

Powell-Division Transit and Development Project

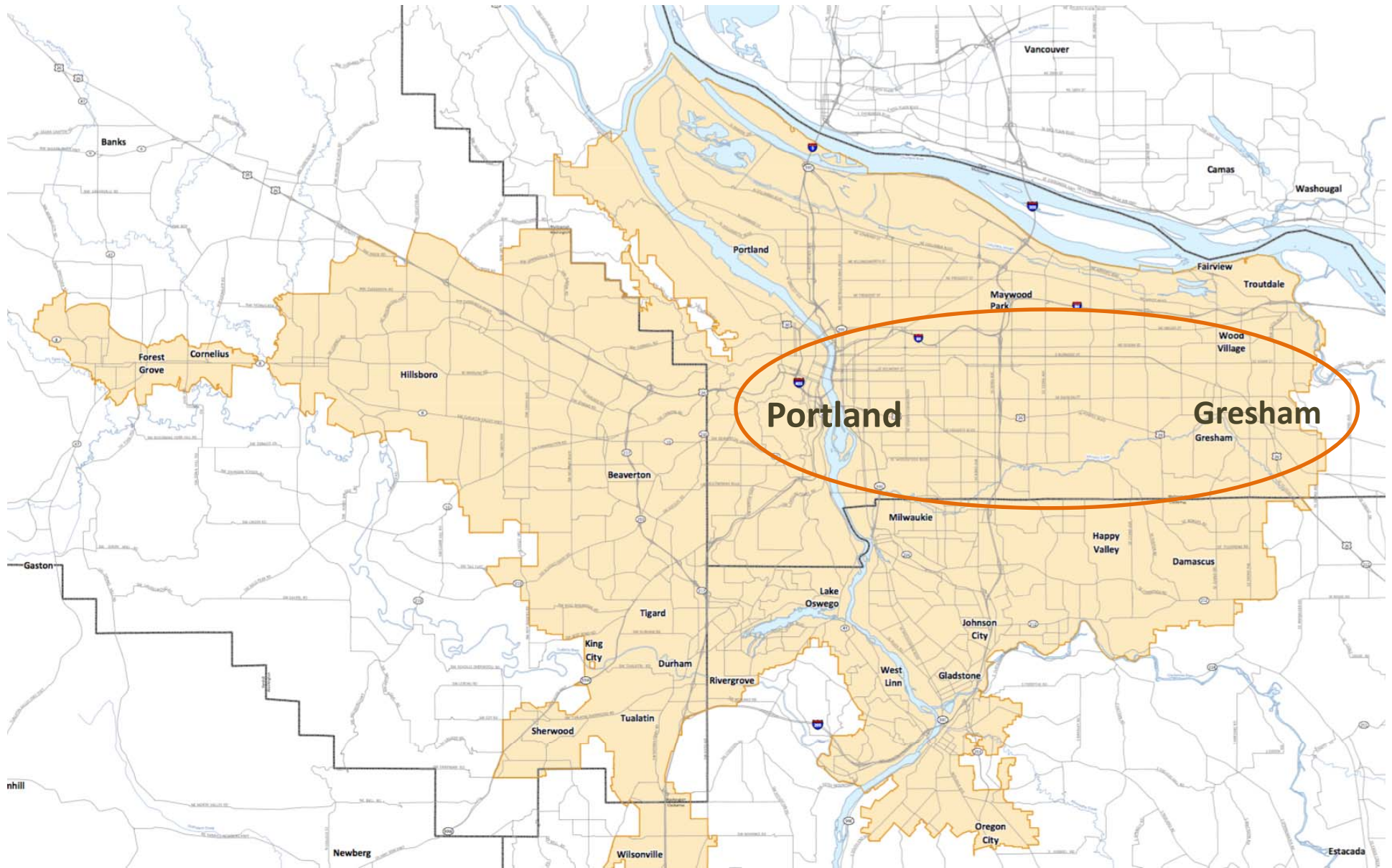
Multnomah County Commission

December 15, 2016



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

A partnership of Metro, TriMet, the cities of Portland and Gresham
Multnomah County and the Oregon Department of Transportation



First bus rapid transit in TriMet's system will connect the two largest cities in the Portland region

Public engagement: In depth approach

- Extensive boots on the ground
- Connect transit project to broader community goals
- Multi-cultural, multi-lingual meetings and materials
- Community representation on steering committee



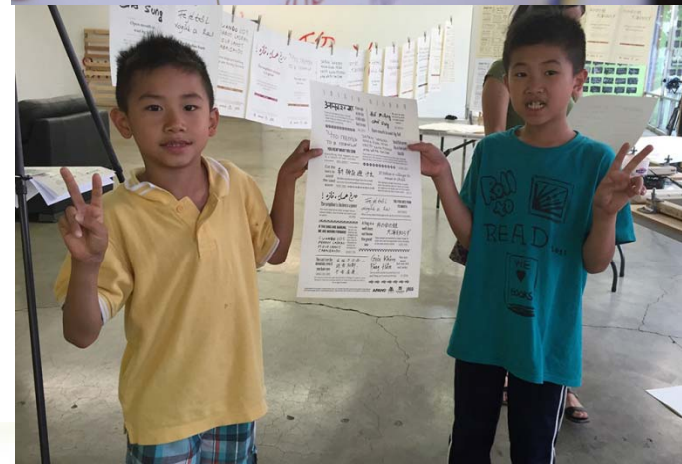


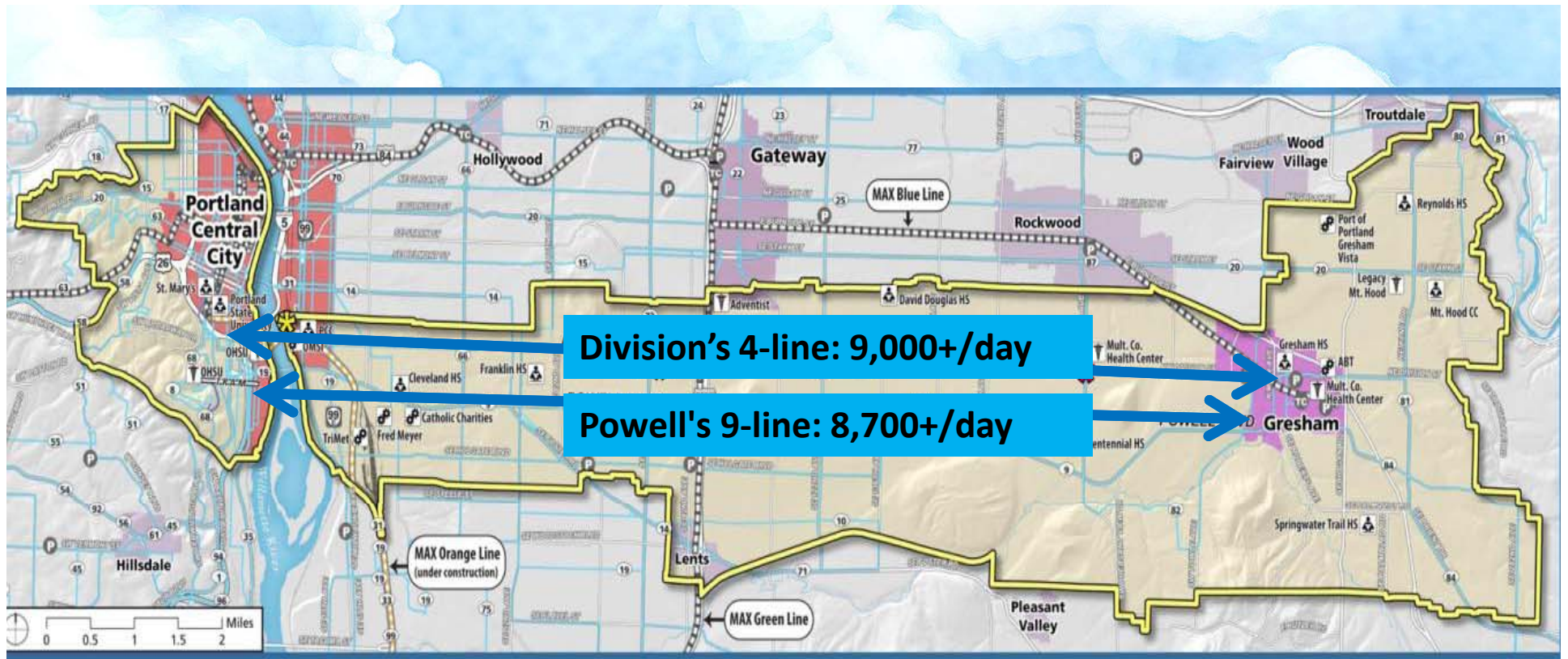
22-member Steering Committee

- Elected officials
- Agency leaders
- Educational institutions
- Housing advocates
- Health advocates
- Environmental justice advocates
- Communities of color
- Neighborhood associations
- Transit riders
- Business representatives
- Environmental advocates

Engagement

- Business canvassing
- Equity work group
- Neighborhood and community forums, open houses, focus groups
- Student and youth engagement
- Libraries, farmers markets, community events, schools
- Multiple surveys at bus stops, online—almost 10,000 combined survey responses!
- Outreach to Russian, Spanish, Vietnamese, African, Bhutanese, Chinese, Latino, Tongan community members





High Transit Demand –

- Powell #9 and Division #4 high ridership
- Demand exceeds capacity with standees, pass ups
- Ridership predicted go grow 70% by 2035
- Identified as a Regional priority for High Capacity Transit



- High transit demand
- High levels of congestion
- High Crash Corridors
- Most diverse part of Oregon
- Need for public investments
- Constrained Urban Corridor



Locally Preferred Alternative

- Mode: Bus rapid transit
- Route: Downtown Portland to downtown Gresham
- Approximately 38 stations

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 (5th and 6th avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8th Avenue in Portland to the Gresham Transit Center.

Locally Preferred Alternative



Better transit – Responsive to needs

- **More access to more opportunities**
- **Quicker, more reliable trips**
 - Higher level of Transit Signal Priority
 - All-door boarding
 - Less stopping
 - Higher capacity vehicle
- **Context sensitive approach**
 - East Portland and east county also need more access and safer crossings
 - Inner Division needs more bus capacity



Project Features

New 60-foot articulated buses

- Faster boarding with multiple doors
- Carry 60% more people, fewer pass ups
- Longer, not wider than current buses
- Branded - special look and feel



Example 60-foot bus

Project Features

Substantial stations with wider spacing

- Weather protection and lighting
- Information on bus arrival times
- Some other amenities, such as bike parking and benches
- Branded – special look and feel



Project Features

Other Improvements

- Queue jumps at key congested intersections to allow buses to move around cars
- Traffic signal priority to give buses longer green lights
- Level or near level platforms
- Upgrading sidewalks with ADA ramps
- Improved street crossings



Project Features

Other Improvements

- Service improvements on other lines to connect and serve communities using hours from replacing 4-Division with BRT
- MHCC students receive bus service improvements – with strong connection to BRT and MAX.





Existing SE Division & 122nd Ave

Outer Division Visualization

- Major intersection

Example station





Outer Division Visualization - Major intersection

Example Station

Existing SE Division &
122nd Ave





Existing SE Division &
119th Ave

Outer Division Visualization

- between major
Intersections

Example Station





Existing Division &
Bella Vista - Gresham

Outer Division

-Station integrated with
sidewalk

Example Station





Existing SE Division &
30th Ave

Inner Division

- Station integrated with sidewalk

Example





Timeline and Next Steps

- December 2016: LPA Adoption by Agencies
 - 2017-2018: Design, environmental review, federal funding
 - 2019-2021: Construction
 - 2021: Start new transit service
 - *Engagement will be ongoing*
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