

# Powell-Division Transit and Development Project

*Leah Treat, PBOT Director*

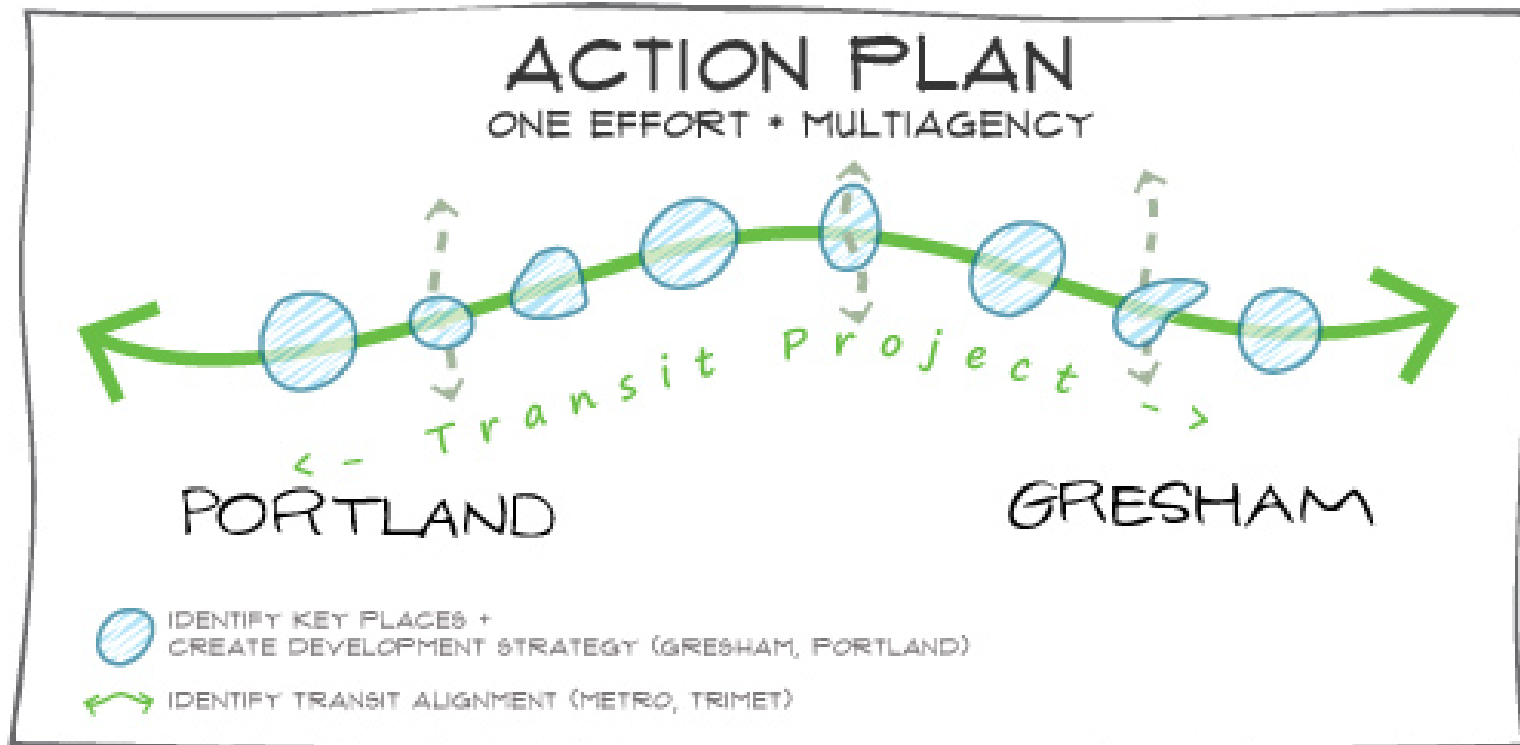
*May 13, 2015*

WE KEEP PORTLAND MOVING.



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Powell-Division Transit and Development Project



Portland and Gresham will work together to **identify key places** that promote economic development and serve the community by leveraging **future transit**.



PORTLAND  
**PROGRESS**

A 2-YEAR WORKPLAN FOR PBOT

INTERSTATE  
AND  
KILLINGSWORTH

NORTHWEST  
DISTRICT

HOLLYWOOD

CENTRAL CITY

GATEWAY

SUNNYSIDE

SE DIVISION  
AND  
122ND

# Vision Zero

## HIGH CRASH CORRIDORS



**LEGEND**

High Crash Corridor

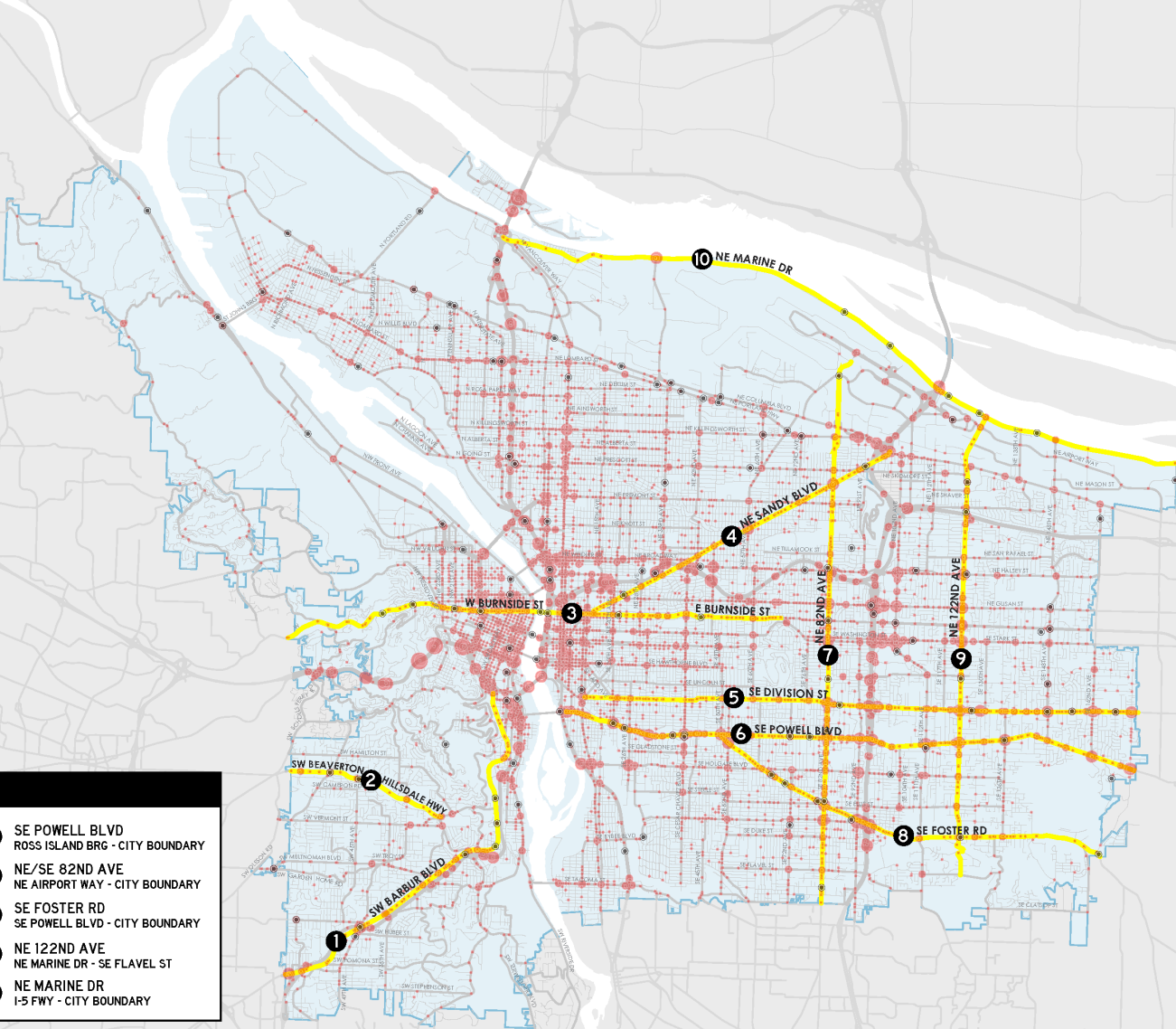
Fatal Crash, 2008 - 2012

**INJURY CRASHES, 2008 - 2012**

- 1-5
- 6-18
- 19-58
- 56-196

**HIGH CRASH CORRIDORS**

- 1** SW BARBUR BLVD  
CITY BOUNDARY - SW SHERIDAN ST
- 2** SW BEAVERTON-HILLSDALE HWY  
CITY BOUNDARY - SW CAPITOL HWY
- 3** W/E BURNSIDE ST  
CITY BOUNDARY - SE GILHAM AVE
- 4** NE SANDY BLVD  
NE 14TH AVE - NE KILLINGSWORTH ST
- 5** SE DIVISION ST  
SE 12TH AVE - CITY BOUNDARY
- 6** SE POWELL BLVD  
ROSS ISLAND BRG - CITY BOUNDARY
- 7** NE/SE 82ND AVE  
NE AIRPORT WAY - CITY BOUNDARY
- 8** SE FOSTER RD  
SE POWELL BLVD - CITY BOUNDARY
- 9** NE 122ND AVE  
NE MARINE DR - SE FLAVEL ST
- 10** NE MARINE DR  
I-5 FWY - CITY BOUNDARY





**PRESERVE**  
what we have  
built and  
**OPERATE**  
it well



Embrace  
**VISION**  
**ZERO**



**BUILD A**  
**FUTURE**  
where all can  
grow and thrive



Effectively  
**MANAGE**  
**CITY ASSETS**



Contribute to the  
**HEALTH AND**  
**VITALITY**  
of our people and  
our planet

# Powell-Division Transit and Development Project



Brian Monberg, Principal Regional Planner  
Metro

# Powell-Division Transit Project: Connecting Communities to Education, Healthcare, and Jobs

**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 loop, bus lines, regional trail, OMSI, and PCC.
- SE 82nd:** With an expanding PCC campus and zoned for intensive multi-use development, this area is the site of a Portland Development Commission (PDC) Neighborhood Prosperity Initiative (NPI) Urban Renewal Plan to foster economic opportunity and neighborhood vitality.
- SE 122nd:** A Major Transit Priority Street and a major city traffic street, 122nd is targeted for pedestrian and other streetscape improvements to serve the adjoining residential neighborhoods and commercial areas, and is also the site of a PDC NPI.
- 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.

**Portland CC Southeast**



Portland Community College Southeast Center serves about 10,000 students annually and just began a \$34million 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.



**OHSU**




As the state's only health and research university and Portland's largest employer, OHSU has 13,500 employees and an annual budget of \$1.4 billion.

**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.

**East Portland**



With the recently completed East Portland in Motion Plan, the city has committed \$8 million in improvements to 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 HQ: 2,000 employees
- Advanced Business Technologies: 500 employees
- Mt. Hood Community College: 750 employees

**Quick Facts**

- More than 8 high schools in the study area, including David Douglas and Reynolds, the two largest in the state of Oregon.
- Three major hospitals in the study area (Legacy Mt. Hood, Adventist, OHSU). Multnomah County Health Department operates primary care clinics in downtown Gresham, Rockwood, and East Portland.
- Catholic Charities opened the Clark Family Center in 2010, a 60,000 sq. ft. facility with plans to serve more than 25,000 annually.
- The Study Area crosses two light rail corridors - the MAX Green Line and the MAX Orange Line (under construction) - and parallels MAX Blue Line.



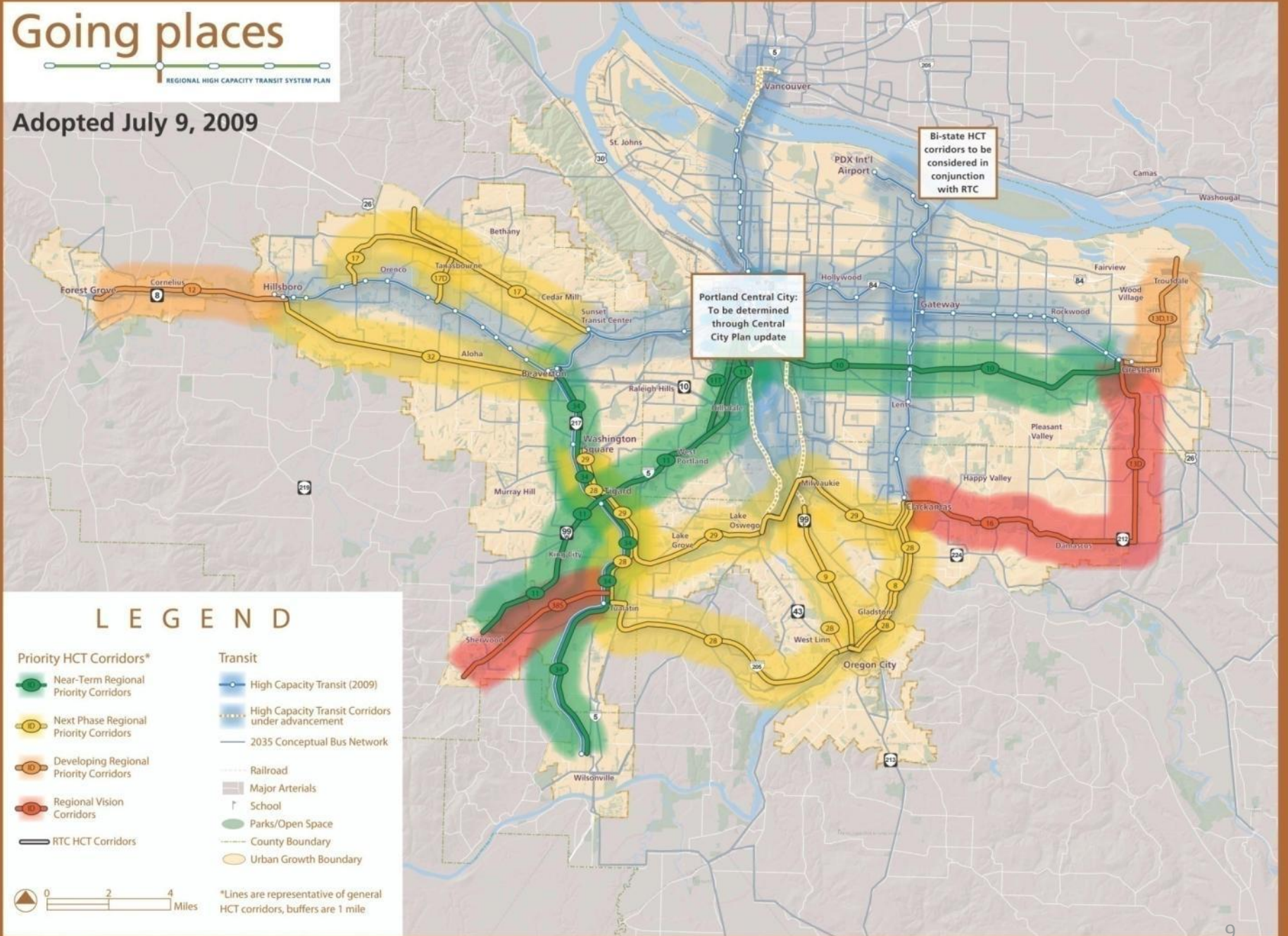
**Why are we moving forward  
the  
Powell Division Transit and  
Development Project?**



# Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted July 9, 2009



## LEGEND

### Priority HCT Corridors\*

-  Near-Term Regional Priority Corridors
-  Next Phase Regional Priority Corridors
-  Developing Regional Priority Corridors
-  Regional Vision Corridors
-  RTC HCT Corridors

### Transit

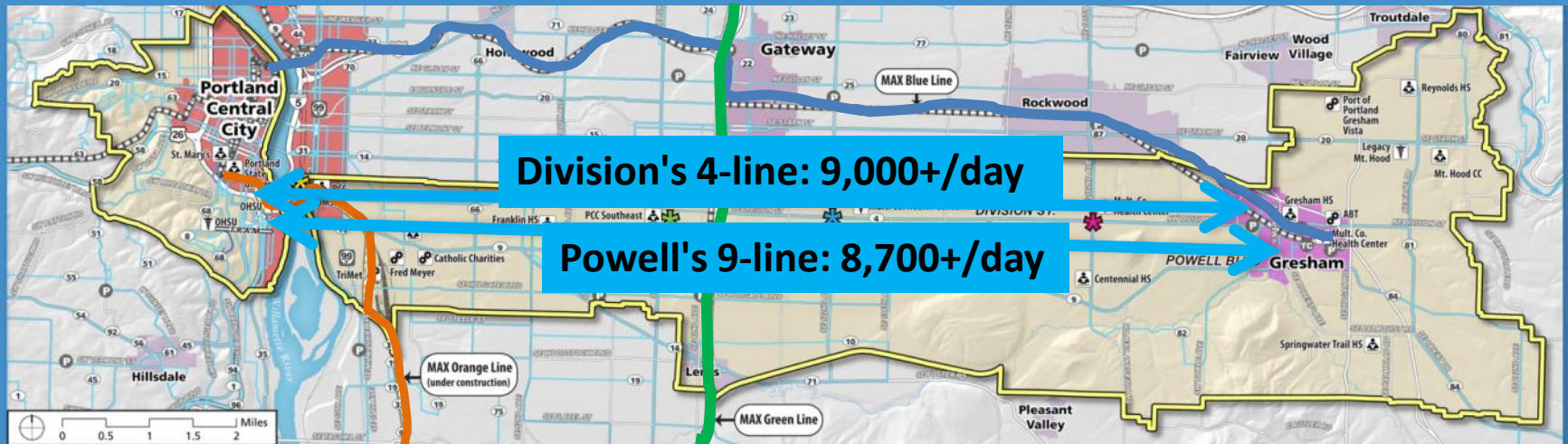
-  High Capacity Transit (2009)
-  High Capacity Transit Corridors under advancement
-  2035 Conceptual Bus Network
-  Railroad
-  Major Arterials
-  School
-  Parks/Open Space
-  County Boundary
-  Urban Growth Boundary



\*Lines are representative of general HCT corridors, buffers are 1 mile.

# TRANSIT connections

- Connects downtowns of 2 largest cities in region
- Connects to MAX light rail - Blue line, Green line, Portland-Milwaukie light rail
- Strong Transit Demand Today - Powell #9 and Division #4 high ridership



- Designated a priority in Regional High Capacity Transit Plan
- Recommended for development from East Metro Connections Plan

# TRANSIT connections

- Good arterial network exists – many north south bus routes on grid
- Major capital investments in walking and biking connections in corridor
- TriMet Eastside Service Enhancement Plan conducted concurrently



**82nd & Division**  
**18,000 ons/offs a week**

**Capacity of Providence**  
**Park Timbers Soccer**  
**20,438**



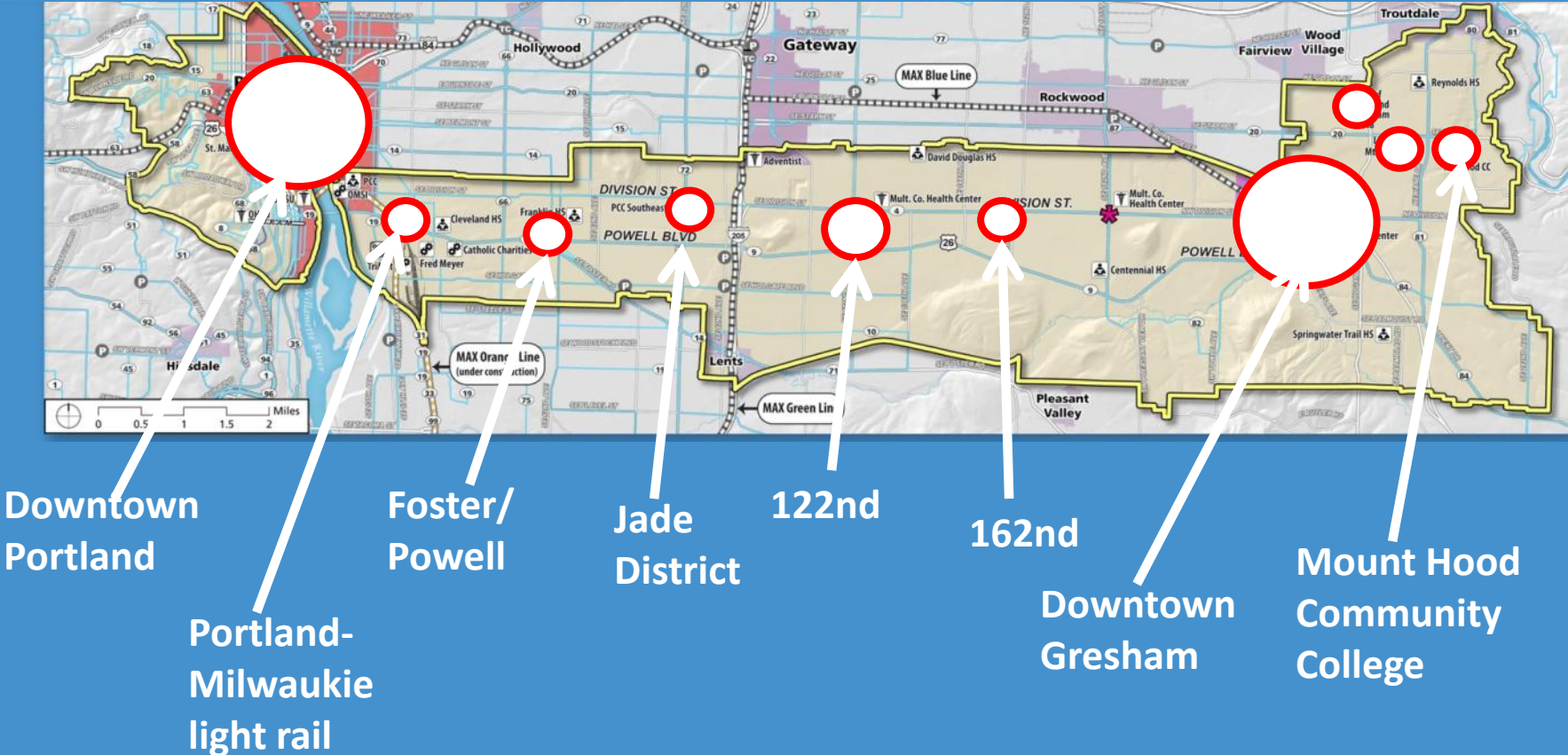
# THE TRANSIT PROJECT

- 1) Save you time
- 2) Provide for comfortable and safe trip
- 3) Connect to places we care about



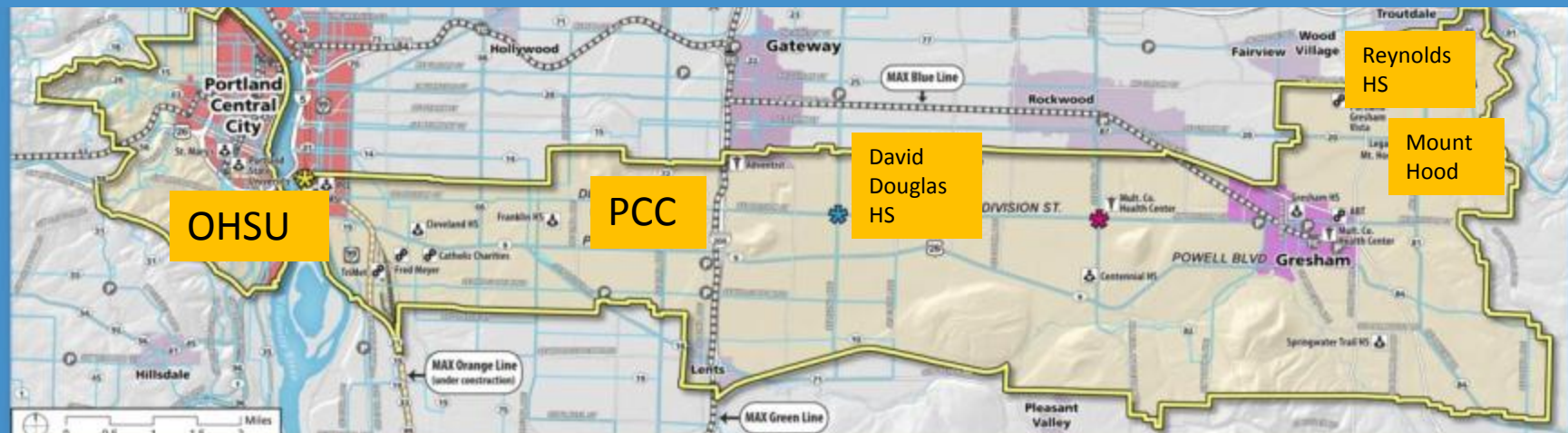
# Economic Development connections

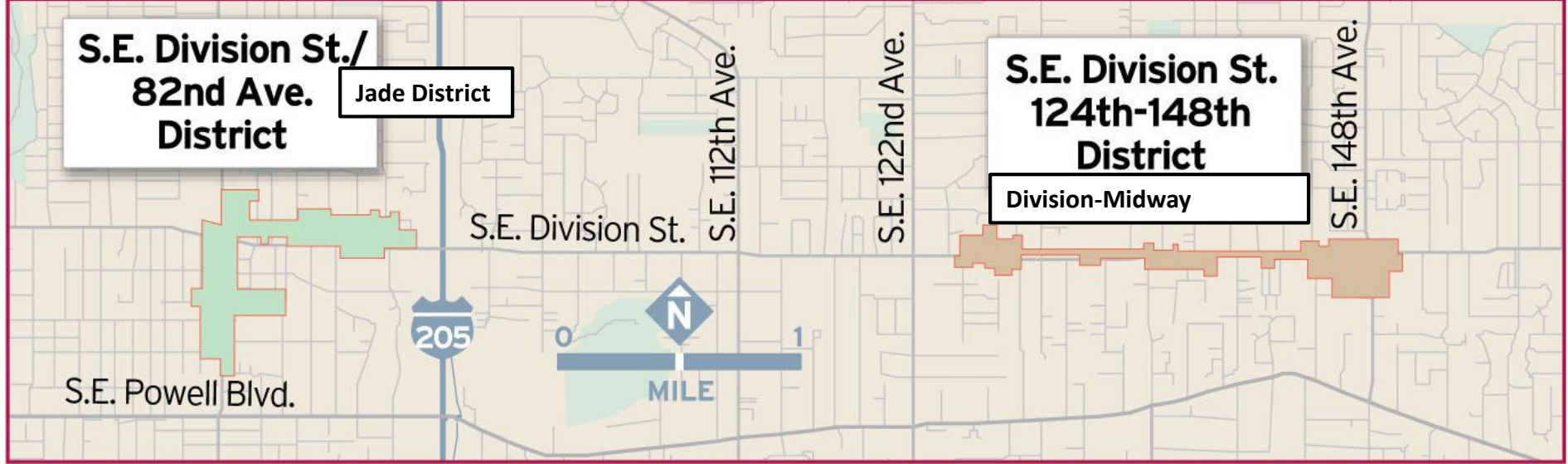
- Areas of the corridor have recently completed rezoning studies – 122<sup>nd</sup>
- Areas that are being planning for redevelopment, including PDC business districts, comprehensive plan neighborhood centers



# EDUCATION CORRIDOR

- PSU, OHSU, Portland Community College and Mount Hood Community College
- David Douglas and Reynolds High Schools are the two largest in Oregon



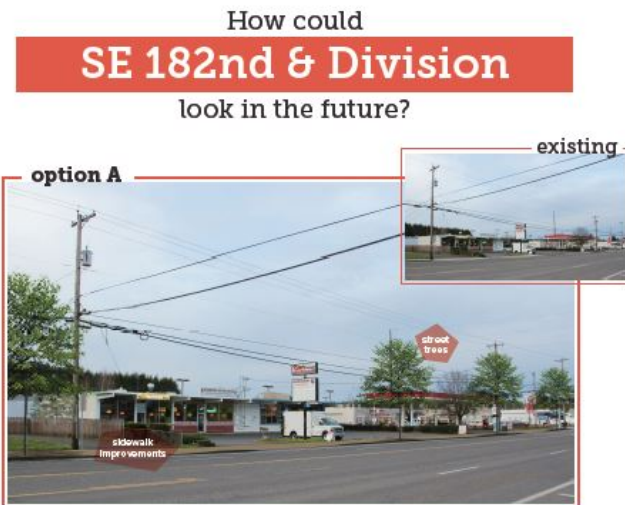


DAN AGUAYO/THE OREGONIAN



# PURPOSE OF THE TRANSIT AND DEVELOPMENT PROJECT

- 1) Support the uniqueness of our communities
- 2) Provide amenities that can enhance the neighborhood
- 3) Support equitable development



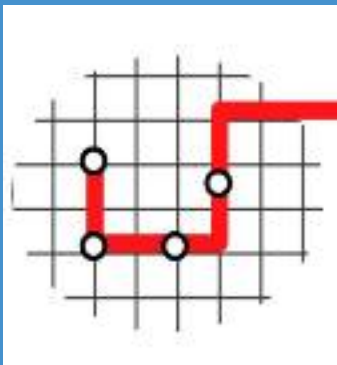


# The Project

# TRANSIT

Definition of a new transit line connecting Portland and Gresham, including vehicle mode, route, and station areas.

- Route
- Stations
- Supporting projects



# DEVELOPMENT

A development strategy for key places in the corridor:

- What areas change and what remains stable.
- Identify policies and projects to support stations, adjacent uses, buildings, public spaces.

- Regional actions
- Portland actions
- Gresham actions





# Everything done in partnership

Community and agencies **identify** shared issues

Find **common ground** for investments to advance

Agreement allows us to collaborate on **funding**

**Agreements provide value**



# Community driven decision making

- Briefings
- Culturally specific, multilingual engagement
- Youth engagement
- Local business engagement
- Community and related projects' events
- Talk with staff sessions

# Equitable Development



Housing

Economic Development

Capital Projects

Policies

Transit benefits

Mixed Income  
Communities

POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

**DRAFT** EQUITABLE DEVELOPMENT RESOURCE  
KIT

SEPTEMBER 3, 2014

### Public comment

posted at 2015-02-16 22:02:35:

*Which are the most important changes you would welcome near the new bus stations?*

1. More sidewalks
2. More places where biking feels safe
3. Gathering places (plazas, outdoor markets or businesses) for neighbors and families to meet and socialize
4. More places to work

<http://powelldivision.oregonmetro.gov/>  
Over 1,500 comments received



**Thank you for having me speak for our Tongan community at the steering committee and very much appreciate the ink time. I will share with my sewing class today and word of mouth will spread faster than your hi-speed internet at Metro. The Tongan community will know we've been heard!**

**- Kolini Fusitua, who spoke at Steering Committee on March 16, 2015**

# Steering Committee formation

Elected Officials

neighborhood communities

Southeast Portland  
East Portland  
Gresham



At large





# Powell-Division GOALS

## **PROJECT GOALS**

**Transportation:** People have safe and convenient transportation options – including efficient and frequent high capacity transit service that enhances current local transit service – that get them where they want to go and improves the existing system.

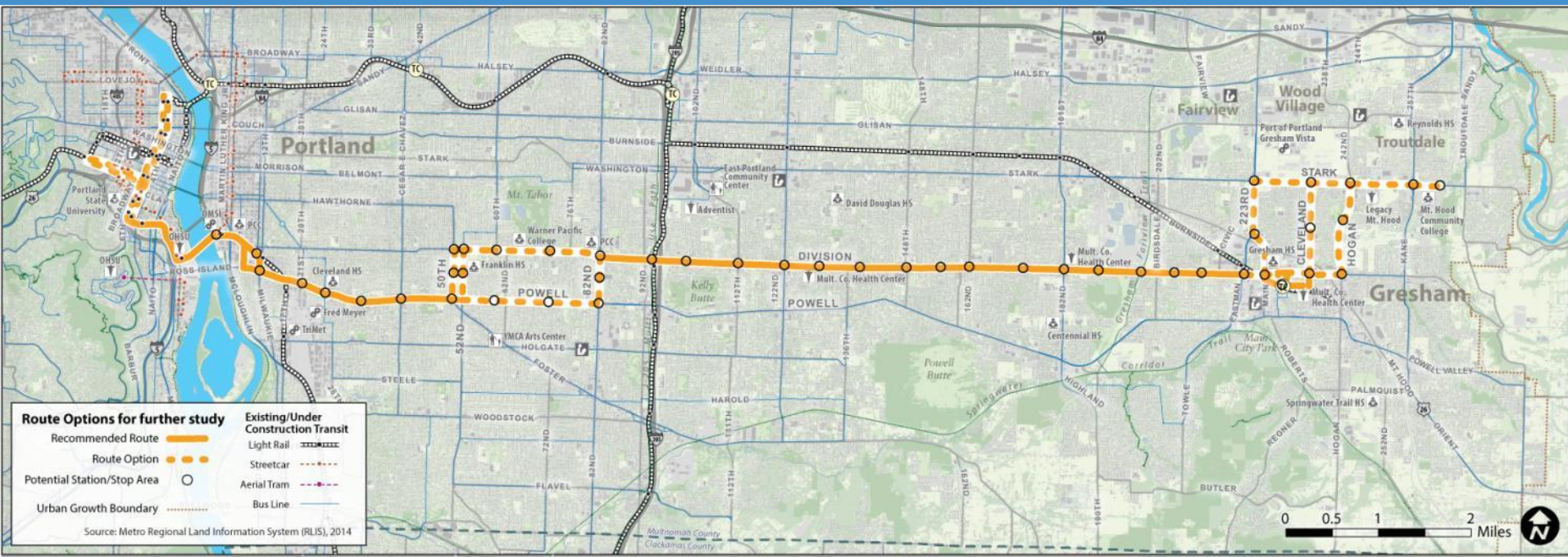
**Well-being:** Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.

**Equity:** Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven involuntary displacement of residents and businesses and to equitably distribute the benefits and burdens of change.

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

# Powell-Division Route

Project is advancing a new bus rapid transit project between downtown Portland, Gresham, and Mount Hood Community College. Route will run on inner Powell in Portland transitioning to Division. There are route choices to be decided.



# Collaboration

# Philanthropic Partnership

## Community Collaboration through Art

Division Midway Alliance for Community Improvement and the Jade District - teamed up with **the Kresge Foundation and Transportation 4 America** to bring creative place-making art projects to the new line.

### Jade-Midway Community Connections Creative Community Engagement Workshop & Grants

Enjoy lunch, meet new people & learn about an exciting opportunity



Saturday February 7<sup>th</sup> 10:00 – 3 pm  
Jade District Headquarters  
2738 SE 82nd Ave Suite 203B Portland, OR 97266

Are you a local business, non-profit or cultural group?  
Do you live or work in the area? Do you make art, dance, sew or write?  
Interested in collaborating or sponsoring a series of cultural events?

# Powell-Division Collaborative



**JADE DISTRICT**

**Neighborhood Prosperity Initiative & Main Street Network**



# Powell-Division Collaborative



## Visioning Results



Throughout the summer of 2014, The Jade District held a community led visioning for nearly 200 participants in Cantonese, Vietnamese, Russian, Spanish, and English. This process focused on our built environment but touched upon health, education, and transportation. This included individual community workshops followed by a community wide charette.

Alignment between the individual communities include:

- Safety, need for safe places to cross to access retail, services, transit.
- Improvements to intersection of 82nd/Division.
- Need for community gathering spaces.
- Need for greenspace.

## Opportunity 1: Traffic/Safety Improvements

NE Corner of SE 82nd and Division:

- Add wide sidewalks that connect to existing sidewalk network.
- Stormwater planting strips to manage water pooling.
- Multi-lingual signage.
- Street trees on SE Division St.



Add East-West Pedestrian Crossing across 82nd:

- SE Harrison St.
- PCC to East side of 82nd.
- SE Clinton St.
- SE Tibbets St.

Improve safety in SE residential quadrant across 82nd:

- Connect pedestrians and bicyclists to SE 87th Ave, north-south from SE Powell St to SE Division St.

## Opportunity 2: 82nd & Division

- Safety Improvements (ODOT).
- Community Driven Transit Stops (Trimet).
- Community Identifiers (Public art).
- Opportunity for Community Space.
- Opportunity for Affordable housing at Furniture site.
- Expectations for greater engagement and local economic development opportunities for this area.
- Community benefit agreements.



## Opportunity 3: Community Space



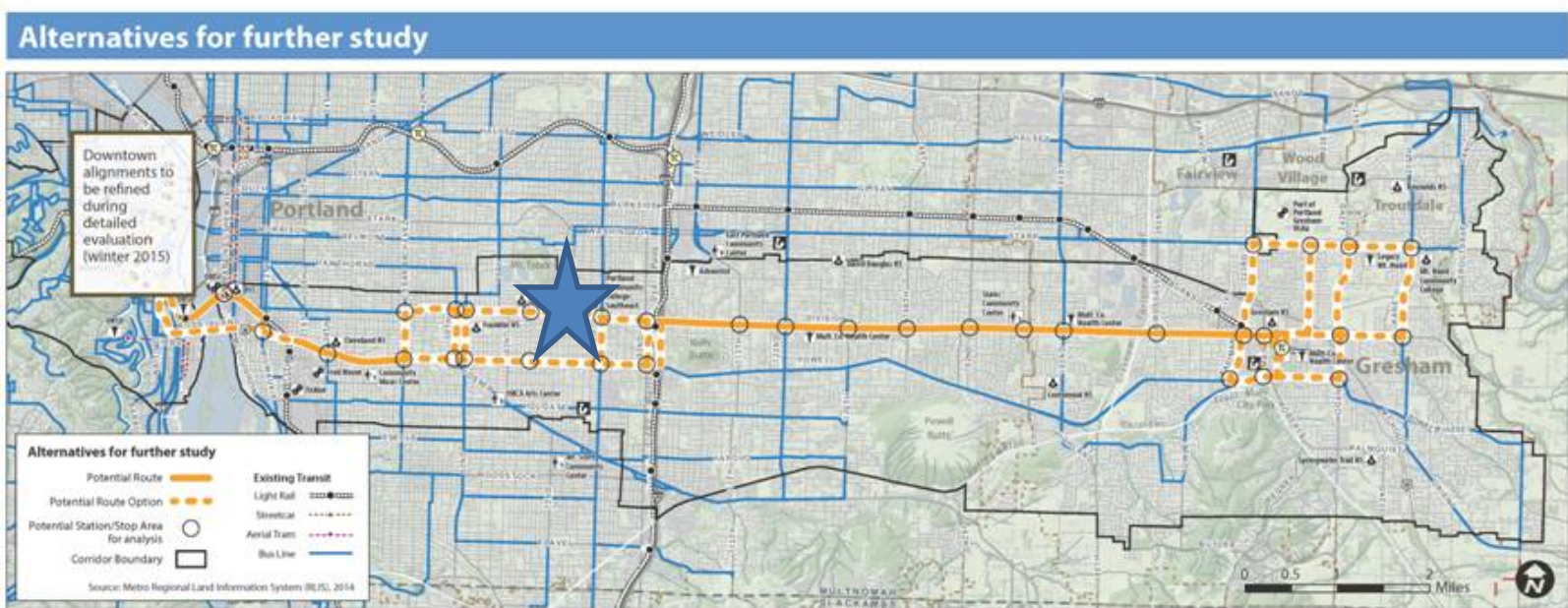
- Metro purchased the Furniture Store on 82nd/ Division in Dec, 2014 for a TOD development.
- Jade District can use that space (8,200 sq ft) as community space for 18-24 months until construction begins.
- Opportunity for affordable housing units as part of the TOD project. (PHB).
- Opportunities for micro-enterprise development.

## Opportunity 4: Green Space

- Numerous open lots throughout Jade District.
- BES owned land at 89th and Brooklyn for a nature park.
- Opportunities with Parks & Rec.
- Site aggregation opportunities (PDC)



# Powell-Division Collaborative



# APANO/Jade Multicultural Space





# Mount Hood Community College

**There is continued mutual interest from both the transit project and the college to explore a transit station/hub on campus.**



# Powell-Division Transit and Development Project

Alan Lehto, Director of Planning & Policy  
TriMet



# Where we are

- 2012/2013 Partnership
- 2013/2014 Planning
- ★ 2015 Implement – can now move into Project Development

## PARTNER

Identify Partners

Define Opportunities

- Stakeholders
- Decision process
- Public engagement process

- Increase trust & awareness
- Project partnerships
- Public/private/philanthropic development opportunities

## PLAN

Project Foundation  
(winter 2014)

Develop a common understanding of the project purpose through and understanding of existing conditions, needs, opportunities.  
**Agreement on project purpose and goals.**

Identify Alternatives  
(spring 2014)

Identify land use considerations and locations of focus areas. Develop a wide range of transit alternatives.  
**Agreement on alternatives to be studied in detail.**

Refine Alternatives  
(fall 2014)

Assess land use opportunities and supporting elements for transit. Assess transportation network.  
**Agreement on alternative(s) to be carried forward.**

Project Agreement  
(spring 2015)

Refine preferred alternative based on public engagement, technical analysis, and steering committee.  
**Agreement on transit alternative to advance into project development.**

## IMPLEMENT

DEVELOP  
(fall 2015)

- Design plans
- Environmental study and permits
- Federal funding decisions
- Identify transit supportive development opportunities

BUILD

- Secure Funding
- Begin Construction

# Next Steps

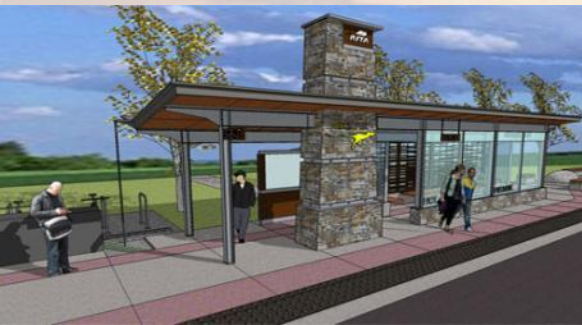
- Project Development would start summer 2015
- **Project Development** allows us to work on:
  - Preliminary Engineering (design)
  - Plan for federal & local funding (finance plan)
  - Environmental work (NEPA)
- Allows future funding from Federal Transit Administration



U.S. Department of Transportation  
Federal Transit Administration

# Small Starts

- Federal funds request <\$75M and **project cost < \$250M**
- Rail or Bus Rapid Transit (transit-only requirement does not exist)
- 2 big steps for FTA project funding
- Can be 5+ year process before service starts



# Elements of Bus Rapid Transit

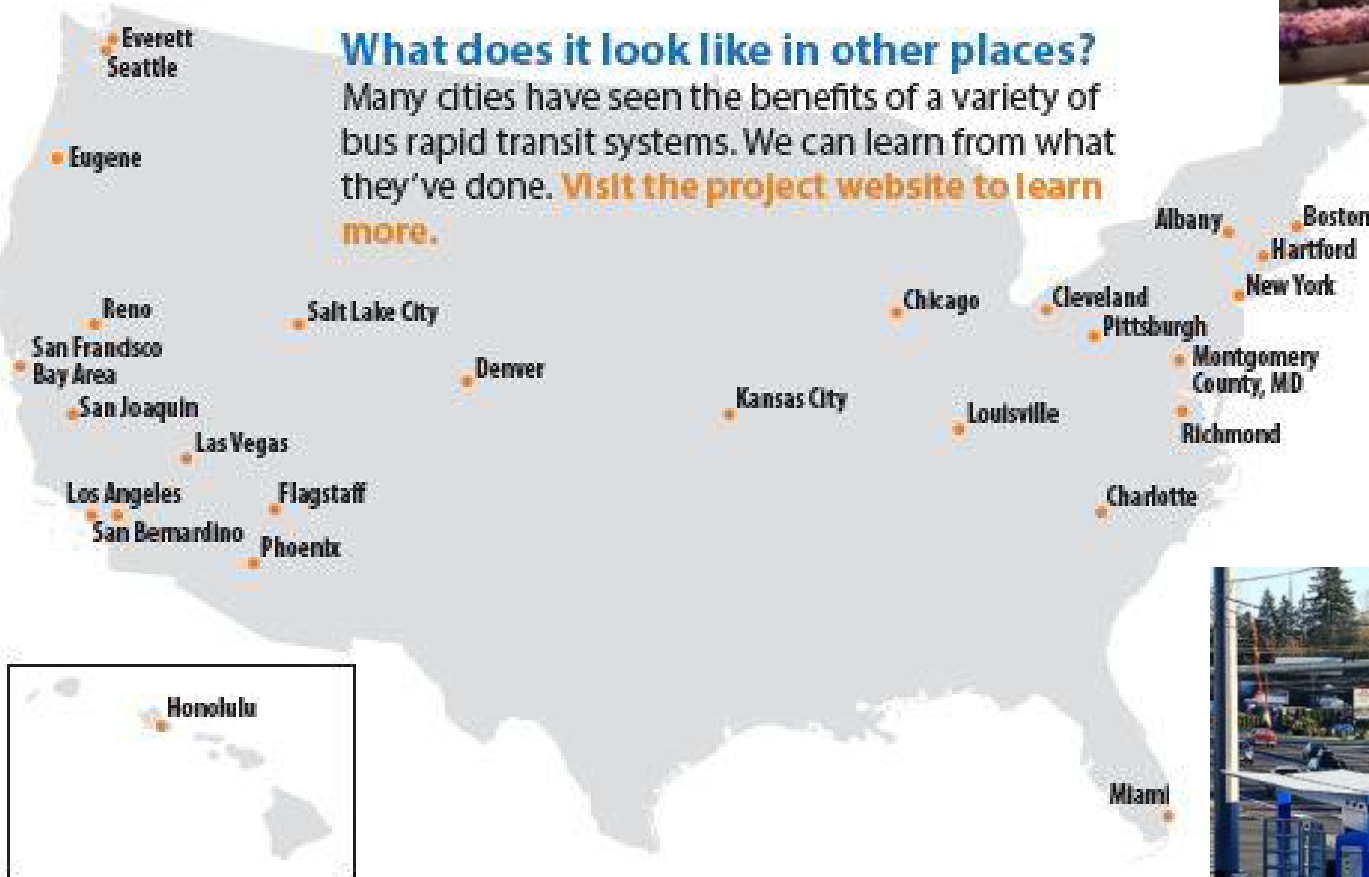


**Fast Convenient Comfortable Easy to use**

# Best practices

## What does it look like in other places?

Many cities have seen the benefits of a variety of bus rapid transit systems. We can learn from what they've done. [Visit the project website to learn more.](#)



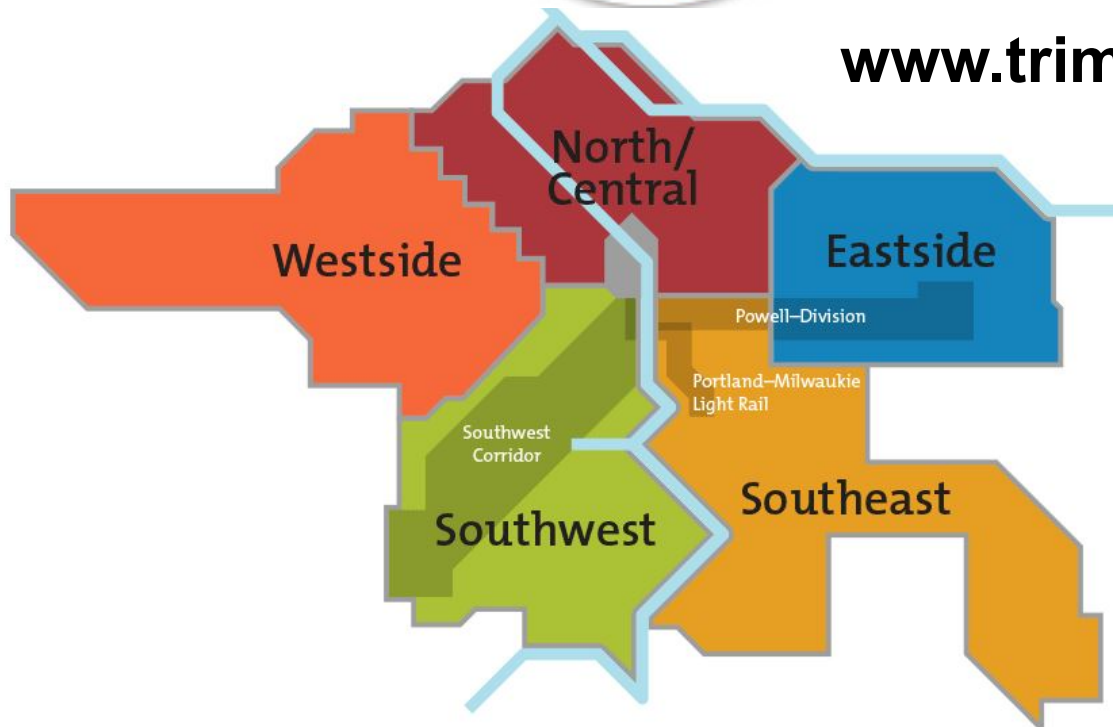
*Cleveland Healthline*



*Everett SWIFT*



[www.trimet.org/future](http://www.trimet.org/future)



## Service Enhancement Plans

Creating a shared vision for making transit better





# Eastside Service Enhancement Plan

- More coverage (e.g., north-south service)
- Service more often, earlier, and later
- Connect with employment areas
- Enhance access to education, healthy food and services
- Partnerships to improve access to bus and light rail stops



# Capital Investment Highlights

Funded Projects	Source	Amount
East Portland Access to Transit	Regional Funds 2014-15	\$4.2 M
East Portland in Motion - Access to Employment and Education	Regional Funds 2016-18	\$9.1 M
Powell-Division Corridor Safety & Access to Transit	ODOT STIP 2016-18	\$2.8 M
Powell Blvd Safety Project (20 <sup>th</sup> – 34 <sup>th</sup> )	ODOT STIP Fix-it 2016-18	\$3.8 M

Recent Investments
East Portland Sidewalk Infill on Arterials
TriMet Pedestrian Network Analysis
Gresham Division Complete Street Corridor Project
Portland High Crash Corridor Safety Program

**Over \$47 Million allocated in East Portland to EPIM implementation by City and other agency partners between 2012 and 2018.**

## *East Portland in Motion*



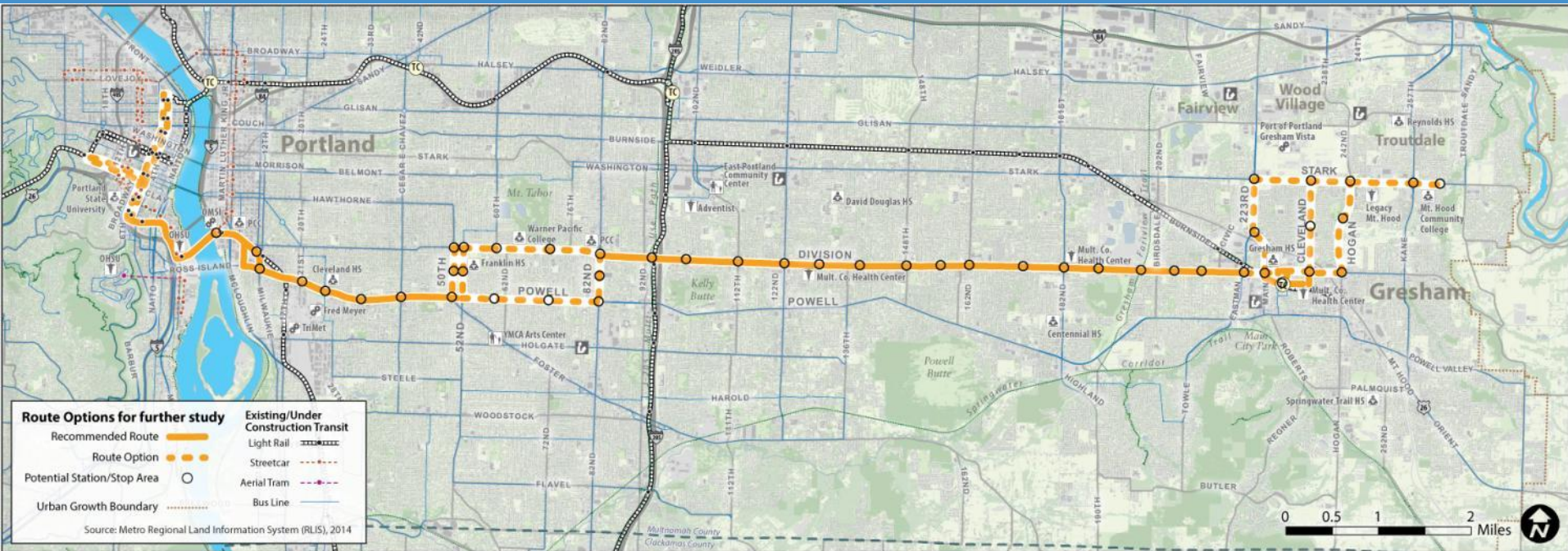
THE CITY OF  
**GRESHAM**  
OREGON

Division Street Corridor Project

**TRIMET**

**Pedestrian Network Analysis**

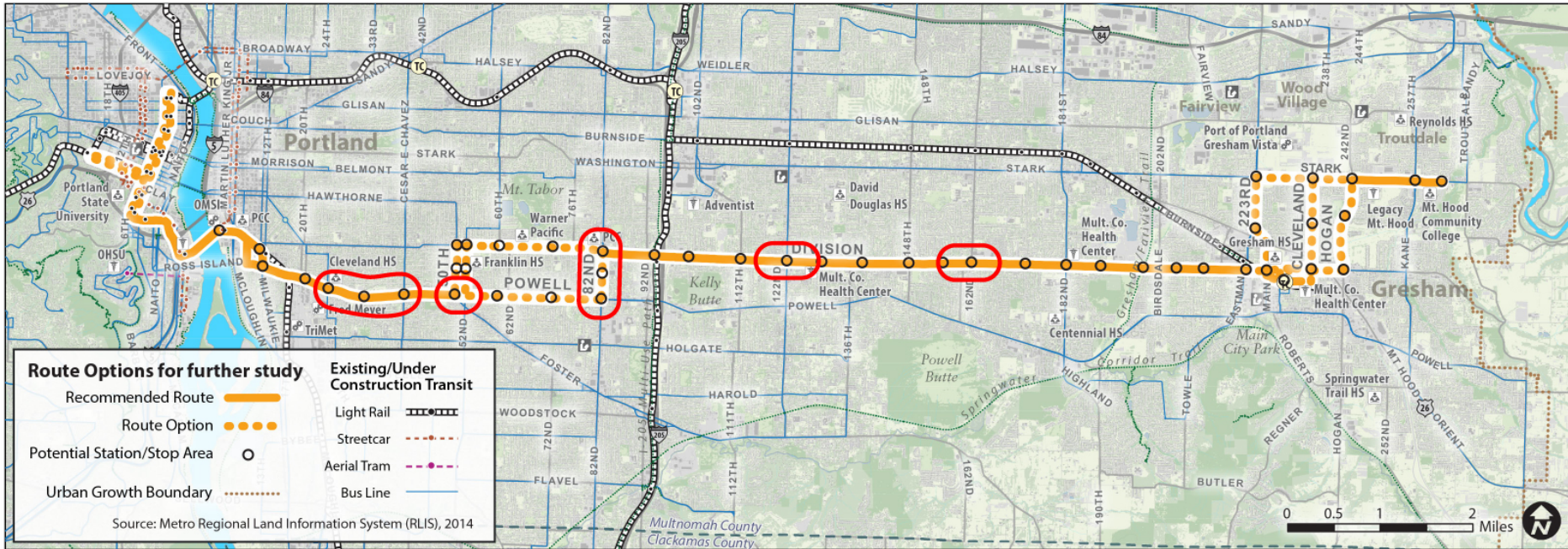
# Powell-Division Transit and Development Project



Thank you. Questions?

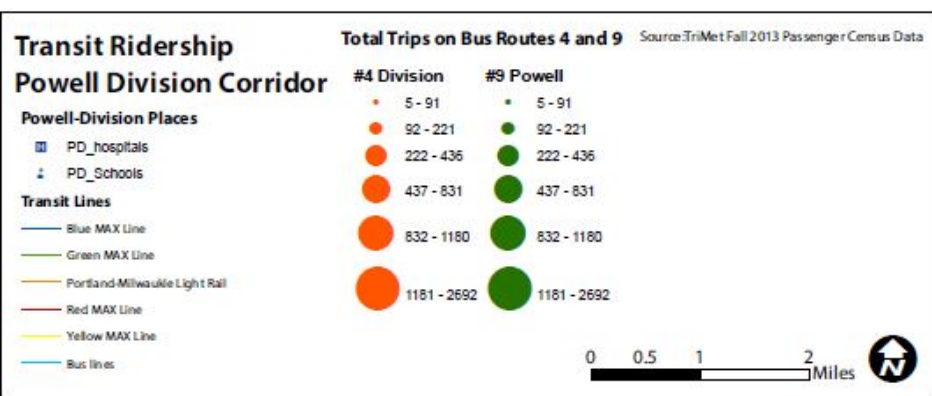
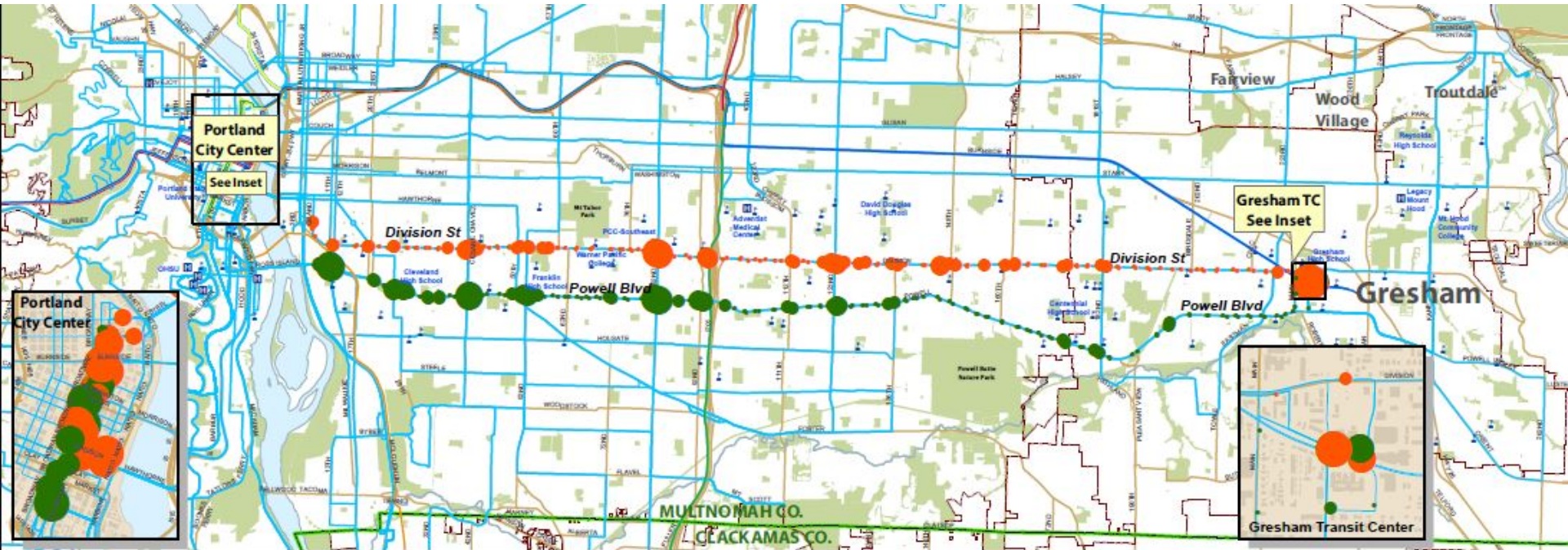
# Extra Slides

# Opportunity Areas



Inner Powell  
 50th-52nd  
 Jade  
 122nd  
 162nd  
 Division-Midway  
 Foster-Powell

# Transit Alternatives



**Notes:**

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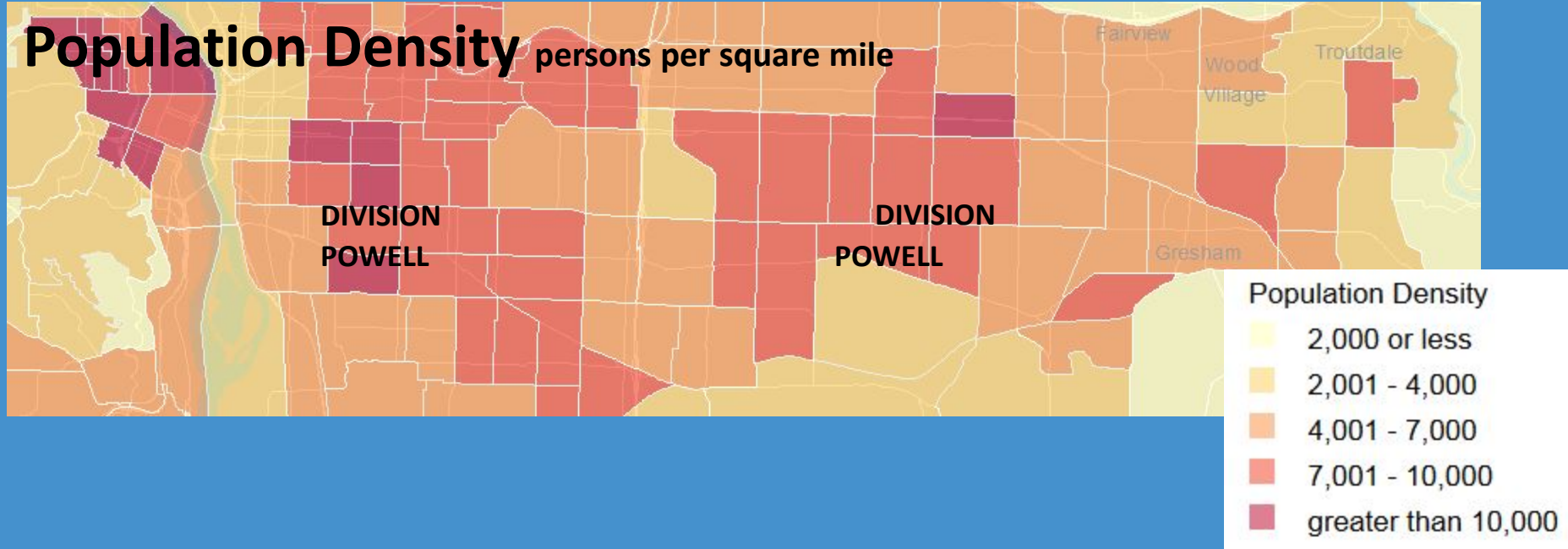


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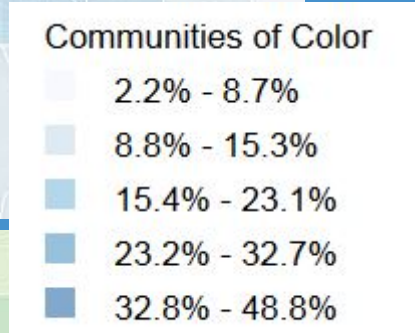
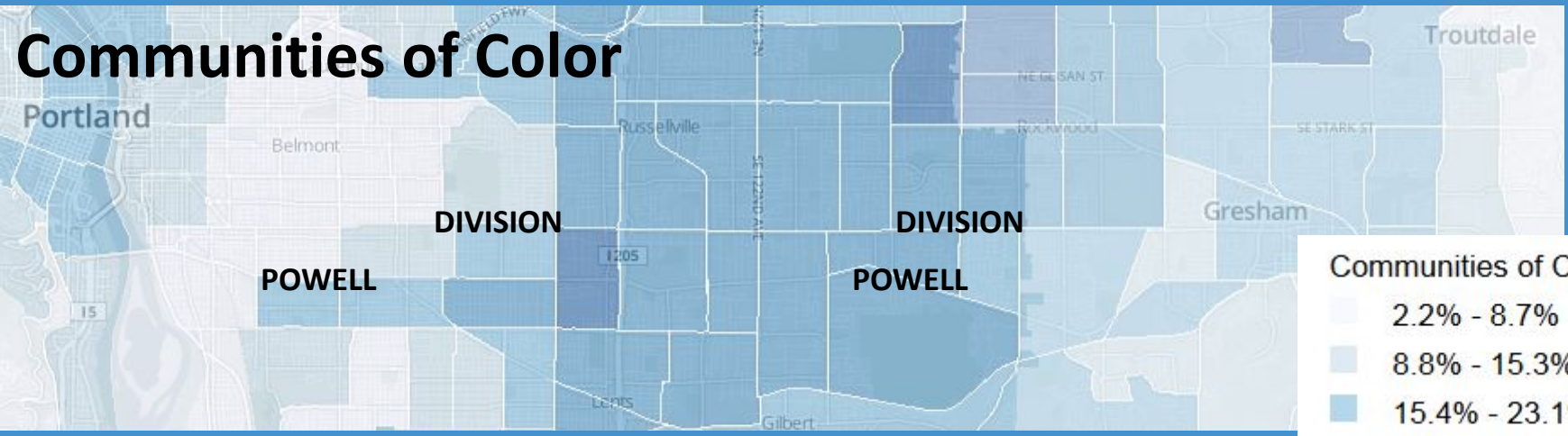
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# Many people live in the corridor

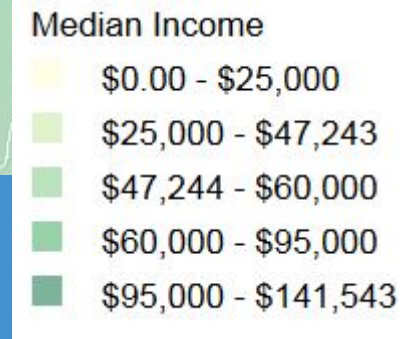
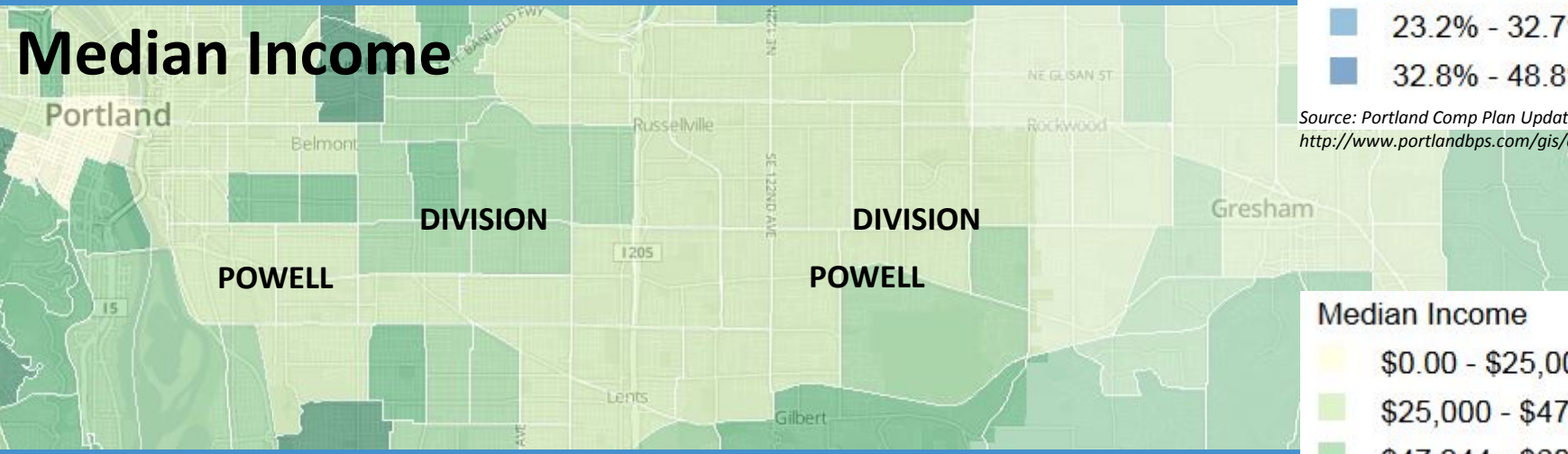


Source: Portland Comp Plan Update "map app"  
<http://www.portlandbps.com/gis/cpmapp/>

# Diversity and Equity



Source: Portland Comp Plan Update "map app"  
<http://www.portlandbps.com/gis/cpmapp/>



- Higher percentage of communities of color east of 82<sup>nd</sup> Avenue
- Higher percentage of low-income along Powell, east of 82<sup>nd</sup> Avenue
- Higher percentage of youth
- Working to partner with community based organizations, East Portland Action Plan



*"Building trust is building relationships," Boisen said. "We're trying to build relationships with key community members who will help us connect with other people in the community."...*

*"There's a tremendous opportunity for us to implement transit-oriented development in this area that will be really beneficial."*

*– Lori Boisen, Division-  
Midway Alliance for  
Community Development*

