

Powell-Division Transit and Development Project

Leah Treat, PBOT Director

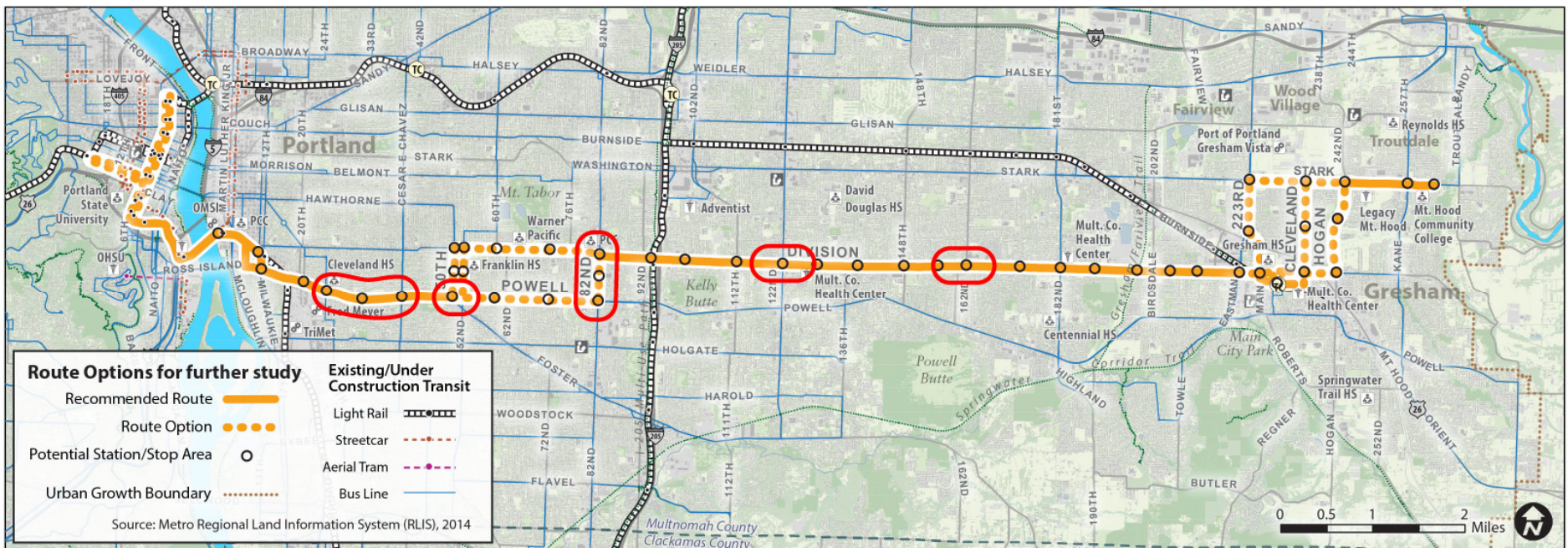
July 28, 2015

WE KEEP PORTLAND MOVING.



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Powell-Division Transit and Development Project



Powell-Division Transit and Development Project

Today's Presentations:

- Briefing on Transit Action Plan and planning process
- Overview of local supporting transportation plans and projects underway in the corridor
- Introduce Portland's local community development action plan



PORTLAND
PROGRESS

A 2-YEAR WORKPLAN FOR PBOT

INTERSTATE
AND
KILLINGSWORTH

NORTHWEST
DISTRICT

HOLLYWOOD

GATEWAY

CENTRAL CITY

SUNNYSIDE

SE DIVISION
AND
122ND

Vision Zero

TRAFFIC INJURIES & FATALITIES, 2004-2013

PORTLAND BUREAU OF TRANSPORTATION

ALL MODES MOTORIST PEDESTRIAN BICYCLE INJURIES & FATALITIES, BY YEAR

This Vision Zero crash map is an interactive tool that details injury and fatal crashes in Portland. It illustrates ten years of the most recently available crash data from the Oregon Department of Transportation (2004-2013). Crashes resulting only in property damage, crashes that don't involve direct contact with a motor vehicle, and crashes that go unreported are not represented. The crashes are summarized by mode and intersection. Clicking on an intersection with crashes will bring up additional data, including the number of fatal, serious, and total injury crashes in that location over the ten year period.

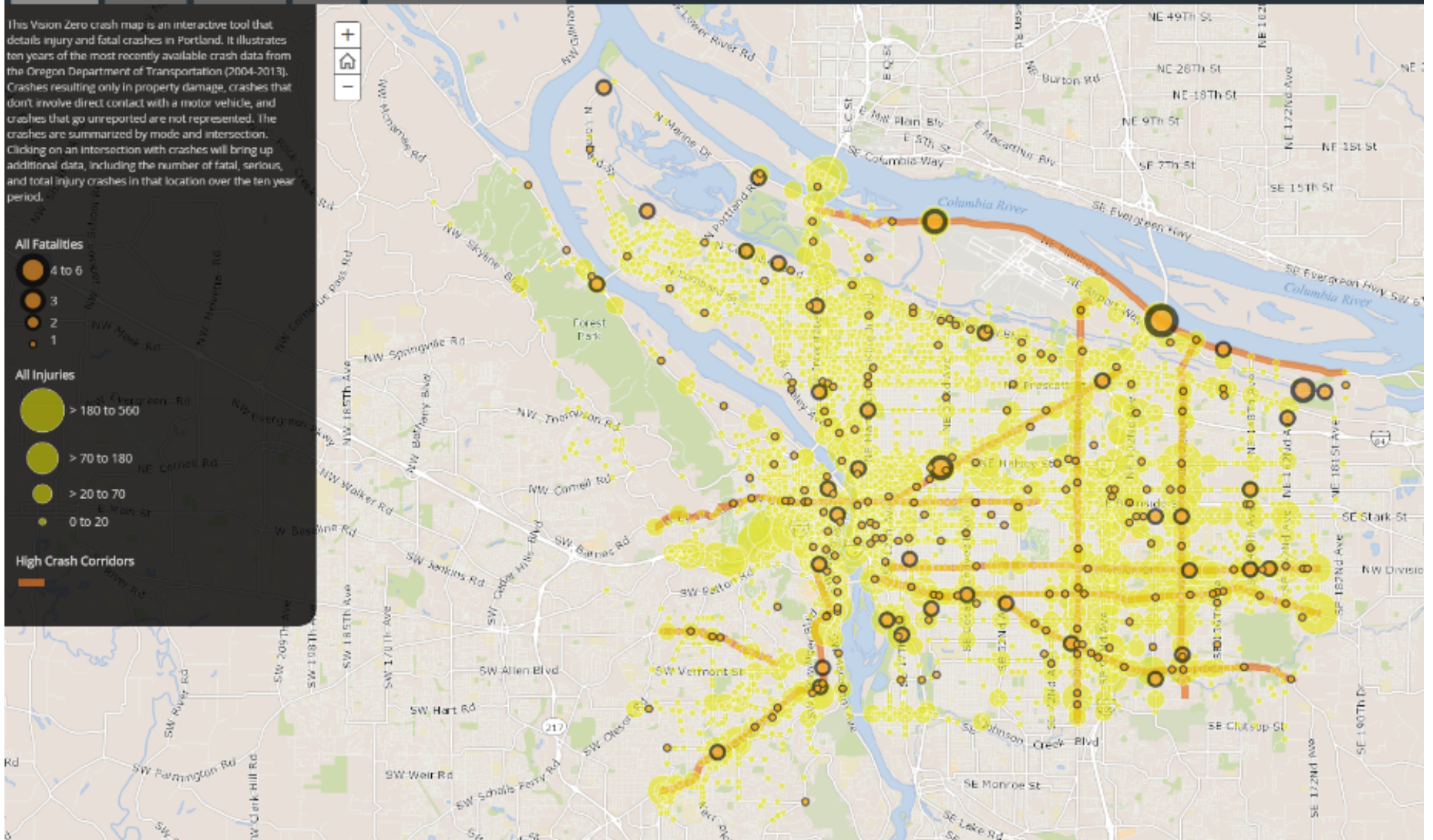
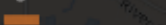
All Fatalities



All Injuries



High Crash Corridors



Supports Vision Zero & Connect to Economic Opportunity



- SE Powell Blvd, 82nd Ave and SE Division designated High Crash Corridors
- Existing high demand for pedestrians and cyclists traveling in the corridor and accessing transit.
- Powell-Division Project an opportunity to:
 - Improve safety and provide streets for everyone.
 - Provide more transit options for communities of color and underserved populations, particularly in East Portland.



PRESERVE
what we have
built and
OPERATE
it well



Embrace
VISION
ZERO



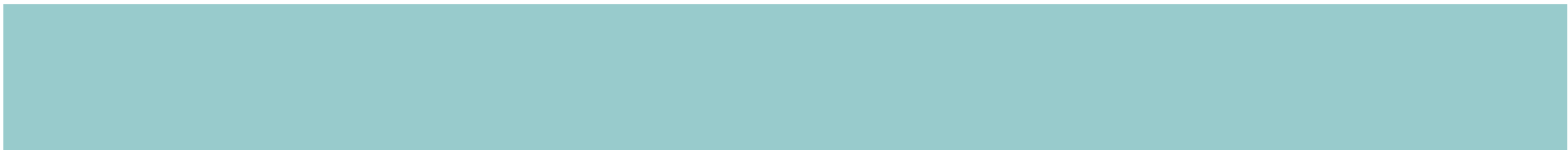
BUILD A
FUTURE
where all can
grow and thrive



Effectively
MANAGE
CITY ASSETS



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





Metro Councilor Bob Stacey

Steering Committee Co-chair

Dana Lucero

public engagement lead



Metro

Approach based on place



Community driven decision making

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



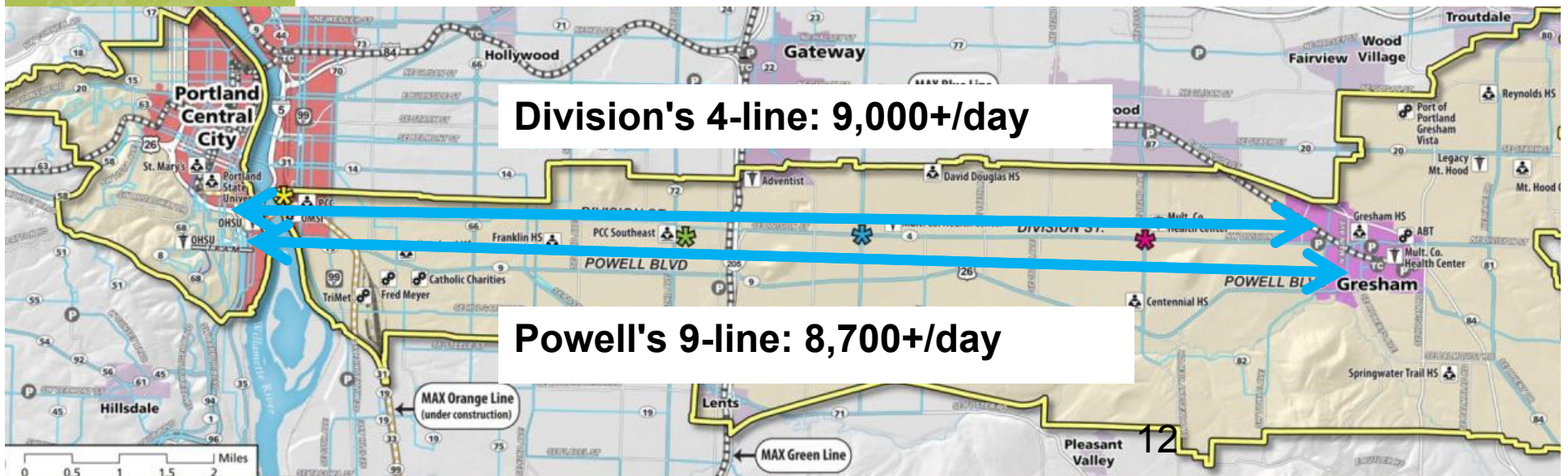


Mid March through May 2015

- Online survey, open April 17 to May 19
- Postcard to residents within 300 feet of Cleveland Ave and apartments along Gresham route options
- Community forum in Gresham and neighborhood meetings in Gresham and East and Southeast Portland
- Latino, Chinese, Vietnamese, Russian-speaking, Tongan, Bhutanese, African American and African immigrant community discussions
- Youth-led business canvassing in East and Southeast Portland
- Briefings to commissions, councils and standing committees
- Interactive displays at community locations
- Student and youth engagement
- Bus rapid transit learning session

Transit connections

- Connects downtowns of 2 largest cities in region
- Connects to MAX light rail
- Strong transit demand today
- Designated regional high capacity transit priority
- Recommended through East Metro Connections Plan



Transit connections

- Good arterial network with north/south bus routes
- Major capital investments in walking and biking
- TriMet Eastside Service Enhancement Plan



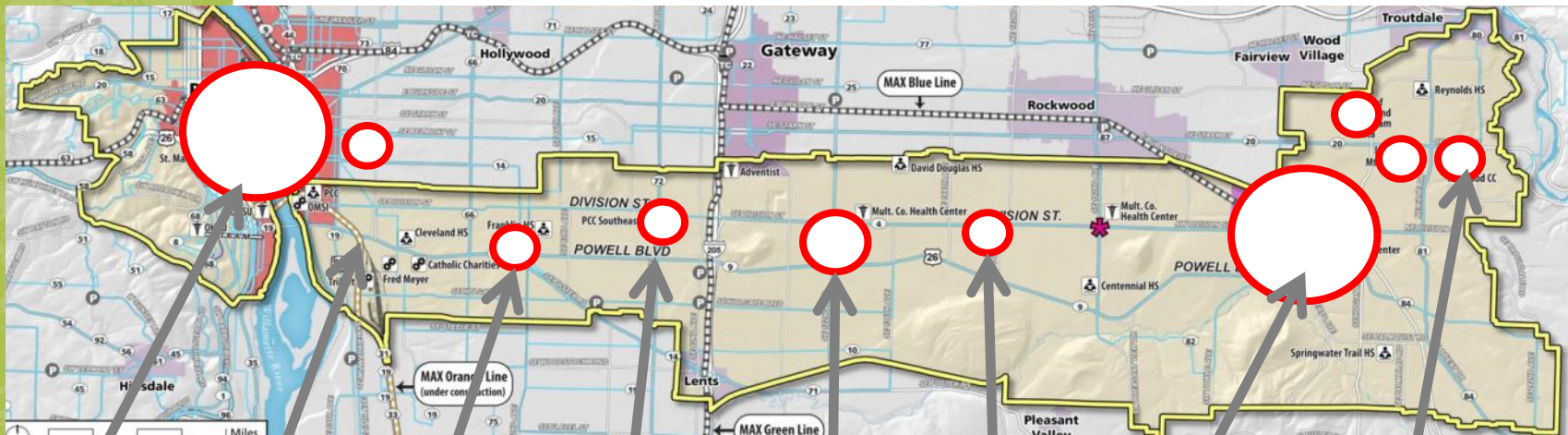
**82nd & Division
18,000 ons/off s a week**



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

Economic connections

- Areas of the corridor have recently completed rezoning studies
- Areas that are being planning for redevelopment, including PDC business districts, comprehensive plan neighborhood centers



Downtown
Portland

Portland-Milwaukie
light rail

Foster/
Powell

Jade
District

122nd

162nd

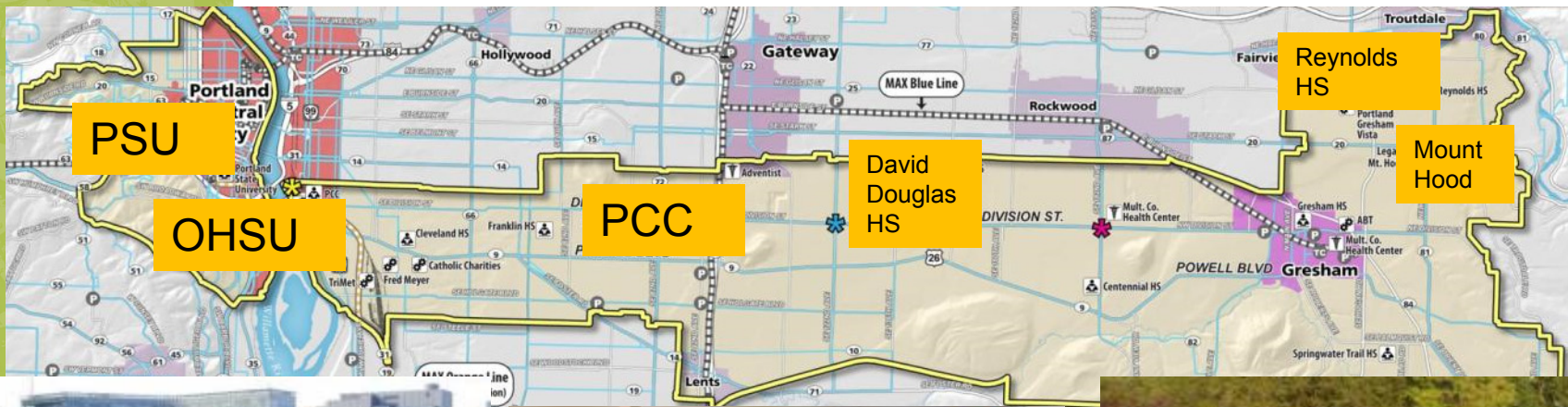
Downtown
Gresham

14

Mount Hood
Community
College

Education corridor

- PSU
- OHSU
- Portland Community College
- Mt Hood Community College
- Warner Pacific College
- Cleveland HS
- Franklin HS
- David Douglas HS
- Reynolds HS
- Centennial HS
- Gresham HS



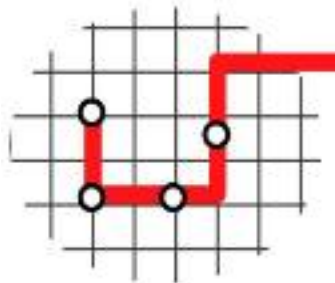
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<http://djcoregon.com/news/2010/02/25/47713->

TRANSIT + DEVELOPMENT

Region's first BRT line connecting downtown Portland and Gresham

- Route
- Stations
- Supporting projects



Development strategy:

- Areas of change and stability
- Policies and projects to support stations and community
- Align local, regional, public and private investments to support community goals

- Regional actions
- Portland actions
- Gresham actions

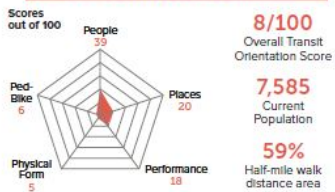


Development

Gresham
Powell-Division Transit & Development Project

Opportunity Area Profiles

SE 182nd & Division



NW Eastman & Division



N Main & NW Division



What is a Transit Orientation score?

- A zero to 100 score that **measures how much current development and land use patterns support transit ridership**. The higher the score the more transit-oriented the area is.
- This score provides a snapshot of what the area is like **now**. Part of the Powell-Division Transit Development project is identifying **what neighborhood changes are desired and creating an action plan to encourage those changes**, with the goal of making the **neighborhood and transit work better for residents, businesses, workers and others**.
- The score includes **five indicators**:
 - People** - The number of residents and workers in an area has a direct correlation with reduced auto trips.
 - Places** - Areas with commercial urban amenities such as restaurants, grocers, and specialty retail allow residents to complete daily activities without a car and improve the likelihood of higher density development by increasing residential land values.
 - Performance** - High quality, frequent bus and rail service makes public transportation a more reliable means of getting around and can be correlated to less driving.
 - Physical Form** - Small block sizes promote more compact development and walkability.
 - Pedestrians/Bicycle Connectivity** - Access to sidewalks and low stress bikeways encourages many more people to walk or cycle to transit and neighborhood destinations.

SE Hogan & Stark



What is a Community Destination?

- Places that are **shared resources and amenities for the local community** including:
- libraries
 - hospitals and healthcare clinics
 - fire stations
 - government offices
 - community centers
 - faith-based institutions
 - civic and social organizations
 - arts and culture centers
 - museums
 - parks and open spaces

A closer look...

*See definition above

	Transit orientation	Community destinations	Ridership	Current population	Future population	Current employment	Future employment	Communities of color	Youth/oldery	Zero car households	Under poverty
182nd & Division	○	◐	◐	◐	○	◐	◐	◐	◐	◐	◐
Eastman & Division	◐	◐	◐	○	○	◐	◐	◐	◐	◐	◐
Main & Division	◐	◐	○	○	○	◐	◐	◐	◐	◐	◐
Hogan & Stark	◐	◐	○	○	○	◐	◐	◐	◐	◐	◐



82nd Ave/ Division





FURNITURE

There's a prime piece of property within the Jade District that Metro has acquired for a transit oriented development, a furniture store on the corner there. I was delighted to learn that.

*-Portland Commissioner Nick Fish,
January 28, 2015*



Steering Committee major actions

Winter 2014: Metro establishes Steering Committee

Spring 2014: Defined goals and outcomes

Fall 2014: Recommended inner Powell, outer Division general route and BRT as mode

Spring 2015: Refined transit alternative

June 2015: Recommended Transit Action Plan to move forward BRT

June 1, 2015: Steering Committee Recommendation



Transit Action Plan

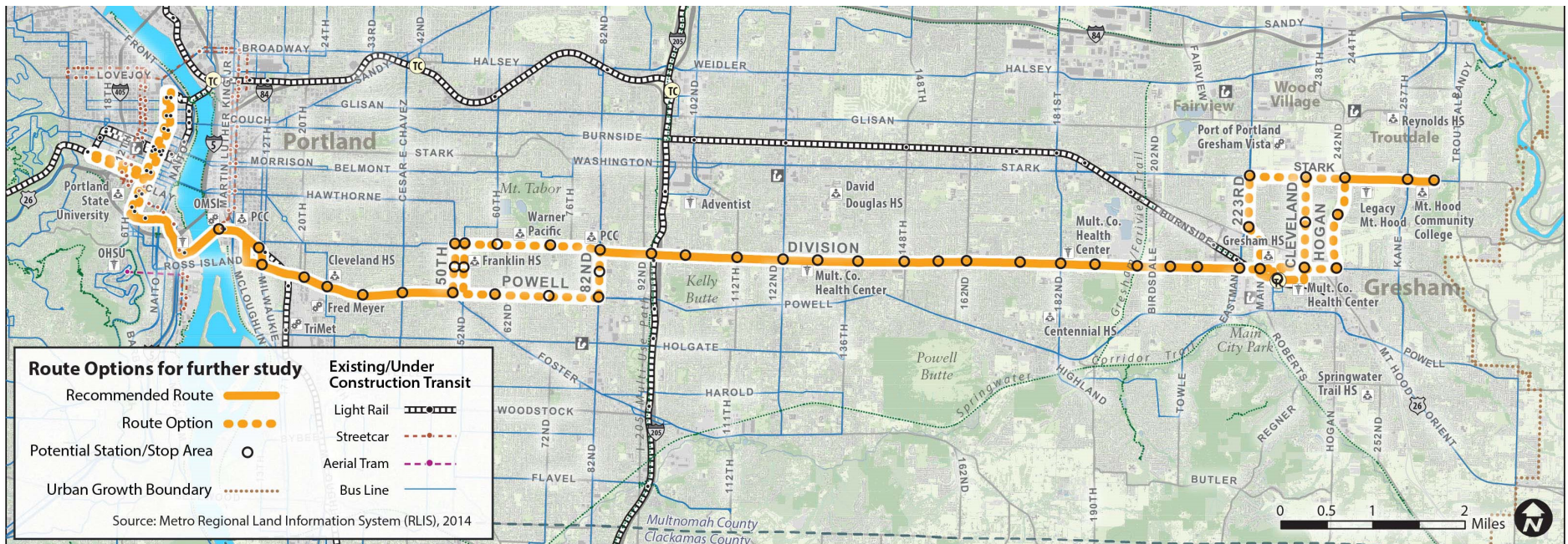
codifies decisions, supports moving into Project Development, lays out complementary actions





Decisions made:

- Bus rapid transit
- Tilikum Crossing to Powell transitioning to Division to Mt Hood Community College



Portland options:

- SW 5th/6th Transit Mall
- SW Columbia/Jefferson
- 50th Ave
- 52nd Ave
- 82nd Ave

Gresham options:

- Main Ave/223rd Ave
- Cleveland Ave
- Hogan Rd



Upcoming decisions:

Locally preferred alternative that includes route, mode and station locations (Spring 2016)

Informed by conceptual design, transit service planning, bicycle and pedestrian network analysis and Portland Action Plan

ACTIONS TO ADVANCE THE TRANSIT PROJECT

	Action	Timing	Responsibility
T1	Entry to Project Development from Federal Transit Administration	June-July 2015	TriMet
T2	Project decision making body: Continue the Steering Committee to provide recommendation on the preferred transit alternative	2015-2016	Metro, TriMet
T3	Actively support and engage the local city action plans in station area design, transportation investments, land use, and development	July 2015 - 2020	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T4	Finalize transit supported transportation projects to be included in design, including access and safety improvements for walking and biking developed as part of the project bicycle element and pedestrian access analysis.	March 2015-December 2015	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T5	Coordinate the design of the bus rapid transit project with other funded capital projects including the following: <ul style="list-style-type: none"> • Central City Multi-modal Safety Improvements (PBOT) • Powell-Division Safety and Access to Transit (TriMet) • 20s Bikeway (PBOT) • Powell Safety Project - US26: SE 20th Ave to 33rd Ave (ODOT) • Foster Road Streetscape Project (PBOT) • 82nd Avenue Safety Improvements at Division St and other locations (ODOT) • Outer Powell Transportation Safety Project (ODOT) • East Portland Access to Transit (PBOT) • East Portland Access to Employment and Education Multimodal Improvements (PBOT) • East Metro Connections Plan • Division Street Corridor Project (Gresham) • Stark Street (Multnomah County/Gresham). 	January 2014 - 2020	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T6	Service planning for bus service in the corridor with the bus rapid transit line	January 2014 - 2020	TriMet
T7	Engineering for bus rapid transit route, including station design	July 2015 - 2017	TriMet
T8	Environmental process under the National Environmental Policy Act (NEPA)	2016-2017	Metro
T9	Action on the Locally Preferred Alternative by local jurisdictions, JPACT, and Metro Council	2016	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T10	Update local Transportation System Plans, TSP System Improvements Project List, Capital Improvement Project Lists, and the Regional Transportation Plan to ensure the relevant project description and cost reflects the BRT project definition recommended by the Steering Committee during the Project Development phase.	2016	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T11	Finance Plan for full funding of the project: Develop strategy and finalize partner commitments for funding design, construction, and operation.	2016-2017	TriMet, Metro
T12	Project Rating from Federal Transit Administration	2017	TriMet

REGIONAL SUPPORTIVE ACTIONS

	Action	Timing	Responsibility
R1	Gresham and Portland begin implementing local action plans.	2015-2020	Portland and Gresham will advance actions based on city council adoption. Metro will facilitate coordination across staff.
R2	Continue coordination with Metro Equitable Housing Initiative.	2015-2016	Metro will coordinate developing recommendations for future direction.
R3	Support brownfields coalition.	2015-2017	Metro will coordinate with brownfields coalition, EPAP brownfields subcommittee, and partners to support redevelopment.
R4	Continue successful redevelopment of transit oriented development project at SE 82nd and Division.	2015 - 2020	Metro Transit Oriented Development program will continue process with APANO and community partners for community use in anticipation of redevelopment for affordable housing.
R5	Explore opportunity for TOD project development in the corridor at 1-2 other sites.	2015-2020	Metro Transit Oriented Development program will explore opportunities for additional community supported development.
R6	Continue coordination with I-84 Multimodal Integrated Corridor Management grant.	2015-2017	Metro will work with partners to develop an integrated corridor management plan for the corridor.
R7	Publish Equitable Resource Development toolkit and work with partners to ensure equity strategies are implemented.	2015-2016	Metro will update and refine resource kit and provide as resource on the web. Metro will continue to coordinate with city and regional efforts.
R8	Pursue grant funding to support health, art, neighborhood placemaking.	2015-2017	Metro will provide grant writing assistance and pursue additional funding for community investments.



	Action	Timing	Responsibility
R9	Pursue supportive grant opportunities.	2015-2017	Metro will provide technical assistance to pursue Nature in Neighborhoods grants, Regional Travel Options grants, and other funding.
R10	Advance corridor investment strategy for active transportation based on bicycle and pedestrian concepts for the corridor. Leverage project to maximize funding for safety features to support all modes.	2015-2020	Metro will coordinate investments based on corridor concepts developed as part of the project bicycle element and pedestrian access analysis. Agencies will support and seek funding for additional improvements to address need for all modes.
R11	Create business support strategies during construction for businesses in the corridor.	2017-2020	TriMet and Metro will work with business districts, the neighborhood prosperity initiative, and small businesses in the corridor to develop a robust program to support small businesses during construction.
R12	Create jobs in the development, design, and construction of the transit project.	2015-2020	Incorporate TriMet's DBE model in engineering and construction for small and emerging business owned by people of color and women. Explore community benefit agreements as part of creating quality local jobs.
R13	Small business development strategies.	2015-2020	Partner with small business development center at Portland Community College and Mount Hood Community College to support local business development along the corridor.
R14	Promote economic growth and workforce development along the corridor. Pursue opportunities for local and other geographic-based hiring preferences.	2015-2020	Monitor US DOT Ladders of Opportunity Contracting Initiative Pilot Program and consider Powell-Division project for program should the program continue. Track and support new rule making regarding geographic hiring provisions for labor on DOT-assisted projects.



	2014	2015	2016	2017	2018	2019	2020
PLANNING							
Winter 2014 Establish a common understanding of the needs and opportunities for transit and development in the corridor	■						
Spring through fall 2014 Look at the kinds of transit that that are feasible and desirable in the corridor, hear ideas about where it should go and identify places that would make safe and active station areas	■						
Winter and spring 2015 Take the elements that are most supported and feasible, and craft a recommendation on the type of transit, route and strategies for development at station areas		■					
Summer 2015 Refine the recommendation and present it to local and regional elected councils for consideration and endorsement		■					
DESIGN							
2015 to 2017 Create detailed design of the new transit line and station areas, and complete environmental review and permitting			■	■	■		
CONSTRUCTION							
2018 to 2020 Build the transit line and station areas and start new service					■	■	■

www.oregonmmetro.gov/powelldivision

Summer 2015 to Summer 2017



- **Summer 2015:** Enter into 2-year Project Development upon FTA approval
- **Fall 2015:** Metro Council endorsement of Transit Action Plan
- **Early Spring 2016:** Locally preferred alternative Steering Committee recommendation
- **Spring 2016:** Partners endorse LPA
- **Summer 2016:** Metro Council approval of LPA into Regional Transportation Plan

www.oregonmmetro.gov/powelldivision

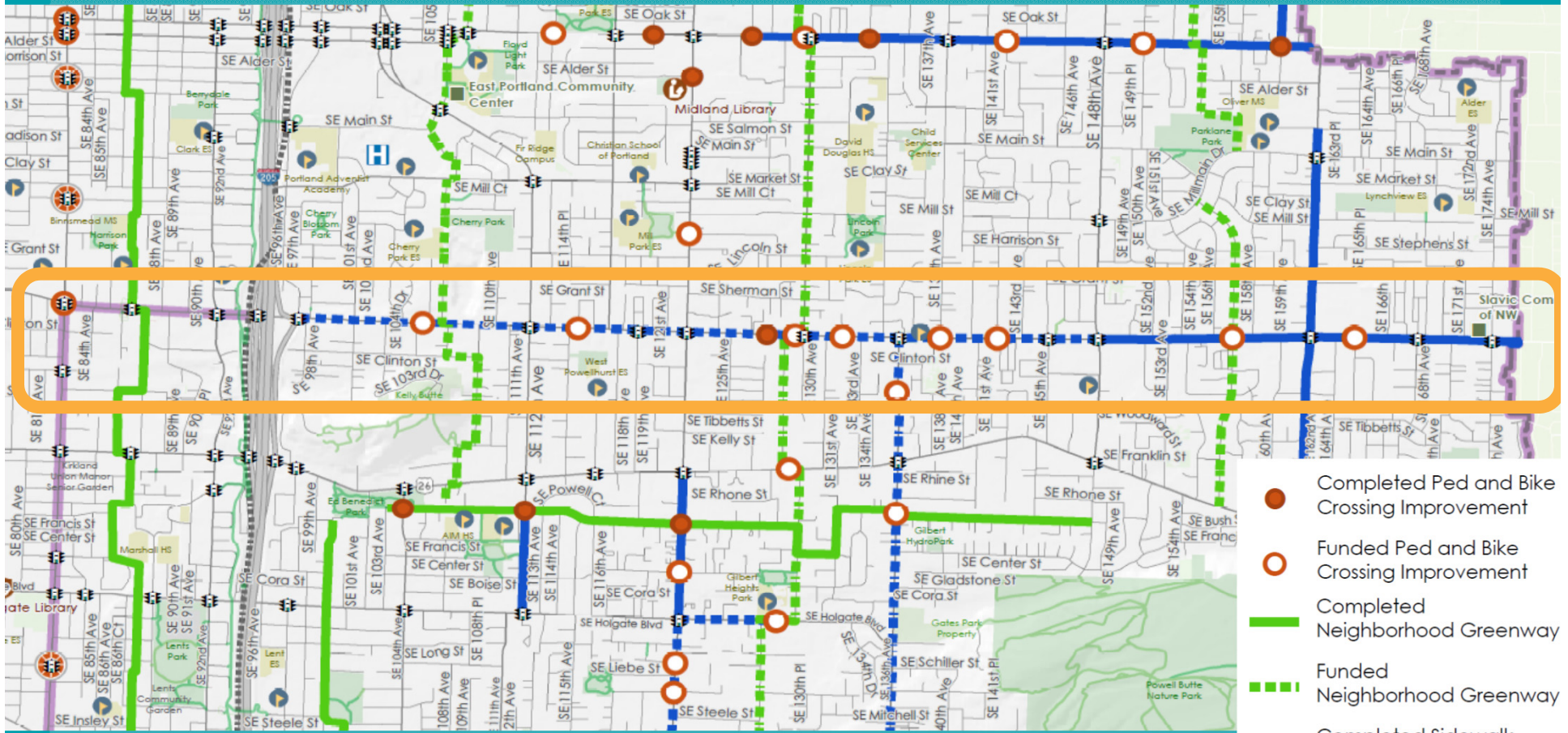
Powell-Division Corridor: Supporting Transportation Plans and Projects

East Portland in Motion



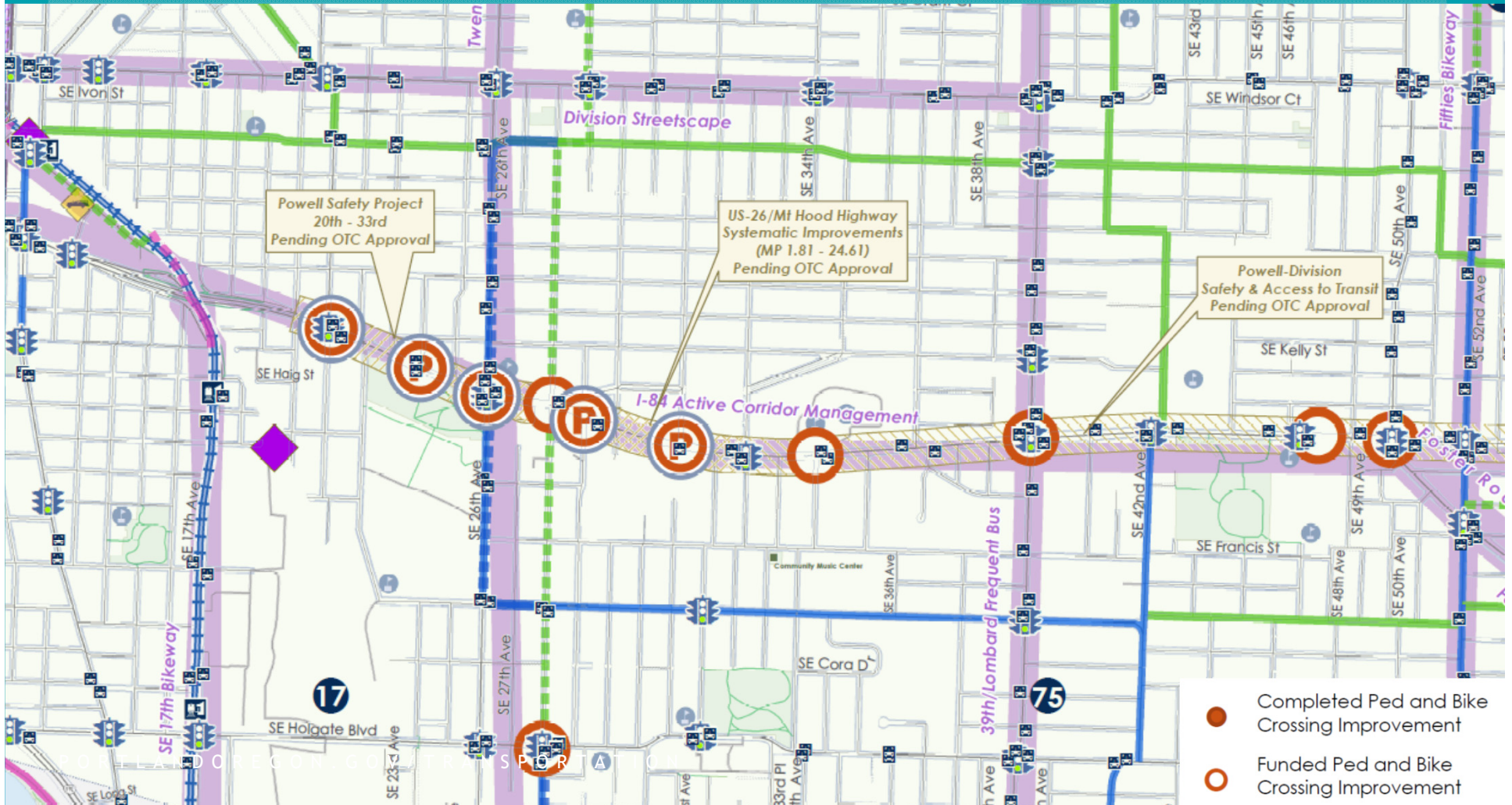
- An implementation strategy for active transportation in East Portland.
- Adopted in 2012.
- Over \$47 Million allocated to EPIM projects by City and other agency partners between 2012 and 2018.
- Several funded safety & access projects in Powell-Division corridor.

Completed & Funded EPIM Projects near Outer SE Division



- Completed Ped and Bike Crossing Improvement
- Funded Ped and Bike Crossing Improvement
- Completed Neighborhood Greenway
- - - Funded Neighborhood Greenway
- Completed Sidewalk Infill Project
- - - Funded Sidewalk Infill Project Underway
- EPNO Boundary

Completed & Funded Projects near Inner SE Powell Blvd



Division-Midway Neighborhood Street Plan



- Identifies local street and pathway connections to improve connectivity:
 - Improvements to existing public rights-of-way
 - Future connections through large blocks
- Prioritizes connections that most help achieve City goals on equity, healthy and connected complete neighborhoods and access to transit.
- City Council adoption late Summer 2015

Division-Midway Neighborhood Street Plan Recommended Connections

Connection Improvements in Existing Public Right-of-Way




Connections in Existing Public Right-of-Way

Prioritized Tiers



-  Tier 1 - Top Priority (9)
-  Tier 2 - Medium Priority (13)
-  Tier 3 - Lower Priority (12)

 Schools (22)




Safe Routes to School


-  SR2S Pathways
-  Sidewalks & Improved Corners
-  Neighborhood Greenways

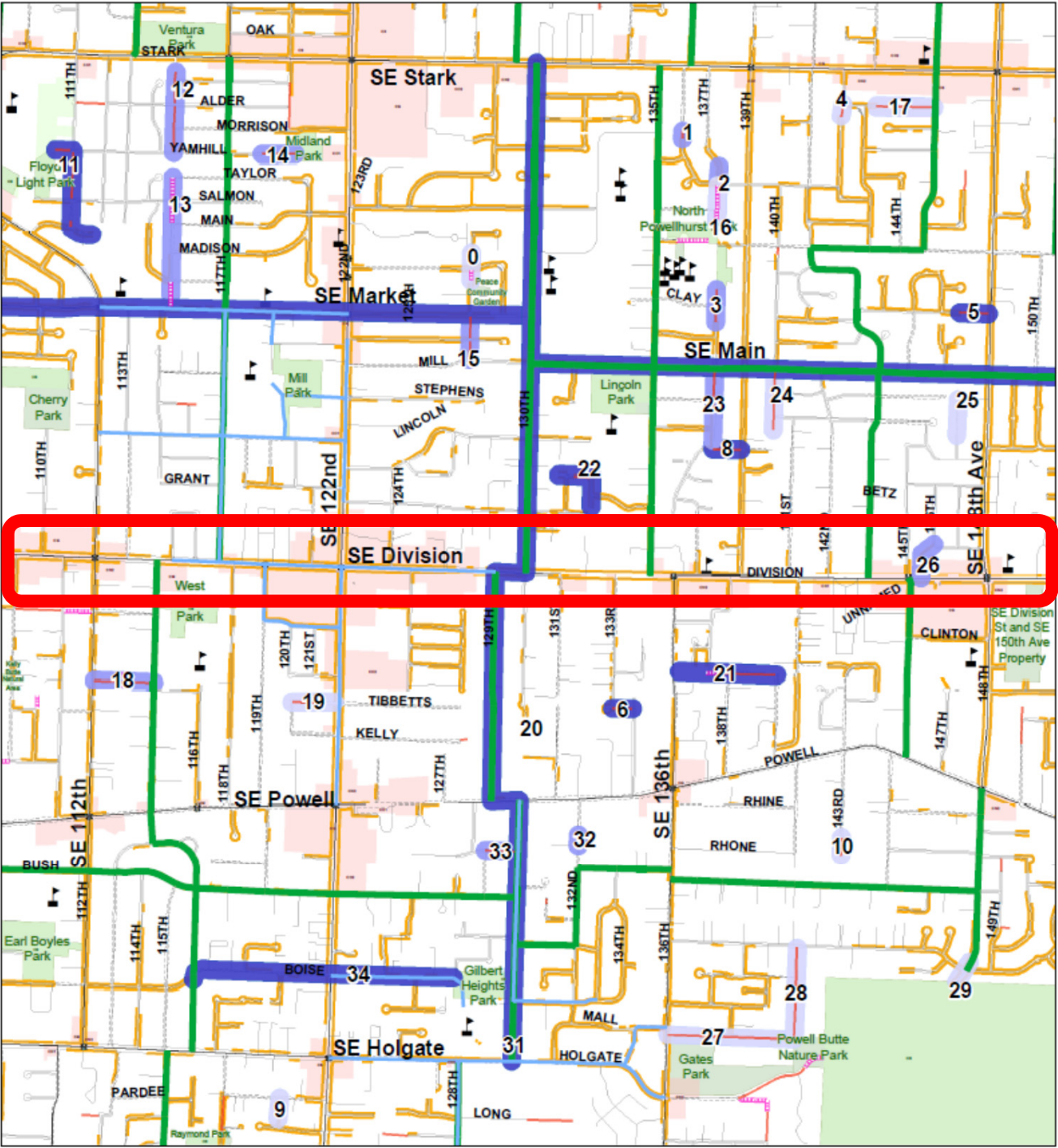
Street Surface by Maintenance Authority

- Streets with Adjacent Property Owner Maintenance Responsibility
-  Unpaved
 -  Right-of-way only (no street)

Open Space & Commercial Zoning

-  All Commercial (CG, CM, CN1, CN2, CS)
-  OS
-  City of Portland Parks (16)

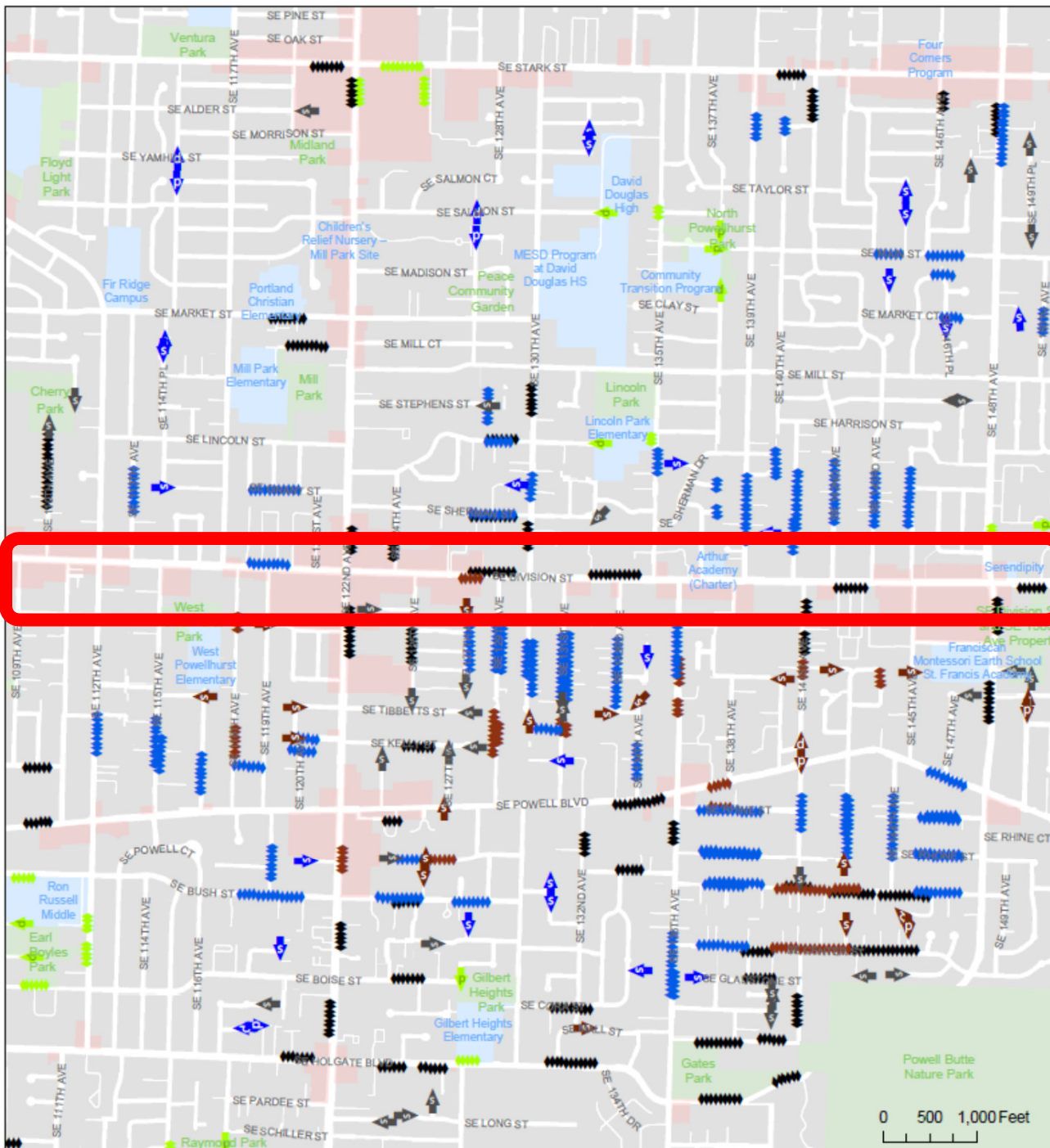
0 400 Feet




Division-Midway Neighborhood Street Plan

Future Connections Across Existing Private Property

for the Far SE Portland Master Street Plan



Connection Points & Alignment Uncertain, To Be Determined

- ◆◆◆◆ New Division-Midway Connection
- ◆◆◆◆ Outer Powell Blvd. Plan Connection
- ◆◆◆◆ Previous Adopted Street Connection
- ◆◆◆◆ Previous Adopted Ped/Bike Connection

Connection Points Certain and Alignment Uncertain, To Be Determined

New Division-Midway

- ◆ Pedestrian/Bicycle Street

Outer Powell Blvd. Plan Recommended

- ◆ Pedestrian/Bicycle Street

Previously Adopted

- ◆ Pedestrian/Bicycle Street

Land Use

- All Commercial (CG, CM, CN1, CN2, CS)
- City of Portland Parks
- Schools



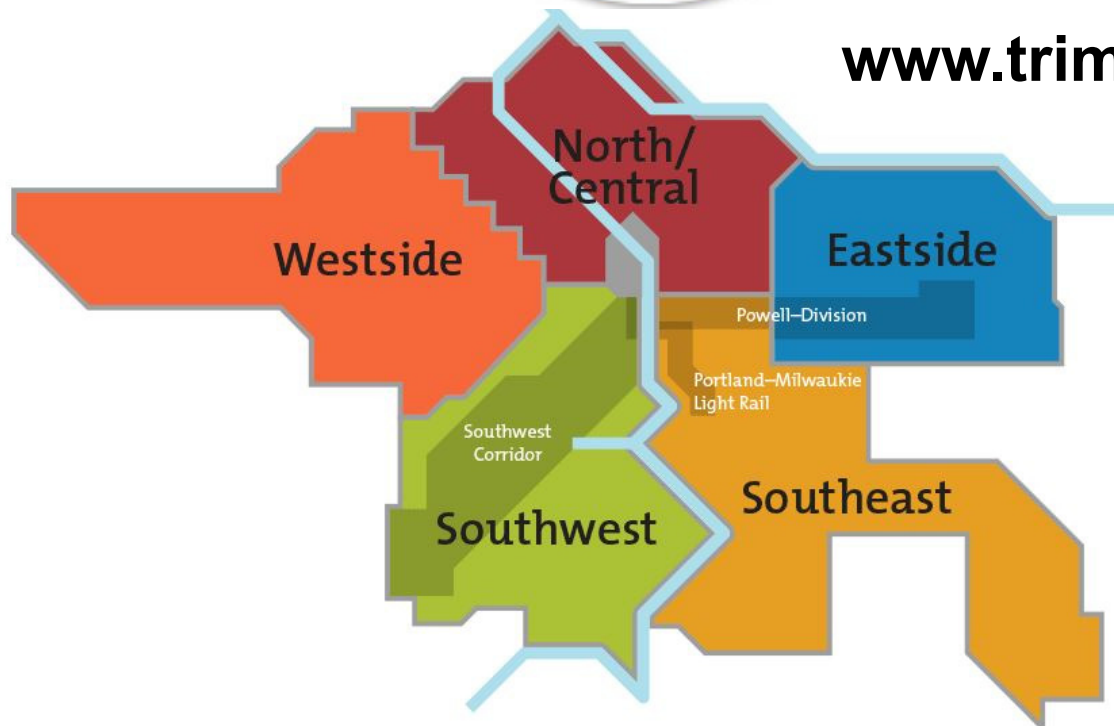
122nd Ave TriMet Partnership



- TriMet commitment to provide Frequent Service along 122nd Ave, Bus line 71.
- City of Portland commitment to fund and build safety and access to transit improvements.
- Status: Several projects funded and in design. Construction in 2016



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

