

# DIVISION

TRANSIT PROJECT



## COMMUNITY ADVISORY COMMITTEE

MARCH 16, 2017

# Agenda

1. Community Advisory Committee role
2. Introductions
3. Public comment
4. Project context and background
5. Project timeline and budget
6. Committee roundtable



# CAC Purpose



- Integrate community interests with technical, regulatory and budget considerations
- Facilitate communication with key stakeholders
- Paired with TriMet outreach efforts

# CAC Meeting Format

- Collaborative and respectful
- All perspectives are valued
- Public comment accepted
- End each CAC with roundtable
- Staff support between meetings

# Outreach Team

**Brenda Martin**  
(Inner Portland)

**Wendy Serrano**  
(Outer Portland)

**Coral Egnew**  
(Gresham)





# Powell-Division Transit and Development Project Outcomes

## Development

- Community-driven economic development strategy
- Mitigate involuntary displacement

## Transit

- Safely and efficiently serve high ridership demand
- Improve access to transit
- Coordinate with other investments
- Recognize limited capital and operational funding

# Powell-Division Transit and Development Project

High-Capacity Transit System Plan

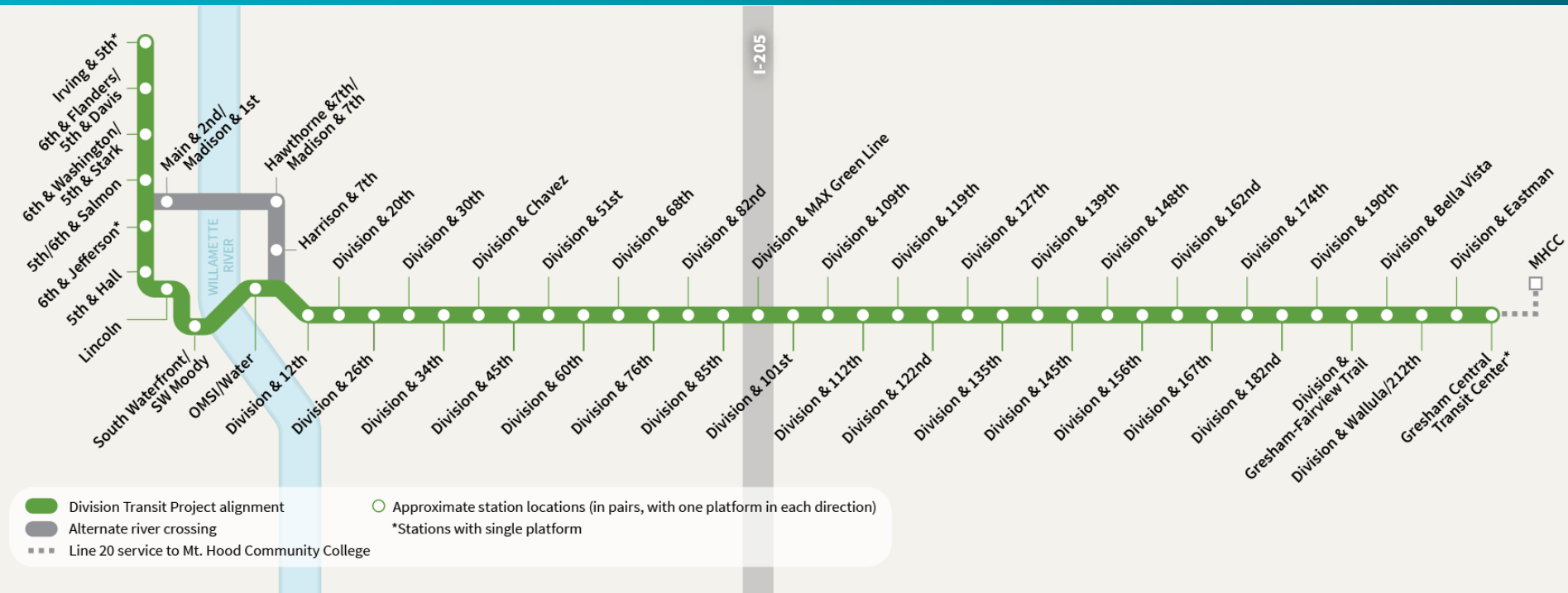


Powell-Division Transit and Development Plan

- Transit Action Plan
- Gresham Local Action Plan
- Portland Local Action Plan
- **Locally Preferred Alternative (LPA)**
- LPA Conditions of Approval (Exhibit C)
- Memoranda of Understanding (MOUs)



# LPA → Division Transit Project



- High-capacity bus service
- Route and general station locations

# Coordinated Efforts—Examples

## Housing Affordability

- Portland Housing Bureau efforts

## Workforce and Economic Development

- PDC Business Technical Assistance

## Safety and Active Transportation

- PBOT Division Multimodal Project

## Related Transit Improvements

- Line 20 frequency improvements
- New bus line on SE 162nd Ave

# Goals

## Transportation

- Safe, convenient options
- Improve the existing transit system

## Well-being

- Safe, healthy neighborhoods with improved access to opportunities

## Equity

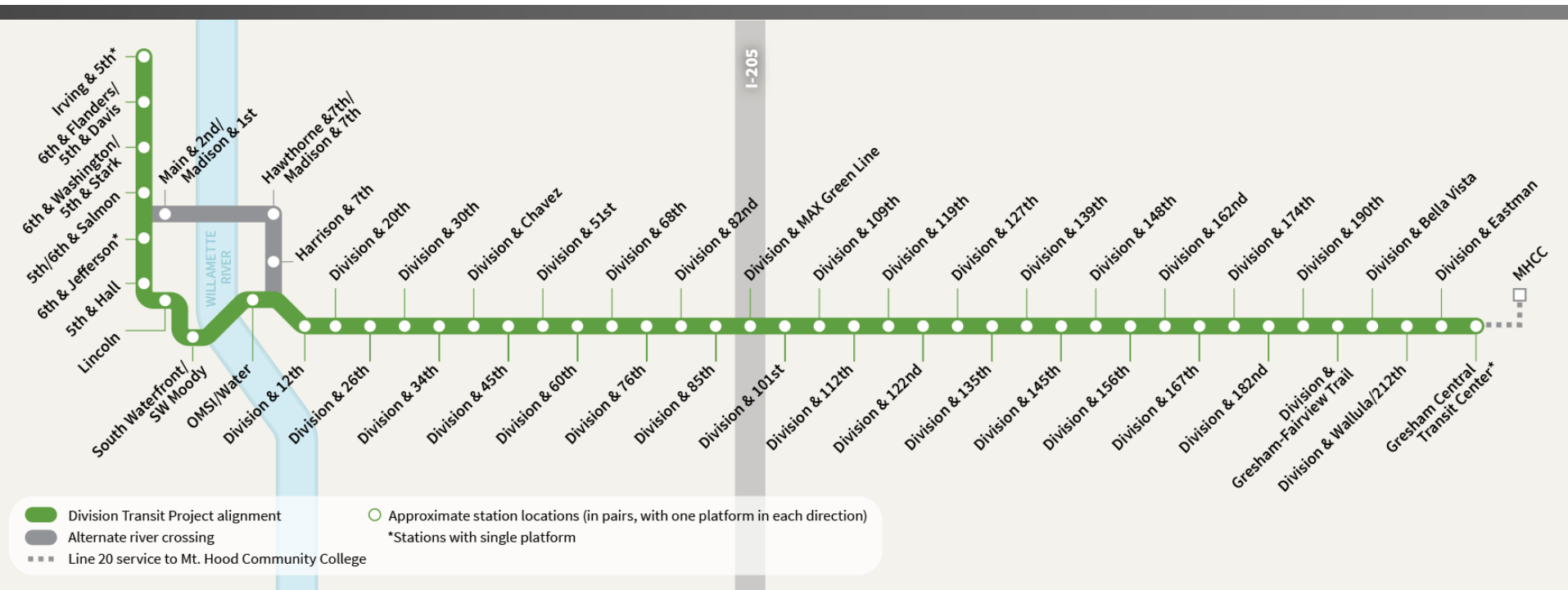
- Reduce existing disparities
- Equitably distribute benefits and burdens

## Efficiency

- Implement and operate transit efficiently

# Scope

- 14 miles of enhanced service from Downtown Portland to Gresham Central
- Roughly 40 stations with 80 platforms; approximately 1/3-mile spacing
- Improvement in travel time and reliability over existing service
- Use existing station infrastructure at South Waterfront, OMSI, and the Transit Mall



# Project Performance Elements

## 15–20% Improvement in Service

- Reduced dwell, improved travel times, and increased capacity
- 11"–12" high platforms to facilitate near-level boarding and easy flow
- 60' articulated buses with multi-door boarding



# Project Performance Elements

(continued)

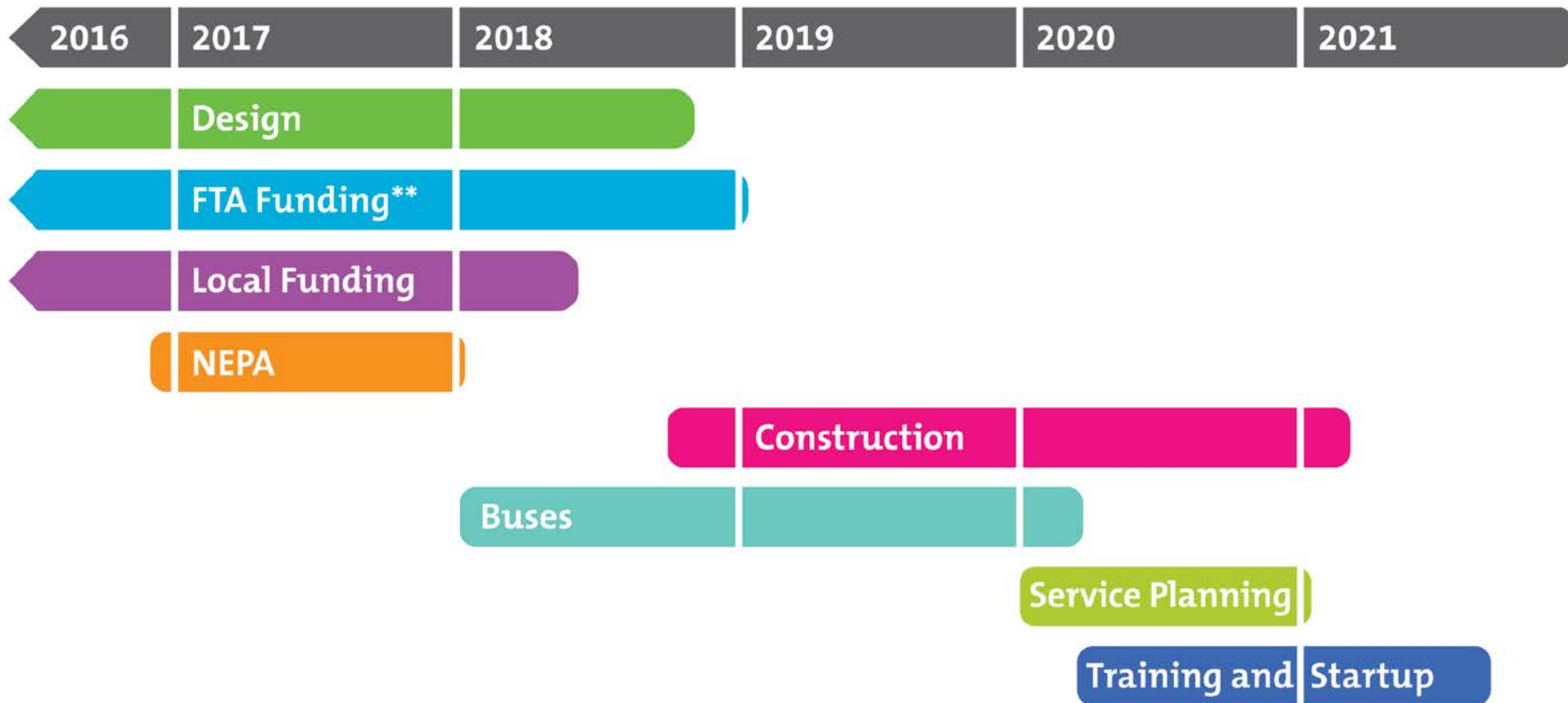
- Approximately 1/3-mile station spacing
- Transit Signal Priority
- Faster fare collection via Hop Fast Pass at all doors



# Preliminary Design Process

- Collaborative, multi-jurisdictional effort
- Design to level of detail that ensures project can be delivered for \$175 million
- Budget includes:
  - » Right-of-way acquisition
  - » Construction
  - » Articulated buses
  - » Maintenance facility
- Refine station placement to optimize safety, access and transit performance
- Establish foundation for ongoing design

# Schedule







# Near-Term Next Steps

## April CAC

- PBOT Division Multimodal Project
- Introduction to transit station design considerations

## May CAC

- Continuing discussion of transit design considerations

## June CAC, Policy & Budget Committee, Open House

- Proposed design for station footprints