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

Diagram:

- Technical staff work
- Multi-jurisdictional coordination meetings
- Policy and Budget Committee
- Community input from CAC and other 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
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
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