

Meeting: Powell-Division Transit and Development Project Steering Committee
Date: Monday, March 17, 4 to 6 p.m.
Place: Portland Community College Southeast Center, Community Hall
2305 SE 82nd Ave, Portland
Outcomes: 1) Establish committee decision making
2) Agreement on project outcomes and goals

1. Welcome and introductions (20 minutes)

2. Public comment (10 minutes)

3. Steering Committee charge and decision making (30 minutes)
   • Discuss Steering Committee charge and responsibilities
   • Discuss procedures for meeting and making decisions as a group

   Proposed decision: Establish project decision making

4. Making decisions: Project outcomes and goals (30 minutes)
The project outcomes and goals provide direction for steering committee decisions. Going forward, the goals will be the basis for screening and evaluating alternatives the project will consider.
   • Discuss project outcomes
   • Discuss project goals

   Proposed decision: Adopt project outcomes and goals

5. Project information and next steps (20 minutes)
   • Summary of project information
   • Project calendar and next steps

   Question: What information will help you in this process?

6. Public comment (10 minutes)

7. Adjourn
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Summary

Every day more than 17,000 trips occur on the TriMet bus lines #4 (Division) and #9 (Powell) between downtown Gresham and Portland’s Central City. Thousands of people ride transit to work, school, shopping, and home. Transit connects neighborhoods, commercial areas, colleges — including Portland State University, Warner Pacific College, Portland Community College Southeast Center, and Mount Hood Community College — as well as high schools representing several school districts.

The Powell-Division Transit and Development Project aims to make those daily trips better — more pleasant, safe, reliable and efficient. A new high capacity transit line can increase access to businesses, jobs, services, community amenities, and leverage related capital projects and new development.

The Powell-Division Corridor is a key regional priority for future transit investments. Regional plans, including the Regional Transportation Plan (RTP) and the Regional High Capacity Transit (HCT) Plan identify the Powell-Division Corridor as a “Near Term Regional Priority” along with the SW Corridor. This priority was further endorsed during the East Metro Connections Plan. This current work is a joint effort between Metro, TriMet, ODOT, Gresham, Portland, and Multnomah County.

This document is designed to help decision-makers and the public understand how land use and transportation conditions and other relevant factors in the corridor affect economic vitality, community health and livability today, and how those conditions affect opportunities for all. This first page lists the key decisions we will be making in the first steering committee meeting. The next several pages provide an overview of the project area, and some background on the places, people, and transportation that makes up the corridor.

Steering Committee Meeting

March 17, 2014

During this first steering committee meeting we will work together to confirm how we will make decisions and answer the following questions:

- Decision making
  Proposed decision: Establish project decision making

- Adopt the Project outcomes and goals
  Proposed decision: Adopt project outcomes and goals

- Project information
  Question: What other information will help you in this process?

Proposed Outcomes

(to be confirmed by Steering Committee)

Gresham and Portland will work together to identify key places that promote economic development and serve the community, leveraging future transit investments. Metro, TriMet, ODOT, Gresham, Portland, and Multnomah County will develop a near-term transit solution for the corridor that efficiently serves high ridership demand, is coordinated with related transportation investments, and recognizes limited capital and operational funding.

Create an actionable plan for key places (future station areas) and improved mobility to address long-standing infrastructure and investment issues along Powell-Division.

1) Create a vision and development strategy for key investment focus areas.
2) Identify a preferred high capacity transit alternative, including mode, alignment, and station locations with supporting transportation improvements.

Proposed Goals

(to be confirmed by Steering Committee)

- Well-being: Future development and transit improvements support healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.

- Transportation: People have safe and convenient access to efficient and frequent high capacity transit and the transportation system gets them where they want to go.

- Equity: Future development and transit improvements reduce existing disparities and equitably distribute the benefits and burdens of change.

- Efficiency: A high capacity transit project is efficiently implemented and operated.
PLACES

Portland State

Portland State is Oregon's largest and most diverse public university; the 50-acre campus has 30,000 students enrolled and is an anchor to downtown.

Neighborhood Nodes

SE Transportation Hub: Connects light rail, streetcar, bus lines, regional trails, OMSI, and PCC.

SE 82nd: With an expanding PCC southeast campus, this area is the site of the Jade District Neighborhood Prosperity Initiative (NPI) to foster economic opportunity and neighborhood vitality.

SE 122nd: A Major Transit Priority Street and a major city traffic street, 122nd is planned for pedestrian and other streetscape improvements to serve residential neighborhoods and commercial areas, in the heart of the Division-Midway Alliance.

SE 182nd: With its close proximity to Gresham's Downtown and the Rockwood Neighborhood, this is one of 10 key regional focus areas for TriMet's Pedestrian Network Analysis.

PCC Southeast

Portland Community College Southeast Center serves about 10,000 students annually and just began a $34 million expansion. When completed, the campus will accommodate 18,000 students annually.

Downtown Gresham

As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

Mt. Hood CC

With 33,000 students annually district-wide, Mount Hood Community College is planning for major capital improvements as it approaches its 50th anniversary.

Innovation Quadrant

Portland's Innovation Quadrant enhances the connections and collaboration between higher education institutions, workforce development providers and private sector partners that are currently located in four districts in the Central City. OHSU has 13,500 employees.

Central Eastside

One of the city's largest employment districts, the central eastside now includes more than 1,100 businesses with more than 17,000 employees. Reflecting the changing nature of industry and technology, the area is emerging as an attractive location for cross-industry exchange, from film and digital enterprises to food, creative services and craft industries.

East Portland

With the recently completed East Portland in Motion Plan, Portland and other agency partners have over $36 million of local and secured grant funds committed to implementing priority projects for walking, biking, and access to transit, including projects on Powell and Division.

Jobs

Major employers include:
- Oregon Health & Science University: 13,500 employees
- TriMet: 2,600 employees
- Fred Meyer headquarters: 2,000 employees
- Advanced Business Technologies: 500 employees
- Mt. Hood Community College: 750 employees

Mt. Hood

100%
**PEOPLE**

The Powell-Division Corridor connects the two largest cities in the metropolitan region. It is home to a growing and diverse population. Many people live in the corridor, and many people take transit in the corridor. There are over 5,000 trips a day on the 64-Division bus and over 8,300 trips a day on the 98-Powell bus within the corridor.

**Total Population within the Powell-Division Corridor**
- Portland Central City: 47,854
- Southeast Portland: 64,034
- East Portland: 87,230
- Gresham: 73,076

Source: calculated from US Census Bureau, 2010 Census, Summary File 1, Table DP-1.

**TRA HipATION TO WORK**

Nearly sixty percent of commuters in Portland central city commute by means other than driving alone.

**46%** Percentage of Gresham residents whose commute to work is greater than 10 miles

**9.4** Average distance of work commute in East Multnomah County, compared to 7.6 miles for the region

**HOUSING BY TYPE**

The mix of home ownership varies along the corridor.

**DIVERSIFYING POPULATION**

While the overall population in the cities of Portland and Gresham is growing, the proportion of communities of color is growing faster.

**POVERTY**

The Public Engagement Report provides information on early public engagement efforts, input opportunities to date, and findings from comments received.

**YOUTH POPULATION**

Source: calculated from US Census Bureau, 2010 Census, Summary File 1, Table DP-1.
TRANSPORTATION

This page provides summary highlights of the transportation system in the corridor. Powell Boulevard and Division Street are both important components of the transportation network, and carry vehicles, freight, transit, bicycle riders, and pedestrians.

ROADWAY
- Powell Blvd. and Division St. both serve as important east-west arterials for regional and local travel.
- SE Powell Blvd. has an annual average daily traffic (AADT) of approximately 38,000 vehicles west of I-205, and approximately 17,000 vehicles east of I-205.
- Lane width and vehicle capacity varies on both Powell and Division in different areas of the corridor.
- Arterials and collectors within Gresham are carrying expected volumes without any one street experiencing an overburden.
- Currently within Gresham, none of the intersections monitored within the study area are operating at a high or severe congestion level.

SAFETY
- The Portland High Crash Corridor program has identified Powell, Division, SE Powell, and 122nd, and Foster as high crash corridors - five of the ten city-wide are in the project area.
- The Portland-Division project can leverage existing investments in the MAX blue line, green line, and the Gresham transit center.
- There is an opportunity to use the future Willamette River Transit bridge and transitway, which is over one mile of exclusive transit way leading into downtown Portland.

ACTIVE TRANSPORTATION
- East Portland in Motion (EPM) is an implementation strategy to improve conditions for walking, biking, and taking transit in east Portland.
- Over $47 million has been allocated to EPM implementation by Portland and other agency partners between 2012 and 2018. As of November 2013, approximately $17.5 million of the above funding has been spent by Portland.

SYSTEM MANAGEMENT
- Transportation System Management and Operations (TSMO) is a set of integrated transportation solutions intended to improve the performance of existing and new transportation infrastructure.
- Strategies such as coordinated signals, adaptive signal timing and transportation management associations have been implemented in some locations, but there are additional opportunities.

SUMMARY

RECENT PROJECTS AND EFFORTS IN THE CORRIDOR: A wide variety of corridor, roadway, safety, active transportation plans and projects have recently been completed in the corridor. These include the Inner Powell Boulevard Streetscape Plan, the Outer Powell Boulevard Conceptual Design Plan, the Division Green Street/Main Street Plan, East Portland in Motion, and the East Metro Connections Plan. The City of Portland is currently working on the Division Neighborhood Street Plan in the vicinity of the Division-Midway Neighborhood Prosperity Initiative Area, safety improvements through the Portland High Crash Corridor Program, and sidewalk, bikeway, and other priorities identified in East Portland in Motion.

Concurrently with the Powell-Division Transit and Development Project, TriMet is conducting Service Enhancement Plans in east and southeast in order to identify future route changes, service improvements, and other investments in the bus network. ODOT recently completed the Outer Powell Safety Project, and will be advancing project development consistent with the Outer Powell Boulevard Conceptual Design Plan.
Opportunities and Constraints: Land Use Summary

The Powell Division Transit and Development Project geography connects downtown Portland to downtown Gresham through a variety of land uses and road contexts. This page provides a contextual overview of the corridor, summarizing some of the key places and road characteristics of Powell and Division through the corridor. More information for each section is provided in the Opportunities and Constraints: Land and Development document. Each box on this pages provides a summary of a map page found in that document.

PORTLAND - CENTRAL CITY

The Central City is the regional center for the economy, arts and cultural activities, retail, entertainment, tourism, higher education, urban living and a multimodal transportation network. Located within a beautiful natural setting that has the Willamette River as its centerpiece, Central City is also the historic core of the city and region.

The Powell-Division Transit and Development project will connect the Central City to Portland and Gresham and increase access to Central City employment, education and transportation resources. The route alignment will need to be coordinated with the Portland-Milwaukie MAX and any bus re-routing that occurs as a result of the new bridge.

DIVISION – CENTRAL EASTSIDE TO 82ND AVE

Much of inner Division, which runs from 3rd Ave to 62nd Ave is a typical "main street" with mixed-use buildings, pedestrian activity and neighborhood-serving retail uses. However, closer to the river, Division runs through a primarily industrial area; east of 50th Division is more residential with institutional uses present.

West of 60th Ave, where Division is typically one travel lane in each direction with on-street parking (36-feet) and continuous sidewalks, the roadway carries an average of 13,000 to 18,000 vehicles per day. Between 60th Ave and 80th Ave, Division (44 feet) gains a center turn lane and bike lanes. There is no on-street parking. The posted speed is typically 25 mph west of 60th Ave and 35 mph east of 60th Ave. Division is a high crash corridor from 12th Ave to 174th Ave (city limits) per the city High Crash Corridor Program.

P DIVISION – 82ND AVE TO GRESHAM

Development along Division between 82nd Ave and Gresham is generally a mix of one- to two-story commercial and residential buildings. East of 122nd Ave, traffic volumes increase, and Division carries an average of 48,000 vehicles per day with a posted speed of to 35 mph. There are two travel lanes in each direction, a center turn lane, bike lanes and on-street parking.

GRESHAM POWELL

A commercial area is clustered around 182nd/Hillcrest and includes Walmart, a grocery store and pharmacy. To the east, the corridor is largely single-family residential, although it does include some natural areas, multi-family development and the Gresham-Fairview Trail. Powell is often four lanes but narrows to two lanes as it passes under the bridge that carries the trail over Powell. When Powell reaches Downtown, it is a five-lane street.

Historic Downtown Gresham includes small, walkable blocks, many local businesses and Main City Park. The Downtown Plan and Gresham’s zoning offer significant development potential.

GRESHAM EAST

Division, Stark, Kane, and Hogan are all five-lane arterials that carry as many as 30,000 vehicles a day. The major intersections include commercial shopping areas, while much of the rest of the area contains residential areas. Mount Hood Community College, Gresham Vista Business Park, and Legacy Mt. Hood Hospital are all significant campuses with plans to expand. Gresham Golf Course is also an important destination.

March 17, 2014
Representative Shemia Fagan - Oregon State Legislature
Shemia grew up in rural Oregon and now serves as District 51's representative. She is involved with the Education, Business and Labor committees and is the Vice-Chair of the Veteran's Affairs and Emergency Preparedness Committee.

Heidi Guerin - Upstream Public Health
Heidi has worked with Upstream Public Health since 2010, focusing on making sure transportation policies and investments promote community health and reduce health disparities between different groups. She has a Master’s in planning from PSU and is completing her last requirements for a Master’s in public health from OHSU. She lives in inner Southeast Portland and gets around primarily by foot, bike and transit.

Jessica Howard - President, Portland Community College Southeast
Jessica is the campus president of the Southeast/Extended Learning Campus of Portland Community College. She holds a Ph.D. from New York University in Performance Studies and, from Rice University, degrees of Master of Music, Bachelor of Music, and Bachelor of Arts in English. Prior to moving to Portland with her family in August of 2012, Dr. Howard enjoyed a long tenure at San Antonio College in San Antonio.

Nicole Johnson - OPAL Environmental Justice Oregon
Nicole grew up in Portland and is a graduate of PSU. She engages with a broad range of transit-dependent youth through her work as a Youth Organizer at OPAL Environmental Justice Oregon, and supports youth transit riders within OPAL’s Bus Riders United Leadership Committee.

Kem Marks - East Portland Neighborhood Office and East Portland Action Plan
Kem is a Southeast Portland resident and lives along Powell Boulevard. He is active in the Powellhurst-Gilbert Neighborhood Association, East Portland Land Use and Transportation Committee, and the East Portland Action Plan. He regularly walks and rides transit in the corridor.

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Neil McFarlane - TriMet
As the General Manager of TriMet, Neil headed up the agency’s Capital Projects division where he led the development, design and construction of the Airport, Interstate, I-205/Portland Mall light rail projects as well as the WES Commuter Rail project. In addition to his commitment to rail projects, Neil has advanced extensive capital investments in the bus system.

The steering committee will work together to understand public input and technical analysis and to make good decisions that have community support. Committee members include residents, transit riders, community organization leaders, business representatives, elected officials and agency directors.

They will play a central role in identifying a new transit project and shaping a development strategy for key places in Gresham, East Portland and Southeast Portland. Public input opportunities will precede the decisions steering committee members will be asked to make. They will receive public input in advance of their meetings so that they are aware of community needs and desires.

The Steering Committee is anticipated to meet five times over the course of 2014-15.

more information can be found at: www.oregonmetro.gov/powelldivision