



Help make transit better in your community.



Powell-Division Transit and Development Project

# Powell-Division Transit and Development Project

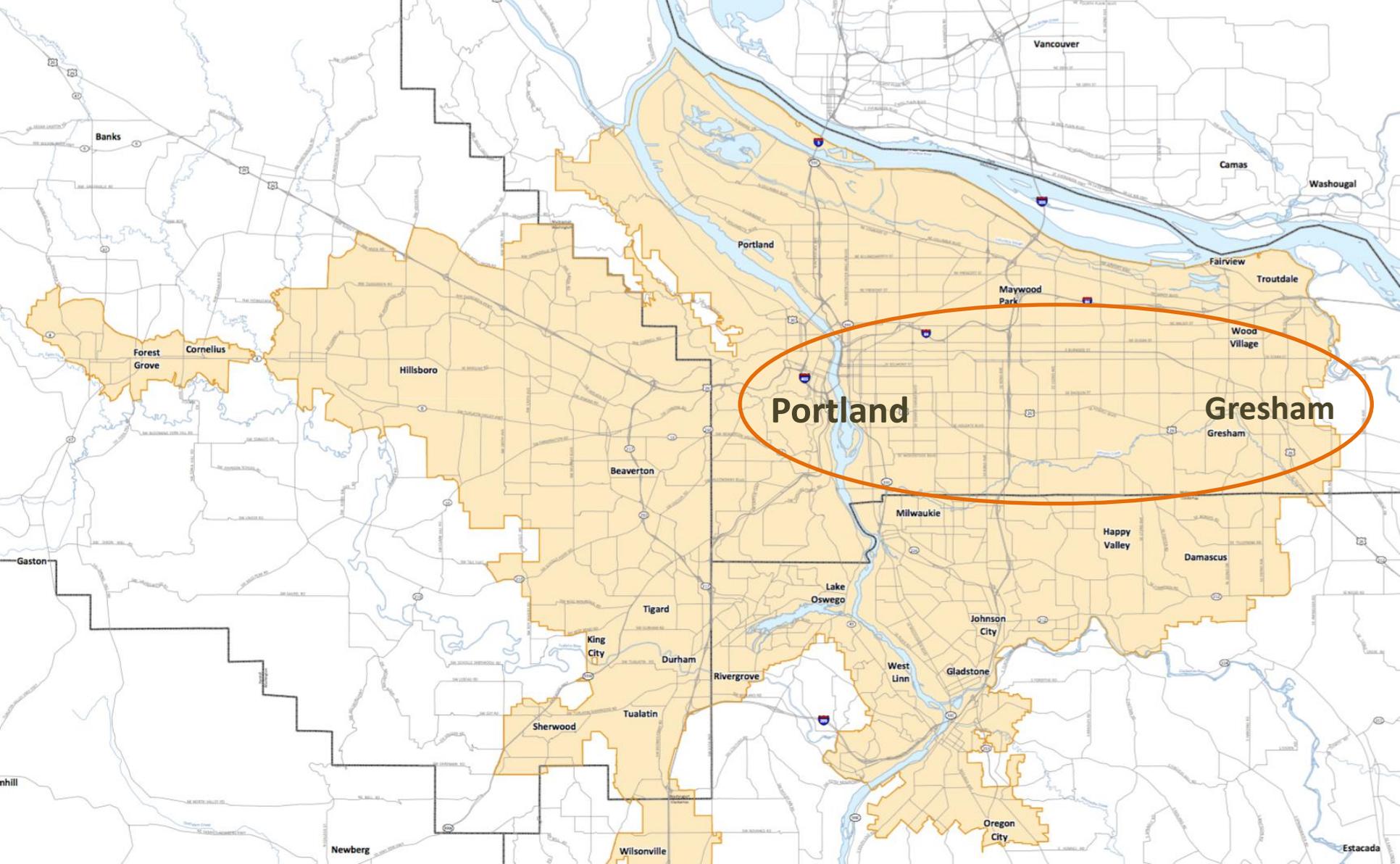
## Multnomah County Commission

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



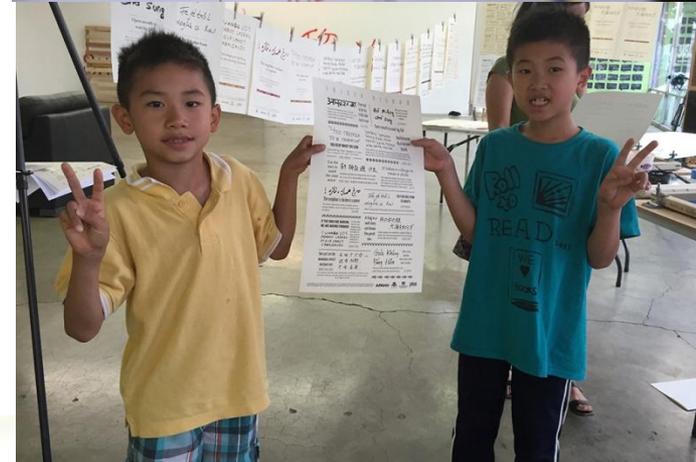


## 22-member Steering Committee

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



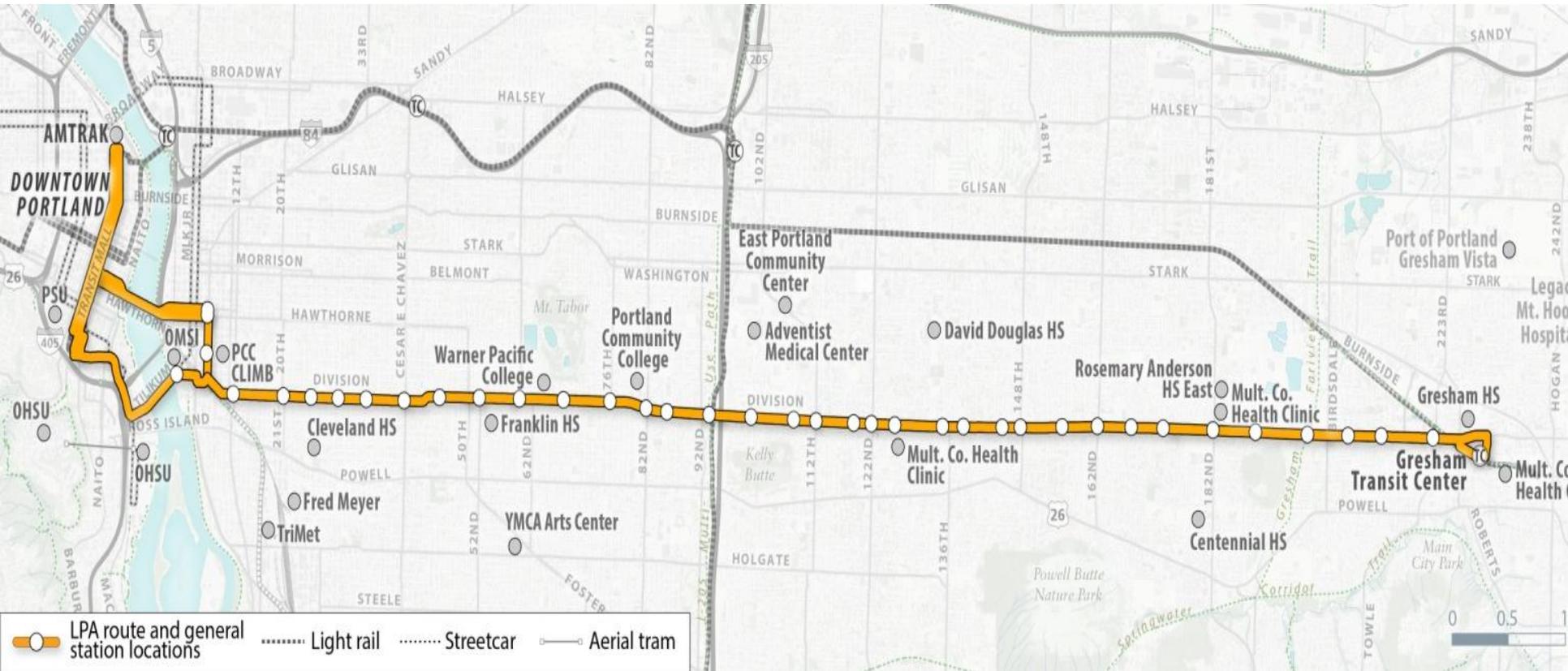
## Locally Preferred Alternative

- 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 (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.

# 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.





# Outer Division Visualization

- Major intersection

Example station

Existing SE Division & 122<sup>nd</sup> Ave





# Outer Division Visualization - Major intersection

Example Station

Existing SE Division &  
122<sup>nd</sup> Ave

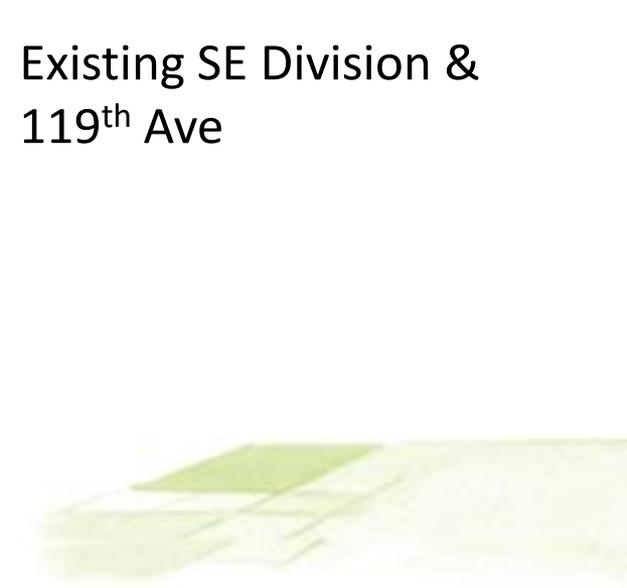




# Outer Division Visualization

- between major  
Intersections

Example Station





**Outer Division**  
**-Station integrated with sidewalk**

Example Station

Existing Division &  
Bella Vista - Gresham





Existing SE Division &  
30<sup>th</sup> 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*