
11261	Gresham	NE 181st/182nd Ave.: ACM with Transit Priority Treatment	$4,000,000	2018-2024

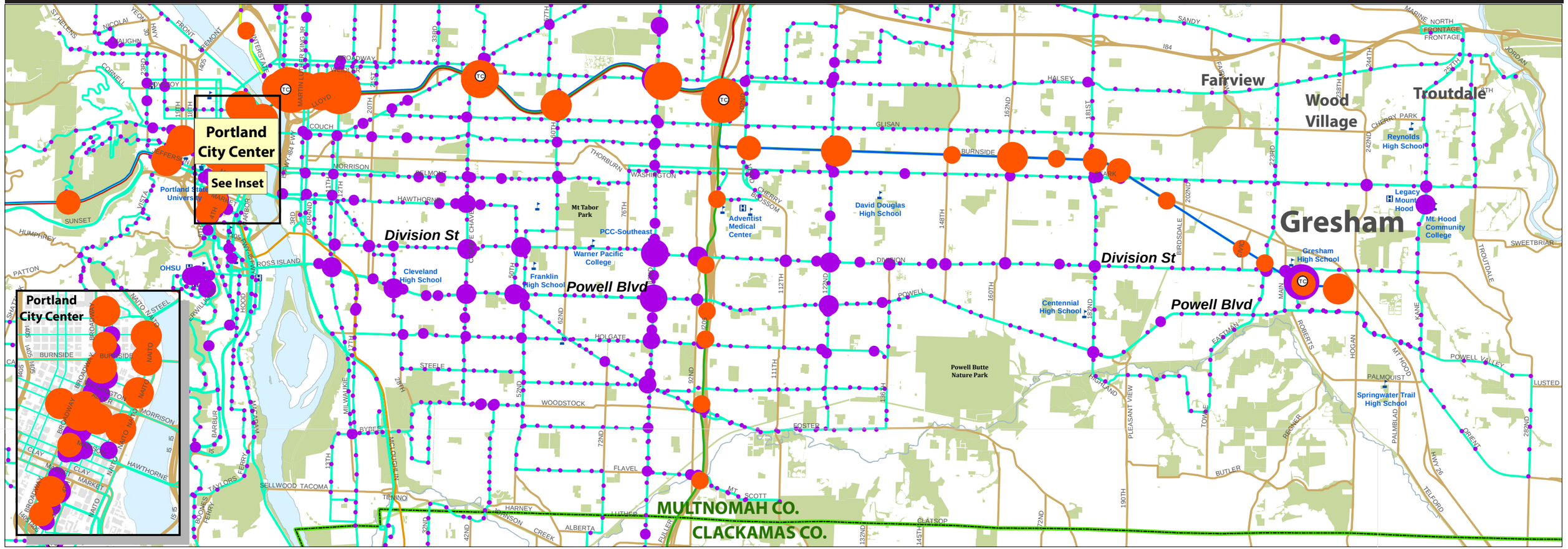
Powell-Division Transit and Development Project

ID	Nominating Agency	Project	Cost Estimate	Time Period
11263	Gresham	Burnside: Traveler Information Only	$1,950,000	2018-2024
11264	Gresham	US 26 Roadside Travel Time Information	$1,100,000	2018-2024
11299	Multnomah Co./ Gresham	257th/Kane Dr.: Arterial Corridor Management (ACM) w/ Adaptive Signal Timing	$2,800,000	2018-2024
11300	Multnomah Co./ Gresham	238th/242nd Ave/Hogan Dr.: ACM with Adaptive Signal Timing	$4,600,000	2018-2024
11304	ODOT	I-5 South operational improvements	$110,000,000	2033-2040
11305	ODOT	I-205 operational improvements	$100,000,000	2033-2040
11370	ODOT	Interstate 205 Northbound Phase 1 Auxiliary Lane	$7,500,000	2018-2024
11377	Multnomah County	Seismic Analysis for Broadway, Burnside, Morrison, Hawthorne Briges	$6,500,000	2014-2017
11399	ODOT	I-205 Northbound Phase 2: Auxiliary Lane Extension	$8,000,000	2033-2040
11411	TriMet	Bike and Ride Facilities	$7,500,000	2014-2017
11412	TriMet	Corridor Safety and Access to Transit: Barbur-99W	$3,605,000	2014-2017
11414	TriMet	Corridor Safety and Access to Transit: Powell-Division	$2,800,000	2014-2017
11571	Portland	Barbur/99W Corridor Safety and Access to Transit	$3,605,001	2018-2024
11587	TriMet	High Capacity Transit: Southwest Corridor Capital Construction	$1,000,000,000	N/A
11594	TriMet	Bike and Ride Facilities	$12,500,000	N/A
11603	Gresham	Hogan	$25,000,000	N/A
11635	Portland	9th Ave Neighborhood Greenway SE	$700,000	2014-2017
11637	Portland	Mill/Market/Main Greenway	$600,000	2014-2017
11648	Portland	Powell, SE (I-205 - 174th): Multi-modal Improvements	$66,551,572	2018-2024
11694	Gresham	190th Avenue	$1,000,000	2025-2032
11698	Gresham	5th Street	$1,000,000	2018-2024
11699	Gresham	Main Avenue	$2,500,000	2018-2024
11700	Gresham	Walters Drive	$2,519,478	2025-2032
11701	Gresham	7th Street	$1,553,194	2025-2032

Powell-Division Transit and Development Project


Albina/ Mississippi
Legacy Good Samaritan
Hollywood/ NE 42nd TC
NE 82nd
Madison HS
Grant HS
Benson HS
Central Catholic HS
Providence Portland
NE 60th
Multnomah University
Vibra Specialty Hospital
Gateway/NE 99th TC
Fairview
Wood Village
Troutdale
Reynolds HS
Glenn Otto
Legacy Mt Hood
Mt Hood Community College
Rockwood/E 188th
Ruby Junction/E 197th
Civic Drive
Gresham City Hall
Gresham HS
Gresham Central TC
Cleveland Ave
Centennial HS
Gresham
Springwater Trail HS
Powell Butte Nature Park
Willamette National Cemetary
Mt Tabor Park
PCC - Southeast
Warner Pacific College
Franklin HS
Cleveland HS
Reed College
Lents Town Center/ SE Foster Rd
SE Division St
SE Powell Blvd
SE Holgate Blvd
SE Flavel St
SE Main St
Adventist Medical Center
Walla Walla University
Portland Adventist Academy
David Douglas HS
Shriners OHSU
Council Crest
VA Med Center
Oaks Bottom Wildlife Refuge
Wilson HS
Gabriel Park
Lewis & Clark
Barbur
Taylors Ferry
Macadam
Milwaukie
Foster
Powell
Division
Stark
Burnside
Glisan
Halsey
Sandy
Sacramento
San Rafael
Rose
Broadway
Weidler
Hawthorne
Belmont
Morrison
Washington
Lincoln
Harold
Steele
Woodstock
Duke
Flavel
Clatsop
Johnson Creek
Tacoma
Umatilla
Linn
Bybee
Rex
Holgate
Eastman
Roberts
Hogan
Palmquist
Powell Valley
Orient
Telford
Butler
Regner
Towle
Pleasant View
Highland
Cherry Park
Burnside
Kane
Troutdale
Birdsdale
Barbur
Capitol
Vista
Grand
Chavez
Sandy
Halsey
Glisan
Stark
Washington
Lincoln
Harold
Steele
Woodstock
Duke
Flavel
Clatsop
Foster
Powell
Division
Burnside
Stark
Glisan
Halsey
Sandy
Sacramento
San Rafael
Rose
Broadway
Weidler
Hawthorne
Belmont
Morrison
Burnside
Stark
Glisan
Halsey
Sandy
Sacramento
San Rafael
Rose
Foster
Powell
Division
Stark
Burnside

Powell-Division Transit and Development Project



Transit Ridership

Powell-Division Places

- Hospitals
- **Schools**

Transit

- Transit centers
- Blue MAX Line
- Green MAX Line
- Portland-Milwaukie Light Rail
- Red MAX Line
- Yellow MAX Line
- Bus lines

Total Trips by Stop Location

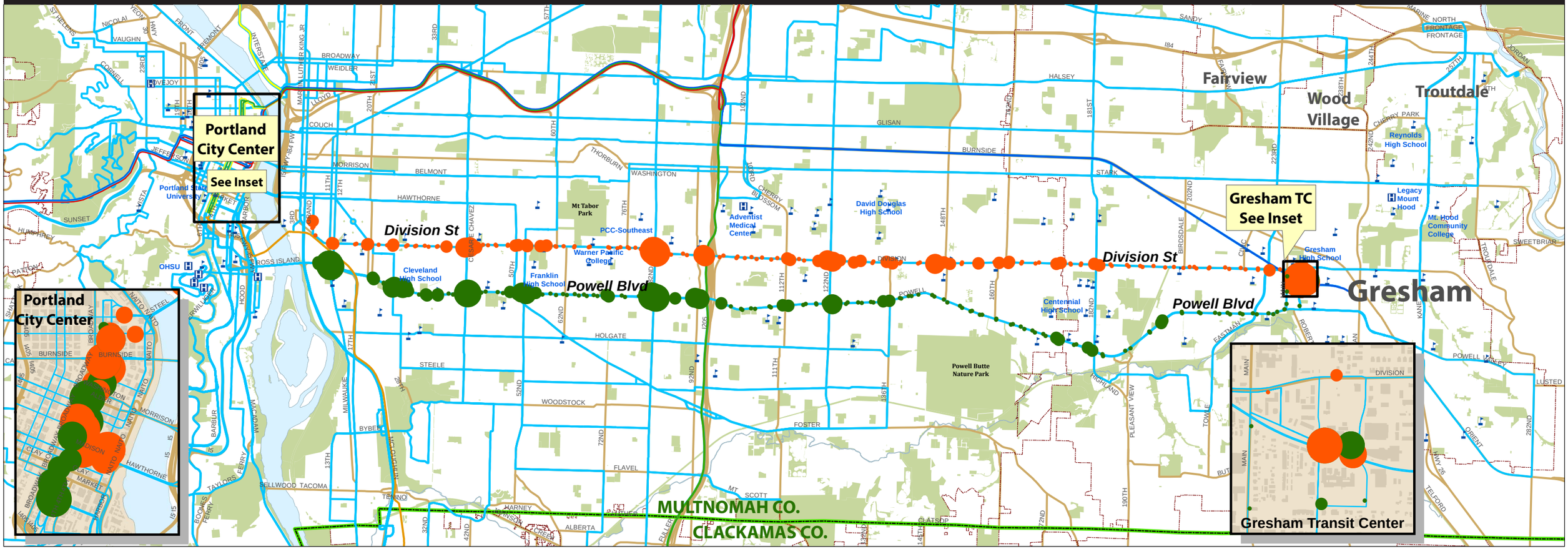
MAX	Total Trips	Bus
Min. = 562	0 - 211	
	212 - 628	
	629 - 1,828	
	1,829 - 3,198	
	3,199 - 10,326	
	Max. = 8005	
	10,327 - 16,491	
	16,492 - 56,354	

Source:TriMet Fall 2013 Passenger Census Data

0 0.5 1 2 Miles

Notes:

Powell-Division Transit and Development Project



Transit Ridership
Powell Division Corridor

Powell-Division Places

- PD_hospitals
- PD_Schools

Transit Lines

- Blue MAX Line
- Green MAX Line
- Portland-Milwaukie Light Rail
- Red MAX Line
- Yellow MAX Line
- Bus lines

Total Trips on Bus Routes 4 and 9

Source:TriMet Fall 2013 Passenger Census Data

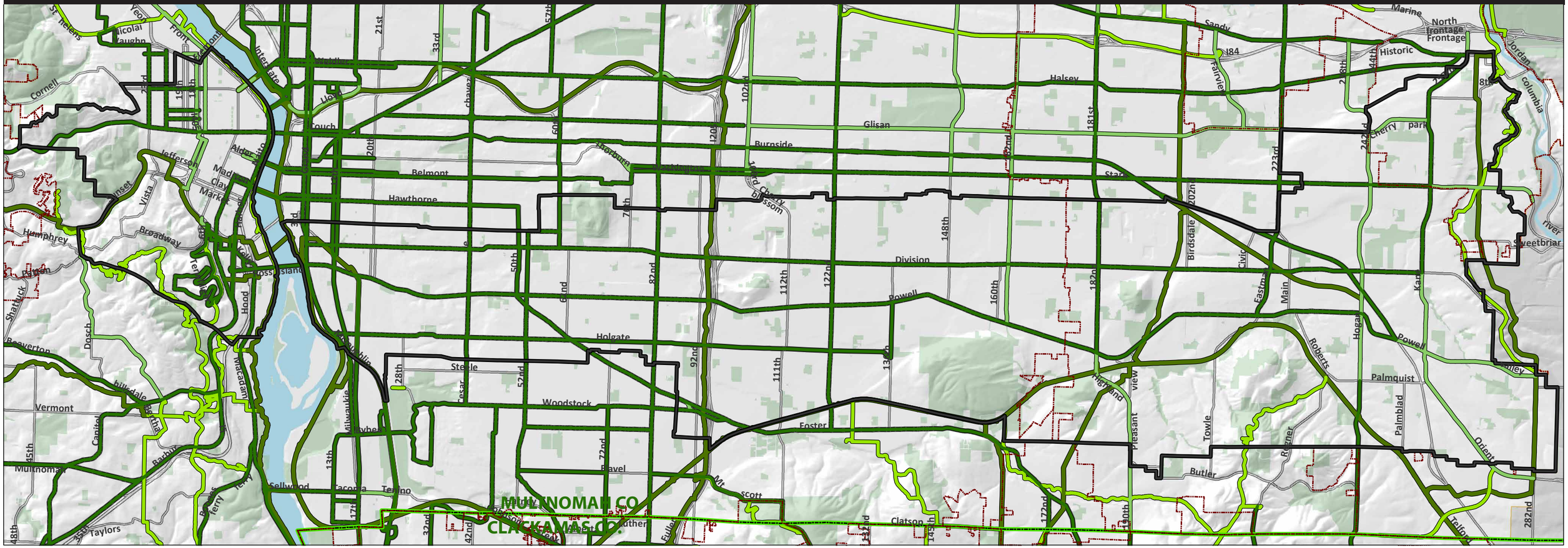
#4 Division	#9 Powell
5 - 91	5 - 91
92 - 221	92 - 221
222 - 436	222 - 436
437 - 831	437 - 831
832 - 1180	832 - 1180
1181 - 2692	1181 - 2692

0 0.5 1 2 Miles

N

Notes:

Powell-Division Transit and Development Project



Active Transportation System - Pedways

Proposed pedestrian routes as defined in the 2014 Draft Regional Active Transportation Plan.

Regional Pedway

Community Pedway

corridor study area

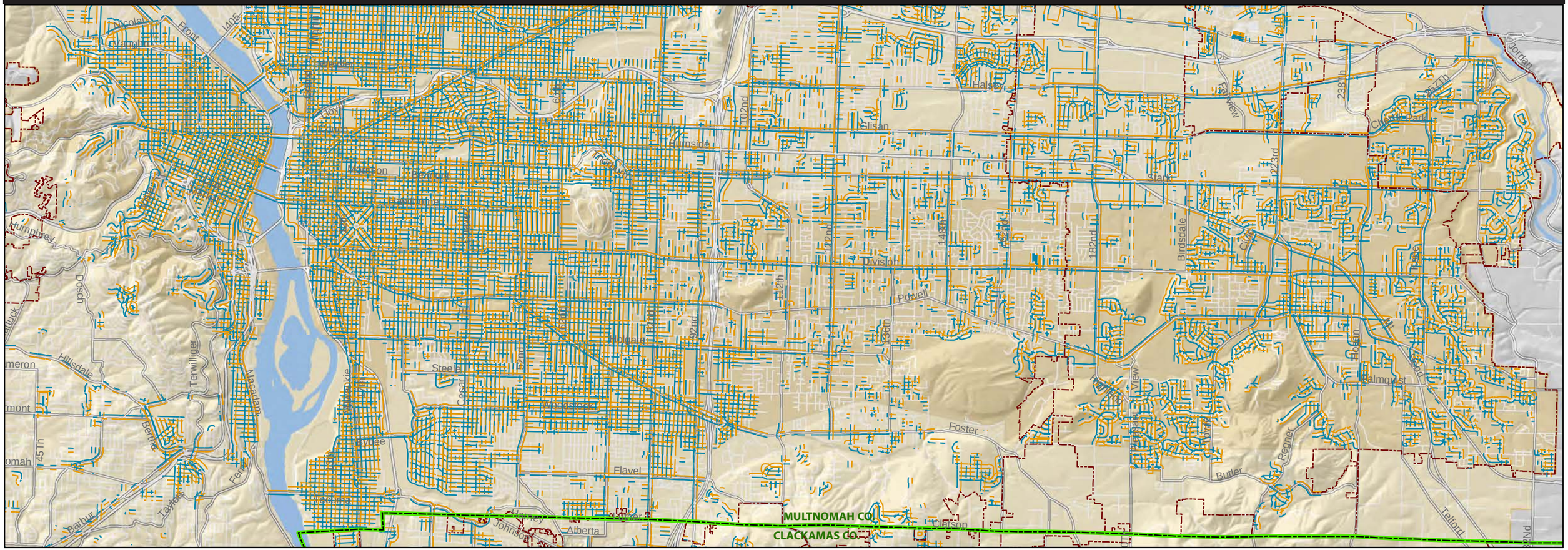
city boundary lines

0 0.5 1 2 Miles

Date: 2/6/2014

Notes:

Powell-Division Transit and Development Project



Legend

Source: Metro Regional Land Information System (RLIS), August 2012

Sidewalks

Sidewalk Presence

- Full Sidewalk Both Sides
- Full Sidewalk Left, No Sidewalk Right
- No Sidewalk Left, Full Sidewalk Right
- Full Sidewalk Left, Partial Sidewalk Right
- Partial Sidewalk Left, Full Sidewalk Right
- Partial Sidewalk Both Sides
- Partial Sidewalk Left, No Sidewalk Right
- No Sidewalk Left, Partial Sidewalk Right

corridor study area

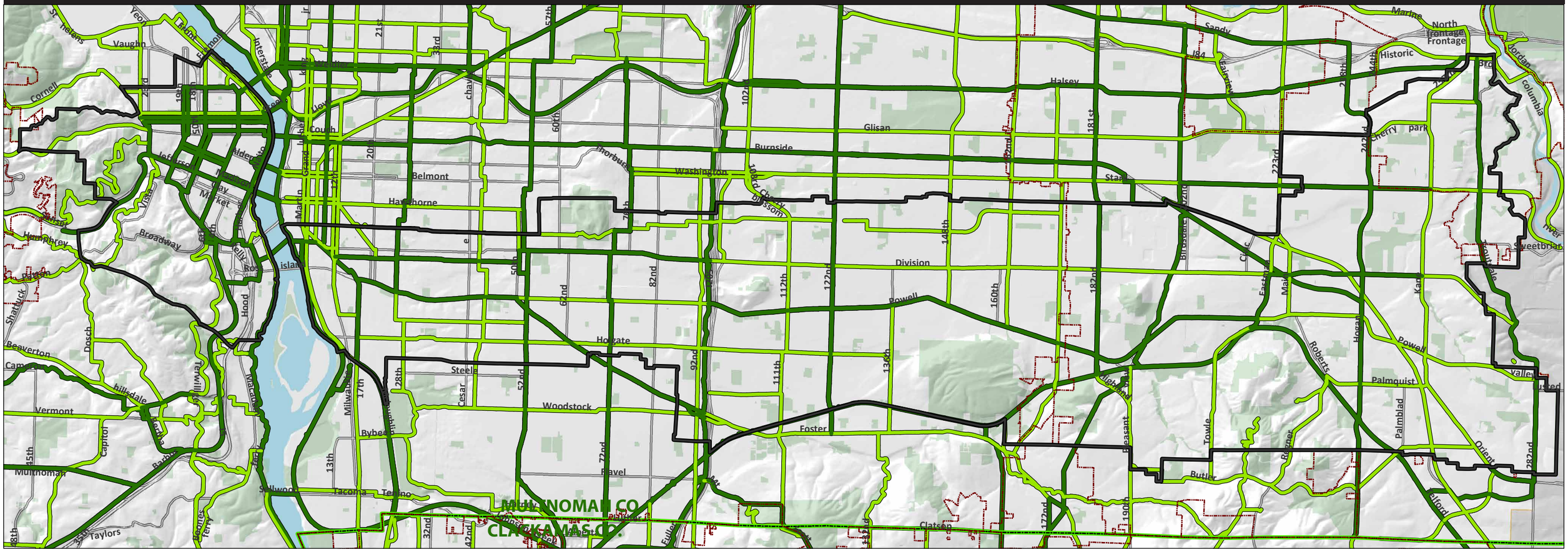
city boundary lines

0 0.5 1 2 Miles

N

Notes:

Powell-Division Transit and Development Project



Active Transportation System - Bikeways

Proposed bicycle routes as defined in the 2014 Draft Regional Active Transportation Plan.

- **Regional Bikeway**
- **Community Bikeway**

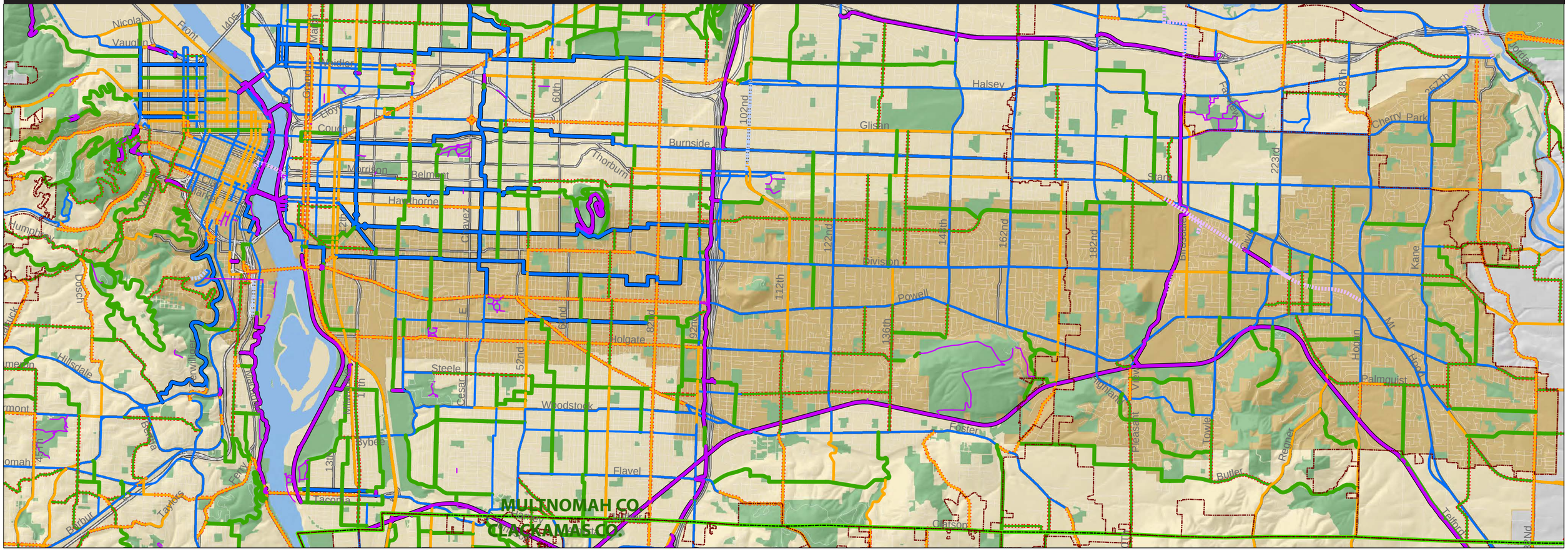
- corridor study area
- city boundary lines

0 0.5 1 2 Miles

Date: 2/6/2014

Notes:

Powell-Division Transit and Development Project



Bicycle Routes

Bicycle Routes

- Regional multi-use path
- Local multi-use path
- Bike boulevard
- Bike lane
- Low traffic through street
- Moderate traffic through street
- High traffic through street
- Caution area
- Planned bike lane
- Planned multi-use path

Bicycle Routes are from the region-wide Bike There! map, published by Metro in 2010 and from the City of Gresham Bicycle Guide map.

- corridor study area
- city boundary lines

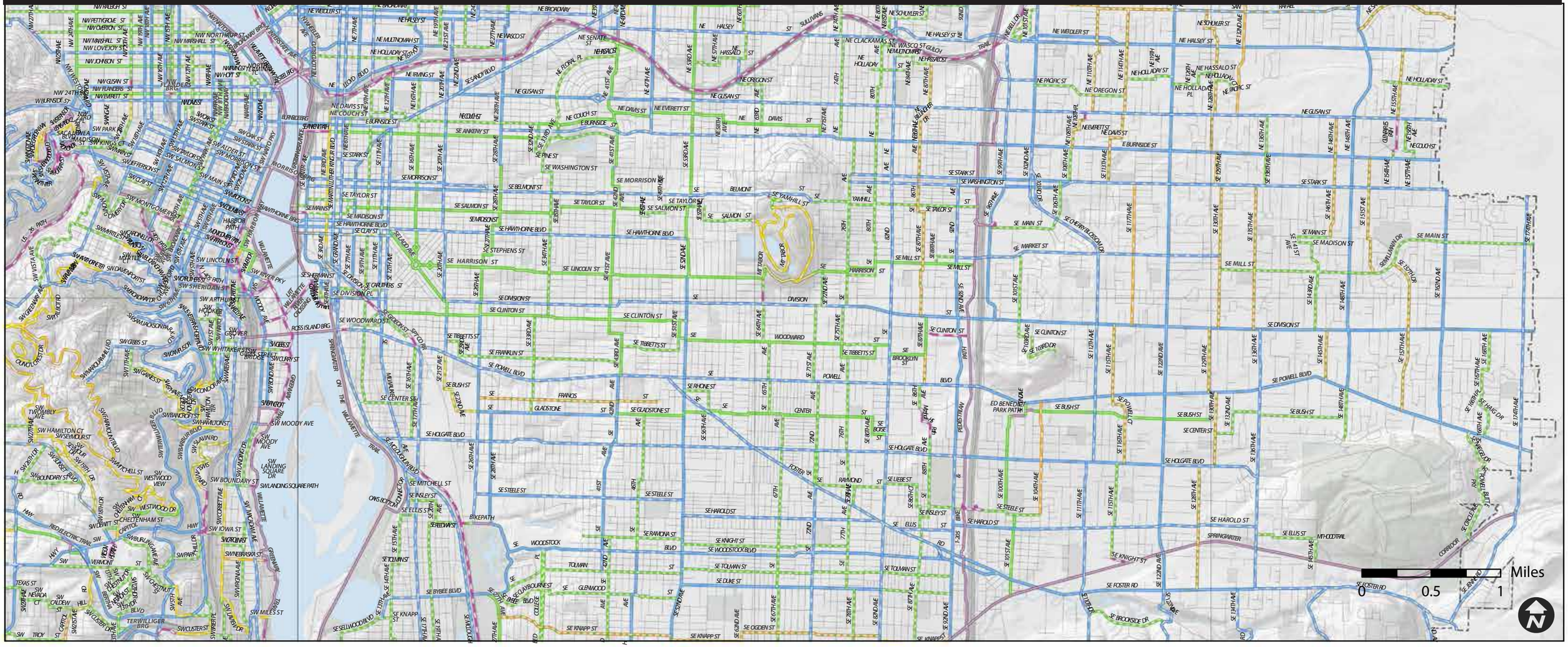
0 0.5 1 2 Miles

Source: Metro Regional Land Information System (RLIS), May 2010.
City of Gresham.

Date: 5/8/2014

Notes:

Powell-Division Transit and Development Project



City of Portland Recommended Bikeway Network

AS ADOPTED FEBRUARY 11, 2010
Portland Bicycle Plan for 2030

EXISTING, FUNDED, OR SUGGESTED BICYCLE FACILITIES

Trails
- Existing or funded trail
- Future trail

Separated in-roadway bikeways (bike lanes, buffered bike lanes, cycle tracks)
- Existing or funded bike lane or separated in-roadway
- Future separated in-roadway
- Future separated in-roadway or enhanced shared roadway
- Future separated in-roadway or advisory bike lane
- Future separated in-roadway, advisory bike lane, or enhanced shared roadway

Bicycle boulevards / advisory bike lanes
- Existing or funded bicycle boulevard
- Future bicycle boulevard
- Future advisory bike lane (suggested)
- Future enhanced shared roadway or advisory bike lane
- Future bicycle boulevard or advisory bike lane

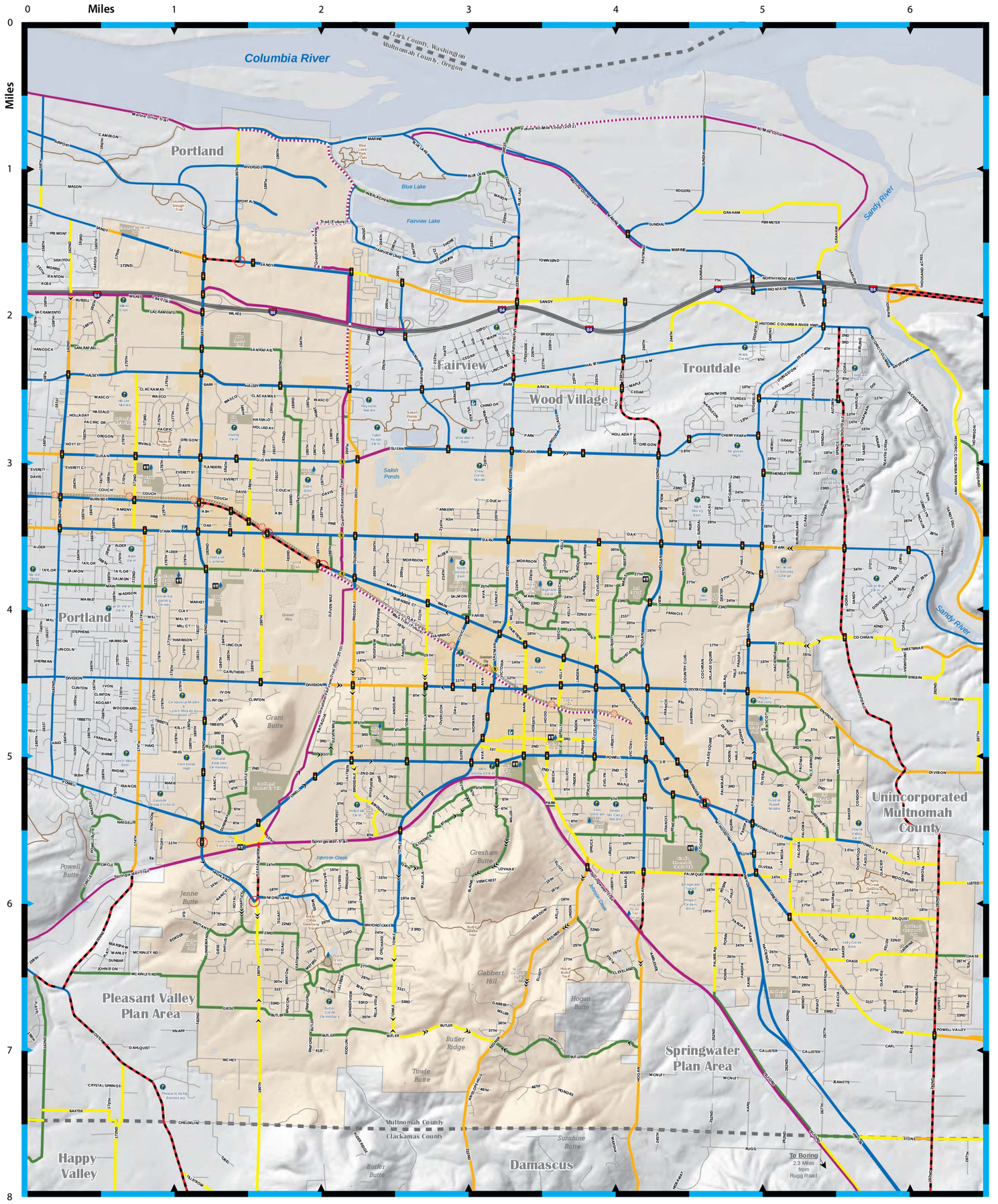
Enhanced shared roadways
- Funded enhanced shared roadway
- Future enhanced shared roadway
- Future bicycle boulevard or enhanced shared roadway

For facility descriptions, please see Appendix G, Glossary, of the Portland Bicycle Plan for 2030.

Notes:

Powell-Division Transit and Development Project

City of Gresham Bike Map



On-Street Bike Route
- Bike Lane or Wide Shoulder
- Shared Road - High Volume
  High traffic volume and/or speed
- Shared Road - Medium Volume
  Medium traffic volume and/or speed
- Shared Road - Low Volume
  Low traffic volume and/or speed

N

Off-Street Bike Route
- Off-Street Multi-Use Path
  Wide paved trail shared with pedestrians
- Future Off-Street Multi-Use Path
- Trail
  Narrow path shared with pedestrians
  May not be paved

Caution Area
- Difficult Connection
  Use sidewalk, use caution, or find a different route
- Difficult Intersection
  Use caution
  Shown for routes in the City of Gresham only

Traffic Light
- Pedestrian Crossing Signal
- Traffic Signal

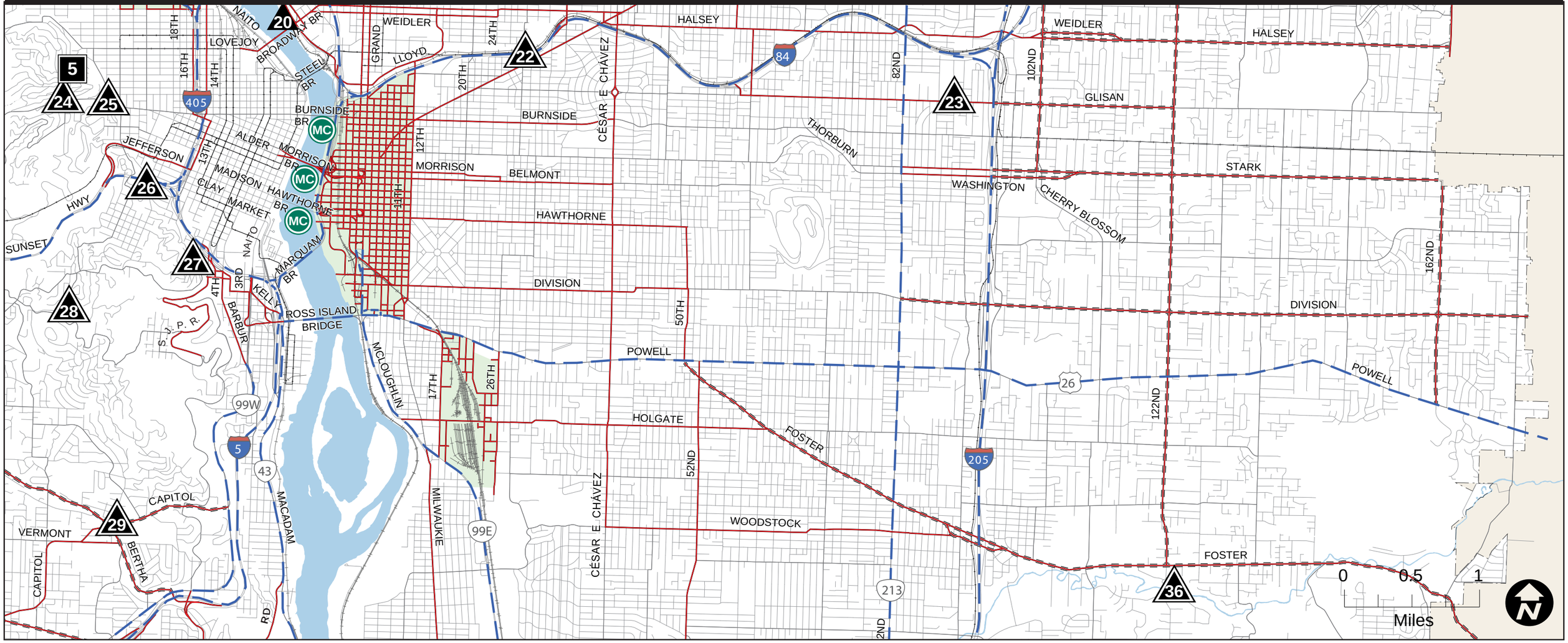
Elevation Gain
Shown for routes within City of Gresham only
- Slight Incline
- Moderate Incline
- Steep and/or Long Incline

Light Rail (MAX)
- Light Rail Stop
- Light Rail Line

Park & Amenities
- Park
- Public Restroom
- Water Fountain

Points of Interest
- School
- Library
- Commercial Area

Powell-Division Transit and Development Project



Portland Truck Map

City of Portland Map C-51A February 2013

Truck Routes

- Preferred city truck routes
- Preferred wide load routes (see Pilot Vehicle Requirements)
- Freight districts
- State highways
- Height-restricted undercrossing

City of Portland Weight Restricted Bridges

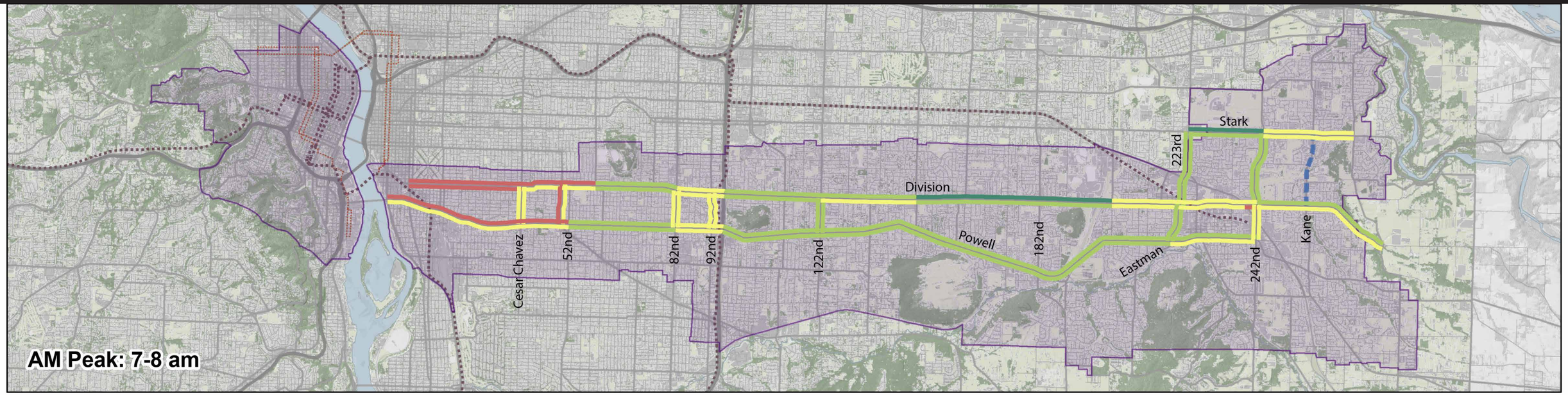
- Weight limit varies (verify local signage)
- 50,000 pounds single unit 80,000 pounds combination

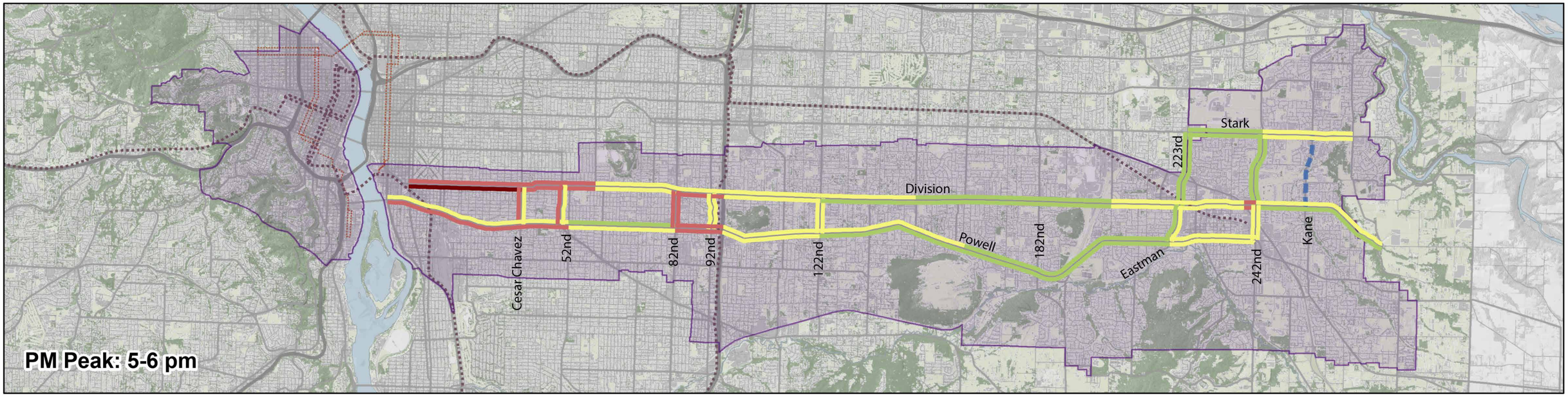
Multnomah County Weight Restricted Bridges

- 50,000 pounds single unit 80,000 pounds combination
- 20,000 pounds maximum

Notes:

Powell-Division Transit and Development Project





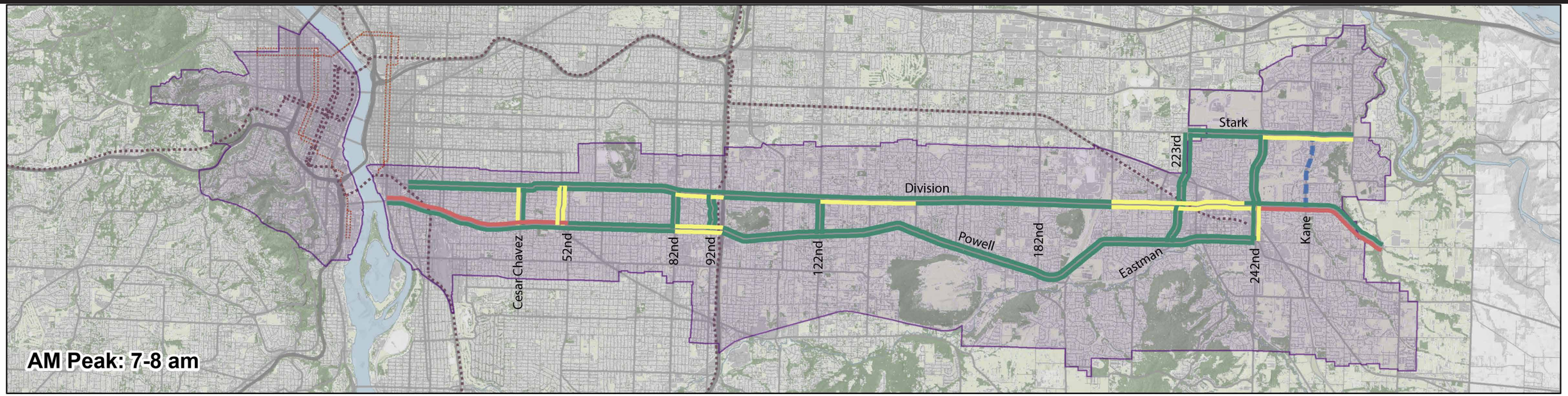
Average Traffic Speed (mph)

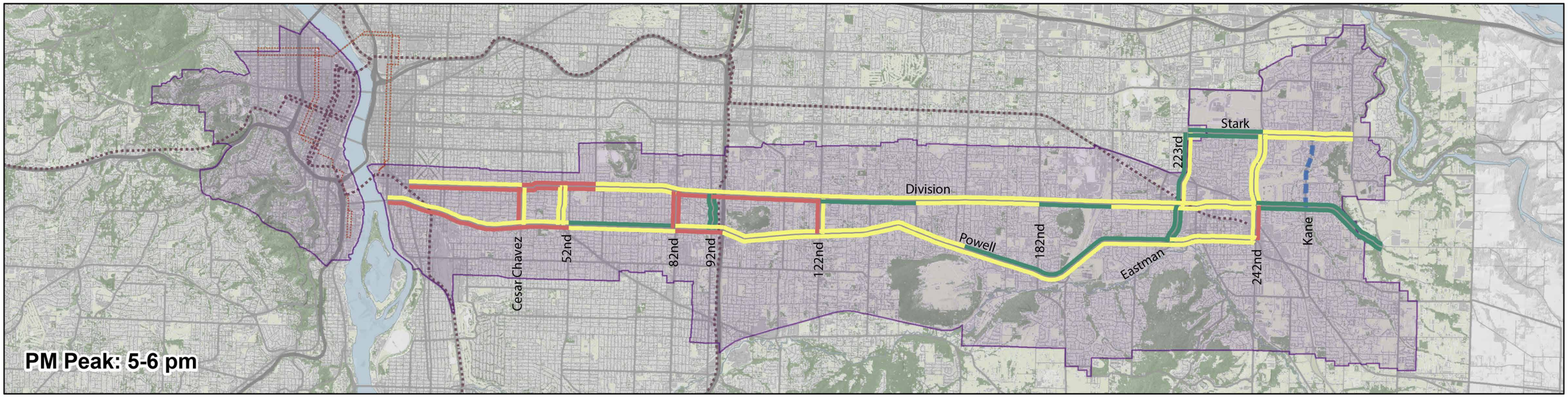
15 20 25 30 35 40

Data Unavailable

0 1 2 4 Miles

Powell-Division Transit and Development Project





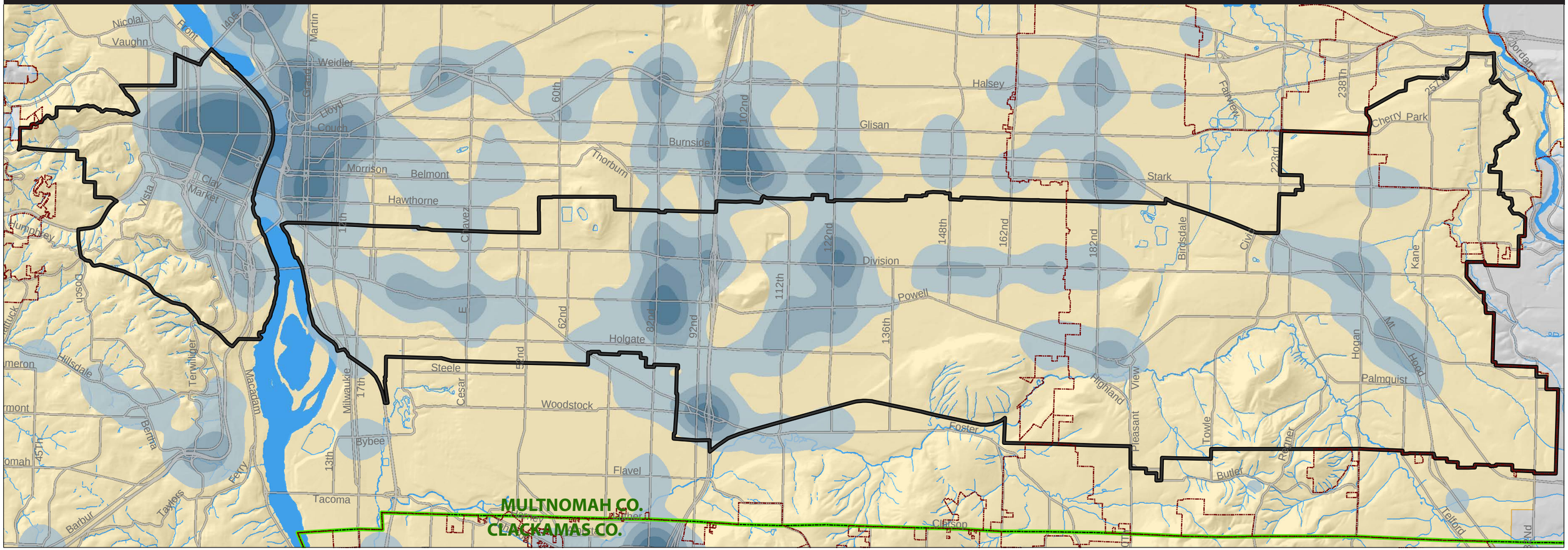
Peak Hour Speed / Freeflow Speed (%)

70 80 90 100

Data Unavailable

0 1 2 4 Miles

Powell-Division Transit and Development Project



Crashes 2007 - 2011
(Fatalities and Severe Injuries)

Source: ODOT, 2011.

Density of Crash Occurences for All Modes

- Less than 2 per acre
- 2 - 3 per acre
- 3 - 4 per acre
- More than 4 per acre

corridor study area

city boundary lines

0 0.5 1 2 Miles

Date: 5/8/2014

Notes:

Powell-Division Transit and Development Project

Bicycle and Pedestrian Crash Locations

Source: ODOT, 2011.

Fatalities and Severe Injuries 2007 - 2011

- Pedestrian
- Bicycle

Analysis centers

- Central city
- Regional center
- Town center

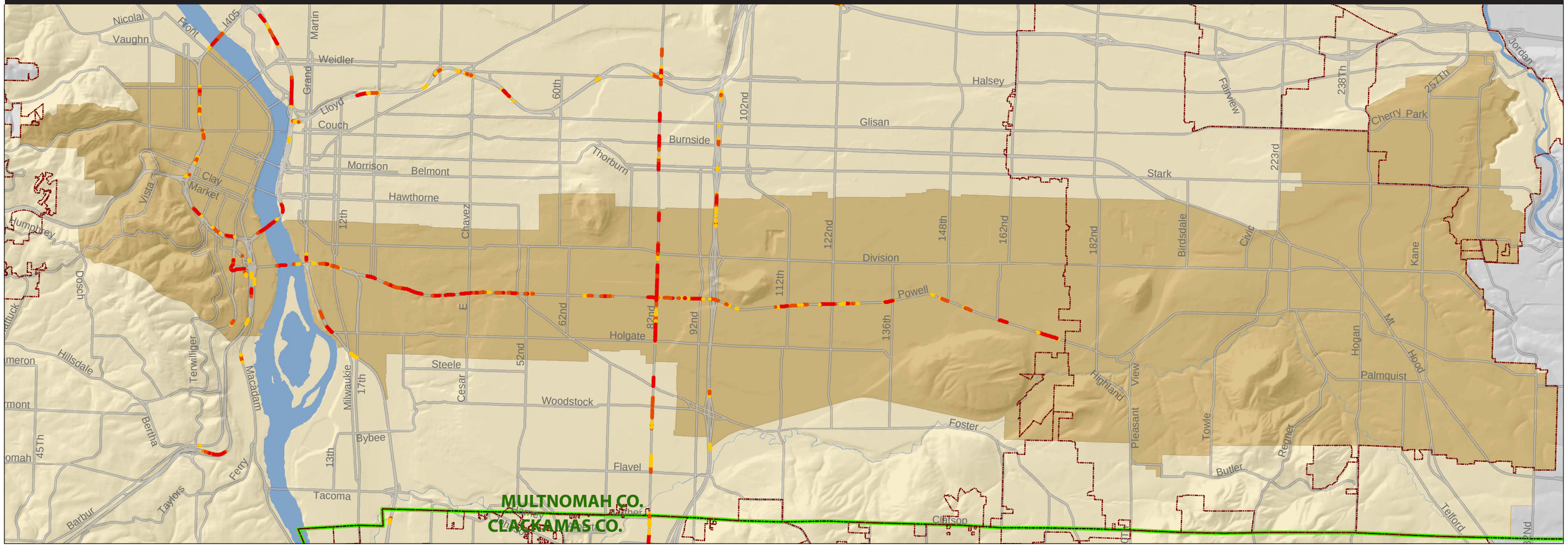
- corridor study area
- city boundary lines

0 0.5 1 2 Miles

Date: 4/23/2014

Notes:

Powell-Division Transit and Development Project



ODOT Project Safety 2009 - 2011

Safety Prority Index System (SPIS) Sites with Scores in the 85th Percentile and Higher

Site Percentile

- 85% - 89.99%
- 90% - 94.99%
- 95% - 100%

Data Source: ODOT

The Safety Priority Index System (SPIS) is a method of identifying locations that have exhibited high instances of crash activity. The SPIS score is based on three years of data and considers crash frequency, crash rate and crash severity. A higher score indicates a higher instance of crashes. A roadway segment becomes a SPIS site if a location has three or more crashes or one or more fatal crashes over the three year period.

corridor study area

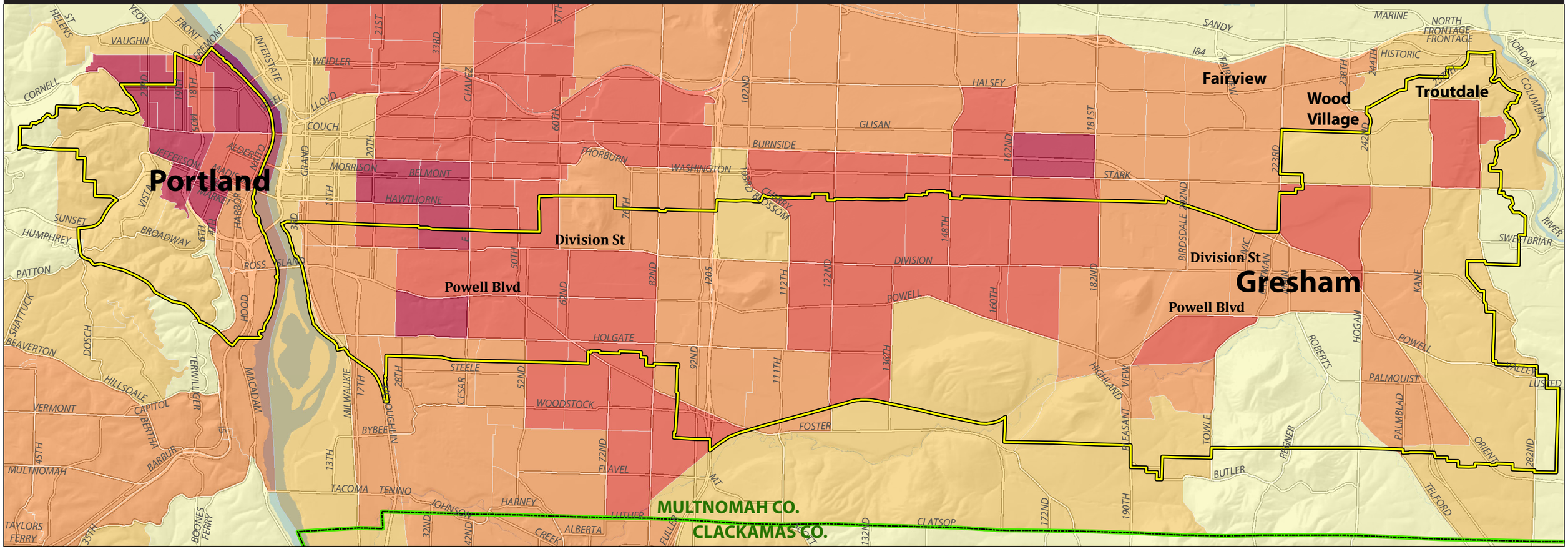
city boundary lines

0 0.5 1 2 Miles

Date: 5/8/2014

Notes:

Powell-Division Transit and Development Project



Demographics

Population Density

Persons Per Square Mile

- 2,000 or less
- 2,001 - 4,000
- 4,001 - 7,000
- 7,001 - 10,000
- greater than 10,000

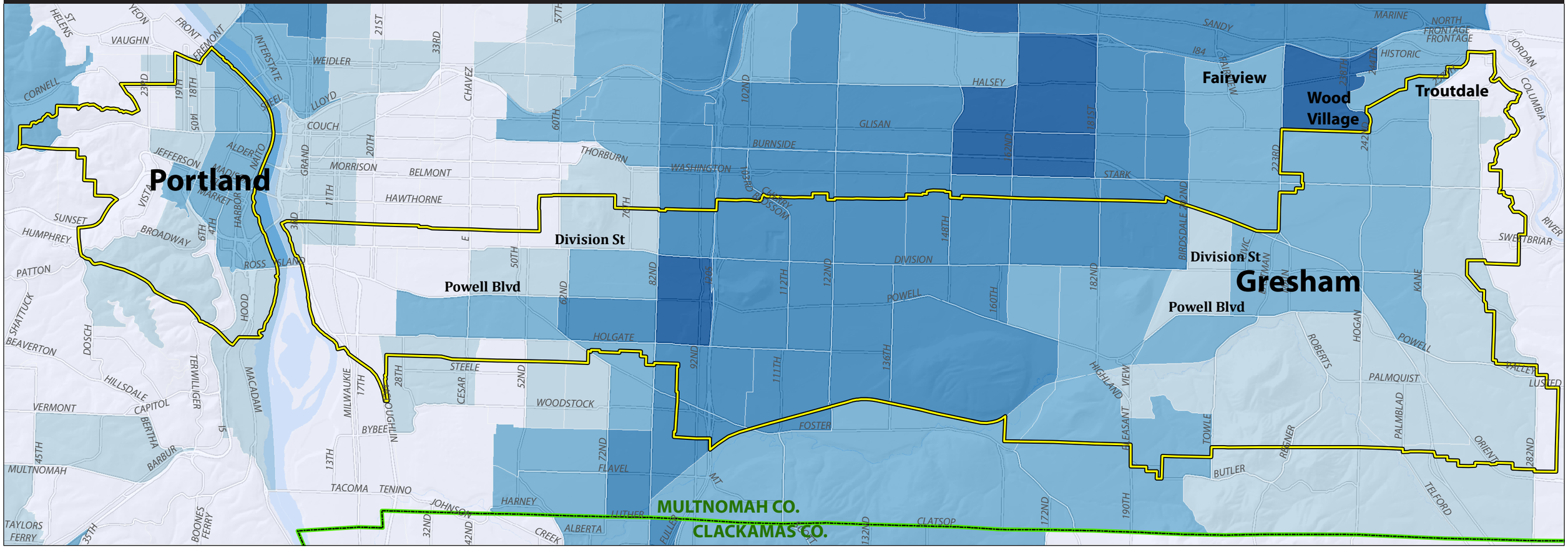
Total Population per square mile by 2010 census tract geographies.
Source: calculated from US Census Bureau, 2010 Census, Summary File 1, Table DP-1.
From Portland Comprehensive Plan map app:
http://www.portlandbps.com/gis/cpmapp/

corridor study area

0 0.5 1 2 Miles

Notes:

Powell-Division Transit and Development Project



Demographics

Communities of Color

percent self-identify as non-white

- 2.2% - 8.7%
- 8.8% - 15.3%
- 15.4% - 23.1%
- 23.2% - 32.7%
- 32.8% - 48.8%

Percent of the total population self-identifying as non-whte by 2010 census tract geographies.

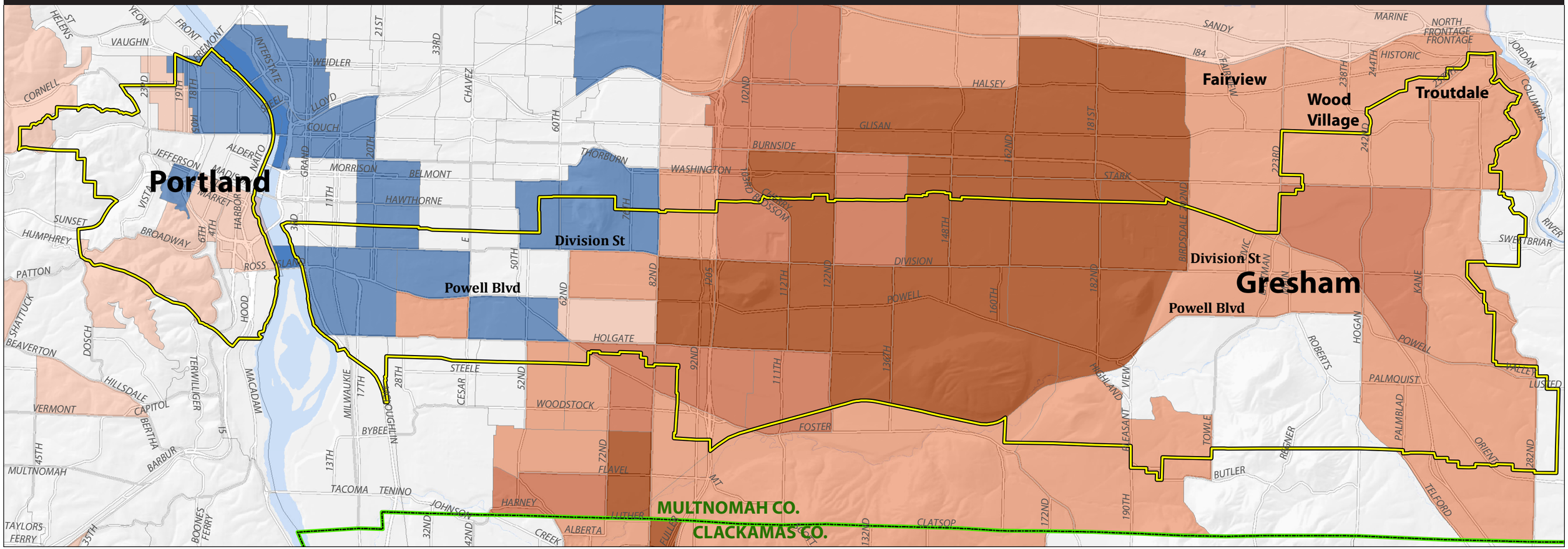
Souce: US Census Bureau, 2010 Census, Summary File 1, Table QT-P5.
From Portland Comprehensive Plan "map app"
http://www.portlandbps.com/gis/cpmapp/

corridor study area

0 0.5 1 2 Miles

Notes:

Powell-Division Transit and Development Project



Demographics

Population Who Speaks English Less Than "Very Well"

Percent Change 1990 - 2007

- minus 7.09 to minus 2.50 percent
- minus 2.49 to plus 2.50 percent
- 2.51 - 5.00 percent
- 5.01 - 10.00 percent
- 10.01 - 15.00 percent
- greater than 15 percent

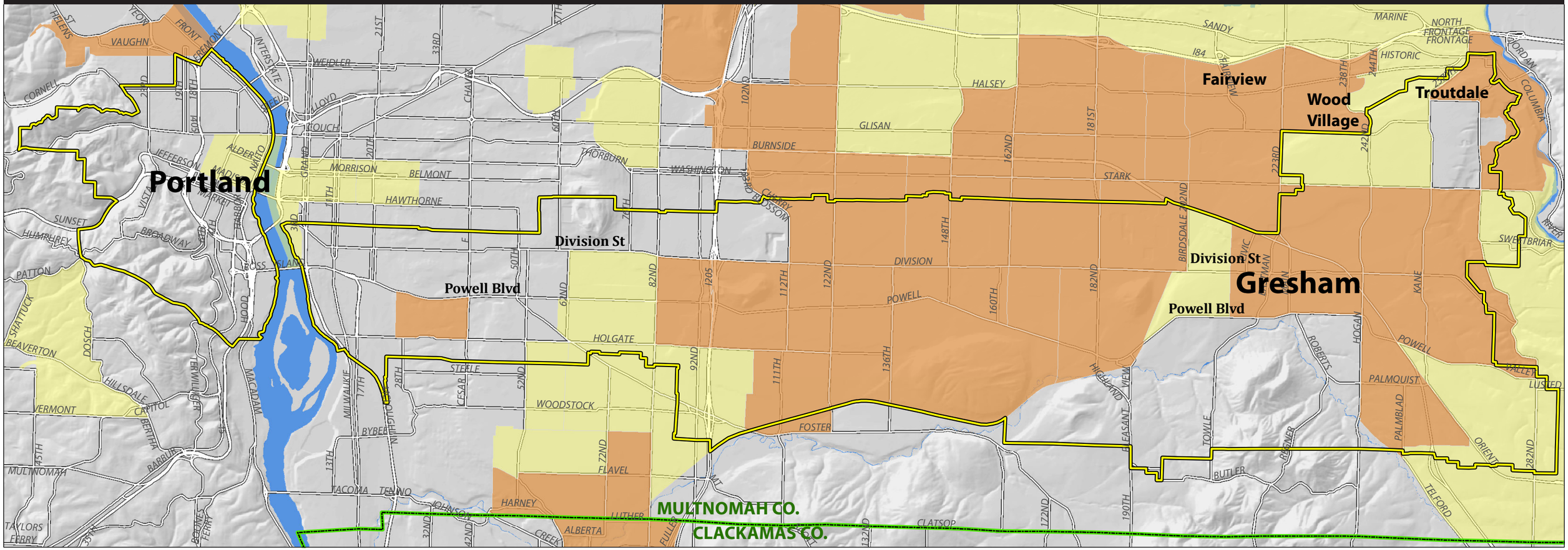
corridor study area

0 0.5 1 2 Miles

Souce: US Census Bureau, 2010 Census

Notes:

Powell-Division Transit and Development Project



Demographics

Limited English Proficiency

- Over 5% of pop speaks Spanish at home and speaks English less than "very well"
- Over 5% of pop speaks Spanish at home

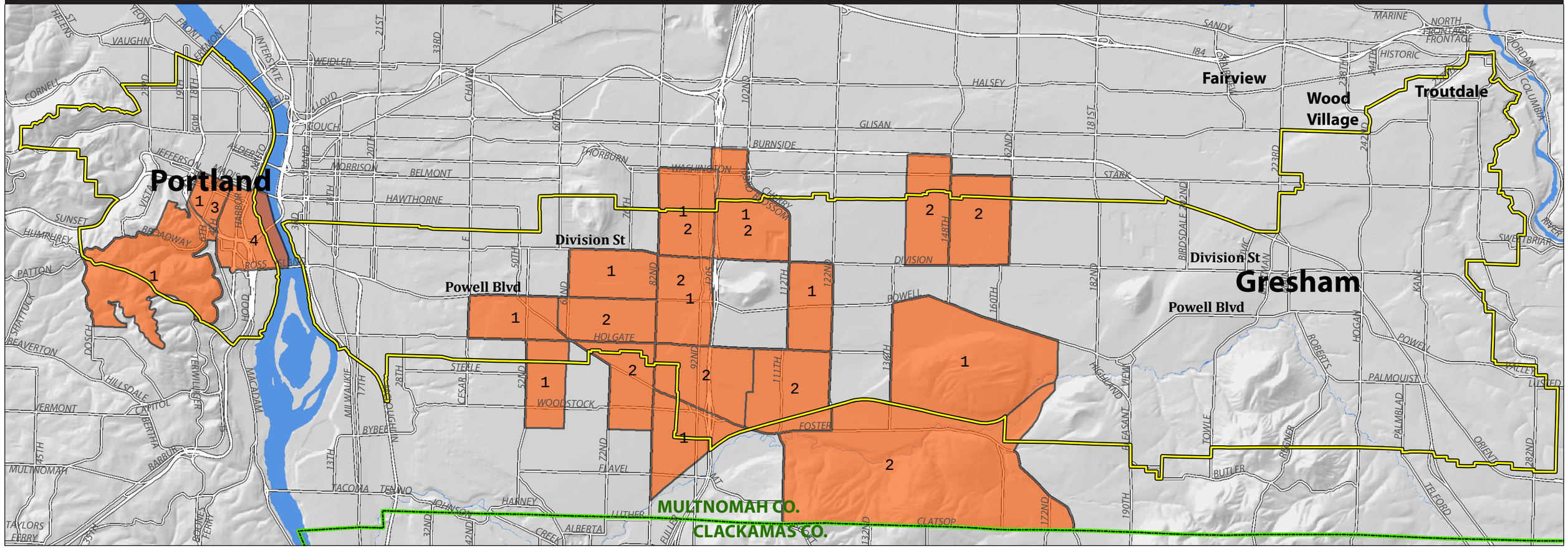
corridor study area

0 0.5 1 2 Miles

Souce: US Census Bureau, 2010 Census

Notes:

Powell-Division Transit and Development Project



Demographics

Non Spanish Languages and Limited English Proficiency

Over 5% of population speaks a language other than English or Spanish at home and speaks English less than very well

Map Key for languages

1 - Chinese
2 - Vietnamese
3 - Japanese
4 - Arabic

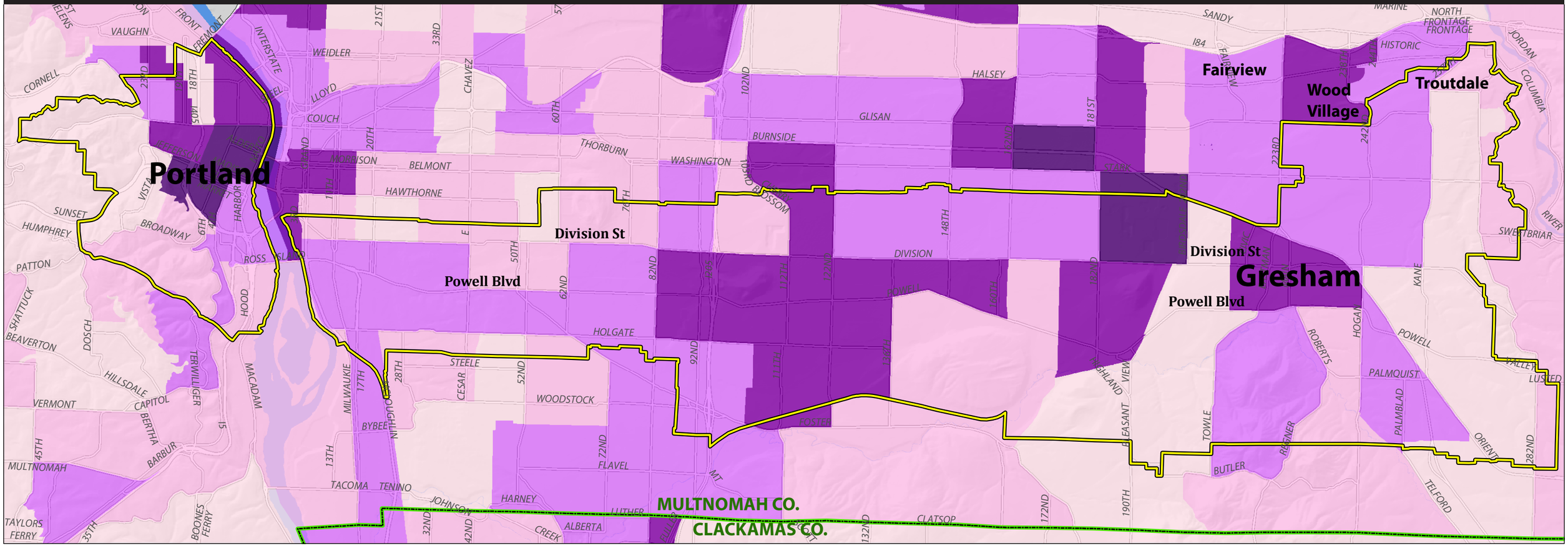
corridor study area

0 0.5 1 2 Miles

Souce: US Census Bureau, 2010 Census

Notes:

Powell-Division Transit and Development Project



Demographics

percent of individuals below poverty

- 0.3 - 8.1
- 8.2 - 15.1
- 15.2 - 23.4
- 23.5 - 34.8
- 34.9 - 62.3

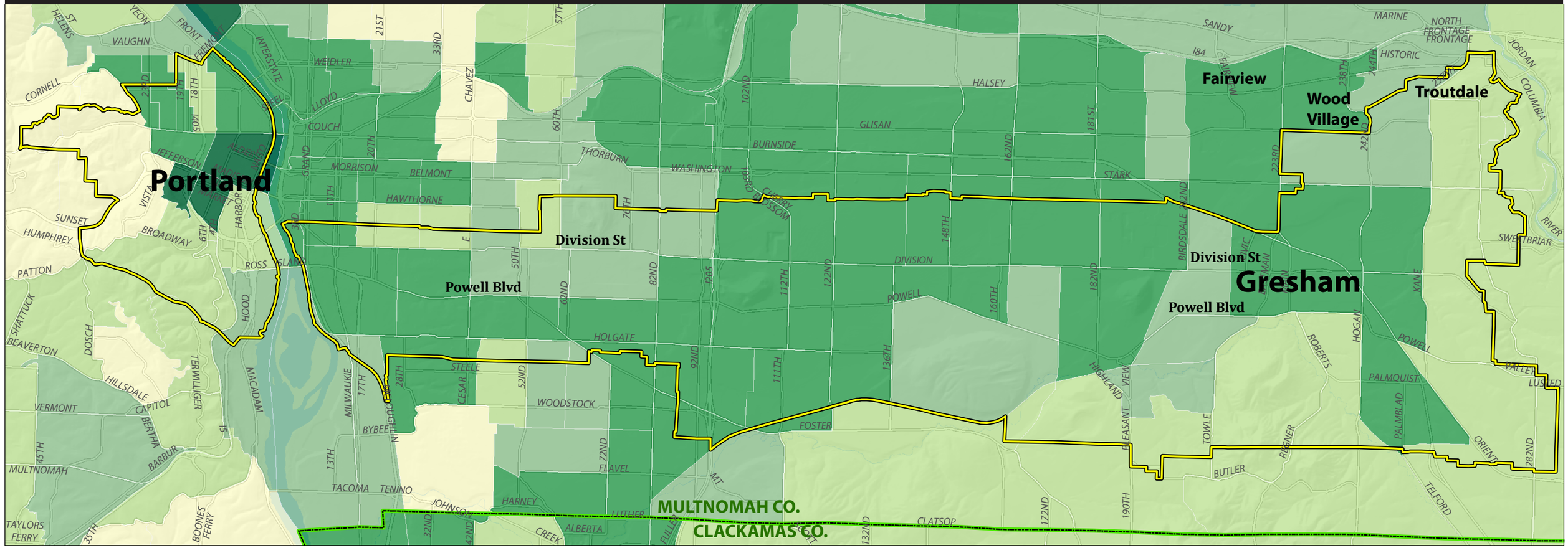
corridor study area

0 0.5 1 2 Miles

Source: calculated from US Census Bureau,
The 2007-2011 American Community Survey 5-year estimates; S1701

Notes:

Powell-Division Transit and Development Project



Demographics

Median Income

- $0.00 - $25,000
- $25,000 - $47,243
- $47,244 - $60,000
- $60,000 - $95,000
- $95,000 - $141,543

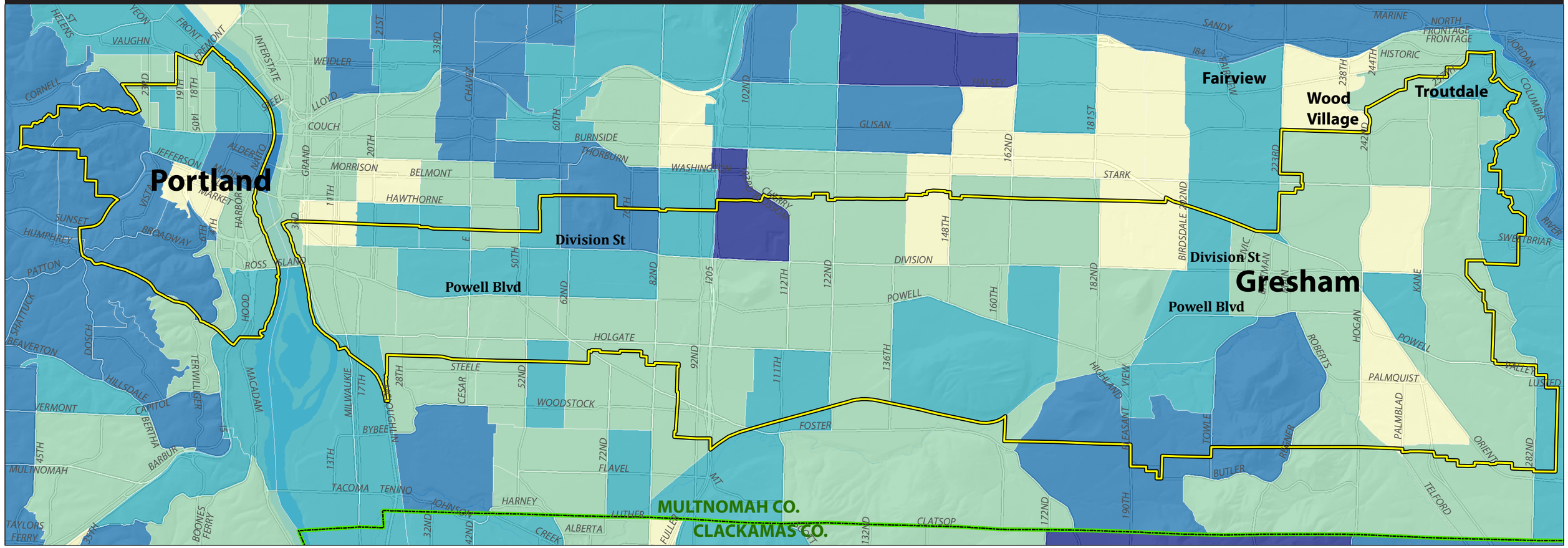
corridor study area

0 0.5 1 2 Miles

Source: calculated from US Census Bureau,
Median household income in the past 12 months by 2010 census geiographies.
2007-2011 American Community Survey, Table B19013.

Notes:

Powell-Division Transit and Development Project



Demographics

Median Age

- 21 - 31
- 32 - 36
- 37 - 40
- 41 - 46
- 47 - 61

Total Population per square mile by 2010 census tract geographies.
Source: calculated from US Census Bureau, 2010 Census, Summary File 1, Table DP-1.
From Portland Comprehensive Plan map app:
http://www.portlandbps.com/gis/cpmapp/

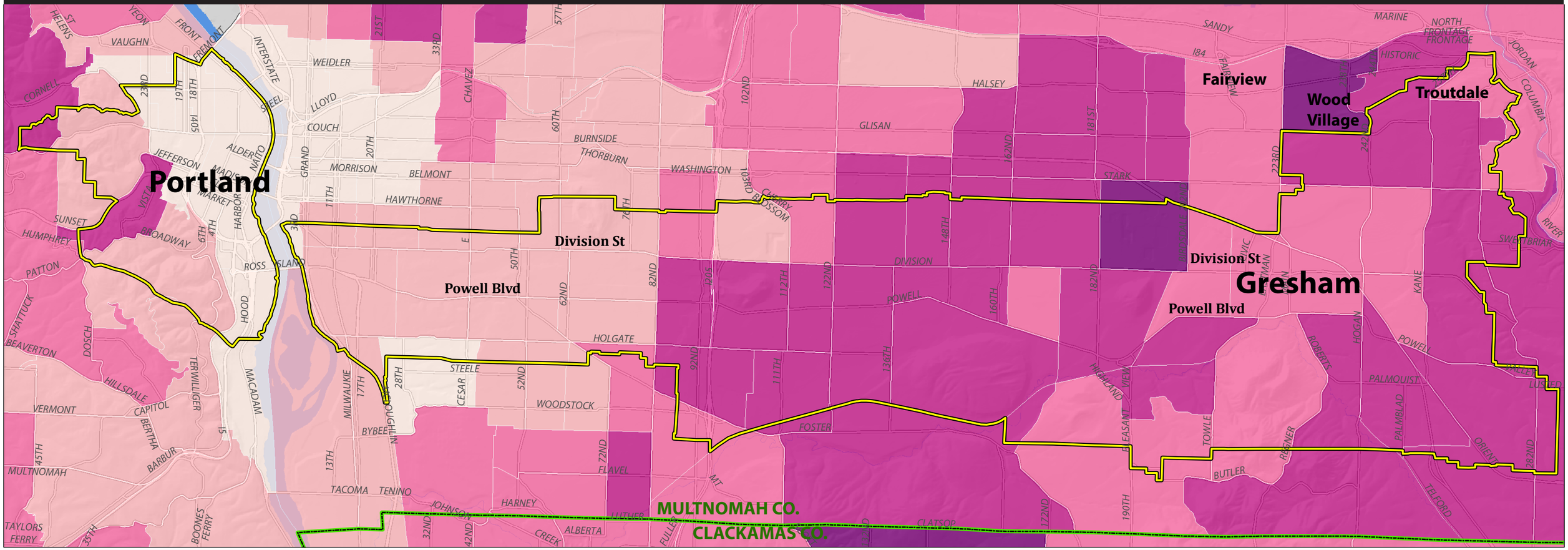
corridor study area

0 0.5 1 2 Miles

N

Notes:

Powell-Division Transit and Development Project



Demographics

Youth Population

persons 18 and under

- 10% or less
- 11% - 20%
- 21% - 25%
- 26% - 30%
- greater than 30%

Total Population per square mile by 2010 census tract geographies.
Source: calculated from US Census Bureau, 2010 Census, Summary File 1, Table DP-1.
From Portland Comprehensive Plan map app:
http://www.portlandbps.com/gis/cpmapp/

corridor study area

0 0.5 1 2 Miles

N

Notes: